Local and Regional Connections

Unit	Frequency, travel time, and span of service for transit connections between the following list of origins and destinations: In Redmond: Downtown, Overlake, Education Hill, North Redmond, Avondale, Bear Creek, Southeast Redmond, Idylwood, Overlake Transit Center, Overlake Village, Grass Lawn, Willows Road Outside Redmond: Downtown Kirkland, Totem Lake, Downtown Bellevue, Crossroads, University District/UW, Downtown Seattle
Baseline	2010
Objective	Meet standards described in Transit chapter
Reporting frequency	Yearly
Data source	City of Redmond Department of Planning and Community Development

Access

Unit	The percentage of jobs and housing (2030 projection) with half-mile access to a transit stop
Baseline	2010
Objective	80 percent of Redmond jobs and housing units
Reporting frequency	Every two years
Data source	City of Redmond Department of Planning and Community Development

High Frequency Corridors

Unit	Percent of high-frequency priority corridors (see Chapter 4-2) by length that are achieving their frequency targets
Baseline	2012
Objective	15-minute headways or better from 6 a.m. to 6 p.m.
Reporting frequency	Yearly
Data source	City of Redmond

Appendix C:
Concurrency Management and Level of Service

Introduction

The TMP represents a multimodal approach to addressing transportation and includes programs, projects, and services that are intended to serve the communities transportation and land use vision as articulated in the Redmond Comprehensive Plan. The City of Redmond's plan-based transportation concurrency system is a tool to ensure the pace of development does not exceed the pace at which the multimodal, growth-related program, projects, and services included in the TMP are implemented.

The 2004 Comprehensive Plan and 2005 TMP established the framework for a new plan-based concurrency management system that would ensure the City meets its level of service (LOS) standard of growth occurring proportionately and in parallel with development of the City's transportation system. This was a significant change from the prior LOS and concurrency management system which was based solely on measuring vehicle LOS at system intersections in seven Transportation Management Districts. This system was determined to be inconsistent with other Comprehensive Plan policy.

Plan-based concurrency is about building transportation capacity in a way that supports the community's vision.

After the adoption of the 2005 TMP, the City embarked on a study to implement plan-based concurrency and the City's new LOS standard. The study resulted in establishing an LOS based on citywide person miles traveled, also referred to as Mobility Units. The study also resulted in updates to the City's Zoning Code consistent with Comprehensive Plan policy TR-27, which describes that Redmond's transportation concurrency management system is based on a "plan-based" approach to ensure that funding of programs, construction of projects, and provision of services occur in proportion to the needs of the City and the pace of growth. Another part of the study was determining how the new system would be administered to ensure implementation of growth-related multimodal transportation programs, projects, and services consistent with the Comprehensive Plan policy and the TMP. The resulting plan-based concurrency system now in place ensures the City is meeting the requirements of the Washington State Growth Management Act (GMA), while also simplifying the development review process.

The foundation of the plan-based concurrency system is an up-to-date plan of programs, projects, and services that supports the community land use vision. The TMP includes the Transportation Facilities Plan (TFP), which is multimodal in scope, financially constrained, and based on Redmond's 2030 vision of a balanced land use and transportation system. The TFP represents a plan that responds to existing growth trends and prepares for future growth in the city's two urban centers while continuing to improve transportation within established neighborhoods.

The TMP also includes a Performance Measurement chapter which provides transportation system monitoring beyond what is required in this chapter to meet GMA level of service and concurrency requirements. The Performance Measurement chapter provides specific performance measures

reported out annually for various transportation modes allowing the City to better manage the transportation system. This also allows the concurrency management system to focus on ensuring that implementation of growth-related programs, projects, and services included in the TFP keeps pace with growth.

Framework

The plan-based concurrency system is based on analysis of 2030 land uses (as contained in the Comprehensive Plan) and the 2030 TFP, which is designed to provide sufficient capacity for that land use. To maintain concurrency, then it will be necessary to appropriately pace land development with multimodal transportation system programs, projects, and services.

The overall concept for maintaining this critical balance of transportation concurrency in Redmond is shown in the figure below. The committed, complete, and existing "bucket" in the bottom right illustrates the short-term capacity that will be available to new development based on progress made by the City in implementing transportation programs, projects, and services.

Level of Service

The level of service measure for concurrency is to demonstrate completion of the multimodal transportation system is occurring at the same rate or a faster rate than the growth in travel demand.

Demand

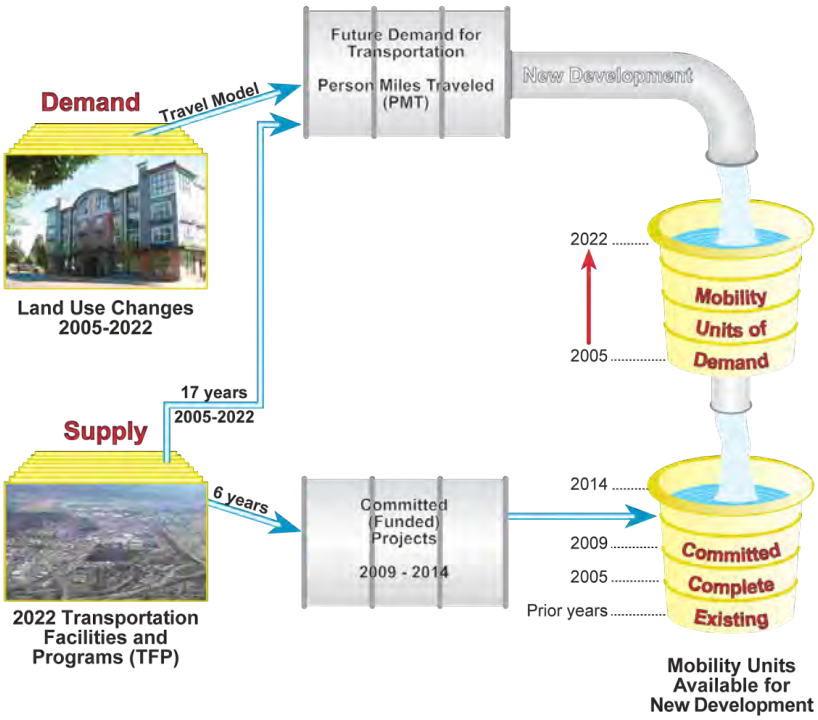
Measuring concurrency requires the creation of an apples-to-apples comparison between demand for and supply of multimodal transportation infrastructure. The starting point for this comparison is the development of a land use summary table. This table summarizes the total amount of new development, measured in the number of residential dwelling units and square feet of nonresidential space in 2010 and the 2030 land uses forecasted by district. The growth in development is calculated as the difference in the 2030 and 2010 land uses.

Conventional planning practice determines transportation impacts by calculating the number of automobile trips that will be generated by the forecast land uses. Using a multimodal approach, the new plan-based concurrency system relies on a mode-neutral measure known as the "mobility unit" (measured in terms of person miles traveled rather than vehicle miles traveled or automobile delay).

Supply

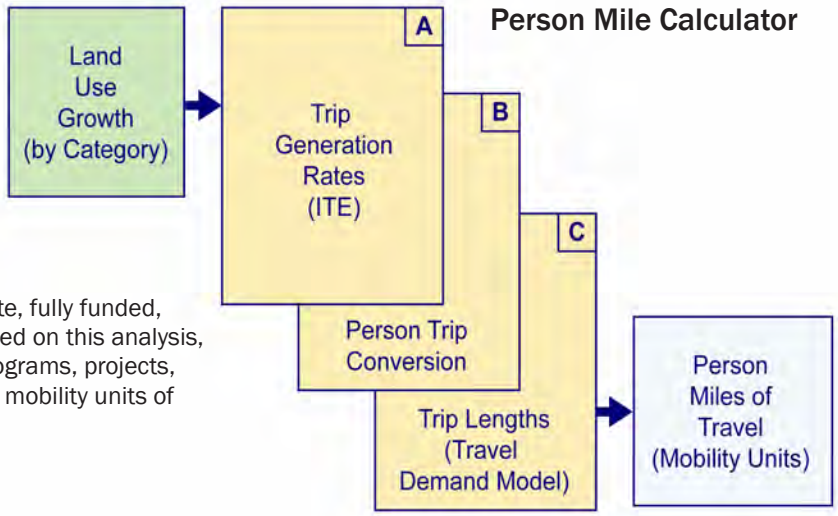
Based on adopted plans and policies, the list of transportation programs, projects, and services to be implemented by 2030 is expected to be sufficient to meet the travel demand generated by new development. A key element of the plan-based concurrency system is communicating how much of the 2030 TFP is implemented within the six-year concurrency window.

Redmond Concurrency Concept



In order to measure the amount of capacity available for each travel mode (e.g., bicyclists, motorists, pedestrians, and transit users), the City developed a measure called "system completion."

The analysis uses the capacity-enhancing list of transportation programs, projects, and services from the 2030 TFP with cost estimates for each. Next, the analysis evaluates their status by determining how many projects are complete, fully funded, or partially funded in the City's Six-Year Program. Based on this analysis, the percent of committed capacity-enhancing TFP programs, projects, and services is determined, as well as the number of mobility units of supply available.



Concurrency Management

Using the calculations described for supply and demand above, concurrency is determined by comparing the available transportation mobility units against the demand for mobility units generated by new development. To manage the pace of development in the short term, the concurrency test focuses on "how much room is left in the Six-Year Bucket?" This test entails a comparison of the available mobility units based on projects funded or constructed in the time horizon of the Six-Year Program, as required under the GMA. One important step in this process is to account for the mobility units that have been allocated for "pipeline" development projects that have been approved by the City but not yet occupied.

Available Mobility Units - Comparing Supply to Demand

The available mobility units are calculated by comparing the available supply to the demand. As shown below, the supply of mobility units represents the proportion of the TFP that is committed to be built during the next six years. As previously described, approximately 60 percent of the mobility units are currently available for development. The current demand for mobility units is represented by the amount of pipeline development approved within the city.

Management System and Development Review

Under the proposed plan-based concurrency system, concurrency approval of a proposed development is based on the availability of mobility units within the mandated six-year time frame. To manage the pace of development in the short term, the concurrency test will focus on "how much room is left in the Six-Year Bucket?" This test will entail a comparison of the available mobility units based on projects funded or completed in the Six-Year Program time horizon, as required under the GMA.

As part of the concurrency review process, each development proposal would be analyzed to determine the number of mobility units expected to be generated by the development. This demand for mobility units would then be compared to the available mobility units within the City's Six-Year Program. If sufficient mobility units are available, then the development is considered to be concurrent.

If the development is deemed to be not concurrent, then the applicant would need to wait until additional mobility units become available or pay for additional mobility units to offset the impacts of the development. Mobility units become available as additional projects are funded and committed by the City within its Six-Year Program, the Transportation Improvement Program, and Capital Investment Program. Alternatively, an applicant could agree to accelerate the implementation of key infrastructure projects in order to provide sufficient transportation system capacity. This process would be similar to the supplemental mitigation procedures currently used under the City's existing concurrency regulations.

Once concurrency is achieved, the proposed development would need to comply with SEPA requirements, applicable City zoning and building codes, and pay transportation impact fees.

Trends and Conditions

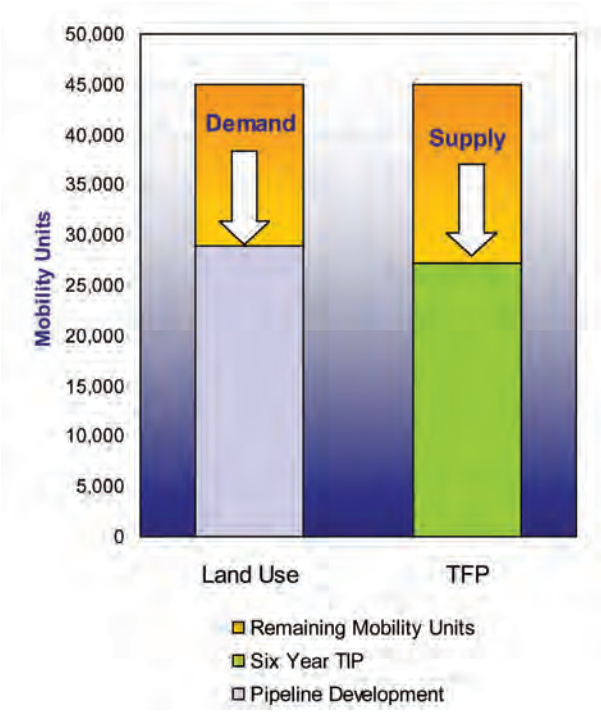
Comparing Supply and Demand

The current demand for mobility units (person miles of travel) is based on the total amount of development that is either in the development design and review "pipeline," under construction or complete during the planning horizon. Based on current development, 35,429 mobility units of demand planned for in the 2005 Transportation Master Plan have been allocated to these projects.

The current supply for mobility units is based on the total amount of capacity-enhancing programs, projects, and services in the Transportation Facility Plan which are either complete or committed. This is also referred to as system completion. Based on analysis of completed projects and the current Six-Year TIP, there are 44,060 mobility units of supply available.

The comparison of current mobility unit demand and mobility unit supply available determines the amount of mobility units available for new development. The City currently has 8,631 mobility units of supply available (44,060 - 35,420 = 8,631).

Mobility Units Concept



System Completion

System completion refers to the portion of the TFP that is complete or committed. The result of this analysis showed that the total system completion equals the sum of the Six-Year Transportation Improvement Program (TIP)/Capital Improvement Program (CIP) (60 percent).

Highway Levels of Service

The Washington State Growth Management Act requires that cities' comprehensive plans include "[e]stimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities."[1] Redmond has two state routes within its borders: SR 520 and SR 202 (Redmond-Woodinville Road NE/Redmond Way). Table 13. V/C ratios for highways of state significance in Redmond, includes volume-to-capacity (V/C) ratios for the Redmond extents of these facilities for the 2010 baseline and in 2030 with projected land-use changes and completion of the Transportation Facilities Plan (see Chapter 7 – Transportation Facilities Plan). The 2030 land use data used in estimating the V/C ratios are consistent with the adopted 2030 land use growth targets for the City of Redmond (see Chapter 2 – Trends and Conditions)

[1] *RCW 36.70A.070(6)(a)(ii)*

Table 13. V/C ratios for highways of state significance in Redmond

	Volume to Capacity (V/C Ratio)			
	2010		2030 TFP	
Corridor	MD	PM	MD	PM
SR 520 WB from Redmond Way to West Lake Sammamish Parkway NE	0.79	0.82	0.89	0.89
SR 520 EB from Redmond Way to West Lake Sammamish Parkway NE	0.75	1.16	0.84	1.17
SR 520 WB from West Lake Sammamish Parkway NE to NE 51st Street	0.61	0.55	0.67	0.57
SR 520 EB from West Lake Sammamish Parkway NE to NE 51st Street	0.62	0.85	0.62	0.89
SR 520 WB from NE 51st Street to NE 40th Street	0.61	0.57	0.71	0.67
SR 520 EB from NE 51st Street to NE 40th Street	0.42	0.62	0.54	0.72
SR 520 WB from NE 40th Street to 148th Avenue NE	0.58	0.54	0.72	0.71
SR 520 EB from NE 40th Street to 148th Avenue NE	0.49	0.58	0.6	0.68
Redmond Woodinville Road NE (SR 202) from NE 90th Street to NE 124th Street	0.92	1.34	1.06	1.66
Red-Wood Road (SR 202) from NE 85th Street to NE 90th Street	0.73	0.81	0.79	0.97
164th Avenue NE (SR 202) from NE 85th Street to Redmond Way	0.74	0.83	0.92	1.07
Redmond Way (SR 202) from 164th Avenue NE to 170th Avenue NE	0.52	0.5	0.84	1.08
Redmond Way (SR 202) from 170th Avenue NE to SR 520	0.89	0.98	1.07	1.12
Redmond Way (SR 202) from SR 520 to East Lake Sammamish Parkway NE	0.85	1.17	1.09	1.36
Redmond Way (SR 202) from East Lake Sammamish Parkway NE to 185th Avenue NE	0.72	1.04	0.87	1.21
Redmond Way (SR 202) from 185th Avenue to east city limits	0.66	1.03	0.83	1.26

Implementation and Action Steps

Once the TMP update is adopted, the concurrency management system will be recalculated using the adopted 2013-2030 Transportation Facility Plan from the TMP and the 2010-2030 growth targets from the Comprehensive Plan. The amount of "pipeline" development will also be updated to reflect the new 2013-2030 planning horizon. The result of this update will be an updated number of Mobility Units of supply available for new development.

Once the status of the concurrency management system has been updated, implementation of the growth related portion of the TFP annually and new development proposals will be tracked as developers apply for concurrency. Based on this information, the Mobility Units of supply available for new development will remain up to date.

Appendix D:
Street Classification System

Introduction

The functional classification of a street depends on its purpose and role in serving transportation mobility, access, and circulation needs. Streets may:

- Connect Redmond's urban centers to other parts of the region.
- Connect neighborhoods with urban centers.
- Provide internal circulation within neighborhoods.

The functional classification also considers the role of each corridor in supporting Redmond's multimodal transportation system. The street design is based on its functional classification.

Redmond's functional classification system organizes streets into the following categories:

- The SR 520 Freeway
- Principal Arterial
- Minor Arterial
- Collector Arterial
  - Connectors
  - Local Access
  - Shared Streets

SR 520 Freeway

The SR 520 Freeway is a high-capacity, high-speed highway connecting Redmond with the region. SR 520 is the city's most significant multimodal corridor and serves as the alignment for the East Link light rail line between Redmond and Seattle. Furthermore, the SR 520 Trail along SR 520 is a priority pedestrian/bicycle corridor.

The SR 520 Freeway requires massive infrastructure and wide rights-of-way (up to 300 feet or more) and is intended to carry heavy volumes of traffic at high speeds, including a relatively large percentage of trucks. The freeway is a limited access highway. Adjacent land uses include commercial office and retail uses, residential uses, open space, parks, and industrial uses.

SR 520 terminates at Avondale Road, a principal arterial. All interconnections with other roadway classifications are accomplished through grade-separated interchanges. The SR 520 Freeway is a divided highway with at least two general purpose and one HOV lane in each direction. Lanes are at least 12 feet wide with inside and outside paved shoulders provided. Design geometry is based on relatively high travel speeds. There are no at-grade pedestrian crossings and no bike lanes adjacent to vehicular travel lanes. In certain instances bicycles may be allowed to utilize paved shoulders or may be accommodated in separate trail facilities within the right-of-way.

Traffic calming and speed reduction measures are not applicable to the SR 520 Freeway. Noise and visual mitigation measures may be appropriate in specific settings. Interchanges are to be located far enough apart to safely accommodate merging and weaving maneuvers.

The SR 520 Freeway will continue to accommodate regional and interregional transit routes and the SR 520 Trail will continue to provide safe travel for cyclists and pedestrians.

Principal Arterial

A principal arterial provides capacity and continuity for travel between different areas of the region. Adjacent land uses may include residential and commercial areas, open space, public lands, industrial sites, and institutional sites. The activity center for a neighborhood will often be located along a principal arterial or at the intersection of a principal arterial with another principal arterial or a collector arterial.

Principal arterials connect typically with freeways or other principal arterials. Direct connections with other roadways are provided via at-grade intersections. Principal arterials may have as many as four through lanes, but will generally be designed as divided facilities with a center median. Turn lanes will be provided as turning movements warrant and may include left turn lanes and right turn lanes, or in five-lane or three-lane configurations may include a two-way continuous left turn lane.

Clearly marked crosswalks will be provided at all legs of every signalized intersection unless their absence is warranted. On-street bicycle lanes may be provided even if alternative, close-by, parallel facilities are available. Sidewalks will be included on both sides of the street and will be separated from vehicle lanes by a buffer strip. While serving as the separation between vehicles and pedestrians, the buffer strip will use vegetation to treat stormwater runoff using rain gardens or bioswales.

Traffic calming and speed reduction measures are generally not applicable to principal arterials. Principal arterials will be designed with partial control of access through the City's access management system. On-street parking will not generally be allowed.

Principal arterials shall provide for transit circulation and access, including bus stops and bulb-outs. Pedestrian facilities in the corridor including connections to transit, will be designed to provide safety and comfort, and standards may increase in pedestrian zones.

Minor Arterial

A minor arterial provides capacity and continuity for travel between different areas of the region, but will not have the capacity and significance of principal arterials. Adjacent land uses may include residential and commercial areas, open space, public lands, industrial sites, and institutional sites. The activity center for a district will often be served by minor arterials and may include the intersections of minor arterials with principal arterials and collector arterials.

Minor arterials terminate only at freeways, principal arterials, or other minor arterials. Direct connections with other roadways are provided via at-grade intersections. Minor arterials may have as many as four through lanes and may or may not have median dividers. Turn lanes are provided as movements warrant and may include left turn lanes and right turn lanes, or in a three-lane configuration may include a two-way continuous left turn lane.

Clearly marked crosswalks are provided at all legs of every signalized intersection unless their absence is warranted. On-street bicycle lanes may be provided even if alternative, close-by, parallel facilities are available. Sidewalks will be included on both sides of the street and will be separated from vehicle lanes by a buffer strip. While serving as the separation between vehicles and pedestrians, the buffer strip will use vegetation, such as rain gardens or bioswales, to treat stormwater runoff.

Traffic calming and speed reduction measures are generally applicable to minor arterials only in areas where sensitive land uses (residential property, schools, public parks, and certain other public institutions) directly abut the roadway or are nearby. Minor arterials will be designed with partial control of access through the City's access management system. On-street parking will be allowed only in commercial areas.

Minor arterials shall include provisions for transit circulation and access, including bus stops and bulb-outs. Pedestrian facilities in the corridor will be designed to provide safety and comfort, and standards may increase in pedestrian zones.

Collector Arterial

A collector arterial receives traffic from connectors and local streets and provides access to principal arterials. Collectors are generally not intended to serve regional trips and generally do not provide route continuity for more than a mile or two.

These roadways are generally contained entirely within the city and connect neighborhoods with each other. Adjacent land uses may include residential areas, commercial areas, open space, public lands, industrial sites, and institutional sites.

Collectors terminate only at principal arterials, minor arterials, or other collector arterials. Direct connections with other roadways are provided via at-grade intersections. Collector arterials have two through/general purpose lanes without a center median. Turn lanes are provided as turning movements warrant, and may include left turn lanes and right turn lanes, or in a three-lane configuration may include a two-way continuous left turn lane.

Clearly marked crosswalks are provided at all legs of signalized intersections and in the vicinity of schools unless their absence is warranted. On-street bicycle lanes may be provided even if alternative, close-by, parallel facilities are available. Sidewalks to treat stormwater runoff are included on both sides of the street and are separated from vehicle lanes by a buffer strip. While serving as the separation between vehicles and pedestrians, the buffer strip will use treatment such as rain gardens or bioswales.

Traffic calming and speed reduction measures are applicable to collector arterials, primarily in areas where sensitive land uses (residential property, schools, public parks, and certain other public institutions) directly abut the roadway or are nearby. Collector arterials will be designed with partial control of access through the access management system. On-street parking will be allowed only in commercial areas.

Collector arterials shall include provisions for transit circulation and access, including bus stops and bulb-outs. Pedestrian facilities in the corridor will be designed to provide safety and comfort, and standards may increase in pedestrian zones.

Local Streets

There are three types of local streets listed in hierarchal order: connectors, local access, and shared streets.

Connectors

Connectors are specially designated local streets that provide for direct vehicle, bicycle, and pedestrian connections between adjacent neighborhoods, and between neighborhoods and commercial areas. Connectors do not serve trans-regional trips and provide no route continuity beyond the areas they serve. Adjacent land uses may include residential areas, commercial areas, open space, public lands, industrial sites, and institutional sites.

Connectors terminate at collector arterials, minor arterials, and/or local streets. Direct connections with other roadways are provided via at-grade intersections. Connectors have only two through/general purpose lanes. Turn lanes will not be provided unless unusual circumstances warrant, in which case they may include left turn lanes only.

Bicycle circulation will typically be accommodated in lanes shared with motor vehicle traffic. Sidewalks are included on both sides of the street and are separated from vehicle lanes by a buffer strip. While serving as the separation between vehicles and pedestrians, the buffer strip will use treatments such as rain gardens or bioswales to treat stormwater runoff.

Traffic calming and speed reduction measures may be used on connectors as warranted by adjacent land uses and traffic characteristics. Connectors are designed with partial control of access through the access management system. On-street parking will be allowed where adequate roadway width is available.

The City may map and specify future connector alignments and may require dedication of rights-of-way for these facilities.

Local Access

Local access streets provide direct connections to and within single-family neighborhoods and typically terminate at connector or collector streets. These streets provide for direct vehicle, bicycle, and pedestrian access to commercial and residential land uses. Local streets do not serve regional trips and provide no route continuity beyond the areas they connect. Adjacent land uses may include residential properties, commercial areas, industrial sites, and institutional sites.

Local streets may terminate at principal arterials, minor arterials, collectors, connectors, or other local streets. Direct connections with other roadways are provided via at-grade intersections.

Local streets have only two through/general purpose lanes. Left turn lanes may be provided only in unusual circumstances. Clearly marked crosswalks are provided at signalized intersections or at other locations where warranted because of the proximity of schools or significant pedestrian activity.

On-street bicycle lanes will not be provided; rather, bicycle circulation will be accommodated in lanes shared with motor vehicle traffic. Sidewalks are included on both sides of the street and will be separated from vehicle lanes by an appropriate buffer strip. Traffic calming and speed reduction measures are applicable to local streets as warranted by adjacent land uses and traffic characteristics.

Local streets are designed with partial control of access through the access management system. On-street parking will be allowed where adequate roadway width is available.

Shared Streets

Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. Shared streets allow people to use the public right-of-way for a variety of activities during the course of a typical day and enjoy the outside active life. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street; playing on the roadway is also permitted. Drivers within a shared street may not drive faster than a walking pace. They must make allowance for the possible presence of pedestrians, including children at play, unmarked objects and irregularities in the road surface, and the alignment of the roadway.

In Redmond, some local streets will be transitioned to shared streets, which are appropriate on a residential, limited use, or other low-volume street, where the neighborhood desires to create a public space for social activities and play. Shared streets are also appropriate on streets with commerce where there is a desire to create an active and attractive people-oriented area.

Shared streets have:

- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for pedestrians and cyclists.
- Chicanes to slow drivers by adding curves to the travel lane to indicate that they are entering a pedestrian area.
- High-quality and artistic street furniture to announce that people are welcome and create a friendly pedestrian environment.
- Plants to increase the quality of the urban space and the pedestrian experience.

Roadway Functional Classifications

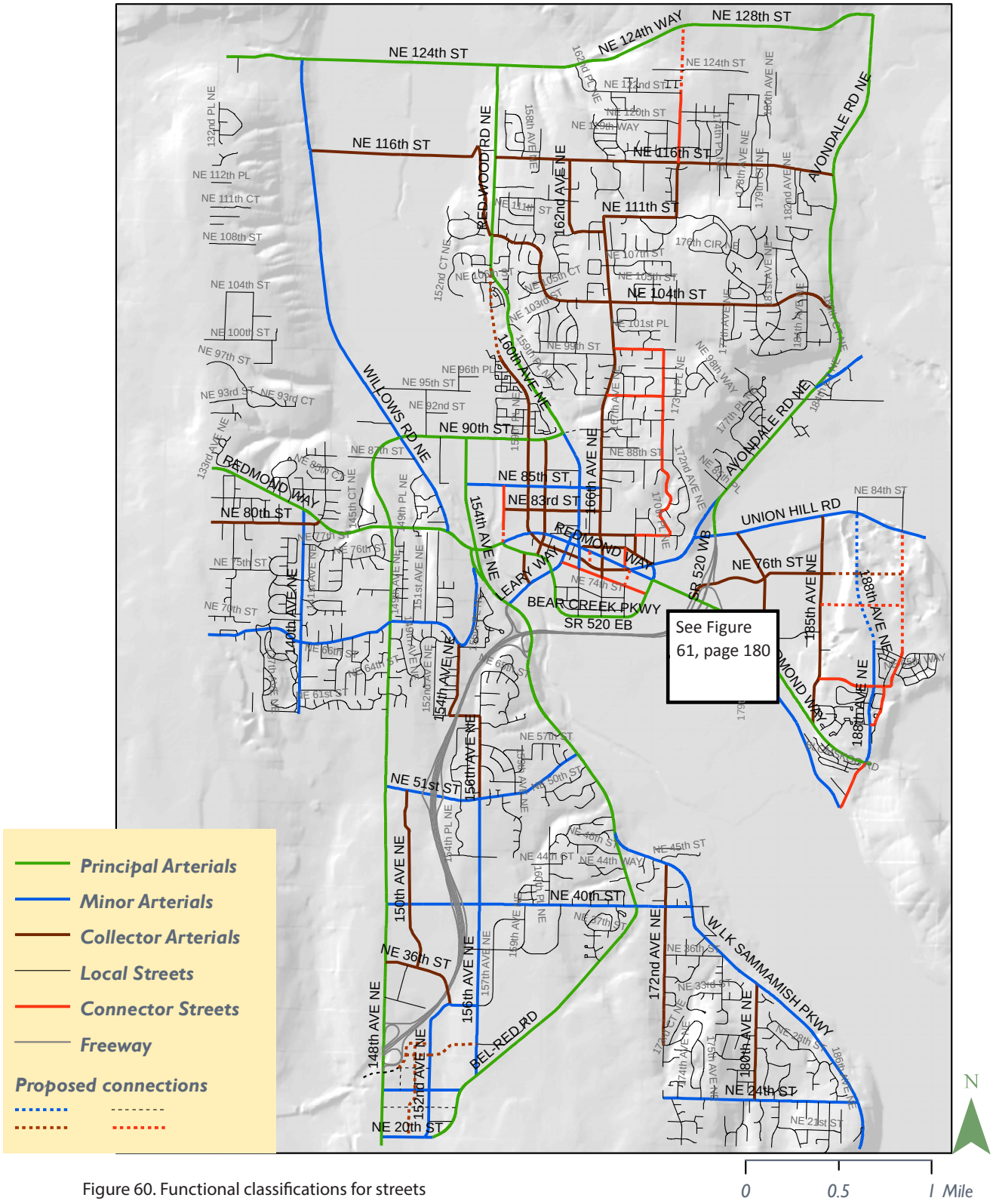


Figure 60. Functional classifications for streets

Roadway Functional Classifications

Figure 61 Functional classifications for streets - Marymoor Village

Where appropriate, curb extensions, gateways, pedestrian lighting, art, and play elements are used to improve safety and entice people to enjoy shared street.

Shared street will not provide entrance to garages or loading/unloading docks.

Streets designated as shared streets are shown in Zoning Code, Exhibit A. Downtown Chapter, Pedestrian System, page 74 of 87. This can be found at *http://zoningplus.com/regs/redmond/media/files/PDF/Map10_3_RZC_20130216.pdf*.

Figure 60 and 61 and Tables 14 through 17 define the functional classification for all streets in the City of Redmond except local streets. Tables 14 through 17 also identify the number of future general purpose through lanes and modal priorities except that of pedestrians (which are covered in Chapter 4: Pedestrian System). Modal priorities correspond to modal corridors designated in Figure 28 of Chapter 4. Abbreviations are used in indicating modal priorities: A - Automobile, B - Bike, and T - Transit.

Table 14. Principal arterial streets

Principal Arterial Streets	The Number of Future General Purpose Through Lanes	Modal Priorities
Avondale Road NE (Avondale Way to Avondale north city limits)	4	A, B, T
Avondale Road NE (Union Hill Road to Avondale Way)	4	A, T
Bear Creek Parkway (Redmond Way west to Redmond Way east)	4	A
Bel- Red Road (NE 20th Street to West Lake Sammamish Parkway)	4	
NE 90th Street- 154th Avenue NE to 160th Avenue NE	4	A, T
NE 90th Street - 160th Avenue NE to Red-Wood Road	2	A
NE 90th Street - Willows Road to 154th Avenue NE	2	A, T
Redmond Way (east city limits to Bear Creek Parkway east)	4	A
Redmond Way (west city limits to Bear Creek Parkway West)	4	A
Redmond-Woodinville Road - NE 90th Street - NE 116th Street	2	A
Redmond-Woodinville Road - NE 116th Street - NE 124th Street	2	A
West Lake Sammamish Parkway NE – NE 51st Street to Redmond Way	4	A, B
West Lake Sammamish Parkway NE - Bel-Red Road to NE 51st Street	4	A, B
124th Avenue NE - Willows Road to Avondale Road	2	A
148th Avenue NE - NE 20th Street to Willows Road	4	A, T
154th Avenue NE - NE 85th Street to NE 90th Street	2	A
154th Avenue NE – West Lake Sammamish Parkway to NE 85th Street	4	A, T

Table 15. Minor arterial streets

Minor Arterial Streets	The Number of Future General Purpose Through Lanes	Modal Priorities
Avondale Way NE (Avondale Road NE to NE 79th Street)	3	A, T
Avondale Way (NE 79th Place to Redmond Way)	3	B
East Lake Sammamish Parkway NE (Redmond Way to 187th Avenue NE)	2	
Leary Way NE (NE 76th Street to NE 80th Street)	2	
Leary Way NE (West Lake Sammamish Parkway to NE 76th Street)	4	
NE 20th Street (148th Avenue NE to Bel-Red Road)	4	A
NE 24th Street (148th Avenue NE to Bel-Red Road)	3	P
NE 24th Street - city limits to West Lake Sammamish Parkway NE	2	T
NE 31st/NE 36th Streets (152nd Ave NE to 156th Ave NE)	2	T
NE 40th Street (SR 520 to West Lake Sammamish Parkway)	4	B, T
NE 40th Street (west city limits to SR 520)	4	T
NE 51st Street (148th Avenue NE to 156th Avenue NE)	4	T
NE 51st Street (156th Avenue NE to West Lake Sammamish Parkway)	2	
NE 80th Street - Leary Way to 164th Avenue NE	2	B
NE 85th Street (154th Avenue NE to 161th Avenue NE)	2	T
NE 85th Street (161st Avenue NE to 166th Avenue NE)	2	
NE Union Hill Road (east city limits to 188th Avenue NE)	4	A
NE Union Hill Road (188th Avenue NE to Avondale Way)	4	A
Novelty Hill Road (east city limits to Avondale Road NE)	4	
Old Redmond Road (west city limits to West Lake Sammamish Parkway)	2	B
Redmond Way (Bear Creek Parkway to 170th Avenue NE)	2	
Redmond-Woodinville Road (NE 90th Street to Cleveland Street)	2	
West Lake Sammamish Parkway NE (Bel-Red Road to NE 40th Street)	2	B
West Lake Sammamish Parkway NE (NE 24th Street to south city limits)	2	T
West Lake Sammamish Parkway NE (NE 40th Street to NE 24th Street)	2	T
Willows Road (NE 90th Street to north city limits)	4	A, T

Table 15. Minor arterial streets (continued)

Minor Arterial Streets	The Number of Future General Purpose Through Lanes	Modal Priorities
Willows Road (Redmond Way to NE 90th Street)	4	A
140th Avenue NE (Redmond Way to south city limits)	2	
152nd Avenue NE (NE 20th Street to NE 24th Street)	2	B
152nd Avenue NE (NE 24th Street to NE 31st Street)	2	B, T
156th Avenue NE (NE 51st Street to NE 31st Street)	4	P,T
156th Avenue NE (NE 31st Street to NE 24th Street)	4	T
164th Avenue NE Extension (NE 76th Street to Cleveland Street)	2	
170th Place NE/Avenue NE (Redmond Way to Avondale Way)	4	A
188th Avenue NE - between Union Hill Road & Redmond-Fall City Road	2	

Table 16. Collector arterial streets

Collector Arterial Streets	The number of Future General Purpose Through Lanes	Modal Priorities
Cleveland Street (160th Avenue NE to 168th Avenue NE)	2	
NE 27th Street/NE 28th Street (150th Avenue NE to 156th Avenue NE)	2	
NE 28th Street (Overlake Access Ramp to 152nd Avenue NE)	2	
NE 31st Street/NE 36th Street (SR 520 Trail to 152nd Avenue NE)	2	B
NE 36th Street (148th Avenue NE to SR 520 Trail)	2	
NE 60th Street (154th Avenue NE to 156th Avenue NE)	2	
NE 65th St (Marymoor Park to E Lake Sammamish Pkwy NE)	2	
NE 67th St (173rd Ave NE to 177th Ave NE)	2	
NE 70th St (173rd Ave NE to 180th Ave NE	2-4	
NE 76th Street (Redmond Way to 180th Avenue NE)	2	A, T
NE 76th Street (180th Avenue NE to 188th Avenue NE)	2	T
NE 80th Street (132nd Avenue NE to Redmond Way)	2	
NE 83rd Street (158th Avenue NE to 161st Avenue NE)	2	
NE 83rd Street (161st Avenue NE to 166th Avenue NE)	2	T

Table 16. Collector arterial streets (continued)

Collector Arterial Streets	The number of Future General Purpose Through Lanes	Modal Priorities
NE 104th Street/NE 109th Street (Redmond-Woodinville Road to 166th Avenue NE)	2	B
NE 104th Street (166th Avenue NE to Avondale Road)	2	T
NE 111th Street (166th Avenue NE to 172nd Avenue NE)	2	
NE 116th Street (Red-Wood Road to Avondale Road NE)	2	
NE 116th Street (Willows Road to 154th Place NE)		
150th Avenue NE (NE 36th Street to NE 51st Street)	2	
151st Avenue NE (NE 20th Street to NE 28th Street)		
154th Avenue NE (NE 60th Street to Old Redmond Road)	2	
154th Place NE (Red-Wood Road to NE 116th Street)	2	
156th Avenue NE (NE 51st Street to NE 60th Street)	2	
159th Place NE (Bear Creek Parkway to Leary Way)	2	
160th Avenue NE (NE 85th Street to NE 90th Street)	2	T
160th Avenue NE (NE 90th Street to Red-Wood Road)	2	
160th Avenue NE (Redmond Way to NE 85th Street)	2	
161st Avenue NE – NE 83rd Street to Redmond Way	2	
161st Avenue NE - NE 85th Street to NE 83rd Street	2	T
161st Avenue NE - NE 90th Street to NE 85th Street	2	
161st Avenue NE – Redmond Way to Bear Creek Parkway	2	
166th Avenue NE (NE 76th Street to NE 83rd Street)	2	
166th Avenue NE (NE 83rd Street to NE 85th Street)	2	T
166th Avenue NE (NE 85th Street to NE 104th Street)	2	T
166th Avenue NE (NE 104th Street to NE 111th Street)	2	
169th Avenue NE (NE 79th Street to NE 80th Street)	2	
172nd Avenue NE (NE 111th Street to NE 116th Street)	2	B
172nd Avenue NE (West Lake Sammamish Parkway to NE 30th Street)	2	
173rd Ave NE (NE 67th St to NE 70th St)	2	
176th Ave NE (NE 65th St to NE 70th St)	2	
178th Place NE/180th Avenue NE (NE 76th Street to Union Hill Road)	2	T
180th Avenue NE (Redmond Way to NE 76th Street)	2	

Table 16. Collector arterial streets (continued)

Collector Arterial Streets	The number of Future General Purpose Through Lanes	Modal Priorities
185th Avenue NE (NE 68th Street to SR 202/Redmond-Fall City Road)	2	T
185th Avenue NE (NE 76th Street to NE 68th Street)	2	
185th Avenue NE (Union Hill Road to NE 76th Street)	2	A

Table 17. Connector streets

Connector Streets	General Purpose Through Lanes		Modal Priorities
	Widest Existing	Future	
Avondale Way (Redmond Way to NE 76th Street)	0	2	
NE 63rd Street (177th Avenue NE to E Lk Samm Pkwy)	0	2	
NE 65th Street (185th Avenue NE to 192nd Avenue NE)	0	2	
NE 73rd Street (185th Avenue NE to 192nd Avenue NE)	0	2	
NE 76th Street (Leary Way to Bear Creek Parkway)	2	2	
NE 80th Street (169th Avenue NE to 172nd Avenue NE)	2	2	
NE 80th Street (185th Avenue NE to 188th Avenue NE)	0	2	
NE 100th Street (166th Avenue NE to 171st Avenue NE)	2	2	
158th Avenue NE (NE 83rd Street to Redmond Way)	0	2	
158th Avenue NE (NE 85th Street to NE 83rd Street)	2	2	
168th Avenue NE (Redmond Way to NE 79th Street)	2	2	
171st Avenue NE (NE 80th Street to NE 88th Street)	2	2	B
171st Avenue NE (NE 88th Street to NE 100th Street)	2	2	
172nd Avenue NE (NE 116th Street to NE 128th Street)	2	2	
187th Avenue NE (East Lake Sammamish Parkway to SR 202)	2	2	
192nd Avenue NE (Union Hill Road to NE 65th Street)	0	2	
176th Avenue NE (NE 70th Street to Redmond Way)	0	2	
177th Avenue NE (NE 63rd Street to NE 68th Street)	0	2	
180th Place NE (NE 63rd Street to East Lake Sammamish Parkway)	0	2	

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Appendix E:
The Unfunded Buildout Plan

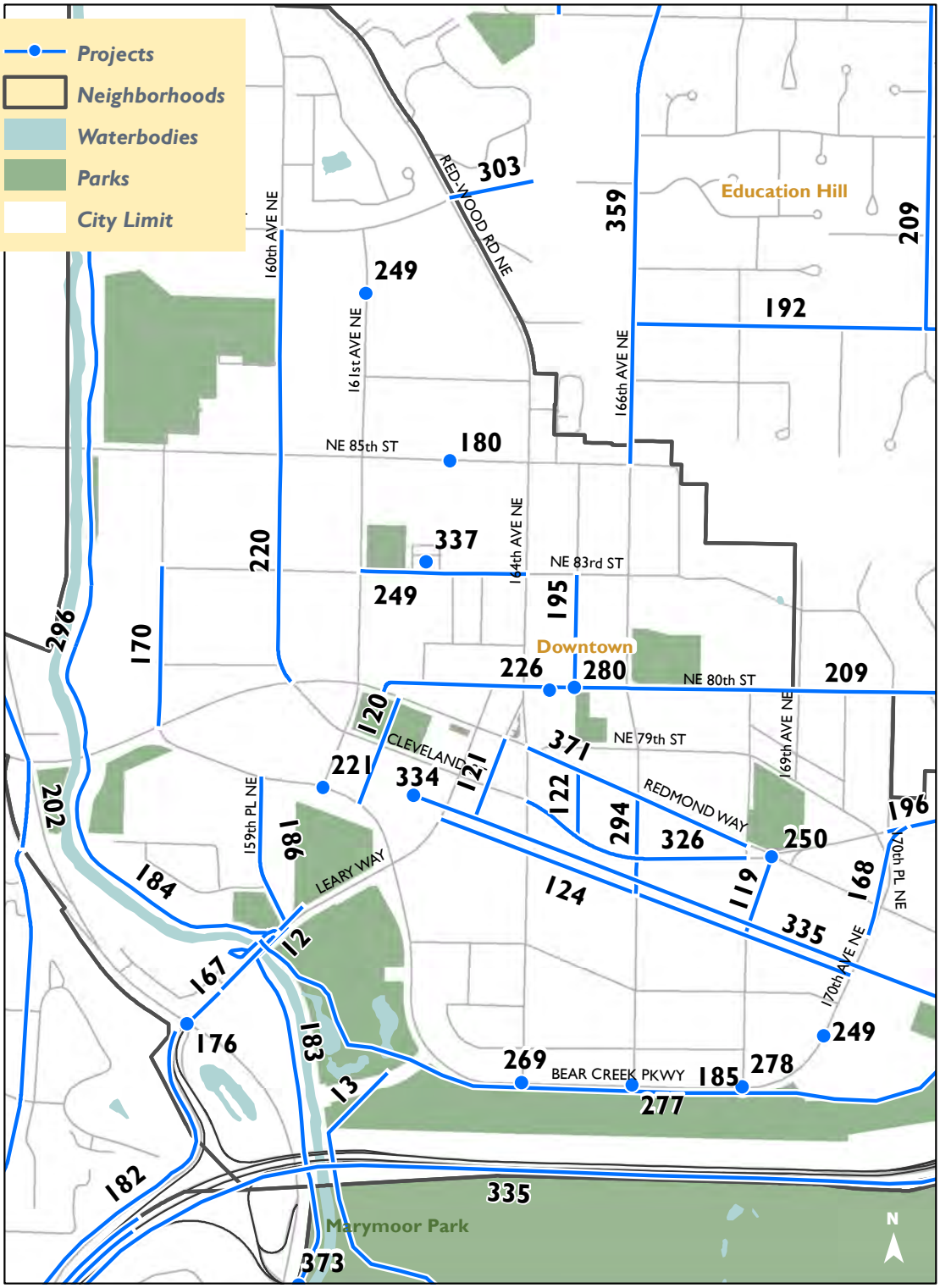
The unfunded Buildout Plan includes capital improvements needed for Redmond to complete its long-range transportation system, but which do not currently have identified sources of City funding for the 2013-2030 timeframe. There are a number of regional projects important to the long-range transportation system also included on this list. Please refer to Chapter 6 Regional Transportation for more information on the timeline and status of funding for these projects.

With 223 capital improvements, the unfunded portion of the Buildout Plan serves as a guide for completing Redmond's transportation system. Included in this list are potential system improvements (capacity projects that benefit the overall transportation system) that could move to the Transportation Facilities Plan if funding becomes available. In addition, there are candidate projects for the pedestrian, bicycle, targeted safety, and preservation programs. The candidate projects for potential program funding are not a complete list but include those needed projects that have been specifically identified by the community or through a separate approved plan. As Redmond evolves and travel needs of the community develop, revisions to the Buildout Plan will be needed and new capital improvements are expected to be added.Unfunded Buildout Plan projects are listed in numerical ordergrouped by location: Downtown, Overlake, Marymoor Village and the remaining neighborhoods. The numbers are for the purpose of locating projects on the maps and do not reflect a priority order.

Table 18. Downtown projects

DOWNTOWN PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
12	Regional Trail Interchange Improvements	520 Trail	520 Trail	Sammamish River Trail and Bear Creek Trail	Improve the intersection of three regional trails to reduce safety hazards and add capacity for bicycles and pedestrians. Build new bridge, preferably at height of trails on north side of Leary Way bridge. Coordinate with project 167 Leary Way bridge widening.
13	Redmond Town Center To Marymoor Trail Connection	Redmond Town Center To Marymoor Trail Connection	Bear Creek Trail at Redmond Town Center	Marymoor Park	Construct nonmotorized bridge from Bear Creek Trail and Redmond Town Center to Marymoor Park underneath east side of SR 520 bridge over the Sammamish River
119	Avondale Way Extension	Avondale Way Extension	Redmond Way at Avondale Way	NE 76th Street at 168th Avenue NE	Construct a new north/south connection between Redmond Way and NE 76th Street. Improvements include one lane in each direction, sidewalks, bicycle lanes, utilities, street lights, trees, signs, and stormwater treatments.

Unfunded Buildout Plan – Downtown



Note: projects shown are conceptual only; actual alignments may vary.

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Figure 62. Unfunded Buildout Plan – Downtown

Table 18. Downtown projects (continued)

DOWNTOWN PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
120	Brown Street Woonerf	Brown Street	Redmond Way	Bear Creek Parkway	In conjunction with the Downtown Park, construct a street designed primarily for pedestrians and bicycles, allowing business access but no on-street parking or significant vehicle movements. This woonerf will have a slow design speed, with pedestrians and bicyclists provided priority over vehicles within the roadway and design elements including narrow roadway lanes, special paving treatments, pedestrian amenities, low impact development techniques, public art, lighting, and utilities.
121	Gilman Street Woonerf	Gilman Street	164th Avenue NE	Redmond Central Connector	Construct a street designed primarily for pedestrians and bicycles, allowing business access but no significant vehicle movements. This woonerf will have a slow design speed, with pedestrians and bicyclists provided priority over vehicles within the roadway and design elements including narrow roadway lanes, special paving treatments, pedestrian amenities, low impact development techniques, public art, lighting, and utilities.
122	165th Ave NE Extension	165th Avenue NE Extension	Redmond Way	Cleveland Street	Construct a new north/south connection between Redmond Way and Cleveland Street, realign the NE 79th Street connection to Redmond Way. Improvements include intersection improvements, one lane in each direction, sidewalks, bicycle lanes, utilities, street lights, trees, signs, plaza space, and stormwater treatments.
124	NE 76th Street Ped Improvements	NE 76th Street	Leary Way	170th Ave NE	Improve NE 76th St from Leary Way to 170th Ave NE to create a lively and active street. This pedestrian supportive street would include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, storm drainage, utility relocation and easements. This improvement project could also include light rail transit depending on timing and final alignment.

Table 18. Downtown projects (continued)

DOWNTOWN PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
167	Leary Way Reconfig-uration	Leary Way	West Lake Sammamish Parkway	159th Pl NE	Reconfigure Leary Way Sammamish River Bridge and widen street from West Lake Sammamish Parkway to 159th Place NE. Improvements would include 2 through lanes in each direction, left turn lanes, lighting, transit amenities, pedestrian bridge on north side and right of way. Coordinate with project 12, bicycle and pedestrian bridge project.
168	170th Place NE Widening	170th Pl NE (Bear Creek Parkway Extension, east)	Redmond Way	Avondale Way	Widen and reroute 170th Place NE from Redmond Way to Avondale Way. Improvements would include 2 through lanes in each direction, left turn lanes, sidewalks, street lights, storm drainage, and right-of-way and easements.
170	158th Ave NE Extension	159th Ave NE	Redmond Way	NE 83rd St	Construct new 159th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements.
176	West Lake Sammamish Parkway & Leary Way Intersection Improvements and 520 Regional Trail Crossing	West Lake Sammamish Parkway at Leary Way			Intersection modification. Construct either a multilane roundabout or double left turn lanes (WLSP southbound to Leary Way eastbound) and add a lane on Leary Way from West Lake Sammamish Parkway to the bridge over the Sammamish River. Construct a grade-separated crossing for SR 520 Trail. The trail crossing across West Lake Sammamish Parkway that connects the end of the 520 Regional Trail to the Sammamish River Regional Trail.
180	NE 85th Street Midblock Crossing	85th Street between 161st Ave NE and 164th Ave NE			With the Post Office site moving, remove existing right turn lane and add a mid-block crossing with curb bulbs connecting existing and future interior pathways.
182	SR 520 Trail Lighting	520 Trail	Sammamish River Trail	148th Ave NE/ City Limits	As a transportation facility, lighting is necessary to allow use of the trail, especially during peak hours in the winter months. Provide lighting and consider other elements such as reflective delineators or fog lines.

Table 18. Downtown projects (continued)

DOWNTOWN PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
183	Sammamish River Trail Lighting Marymoor	Sammamish River Trail	520 Trail	NE 51st St	This trail has a unique need for lighting - the trail exists in lieu of a sidewalk on West Lake Sammamish Parkway. Sidewalks in the City are typically lit, meaning that pedestrians in this corridor do not receive the same level of service. As a transportation facility, lighting is necessary to allow use of the trail, especially during peak hours in the winter months. Provide lighting and consider other elements such as reflective delineators or fog lines.
184	Sammamish River Trail North Lighting	Sammamish River Trail	520 Trail	NE 90th St	As a transportation facility, lighting is necessary to allow use of the trail, especially during peak hours in the winter months. Provide lighting and consider other elements such as reflective delineators or fog lines.
185	Bear Creek Trail Widening	Bear Creek Trail	520 Trail	Union Hill Road	Provide an east west route through Downtown for through cyclists by widening the trail to 12 to 14 feet with good sight lines and limited curve radii. As a transportation facility, lighting is necessary to allow use of the trail, especially during peak hours in the winter months. Provide lighting and consider other elements such as reflective delineators or fog lines.
186	159th Place Sidewalk	159th Pl NE	Bear Creek Parkway	Leary Way	Provide interim concrete sidewalk including curb, gutter, and storm as applicable.
192	NE 88th Street Sidewalk	NE 88th Street	166th Ave NE	172nd Ave NE	Construct sidewalk on one side of roadway including curb, gutter, and storm as applicable.
195	165th Ave NE Sidewalk	165th Ave NE	NE 83rd St	NE 80th St	Construct sidewalk on west side roadway including curb, gutter, and storm as applicable to fill in sidewalk gap.
196	Avondale Way Sidewalk	Avondale Way	170th Ave NE	Bear Creek Trail	Replace heavily degraded sidewalk. Install sidewalk with planter strip up to the Bear Creek Trail, including landscaping.
202	Grasslawn Trail	Grasslawn Trail	West Lake Sammamish Way	Redmond Central Connector	Complete difficult connection between Grass Lawn Neighborhood and Redmond Central Connector and Sammamish River Trail by constructing trail from Old Redmond Road and West Lake Way headed east, through a cantelevered bridge under Redmond Way and over 154th Ave, and then to the Redmond Central Connector. Include storm facilities as applicable.

Table 18. Downtown projects (continued)

DOWNTOWN PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
203	Old Redmond Road Cycle Track	Old Redmond Road	West Lake Sammammish Parkway	West City Limits	Provide cycle tracks over existing bicycle lanes. Provide storm drain access.
209	Education Hill Bike Boulevard	171st Avenune, NE 88th St, 172nd Ave NE, NE 80th St	100th Street	Redmond Way	Construct bicycle boulevard treatments such as bicycle related wayfinding signage and channelization, and median islands.
220	160th Avenue NE Shared Lane Markings	160th Avenue NE	Cleveland Street	NE 90th St	Add shared lane markings to roadway, indicating proper positioning for cyclists along bike route.
221	161st Avenue NE and Bear Creek Parkway Bike Signal	161st Ave NE at Bear Creek Parkway			Add bicycle signal treatment enabling cyclists to continue on Heron Rookery Trail with access to regional trails. Signal does not allow through vehicular movements, which would be allowed only for bicyclists.
226	Transit Center Bicycle Station	Near the Downtown Transit Center (NE 83rd St at 161st Ave NE)			Construct a bicycle station to serve the Downtown Transit Center and the Downtown Urban Center central downtown location. A bicycle station includes, covered, enclosed, and secure access bicycle parking that may be staffed during operating hours. The cost is a place holder to coordinate with existing businesses to combine space for bike station.
249	Flashing Beacon Upgrade	Flashing Beacon Upgrade: System- wide project			Upgrade smart studs at 4 locations: 1) 161st, 87th to 90th; 2) and 3) 83rd, 161st to 164th near Transit Center; and 4) Bear Creek Park Way at 75th.
250	Redmond Way & Avondale Way Intersection Mods	Redmond Way/Avondale Way			Remove separated right-turn lane from WB Avondale Way to Redmond Way; at eastern end of Downtown east and west Corridor. Coordinate with Project 116.
269	Bear Creek Parkway & 164th Ave NE Flashing Beacon	Bear Creek Parkway at 164th Avenue NE			Install flashing beacon at the existing pedestrian crossing from Bear Cr trail. Include center median island on east side of intersection.
277	Bear Creek Parkway & 166th Ave NE Crosswalk	Bear Creek arkway at 166th Avenue NE			Install crosswalk on west leg, providing access to Bear Cr. trail.

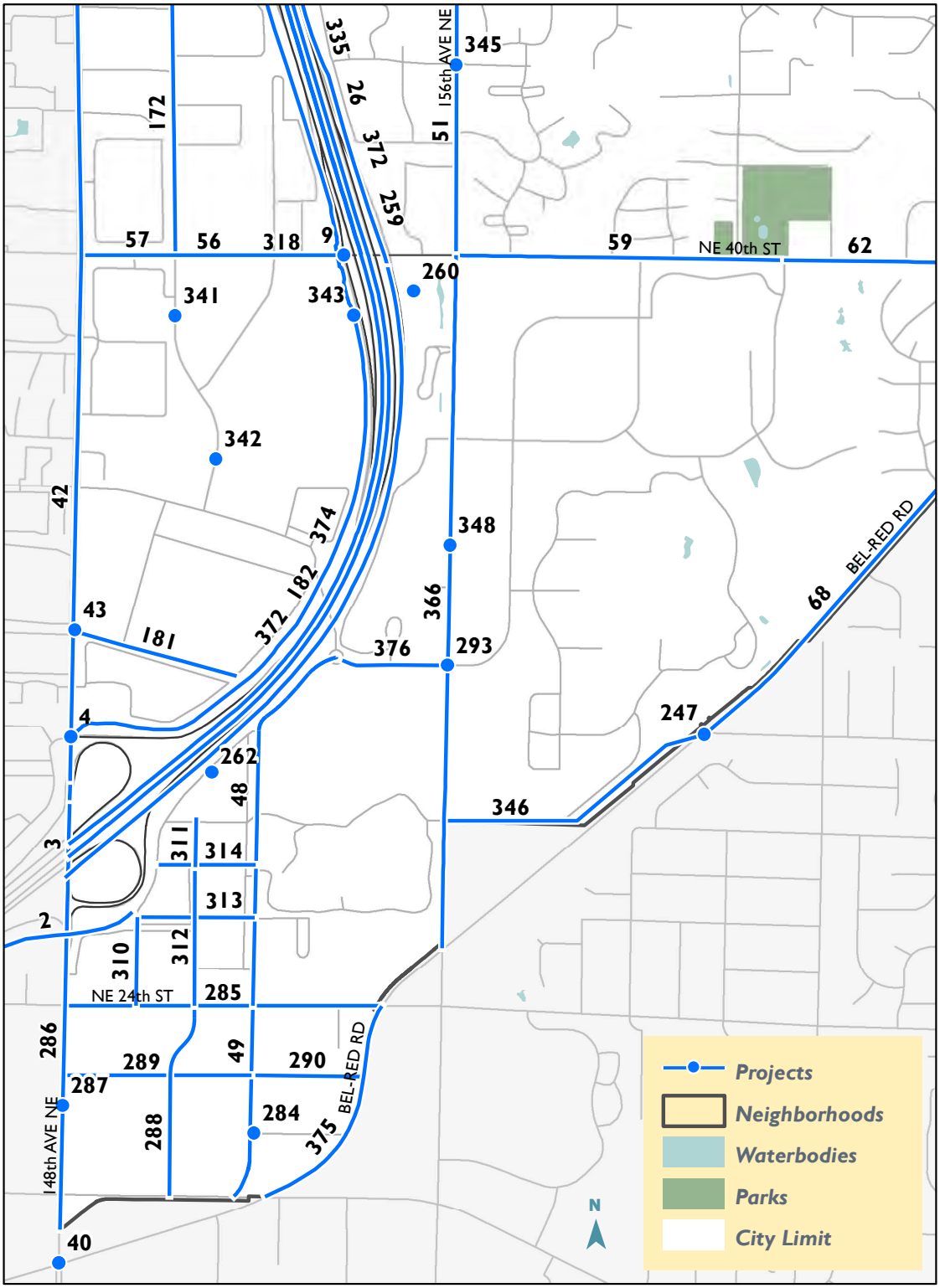
Table 18. Downtown projects (continued)

DOWNTOWN PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
279	Einstein Elementary Crosswalk Enhancement	Einstein Elementary School			Install flashing beacon on NE 116th St at school crossing.
294	166th Ave NE Bike Connection	166th Avenue	76th Street	Redmond Way	Construct bicycle lanes.
296	Sammamish River Trail Widening	Sammamish River Trail Widening	NE 90th Street	SR 520 Trail	Widen existing hard surface regional trail and improve existing section and construct missing links of parallel soft surface trail.
303	91st Street Connection	NE 91st Street	NE 90th Street	91st Street/166th Ave	Enhance existing roadway along steep slope, adding safety and visibility enhancements for pedestrians and vehicles. Add wayfinding.
326	Cleveland Street East	Cleveland Street	164th Avenue NE	166th Avenue NE	Improve Cleveland Street to a pedestrian-friendly Main Street. Improvements include one through lane, parking, and sidewalk in each direction, mid-block crossings, street lights, utilities, stormwater treatments, public art, bicycle racks, pedestrian amenities, street furnishing, trees, traffic and wayfinding signs, and realignment of street at eastern and western ends to improve traffic flow.
334	Downtown Redmond Light Rail Station				Construct a light rail station on the East Link line, including station platforms and entryways, and amenities including art, high quality pedestrian access and bicycle parking. Integrate with existing amenities such as the Redmond Central Connector and Heron Rookery Park.
337	Redmond Downtown Transit Center Pickup/Dropoff Zone	NE 83rd Street			Convert existing on-street parking spaces to a pickup/dropoff zone for transit riders on NE 83rd Street. Include 15 minute parking zone markings and signage.

Table 18. Downtown projects (continued)

DOWNTOWN PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
359	166th Avenue NE Streetscape	166th Avenue NE	NE 85th Street	NE 104th Street	Improve 166th Avenue NE to a pedestrian-friendly street. Improvements include widened sidewalk and one through lane in each direction, center left turn lane and bike lanes, pedestrian amenities, transit amenities, utilities, street lights, stormwater, and LID. Add pedestrian crossings coordinated with bus stops.
371	Redmond Way Widening	Redmond Way	168th Avenue NE	164th Avenue NE	Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 164th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements.
372	Phases 1 & 2 SR 520 Active Traffic Management	SR 202	I-405		Add variable speed limits and variable message signs.
373	SR 520/ West Lake Sammamish Parkway – Eastbound off ramp Improvements	West Lake Sammamish Parkway	Eastbound off ramp		Construct either a multilane roundabout or exclusive right turn lane at the ramp terminal.

Unfunded Buildout Plan – Overlake



Note: projects shown are conceptual only; actual alignments may vary.

Figure 63. Unfunded Buildout Plan – Overlake

Table 19. Overlake projects

OVERLAKE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
2	SR 520/148th Interchange Overlake Access Ramp and Trail Connection Within WSDOT Limited Access	Overlake Access Ramp	148th Avenue NE	152nd Ave NE	Construct a second eastbound off ramp at 148th Avenue NE. This ramp will go under 148th Avenue NE, terminate at the east side of 148th Avenue NE with a roundabout, and connect the Overlake Access Street and NE 28th Street west of 152nd Avenue NE. Improvements along the ramp include two lanes on the ramp, walls, shoulders, stormwater, utilities, street lights, and a multi-user trail connecting the SR 520 eastbound on ramp with the roundabout. Coordinate with project #315, the Overlake Access Street and project #3, 520 Trail Grade Separation at 148th Avenue NE.
3	SR 520/148th Interchange Overlake Access Ramp and Trail Connection: The Trail Improvement Portion	148th Avenue NE	SR 520 EB Ramp	NE 29th Place	Modify channelization and signals, and provide wide multi-use trail that is separated from the roadway on the east side of 148th Ave NE from the eastbound SR 520 on ramp to the SR 520 Trail at the westbound SR 520 off ramp at NE 29th Place (148th Ave NE bridge over SR 520). Design to accomodate future grade separation project at 148th Avenue NE and NE 29th Place. Coordinate with the Overlake Access Ramp project, #2.
4	SR 520 Regional Trail Grade Separation at 148th Ave NE	SR 520 Trail	148th Avenue NE	SR 520 Trail	Grade separate SR 520 Trail at 148th Avenue NE.
9	NE 40th St & 520 Trail Interim Ped Improvements	NE 40th Street at SR 520 Ramps (N side)			Construct interim improvement with raised median pedestrian refuge island with push button on NE 40th St along 520 Trail route; curb bump- outs at WB on-ramp; "Yield to Pedstrian" signage.

Table 19. Overlake projects (continued)

OVERLAKE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
26	520 BRT	SR 520	NE 40th Street	SR 202/ Redmond Way	In advance of the future light rail alignment to SE Redmond from the Overlake Transit Center Station, develop an alignment or a bus rapid transit corridor with needed right-of-way acquisition and roadway construction. This BRT corridor alignment needs to be compatible with the future light rail infrastructure. Construct layover facilities in Downtown Redmond.
40	Bel-Red Road & 148th Ave NE Turn Lanes	Bel-Red Road at 148th Avenue NE			Work with the City of Bellevue to add additional capacity in the vicinity of this intersection by creating eastbound and westbound dual left turn lanes at Bel-Red Road and 148th Avenue NE, adding a third northbound through lane on 148th Avenue NE starting south of Bel-Red Road and adding a northbound right-turn lane at Bel-Red Road and 148th Avenue NE.
42	148th Ave NE Multiuse Trail	148th Avenue NE Paved, Shared-Use Path	NE 29th Pl	Old Redmond Road	Provide a wide (12-feet) multi-use trail on the east side of 148th Avenue NE from NE 29th Place to Old Redmond Road. This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.
43	148th Ave NE & NE 31st St Intersection Improvements	148th Avenue NE at NE 31st Street			Signalize and modify intersection to improve safety and traffic operations. Relocate pedestrian crossing at 3300 block to this signal.
48	152nd Ave NE Safety Enhancement	152nd Avenue NE	24th Street	31st Street	Rechannelize road to a three lane section where possible and adjust signal phasing to provide protected left turns at this high pedestrian collision location. Coordinate project with storm water holding facility project. It is a near term interim improvement.

Table 19. Overlake projects (continued)

OVERLAKE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
49	152th Ave NE Main Street South of NE 24th Street	152nd Avenue NE	NE 20th Street	NE 24th Street	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities.
51	156th Ave NE Multiuse Trail	156th Avenue NE Multi-use Trail	NE 40th St	NE 51st St	Provide a wide (12-feet) multi-use trail on the east side of 156th Avenue NE from Bel-Red Road to NE 51st Street. This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists. Coordinate construction with Project 366.
56	NE 40th St Rechannelization Segment I	NE 40th Street	148th Avenue NE	SR 520	Within existing right-of-way and easements, resize vehicular lanes and add bike lanes in both directions. Improvements include two vehicular lanes in each direction, one turn lane, bike lanes and sidewalks on both sides, stormwater treatments, and street lights. Locations of existing curbs and sidewalks remain the same. Coordinated with 57.
57	NE 40th St Streetscape Segment I	NE 40th Street	148th Avenue NE	SR 520	Add bike lanes on both sides. Improvements include two vehicular lanes in each direction, one turn lane, bike lanes and sidewalks on both sides, streetscape including gateway wayfinding and art elements, stormwater treatment, utilities, street lights, right-of-way and easement acquisition. Coordinated with 56.

Table 19. Overlake projects (continued)

OVERLAKE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
59	NE 40th St Rechannelization Segment III	NE 40th Street	156th Avenue NE	163rd Avenue NE	Within existing right-of-way, resize vehicular lanes and add bike lanes in both directions. Improvements include two 10 foot vehicular lanes in each direction, one turn lane, bike lanes and sidewalks in both directions, and streetscape, stormwater treatment, utilities, and street lights. Locations of existing curbs and sidewalks remain the same. Coordinated with 60.
62	NE 40th St Streetscape Segment IV	NE 40th Street	163rd Avenue NE	Bel-Red Road	Add bike lanes in both directions. Improvements include one 11 feet vehicular lane, 5.5 feet bike lane, and 8.5 feet sidewalk in both directions, one turn lane or median, trees, stormwater treatments, utilities, street lights, and right-of-way acquisition, and streetscape including gateway wayfinding and art elements. Coordinated with 64.
68	Bel-Red Road Bicycle and Pedestrian Improvements	Bel-Red Road	NE 30th Street	NE 40th Street	Widen Bel-Red Rd from NE 30th St to NE 40th Street. Improvements include bike lanes, pedestrian path, street lights, right-of-way and easement acquisition.
172	150th Avenue NE Bike Improvements	150th Avenue NE	NE 51st St	NE 40th St	Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway 6' to west and build retaining walls. Include shared lane markings at edges of new 13' wide lanes.
181	NE 31st Street Light Rail Station Access	NE 31st St	148th Ave NE	SR 520 Trail/ Overlake Village Bicycle-Pedestrian Bridge	Allow public access to future Overlake Village Light Rail Station and future pedestrian bridge across 520 by acquiring right-of-way or acquiring easement northwest of SR 520. Enhance pedestrian facilities.
182	SR 520 Trail Lighting	520 Trail	Sammamish River Trail	148th Ave NE/ City Limits	As a transportation facility, lighting is necessary to allow use of the trail, especially during peak hours in the winter months. Provide lighting and consider other elements such as reflective delineators or fog lines.

Table 19. Overlake projects (continued)

OVERLAKE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
247	Bel-Red & NE 30th Street Intersection Improvements	NE 30th St and Bel-Red Road			Coordinate with City of Bellevue to revise intersection signalization and channelization to improve pedestrian and bicycle access and allow northbound left-turn movements between Bel-Red Road and Microsoft campus.
259	East Link Phase I	Seattle to Downtown Redmond Light Rail Transit (LRT) Corridor			As part of the East Link Phase I, extend light rail from Bellevue to Overlake Transit Center Station along SR 520, including track, overhead electric wires, utilities, and stormwater.
260	Overlake Transit Center Light Rail Station	Overlake Transit Center Light Rail Station			Construct a light rail station on the East Link line, including station platforms and entryways, and amenities including art, high quality pedestrian access and bicycle parking. Coordinate with Projects 6 to expand the walk and bike shed for the station.
262	Overlake Village Light Rail Station	Overlake Village LRT Station			Construct a light rail station on the East Link line, including station platforms and entryways, and amenities including art, high quality pedestrian access and bicycle parking. Coordinate with Project 5 to expand the walk and bike shed for the station.
284	152nd Midblock Crossing	Mid-Block Crossings			Provide a mid-block crossing on 152nd Avenue NE between NE 20th Street and NE 24th Street to improve pedestrian accessibility.
285	NE 24th Street Access Management	NE 24th Street	148th Avenue NE	Bel-Red Road	Implement more stringent access management along NE 24th Street from 148th Avenue NE to Bel-Red Road to improve efficiency and safety in the corridor.
286	148th Avenue NE Access Management	148th Avenue NE	NE 20th Street	NE 36th Street	Implement more stringent access management along 148th Avenue NE from NE 20th Street to NE 36th Street to improve efficiency and safety in the corridor.

Table 19. Overlake projects (continued)

OVERLAKE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
287	148th Ave NE Pedestrian Overpass	148th Ave NE Grade Separation Pedestrian overpass			Provide a grade-separated pedestrian overpass that crosses 148th Avenue NE in the vicinity of 22nd street.
288	151st Avenue NE South	151st Avenue NE	NE 20th Street	NE 24th Street	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study.
289	NE 22nd St, West	NE 23rd St, West			Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
290	NE 22nd St, East	NE 23rd St, East			Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
293	156th Avenue NE & NE 31st Street Turn Lane	156th Ave NE and NE 31st St			Construct an additional WB left-turn lane.
310	150th Avenue NE Connection	150th Ave	NE 26th Street	NE 24th Street	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.
311	151st Avenue NE Connection Segment II	151st Avenue NE	NE 27th Street	NE 28th Street	Construct neighborhood street in accordance with Overlake Village Design Standards, including 1 travel lane,parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.

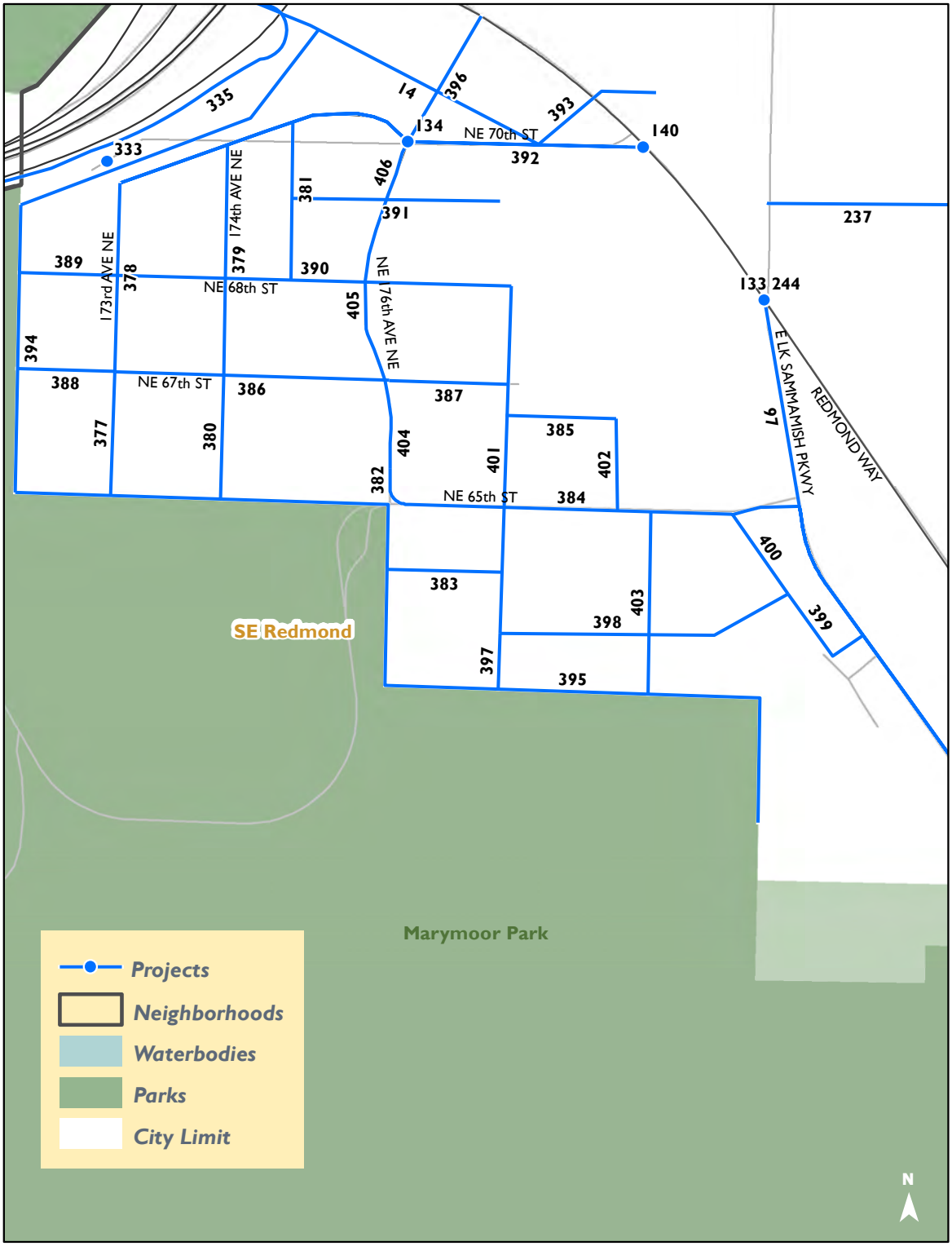
Table 19. Overlake projects (continued)

OVERLAKE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
312	151st Avenue NE Connection Segment I	151st Avenue NE	NE 24th Street	NE 27th Street	Construct neighborhood street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.
313	NE 26th Street Connection	NE 26th Street	152nd Avenue NE	Overlake Access Ramp Terminus	Construct Access Street in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.
314	NE 27th Street Connection	NE 27th street	152nd Avenue NE	Overlake Access Ramp Terminus	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.
318	NE 40th Street Sidewalk Widening	40th Street	SR 520	148th Avenue NE	Widen sidewalk on both sides of street to meet pedestrian modal corridor standards (8.5').
335	East Link Phase II				Connect to existing East Link light rail line and extend from Overlake Transit Center Station to Downtown Redmond Station along SR 520 and the Redmond Central Connector, including track, overhead electric wires, utilities, and stormwater. Consider light rail maintenance facility needs.
341	150th Avenue Mid-Block Cossing North	150th Ave NE	3800 block		Construct a mid-block crossing with flashing beacons on 150th Avenue NE in the vicinity of NE 38th Court.
342	150th Avenue NE Mid-Block Crossing South	150th Ave NE	3700 Block		Construct a mid-block crossing with flashing beacons on 150th Avenue NE near NE 36t Street.
343	Microsoft 520 Trail Access Points				Provide access points to and from 520 Trail.
345	156th Avenue NE and NE 45th Street Intersection Improvement				Extend the existing northbound left turn at 156th Avenue NE and NE 45th Street.

Table 19. Overlake projects (continued)

OVERLAKE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
346	NE 28th Street to Bel-Red Road Ped. and Bike Connection	NE 28th Street	156th Ave NE	Bel-Red Road	Provide a hard surface trail connecting NE 28th Street to Bel-Red Road. Acquire public pedestrian and bike easement on NE 28th Street to access Bel-Red Road at the intersection of NE 30th Street and Bel-Red Road.
348	156th Avenue Mid-Block Crossing South of NE 40th Street				Construct a signalized mid-block crossing between NE 31st Street and NE 36th Street, utilizing existing median as a pedestrian median. Coordinate crossing with existing transit stops.
366	156th Trail South	156th Avenue NE	Bel-Red Road	NE 40th Street	Intend to provide a high comfort bicycle facility along 156th Avenue NE. Expand the existing 8-foot wide sidewalk to a 12-foot wide multiuse trail on the east side of 156th Avenue NE from Bel-Red Road to NE 40th Street. Coordinate construction with Project 51..
372	Phases 1 & 2 SR 520 Active Traffic Management	SR 202	I-405		Add variable speed limits and variable message signs.
375	Bel-Red Road Widening between NE 20th Street and NE 24th Street	Bel-Red Road	NE 20th Street	NE 24th Street	Widen Bel-Red Rd from NE 20th Street and NE 24th Street. Improvements include 2 through lane in each direction, a center turn lanes, bike lanes, curb, gutter, sidewalks, street lights and storm drainage.
376	NE 31st St Bike Lanes (Construction)	NE 31st St	152nd Ave NE	156th Ave NE	Build bicycle lanes along NE 31st Street from the NE 36th Bridge over SR 520 to 156th Avenue NE.

Unfunded Buildout Plan – Marymoor Village



Note: projects shown are conceptual only; actual alignments may vary.

Figure 64. Unfunded Buildout Plan – Marymoor Village

Table 20. Marymoor Village projects

MARYMOOR VILLAGE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
14	East Lake Sammamish Trail Connection	East Lake Sammamish Trail	Redmond Central Connector	NE 70th Street	Provide grade separated trail through the SR 520/SR 202 Interchange area along the planned light rail alignment, connecting East Lake Sammamish Trail and Redmond Central Connector. Provide access to the planned Southeast Redmond light rail station.(see RZC Appendix 8A)
97	East Lake Sammammish Parkway	East Lake Sammamish Parkway	Redmond Way	187th Ave NE	Widen East Lake Sammamish Pkwy from Redmond Way to 187th Ave NE. Improvements include 1 through lane in each direction, left turn lanes where needed, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, and right-of-way. (Also shown on page 205)
133	Redmond Way and East Lake Sammamish Parkway Intersection Improvements	Redmond Way at East Lake Sammamish Parkway			At Redmond Way / E Lake Sammamish Pkwy, convert NB triple left turns (on ELSP) to 2 left turns and thru to better spread traffic between the three lanes; Construct 2nd SB thru lane from 180th to ELSP. Coordinate with project 244.
134	NE 70th St and 176th Ave NE Truck Movement Enhancement	NE 70th Street at 176th Avenue NE			Improve the intersection geometry and traffic control for trucks and traffic operations at NE 70th St / 176th Ave NE (Note: coordinate with Sound Transit because East Link Draft EIS has proposed signalizing this intersection). Coordinate with Southeast Redmond Light Rail Station Area Transportation Study.
140	Redmond ITS Improvements	Citywide			Install ITS improvements to improve traffic operations and safety. Improvements include traffic signal controller update, detection system, traffic CCTV, signal communications, signal head update, signalized crosswalk and pedestrian detection system, and battery backup system.
237	68th St Sidewalk	NE 68th St	180th Ave NE	185th Ave NE	Complete missing sidewalk on both sides of NE 68th Street where missing.
244	180th Ave NE & Redmond Way Crosswalk Modifications	180th Ave NE at Redmond Way			At Redmond Way/ 180th Ave NE, remove the diagonal crosswalk and move to the east/west legs; improve crosswalk on south leg with pedestrian refuge. Coordinate with project 133.

Table 20. Marymoor Village projects (continued)

MARYMOOR VILLAGE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
333	Southeast Redmond Light Rail Station				Construct a light rail station on the East Link line, including station platforms and entryways, and amenities including art, high quality non-motorized access, bicycle parking, and vehicle access to the station area. Construct a large parking facility to intercept East King County vehicle commuters, effectively utilizing this station as the terminus station of the line for vehicle parking, reducing impacts on Downtown Redmond and the Downtown Redmond terminus station.
335	East Link Phase II				Connect to existing East Link light rail line and extend from Overlake Transit Center Station to Downtown Redmond Station along SR 520 and the Redmond Central Connector, including track, overhead electric wires, utilities, and stormwater. Consider light rail maintenance facility needs.
377	173rd Ave NE Woonerf	173rd Ave NE	Marymoor Park boundary	NE 67th St	Construct woonerf-style local access facility (see RZC Appendix 8A)
378	173rd Ave NE Connection	173rd Ave NE	NE 67th St	NE 70th St	Construct collector arterial (see RZC Appendix 8A)
379	174th Ave NE Connection	174th Ave NE	NE 67th St	NE 70th St	Construct connector street (see RZC Appendix 8A)
380	174th Ave NE Woonerf	174th Ave NE	Marymoor Park boundary	NE 67th St	Construct woonerf-style local access facility (see RZC Appendix 8A)
381	175th Pl NE Woonerf	175th Pl NE	NE 68th St	NE 70th St	Construct woonerf-style local access facility (see RZC Appendix 8A)
382	176th Ave NE Retrofit – LW Tech Segment	176th Ave NE	NE 65th St	LW Tech north property line	Retrofit collector arterial (see RZC Appendix 8A)
383	NE 64th Wy Woonerf	NE 64th Wy	Marymoor Park boundary	177th Ave NE	Construct woonerf-style local access facility (see RZC Appendix 8A)
384	NE 65th St Retrofit	NE 65th St	Marymoor Park boundary	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)
385	NE 66th Way Woonerf	NE 66th Wy	177th Ave NE	178th Pl NE	Construct woonerf-style local access facility (see RZC Appendix 8A)

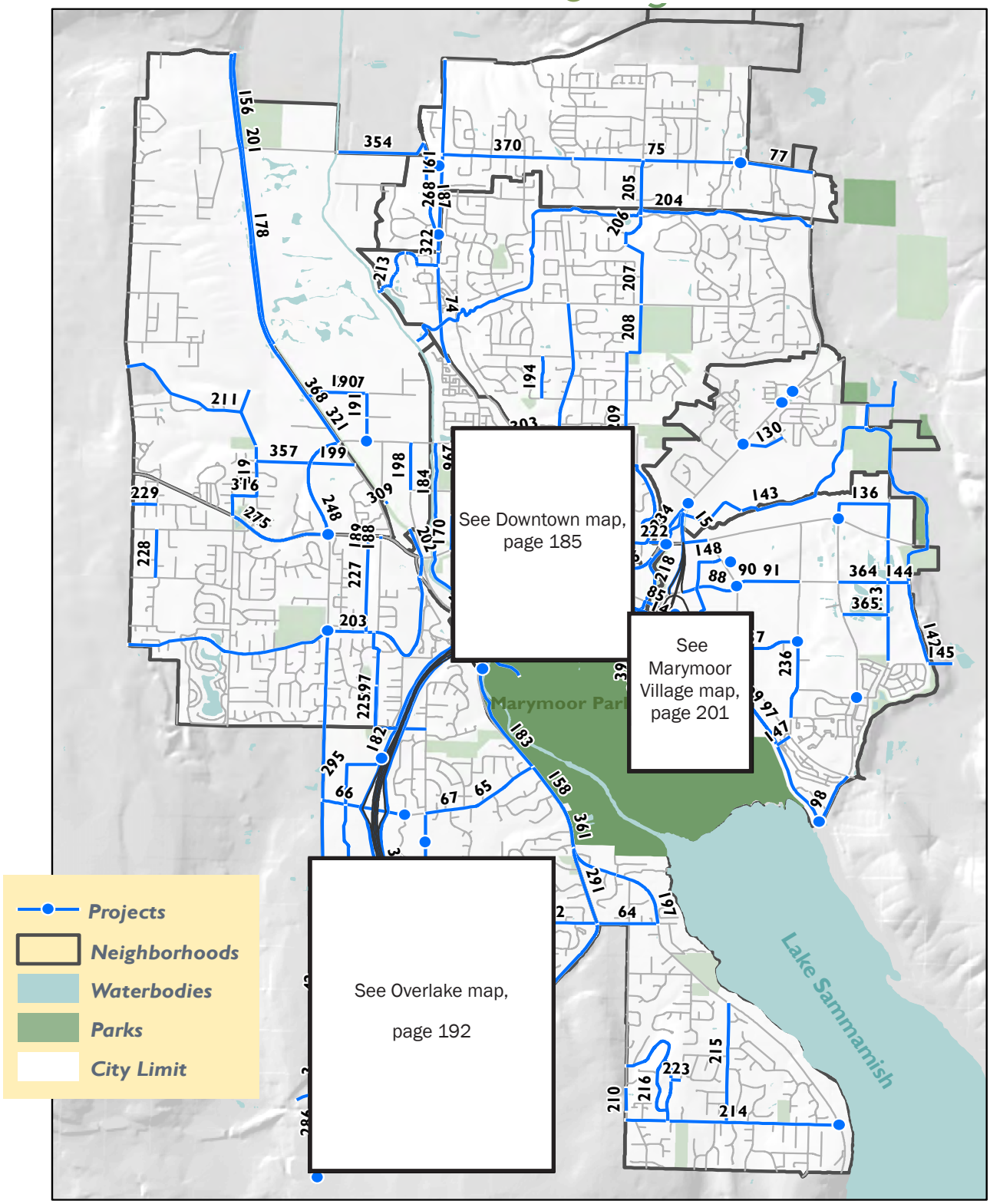
Table 20. Marymoor Village projects (continued)

MARYMOOR VILLAGE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
386	NE 67th St Retrofit – West Segment	NE 67th St	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)
387	NE 67th St Retrofit – East Segment	NE 67th St	176th Ave NE	177th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)
388	NE 67th St Woonerf	NE 67th St	Marymoor Park boundary	173rd Ave NE	Construct woonerf-style local access facility (see RZC Appendix 8A)
389	NE 68th St Woonerf	NE 68th St	Marymoor Park boundary	173rd Ave NE	Construct woonerf-style local access facility (see RZC Appendix 8A)
390	NE 68th St Connection	NE 68th St	173rd Ave NE	177th Ave NE	Construct connector street (see RZC Appendix 8A)
391	NE 69th St Woonerf	NE 69th St	175th Pl NE	177th Ave NE	Construct woonerf-style local access facility (see RZC Appendix 8A)
392	NE 70th St Retrofit	NE 70th St	173rd Ave NE	Redmond Way	Construct collector arterial street (see RZC Appendix 8A)
393	Redmond Way non-motorized crossing near Southeast Redmond Light Rail Station	Redmond Way between WB SR 520 on-ramp and NE 70th St	North side of Redmond Way	South side of Redmond Way	Consistent with the Southeast Redmond Neighborhood Plan, provide a non-motorized crossing of Redmond Way that increases route directness to/from the Southeast Redmond light rail station and minimizes potential conflicts with vehicles.
394	Marymoor Subarea Perimeter Trail – North Segment	Marymoor Park perimeter	Southwest corner of Marymoor Subarea	East Lake Sammamish Trail	Construct 14-foot-wide hard-surface path with adjacent 6-foot-wide soft-surface path (see RZC Appendix 8A)
395	Marymoor Subarea Perimeter Trail – South Segment	Marymoor Park perimeter	Southwest corner of Marymoor Subarea	Marymoor Connector Trail	Construct 12-foot-wide hard-surface path with 2-foot-wide hard-surface shoulders (see RZC Appendix 8A)
396	176th Ave NE Extension	176th Ave NE	NE 70th St	Redmond Way	Construct connector street with right-in, right-out access at Redmond Way to function as a third entrance to the subarea.
397	177th Ave NE South Woonerf	177th Ave NE	Marymoor Park boundary	NE 63rd St	Construct woonerf-style local access facility (see RZC Appendix 8A)
398	NE 63rd St Connection	NE 63rd St	177th Ave NE	180th Pl NE	Construct connector street (see RZC Appendix 8A)

Table 20. Marymoor Village projects (continued)

MARYMOOR VILLAGE PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
399	180th Pl NE Connection – South Segment	180th Pl NE	East Lake Sammamish Parkway	NE 63rd St	Construct connector street consistent with design approved as part of the Alexan Marymoor apartments project
400	180th Pl NE Connection – North Segment	180th Pl NE	NE 63rd St	NE 65th St	Construct local access street consistent with design approved as part of the Alexan Marymoor apartments project
401	177th Ave NE Connection	177th Ave NE	NE 63rd St	NE 68th St	Construct connector street (see RZC Appendix 8A)
402	178th Pl NE Woonerf	178th Pl NE	NE 65th St	NE 66th Wy	Construct woonerf-style local access facility (see RZC Appendix 8A)
403	179th Ave NE Woonerf	179th Ave NE	Marymoor Park Boundary	NE 65th St	Construct woonerf-style local access facility (see RZC Appendix 8A)
404	176th Ave NE Retrofit - 67th Segment	176th Ave NE	LW Tech north property line	NE 67th St	Retrofit collector arterial (see RZC Appendix 8A)
405	176th Ave NE Retrofit – Middle Segment	176th Ave NE	NE 67th St	NE 68th St	Retrofit collector arterial (see RZC Appendix 8A)
406	176th Ave NE Retrofit – North Segment	176th Ave NE	NE 68th St	NE 70th St	Retrofit collector arterial (see RZC Appendix 8A)

Unfunded Buildout Plan – Neighborhoods



Note: projects shown are conceptual only; actual alignments may vary.

Figure 65. Unfunded Buildout Plan – neighborhoods

Table 21. Neighborhood projects

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
15	SR 520 Terminus Enhancements	Union Hill Rd at Avondale Rd	Union Hill Road and 178th Pl NE	Avondale Road and Avondale Way	Provide a flyover ramp from westbound NE Union Hill Road to southbound SR 520; provide an Avondale Road flyover ramp over NE Union Hill Road with ramps to NE Union Hill Road. Provide grade separated crossing of Avondale Road for Bear Creek Trail extension. Complete bicycle lane network in project area for at grade portion. Complete sidewalks in project area. Enhance pedestrian and bicycle crossing safety through intersection improvements for at grade section. Improve HOV and freight access through the project area.
27	SR 520 & SR 202 Off Ramp Improvement	SR 520 and SR 202/ Redmond Way			Improve the geometry of Eastbound SR 520 off ramp at Redmond Way to reduce queue blocking.
44	Redmond Way & 148th Avenue NE Intersection Improvements	Redmond Way at 148th Avenue NE			Widen intersection to separate the northbound share through and left turn lane to have dual left turn lanes and two through lanes to improve traffic flow.
64	NE 40th St Rechannelization Segment V	NE 40th Street	Bel-Red Road	West Lake Sammamish Parkway	Within the existing right-of-way, provide one vehicular lane, 5.5 to 6 feet bike lane, and 5.5 to 6 feet sidewalk in each direction. A 5.5 feet planter is optional in the eastbound direction. This optional planter requires resizing the width of vehicular lanes to 11 feet. Other improvements include street scape, stormwater treatments, utilities, and street light. Coordinated with 62.
65	NE 51st Street New Sidewalk	NE 51st Street	158th Avenue NE	West Lake Sammamish Parkway	Complete missing segments of sidewalk on the southside of NE 51st St from 158th Ave NE to West Lake Sammamish Pkwy.
66	NE 51st St Bike Lanes	NE 51st Street	148th Avenue NE	154th Avenue NE	Provide bicycle lanes on NE 51st Street in both directions from 148th Avenue NE to 154th Avenue NE. Install additional bike signage and pavement markings in existing bike lane between 154th Avenue NE and West Lake Sammamish Parkway.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
67	NE 51st St Rechannelization	NE 51st Street	156th Avenue NE	West Lake Sammamish Parkway	Install additional bike signage and rechannelize roadway to install standard bike lane in the westbound (uphill) direction and implement a shared lane in the eastbound (downhill direction) from 156th Avenue NE and West Lake Sammamish Parkway.
74	160th Ave NE Extension	160th Avenue NE	NE 99th Street	Red-Wood Road	Construct new 160th arterial from current terminus at approximately NE 99th Street north to the intersection with Red- Wood Rd. Modify existing 160th arterial from NE 90th St north to current terminus. Relocate transit service and amenities from Red-Wood Road to 160th Avenue NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, street lights, storm drainage, wetland and stream mitigation, right of way and easement acquisition.
75	NE 116th St Widening Segment II	NE 116th Street	167th Place NE	179th Place NE	Widen NE 116th St from 167th Place NE to 179th Place NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.
77	NE 116th St Segment III	NE 116th Street (East End)	179th Avenue NE	Avondale Rd	Widen remaining sections of NE 116th St from 179th Avenue to Avondale Road. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
85	Redmond Way Bridge Replacement Over Bear Creek	Redmond Way	Bear Creek Crossing	Avondale Road On Ramp	Replace the Redmond Way Bridge over Bear Creek. Improvements include 2 through lanes in each direction on Redmond Way and NE 76th Street, 2 eastbound left turn lanes to NE 76th St, 1 eastbound right turn lane to westbound SR 520 on-ramp, sidewalks, Bear Creek and E Lake Sammamish Trail connections, street lights, storm drainage, right-of-way and easements. The bridge will be designed to accommodate a grade separated connection of Bear Creek Trail underneath the bridge. The bridge should only be replaced when the existing bridge conditions no longer meet federal structural rating requirements.
88	NE 76th Street Widening	NE 76th St	Avondale Road at northbound on ramp to SR 520 terminus	178th Place NE	widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities.
90	NE 76th Street Widening 178th Place to 185th Ave NE	NE 76th St	178th Place NE	185th Avenue NE	Widen roadway to include a 12' center turn lane, two 12' travel lanes and two 5.5' bike lanes and 6' sidewalks on both sides of roadway. Coordinate with 91.
91	NE 76th St Rechannelization	NE 76th St	178th Place NE	185th Avenue NE	Rechannelize roadway to include one 12-foot 2 way left turn lane, one 14' shared lane in each direction. Coordinate with 90.
96	East Lake Samm. Pkwy and 187th Ave NE Signal	East Lake Sammamish Parkway at 187th Ave NE			Install new traffic signal. Improvements include southbound left turn lane and reconstruct grade separated trail crossing. Design to accommodate project 97.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
97	East Lake Sammammish Parkway	East Lake Sammamish Parkway	Redmond Way	187th Ave NE	Widen East Lake Sammamish Pkwy from Redmond Way to 187th Ave NE. Improvements include 1 through lane in each direction, left turn lanes where needed, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, and right-of-way.
98	187th Ave NE Widening	187th Ave NE	East Lake Sammamish Parkway	Redmond Way	Widen 187th Ave NE from East Lake Sammamish Pkwy to Redmond Way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage.
113	192nd Ave NE Extension	192nd Ave NE Extension	NE 68th St	Union Hill Rd	Construct new 192nd Ave NE from NE 68th St to Union Hill Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements.
127	NE 95th St and Avondale Realignment	NE 95th Street at Avondale Road			Intersection re-alignment reduces skew, adds a north leg crosswalk, realigns east/west legs removing split-phasing and provides for north to south U-turns.
129	188th Ave NE and Union Hill Right Turn Lane	188th Avenue NE at NE Union Hill Road			Improve the intersection of 188th Ave NE at Union Hill Rd by building northbound exclusive right-turn lane.
130	Avondale Road and 180th Ave Reconfiguration	Avondale Road at 180th Avenue NE			Intersection reconfiguration to add eastern fourth leg serving Avondale Green subdivision and south leg crosswalk. Intersection also allows for north and south U turns. Includes 1,200 feet of new street connecting to 183rd Court NE.
135	188th Ave NE and NE 65th St Intersection Improvements	188th Avenue NE at NE 65th Street			Improve intersection operations and safety at the intersection of 188th Avenue NE and NE 65th Street including but not limited to sight distance and pedestrian crossing.
136	NE 84th St Stormwater Enhancement	188th Avenue NE, 192nd Avenue NE north of NE Union Hill Rod, and NE 84th Street			Improve NE 84th Street and portions of 188th Avenue NE, and 192nd Avenue NE north of Union Hill Road to coordinate with a Natural Resources CIP project.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
142	Evans Creek Trail Extension	SE Redmond Trail	188th Ave NE	196th Ave NE south of Union Hill Road	Build extension of the Evans Creek Trail.
143	Bear Creek and Evans Creek Trail Extension	Along Bear Creek and Evans Creek north of NE Union Hill Road	Approx. NE 95th St	Union Hill Rd	Build extension of the Bear and Evans Creek Trail system.
144	Woodbridge Trail Connection	Approx. NE 76th Street	192nd Ave NE	Arthur Johnson Park	Add trail connections from Woodbridge neighborhood to the SE Redmond Trail (At approximately NE 76th Street).
145	Woodbridge-to-Evans Creek Natural Area Trail	Woodbridge-to-Evans Creek Natural Area Trail	Evans Creek Trail	Evans Creek Natural Area	Add a trail from Woodbridge neighborhood to 196th Ave NE and the Evans Creek Natural Area.
147	185th Avenue NE-to-East Lake Sammamish Park Pedestrian Trail	185th Avenue NE	Redmond Way	East Lake Sammamish Parkway	Add pedestrian trail from south terminus of 185th Ave NE to E. Lake Sammamish Parkway and East Lake Sammamish Trail.
148	180th Ave NE "Pedestrian Spine"	Pedestrian spine	178th Place NE	NE 70th Street	Construct a "Pedestrian Spine" or corridor that connects the future light rail station and Southeast Redmond retail commercial area and other transit facilities in the vicinity.
154	Avondale Rd and Avondale Way Safety and Access Improvements	Avondale Road at Avondale Way			Realign intersection replacing slip lane with a pedestrian bulbout with bike lane continuing through in existing location. Add right turn only lane to replace slip lane. Install crosswalks linking bus stops together.
156	Willows Road Widening North	Willows Road	NE 116th St	NE 124th St	Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, street lights, storm drainage, underground power, right-of-way and easement acquisition.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
158	West Lake Sammamish Parkway Interim Improvements	West Lake Sammamish Parkway	NE 51st St	Bel-Red Road	Provide interim nonmotorized facilities by striping the west side of West Lake Sammamish Parkway between NE 51st Street and Bel-Red Road to include a bicycle lane and pedestrian path. Provide additional signage and street pavement markings for bicycles on the east side of the street.
161	Redmond Woodinville Road Widening	Red-Wood Road	160th Ave NE Extension	NE 124th St	Widen Red-Wood Rd from intersection with new 160th Ave NE Extension near the Puget Power trail north to NE 124th St. Improvements include 1 through lane in each direction, left turn and extended right turn lanes if appropriate, access management, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and right- of-way acquisition.
162	Redmond Woodinville Road and NE 109th St Turn Lane	Red-Wood Road at NE 109th St			Add a northbound right-turn lane.
178	Willows Road Widening South	Willows Road	NE 90th St	NE 116th St	Widen Willows Rd from NE 90th St to NE 116th St. Improvements include 2 through lanes in each direction, center left turn lanes/medians, bike lanes, curb, gutter, sidewalks, transit amenities, pedestrian crossings, street lights, storm drainage, underground power, right-of-way and easement acquisition.
187	154th Place NE Widening and Safety Enhancement	154th Pl NE	Redmond Woodinville Road	NE 116th St	Widen roadway to provide shoulder(s) wide enough to accommodate pedestrians and bicyclists.
188	152nd Ave NE Staircase	152nd Ave NE at Redmond Way			Construct staircase between Redmond Way and 152nd Avenue NE. Add bike runnel.
189	151st Avenue NE Staircase	151st Ave NE at Redmond Way			Construct staircase between Redmond Way and 151st Ave. Add bike runnel.
190	NE 95th Street Sidewalk	NE 95th St	Willows Road	151st Ave NE	Construct sidewalk on south side of roadway including curb, gutter, and storm as applicable.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
191	151st Avenue NE Sidewalk	151st Ave NE	NE 95th St	NE 92th St	Construct sidewalk on east side of roadway including curb, gutter, and storm as applicable.
194	164th Ave NE Sidewalk	164th Ave NE	NE 95th St	NE 99th St	Construct sidewalk on roadway including curb, gutter, and storm as applicable.
197	Idylwood Park and Transit Safety and Access Project	West Lake Sammamish Parkway	Bel-Red Road	NE 40th St	Construct sidewalk on north side of roadway. Include curb, gutter, and storm as applicable.
198	154th Ave NE Sidewalk	154th Ave NE	NE 85th St	NE 90th St	Construct 5' wide sidewalk on west side of 154th Ave. Include curb, gutter, and storm as applicable.
199	NE 87th Street Sidewalk	NE 87th St	Willows Road	148th Ave NE	Construct sidewalk over existing ditch with existing 10' of ROW. Include curb, gutter, and storm as applicable.
201	Redmond Central Connector Segment III	Redmond Central Connector	NE 100th St	North City Limits	Complete the third segment of the Redmond Central Connector, including regional trail and aesthetic enhancements.
204	PSE Trail Improvements	Puget Sound Energy Trail	Sammamish River Trail	Avondale Road	Construct a hard surface regional trail with parallel soft surface trail.
205	172nd Ave NE Trail	172nd Ave NE	NE 111th St	NE 116th St	Construct a hard surface regional trail with parallel soft surface trail.
206	171st Bike Boulevard	171st Pl NE / 172nd Pl NE	172nd Trail	NE 111th Street	Construct bicycle boulevard treatments such as bicycle related wayfinding signage and channelization, and median islands.
207	172nd Trail Improvement	172nd Trail	104th Street	172nd Pl NE	Construct a hard surface regional trail with parallel soft surface trail.
208	Hartman Park Trail Enhancement	172nd Ave NE	171st Ave NE	NE 104th St	Construct a hard surface regional trail connection.
210	Trail at Ardmore Improvement	Trail at Ardmore	NE 24th St	172nd Ave NE	Construct a hard surface regional trail with parallel soft surface trail, include design treatments to slow bicycle speeds along trail corridor.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
211	PSE Trail Enhancement	Puget Sound Energy Trail	NE 93rd Ct	Puget Sound Energy Trail	Construct a hard-surface trail linking the existing PSE trail with 93rd Court and northern terminus of 142nd Avenue adjacent to Willows Creek Park through existing easement. Add regional bicycle wayfinding and shared lane markings from the end of the trail at 93rd Court to 132nd Avenue.
213	106th Street Connection	NE 106th St	Red-Wood Road	Sammamish River Trail	Construct a trail linking the Sammamish River Trail with 106th Street. Add wayfinding and shared lane markings along 106th Street. Acquire easements.
214	NE 24th Street Rechannelization	NE 24th St	172nd Avenue NE	West Lake Sammamish Parkway	Rechannelize to add bicycle lanes in both directions between West Lake Sammamish Parkway and 180th Avenue NE, and a cross section with an uphill bike lane and a downhill sharrow between 180th Avenue and 172nd Avenue NE/City Limit. Where space exists include on street parking in roadway cross section.
215	180th Avenue NE Sidewalk and Bike Lanes	180th Avenue NE	West Lake Sammamish Parkway	NE 24th Street	Enable nonmotorized connections to Audubon Elementary. Construct sidewalk on west side of roadway. Add bicycle lanes to both sides of roadway. Include curb, gutter, and storm.
216	Idylwood Shared Lane Markings	174th Avenue, 175th Avenue, 28th Street	172 Avenue NE	NE 24th Street	Add shared lane markings south on 174th Avenue and north on 175th Avenue, and in both directions on 28th Street, indicating proper positioning for cyclists along bike route connecting to 172nd Avenue and 24th Street.
217	151st Ave NE Rechannelization	151st Avenue, 95th Street	90th Street at 151st Avenue	Willows Road at NE 95th Street	Rechannelize existing roadway to include bicycle lanes on both sides of roadway.
218	Avondale Road/ SR 520 Off Ramp Sidewalk	Westbound 520 to NE 76th St off ramp	Union Hill Road	NE 76th St	Provide sidewalk on west side of roadway, including curb gutter and stormwater as applicable.
219	Redmond Way to 142nd Ave NE Bike Blvd	140th Ave NE, NE 84th St, 142nd Ave NE	Redmond Way	PSE Trail (Planned)	Linking up with future Trail through Willows Creek Park, create bike boulevard per Bicycle Facility Design Guidelines.
222	80th Staircase	NE 80th Street extension	172nd Ave NE	Avondale Way	Construct staircase between Redmond Way and 80th Street. Add bike trough/ runnel.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
223	NE 27th Place Trail Connection	NE 27th Place	175th Avenue NE	176th Place NE	Construct neighborhood sidewalk connection.
225	152nd Ave NE Vertical Curb	152nd Ave NE	NE 60th Street	6400 Block	Replace roll up curb with vertical curb, improve sidewalk and create student load/unload zone that provides convenient access for children walking, biking and taking the bus to school.
227	151st Avenue NE Sidewalk	151st Ave NE	North of Old Redmond Road	End of 151st Ave NE	Construct sidewalk on one side of the street.
228	134th Ave NE Sidewalk	134th Ave NE	NE 75th St	NE 80th St	Construct sidewalk on one side of the street.
229	NE 83rd St Sidewalk	NE 83th St	132nd Ave NE	134th Ave NE	Construct sidewalk on one side of the street.
234	Avondale to Union Hill Rd Sidewalk	Avondale Way	North of Union Hill	Avondale Rd	Complete missing sidewalk on east side of Avondale Way north of Union Hill Rd.
236	185 Avenue NE Sidewalk	185th Ave NE	NE 68th St	NE 62nd Court	Complete missing sidewalk on west side of 185th Avenue NE near NE 68th Street, and south of NE 65th Street.
248	148th Ave NE Access Improvements	148th Ave NE, Willows Rd to Redmond Way			Locate and construct pedestrian crossing and traffic signal to serve residents and office workers; access to bus stops at 148th Avenue and 87th Street (new Rapid Ride route).
252	156th Ave NE Midblock Crossing	156th Avenue NE (between 45th & 51st)			Construct a signalized mid-block crossing between NE 45th Street and NE 51st Street, utilizing existing median as a pedestrian median. Coordinate crossing with existing transit stops.
253	Bear Creek Trail & NE Union Hill Road Modifications	Bear Creek Trail	Union Hill Road		Raise trail to enable use by avoiding flood water from Bear Creek. Remove trail surface, and install boardwalk. Raise enough to meet bike height needs.
268	Red-Wood Road Shoulder	Red-Wood Road (SR 202)	NE 109th Street	116th Street NE	Construct 2,180' of paved shoulder along west side. Shift centerline to allow continuous striped shoulder on both sides for pedestrians and cyclists.
271	West Lake Sammamish Parkway & NE 24th Street Intersection Regrading	W Lake Sammamish Pkwy at NE 24th Street			Improve sight-distance by re-grading Northwest corner of intersection.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
275	Redmond Way Sidewalk South	Redmond Way	140th	145th	Construct missing sidewalk on south side; solutions include extensive retaining walls or structured steel walkway w/railing. Improve transit stop amenities.
276	185th Ave NE & NE 68th Street Ped Improvements	185th Avenue NE at NE 68th Street			Install traffic control, pedestrian crosswalks, and rain garden for employees in the area.
321	Willows Road Rechannelization	Willows Road	South of PSE Trail	NE 90th Street	Rechannelize to provide southbound bicycle lane.
278	Bear Creek Parkway & 168th Ave NE Crosswalk	Bear Creek Parkway at 168th Avenue NE			Install crosswalk on west leg, providing access to Bear Creek trail.
280	NE 80th Street & 165th Avenue NE Intersection Modification	NE 80th Street at 165th Avenue NE			Install pedestrian crossing on east side with sidewalk "bulb-out" into street.
282	151st Avenue NE & NE 90th Street Traffic Signal	151st Avenue NE at NE 90th Street			Install traffic signal and provide for pedestrian crossings with bump-outs. Install Rapid Ride stop.
291	Bel-Red Road Widening	Bel-Red Rd	West Lake Sammamish Parkway	NE 40th Street	Widen Bel-Red Rd from West Lake Sammamish Pkwy to NE 40th St. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights and storm drainage.
295	150th Avenue NE and 520 Trail Nonmotorized Connection	150th Avenue NE	NE 60th Street	NE 51st Street	Construct hard surface nonmotorized connection between 150th Avenue NE and a planned 520 Trail access point north of NE 51st Street (on private property). The alignment of this nonmotorized connection follows the alignment of existing path on Microsoft's private campus. This project would be coordinated with Microsoft and not require ROW or easements.
297	152nd Avenue NE Bicycle Connection	60th Street, 152nd Avenue, 68th Street	Old Redmond Road	156th Avenue	Construct bicycle treatments such as bicycle related signage and channelization.
300	NE 116th Street & 154th Place NE Staircase	116th Street	154th Pl		Construct staircase between 116th Street/Red-Wood Road and 154th Place. Add bike runnel.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
309	8400 Block Trail	8400 block	Redmond Central Connector		Purchase right-of-way and construct pedestrian and bicycle trail connecting local streets to future Redmond Central Connector.
322	Red-Wood Road Street Sidewalk	Red Wood Road south of 109th	NE 109th Street	Around NE 107th Street	Construct 420' sidewalk along west side using cantilevered structure (similar to Bel- Red Road near Microsoft campus).
316	NE 84th Street Sidewalk	NE 84th Street	140th Avenue NE	142nd Avenue NE	Construct sidewalk to provide access to signal at Redmond Way. Ensure sidewalk facilitates safe pedestrian movements to and from intersection. Include curb, gutter, and storm treatments.
338	Bike Parking Facilities in Bear Creek Park and Ride Lot				Provide secure bike parking facilities at the Bear Creek Park and Ride. Work with King County Metro.
340	148th Avenue NE and Old Redmond Road Intersection Improvement				Extend the eastbound right turn lane by increasing length and channelization.
344	NE 51st Street and 154th Place NE Westbound Left-Turn Lane	NE 51st Street	154th Ave NE		Provide a westbound left-turn lane on NE 51st Street at the intersection of NE 51st and 154th Place NE. Improvement includes right-of-way acquisition.
354	NE 116th Street Shoulder Widening	NE 116th Street	Sammamish River	154th Place NE	Widen the shoulder from the Sammamish River to 154th Place NE for cyclists and pedestrians.
357	NE 87th Street Staircase and Sidewalk				Connect NE 87th Street near 148th Avenue to 87th Street and 147th Avenue with a combination of staircases and sidewalk.
358	Avondale Road and 180th Avenue NE Crossing Enhancement				Add crosswalk and two ADA ramps to the south leg of the intersection.
364	NE 76th Street Extension - Segment 2	NE 76th Street	188th Avenue NE	192nd Avenue NE	Construct new NE 76th St from 188th Ave NE to 192nd Ave NE. Improvements include 1 through lane in each direction, left turn lanes or medians to create a 3 lane section, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.

Table 21. Neighborhood projects (continued)

NEIGHBORHOOD PROJECTS					
Project ID	**Project Title**	**Location**	**Project Limits: From**	**Project Limits: To**	**Description**
365	NE 73rd Street Extension - Segment 2	NE 73rd Street	188th Avenue NE	192nd Avenue NE	Construct new NE 73rd St from 188th Avenue NE to 192nd Avenue NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements.
370	NE 116th St Widening Segment I Phase II	NE 116th St	Red-Wood Road	167th Pl NE	Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way, and easement acquisition. Improvements coordinate with project # 356: the construction of a roundabout at NE 116th Street and 162nd Avenue NE. Phase I is project ID # 76.
374	New SR 520 Auxiliary Lane at Various Locations	SR 520	I-405	West Lake Sammamish Parkway	Construct new auxiliary lanes at the following locations: 1) eastbound between the 148th Ave NE interchange and the NE 40th St interchange; 2) eastbound from NE 51st Street on-ramp to Westlake Sammamish Parkway off-ramp; and 3) westbound from Westlake Sammamish Parkway on-ramp to NE 51st Street off-ramp.

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Appendix F:
Design Guidance

Design guidance is an implementation tool for the street, transit, pedestrian, and bicycle system plans (Chapter 4). Together with system plans, this guidance helps clarify the intent for amending design standards and regulations contained in Redmond Zoning Code, Redmond Construction Design Standards, and other relevant documents as needed to be in alignment with the TMP. Also, design guidance directs the selection of engineering design parameter values for capital improvements, such as those included in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

Design guidance starts from streets, which is organized by street functional classifications (Figure 66). Table 22 includes important parameters for defining the street cross-section and refers to subsequent tables in this appendix for detailed guidance for system plans of transit, pedestrians, and bicyclists (Tables 23 to 31).

Street Design Guidance

In using the design guidance in Table 22, it is important to recognize the following:

1. Several design parameters affect street cross-section. These are: mid-block lane width, posted speed limit, and maximum number of general purpose lanes. Where there is a range between maximum and minimum values, the minimum value is preferred. Wide lanes, added turn lanes, and extended-length turn lanes will only be allowed following thorough evaluation of the land use context, multimodal context, right-of-way cost, and other compelling engineering considerations.
2. Table 22 is arranged by street classification. While functional classification is important in guiding street design, other controlling considerations include the land use context and the need to balance multimodal needs. Therefore, not all streets in the same functional classification may have uniform design. For example, in some cases, due to right-of-way constraints or the local context, streets may be narrower than other streets in the same functional classification.
3. There are exceptions to Table 22 parameters in cases where current conditions on certain streets differ from this table, where interim street improvements are made, or where there are unique site-specific design considerations. For example, the current posted speed limit on Willows Road (between NE 95th Street and north city limits) is 45 mph, higher than the maximum posted speed limit, 40 mph, for principal arterials. The Three-Year Action Plan provides direction for a speed limit revision study, which will review speed limits on select corridors to consider the interests of all street users. For new improvements, any such deviation from this table shall be documented through a thorough evaluation and deliberate decision process.

Table 22. Street design guidance

Functional Classification	Principal Arterial	Minor Arterial	Collector Arterial	Connector	Local Access	Woonerf
Maximum pedestrian crossing length	75 feet					Not applicable
Maximum number of general purpose through lanes in each direction	2	2	1	1	1	1
Mid-block lane width (feet)	11-12	10.5 ~ 11	10.5 ~ 11	10~ 10.5	10	10 max. 20 in both directions
Speed limit (mph)	35-40	30-35	25-30	25	25	10

Roadway Functional Classification System

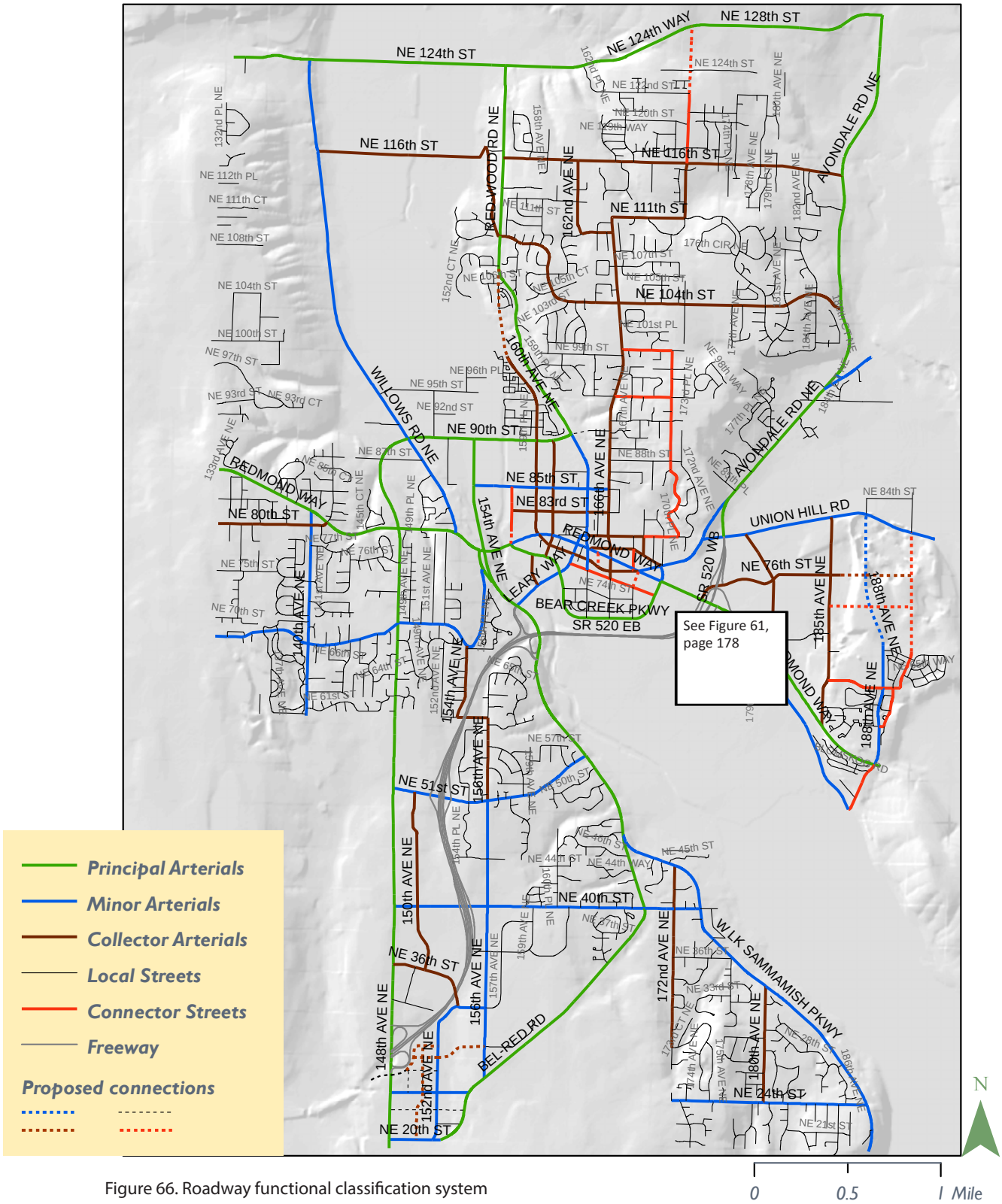


Figure 66. Roadway functional classification system

Table 22. Street design guidance (continued)

Functional Classification	Principal Arterial	Minor Arterial	Collector Arterial	Connector	Local Access	Woonerf
Access management	Maintain spacing between any adjacent streets and driveways of 150 feet. Only connect driveways from parcels to public streets with the lowest functional classification.					
Transit facilities	Refer to Tables 23 and 24 for design guidance.					
Bike facilities	Generally dedicated bike facilities on both sides of arterials; mixed with traffic for local access streets and woonerf. See Tables 25 through 28 for detailed design guidance.					
On-Street parking (7 ~ 8 feet in width, 8 feet preferred)	Generally discouraged along principal and minor arterials and encouraged along other types of streets. However, parking is encouraged regardless of functional classifications in three areas: Downtown Urban Center, Overlake Urban Center, and the Southeast Redmond light rail station area.					
Landscape strip	Stormwater bioretention swales, treatment planters, or other types of natural stormwater drainage treatment methods. See Table 30 for required width.					Stormwater facilities at edge or through pervious pavement
Sidewalks	Required for both sides of all streets. See Table 30for design guidance. Design shall support natural infiltration of stormwater. Facility and landscaping locations are adjacent to the street to provide pedestrian buffers.					

Transit Design Guidance

There are two categories of transit modal corridors in the transit system plan. They are high and medium demand transit modal corridors.

High Demand Transit Modal Corridors

These corridors include major arterials and SR 520, connecting Redmond's urban centers and major neighborhood activity centers. These are recommended as high priority. They possess the highest demand for transit, have the highest levels of service today and into the future, and represent the local and regional transit spine. The person-carrying capacity of transit in these corridors is similar to an entire general purpose lane of travel and is critical to the functioning of the transportation system, particularly in the urban centers where transit is critical to the functioning of the entire transportation system and represents the most significant ability to accommodate peak travel growth. These corridors are the highest priorities for service hour and infrastructure investments, creating service that is fast, frequent, reliable, and easy to get to.

The transit service standard for these corridors is that they should contain one or more routes with a combined frequency of 15 minutes or better throughout the day. Wherever possible, service should be focused in these corridors.

Medium Demand Transit Modal Corridors

These corridors support active transit patronage and provide important coverage and local access functions throughout the city by providing convenient access to Redmond's urban centers and the regional transit spine. These corridors may not see the City's highest levels of service investment or ridership. Investments should focus on improving access to adjacent housing and important services in order to maximize this function. The transit service standard for these corridors requires including one current or future route with a target of 30-minute frequency all day.

Bicycle System Map

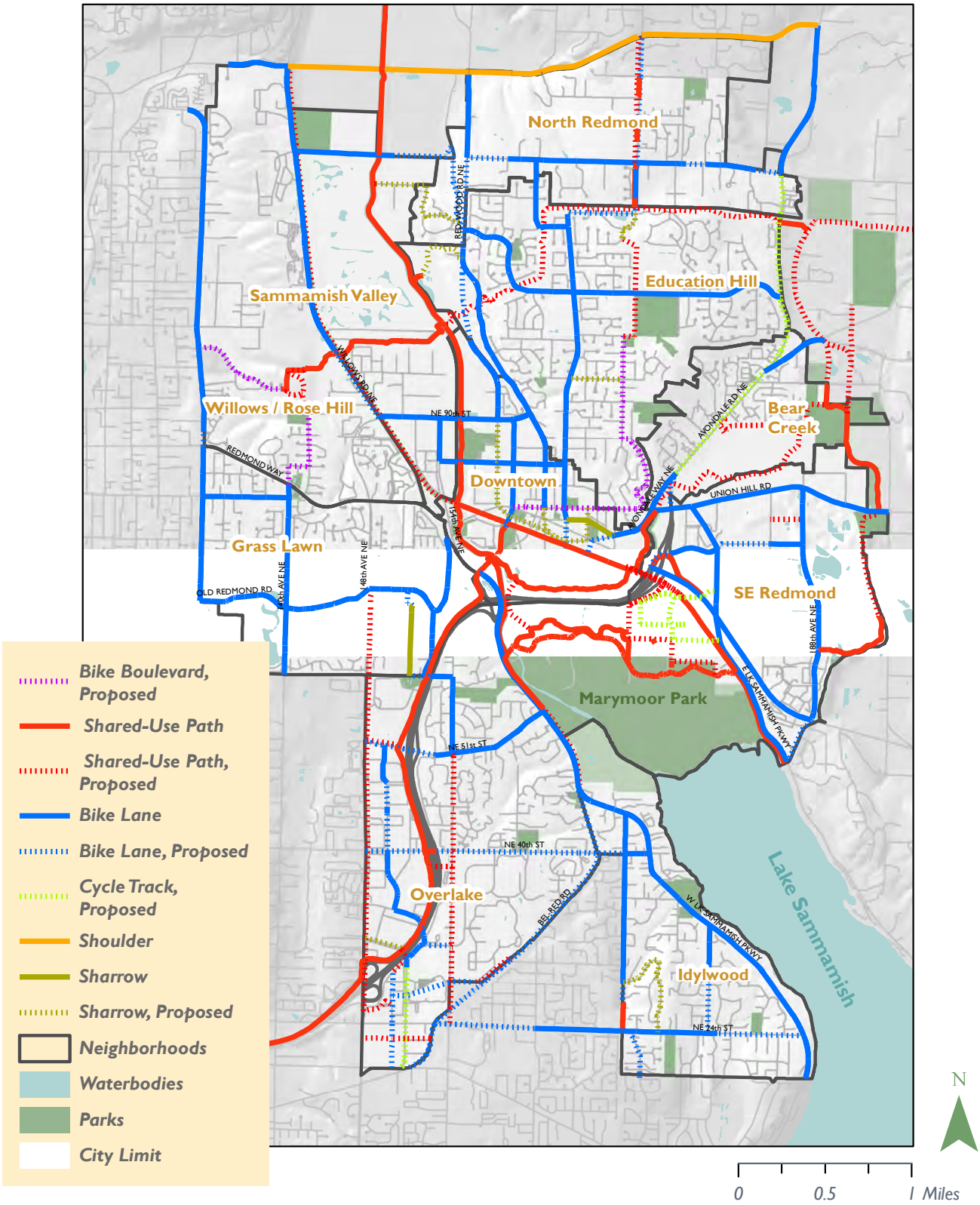


Figure 67. Bicycle system map

Transit System Plan

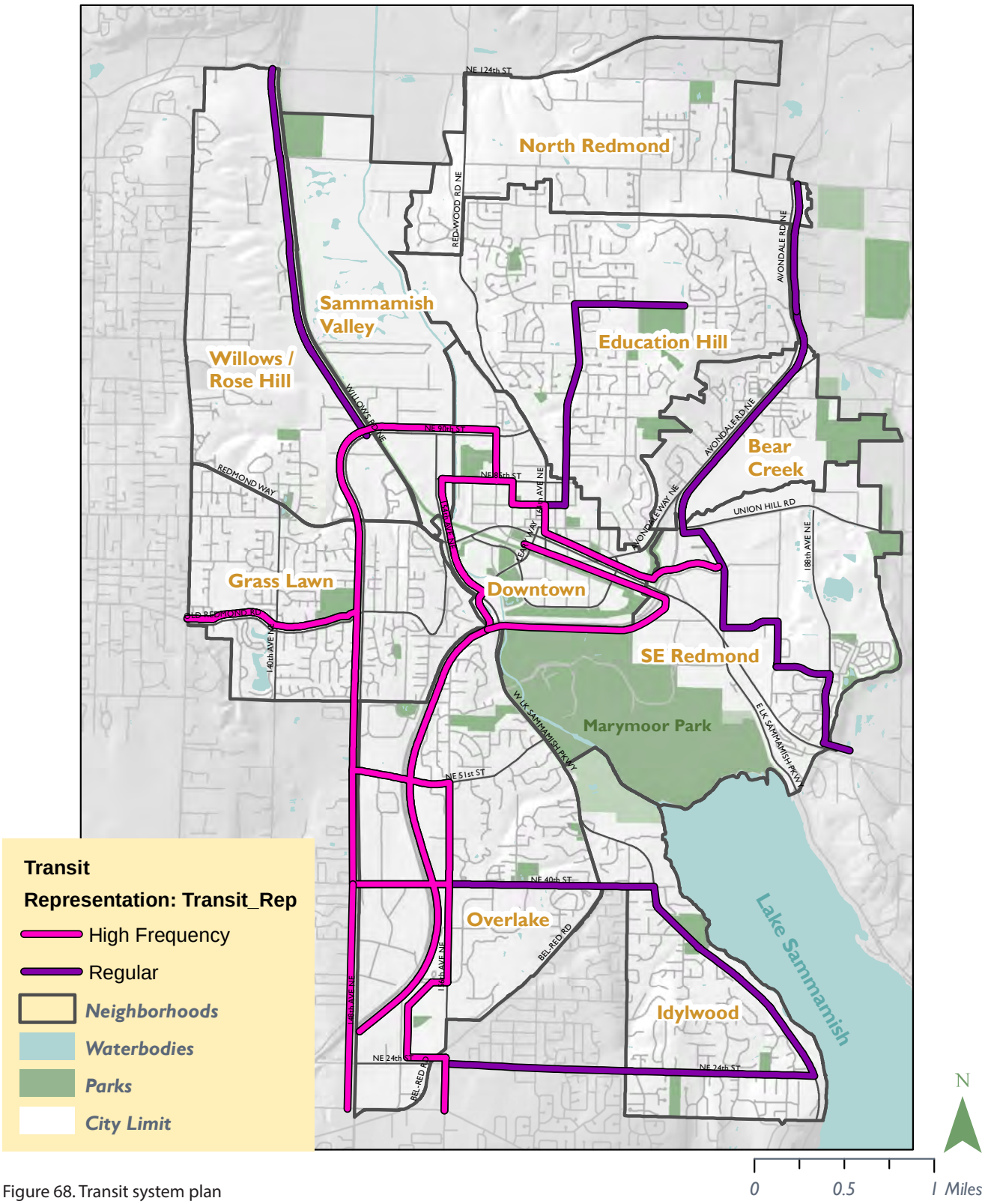


Figure 68. Transit system plan

Table 23. Design guidance for high demand corridors

Treatment	Definition	Intent	Standard
Queue Jump Lane	A bus only lane with a dedicated signal call that advances the bus only lane ahead of the general purpose lanes at a signalized intersection.	Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in travel times at a signal.	Recommended
Business Access and Transit (BAT) Lanes	A through lane exclusively for use by buses and general purpose right turn movements.	Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25% reduction in corridor travel times.	Recommended

Table 24. Design guidance for both high and medium demand corridors

Treatment	Definition	Intent	Standard
Transit Signal Priority (TSP)	Signal communication device used to trigger a bus only signal phase to speed bus movement.	Typically used for reliability, may also be used for speed. Up to 10 percent time savings at signals.	Recommended – High Optional –Medium
Bus-Supportive Roadway Surface	Roadway-wide or spot (bus stop or general purpose lane with bus traffic) pavement thicker and stronger than typical pavement.	Improves pavement life cycle. Also maintains bus service reliability and passenger comfort.	Required as pavement rehabilitation occurs – High Recommended – Medium
Bus Bulbs	Bus stop extended to be adjacent to travel lane where on-street parking or other roadway configuration would locate bus stop away from general purpose and require bus to pull out of general purpose lane to serve bus stop.	Removes the need for the bus to merge back into traffic and adds queuing space for riders at busy transit stops. Speed improvement of eight seconds per stop has been demonstrated locally.2	Recommended – High Optional – Medium
Level Boarding Platforms	Boarding platform raised to height of bus floor.	Remove the need to hydraulically lift mobility- impaired passengers onto the vehicle. Only applicable for low floor buses with no stairs. Notable reliability benefit.	Optional – High Optional – Medium
Bus stop spacing	The distance between bus stops.	Balance access needs with improved speed by removing underutilized stops that do not meet spacing criteria. Stop consolidation to standard distance can improve route speed by 2-20 percent.	Approximately every 1,000 feet (both High and Medium).
Off-board fare payment	Fare payment device located at the bus stop.	Significant reduction in dwell times at high-volume stops. Speed improvement of one second per boarding passenger.	Recommended – High Optional – Medium

Pedestrian Priority Zones

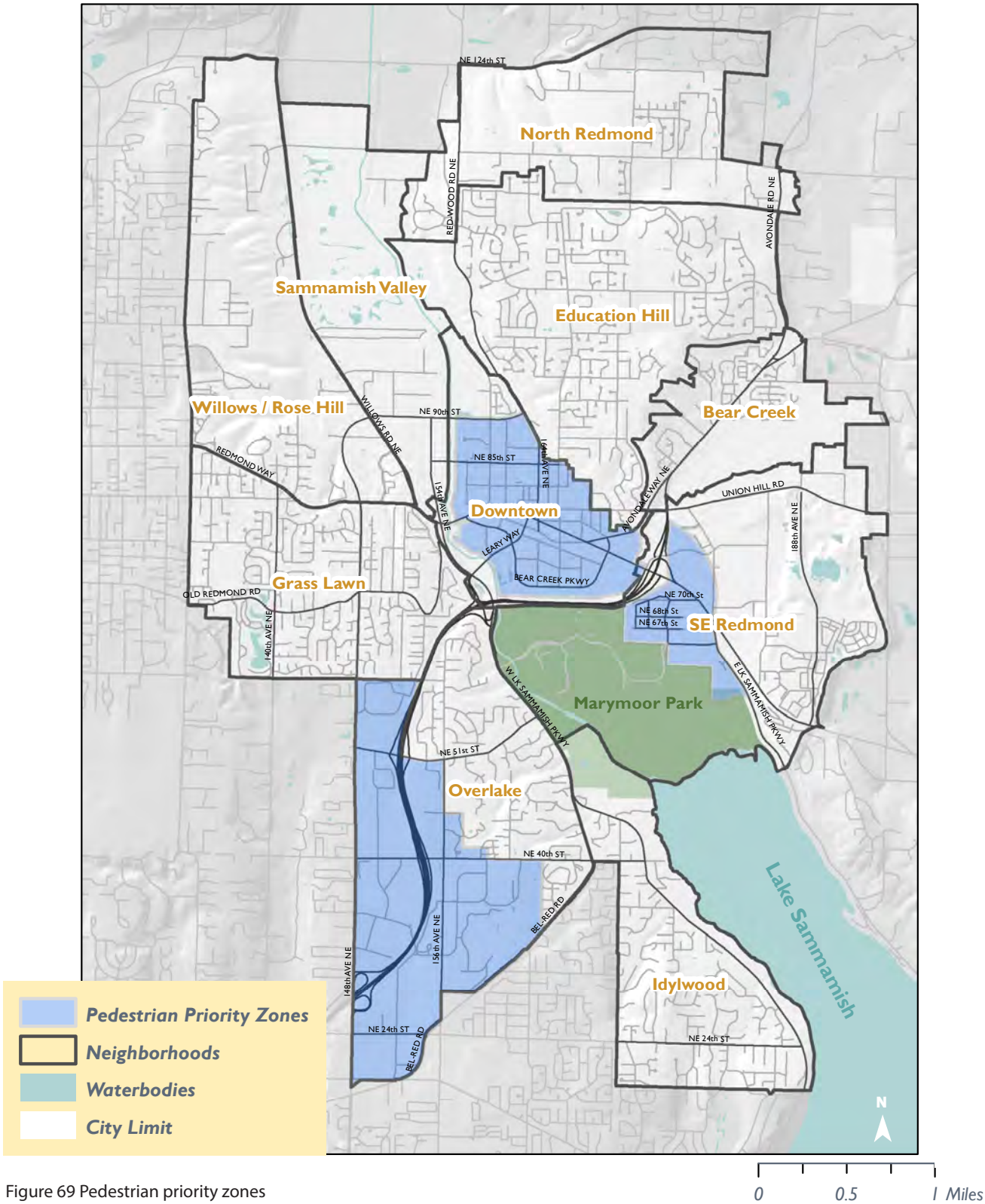


Figure 69 Pedestrian priority zones

Bicycle Design Guidance

An extensive toolbox of bicycle facilities will ensure that high comfort facilities along streets and continuing up to and through intersections are installed on key bicycle routes where feasible. A wide variety of other bicycle facilities should be available where street cross-sections are too constrained to allow high comfort bicycle facilities. This broad toolbox provides an important step forward by focusing not only on bicycle facilities that continue along corridors, but also enabling bicycle guidance and positioning for bicycles to proceed up to and even through street intersections. This is a challenge today. Bicycle lanes often end before an intersection once space in the street cross-section is too constrained, leaving many bicyclists uncomfortable and unsure how to proceed.

Design guidance for bicycle facilities is broken into four tables (25, 26, 27, and 28.) For corridors, the Modal Map and the Bicycle System Map (below) determine the facility type. Tables 25, 26 and 27 provide recommended design guidance. Table 28 provides design guidance for signal control and markings for bicycle travel. While corridor improvements are required, improvements at intersections are recommended. The Modal Map assigns a higher priority for bicycle intersection improvements that are on modal corridors, but these treatments should be applied anywhere warranted on the bicycle system.

These design standards will be reviewed under Action Plan item 13: Bicycle Facilities Design Manual Update.

Table 25. Tier 1 high comfort bicycle facilities

Facility	Definition	Intent	Design Guidance
Paved, Shared-Use Path	A two-way operation bike and pedestrian facility physically separated from motorized vehicular traffic. Typically significantly setback or entirely independent from roadways.	Physical separation from automobiles provides high comfort for bicyclists.	Width: 14 feet recommended 10-foot minimum. Lighting: recommended to ensure facilities are safe and usable year round, particularly when it is dark during commuting times. Connections: Adjacent properties shall connect to adjacent paved, shared-use paths (exceptions may be granted because of topography or environmental conditions) Modal Conflicts: Segments with high numbers of modal conflicts require additional improvements. Solutions include widening or creating two parallel paved, shared-use paths, grade separating roads and paved, shared-use paths, and adding a centerline stripe.
Cycle Track	An exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are found within or adjacent to a roadway but separated from motor vehicle traffic by a physical barrier, such as a curb or vehicle parking lane.	Physical separation from automobiles provides high comfort for bicyclists.	One-way operation (recommended): Width: Recommended 6-8 feet, 5-foot minimum Intersections: Raised and protected cycle tracks transition to be adjacent to general purpose lanes at intersections. Two-way operation (not recommended): Width: Recommended 12-14 feet, 10-foot minimum Intersections: Significant intersection treatments, including bicycle signals and green bicycle lanes, strongly recommended

Table 25. Tier 1 high comfort bicycle facilities (continued)

Greenways/ Bicycle Boulevards	Streets with low motorized traffic volumes and speeds designated and designed to give priority to bicycles. Bicycles share streets with vehicles.	Utilize low-volume streets more effectively by engineering streets to be high comfort for bicycles. Automobiles and bicycles mix, with high comfort for bicycles due to low automobile speed and volume.	Vehicle volumes: recommended 1,000 ADT or less, maximum 3,000 ADT.
Buffered Bicycle Lanes	Bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.	Greater separation from automobiles provides higher comfort for bicyclists than bicycle lanes with no buffer.	Buffer width: minimum 2 feet Width: see "Bicycle lanes" in Table 25.

Table 26. Tier 2 standard bicycle facilities

Facility	Definition	Intent	Design Guidance
Bicycle Lanes	A roadway lane designated exclusively for bicycle use.	Provide space in street cross-section dedicated for bicycle travel.	Width (includes maximum 1-foot gutter pan and bicycle-friendly storm drains): 6 feet recommended, 5.5 feet standard, 5-foot minimum on streets with over 30 MPH speed limit or streets with on-street parking (with minimum 7.5 feet on-street parking width), 4-foot minimum when adjacent to curb and speed limit 30 MPH or lower
Bike Runnel	A trough-shaped device integrated into staircase design that enables bicycles to be rolled up or down a staircase.	Enable bicycles to utilize staircases rather than staircases being a barrier.	Locations: required at all public staircases Design: Adequate space and correct height to ensure that bicycle pedals and handlebars move freely. Additionally, the top of a staircase typically includes signage advising bicyclists of the staircase ahead.

Table 27. Tier 3 bicycle facilities

Facility	Definition	Intent	Design Guidance
Shared Lane Markings (“Sharrows”)	A pavement marking that delineates where bicycles should be positioned.	Delineate where bicyclists should be positioned and link bicycle facilities together. This calls attention to automobiles that bicyclists are expected on this street more so than other shared streets.	Location: Place along the right side of the lane when bicyclist should be positioned on right side of lane. Place in center of lane when lane width is less than 14 feet and lane should be shared by vehicles and bicycles; maximum speed limit 30 MPH.

Table 28. Intersection bicycle facilities

Facility	Definition	Intent	Design Guidance
Green Bicycle Lanes	Bicycle lane or cycle track colored green, denoting conflict areas on bicycle facilities, such as at intersections and locations where vehicles or bicycles must merge across a lane.	Increase bicycle and automobile knowledge of conflict areas, promoting orderly merging of automobiles and bicycles.	Continue to or through intersection.
Bicycle Boxes	An area designated for bicyclists at the approach to intersections. Typically colored green. Box includes bicycle facility and rightmost general purpose lane.	Reduce threat of right hook collisions and proceed to front of intersection queue.	Continue to an intersection.
Intersection Crossing Markings	Pavement markings such as dashed lines the width of a bicycle lane or shared lane markings that position bicycles through an intersection.	Increase bicycle comfort by positioning bicycles and providing guidance on how to proceed through intersection. Bicycle facilities continue rather than end before intersections.	Continue through intersection.

Pedestrian Design Guidance

Walking is an attractive travel choice when the public pedestrian network encourages easy, short walking trips to destinations (whether to a restaurant in an urban center, a bus stop, or a neighbor’s house); and when the pedestrian environment is comfortable and visually appealing. Table 29. Network Connectivity, ensures a pedestrian system that provides the shortest possible walking trip to destinations, not just a denser, finer-grained pedestrian network. This is a key element of achieving the neighborhood connections strategy. Design guidance (not already incorporated into the Zoning Code) that ensures a comfortable, aesthetically pleasing pedestrian environment is included in Table 30. Sidewalk Design Guidance, and Table 31. Pedestrian Crossing Design Guidance. The focus is on ensuring a comfortable width of sidewalk space (minimum through walkway) and on providing crosswalks where pedestrian activity is anticipated, such as urban centers, transit stops, schools, and community parks.

The Pedestrian System Map shows areas of the city where the highest level of pedestrian activity is anticipated compared to areas where lower pedestrian activity levels are anticipated. Design standards in the pedestrian design guidance tables reflect these differences, enhancing the environment in urban areas (urban centers and light rail station areas) and also enhancing neighborhood character.

Table 29. Network Connectivity

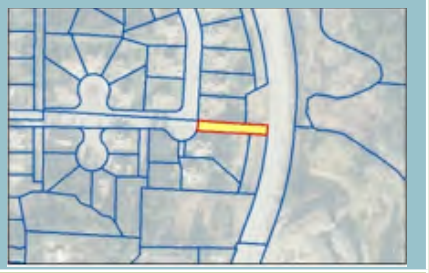
Network Linkage Recommended	Intent and Illustration	Guidance
Build any connection specifically identified in the Comprehensive Plan, Transportation Master Plan, or Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan.	Build specific network connections that have been identified through planning.	Build minimum 5-foot-wide concrete (or width and material specified in the Comprehensive Plan, PARCC Plan, or elsewhere in TMP) pedestrian connection.
Connections to any public right-of-way or publicly accessible way will be built, connecting to all adjacent facilities at least once, and connecting a minimum of once per every 500 feet for a perpendicular facility.	Complete a dense, well-connected network. 	
Cul-de-sacs connect to any segment of the public pedestrian system and to other cul-de-sacs within 528 feet. Exception: connections are not required to existing cul-de-sacs built prior to 2013 when there is not already an established pedestrian connection.	Complete a dense, well-connected network. Disconnected cul-de-sacs are the most significant cause of low connectivity.	
Main building entrance shall have a direct connection to the publicly accessible pedestrian system.	Provide direct, safe pedestrian connections from the pedestrian system to buildings.	

Table 30. Sidewalk design guidance

Facility	Definition	Intent	Urban Centers	Pedestrian Priority Zones (Outside Urban Centers)	Neighborhoods
Minimum Through Walkway	Area of sidewalk clear of any physical objects.	Ensure pedestrian facility accommodates pedestrian comfort and volume and is retained for pedestrian transportation.	8-foot standard 6-foot minimum	6-foot minimum	5-foot minimum
Through Walkway Buffer	Distance from either side of clear zone of physical encroachment by walls, fences, above-grade utilities, and signs.	Ensure that clear zone continues in a linear fashion and obstructions do not reduce capacity and decrease comfort.	1 foot	1 foot	1 foot
Through Walkway Taper	Linear geometric through walkway.	Ensure effective through walkway by retaining through walkway along pedestrian path of travel. Lack of through walkway taper can be a notable issue in urban centers.	1.5:1 taper	1.5:1 taper	1:1 taper
Sidewalk Width: Principal, Minor, or Collector Arterial	Street space designated for pedestrians. Material is hard surface, typically concrete.	Pedestrian volume and comfort needs are met based on land use context.	See Redmond Zoning Code 21.10.150 and 21.12.150 – dated 2012.	8-foot minimum, both sides of street.	6-foot minimum both sides of street. Recommended: Additional width of pedestrian realm (combined width of sidewalk and furnishing zone) near schools and community parks.

Table 30. Sidewalk design guidance (continued)

Facility	Definition	Intent	Urban Centers	Pedestrian Priority Zones (Outside Urban Centers)	Neighborhoods
Sidewalk Width: Connector Arterial	Street space designated for pedestrians. Material is hard surface, typically concrete.	Pedestrian volume and comfort needs are met based on land use context.	See Redmond Zoning Code 21.10.150 and 21.12.150 – dated 2012.	8-foot minimum both sides of street.	On both sides of street. Option 1: Attached to back of curb – 6-foot minimum. Option 2: Separated from curb by landscaping strip – 5-foot minimum. Recommended: Additional width of pedestrian realm (combined width of sidewalk and furnishing zone) near schools and community parks.
Furnishing Zone: Principal, Minor, or Collector Arterial	Space physically buffering the sidewalk from the street. Typically hardscape with trees in urban areas and typically a planting strip in neighborhoods.	Provide physical separation from vehicle and an attractive environment. Additionally this improves sight distance.	See Redmond Zoning Code 21.10.150 and 21.12.150 – dated 2012	5-foot minimum both sides of street.	5-foot minimum both sides of street.
Furnishing Zone: Connector Arterial	Space physically buffering the sidewalk from the street. Typically hardscape with trees in urban areas and typically a planting strip in neighborhoods.	Provide physical separation from vehicle and an attractive environment.	See Redmond Zoning Code 21.10.150 and 21.12.150 – dated 2012.	5-foot minimum both sides of street.	On both sides of street Option 1: Sidewalk attached to back of curb. Option 2: Sidewalk separated from curb by minimum 5-foot Furnishing Zone.
Pedestrian Amenities	Street furniture such as benches, newspaper stands, art, community boards, etc., and sidewalk cafes.	Support an engaging, vibrant area to walk and help create desired community character.	Recommended.	Recommended near retail.	Recommended near neighborhood commercial.
Pedestrian Scale Lighting	Street lighting oriented to pedestrian needs.	Lighting is necessary for a safe environment and can add to an attractive pedestrian environment.	Required.	Recommended.	Optional.

Table 31. Pedestrian crossing design guidance

Crossing Facility	Definitions	Intent	Urban Centers	Outside Urban Centers
Maximum distance between marked crossings	Distance between crosswalks with pavement markings.	Frequent pedestrian crossings of roadways are critical to pedestrian travel time and safety because of significant out of direction travel.	Maximum every 528 feet. Recommended every 250 feet to 330 feet.	Maximum every 1,320 feet. Recommended within 330 feet of pedestrian generators, including schools, community parks, and transit stop.
Signalized crosswalks at signalized intersections	A crosswalk with pavement markings located at a traffic signal.	Crosswalks at each leg of an intersection facilitate pedestrian movements, which is particularly important in areas with high volumes of pedestrians such as urban centers. When legs of an intersection are unmarked, a pedestrian is then forced to wait an extra cycle length, adding significant delay and pressure for the pedestrian to jaywalk.	Ladder style crosswalk strongly recommended at all legs of intersections.	Strongly recommended at all legs of intersection.
Curb Extensions	Extending the curb out to be adjacent to the general purpose lane. For example, moving the curb out from on-street parking to the general purpose lane.	Shorten crossing for pedestrian and increase visibility of pedestrian to improve safety and comfort.	Install in conjunction with on-street parking or as applicable for safety.	Consider installing in conjunction with on-street parking or as applicable for safety.
Slip Lane	A turn lane providing an unsignalized "free" right turn at a signalized intersection.	Facility reduces driver attentiveness to pedestrians and is uncomfortable for pedestrians. Stop building new slip lanes and retrofit existing slip lanes.	Retrofit existing slip lanes to add a compound curve (mountable by freight). Recommend no longer installing slip lanes.	Retrofit existing slip lanes to add a compound curve (mountable by freight). Recommend no longer installing slip lanes.

Appendix G:
Transportation Facilities Plan (TFP) Programs

To ensure that the TFP program activities and performance are aligned with the TMP strategies, a program template has been developed to illustrate how each program supports the TMP strategies and community priorities and how each program operates based performance measures. All 15 TFP programs are described as below in the alphabetical order.

Bicycle Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Bicycle Program creates and implements plans, policies, and projects to make a successful bicycle system. This program will continue to build out the bicycle transportation network, including the installation of innovative facilities (based on national standards) that provide a safe and comfortable bicycling experience for users of all ages and ability. Education and encouragement (identified by the League of American Bicyclists as an improvement opportunity for Redmond) is also an important Bicycle Program activity. In order to build as much bicycle infrastructure as possible, this program will continue to leverage significant grant funding.

The Bicycle Program encourages bicycling as a safe, efficient, and attractive transportation mode in order to provide more mobility choices, increase access to our neighborhoods, and support our urban centers. Redmond is proud to call itself the *Bicycle Capital of the Northwest.*

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Prepare for Light Rail	Bicycle facilities are important for providing access to light rail stations at medium length trips where local transit service is either nonexistent or does not particular meet user needs. Vehicle access will be limited due to cost and bulk, so transit, bicycle, and pedestrian choices are important to meet light rail demand.
Strong Support for Urban Centers	Bicycling is particularly effective at accommodating medium length trips within and to the urban centers. The bicycle network—which is nearly complete—provides a high level of connectivity that enables bicycling to be a significant travel choice within and to urban centers. Bikes are a natural component of the transportation system given Redmond's bicycling culture and facilities.
Neighborhood Access	Bicycle improvements support a complete, connected system that provides access to urban centers, neighborhood businesses, parks, schools, transit, and neighbors. Bicycle access is particularly important for youth, the elderly, and anyone else who may not drive.
Travel Choices and Mobility	To significantly increase mode split away from vehicles, all transportation choices need to be provided. The full suite of transit, bicycling, and walking enables short to long trips to be taken 24 hours a day by people of all ages without a vehicle. Increased transit, bicycle, and pedestrian facility not only provide transportation choices, but also adjust mode split, thereby improving mobility.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Bicycles support short to medium length trips citywide and are increasingly time competitive with the automobile. Bicycling strengthens the transportation system by giving travelers an alternative to waiting in traffic.
Clean and Green	Bicycling improves health and emits no pollution, which is particularly important since the transportation sector is the main source of air pollution in the central Puget Sound region.
Community	Bicycle facilities provide more opportunity for people of all ages to visit neighbors, community facilities, and community meetings.
Safety	This program improves safety and comfort for bicyclists. A particular focus will be on providing safe, comfortable facilities for users of all ages and abilities, since the current bicycle lane system does not meet the comfort needs of the majority of the population.
Economic Diversity	A bicycle trip is inexpensive, leaving money in users' pockets. The savings can be substantial, since transportation is the second largest household cost. Bicycle activity supports local business through increased local shopping and foot traffic. Development costs are reduced because fewer vehicle parking stalls are necessary.

How Do We Know This Program Is Working?

Bicycle ridership at City of Redmond screenline locations. (Outcome)

Status as a Bicycle-Friendly Community as reported by the League of American Bicyclists. (Outcome)

Percentage of Bicycle Priority Corridors completed. (Output)

Citywide total lane miles of on-street and off-street bike routes. (Output)

How Are Projects Prioritized Within This Program?

Projects are prioritized using numerous factors, including safety, access improvements for the disabled, proximity to pedestrian generators (urban centers, neighborhood centers, transit, schools, parks, senior facilities), light rail access, connectivity, whether the project fills a gap, whether existing facilities meet standards, maintenance conditions, feasibility, public support, and grant competitiveness.

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014[1]

2013 and 2014 Revenues

Transportation Capital Improvement Program (CIP) + 2012 carryover for project design	$900,000
Carry-forward	$362,965
Total	$1,262,965

Program expenditures:

Design – 2013 NE 51st Street bicycle facility improvements	$100,000
High Ranking. Staff will meet with Mayor in early 2013 to determine final list based on analysis of high ranking projects. Central Connector Phase 2 matching funds Bicycle wayfinding citywide Bicycle channelization Bicycle Facilities Design Manual update Education and encouragement	$1,072,965
Program management	$90,000
Total	$1,262,965

Bridge Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The purpose of the Bridge Program is to maintain the structural integrity and safety of all 18 of the City's bridges. Additionally, the program must comply with state and federal requirements. Construction, inspection, and maintenance records are maintained in a filing system in accordance with state guidelines. These records are also included in a State of Washington database. Bridge inspections are performed every two years for most bridges, and yearly for bridges with scouring potential. Bridge work orders are generated from inspections and prioritized; all work is then scheduled and completed.

What Transportation Strategies Are Supported?

TMP strategies most directly supported by this program	How strategies are supported
Strong Support for Urban Centers	Bridges are part of the street network in Downtown and Overlake, and support land use in those centers.
Choices and Mobility	Provides mobility for cars, transit, pedestrians, and bikes.
Freight Mobility	Allows truck movements across rivers and creeks.

How Does This Align with Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Maintains bridges in a good and useable condition.
Safe City	Maintains bridges in a safe condition.
Responsible Government	Protects the City's investment.

How Do We Know This Program Is Working?

All bridge deficiencies are repaired or corrected in the order dictated by state and federal requirements.

What Criteria Should Be Used To Prioritize Projects Within a Program?

The Washington State Bridge Inspection Manual and the National Bridge Inspection Standards are used to prioritize repair and replacement projects.

Staff Recommended Revenue and Spending Plan for Program

2013 and 2014 revenues:

Transportation Capital Improvement Program (CIP) 2013: $75,000 2014: $75,000	$150,000
Grant	$2,038,000
Total	$2,188,000

Project or activity list for this program

2013: Annual/biannual inspection of all bridges. Design seismic retrofit the 148th Ave NE Bridge, which has received 100% grant funding. Prioritize remaining repairs.	$500,000
2014: Annual/biannual inspection of all bridges. Construction of 148th Avenue NE Bridge seismic retrofit. Continue with cleaning and repairs. Repair/replace bridge on NE 95th Street.	$1,688,000
Total	$2,188,000

Channelization Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The purpose of the Channelization Program is to 1) install new pavement markings where they are missing and where they are most needed to provide an acceptable level of guidance for pedestrians, bicyclists, and motorists and 2) to repair crosswalks and stop bars. New markings provided by this program include lane lines, edge lines, crosswalks, stop bars, legends, and raised/reflective markers and other channelization needed to safely direct traffic on public roadways. Roadway channelization is provided to achieve adequate guidance in accordance with national standards as defined by the Manual on Uniform Traffic Control Devices (MUTCD). This program supports the effective use of Redmond's transportation infrastructure and the safety of the traveling public.

This shared fund account is also used by the Maintenance and Operations Center (MOC) to maintain the visibility of existing crosswalks and stop bars by refreshing these markings on an annual basis. This program does not currently fund MOC maintenance of other pavement legends, like bike symbols or turn arrows.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Strong Support for Urban Centers	Urban centers have high levels of transportation demand from all modes, including automobiles, bicycles, and pedestrians. This requires significant care to provide roadway guidance.
Neighborhood Access	Markings help provide safe and orderly travel on the streets that connect neighborhoods.
Travel Choices and Mobility	Roadway markings are essential to providing safe facilities for bicycle and pedestrian mobility.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Pavement markings are a required component of public roadway infrastructure. The program expands with the growth of the roadway system.
Responsible Government	The government is obliged to provide clear, positive guidance to the multiple modes of transportation using public roadways in accordance with the MUTCD.
Safe City	Channelization markings provide clear guidance to improve safety for pedestrians, bicyclists, and motorists by reducing the likelihood of accidents.

How Do We Know This Program Is Working?

The program measures success by the number of traffic accidents and user complaints attributable to pavement marking inadequacy. High accident locations are identified and evaluated yearly, and improvements to channelization markings are identified and implemented.

How Are Projects Prioritized Within This Program?

Requests from the community are evaluated and installed based on federal standards for channelization to provide clear and consistent guidance for all roadway users. Prioritization criteria include accident risk, potential severity of the collision, level of exposure for users, and mode encouragement.

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 Revenues

Transportation Capital Improvement Program (CIP) 2013: $75,000 2014: $75,000	$150,000
Total	$150,000

Funds are shared by Traffic Operations Safety and Engineering and the MOC to install new channelization and to maintain existing crosswalks and stop bars. A portion of the funds are used for new channelization improvements suggested by staff and the community.

Project or Activity List for This Program

2013 & 2014: **1) Replace pavement markings ($50,000)** **2) Install new markings where needed ($100,000)**	$150,000
Total	$150,000

Requests for channelization improvements are received and evaluated on an ongoing basis. Each year the Channelization Program installs new channelization at locations identified by staff and citizens. Individually, these requests are typically not large enough to warrant consideration by roadway striping contractors. Therefore, an annual contract grouping of 20 to 25 locations has proven to be the most effective and efficient way to accomplish these safety improvements. Last year $13,000 was used to fund installation of new pavement markings, and the remainder was used by the MOC for repair of crosswalks and stop bars.

Capital Improvement Management Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Capital Improvement Management Program (CIM) advances the delivery of Transportation Facilities Plan (TFP) projects and programs through project development. Project development practices include planning, design, partnerships, and grant acquisition. These project development practices ensure that the delivery of the TFP is on track, which is part of the overall effort to implement the TMP strategies. Also, these project development practices provide opportunities to ensure that each project or program is delivered in accordance with the TMP strategies.

What Transportation Master Plan Strategies Are Most Supported and How?

The CIM Program focuses on advancing the TFP and completing the Three-Year Action Plan, which are part of the effort to implement all five TMP strategies. Therefore, this program supports all five strategies.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	This program advances the TFP, which provides the transportation infrastructure needed to support anticipated levels of growth in Redmond.

How Do We Know This Program Is Working?

We will track the progress of this program using two performance measures:

- Leveraged Funding: Meet or exceed grant expectations
- Three-Year Action Plan Implementation: Meet or exceed the schedule

How Are Projects/Activities Prioritized Within This Program?

Activities in this program are consistent with or supportive of items in the TMP Three-Year Action Plan.

taff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 Revenues

Transportation Capital Improvement Program (CIP)	
2013: $127,342 2014: $133,073	$260,415
Total	$260,415

Project or activity list for this program

2013 & 2014 Fund 1.0 Full-Time Employee to conduct the following activities: • Conduct transportation grant research, development, applications, and administration. • Provide conceptual and preliminary engineering studies to position projects for grant applications, collaborate with outside agencies, and assist with developer requirements to implement TFP projects and maximize leveraging potential.	$260,415
Total	$260,415

Engineering Contingency Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Engineering Contingency Program funds engineering and construction activities undertaken in response to emergency situations (e.g., a retaining wall failure) that occur during the year and that are not covered by other programs or operating budgets. This program is in place to provide immediate funding for those unexpected needs.

Funds from this program were most recently used to repair a failing rockery structure on NE 80th Street. There were no immediate plans or funds in place to fix the rockery when it began to collapse, so engineering contingency funds were used to make the repairs.

Another example of an Engineering Contingency Program activity is the funding of City staff and a consultant to assist the Washington State Department of Transportation with the SR 520 Corridor Planning Study, which was funded by the legislature due to consistent efforts made by the City of Redmond and other stakeholders along this corridor. To ensure that the City of Redmond's interests are reflected in this study including its process and that the results of this study improve the SR 520 corridor for Redmond residents and employees, this program contributed funding for staff time and consultant expenses between 2011 and 2012.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported.
Travel Choices and Mobility	The repairs and situations that this program addresses improve the transportation system and therefore improve choices and mobility for Redmond residents, employees, and visitors.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Supports infrastructure and growth by repairing failing structures and addressing other emergency needs.
Safe City	Improves safety through the ability to quickly respond to emergency situations that, left unattended, may result in catastrophic failures.

How Do We Know This Program Is Working?

Success measured by the City's ability to react in a timely fashion to engineering emergencies or unexpected needs.

How Are Projects Prioritized Within This Program?

Projects are selected and prioritized to address the most pressing immediate needs.

Staff Recommended Revenue and Spending Plan for this Program in 2013 and 2014

2013 and 2014 Revenues

Transportation Capital Improvement Program **2013: $100,000** **2014: $100,000**	$200,000
Carry-forward	$650,000
Total	$850,000

Project or activity list for this program

Transportation maintenance backlog	$650,000
Emergency and unexpected situations	$200,000
Total	$850,000

Neighborhood Traffic Calming Program

How Does This Program Support Strategies Needed to Achieve The Transportation Vision (Purpose)?

The Neighborhood Traffic Calming (NTC) Program investigates, evaluates, and resolves smaller-scale traffic safety problems (excessive neighborhood speed or volume) and concerns regarding school children and pedestrians. It is a key part of the City's commitment to the safety and livability of neighborhoods. This program provides direct customer service to residents and businesses through its systematic and proactive solutions. Investigations are the vital first step to determine if City funds need to be spent and how those funds can be spent most efficiently. It uses a "3Es" (education, enforcement, and engineering) approach to coordinate design, development, and implementation of context-sensitive, neighborhood-acceptable solutions within a given Capital Improvement Program (CIP) budget. This program coordinates its activities with police, citizens, businesses, and the school district. For example, the citywide school speed zone radar project was coordinated with the Redmond Police Department.

The national average cost of a single collision in 2005 dollars is $3,246,192 per fatality, $68,170 per injury, and $5,000 per property damage collision. By mitigating against excessive risk, we protect the city, its people, and its property. This program fulfills goals and policies specified in the Redmond Comprehensive Plan, Zoning Code, and Transportation Master Plan.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Strong Support for Urban Centers	Promotes safe and efficient movement of vehicles, bicyclists, and pedestrians, including improvements to crosswalks.
Neighborhood Access	Restores a safer quality of life to neighborhoods and their connections, including designated school walk routes, making travel more attractive and viable.
Travel Choices and Mobility	Traffic-calmed streets support travel choices for all modes.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	By addressing safety concerns through cost-effective mitigations, the program improves the efficiency of the existing network. It also proactively reviews private developments to prevent future traffic problem areas.
Community Building	Maintains the livability of neighborhoods. Responsive to citizen concerns.
Safe City	Addresses traffic and pedestrian safety issues with education, enforcement, and engineering treatments. Directly contributes to building and maintaining a safe city

.

How Do We Know This Program Is Working?

- We measure before and after changes in speed and/or cut-through traffic in project areas to confirm a return to safer operation.
- We evaluate customer satisfaction through project area surveys and changes to public demand for service in a given area.

How Are Projects Prioritized Within This Program?

Citizen complaints are evaluated using a combination of traffic studies, site visits, and community input. Locations are then ranked where speed, volume, or pedestrian safety risk exceeds commonly accepted engineering minimums and standard practices. We then prioritize project spending and timing based primarily on highest relative risk and available budget, while taking maximum advantage of the opportunity to coordinate activities with other programs, current and proposed CIP projects, grants, and private development projects.

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 Revenues

Transportation Capital Improvement Program **2013: $150,000** **2014: $150,000**	$300,000
Carry-forward	$26,045
Total	$326,045

Parking Program

How Does This Program Support Strategies Needed to Achieve The Transportation Vision (Purpose)?

The Parking Program develops and implements plans, policies, projects, and management of parking in support of a successful "parking system" that improves access to businesses and services for customers, visitors, residents, students, and employees. This includes ongoing program development throughout the city and the management of on-street and publicly available off-street parking, currently implemented in Downtown. The Parking Program enables "right sizing" of the overall amount of parking needed to support economic vitality and to achieve our land use vision.

Parking is an important part of the overall transportation system. The amount, design, location, and management of parking have a significant impact on ease of access, economic viability, and resulting community character. An oversupply of parking wastes resources, limits the amount of land available for more valuable revenue-generating purposes, can impose a barrier to economic growth and development, and negatively impacts community character. Meanwhile, ineffectively managed parking negatively impacts access to businesses and services, affecting mobility and economic vitality. The Downtown parking study found that overall there is an adequate supply of parking in Downtown, but this supply had not been effectively managed. While less convenient parking stalls remained underutilized and available, high demand spaces near businesses were often occupied by employees and residents, leading to reduced access for visitors and customers. Through targeted implementation of time-limited and all-day parking in specific areas, overall parking availability and efficiency increased, improving access and economic vitality.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Strong Support for Urban Centers	"Right sizing" parking through coordinated parking standards, coupled with proactive management, optimizes the value provided by limited parking inventory. It is critical in order to develop our urban centers in the long term and to provide an interim pathway while our urban centers transition from a suburban to a more urban environment.
Neighborhood Access	Improves neighborhood and regional access to Downtown.
Travel Choices and Mobility	Supports travel choices by reducing the overall amount of parking needed, improving the pedestrian environment. Reduces unnecessary vehicle trips in search of parking, and enables a "park once and walk" strategy, reducing overall vehicle demand and improving mobility.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Maximizes value provided by existing and future parking infrastructure, facilitating desired land use development.
Clean and Green	Reduces vehicle trips and reduces overall parking supply needed to support development, decreasing impervious surfaces and increasing water and air quality.
Business Community	Implemented in collaboration with the business community in order to support access for employees, freight and customers, and maximizes the productive use of land.

How Do We Know This Program Is Working?

- For on-street and publicly available parking in high demand areas, this program targets an 85 percent occupancy rate, a rate at which stalls are well used but parking is perceived as available. Areas that are significantly above or below this rate warrant adjustments to program implementation.
- We monitor the level of business and customer satisfaction, with a target of 65 percent satisfied.

How Are Projects Prioritized Within This Program?

- Implements actions that are identified in adopted plans, including neighborhood plans.
- Promotes construction and management of parking infrastructure that supports urban center development.
- Responds to a need identified within the community (customer service).

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 Revenues

Business Tax and parking permit revenues	$249,900
Total	$249,900

Project or activity list for this program

Management, monitoring and enforcement of on-street parking and the Downtown shared parking facility	$194,200
Parking program development, management and administration	$55,700
Total	$249,900

Pavement Management Program

How Does This Program Support the Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Pavement Management Program preserves and conducts all pavement related activities on our 144 miles of pavement. The program was created in the early 1980s when the City only maintained the residential street network. In 1996 we began maintaining the city's entire street network. At the core of the program is a database/GIS system that tracks the history of construction and maintenance, as well as surface conditions that are surveyed every other year. Staff select street segments that are most in need of resurfacing or reconstruction and include those in the annual street repair and resurfacing project. The pavement manager for the yearly repair and resurfacing project coordinates with other City departments, private utilities, and developers to assure that all work involving pavement cuts is done prior to resurfacing. Yearly resurfacing and pavement repair projects are then designed and constructed. The program has historically resurfaced approximately three centerline miles per year. The average pavement condition has been maintained in a "Very Good Condition" (PCI score of 70 – 100).

What Transportation Strategies Are Supported?

TMP strategies most directly supported by this program	How strategies are supported
Strong Support for Urban Centers	Well-maintained connections throughout Downtown and Overlake
Neighborhood Access	Reliable access to and from neighborhoods
Choices and Mobility	Well-maintained surfacing for all modes
Freight Mobility	Adequate pavement sections to support trucks

How Does This Align with Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Infrastructure is maintained in good condition, and new streets are added to the tracking system.
Safe City	Street surfaces are maintained in safe repair for all modes.
Responsible Government	Protects the City's investment by maintaining the street network in good condition.

How Do We Know This Program Is Working?

A pavement rating survey is completed every two years, and the average score is 77 of 100.

What Criteria Should Be Used To Prioritize Projects Within A Program?

Arterials are given top priority and then condition rating is used. Projects are also coordinated with current and future construction projects.

Staff Recommended Revenue and Spending Plan for Program: 2013 and 2014 Revenues

Transportation Capital Improvement Program (CIP) 2013: $1,200,000 2014: $1,200,000	$2,400,000
Carry-forward	$627,590
Total	$3,027,590

Project or activity list for this program

2013: Finalize plans and advertise projects for six locations: NE 85th Street NE 51st Street NE 21st Street NE 24th Street	$1,600,000
2014: Design and construct grant-funded project on 156th Avenue NE with matching funds of $538,000. Rate pavement and create new list of overlay locations. Prepare final plans for new locations.	$1,427,590
Total	$3,027,590

Project or activity list for this program

Investigation of new and ongoing requests	~
Design and construction at major sites, working with affected neighbors to ensure context-sensitive neighborhood acceptable solutions; identified spot project and corridor locations for speed/volume control or pedestrian improvements (list subject to change as new sites are evaluated) include: NE 36th Street between 172nd Avenue NE and West Lake Sammamish Parkway; 173rd Avenue NE at NE 24th Street (south city limits); NE 80th Street between 132nd and 140th Avenues NE; NE 111th Street between 167th and 169th Avenues NE; 166th Avenue NE at NE 90th Street..	$303,000
Minor sites mitigations sign and markings: Citywide.	$2,045
Speed, pedestrian, and volume studies for investigations and performance measures.	$8,400
Traffic safety education projects: schools (walk event), businesses (DigiPen Phase 2 and safety road show); general public (three new safety brochures); mailings	$12,600
Total	$326,045

Pedestrian Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Pedestrian Program creates and implements plans, policies, and projects to make a successful pedestrian system. This program improves the safety and comfort of pedestrians by building new sidewalks and shared-use paths. Funds will continue to leverage grant money to maximize the amount of pedestrian infrastructure built per City of Redmond dollar.

The Pedestrian Program facilitates access to transit and encourages walking as a safe, efficient, and attractive transportation mode, providing more mobility choices, increasing access to our neighborhoods, and supporting our urban centers.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Prepare for Light Rail	Walking is the foundation for successful light rail. Since parking around Redmond's light rail stations will be limited due to cost and bulk, good walking routes are needed to help people access the line. The pedestrian system helps light rail riders in two ways: first by helping them reach light rail stations directly, and second by providing access to the transit lines that feed those stations.
Strong Support for Urban Centers	Walking is fundamental to achieving the community, economic development, and transportation visions for the Downtown and Overlake urban centers. Redmond's community and economic development visions call for vibrant, active streets—in other words, streets with high volumes of foot traffic. Active, vibrant spaces are also dependent on the presence of numerous activities in an attractive setting. Pedestrian facilities reduce the need for parking, allowing more space for retail businesses and other activities while lowering development costs. Walking is common in mixed-use urban center environments where it represents a significant portion of all trips, improving the overall efficiency of the transportation system. Walking can easily accommodate most short trips in mixed-use centers. Walking can also be a convenient choice for medium length trips to jobs from mixed-use areas.
Neighborhood Access	Pedestrian improvements support a complete, connected system that provides access to urban centers, neighborhood businesses, parks, schools, transit, and neighbors. Pedestrian access is particularly important for youth, the elderly, and anyone else who may not drive.
Travel Choices and Mobility	Providing travelers with a full suite of options—including walking, bicycling, and transit—makes it easier for everyone to choose alternatives to the single occupancy vehicle. Increased use of these modes also improves the efficiency of the transportation system by taking cars off the road.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Pedestrian infrastructure facilitates short trips to and within urban centers, facilitates short to medium length trips to employment sites, and will enable the success of light rail.
Clean and Green	Walking improves health and emits no pollution, which is particularly important since the transportation sector is the main source of air pollution in the central Puget Sound region.
Community	Pedestrian facilities provide more opportunity for people of all ages to visit neighbors, community facilities, and community meetings.
Safety	This program improves safety for pedestrians along corridors, through sidewalk and shared-use path improvements, and at roadway crossings through intersection enhancements.
Economic Diversity	A walking trip costs nothing, leaving money in users' pockets. The savings can be substantial since transportation is the second largest household cost. Pedestrian activity supports local businesses through increased local shopping and foot traffic. Development costs are reduced because fewer vehicle parking stalls are necessary.
Responsible Government	This program supports the community vision for environmentally, economically, and socially sustainable transportation choices.

How Do We Know This Program Is Working?

- Before-and-after pedestrian counts at select locations. (Outcome)
- Percent complete sidewalk: enhanced corridors. (Output)
- Connectivity (Output)

How Are Projects Prioritized Within This Program?

Projects are prioritized by considering these factors: safety, access improvements for the disabled, proximity to pedestrian generators (urban centers, neighborhood centers, transit, schools, parks, senior facilities), light rail access, connectivity, whether the project fills a gap, whether existing facilities meet standards, maintenance condition, feasibility, public support, and grant competitiveness.

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 Revenues

Transportation Capital Improvement Program (CIP) **2013: $1,400,000** **2014: $1,400,000**	$2,800,000
Carry-forward	$1,650,000
Total	$4,450,000

Program expenditures:

In Design, 2013 NE 51st Street sidewalk from 158th Avenue NE to West Lake Sammamish Parkway 171st Avenue NE sidewalk on east side at NE 100th Street and curb ramps at end 172nd Avenue NE near Hartman Park NE 85th Street sidewalk from 165th Avenue NE to 120 feet east of 165th Avenue NE NE 88th Street sidewalk from 166th Avenue NE to roughly 120 feet east of 166th Avenue NE NE 95th Street sidewalk from Avondale Road to roughly 400 feet east of Avondale Road Preliminary design of 134th Avenue NE sidewalk from NE 75th Street to NE 80th Street 185th Avenue NE Low Impact Development/sidewalk	$1,850,000
High Ranking: Staff will meet with Mayor in early 2013 to determine final list based on analysis of high-ranking projects. Central Connector Phase 2 matching funds Redmond Way sidewalk between 142nd Avenue NE and 148th Avenue NE 156th Avenue NE sidewalk section on east side, south of NE 62nd Court Design of 159th Place NE sidewalk between Leary Way and Bear Creek Parkway Design of NE 88th Street sidewalk from 120 east east of 166th Avenue NE to 171st Avenue NE ADA improvements	$2,510,000
Program management	$90,000
Total	$4,450,000

Street Light Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Street Light Program (SLP) identifies, prioritizes, and installs lighting improvements in areas where users are most exposed, such as at crosswalks, intersections, and along walking routes. While the City requires the installation of proper street lighting as part of private development projects and the City's capital improvement projects, many areas of the city do not meet lighting standards today.

The Street Light Program supports the Neighborhood Access and Travel Choices and Mobility strategies by improving safety for pedestrians, bicyclists, and motorists. The SLP directly supports Neighborhood Access strategy by improving safety along walking routes, especially at unprotected crosswalks that are mostly located in neighborhoods. Inadequate lighting in these areas detracts from the community's sense of security and causes some people to avoid using city streets and sidewalks at night. Improving street lighting promotes the use of travel choices such as walking, bicycling, and transit.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Neighborhood Access	Improves safety along walking routes, especially at unprotected crosswalks, which are mostly located in neighborhoods.
Travel Choices and Mobility	The improvements to lighting increase safety for pedestrians, bicyclists, transit users, and motorists.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Street lights have been identified as an infrastructure component of the city's transportation system. The program improves infrastructure and promotes growth by improving safety in critical areas, especially for those users most at risk such as pedestrians and bicyclists.
Clean and Green Environment	The SLP researched the use of Light Emitting Diode (LED) street lights for the city that use less energy and have a much longer life expectancy than traditional bulbs.
Community Building	Promotes walking, bicycling, and transit in neighborhoods and between communities.
Safe City	Street lights improve visibility and safety at night for walkers, joggers, and bicyclists.
Economic Vitality	Creating a sense of security on city streets during the evening hours encourages more people to be outside, visiting others, and patronizing local businesses.

How Do We Know This Program Is Working?

Staff has inventoried unprotected crosswalks that are unlit or underlit. The program's success would be measured by the reduction in the number of unlit or underlit crosswalks.

Dark areas are identified by citizen reports. All of the areas within the city that do not meet standard light levels are too substantial to create a comprehensive list at this time. However, citizen concerns about inadequate street lighting help to generate a priority list.

How Are Projects Prioritized Within This Program?

The criteria used are based on nationally recognized standards, such as the Illuminating Engineering Society (IES) Recommended Practices for Roadway (RP-8). Other factors that influence the prioritization include the volume of pedestrians, bicyclists, and motorists.

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 revenues:

Transportation Capital Improvement Program (CIP) 2013: $50,000 2014: $50,000	$100,000
Carry-forward	$43,024
Total	$143,024

Project or activity list for this program

Install street lights at remaining uncontrolled crosswalks.	$36,000
Enhance Sidewalk Program to help fund street light installation where new pedestrian improvements are planned without needed street light improvements.	$58,000
Respond to citizen requests to improve lighting in identified areas.	$8,024
Install additional lights at additional uncontrolled crosswalks.	$41,000
Total	$143,024

Transportation Demand Management

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Transportation Demand Management (TDM) Program implements coordinated regulation and policies, and provides grants, partnership resources, and incentives to Redmond businesses and community members to manage user demand on a finite transportation system. Managing user demand maximizes mobility, supports economic vitality and growth, and improves travel choices and access for residents, visitors, employees, and freight.

With limited resources and the need to balance mobility, sustainability, and community character, it will not be possible to "build our way" out of congestion. Proactively managing travel demand to maximize the efficiency of current and future mobility infrastructure (roads, transit, bike, and pedestrian facilities) is critical to supporting growth and to achieving our future vision. Overall the TDM program has provided the person-carrying capacity equivalent of four freeway lanes during the peak commute hour, at a much lower cost and community and environmental impact. Successful implementation enables our existing and future infrastructure to be used more efficiently, ensuring that infrastructure supply is not sized to accommodate peak demand. Redmond is then able to attract and retain more employees, air quality is improved, and access is easier for residents, employees, freight, and customers. This results in an overall transportation system that is less expensive, more efficient, and more effective at meeting community needs.

What Transportation Master Plan Strategies Are Most Supported and How?

Prepare for Light Rail	Enhances current and future transit ridership, supporting the early development and transition of light rail station areas.
Strong Support for Urban Centers	Enhances mobility provided by current and future infrastructure, supporting growth and development as our urban centers transition from a suburban to a more urban environment.
Travel Choices and Mobility	Improves mobility and access to travel choices through resources, on-site support and partnerships with business and community leaders.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Maximizes person- and freight-carrying capacity provided by current and future infrastructure, leveraging the ability to support mobility and growth.
Clean and Green	Supports a transportation system that is more efficient and sustainable.
Business Community	Supports easier access for employees, freight, and customers; maximizes productive and efficient use of land; proactively provides a transition strategy for infrastructure we currently have and infrastructure we will eventually have to support economic growth.
Responsible Government	Provides high value for each public dollar invested, leverages and coordinates city, county, state and private resources.

How Do We Know This Program Is Working?

- The share of travel by alternatives as measured by the Commute Trip Reduction (CTR) survey for large employers and sites with a Transportation Management Program agreement. This provides an overall indicator of the person-carrying efficiency of the City's mobility infrastructure.
- Direct measurement and tracking of participation in the R-TRIP, Think Redmond, and other innovative TDM programs, such as the Growth and Transportation Efficiency Center demonstration.
- The percentage of employees covered by a TDM program that provides on-site support for alternative travel choices with the goal of increasing coverage over time.

How Are Projects Prioritized Within This Program?

- Elements that meet the following criteria are given the highest priority:
- Have the highest potential to reduce single occupancy vehicle demand.
- Support Comprehensive Plan goals, in particular strategies that support development of Redmond's urban centers.
- Meet a need or gap identified by the community, or though the implementation of Redmond's Economic Development Strategy.
- Coordinate with the business community, leveraging private and City resources; for example, elements that enhance and support employer mobility programs.

Staff Recommended Revenue and Spending Plan for this Program in 2013 and 2014

2013 and 2014 Revenues

Business Tax	$1,120,000
Carryover grant funding from past Business Tax multiyear grants	
	$1,085,224
State CTR cost reimbursement ($97,173 per year)	$194,346
King County Metro partnership	$160,000
Total	$2,559,570

Project or activity list for this program

Local implementation of the Washington State Commute Trip Reduction (CTR) Program, which supports TDM programs at worksites with over 100 employees	$194,346
Implementation of Transportation Demand Management Program agreements for developments that meet trip generation thresholds, or developments that use a TDM program to achieve concurrency or to meet parking requirements	$170,000
Redmond Trip Resource and Incentive Program (R-TRIP), which provides resources and incentives directly to Redmond residents and employees, as well as resources and grants for business and community-initiated TDM programs	$1,795,224
Growth and Transportation Efficiency Center program, which coordinates transportation planning and demand management to support the development of Redmond's urban centers	$400,000
Total	$2,559,570

Transit Service Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Transit Service Program provides partnership resources to improve important local and regional transit connections to our employment and urban centers. The purpose of the Transit Service Program is to enhance and support transit service as a real travel choice, increase the person-carrying capacity of our transportation system, and support the development of better neighborhood connections to major employment areas and our urban centers. This ongoing program leverages City resources in partnership with King County, neighboring cities, and the business community. In order to ensure that City resources provide a high return for each dollar invested, this program strategically directs transit service to targeted corridors that have little or no service today. Moderate City investments, therefore, significantly increase the usability and availability of transit with service that is connected with the larger regional transit network.

The program supports Transportation Master Plan strategies to prepare for light rail, support access to and from Redmond's urban centers, and increase travel choices and mobility.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Prepare for Light Rail	The program supports connections to future Sound Transit Link light rail station areas, helping build a market for this service.
Strong Support for Urban Centers	Improves local and regional connections to Downtown Redmond and Overlake. Routes currently funded provide service between Overlake, Kirkland, and Kenmore (Metro Route 244); and between Overlake, Bear Creek, Sammamish, and Issaquah (Metro Route 269).
Travel Choices and Mobility	Growing and fostering transit connections increases mobility and helps to promote transit as a real travel choice for those living and working in Redmond.

How Does This Align with Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Helps to increase mobility, access, and circulation, and increase the person-carrying capacity of our roadway infrastructure. Also helps develop and foster growing transit connections to support growth.
Clean and Green	Improving green transportation choices such as transit helps improve air quality, reduce congestion and energy consumption, and create a more efficient transportation system.
Economic Diversity	The program helps improve access to businesses in Redmond for customers, visitors, and employees.

How Do We Know This Program Is Working?

The success of the program will be determined by measuring ridership on routes supported by this program with a goal of increasing the number of those who travel by transit in Redmond.

How Are Projects Prioritized Within This Program?

Projects must meet regional, local and first mile/last mile needs. In addition, projects that meet one of more of the following criteria are given the highest priority:

- Support access to and from urban centers and other major employment areas.
- Meet a need identified by the local business and/or residential community.
- Leverage partnerships to share costs and ensure success.
- Coordinate with regional transit agency strategic plans and guidelines.

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 Revenues:

Business Tax – New Initiatives	$400,000
Total	$400,000

Project or activity list for this program:

Partnership funding for enhanced service: Metro Route 244, Overlake-Kirkland-Kenmore, weekdays—five peak hour trips each direction (approximately $65,000 annually). Metro Route 269, Overlake-Bear Creek-Sammamish-Issaquah, weekdays—15 to 16 peak hour trips each direction (approximately $110,000 annually)	$350,000
Transit Program planning and administration	$50,000
Total	$400,000

Transportation Concurrency Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Transportation Concurrency Program provides analysis tools and performance measure data to assist implementation of the TMP. The purpose of these analysis tools and performance measures is twofold: 1) to ensure that project and program delivery is aligned with the TMP strategies, and 2) to track TMP implementation to ensure that it achieves the transportation vision while meeting state requirements to provide sufficient capacity to accommodate growth.

What Transportation Master Plan Strategies Are Most Supported and How?

This program supports all of the TMP strategies by providing dashboard and other relevant performance measures.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	The data, measures, and analysis work provided by the Transportation Concurrency Program are essential to tracking how well the transportation system supports the City's land use vision and growth targets. The data also helps decision makers prioritize project and program expenditures, and to develop and maintain transportation infrastructure and services.

How Do We Know This Program Is Working?

- Concurrency is continuously monitored.
- Analysis tools are updated.
- System performance measures are current.

How Are Projects/Activities Prioritized Within This Program?

The Transportation Concurrency Program is a set of on-going activities established by the Transportation Master Plan, so there is not a prioritization process.

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 Revenues

Transportation Capital Improvement Program (CIP) 2013: $100,000 2014: $100,000	$200,000
Total	$200,000

Project or activity list for this program

Concurrency: Monitor and update plan-based concurrency to ensure that Redmond is meeting its established transportation level of service.	$60,000
BKR Model update: The Bellevue-Kirkland-Redmond travel model is a computerized simulation of travel activity maintained by the City of Bellevue and made available to the City of Redmond for an annual fee. The BKR model provides information for the City of Redmond plan-based concurrency system, and provides on-going feedback to the City on traffic conditions and patterns.	$50,000
Traffic counting: The City counts traffic at key locations throughout Redmond to calibrate the BKR model and generate a record of actual travel trends.	$60,000
Cost estimation: Update the project cost estimation tool.	$30,000
Total	$200,000

Targeted Safety Improvement Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The primary purpose of the Targeted Safety Improvement Program (TSIP) is to identify existing and potential traffic safety problem areas and implement projects to prevent incidents, injuries, deaths, and their related losses. This is achieved through proactive collision prevention, reactive collision response, and multimodal safety consistent with the Transportation Master Plan. TSIP is a systematic approach to funding the highest priority multimodal safety needs. The annual construction of improvements ensures

that the highest priority safety needs are regularly met for all travel modes. This provides improved overall safety to the community.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Strong Support for Urban Centers	Promotes safe and efficient movement of vehicles, bicyclists, and pedestrians, including crosswalk improvements.
Neighborhood Access	Restores a safer quality of life to neighborhoods and their connections, including designated school walk routes, making travel more attractive and viable.
Travel Choices and Mobility	Street improvements including bike lanes and sidewalks support travel choices for all modes.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	By addressing safety concerns through cost effective mitigations, the program improves the efficiency of the existing network.
Community Building	Maintains the livability of neighborhoods. Responsive to citizen concerns.
Safe City	Addresses traffic and pedestrian safety issues with education, enforcement, and engineering treatments. Directly contributes to building and maintaining a safe city.

How Do We Know This Program Is Working?

The Targeted Safety Improvement Program has built six projects over the past four years leveraging $3.5 million. Evaluating projects is essential to understanding how successful and cost-effective these efforts are in reducing and preventing traffic collisions. Delivery of projects through this program is reflected both in the TMP annual performance monitoring report ("Mobility Report Card"), as well as in CIP monitoring. Measurement methods will depend upon the original conditions, mitigation goal, and type of mitigation undertaken. Collision rates can be compared at sites where data is available. At proactive locations more subjective measures may be used including before and after conditions.

How Are Projects Prioritized Within This Program?

Safety improvements are reviewed, cross-referenced with the High Accident Location Report, and ranked. Top-ranked projects are those that have simple solutions and low cost, and will successfully reduce future risk.

Staff Recommended Revenue and Spending Plan for This Program in 2013 and 2014

2013 and 2014 Revenues

Transportation Capital Improvement Program 2013: $450,000 2014: $450,000	$900,000
Carry-forward from 2012	$150,000
Total	$1,050,000

Project or activity list for this program

2013 Construction of NE 87th Street/148th Avenue NE pedestrian crossing. Construction of NE 40th Street/SR 520 improvements. 166th Avenue NE, NE 85th Street to NE 100th Street Prepare plans for new list of projects to be approved in December.	$600,000
2014 Flashing Beacons for Bear Creek Parkway pedestrian crossings at 164th Avenue NE Red-Wood Road from NE 109th Street to NE 116th Street 156th Avenue NE mid-block crossing at NE 45th Street Willows Road and NE 91st Street.	$450,000
Total	$1,050,000

Undergrounding of Overhead Utilities Program

How Does This Program Support Strategies Needed to Achieve the Transportation Vision (Purpose)?

The Undergrounding of Overhead Utilities Program provides funding to complete undergrounding of overhead utilities, according to the Redmond Comprehensive Plan, Zoning Code, and Transportation Master Plan, to improve reliability, safety, and aesthetics. The funds from this program are typically added to ongoing sidewalk or road improvement projects to achieve a more complete conversion of aerial utilities to underground in a given area. Funds from this program were most recently used to complete the undergrounding of overhead utilities on NE 79th Street near Anderson Park. Money was added to a sidewalk project to complete the conversion to a logical stopping point. The program dollars are kept in reserve until there is sufficient funding to move forward on a stand-alone project or to contribute funds to a capital improvement project. This program fulfills goals and policies specified in the Redmond Comprehensive Plan, Zoning Code, and Transportation Master Plan.

What Transportation Master Plan Strategies Are Most Supported and How?

TMP strategies most directly supported by this program	How strategies are supported
Strong Support for Urban Centers	Supports the creation of urban areas in Downtown and Overlake by improving aesthetics and providing reliable utility connections.

How Does This Program Support Community Priorities?

Community Priorities	Comments
Infrastructure and Growth	Supports infrastructure and growth by providing improved reliability for power, telephone, and cable TV systems.
Safe City	Improves safety by reducing roadside hazards along city streets, as utility poles are removed when overhead utilities are placed underground

How Do We Know This Program Is Working?

The success of the program is measured by the amount of overhead line placed underground over time.

How Are Projects Prioritized Within This Program?

Projects are selected and prioritized to achieve the highest return per dollar spent.

Staff Recommended Revenue and Spending Plan for this Program in 2013 and 2014

2013 and 2014 Revenues

Transportation Capital Improvement Program (CIP) **2013: $50,000** **2014: $50,000**	$100,000
Total	$100,000

a. Project or activity list for this program

Undergrounding of utilities as identified through the prioritization process. Staff are currently looking for opportunities to contribute funds toward public projects to complete missing pieces of overhead-to-underground conversion.	$100,000
Total	$100,000

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Appendix H:
Extended TFP Project Descriptions

Project ID	Name	Description
5	Overlake Village Bicycle-Pedestrian Bridge	Provide a new pedestrian and bike connection over SR 520 between the Overlake Village light rail station and NE 31st Street west of SR 520. Coordinate with projects # 181 and # 43.
6	Overlake Transit Center Pedestrian and Bike Bridge	Provide a new pedestrian and bike connection over SR 520 between the Overlake Transit Center and west side of SR 520 and 520 Trail (in the vicinity of the NE 38th Street alignment) and the SR 520 Trail, integrating with the future light rail station. Ensure public access between the 520 Trail and the Overlake Transit Center. Coordinate with existing transit stops.
8	520 Trail Grade Separation at NE 40th St	Grade separate 520 Trail at NE 40th Street.
10	520 Trail Grade Separation at NE 51st St	Grade separate 520 Trail at NE 51st Street.
31	148th Ave NE and NE 51st Street Westbound Right-Turn Lane	Add a second right turn lane from westbound NE 51st Street to northbound 148th Avenue NE.
39	148th Ave NE and NE 20th St Turn Lanes	Add second westbound left turn and second eastbound left turn lanes. Associated with projects 41 and 264
41	148th Ave NE and SR 520 Freeway Access Lane	Create third northbound through lane on 148th Ave NE from NE 22nd St to SR 520 eastbound on-ramp using primarily existing right turn lanes and modify SR 520 eastbound on-ramp to allow HOV access. At NE 24th St and 148th Ave NE intersection add right turn lane on northbound approach, and extend right turn lane on westbound approach.
46	150th Ave NE and NE 51st Street Traffic Signal	Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. The intent is for improvement on the north leg on campus to include two southbound left turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, street lights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection.

Extended TFP Project Descriptions (continued)

Project ID	Name	Description
47	152nd Avenue NE Main Street - Segment 1 (East)	Implement a multimodal pedestrian corridor concept on 152nd Avenue NE from NE 26th Street to NE 31st Street to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include one through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities as described in the Appendix 7 in the Redmond Zoning Code. Other improvements include intersection improvements at NE 24th , NE 26th, NE 27th, and NE 28th Streets, storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities. Locate arterial transit stop within immediate access of the Overlake Village light rail station. Part 1, project #47, includes half-street improvements by developer of the former Group Health site. Part 2, project # 363, includes half-street improvements for the other half-street by future developers.
50	156th Ave NE & Bel-Red Road Southbound Right-Turn Lane	Add southbound right turn lane on 156th Ave NE.
58	NE 40th St Streetscape Segment II	Resize vehicular lane width to 11 feet, raise the sidewalk on the south side of the bridge and reduce this sidewalk to 9 feet and enhance pedestrian realm by eliminating the traffic barrier between the south sidewalk and vehicular lane, and add 5.5-foot bike lanes in both directions. Improvements include two travel lanes, two turn lanes, one bike lane, and one sidewalk in each direction of the street, and streetscape including gateway wayfinding and art elements.
60	NE 40th St Streetscape Segment III	Add bike lanes on both sides. Improvements include two vehicular lanes in each direction, one turn lane, bike lanes and 8 foot sidewalks with planter strips on both sides, planter strip, streetscape including gateway wayfinding and art elements, stormwater treatments, street lights, utilities, and easement acquisition. Coordinated with 59.
61	NE 40th St Rechannelization Segment IV	Within existing right-of-way and easements, resize vehicular lane width to 10 feet and add a 5 feet bike lane in the westbound direction. Improvements include sidewalks in both directions, a 5 feet bike lane in the westbound direction, one 10 feet vehicular lane in both directions, an 11 feet turn lane, streetscape, stormwater treatments, street lights, and utilities.
71	West Lake Sammamish Parkway Roundabout	Removing exiting traffic signal at Bel- Red Road and West Lake Sammamish intersection. Install 2-lane roundabout at Bel-Red Road, West Lake Sammamish intersection and improve pedestrian facilities and provide treatments for terminus of multi-use path along eastside of roadway. Coordinate with 157
72	140th Avenue NE and Redmond Way Turn Lanes	Add second northbound left turn lane and extend bicycle lanes from NE 80th Street through the intersection of 140th Avenue NE and Redmond Way. Construct sidewalk on 140th Avenue north of the intersection up to NE 84th Street.
73	Union Hill Rd Phase III Widening	Widen Union Hill Rd from 188th Avenue NE to eastern City Limits. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and utility pole relocation, right-of-way and easement acquisition.

Extended TFP Project Descriptions (continued)

Project ID	Name	Description
76	NE 116th St Widening Segment I Phase I	Complete bicycle facilities as well as the sidewalk on the north side of NE 116th Street between Red-Wood Road and 167th Place NE. Improvements coordinate with project # 356: the construction of a roundabout at NE 116th Street and 162nd Avenue NE. Phase II is Project 370.
78	188th Ave NE Extension	Construct new 188th Ave NE arterial from NE 65th Street to Union Hill Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, street lights, storm drainage, right-of-way and easement acquisition.
79	185th Ave NE Extension	Construct new 185th Ave NE arterial from NE 80th Street to Union Hill Road. Improvements include one through lane in each direction, left turn lanes, sidewalks, street lights, storm drainage, right-of- way, easements, and traffic signal at Union Hill Road.
81	164th Ave NE Extension	Construct new 164th Ave NE from NE 76th St to Cleveland St. Improvements include 1 through lane in each direction, bike lanes, parking, sidewalks, transit facilities, street lights, storm drainage, right-of-way and easements.
83	SR 202 Rechannelization	Reconfigure 164th Ave NE from NE 80th to NE 87th St to 1 through lane in each direction, center left turn lane, bike lanes, pedestrian amenities, and transit facilities.
84	Redmond Way Bridge Modifications and Additions Over Bear Creek	Rechannelize bridge, replacing the sidewalk on the south side of bridge with a second eastbound left turn lane. Build a ped/bike bridge on the south side of bridge, designed to accommodate a future connection between Bear Creek Trail and East Lake Sammamish Trail. Improvements include two through lanes in each direction on Redmond Way and NE 76th Street, two eastbound left turn lanes to NE 76th Street, one eastbound right turn lane to westbound SR 520 on-ramp, one sidewalk on north side of the bridge, a pedestrian/bike bridge street on the south side of the bridge, lights, storm drainage, utilities, right-of-way, and easements.
89	NE 76th Street & 178th Place NE Intersection Improvements	Widen intersection to allow right turn, left turn, and through lanes in all directions, Improve turning radii for trucks at intersection of NE 76th St / 178th Pl (especially SB to EB, and WB to NB), widen 178th lanes to north of intersection to avoid impacts to well house, add bicycle lanes through intersection in all directions, improve sight distance, stormwater, utilities, and property needs such as easements. Install vehicle detection and traffic cameras.
92	NE 76th Street Extension (Segment 1)	Construct new NE 76th St from 185th Ave NE to 188th Ave NE. Improvements include 1 through lane in each direction, left turn lanes or medians to create a 3 lane section, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.
95	166th Ave NE Rechannelization	Reconfigure 166th Ave NE from NE 85th St to NE 104th St to 1 through lane in each direction, center left turn lane and bike lanes. Collaborate with pavement management for its resurfacing needs. Add pedestrian crossings coordinated with bus stops.

Extended TFP Project Descriptions (continued)

Project ID	Name	Description
99	NE 70th St Extension Phase I	Provide the right-of-way and interim street improvements on the new NE 70th Street from Redmond Way to 180th Avenue NE. Coordinate with phase II, project #360, which is street improvements up to City standards
111	NE 124th St and 162nd Pl NE Signal	Construct a new traffic signal at 124th Avenue NE and 162nd Place NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Place for sight distance. Must meet signal warrant.
112	NE 73rd Street Extension - Segment 1	Construct new NE 73rd St from 185th Ave NE to 188th Avenue NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements.
114	NE 80th Street Trail Connection	Construct new NE 80th Street Trail from 185th Avenue NE to 188th Avenue NE. Improvements include 12 foot paved, shared use path situated in a 20 foot wide easement or right-of way.
115	Redmond Way and Cleveland Street Couplet Conversion	Convert Redmond Way from 160th Avenue NE to Avondale Way to one through lane in each direction and center turn lane with west end having two westbound starting at 161st Avenue NE and east end having two eastbound lanes starting at 168th Avenue NE. Convert Cleveland Street to one through lane in each direction. Relocate transit stops to Redmond Way. Improvements include curb extensions, widened sidewalks, shared lane markings, pedestrian amenities, transit amenities, gateway treatments, wayfinding, and realignment of street at eastern and western ends to improve traffic flow. Improve the rightmost lane on westbound Redmond Way to be a Business And Transit access lane. Support the Sound Transit Route 545, and a queue jump between 168th Avenue NE and the Redmond Way Bear Creek Bridge. Provide intersection modifications and ITS improvements in order to convert both streets from one-way to two-operation to improve grid system in downtown.
116	Cleveland Streetscape	Improve Cleveland Street to a pedestrian-friendly Main Street. Improvements include one through lane, parking, and sidewalk in each direction, mid-block crossings, street lights, utilities, stormwater treatments, public art, bicycle racks, pedestrian amenities, street furnishing, trees, traffic and wayfinding signs, and realignment of street at eastern and western ends to improve traffic flow.
155	NE 31st Street Bike Lanes (Design)	Design bike lanes and intersection improvements from the NE 36th St Bridge roundabout to NE 156th Street
157	West Lake Sammamish Parkway Phase III Widening (Part 1)	Acquire any needed right-of-way and extend the multi-use path on the east side of West Lake Sammamish Parkway. Coordinate with projects 71 and 361.
163	SR 202 and NE 124th St Intersection Improvements	Widen NE 124th Street adding additional east/west lanes, modify the traffic signal and connect to the city's traffic management center. In addition, bicycle lanes, sidewalks, and a storm collection and treatment system will be added.

Extended TFP Project Descriptions (continued)

Project ID	Name	Description
175	NE 27th Street and NE 28th Street New Connection	Construct a new east west NE 27th Street between 152nd Avenue NE and 156th Avenue NE with a three-lane public roadway (narrowing to two lanes adjacent to the future park) with parking and bike lanes along both sides of the street, and intersection improvements at 152nd Ave NE and 156th Ave NE. The 156th intersection improvements will include frontage improvements on the west side of 156th from about 300 feet north of the intersection to about 700 feet south of the intersection.
200	Redmond Central Connector Segment II	Complete the second segment of the Redmond Central Connector, including regional trail and aesthetic enhancements.
254	161st Ave NE Extension	Construct new 161st Ave NE from Bear Creek Pkwy Extension to Redmond Way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, parking, sidewalks, street lights, storm drainage, right-of-way, easements and traffic signals at Cleveland St and Bear Creek Pkwy.
264	148th Ave NE & NE 24th Street Turn Lanes	add left turn lanes to make dual left turn lanes on the eastbound and westbound approaches on NE 24th Street at 148th Avenue
315	SR 520/148th Interchange Overlake Access Ramp and Trail Connection: City of Redmond Local Street Portion	Construct Access Street between the Overlake Access Ramp terminal and 152nd Avenue NE. Improvements on Overlake Access Street and NE 28th Street include one vehicular lane in each direction, parking, sidewalks, and left-turn lanes at the intersection of NE 28th Street and 152nd Avenue NE. Vehicular lanes are 11-foot wide on Overlake Access Street and NE 28th Street. Sidewalks on NE 28th Street are 14-foot wide. Sidewalks on the Overlake Access Street are 12-foot wide. Parking lanes are 7-foot wide. Coordinate with the terminal of Overlake Access Ramp (project #2).
323	Redmond Central Connector Phase I	Complete the first segment of the Redmond Central Connector, including regional trail and aesthetic enhancements. Remove rail. Coordinate with the Downtown Stormwater Trunkline Project.
324	Downtown Shared Parking Facility	Shared parking facility at the intersection of Leary Way and Bear Creek Parkway. Intent is to provide a shared parking resource within the downtown, and facilitate 'right sizing' of private segregated parking in the downtown urban center.
327	Cleveland Street Sidewalk Maintenance	Address significant sidewalk maintenance issue caused by street trees by replacing sidewalk. This is an interim treatment of the couplet conversion.
339	NE 95th Street Bridge Replacement	Replace the NE 95th Street Bridge over Bear Creek. Improvements shall comply with environment requirements.
349	NE 24th Street and Bel-Red Road Southbound Right-Turn Lane	Provide a southbound right-turn lane at the intersection of NE 24th Street and Bel-Red Road.
353	NE 40th Street Sidewalk Rehabilitation	Replace sidewalks along the north side and part of the south side along the NE 40th Street between 164th Court and Bel-Red Road.

Extended TFP Project Descriptions (continued)

Project ID	Name	Description
355	152nd Avenue NE Main Street -Segment 2	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 24th Street to NE 26th Street to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities as described in the Appendix 7 in the Redmond Zoning Code. Other improvements include intersection improvements at NE 24th , NE 26th, NE 27th, and NE 28th Streets, storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities. Locate arterial transit stop within immediate access of the Overlake Village light rail station.
356	NE 116th Street and 172nd Avenue NE Roundabout	Construct a roundabout at NE 116th Street and 172nd Avenue NE. Improvements include sidewalks, bike lanes, vehicular lanes, stormwater, utilities, and street lights.
360	NE 70th Street Extension Phase II	Construct new NE 70th St from Redmond Way to 180th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, sidewalks, street lights, storm drainage, right-of-way and easements. Coordinate with phase I, project 99, right-of-way dedication and interim street improvements.
363	152nd Avenue NE Segment 1 (West)	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 26th Street to NE 31st Street to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities as described in the Appendix 7 in the Redmond Zoning Code. Other improvements include intersection improvements at NE 26th, NE 27th, and NE 28th Streets, storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities. Locate arterial transit stop within immediate access of the Overlake Village light rail station. Part 1, project #47, includes half-street improvements by the developers of the future Group Health site. Part 2, project # 363, includes half-street improvements for the other half-street by future developers.
367	148th Avenue Arterial Pavement Reconstruction Preservation	Reconstruct portions of and provide overlay of 148th Avenue from SR 520 to Redmond Way . Make drainage improvements where needed. Examine roadway channelization for improved efficiencies.

Appendix I:
Glossary and Acronyms

BRT	See "Bus Rapid Transit"
Budget by Priorities	An organizational budgeting process in which spending proposals ("offers") are ranked and funded by the decision-making body based on a previously identified set of priorities or criteria.
Buildout Plan	The City of Redmond's complete long-term list of planned transportation system improvements.
Bus Rapid Transit	An enhanced bus system that operates on bus lanes or other transitways in order to combine the flexibility of buses with the efficiency of rail.
Capital Improvement Program	A six-year plan for future capital expenditures which identifies each capital project, including anticipated start and completion dates, and allocates existing funds and known revenue sources. The CIP is updated and adopted annually as part of the City budget.
Capital Investment Strategy	A hybrid planning and budgeting document that summarizes known City of Redmond capital investment needs for the following 18 years.
CIP	See "Capital Improvement Program."
CIS	See "Capital Investment Strategy."
Commute Trip	A trip made from an employee's residence to a work site for a regularly scheduled workday.
Commute Trip Reduction	It is a requirement of the Washington State Clean Air Act that major employers develop and implement programs that will reduce the number of times their employees drive alone to work. The goals of commute trip vehicle miles traveled per employee and proportion of single occupant automobiles were a 15 percent reduction by January 1, 1995, a 25 percent reduction by January 1, 1997, and a 35 percent reduction by January 1, 1999.
Complete Streets	Streets which are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.
Comprehensive Plan	The long-range plan used as a guide for the physical, economic, and social development of Redmond.
Concurrency	A requirement of the 1990 Growth Management Act (RCW 36.70A.070(6)) that the City must enforce an ordinance precluding development approval if a development would cause the transportation LOS to fall below the City's adopted LOS standard, unless revenues are secured to complete mitigating transportation improvements or strategies within six years. If a development fails to meet the concurrency test, supplemental mitigation in the form of transportation improvements or strategies will be required to accommodate the impacts of the development and allow it to achieve concurrency. Transportation Demand Management (TDM) and other mobility strategies may be used. Maintaining transportation concurrency means implementing transportation improvements in proportion to the level of new development as required by Comprehensive Plan Transportation Policy TR-3 and regulations in RZC 21.52, Transportation Standards.
Congestion	A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.
CTR	See "Commute Trip Reduction."

Development	The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, grading, landfill, drainage, removal of vegetation, or disturbance of land or water; and use of land or water or the intensification or extension of the use of land or water.
East Link	A voter-approved project to expand light rail from Downtown Seattle to East King County with stations serving Mercer Island, Bellevue, and Redmond.
Freight	The movement of goods from one place to another.
GMA	See "Growth Management Act."
Growth and Transportation Efficiency Center	A defined boundary of dense mixed development with major employers, small businesses, and residential units, within an established urban growth area. Local jurisdictions in Washington State may establish GTECs in order to receive state funding for programs that provide greater access to employment and residential centers while decreasing the proportion of commuters driving alone during peak periods on the state highway system.
Growth Management Act	Refers to the 1990 State Growth Management Act (ESHB 2929) as amended, requiring urban counties and the cities within them to develop comprehensive plans to deal with growth in Washington State over the next 20 years. The GMA is codified at RCW 36.70A and other chapters.
GTEC	See "Growth and Transportation Efficiency Center."
High Occupancy Vehicle	Generally, a vehicle carrying more than one person, including a carpool, vanpool, or bus.
HOV	See "High Occupancy Vehicle."
Impact Fee	A payment of money required as a condition of development approval to pay for capital improvements needed to serve new growth and development and is: reasonably related to the new development that creates additional demand and need for capital improvements; a proportionate share of the cost of the public improvements; and used for improvements that reasonably benefit the new development.
Intelligent Transportation System	A broad range of wireless and wire line communications-based information and electronics technologies intended to improve transportation safety and mobility.
ITS	See "Intelligent Transportation System."
Level of Service	A measure of a public facility or service's operational characteristics used to gauge its performance.
LID	See "Low Impact Development."
Light Rail	A form of urban rail public transportation that generally has more flexibility in capacity and design speed than heavy rail and metro systems, and higher capacity and speed than traditional street-running tram or bus systems. Light rail systems usually use electric rail cars operating either above, below, and at grade in the right-of-way, separated from other traffic but sometimes mixed with other traffic in city streets.
Local Street	A street which provides for localized traffic circulation, access to nearby arterials, and access to neighborhood land uses.
LOS	See "Level of Service."
Low Impact Development	A term used to describe a land planning and engineering design approach to managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate predevelopment conditions through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. LID is similar to "On-site Stormwater Management," a term used by the Washington State Department of Ecology.
Main Street	

Master Plan	A long-term outline of a project or government function.
Metropolitan Planning Organization	A federally mandated organization of elected officials in urbanized regions with 50,000 or more population that provide a forum for local decision making on transportation issues of a regional nature.
Mixed Use	The presence of more than one category of use in a structure; for example, a mixture of residential units and offices in the same building.
Mobility	The movement of people and goods. The two mobility measures that are used in the transportation concurrency system are (1) mobility units (MU) and (2) person miles of travel (PMT).
Mobility Unit	A measurement unit that is used to express the level of travel demand on the transportation system generated by a land use(s), or the unit increase in the ability to travel on the transportation system due to the increased supply of transportation improvements, such as those on the City's six-year plan, Transportation Facility Plan (TFP), or Buildout Transportation Facility Plan (BTFP).
Mode	A type of transportation, such as pedestrian (walking), bicycle, automobile, or transit (bus).
Mode Split	The statistical breakdown of travel by alternate modes, usually expressed as a percentage of travel by single occupant automobile, carpool, transit, etc. Mode choice goals are used to help people in the public and private sectors make appropriate land use and transportation decisions.
MPO	See "Metropolitan Planning Organization."
Multimodal	A term referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.
Pavement Condition Index	A numerical index between 0 and 100 that indicates the quality of a section of pavement.
PCI	See "Pavement Condition Index."
Pipeline Development	Projects that are permitted and/or funded but not yet complete.
Priority Corridor	A route along which a particular mode is given design priority.
PSRC	See "Puget Sound Regional Council."
Puget Sound Regional Council	A regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish Counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO), responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization (RTPO) for the four counties. PSRC manages the adopted regional transportation strategy, Transportation 2040.
Roundabout	A circular intersection with yield control at entry, which permits a vehicle on the circulatory roadway to proceed, and with deflection of the approaching vehicle counter-clockwise around a central island.
R-Trip	A commute options program partnership between the City of Redmond, King County, the Greater Redmond Transportation Management Association, and Redmond businesses that offers information, programs, and incentives to assist Redmond's commuters and residents in choosing alternatives to driving alone.
Screenline V/C	A measure of traffic demand on a segment of roadway versus that roadway's maximum theoretical capacity.

Shared Street	A roadway where all users share the street. The mixing expands the realm of public space that can be used for activities or provide a greater area for walking and bicycling within a smaller right-of-way. All users yield to one another, and vehicle speeds are kept to a minimum through design and regulation. The basis for this concept of the Dutch woonerf, which roughly translates into "residential yard."
Single Occupancy Vehicle	A vehicle carrying one person.
Sound Transit 2	A $17.8 billion funding package, approved in 2008 by Puget Sound-area voters, that funds a variety of mass transit improvements including the East Link light rail extension.
Sound Transit 3	A potential future funding package that would extend the Puget Sound-area mass transit network.
SOV	See "Single Occupancy Vehicle."
ST2	See "Sound Transit 2."
ST3	See "Sound Transit 3."
Standard Detail	A standardized engineering specification.
Stormwater	Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.
Strategy	An approach or method that, when used for transportation purposes, incorporates the use of transportation facilities, projects, programs, and services to provide mobility for people and goods, and thus maintain the City's adopted transportation Level-of-Service (LOS) standard.
Streetscape	The visual character of a street as determined by elements, such as structures, access, greenery, open space, view, etc.
Sustainability	Meeting the needs of the present without compromising the ability of future generations to meet their own needs.
TDM	See "Transportation Demand Management."
TFP	See "Transportation Facilities Plan."
TIB	See "Transportation Improvement Board."
TIP	See "Transportation Improvement Program."
TMP	See "Transportation Master Plan."
TOD	See "Transit-Oriented Development."
Transit	Public transportation; referring in this document to public bus, trolley, and light rail, but not vanpools.
Transit-Oriented Development	A dense, walkable residential development type that features easy access to mass transit and retail.
Transportation Demand Management	Public and private programs to manage demand based on transportation supply. TDM measures are frequently directed toward increasing the use of public transportation, carpools and vanpools, and nonmotorized travel modes.
Transportation Facilities Plan	The long-range plan identifying transportation facilities, programs, projects, and services that are necessary to provide for the mobility of people and goods from new development allowed by the Redmond Comprehensive Plan and the Redmond Zoning Code. The planning horizon of the TFP typically ranges between 12 to 20 years.
Transportation Improvement Board	An independent state agency that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State.
Transportation Improvement Program	A six-year funded program of transportation improvements. The TIP is updated and adopted annually.
Transportation Master Plan	A planning document describing the City of Redmond's approach to delivering its transportation program, projects, and actions in the 18 years following the year of adoption.

Urban Center	Defined in the Countywide Planning Policies as an area for focusing growth and aligning a high capacity transit system. To be designated an urban center, an area must have a land area between 0.5 and 1.5 square miles and must be able to support a minimum of 15,000 jobs at a minimum density of 50 jobs per gross acre and a minimum residential density of 15 households per acre.
Vanpool	An organized ridesharing arrangement in which a number of people (typically six to 15 people) travel together between fixed points on a regular basis in a van. Expenses are shared, and there is usually a regular volunteer driver.
Vehicle Miles Traveled	A measurement of forecasted travel demand; equivalent to one car, bus, or truck traveling one mile.
Vision Blueprint	See "Capital Investment Strategy."
VMT	See "Vehicle Miles Traveled."
Washington State Department of Transportation	The state-level agency responsible for building, maintaining, and operating the state highway and ferry systems; and that works with others to maintain and improve local roads, railroads, airports, and multimodal alternatives to driving.
Wayfinding	Maps, signs, and other methods of signage that assist people in navigation.
WSDOT	See "Washington State Department of Transportation."

TRANSPORTATION IMPACT FEE TECHNICAL REPORT

City of Redmond Department of Planning and Community Development
August 19th, 2014

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Introduction

This document describes the basic concept behind transportation impact fees in Redmond and provides a detailed review of the methodology used to calculate them. The methodology described in this report was adopted by the Redmond City Council on August 19th, 2014.

Overview

Impact fees are charges assessed by local governments on development projects to offset the cost of growth-related infrastructure. In Redmond, developers pay fire, parks, transportation, and school impact fees.

Redmond's transportation impact fee assessments are determined by 1) evaluating the amount of travel demand that a development project will place on the transportation system, and 2) charging the developer for a proportion of the cost of the infrastructure needed to serve that growth. Revenues from these fees may only be used to pay for projects needed to accommodate growth—not for projects that address maintenance and existing deficiencies, or for off-street pedestrian and bicycle paths. Impact fee rates are also scaled to ensure that the City collects only the revenues needed to fund the proportion of these growth-related projects that is attributable to development within Redmond. The remaining transportation funding comes from other sources including grants, the business tax, and the real estate excise tax.

Methodology

Transportation impact fees are calculated when a developer applies for a building permit from the City of Redmond. City planners estimate the amount of travel that the development will generate during the PM peak hour of travel (aka "rush hour") and multiply that estimate by the price of a unit of PM peak hour travel as determined by the City. This calculation yields the transportation impact fee assessment to be paid by the developer.

Both of these concepts—the individual project travel estimate and the cost per unit of travel—are explained in detail below.

Estimating Travel Demand for Individual Developments

The first figure needed to generate an impact fee assessment is an estimate of how much travel demand a development will place on the transportation system. The unit of measure for this travel demand is the PM peak hour person-mile of travel, also known as a mobility unit. One mobility unit is one person traveling one mile during the peak hour. For example, an individual walking one mile represents one mobility unit; two people traveling together in a car for one mile represents two mobility units.

The mobility units generated by a development project are estimated using the Person-Mile Calculator. The Calculator is a spreadsheet populated with data and adjustment factors used to estimate how many mobility units of demand a development will generate. It uses a variety of data sources, including local data from the 2010 Redmond Household and Employee Travel Survey, the 2013 City of Redmond version of the Bellevue-Kirkland-Redmond (BKR) travel model, the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition), and ITE Trip Generation Handbook (2nd Edition).

The Person-Mile Calculator takes the following factors into account when estimating mobility units:

- Person trip generation
- Net new trip rates
- Trip length
- Portion of the trip that occurs within Redmond
- Mode split

Following is a step-by-step explanation of the calculations that yield the final mobility unit estimate. The descriptions refer to rows, columns, and cells in the 'Person-Mile Calculator' tab of the City's "Person Mile Calculator v12" spreadsheet. For example, the Retirement Community land use is in row 12, the BKR daily production and attraction rates for different land uses are in column E, and the BKR daily production and attraction rate for retirement communities is in cell E12 (outlined in red in the following figure).

	A	B	C	D	E	F
1		**Person-Mile Calculator**				
2						
3				(1)	(2)	(3)
4						
5		**Land Uses**	**ITE Land USE Code**	**Standard of Measure (1)**	**BKR Daily Prod + Attr**	**Basic Rate Daily Trips/Unit (ITE 9)**
6						
7						
8		**Residential**				
9		Single Family	210	dwelling	13.800	9.52
10		Multiple Family	220	dwelling	10.920	6.65
11		Residential Suites		dwelling	6.660	3.18
12		Retirement Community	251	dwelling	6.340	3.68
13		Nursing Home	620	bed	4.721	2.74
14		Congregate Care/Asst Living	253	dwelling	3.480	2.02
15		Hotel/Motel	310	room	10.920	8.17

Land Uses, ITE Land Use Code, and Standard of Measure – Columns B, C, and D

These columns list the relevant land use types (e.g., residential), their sub-categories (e.g., single family home), the associated code number from the ITE Trip Generation manual, and unit of measure (e.g., dwelling unit). The list of land uses includes housing, commercial, and industrial categories. Cell D12 above indicates that the Retirement Community land use with ITE Land Use Code 251 will display person-mile results per dwelling unit.

BKR Daily Production and Attraction Rates – Column E

Dark blue cells in this column display the calculated daily production and attraction rates from the City of Redmond version of the BKR Model[1]. These rates include all modes, including pedestrian, bicycle, transit, and automobile. The City of Redmond BKR model estimates person trip generation based on the number of persons, workers, and children present in the household. The model's estimate of person trip generation is in turn based on the City of Redmond Household and Employee Travel Survey, which was conducted in 2010 to support the model update[2]. For each of these categories, data from the 2010 US Census were used to determine the number of persons per each type of residential development[3]. From the Census data, the following assumptions were made about worker-status and presence of children.

Residential

The average owner-occupied household in Redmond contains 2.57 persons, so the Single Family category assumes a 3-person household with 2 workers and 1 child, which yields 13.8 daily person-trips (cell E9).

Multiple-family households assume 2 workers and no children based on the American Community Survey's Redmond average of 2.09 persons per renter-occupied household, yielding 10.92 daily person-trips (cell E10).

Residential suites apply trip rates for a single worker, producing 6.66 daily person-trips (cell E11). US Census bureau data indicate that only 3% of rental households have more than one occupant per room. Therefore, studio apartment-style units such as residential

[1] There are fewer land use categories in the City of Redmond model than in the spreadsheet. Redmond's travel model, like all travel models in the region has a simplified set of land use categories since widespread detailed data on specific land use categories is not available, particularly for future conditions. Therefore more generic land use categories (e.g., retail, office, industrial) are used in the model.

[2] The City of Redmond Household and Employee Travel Survey evaluated the travel choices and patterns of both residents and employees who live/work in Redmond. The travel survey asked people about how many trips they take during the day, when they take trips, which mode they use, where they were going, and other travel questions. This data is summarized for the entire city and used to calibrate the travel model so that trip generation, average trip length, mode choice are all accurately modeled across the City.

[3] The City of Redmond travel model contains more than 250 trip generation rates for residential land uses based on different combinations of persons, workers, and children in the household. For each traffic analysis zone (TAZ) in the city, there is a distribution of households across the categories that is based on the US Census Bureau's Public Use Microdata Sample. Rather than aggregate the TAZ data across the entire City, the project team used summary statistics from the US Census Bureau to identify an "average" household-type for each land use category.

suites are assumed to have only one resident on average, compared to 2.09 for rental housing in general.

Retirement communities employ trip rates for a single non-worker, yielding 6.34 daily person-trips (cell E12).

Light blue cells estimate trip rates by factoring the "core" trip rates defined above. The factoring is based on the ratio of ITE Daily Vehicle Trips between the core use and the non-core use. For example, to estimate the daily productions and attractions for a nursing home (non-core use), the ratio of the ITE daily vehicle trip generation rates for nursing homes and retirement communities is calculated. This ratio is then multiplied by the Redmond model's production/attraction rate for the retirement community (a core use). See below:

Nursing Home Trip Rate = (2.74 / 3.68) x (6.34) = 4.721

Estimated production/attraction rate for nursing

Ratio of ITE trips per day for nursing home and retirement community (column F)

Redmond model prod/attr rate for retirement community (cell E12)

Congregate Care/Assisted Living follows the same procedure. Hotel/Motel is set equal to the trip rate for multiple-family households since the ITE vehicle trip generation rates for hotel/motel uses and multifamily are very similar.

Commercial and Industrial

The dark blue cells (E29, E41, E54, E61) indicate daily person trip rates for the Education, Retail, Commercial Office (finance, insurance, real estate, and services), and Industrial employment sectors, respectively. These rates were derived directly from Redmond travel model assumptions for person trip rates by employment sector. For retail and commercial office, the land use table has several categories based on the square footage of the development. As described in footnote one above, the Redmond model has generic assumptions for commercial and industrial land uses. In other words, the average

trip rate assumed in the model does not change based on the size or amount of development entered in the model. To link this generic land use assumption from the Redmond travel model to the more detailed land use data in the spreadsheet, the output of the Redmond model was compared to the daily trip data from ITE[4]. From this comparison, the team determined that the Redmond travel model retail trip rate and commercial office trip rate were consistent with a 100,000-199,999 square foot development. This size of development is typical of a retail strip center or office park development in Redmond.

Light blue cells were derived by applying an adjustment factor based on ITE daily vehicle trip rates in the same manner as residential uses. The categories of Services (rows 17 – 26) and Restaurants (rows 34 – 36) are derived from the 100,000 – 199,999 square foot Retail Shopping Center category in cell E41.

ITE Trip Rates and Conversion Factors – Columns F, G, L, and M

The Redmond impact fee program is based on PM peak hour person-miles of travel (mobility units). Columns F, G, L, and M convert the estimated daily person trip generation rate to a PM peak hour person trip generation rate. Similar to how the "non-core" person trip generation rates were calculated, the PM peak hour person trip generation rates are estimated using the ratio of daily to PM peak hour trip generation from the ITE Trip Generation manual. Columns F and G come directly from the Trip Generation Manual for each land use category.

Column L is the proportion of ITE PM peak hour vehicle trips to ITE daily vehicle trips, or Column G divided by Column F. Column M then applies this daily to PM conversion factor to the estimated daily person trip rate from Column E to produce an estimated PM person trip rate.

Net New Trips – Columns N and O

Some types of land uses generate "pass-by" trips. These are trips that enter a property because someone happens to be passing by on their way to another destination. These trips do not contribute to an impact fee assessment because they do not place additional

[4] The City of Redmond travel model estimates person trips, while the ITE Trip Generation Manual estimates vehicle trips. To relate person trips to vehicle trips, the Redmond model output was scaled by average vehicle occupancy data from City of Redmond Household and Employee Travel Survey.

demand on the transportation system. Common pass-by trips include convenience trips (e.g., trip to a dry cleaner or fast food restaurant) and some recreational trips (a stop at a park or field to walk a dog). Columns N and O adjust the PM peak hour person trip generation rate to account for pass-by trips. Column N displays the percentage of trips produced by each land use that are not pass-by. The percentages in Column N are from the ITE Trip Generation Handbook, 2nd Edition (2004). Column O multiplies the PM peak hour person trip rate by the proportion of new trips to produce a new person trip rate for each land use, with pass-by trips removed.

Trip Length Calculations – Columns P, Q, and R

The previous columns address how many trips people make in Redmond on average. The next step in calculating person-mile rates is determining how far people typically go to make these trips. Column P uses the average trip lengths from the 2010 Redmond Household and Employee Travel Survey for the three basic trip types – Home-Based Work, Home-Based Other, and Non-Home-Based. Each land use category assumes some combination of these trip purposes.

Residential

One third Home-Based Work, two thirds Home-Based Other. Trip lengths based on household travel survey data.

Commercial Services, Institutional, Restaurant, Retail Shopping Center – all Home-Based Other

Trip lengths based on blended household and employment trip lengths. This blended rate is an output of the calibrated City of Redmond travel model and is set to match observed travel data such as traffic volumes and regional VMT totals.

Commercial Office

All Home-Based Work. Trip lengths based on employee travel survey data.

Industrial

All Home-Based Work. Trip lengths based on employee travel survey data.

Normalizing to Within-City Averages - Columns Q and R

The Redmond travel model estimates that one third of a typical trip beginning or ending in Redmond takes place on streets within the city, and the rest occurs outside the city limits. These columns in the Person-Mile Calculator adjust the average trip length for each land use to account for this fact and ensure that only in-city travel is counted.

	A	B	P	Q	R
1		**Person-Mile Calculator**			
2					
3			(9)	(10)	(11)
4					
5		**Land Uses**	**Average Trip Length from 2010 Redmond Travel Diary (miles)**	**Normalize Trip Length to Within-City Average**	**Calculated within-City Average (miles)**
51		**Commercial -**			
52		**Administrative Office**			
53		up to 99,999	7.33	0.33	2.4
54		100,000-199,999	7.33	0.33	2.4
55		200,000-299,999	7.33	0.33	2.4
56		300,000 and over	7.33	0.33	2.4
57		Medical Office/Clinic	7.33	0.33	2.4
58					
59		**Industrial**			
60		Light Industry/Manufacturing	8.60	0.33	2.8
61		Industrial Park	8.60	0.33	2.8
62		Warehousing/Storage	8.60	0.33	2.8
63		Mini Warehouse	8.60	0.33	2.8

Final Person-Mile of Travel Rates by Geographic Area– Columns S, T, and U

With the person trip rate (Column O) and average within-City trip length (Column R) now known, Columns S, T, and U calculate the person-mile rates for each land use,

adjusted by activity center within Redmond (Downtown, Overlake, and Rest of City). Cells S6, T6, and U6 make adjustments for the location of the land use within the City due to different mode splits and average trip distances by mode in certain districts (cells W9, X9, Y9, and Z9). Compared to the City-wide average, trips in the Downtown area are ten percent shorter (when accounting for travel by all modes) (cell S6), trips in the Overlake area are seven percent shorter (cell T6), and trips in the rest of the City are ten percent longer (cell U6).

	A	B	S	T	U
1		**Person-Mile Calculator**			
2					
3			(13)		
4			**Activity Center Person-Mile Rates**		
5		**Land Uses**	Downtown	Overlake	Rest of City
6			0.90	0.93	1.10
7					
8		**Residential**			
9		Single Family	2.74	2.84	3.36
10		Multiple Family	1.93	1.99	2.36
11		Residential Suites	1.17	1.22	1.44
12		Retirement Community	0.88	0.91	1.08
13		Nursing Home	0.72	0.74	0.88
14		Congregate Care/Asst Living	0.55	0.57	0.68
15		Hotel/Motel	1.86	1.93	2.28

Custom Mode Split Adjustment – Columns W, X, Y, and Z

Columns W, X, Y, and Z allow a user to manually vary the mode split (but not the average trip length by mode). To enter custom mode splits, the values in row 6 must be updated appropriately and the dropdown box in Cell Y7 must be set to "Y." This change will update the PMT estimates using the new mode splits for all Redmond activity centers

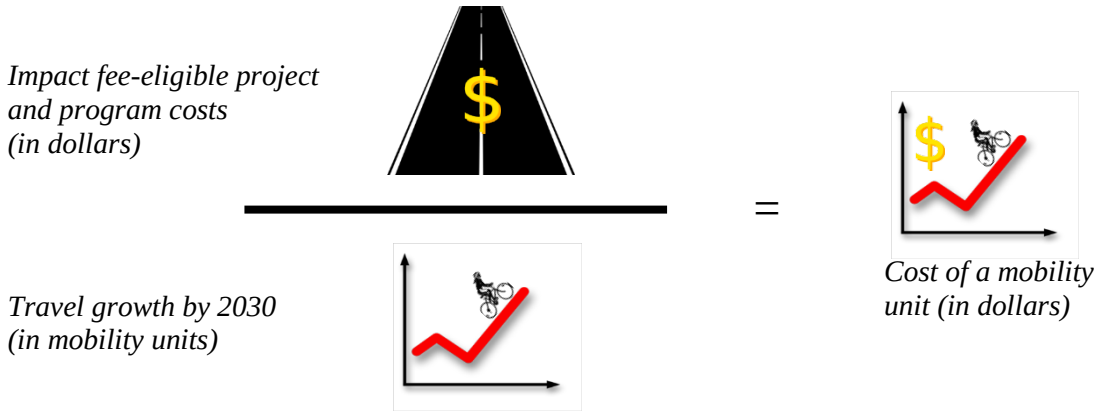
and all land use categories. In this way, the updated person-mile generation rate of a given land use category with the manually-entered mode split can be estimated.

	V	W	X	Y	Z
1					
2					
3		(14)			
4		From 2010 Redmond Travel Survey			
5		SOV	HOV	Transit	Walk / Bike
6		63%	27%	5%	5%
7		Custom mode splits? (Y/N)		N	VALID
8		City Average	Downtown	Overlake	Rest of City
9		5.41	4.84	5.01	5.93

	V	W	X	Y	Z
1					
2					
3		(14)			
4		From 2010 Redmond Travel Survey			
5		SOV	HOV	Transit	Walk / Bike
6		20%	0%	0%	80%
7		Custom mode splits? (Y/N)		Y	VALID
8		City Average	Downtown	Overlake	Rest of City
9		5.41	1.46	1.52	1.72

Setting the Price of a Mobility Unit

The sections above describe how the Person-Mile Calculator estimates the number of mobility units that a given development will generate. The other number needed to calculate an impact fee assessment is the price of a mobility unit. This price is determined by dividing the total cost of impact fee-eligible projects and program by the number of



new mobility units that Redmond's transportation system will serve by the year 2030.

The growth-oriented project list is a subset of the City's Transportation Facilities Plan (TFP): the 18-year list of transportation projects and programs that are necessary to maintain the transportation system, accommodate growth, and advance the City's vision. This subset of project and program costs is referred to as the "fee-eligible" portion of the TFP, or "eligible costs" (see the "Eligible Costs" tab of the "ImpactFeeRedmond_Final_2014" spreadsheet). Excluded from eligible costs are maintenance projects, off-street pedestrian and bicycle projects, and most programmatic expenses since these generally address existing deficiencies in the system or fund non-capital activities such as the transportation demand management programs or transit service. Eligible costs are further reduced to reflect the proportion of travel demand growth that is due to development within Redmond, as estimated by the Redmond version of the BKR travel model. Impact fee-eligible costs amount to approximately $130.9M, or 34% of the full TFP.

Exhibit A-1

ELIGIBLE COSTS BY PROJECT GROUP

Group #	Description	Project Costs (Total)	Percent of New Project Traffic due to Growth within City	Project Costs Allowable for Impact Fees
1	North + West Redmond	$17,038,568	52.9%	$9,010,982
2	SE Redmond	$59,956,568	55.2%	$33,106,948
3	Downtown	$44,750,764	68.6%	$30,679,809
4	Overlake	$81,902,000	56.2%	$46,044,874
5	Programs	$61,600,000	19.6%	$12,088,270
			Total	$130,930,883
			PMT Growth	64,829
			Cost per PMT	$2,020

The next step in calculating the price per mobility unit is to divide this eligible cost figure by the number of new mobility units that Redmond's transportation will serve by 2030. This citywide travel growth figure is estimated using a method similar to that used for individual developments as described above, however the citywide version of the PMT Calculator uses a collapsed set of land use categories that correspond to the broad land use categories used as inputs by the BKR travel model.

Person Mile Travel Calculator

Land Uses	ITE Land USE Code	(1) Standard of Measure (1)	(2) BKR Daily Prod + Attr	(3) Basic Rate Daily Trips/Unit (ITE 9)	(4) Basic Rate PM Peak Trips/Unit (ITE 9)
Residential					
Single Family	210	dwelling	13.800	9.52	1.00
Multiple Family	220	dwelling	10.920	6.65	0.62
Commercial - Services					
Hotel/Motel	310	room	10.920	8.17	0.60
Commercial - Institutional					
School	520	student	1.115	1.29	0.15
Commercial -					
Retail Shopping Center					
Retail Shopping	820	sq ft/GLA	71.748	58.93	5.24
Commercial -					
Administrative Office					
Office	710,715, 750	sq ft/GFA	14.016	11.91	1.64
Industrial					
Industrial	130	sq ft/GFA	7.436	6.83	0.85

The tool estimates the per-unit person-mile rates for these seven land uses and then multiplies those rates by the amount of growth anticipated in each category, by area of

the city (Downtown, Overlake, and the rest of the city). These subtotals are summed to yield the total PMT growth expected within Redmond by 2030. In the current system that equals 64,829 mobility units.

The last step in calculating the cost per mobility unit is to divide the eligible costs by the growth in mobility units: $130,930,883 / 64,829 mobility units = $2,020 per mobility unit. After applying a 5.38% escalation factor to account for construction cost inflation since the adoption of the TFP, we arrive at the final cost per mobility unit of $2,128.

Calculating the Impact Fee Charge

The dollar amount of the impact fee assessment is the cost of a mobility unit of demand—$2,128 in the current system—multiplied by the number of mobility units that a permit applicant will generate given the development land use type and the number of units. For ease of administration this final step is simplified into a lookup table.

Independent Studies

Per RMC 3.10.120 applicants may choose to submit an independent fee calculation study as an alternative to the published rates. Staff review independent studies to confirm that they are prepared by qualified professionals, follow accepted practices and methodologies, and use appropriate data sources. After this review staff may accept the study, reject the study, or request additional information.

Conclusion

This report described an impact fee system that is intended to help fund transportation improvements in as fairly a manner as possible, using up-to-date data sources and a methodology that incorporates all modes of travel. City staff will continue working in future years to improve the data and methodology used to calculate transportation impact fees in Redmond.

Person Mile Calculator

Land Uses	ITE Land USE Code	(1) Standard of Measure (1)	(2) BKR Daily Prod + Attr	(3) Basic Rate Daily Trips/Unit (ITE 9)	(4) Basic Rate PM Peak Trips/Unit (ITE 9)	(5) ITE Daily to PM Factor	(6) BKR PM Prod + Attr.	(7) New Trips %	(8) New Person Trip Rate	(9) Average Trip Length from 2010 Redmond Travel Diary (miles)	(10) Normalize Trip Length to Within-City Average	(11) Calculated within-City Average (miles)	(13) Activity Center Person-Mile Rates: Downtown	Overlake	Rest of City
											0.33		0.90	0.93	1.10
Residential															
Single Family	210	dwelling	13.800	9.52	1.00	0.105	1.45	100%	1.45	4.67	0.33	1.5	1.98	2.05	2.42
Multiple Family	220	dwelling	10.920	6.65	0.62	0.093	1.02	100%	1.02	4.67	0.33	1.5	1.39	1.44	1.70
Residential Suites		dwelling	6.660	3.18	0.30	0.093	0.62	100%	0.62	4.67	0.33	1.5	0.85	0.88	1.04
Retirement Community	251	dwelling	6.340	3.68	0.27	0.073	0.47	100%	0.47	4.67	0.33	1.5	0.64	0.66	0.78
Nursing Home	620	bed	4.721	2.74	0.22	0.080	0.38	100%	0.38	4.67	0.33	1.5	0.52	0.54	0.63
Congregate Care/Asst Living	253	dwelling	3.480	2.02	0.17	0.084	0.29	100%	0.29	4.67	0.33	1.5	0.40	0.41	0.49
Hotel/Motel	310	room	10.920	8.17	0.60	0.073	0.99	100%	0.99	6.47	0.33	2.1	1.86	1.93	2.28
Commercial - Services															
Bank/Savings & Loan	912	sq ft/GFA	180.39	148.15	24.30	0.164	29.59	50%	14.79	5.40	0.33	1.8	23.38	24.18	28.61
Day Care	565	sq ft/GFA	90.18	74.06	12.34	0.167	15.03	75%	11.27	5.40	0.33	1.8	17.81	18.42	21.80
Library	590	sq ft/GFA	68.48	56.24	7.30	0.130	8.89	75%	6.67	5.40	0.33	1.8	10.53	10.90	12.89
Post Office	732	sq ft/GFA	131.73	108.19	11.22	0.104	13.66	75%	10.25	5.40	0.33	1.8	16.19	16.75	19.82
Service Station	944	fuel position	205.24	168.56	13.87	0.082	16.89	40%	6.76	5.40	0.33	1.8	10.67	11.04	13.07
Service Station/Minimart	945	fuel position	198.20	162.78	13.51	0.083	16.45	30%	4.93	5.40	0.33	1.8	7.80	8.07	9.54
Movie Theater	444,445	seat	2.50	2	0.07	0.034	0.09	85%	0.07	5.40	0.33	1.8	0.11	0.12	0.14
Carwash	947	stall	131.50	108	5.54	0.051	6.75	65%	4.38	5.40	0.33	1.8	6.93	7.17	8.48
Health Club/Racquet Club	492,493	sq ft/GFA	46.23	38	4.75	0.125	5.78	75%	4.33	5.40	0.33	1.8	6.85	7.08	8.38
Commercial - Institutional															
Elementary School	520	student	1.115	1.29	0.15	0.116	0.13	80%	0.10	5.40	0.33	1.8	0.16	0.17	0.20
High School	530	student	1.478	1.71	0.13	0.076	0.11	90%	0.10	5.40	0.33	1.8	0.16	0.17	0.20
Church	560	sq ft/GFA	11.09	9.11	0.55	0.060	0.67	100%	0.67	5.40	0.33	1.8	1.06	1.09	1.30
Hospital	610	sq ft/GFA	16.10	13.22	0.93	0.070	1.13	85%	0.96	5.40	0.33	1.8	1.52	1.57	1.86
Commercial - Restaurant															
Restaurant	931	sq ft/GFA	109.523	89.95	7.49	0.083	9.12	80%	7.30	5.40	0.33	1.8	11.53	11.93	14.11
Fast Food Restaurant	934	sq ft/GFA	604.076	496.12	32.65	0.066	39.75	50%	19.88	5.40	0.33	1.8	31.41	32.49	38.45
Self-added category:															
High Turn over restaurant	932	sq ft/GFA	154.818	127.15	9.85	0.077	11.99	80%	9.59	5.40	0.33	1.8	15.16	15.68	18.56
Fastfood without drivethrough	933	sq ft/GFA	483.816	397.351853	26.15	0.066	31.84	50%	15.92	5.40	0.33	1.8	25.15	26.02	30.79
Pharmacy with Drive Thru	881	sq ft/GFA	117.998	96.91	9.91	0.102	12.07	51%	6.15	5.40	0.33	1.8	9.72	10.06	11.90
Commercial - Retail Shopping Center															
up to 99,999	820	sq ft/GLA	82.979	68.15	5.99	0.088	7.29	55%	4.01	5.40	0.33	1.8	6.34	6.56	7.76
100,000-199,999	820	sq ft/GLA	71.748	58.93	5.24	0.089	6.38	60%	3.83	5.40	0.33	1.8	6.05	6.26	7.41
200,000-299,999	820	sq ft/GLA	60.002	49.28	4.43	0.090	5.39	65%	3.50	5.40	0.33	1.8	5.54	5.73	6.78
300,000 and over	820	sq ft/GLA	53.336	43.80	3.96	0.090	4.82	70%	3.38	5.40	0.33	1.8	5.34	5.52	6.53
Supermarket	850	sq ft/GFA	124.488	102.24	9.48	0.093	11.54	75%	8.66	5.40	0.33	1.8	13.68	14.15	16.74
Convenience Market	851	sq ft/GFA	898.577	737.99	52.41	0.071	63.81	45%	28.72	5.40	0.33	1.8	45.37	46.94	55.54
Free Standing Discount Store	813, 815, 861, 863, 864	sq ft/GFA	65.744	54	3.35	0.062	4.08	70%	2.85	5.40	0.33	1.8	4.51	4.66	5.52
Miscellaneous Retail	820	sq ft/GFA	51.992	42.7	3.71	0.087	4.52	75%	3.39	5.40	0.33	1.8	5.35	5.54	6.55
Furniture Store	890	sq ft/GFA	6.161	5.06	0.45	0.089	0.55	60%	0.33	5.40	0.33	1.8	0.52	0.54	0.64
Car Sales - New/Used	841	sq ft/GFA	39.329	32.3	2.62	0.081	3.19	80%	2.55	5.40	0.33	1.8	4.03	4.17	4.94
Commercial - Administrative Office															
up to 99,999	710,715, 750	sq ft/GFA	15.486	13.16	1.91	0.145	2.25	100%	2.25	10.00	0.33	3.3	6.58	6.81	8.06
100,000-199,999	710,715, 750	sq ft/GFA	14.016	11.91	1.64	0.138	1.93	100%	1.93	10.00	0.33	3.3	5.66	5.85	6.92
200,000-299,999	710,715, 750	sq ft/GFA	12.399	10.54	1.43	0.136	1.69	100%	1.69	10.00	0.33	3.3	4.94	5.11	6.04
300,000 and over	710,715, 750	sq ft/GFA	11.437	9.72	1.34	0.138	1.58	100%	1.58	10.00	0.33	3.3	4.63	4.79	5.67
Medical Office/Clinic	720	sq ft/GFA	42.516	36.13	3.57	0.099	4.20	75%	3.15	7.33	0.33	2.4	6.76	6.99	8.28
Industrial															
Light Industry/Manufacturing	110	sq ft/GFA	7.588	6.97	0.97	0.139	1.06	100%	1.06	10.00	0.33	3.3	3.09	3.20	3.78
Industrial Park	130	sq ft/GFA	7.436	6.83	0.85	0.124	0.93	100%	0.93	10.00	0.33	3.3	2.71	2.80	3.31
Warehousing/Storage	150	sq ft/GFA	3.876	3.56	0.32	0.090	0.35	100%	0.35	10.00	0.33	3.3	1.02	1.05	1.25
Mini Warehouse	151	sq ft/GFA	1.796	1.65	0.19	0.115	0.21	100%	0.21	10.00	0.33	3.3	0.61	0.63	0.74

(14)

From 2010 Redmond Travel Survey

SOV	HOV	Transit	Walk / Bike
20%	0%	0%	80%
Custom mode splits? (Y/N)		N	VALID
City Average	Downtown	Overlake	Rest of City
5.41	4.84	5.01	5.93

Park Impact Fees 2017

What are Park Impact Fees?

Park impact fees are one time charges collected by the city of Redmond from new commercial and residential developments. These fees help the City pay for public parks, trails, and recreation capital projects that are needed to accommodate growth.

The total amount of impact fees collected must be reasonably associated with the portion of the capital projects related to growth. The city must have additional funding sources to contribute to capital projects and may not rely solely on impact fees to fund the improvements.

How can the fees be used?

Park impact fees may only be imposed for projects in the city's public capital facilities plan for parks, which in Redmond is called the Park, Arts, Recreation, Culture and Conservation (PARCC) Plan, which is adopted by amendment to the City's Comprehensive Plan. Eligible projects in that plan are designed to provide service to the community at large, are reasonably related to the new development, and will benefit the new development. Impact fees may not be used to pay for private facilities that solely benefit the development or to correct existing deficiencies in public infrastructure.

The money must be earmarked and retained in special interest-bearing accounts and annual reporting on each account including revenues and improvements financed with the revenue is required. An annual report is prepared at year end for the Mayor and City Council review.

What regulations address the collection and use of Park Impact Fees?

Washington State Law RCW 82.02.050 - .110 and WAC 365-196-850 authorize counties, cities, and towns planning under the Growth Management Act to impose impact fees for publicly owned parks, open space, and recreation facilities.

In addition, the City of Redmond Municipal Code 3.10.010 includes more specificity on how the City collects park impact fees, including the calculation, fee table, indexing for inflation, credits, timing of fee collection, appeals and more.

Why is the update to the Park Impact Fee methodology necessary?

The City Council reviews the park impact fees on a periodic basis to ensure that they reflect the current capital improvement program of the City and the current cost of constructing park system improvements related to growth. The last update to the Park Impact Fee methodology was in 2006. City Council is currently reviewing the Draft Final PARCC Plan for 2017-2030, which contains an updated capital improvement program for park, trails and recreation facilities. This new plan would be the basis for updating the current 2006 methodology.

How are impact fees calculated?

The calculation accounts for how often the new people in Redmond will use parks. Then each impact fee category is assessed a portion of the total cost of the proposed public capital improvements attributable to growth through 2030. The categories include:

a. Single family residential
b. Multi-family
c. Residential suite
d. Office
e. Retail
f. Industrial

The projected growth of residents and workers for each of these categories is based on the City of Redmond's Comprehensive Plan.

Step 1

# of new people
x Average hours of use

Total hours of use

Determine the number of new people (residents and workers) between now and the planning year (2030) for each impact fee category (listed above).

Multiply the number of new people by the number of estimated hours they will use Redmond parks, trails, and recreation buildings. The hours were confirmed by statistically valid surveys and recreation registration data. Residents use parks, trails and recreation facilities on average four hours a week. Workers use these amenities on average one hour a week. This results in the total hours of park use.

Step 2

% Total Hours of Use
x 30%

Cost allocation per category

The percent of the total hours of park use is multiplied by the portion of the parks capital projects related to growth, which is 30 percent. Redmond's total planned growth for residents and workers, without double-counting residents who work in Redmond, is 30% between now and 2030. This results in the percent cost allocation per category.

Step 3

Cost allocation
÷ # of units (or 1,000 sf)

Impact Fee

Then the actual cost allocation is divided by the number of units to calculate the impact fee.

What are the proposed changes?

The changes made to the fee calculation were the updated planned growth numbers and the total cost of park capital projects allocated to growth – or the "cost allocation". The primary changes to the cost allocation are described in the following table.

Item	2006	2017
Level of Service	Based acres or miles of trails per 1,000 residents.	Updated based on community recommendations that showed a priority for having parks and trails within walking distance and with the amenities they desire most such as play features and sports and fitness amenities.
Cost Estimation	A cost per acre or mile – unit rate	Specific projects were cost estimated using the standard city cost estimating tool, which includes soft costs, hard costs, contingency and escalation.
Projects attributed to growth	All new parks and trails were included	Only projects that add capacity to address growth were included.
Proportion of project cost attributed to growth	80%	30%, based on population and employment growth projections between 2015 and 2030.
Total Impact Fee Cost Allocation	$30M of $37.7M in total projects	$51M of $176M in total projects

What is the effect of these changes?

Based on the projected growth rates, park impact fees would increase the most for single family developments; however the majority of the cost allocation is with multi-family developments, as shown in the following table.

Category	Existing Fee per 2016 Inflated since 2006	Proposed 2017 Fee	Percent Change	Allocation of total impact fee cost	Total Cost Allocation
Single-family	$3,502	$4,585	23.6%	19.4%	$9,886,254
Multi-family	$2,816	$3,183	11.6%	54.8%	$27,900,915
Residential Suite	$1,408	$1,730	18.6%	1.3%	$664,371
Office	$1,192	$1,242	4.0%	23.3%	$11,883,181
Retail	$523	$551	5.1%	0.6%	$306,924
Industrial	$528	$559	5.4%	0.5%	$234,138

How do these proposed Park Impact Fees compare to other cities?

These rates are comparable to neighboring cities. For residential, Redmond would remain in the middle range of other eastside cities. For non-residential, office is mid-range, while retail and industrial are at the low end.

Category	Redmond Proposed 2017 Fee	Issaquah	Bothell	Sammamish	Kirkland	Woodinville
Single-family	$4,585	$5,977	$1,557 to $4,009	$6,739	$4,047	$3,175
Multi-family	$3,183	$5,148	$1,557 to $4,009	$4,362	$3,075	$3,175
Single Resident Occupant	$1,730					
Office	$1,242	$1,320	$1,090			
Retail	$551	$5,220	$1,090			
Industrial	$559	$1,510	$1,090			

Tell us what you think

- Fill out the survey in the right column
- Send us a comment
- Request time to meet staff during office hours
- Attend a meeting on April 19, 2017 from 5:30 to 6:30 PM at Redmond City Hall
- View a helpful PDF presentation on this topic
- For more information, contact Carolyn Hope, Project Manager at 425-556-2313

Schedule

March

Preview with Parks and Trails Commission and City Council

Public Engagement:
1. One Redmond
2. Business Fee & Tax Advisory

April

Public Engagement:
1. Developer Outreach
2. Public Outreach

May

Final Proposal

May-June

Commission Recommendation and City Council Adoption

425-556-2900 | 15670 NE 85th Street | PO Box 97010 | Redmond, WA 98073-9710
Contact Us | info@Redmond.gov

0020.150.126
/jeh
07/10/95

DGA 92-001
Comprehensive Plan

ORIGINAL

ORDINANCE NO. 1847

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, ADOPTING A COMPREHENSIVE PLAN MEETING THE REQUIREMENTS OF THE GROWTH MANAGEMENT ACT, ADOPTING FINDINGS AND CONCLUSIONS IN SUPPORT THEREOF, AND REPEALING CHAPTERS 20B.05 THROUGH 20B.90 OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE.

WHEREAS, the Growth Management Act of 1990 ("the GMA") mandates that the City of Redmond adopt a comprehensive plan containing certain required elements, and

WHEREAS, the City of Redmond has developed a comprehensive plan meeting the requirements of the GMA through a process involving extensive citizen input, the creation of a Citizen Advisory Committee, numerous Planning Commission study sessions and public hearings, open houses and community presentations conducted by City Planning Staff, and study sessions and a public hearing before the City Council, and

WHEREAS, as the result of this extensive process, the City Council has determined to adopt the comprehensive plan provided for in this ordinance, NOW, THEREFORE,

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

106424.1

Section 1. Comprehensive Plan Adopted. That certain document entitled, "City of Redmond Planning Commission's Recommended Comprehensive Plan - May 1995," together with the amendments set forth on Exhibit A attached hereto, is hereby adopted and incorporated herein by this reference as if set forth in full. Said Plan and amendments, together with the shoreline goals and policies set forth in Chapter 20B.95 of the Redmond Municipal Code and Community Development Guide, shall constitute the City of Redmond's Comprehensive Plan for purposes of the Growth Management Act, Chapter 36.70A RCW.

Section 2. Adoption of Findings and Conclusions. In support of adoption of the Comprehensive Plan as provided in Section 1 above, the City Council adopts the Findings and Conclusions set forth on Exhibit B attached hereto and incorporated herein by this reference as if set forth in full.

Section 3. Repealer. Chapters 20B.05 through 20B.90 of the Redmond Municipal Code and Community Development Guide are hereby repealed.

Section 4. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 5. Effective Date. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

CITY OF REDMOND

MAYOR ROSEMARIE IVES

ATTEST/AUTHENTICATED:

CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

By:

FILED WITH THE CITY CLERK:	July 14, 1995
PASSED BY THE CITY COUNCIL:	July 18, 1995
SIGNED BY THE MAYOR:	July 18, 1995
PUBLISHED:	July 26, 1995
EFFECTIVE DATE:	Jyly 31, 1995

ORDINANCE NO. 1847

106424.1

EXHIBIT A

ORDINANCE NO. 1847

FINAL AMENDMENTS

CITY OF REDMOND COMPREHENSIVE PLAN

CITY COUNCIL MEETING
ADOPTED ON JULY 18, 1995

July 26, 1995

EXHIBIT A (Part 1)
City Council Amendments to the Draft Comprehensive Plan

These changes together with the approved "Minor Staff Amendments to the Draft Comprehensive Plan" constitute the approved amendments to the approved Comprehensive Plan. The policies will be renumbered to reflect these changes and the approved minor fixes.

Goals & Policies Chapter

1. Modify the eight paragraph of the Vision (page 11) as follows:

In 2012, Redmond is served by many modes of transportation. The Regional Transit Project has brought light rail service to Overlake. Future service is planned to Downtown, with service to Kirkland, Bellevue, Seattle and beyond. The transit stations include shops, restaurants, offices and residences. Local transit service has also been greatly improved. Expanded dial-a-ride and circulator bus service better serve the needs of residential neighborhoods. Streets and highways have been improved to meet traffic, pedestrian and bicycle needs. The bicycle capital of the Northwest has an excellent system of bike paths and trails that are used for recreation, commuting and riding to school. Redmond homes, schools and businesses are well connected to the "Information Super Highway." ~~This has allowed increased tele-commuting and changed work patterns to reduce transportation demand.~~ These improvements allow people to spend less time traveling and more time where they want to go.

2. Modify the narrative preceding policy FV-2 (page 12) as follows:

To determine the demand for various land uses and services, Redmond has projected future population and employment growth. A population of 51,470 ~~54,600~~ persons and a total employment base of 68,500 employees is projected for 2012. These projections include the existing city limits and probable annexations in Southeast Redmond, North Redmond, and west to 132nd Avenue NE. These projections are coordinated with the Office of Financial Management population projections for King County and the housing and employment targets set by the Countywide Planning Policies. The Comprehensive Plan is based on these population and employment projections. The City will update other plans, such as the water plan and sewer plan, to meet these projections. The plans are called functional plans.

3. Modify policy FV-25 (page 16) as follows:

FV-25 If there are conflicts between the goals of the City, the goals and policies of neighboring jurisdictions, or between various policies in the Comprehensive Plan, the City should ensure the conflicts are resolved in a manner that meets community needs and goals. This can be accomplished in part by incorporating flexibility and variance procedures into the Comprehensive Plan and development regulations.

Conservation and Natural Environment Chapter

4. Add the following new narrative and new policy to Section A as follows:

Redmond is committed to being a sustainable community. Sustainable development implies that the use of energy and materials in a city and region will be in balance with the energy and materials that can be supplied by the region through renewable means. Renewable means include recycling; reusing; and using materials that can be replaced, such ethanol from crops. A sustainable community tries to maintain important natural processes, such as groundwater recharge. A sustainable community is not necessarily self-sufficient, but it does try to balance local and regional carrying capacity with international trade. Regional and international economic specialization will continue to occur in Redmond. A sustainable Redmond and a sustainable Puget Sound region can continue to sell medical equipment and software to the world, along with other export goods and services, and buy goods and services from others as long as it maintains important ecological functions, uses renewable resources, and recycles non-renewable resources. The concept of sustainable communities is not yet fully defined, however Redmond supports its basic concepts and participates in its continuing development.

NE-8 Redmond should strongly support sustainable development and one of the community's overriding policies is to become a sustainable community.

5. Modify policy LU-8 (page 45) as follows:

NE-14 To avoid and minimize potential impacts to life and property from geologic hazards, Redmond shall require appropriate levels of study and analysis for construction within these Class II through IV areas, ensure that sound engineering principles are used in these areas and use regulations to appropriately limit land uses in areas of high hazards. <u>Transfers of densities from Class II through IV areas shall be strongly encouraged.</u>

6. Put policy NE-88 and the preceding narrative in new section "I. Light Pollution."

7. Add the following narrative and policy to Section I as follows:

The "dark skies" policy seeks to reduce glare and maintain views of stars and planets. Redmond recognizes that night lighting is needed, but seeks to maintain dark skies in the residential and semi-rural areas of the community.

NE-89 Development regulations, design standards and development reviews should encourage dark night skies in Redmond's residential neighborhoods, in the Sammamish Valley, in the Bear Creek Valley, and over Lake Sammamish.

Land Use Chapter

8. Modify policy LU-8 (page 45) as follows:

LU-8 Redmond shall adopt a transfer of development rights program and purchase of development rights program for properties designated Agriculture. The transfer of development rights program should allow density transfers to contiguous uplands within the same ownership outside the Agriculture designation and to designated receiving areas. Receiving areas shall not be located within existing, developed single-family neighborhoods. No more than 50% of the square footage from the TDR program shall go to any one receiving area, including East Marymoor Business Park, Southeast Redmond, Willows, City Center, and Overlake.

9. Modify policy LU-21 (page 48) as follows:

LU-21 The combined density of all primarily residential Comprehensive Plan designations and zoning districts in Redmond shall average to at least six and half~~seven~~ units per gross acre.

10. Modify policy LU-28 (page 49) as follows:

LU-28 Clustering density bonuses shall be established for the Semi-Rural land north of Bear and Evans Creeks and east of Avondale Road to provide for opportunities for the permanent preservation of large continuous tracts of open space in the aquifer recharge areas and the flood plains adjacent to Evans and Bear Creek. These density bonuses combined with those provided for in policy LU-120, the Semi-Rural Designation, shall allow no more than 29 percent of the site to be developed at a maximum average density of 6 ~~10~~ units per acre. These density bonuses may be allowed if all of the following conditions are met:

- The density bonus provisions may be used only if all of the Semi-Rural land in the same or related ownership is included in a master plan~~the subdivision review~~.
- The entire development (including roads and associated infrastructure) shall be contained within the area nearest existing development. Generally this is the northwest portion of the property. Wetlands, habitat, flood and stormwater mitigation, including relocation, replacement, enhancement and compensating storage, may be allowed on the portion of the site not devoted to residential clustering.
- The total allowable area for development, excluding flood storage, shall be determined by demonstrating that the entire area is located outside the floodway and that it minimizes and mitigates any intrusions into the high significance aquifer recharge areas and the floodplain.
- These density bonus shall be granted through two provisions: One bonus shall be granted for the permanent dedication of the remaining undeveloped portion of the site for open space and limited recreational uses. The second bonus shall be granted for the dedication of land for the Bear Creek trail.
- All housing ~~The additional~~ units ~~allowed through these density bonus provisions~~ shall be small-lot, detached single-family units.
- View corridors shall be maintained from Avondale Rd. and Union Hill Rd. through the property.
- For the 120 acres of property north of Bear Creek and Evans Creek and running from Avondale east, the entire development (including roads and associated infrastructure, but excluding wetlands, habitat, flood and stormwater mitigation) shall not exceed 35 acres and shall be contained within the northwest portion of the property.
- Impacts to area wildlife, specifically Great Blue Herons, shall be avoided.

11. *Renumber policy LU-34 as policy LU-30 and modify former policy LU-34 (page 50) as follows:*

LU-30~~4~~ In developed single-family residential neighborhoods, r~~R~~esidential zones shall be applied in a manner that is consistent with the neighborhood's built densities and development pattern.~~discourages excessive re-subdivision of built lots in existing, single-family residential neighborhoods.~~

12. *Renumber policies LU-30 through LU-33 as policies LU-31 through LU-34 and modify (page 50) as follows:*

LU-31~~0~~ For newly developing neighborhoods, a~~A~~ four-unit-per-acre residential zone should be applied to areas which comply with the Low-Moderate Density Residential designation criteria, but due to land capability, public facility limitations, neighborhood policies, or other factors, are not designated for or suitable for development at a greater density.

LU-31 For newly developing neighborhoods, a~~A~~ five~~six~~-unit-per-acre residential zone should be applied to single-family residential neighborhoods that comply with the Low-Moderate Density Residential designation criteria and have public facilities and land capability that is suitable for development at an overall density of five~~six~~ units per gross acre where this density is consistent with neighborhood policies.

LU-32 For newly developing neighborhoods, a~~An~~ six~~eight~~-unit-per-acre residential zone should be applied to areas that meet the Low-Moderate Density Residential designation criteria, have land with the capability of being developed at six~~eight~~ units per gross acre without significant adverse environmental impacts, ~~and~~ can be adequately served with public facilities and services, and where such a density is consistent with neighborhood policies.

13. *Modify the Housing subsection of policy LU-54 (page 56) as follows:*

■ Housing. The plan shall consider how to maintain the existing housing development capacity within the Commercial and Business and Advanced Technology designations (2,300 housing units) and how to encourage the development of housing in areas with~~in~~ these designations~~Overlake~~. Additional residential capacity will not be provided in other areas of Overlake. Regulatory strategies shall be guided by economic feasibility, consistency with adjacent land uses, compatibility with existing residential neighborhoods, and satisfying the housing needs of district employees.

14. *Modify policy LU-72 (page 59) as follows:*

LU-72 After adoption of the Redmond Wellhead Protection Program, Redmond should incorporate any applicable recommendations into the Comprehensive Plan. This process also should evaluate whether existing heavy industrial uses located on high- and moderate-potential ground water recharge areas need additional development or operating standards. ~~This process should also evaluate whether uses that use or store significant quantities of hazardous materials and petroleum storage facilities located on high- and moderate-potential ground water recharge areas should be phased out.~~

15. *Modify policy LU-118 (page 67) as follows:*

LU-118 The Comprehensive Plan land use map designations in the following table shall be consistent with the zones shown in the corresponding cell.

Comprehensive Land Use Plan Map
Designation-Zone Consistency Table

Land Use Plan Map Designation	Consistent Zoning Districts
Agriculture	~~Exclusive~~ Agriculture ~~and Agricultural Recreation~~
Rural/Semi-Rural Urban	RA-5
Large Lot Residential	R-1
Low Density Residential	R-2 and R-3
Low-Moderate Density Residential	R-4, R-5, and R-6 ~~and R-8~~
Moderate Density Residential	R-8~~*~~, ~~R-9,~~ R-12, and R-18
High Density Residential	R-20, R-30, and Neighborhood Commercial*
Neighborhood Commercial	Neighborhood Commercial*
Commercial	Retail Commercial and General Commercial
City Center	City Center ~~Design Areas~~ Zoning Districts
Business Park	Business Park and Neighborhood Commercial*
Manufacturing Park	Manufacturing Park, Industry, and Neighborhood Commercial*
Overlake Office/Mixed Use	Overlake Office/Mixed Use and Neighborhood Commercial*
Design Districts	Design Districts Zones and Neighborhood Commercial (unless prohibited by the policies for the specific Design District)*
Park and Open Space	All zoning districts, including Park. The site must comply with the designation criteria for the appropriate designation and any applicable policies.

* Where allowed by a neighborhood plan or this chapter.

The RA-5 zone may also be applied to property within any designation where the comprehensive plan designation or zoning is undergoing reevaluation.

16. *Modify the Comprehensive Land Use Plan Map (pages 68A & B) as shown on the Comprehensive Land Use Plan Map attached to this list.*

17. *Modify policy LU-119's Purpose and Allowed Uses and Description (pages 68-69) as follows:*

LU-119 Agriculture Designation

Purpose. The Agriculture designation reserves lands suited to long-term agricultural production primarily for agricultural use. The designation also allows the opportunity for limited open space and recreational uses which are compatible with agricultural uses.~~in areas which are separated from the main agricultural areas by major physical barriers, such as the Sammamish River, or large recreational uses.~~

This designation is applied to the northern Sammamish Valley because the valley includes areas that have historically been farmed and contains highly productive agricultural soils. The valley also is subject to development limitations due to flooding, wetlands, seismic hazards, ground water recharge and important fish habitats. For these reasons, Redmond and King County have designated the northern Sammamish Valley for agriculture and will continue to protected this area for long-term agricultural use. Both Redmond's and King County's earlier comprehensive plans designated this area for agricultural production. This designation remains appropriate because of the suitability of the area for agriculture and compatible recreational uses, and the land's limitations for other uses.

~~This designation will be implemented by two zones. The Exclusive Agriculture Zone will be applied to the lands in the northern half of Sections 34 and 35, Township 26 North, Range 5 E.W.M. and west of the Sammamish River which meet the designation criteria in this policy. This area is immediately adjacent to King County's Agricultural Production Zone. It is highly suited to long-term agricultural production.~~

~~The second zone, the Agricultural-Recreation Zone, is also applied to land suited to long-term agricultural production and meets the designation criteria of this designation, but is either separated from the main agricultural area by the Sammamish River or is used or near large recreational or other urban uses that may interfere with some agricultural uses. Agricultural uses are encouraged in this area, but recreational uses that provide extensive open areas are also allowed. The uses are limited to these uses because of the extensive natural limitations and hazards to which this area is subject.~~

Allowed Uses and Description. ~~The permitted uses in the Exclusive Agriculture Zone include: agricultural uses, animal husbandry, riding stables, sales of agricultural products, farm residences, and recreational trails which do not include on-site parking. Conditionally allowable uses are limited to riding arenas, single-family residences, and the improvement or expansion of existing golf courses and trails.~~

The permitted uses in the Agriculture~~al-Recreational~~ Zone include: agricultural uses, animal husbandry, riding stables, sales of agricultural products, farm residences, and recreational trails which do not include on-site parking. Conditionally allowed uses include play fields and ball fields, public parks, outdoor private recreational areas primarily for non-motorized vehicles such as golf courses, parking areas for permitted or conditionally allowed uses, and secondary uses commonly allowed and related to permitted or conditionally allowed uses. Conditionally allowed uses must comply with the provisions of policy LU-5. Residential densities shall not exceed one dwelling unit per 20 acres. Lots used exclusively for agriculture or agriculture and a single-family residence occupied full- or part-time farmers may be a minimum of 10 acres in size.

Agricultural uses and open space uses shall be given the opportunity to transfer development rights that can be used to increase the density or intensity of development on contiguous properties on slopes above the valley floor or for properties in designated receiving zones.

18. Modify policy LU-123's Allowed Uses and Description (page 73) as follows:

LU-123 Low-Moderate Density Residential ~~Map~~ Designation

Allowed Uses and Description. The Low-Moderate Density Residential designation permits single-family residential uses, their accessory uses and public and semi-public uses. Base residential densities shall range from four to six~~eight~~ units per gross acre. Detached single-family residences should predominate. Neighborhood plans shall decide whether and under what conditions townhouses, duplexes, threeplexes or fourplexes may be allowed. Until a neighborhood plan addressing this issue is adopted, townhouses, duplexes, threeplexes, and fourplexes may be allowed as conditionally approved uses in new subdivisions when the new subdivisions are visually separated from single-family uses and when the new subdivisions access directly onto a collector or arterial. Duplexes, threeplexes and fourplexes shall have the appearance of the single-family residences in the area. Retirement residences that include housing types different than other allowed types may be allowed through a conditional review process. Higher densities may be allowed in appropriate areas to encourage affordable housing and senior housing. A discretionary process may allow other limited density bonuses.

This designation should be implemented through three zoning districts. Policies LU-30, LU-31, LU-32, LU-33 and LU-34 describe the criteria for designating the three zones.

19. Modify policy LU-124's Allowed Uses and Description (page 73) as follows:

LU-124 Moderate Density Residential Designation

Allowed Uses and Description. The Moderate Density Residential designation allows for attached and detached single-family residential uses, multiple-family housing, uses accessory to residences and public and semi-public uses. Residential densities shall range from eight~~nine~~ to 18 units per gross acre. Higher densities may be allowed in appropriate areas to encourage the development of affordable housing and senior housing. ~~Where permitted by neighborhood policies, eight unit per gross acre residential zoning may be consistent with this designation.~~

Housing Chapter

20. Modify Discussion of Countywide Planning Policies (page 90) as follows:

In addition to reaffirming the housing goals set forth in the GMA, Countywide Planning Policies (CPPs) for King County establish specific goals for: (1) ~~siting~~ maintaining a balance between affordable housing ~~near~~ and lower-wage employment, (2) improving the coordination between affordable housing plans and plans for transportation facilities and human services and (3) ensuring that the infrastructure needs of new housing development are planned for and met.

21. Modify the narrative and policies under Low-Moderate Density Zoning (page 103) to refer to four to six units per acre.

22. Modify the narrative and policies under Moderate Density Zoning (page 103) to refer to eight to 18 units per acre.

23. Modify policy HO-16 (page 105) as follows:

HO-16 New housing development ~~of 10 dwelling units or more in size shall~~ should contain or otherwise provide for a reasonable portion of affordable housing. Incentives and bonuses intended to minimize or eliminate any costs to the developer/builder associated with this requirement shall be provided by the City.

Utilities Chapter

24. Delete "clearly" from the narrative following UT-84 (page 169).

Capital Facilities Chapter

25. Modify policy CF-16 (page 187) as follows:

CF-16 Capital facility service standards are hereby ~~shall be~~ established for the following types of facilities in order to determine long-term (CFP) facility and funding requirements, as follows:

A. Water system: As described in policy UT-35 of the Utilities Chapter
B. Sewer system: As described in policy UT-54 of the Utilities Chapter
C. Transportation facilities: As described in policy TR-14 of the Transportation Chapter
D. Parks and recreational facilities: Shall be based on the following ratios:

Neighborhood parks:	1.0 acres per 1,000 population
Community parks:	3.0 acres per 1,000 population
Resource parks:	2.5 acres per 1,000 population
Trails:	0.25 miles per 1,000 population

E. Fire protection: Total response time of five and one half minutes or less for 80% of fire and emergency medical calls in the City ~~and urbanized portions of Fire District #34 and a total response time of six minutes or less for 80% of calls in the rural portion of Fire District #34~~.
F. Police protection: No capital facility standard. (Police operations are guided by an objective of providing 1.7 uniformed officers per 1,000 residents.)
G. Stormwater: As described in policies UT-60 and UT-62 of the Utilities Chapter

26. Modify Capital Facility Plan, table CF-1 (page 189A) as follows:

Modify the project revenues section of the Parks subelement to eliminate bond revenues and grants as a source of funding for growth-related projects and shift the funding responsibilities shown for those items to developer contributions/impact fees.

Parks & Recreation Chapter

27. On Table P-6 (page 204) change the term "need" to "additional facilities."

28. Add the following new policy (page 206):

PR-34 The trail system should include equestrian trails and multi-purpose trails that allow equestrian use to provide equestrian access throughout the City and planning area.

Neighborhoods Chapter

29. Map N-1 (page 221). Combine the Overlake and Viewpoint Neighborhoods into one neighborhood.

30. Modify policy N-NR-1 (page 235) as follows:

N-NR-1 The north Redmond area shall remain a ~~primarily~~ residential neighborhood.

31. Modify policy N-NR-8 (page 236) as follows:

N-NR-8 Designated Low-Moderate Density residential areas (four ~~to eight~~ dwelling units per acre) shall extend from the Urban Growth Area boundary on the east (180th Avenue NE extended) to approximately the eastern slope of the ravine that lies between 172nd Avenue NE and Redmond Woodinville Road. The same land use designation extends from the western slope of the ravine to Redmond-Woodinville Road. Another low-moderate density residential area includes three parcels at the northwest corner of Avondale Road and NE 116th Street.

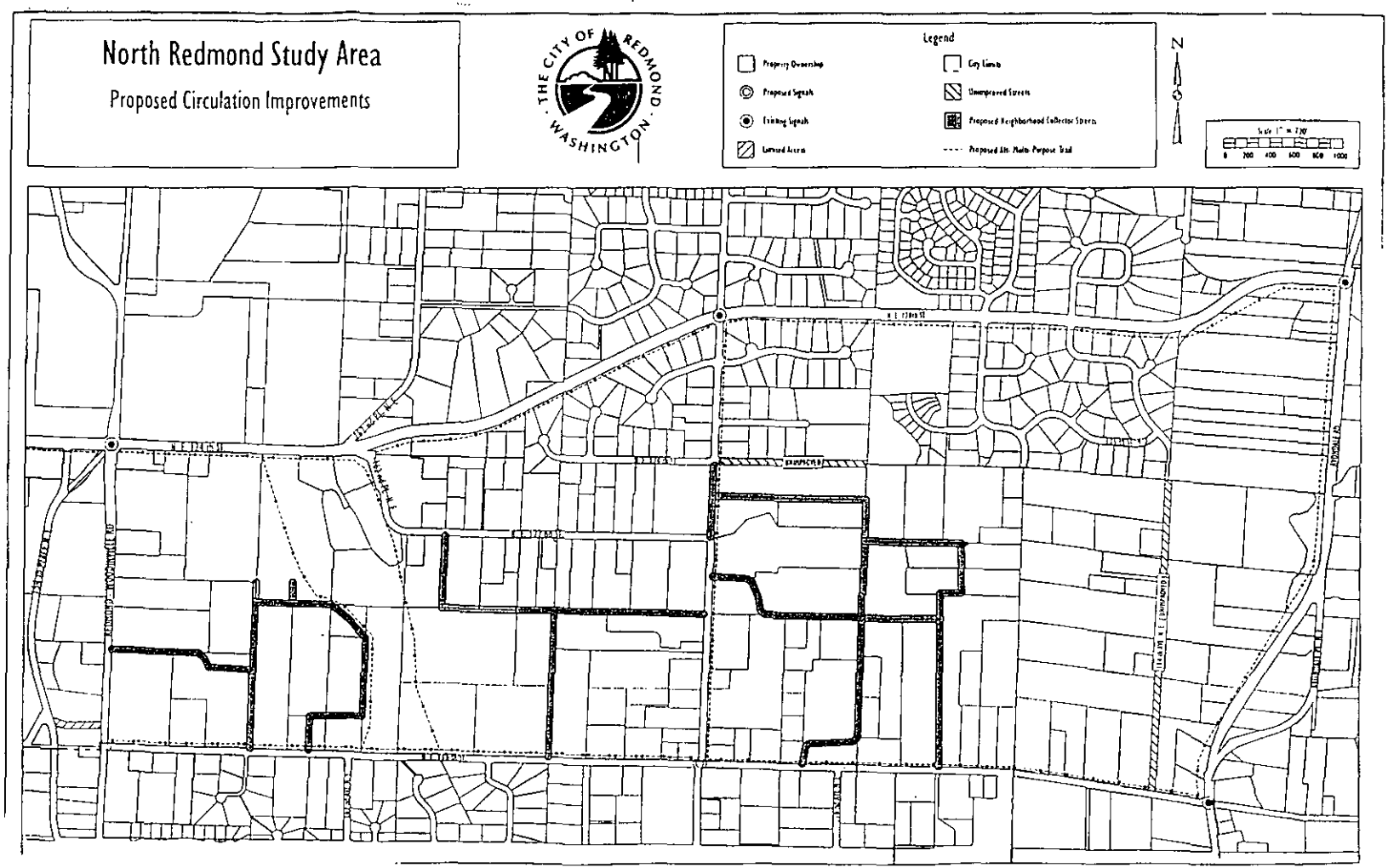
32. Modify policy N-NR-13 (page 236) as follows:

N-NR-13 Setbacks shall be established along principal and designated collector arterials in order to preserve the continuity between the Sammamish Valley and the north Redmond area's semi-rural character. A ~~100'~~ 75' setback shall be designated for the eastside of Redmond-Woodinville Road (SR 202).

33. Delete policy N-NR-38 (page 236) as follows:

~~N-NR-38 Owner, occupied housing in areas of six to eight units to the acre may allow alternative housing types such as small lot single-family homes and zero lot line development. Duplexes, threeplexes, fourplexes and townhomes shall not be allowed.~~

34. Add the North Redmond Circulation Map after the Circulation Policies (page 239).


North Redmond Study Area
Proposed Circulation Improvements
THE CITY OF REDMOND WASHINGTON
Legend
Property Ownership
Proposed Signals
Existing Signals
Leased Areas
City Limits
Unimproved Streets
Proposed Neighborhood Collector Streets
Proposed Alt. Multi-Purpose Trail
N
Scale 1" = 720'
0 200 400 600 800 1000
N.E. 124th ST
N.E. 116th ST
N.E. 90th ST
N.E. 85th ST
N.E. 76th ST
N.E. 70th ST
Redmond Woodinville Rd
Avondale Rd
Redmond Fall City Rd
Leary Way
Redmond Way
Sammamish River
Bear Creek
Bear Creek Rd
Redmond Way
Redmond Fall City Rd
Avondale Rd
Redmond Woodinville Rd
Leary Way
Redmond Way
Sammamish River
Bear Creek
Bear Creek Rd

35. *Modify policy N-NR-54 (page 239) as follows:*

N-NR-54 The City shall require public sewers for waste water collection in urban areas designated for one to four~~eight~~ dwelling units per acre.

36. *Modify policy N-SV-2 (pages 254-255) as follows:*

N-SV-2 A master plan shall be prepared as a condition of development for the property north of the Puget Power right-of-way, west of Redmond-Woodinville Road, east of the Sammamish River Trail right-of-way and south of Valley View Estates. ~~Neighborhood policies to implement the master plan may be adopted if the master plan is acceptable. The master plan, neighborhood policies, and Neighborhood Business zoning shall be concurrently approved. The purpose of the master plan is not to decide either the residential densities or if a Neighborhood Commercial designation should be allowed, those issues were decided by the adoption of the plan.~~ The master plan shall reflect the following policy direction and address the issues identified below:

- Development shall take place outside the Sammamish Valley and outside the steep wooded slopes on the property.

- The maximum total density on the property west of the 160th Ave. NE alignment shall be four units per acre. The residential density allowed on the various parts of the development shall vary from low density (2 to~~and~~ 3 units per acre) in the north to moderate densities (4 units per acre) in the middle and higher low-moderate densities (six units per acre) on the southern portion of the property. ~~The density distribution should allow development of all units allowed by the residential zoning of the property~~.

- The maximum densities on the property between 160th Ave. NE and the Redmond Woodinville Rd. shall be six to eight units per acre. A fifty percent density bonus may be awarded for this property to provide for senior housing that has the appearance of single-family residences. This bonus shall not apply to congregate care facilities. These structures shall be no higher than three stories.

- ~~The design of the neighborhood commercial development shall be determined during the master plan process. The design shall provide for a mix of uses.~~

- ~~The neighborhood commercial development shall have a residential appearance along Redmond-Woodinville Road and be no higher than three stories above the road. Residential uses shall front on Redmond-Woodinville Road at the level of the road. Neighborhood commercial uses may be located in the lower levels of these buildings or the portion of the buildings facing away from Redmond-Woodinville Road. Building design and placement should give the appearance of several buildings along the Redmond-Woodinville Road.~~

- ~~Commercial buildings may face 160 Ave. NE. Design and other techniques, such as open space and landscaping, should be used to provide for compatibility with the residential uses to the west.~~

- The property between 160th Ave. NE the Redmond Woodinville Rd. shall ~~neighborhood commercial development shall~~ include at least two areas of open space: a central square and a neighborhood square or "gateway" area on the north end of the property~~Neighborhood Commercial designation~~.

- ~~The master plan and neighborhood policies shall define the types and intensities of uses allowed within the Neighborhood Commercial designation.~~

■ ~~The neighborhood commercial development shall include underground parking. No individual surface parking lot shall exceed 40,000 square feet.~~

■ ~~The design of the neighborhood commercial development should avoid wetlands impacts.~~

■ ~~The neighborhood commercial development shall include connections to the trail in the Puget Power right-of-way and safe pedestrian links across 160th Ave. NE and the Redmond-Woodinville Road to the nearby residential areas.~~

~~If a master plan is not approved for the development in five years from the adoption of the comprehensive plan, the Neighborhood Commercial designation should be redesignated Low-Moderate Density Residential.~~

37. Modify policy N-SE-30 (pages 259-260) as follows:

N-SE-30 ~~The City Council supports the concept of designating f~~Four alternative locations should be designated for a Neighborhood Commercial~~Business~~ Center, 3-4 acres in size, within the subarea. ~~and would encourage an anchor tenant that provides groceries within such a center. However the siting of an NB center should be delayed until the Council has determined what criteria should apply to Neighborhood Business centers in residential zones throughout the City. This determination will be made during review of the 1994-95 City-wide Comprehensive Plan. After appropriate criteria has been determined the City should support proposals to~~Before the center is developed, one of the sites must be rezoned to Neighborhood Commercial. This rezone may take place at any time, however when only two of the sites remain undeveloped, a rezone shall be approved for one of the designated~~four~~ sites before development may occur on either of the two remaining sites.~~, or at the time; only two of the original sites remain.~~ A rezone for this purpose shall be exempt from Zoning Map Amendment Criteria that require a showing of changes in conditions which would warrant the amendment and that there is a demonstrated need for additional zoning as proposed.

In addition to any criteria the City Council could develop, the center would consider the following:

■ Strongly encourage the center to include a major user which provides groceries as an anchor tenant, designed to meet the everyday convenience shopping needs of the future employees and residents expected in the subarea.. Size of the major tenant should be limited to allow room for other limited retail and service businesses, such as drug stores, day care centers, dry cleaning, personal care, and medical and dental services. Second floor and third floor residential uses at 20 units per net acre are permitted and strongly encouraged as opposed to separate business and residential buildings within the center.

■ The design and scale of the center and hours of operation should be strictly regulated to ensure compatibility with the surrounding neighborhood. Where appropriate, additional landscaping should be used along side and rear property lines to screen unattractive areas and provide a better transition to adjoining residential uses.

■ Building design and materials should reflect a residential theme and utilize materials that complement those materials used on nearby housing. An example of incompatibility would be a flat roof building with smooth face concrete building blocks. An example of compatibility would be pitched roof (or false pitched facades all around the building) with "decorative panel" windows with wood siding, "dryvit" or architectural concrete building block construction.

■ The proposed development shall tie in with existing or planned pedestrian connections to the neighborhood it serves.

- Design features must tie the architecture of the center to surrounding development with strong pedestrian and transit accessibility.

38. Delete policy N-SE-33 and modify policy N-SE-33 (pages 260-261) as follows:

~~N-SE-33 Zoning regulations for the Business Park/Design District designation along East Lake Sammamish Parkway should allow flexibility in site requirements such as setbacks and lot coverage for allowed uses that meet the intent of the Business Park zone.~~

N-SE-34 The commercial designation ~~If a significant portion of the area designated Business Park~~ between East Lake Sammamish Parkway and the Redmond-Fall City Road and south of the existing Kindercare binding site plan should be developed based on a master plan which~~is part of a unified development that~~ meets the objectives of this policy~~, an expansion of allowed uses may be considered through a conditional review process. The expansion of uses beyond those already permitted in the Business Park zone may include limited commercial retail and service activities provided these uses do not greatly increase traffic flows.~~ The master plan ~~unified development~~ shall meet the following requirements:

- One limited~~No~~ access shall be allowed on Redmond-Fall City Road. Adequate study has not been done to conclude that any access to this state highway will be permitted.
- Development access along East Lake Sammamish Parkway shall be shared and limited.
- The development proposal would maintain the existing elevation differences between Redmond-Fall City Road and East Lake Sammamish Parkway.
- Trees and other landscaping shall soften parking lots and buildings.
- Buildings shall be oriented to and front on the East Lake Sammamish Parkway.
- Building design shall include elements to lessen the effect of large walls. Mechanical equipment shall be screened. All buildings and site designs shall be approved by the Design Review Board.
- ~~Sidewalks with street trees located between the street and sidewalk shall be provided along the Redmond-Fall City Road and the East Lake Sammamish Parkway.~~ Pedestrian connections shall also be provided within the development.
- Traffic generated by commercial development shall not exceed that generated by Business Park uses.

City Center Chapter

39. Add new policy CP-9 (page 275) as follows:

CP-9 Except for a limited part of the Mixed Use Center Design Area, building heights shall not exceed five to six stories.

Additional Amendments

40. ***Transportation Chapter Amendments: a)Amend Table TR-7 Arterial Functional Classification Summary to reference Bicycle and Pedestrian section, b) Revise Bikeway Plan to indicate existing facilities by direction, c) Modify City Center Bike Plan to clarify existing versus proposed facilities and improve readability of map.***

41. ***Change Land Use Plan Map to Moderate Density Residential for Evans Company Property (10 acres).***

42. ***Change Land Use Plan Map to Moderate Density Residential for Therrien/Reiss Property (approx. 8 acres).***

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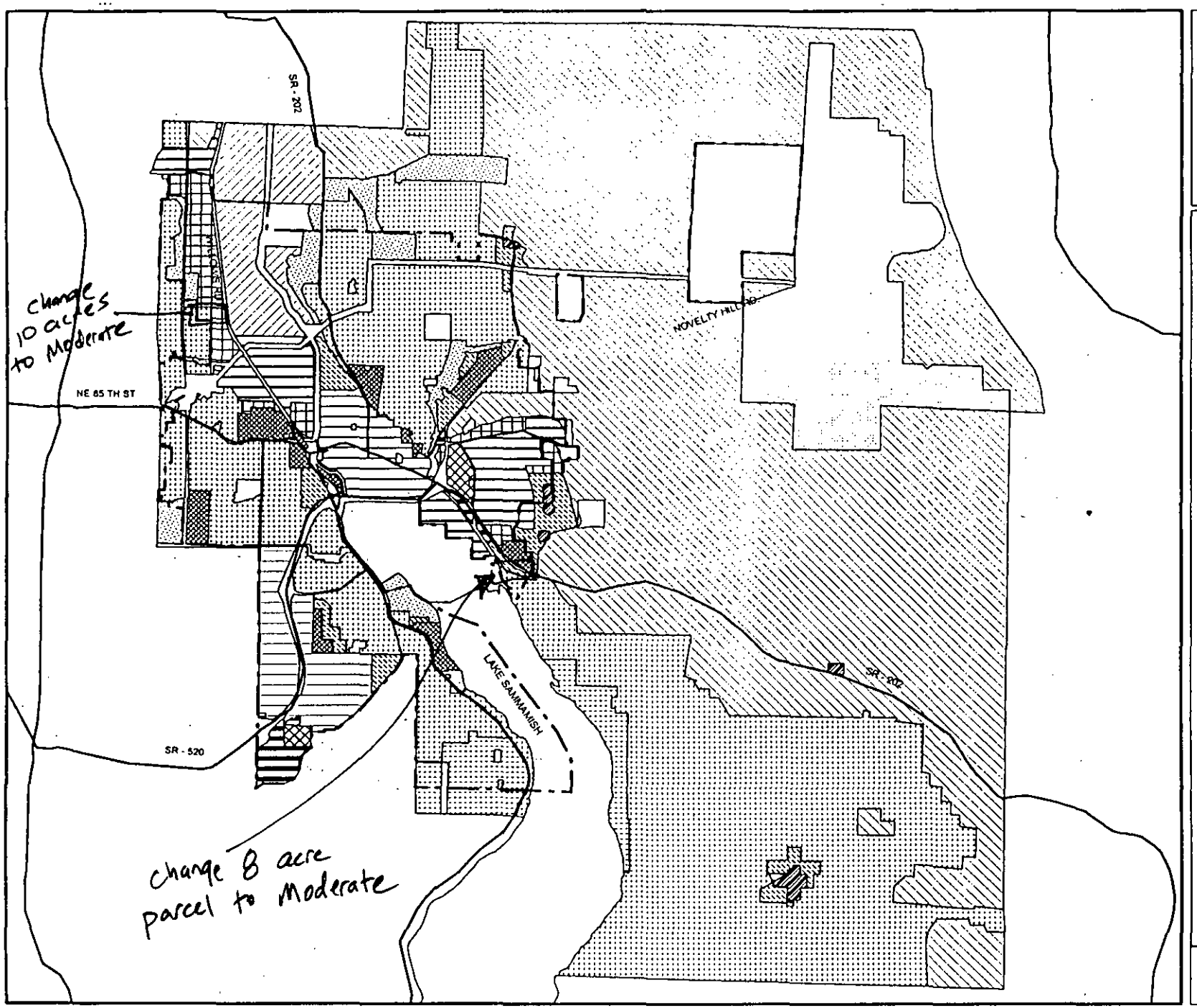

City of Redmond Comprehensive Land Use Plan

Plan Designations

- Agriculture
- Business & Advanced Technology
- Business Park
- City Center
- City Limits
- Commercial
- Design District
- High Density Resid. (20 to 30)
- Large Lot (1 Unit Per Ac)
- Low Density Resid. (3 per Ac)
- Low-Moderate Density Resid.(4 to 6)
- Manufacturing Park
- Moderate Density Resid. (8 to 18)
- Neighborhood Commercial
- Park and Open Space
- Rural/Semi-Rural
- Study Area

Scale: 1" = 4800 Feet

0 4800 9600

July 26, 1995

EXHIBIT A (Part 2)
Minor Staff Amendments to Draft Comprehensive Plan

Staff recommends that the following minor amendments be made to the proposed comprehensive plan. None of these fixes involve policy changes. Staff recommends that these changes be handled like a consent agenda. The City Council could approve them as whole unless any Council member objects to any of the changes.

Entire Plan

1. ***Change all references to "proposed comprehensive plan" or "proposed plan" to comprehensive plan.***

2. ***Fix typographical and grammatical errors which do not substantively affect policy decisions.***

Introduction

3. ***Insert the following bullet and narrative on the City Council's public involvement process.***

■ **City Council Hearings, Neighborhood Meetings, and Ad Hoc Committee Meetings.** The Redmond City Council held two hearings on the proposed comprehensive plan. The first was a joint hearing with the Planning Commission which focused on the Commission's recommendations. The second hearing was at the conclusion of the City Council's review and focused on the changes the City Council had tentatively decided to make to the recommended plan.

In May of 1995, the Mayor and City Council held an open house and two neighborhood meetings on the proposed comprehensive plan. The Mayor and City Council attended all three of these meetings. The open house provided the public with the opportunity to learn about the proposed comprehensive plan and get copies of the proposed comprehensive plan and supporting information. People could comment on the plan by talking to City Council members, writing comments on flip charts, and being video taped.

The two neighborhood meetings focused on public comments. About 180 people attended the two meetings. The neighborhood meetings included small group and large group meetings where people could comment on the proposed plan. Notice of the open house and neighborhood meetings was given by mailing a flyer to all postal customers, both residents and businesses, in Redmond, including it on the Hotline, telling people at meetings, news releases which were printed in newspapers, and other means.

During March through June 1995 the City Council held nine Ad Hoc Committee meetings to review the comprehensive plan. The last ten minutes of these Ad Hoc Committee meetings was reserved for public comment. The City Council also received letters on the topic. Individual council members also met with individuals and groups to discuss the proposed comprehensive plan.

4. Delete the section entitled "Help Shape Redmond's Future."

Land Use Chapter

5. Modify policy LU-118 by deleting "R-9" from the list of consistent zoning districts for the "Moderate Density Residential Designation."

6. Modify policy LU-131, Allowed Uses and Description as follows:

Allowed Uses and Description. The Overlake Business and Advanced Technology designation allows as permitted uses offices, corporate campuses, research and development, public and semi-public uses. Light manufacturing and distribution uses may be conditionally allowed where the manufacturing use or storage area is located entirely within a building and will not generate noise, vibration or other negative impacts on adjacent uses. Retail commercial uses, restaurants and similar uses are conditionally allowed in the ground floor of two- or more-story office buildings, provided the applicable Overlake Neighborhood policies are met. Appropriate supporting uses also should be allowed as part of an office complex after site specific review.

Transportation Chapter

7. Eliminate the parenthetical paragraph following policy TR-5.

8. Modify policy TR-51 as follows:

TR-51 Implement Transportation Demand Management strategies that emphasize incentives rather than disincentives. Avoid imposing disincentives to single-occupant vehicle travel when the City determines there is an ~~in the~~ absence of reasonable transportation alternatives.

9. Modify policy TR-52 as follows:

TR-52 The City shall require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. The City shall evaluate program effectiveness every three to five years and, in conjunction with other Eastside jurisdictions, lower the affected employer size threshold if appropriate to achieve the City's goals for reducing use of single-occupant vehicles.

10. Modify policy TR-53 as follows:

TR-53 Develop and maintain a list of acceptable TDM techniques. Employers and developers should be allowed to propose TDM programs and strategies which best fit their particular situation, with the assistance of the City. Individual employers should not be required to have more than one Transportation Management Program (TMP) ~~TDM program~~.

11. Modify Maps TR-3A and TR-3B, Transportation Facility Plan, as follows:

Add Town Center Parkway from Leary Way to Redmond Way on the Town Center site, add NE 72nd Street bridge over the Sammamish River to West Lake Sammamish Parkway, and add 162nd Avenue NE extension to Leary Way, indicating the facilities as a "roads to be constructed."

12. Modify Tables TR-5, Transportation Facility Plan, as follows:

Add Town Center Parkway from Leary Way to Redmond Way on the Town Center site, add NE 72nd Street bridge over the Sammamish River to West Lake Sammamish Parkway, and add 162nd Avenue NE extension to Leary Way, indicating the facilities as a "roads to be constructed."

13. Modify Tables TR-6, TFP Financial Element, as follows:

Modify project costs and project revenue totals to include construction costs of Town Center Parkway, NE 72nd Street bridge over Sammamish River, and 162nd Avenue NE extension to Leary Way.

14. Modify Table TR-7 as follows:

Show West Lake Sammamish Parkway as a Principal Arterial with two segments of different width:

From Bel-Red road to NE 51st Street	2 lanes built, 3 lanes planned
From NE 51st Street to Redmond Way	2 lanes built, 4 lanes planned

Add Town Center Parkway from Leary Way to Redmond Way as a minor arterial, with 0 lanes built and 4 lanes planned.

Capital Facilities Chapter

15. Modify narrative of Capital Facilities Inventory as follows:

Under Public Educational Facilities, modify the statement to indicate that Lake Washington School District operates junior high schools rather than middle schools, and to indicate that portions of Redmond in the Viewpoint area are served by the Bellevue School District.

16. Modify policy CF-11 as follows:

CF-11 School districts which propose to have the City of Redmond impose impact fees for them shall prepare capital facility plans that include:

A. A long-range plan for capital improvements and construction over a 20-year horizon~~needed to support the City's 20-year growth targets~~;
B. A demonstration of how facility and service needs are determined;
C. At least a six-year finance plan, to be updated on an annual basis, that demonstrates how capital needs are to be funded;
D. Population~~, employment~~ and demographic projections consistent with those used in developing the City of Redmond Comprehensive Plan, and
E. A strategy for achieving consistency between the land use and capital facility plan beyond the six-year capital improvement program, including identified improvements.
F. An assessment and comparison of the condition and functional characteristics of school facilities across the entire District.

17. Modify Table CF-1, Capital Facility Plan, as follows:

Modify Transportation System project costs and revenues to include costs of Town Center Parkway, NE 72nd Street bridge over Sammamish River, and 162nd Avenue NE extension to Leary Way.

Neighborhoods Chapter

18. Add the following existing policies to the Southeast Redmond Neighborhood Policies and renumber the following policies. The inserted policies were accidentally not included.

Gateway Design District Policies

The Gateway Design District represents a unique land resource. Its location at a major entry to the City makes it important that development be designed to provide a high-quality, aesthetically pleasing gateway into the City's corporate limits. Design features should include preservation of significant trees to the maximum extent practical, an aesthetically pleasing transition between trees and open areas, and screening of parking and service areas through use of berms, landscaping and other means. Because of its size, the nature of surrounding development, and proximity to transportation corridors, the Design District provides an appropriate location for a mix of business and commercial uses which may include regional retail/wholesale uses; general, professional and mixed offices; business park uses; hotels/motels; corporate headquarters offices; and support services.

N-SV-22 Provide for the location of high-technology research and development facilities; associated light assembly and warehousing; other manufacturing uses with similar character, intensity and impact; support services; regional retail/wholesale uses; office uses, including corporate headquarters and regional offices; and hotels/motels.

N-SV-23 Encourage development which is sensitive to natural features and which will enhance the entryway to the City.

N-SV-24 Encourage a mix of research and development, office, hotel/motel and regional retail/wholesale uses to diversify and increase the employment and revenue base of the community.

N-SV-25 Provide recreation space within the district for both residents and employees.

N-SV-26 Provide an integrated, well-coordinated circulation system which minimizes adverse traffic impacts and enhances circulation within the district and with surrounding areas.

N-SV-27 Provide a network of accessible and safe paths, sidewalks and other pedestrian routes throughout the district.

N-SE-28 Provide a land resource for the City that can accommodate a mixed-use development with regional retail/wholesale uses which is compatible with the existing mix of uses in the surrounding areas, including the downtown.

N-SE-29 Minimize interference with growth and vitality of the downtown by restricting uses which tend to locate in smaller commercial spaces and do not require large parking areas and large warehouse space. Typical small footprint retail businesses should be encouraged to locate downtown or in other appropriate areas of the City.

N-SE-30 Provide for an aesthetically pleasing entryway into the City's corporate limits.

N-SE-31 Maintain significant trees to the maximum extent practical in order to preserve the character of the existing tree stand, enhance the entryway to the City and control erosion and storm water runoff.

N-SE-32 Development should employ high quality design to integrate development with the natural setting and surrounding development.

N-SE-33 Service areas should be located away from major public viewpoints.

N-SE-34 Building materials should provide a pleasing transition from trees and other natural features through use of color and texture which blend with, or provide appropriate contrast to, the natural features.

N-SE-35 Views of large areas of asphalt should be reduced through use of landscaping, berms, building placement or other effective techniques.

N-SE-36 Site plans should incorporate one or more significant architectural entry features which will serve as landmarks, consistent with the gateway function of the area. This shall include an area(s) for public art and a feature recognizing the Snoqualmie Tribe for their historic use of this property.

N-SE-37 Encourage joint promotional projects between uses in the district and downtown merchants designed to enhance the retail climate in both areas.

N-SE-38 Provide a coordinated system of passive and active recreation opportunities within the district, using the native tree stand area for jogging trails, bicycle trails, natural park and picnic areas.

N-SE-39 Provide access to SR 202, Avondale Road NE, NE Union Hill Road and 178th Place NE/180th Avenue NE at those points which are consistent with traffic safety and other planned improvements such as the 520/202 interchange project, and which minimize disruptions to circulation.

N-SE-40 Provide a street plan that will enhance circulation within the district and with surrounding areas.

N-SE-41 Site design should incorporate facilities for public transit such as bus pull-outs and transit shelters.

N-SE-42 To help reduce traffic impacts, require all district uses to provide transportation management plans (TMP) and have them approved by the City. The City should allow on site child care facilities among other measures as part of the TMP(s).

N-SE-43 Provide pedestrian routes from major parking areas to buildings and other destinations which are clearly delineated.

N-SE-44 Provide pedestrian connections between major areas of development within the district to facilitate internal pedestrian circulation.

N-SE-45 Provide for connections between internal pedestrian circulation routes and major pedestrian facilities outside of the district.

City Center Chapter

19. Incorporate the policy changes the City Council made in approving the Town Center Development Guide Amendment, DGA 94-004, into this chapter.

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EXHIBIT B

Before the **City of Redmond, Washington** **City Council**	Development Guide Amendment (DGA) 92-001 Adoption of the Growth Management Act Comprehensive Plan **Adopted Findings of Fact and Conclusions of Law**

The Redmond City Council hereby makes the following findings of fact and conclusions of law to support adoption of the Growth Management Act Comprehensive Plan:

Findings of Fact

Growth Management Act Requirements

1. The Growth Management Act includes thirteen goals that local governments must consider in preparing and adopting comprehensive plans. The Growth Management Act goals are included as Appendix B-1.

2. The Growth Management Act also includes specific requirements that must be addressed by comprehensive plans. Appendix B-2 includes a table which lists these requirements and how the adopted comprehensive plan meets these requirements. The table in appendix B-2 is hereby adopted as a finding of fact.

3. The Washington State Department of Community, Trade and Economic Development has developed advisory regulations on the process and content of comprehensive plans. These regulations were considered by staff in developing the comprehensive plan. Technical reports prepared as part of the planning process summarize many of these regulations.

4. The cities and King County have prepared and ratified the Phase I and Phase II of the Countywide Planning Policies (CPPs). Copies of both the Phase I and Phase II CPPs were considered by staff when drafting the plan. They were also provided to the Planning Commission and City Council. The Planning Commission and City Council considered the Countywide Planning Policies during their review of the comprehensive plan. Technical reports prepared as part of the planning process also summarize many of the Countywide Planning Policies.

Planning Process

5. The adopted Growth Management Act comprehensive plan was developed using the following process:

a. Staff inventoried Growth Management Act requirements, listed under Growth Management Requirements above (also see Appendix B-2). Many documents in the comprehensive plan record list these requirements and the key requirements are summarized in the adopted comprehensive plan.

b. Staff inventoried community needs, issues, and opportunities based on the public involvement steps listed above and staff knowledge. Many of the technical reports list these issues and opportunities.

c. Staff prepared and evaluated alternatives based on these inventories. These alternatives includes the six population and employment alternatives in the draft and final environmental impact statements and the alternatives that address more specific issues. Many of the technical reports contain these alternatives and their analysis.

e. The draft plan chapters based on this analysis were presented to the City's Technical Committee and Executive Team for review. The Technical Committee is made up of department representatives that review development projects. The Executive Team includes the city department heads and Mayor. Staff revised the drafts based on the comments of these groups.

f. The first draft of many chapters was presented to the Growth Management Citizens Advisory Committee for their review. This review took place in the fall and winter of 1993-1994. The Citizens Advisory Committee commented on the first draft and the many of those comments were incorporated into the second draft.

g. The Planning Commission reviewed and commented on the second draft of the comprehensive plan chapters. Staff incorporated some of the Commission's comments. Copies of the second draft were made available at Planning Commission meetings and were mailed in advance to persons who requested copies. A copy of this mailing list is hereby adopted as a finding of fact. The Planning Commission heard comments from members of the public who wrote letters or attended the meetings devoted to the chapters. A notice describing this process, giving the Planning Commission's review schedule, and telling how to get more information or request copies of the plan chapters was included in the City utility bills for September and October 1993. The Planning Commission review of the second draft took place from October 1993 to the Spring of 1994.

h. In August 1994, the August 1994 draft (third draft) of the comprehensive plan was issued and a copy of the Citizen's Guide to the draft Comprehensive Plan was mailed to all postal customers in the city. The Planning Commission held hearings and public meetings and modified this draft of the plan.

i. A Draft Environmental Impact Statement evaluating the draft plan was also issued August 1994. The Planning Commission held a hearing on the draft EIS. This is one of the six hearings listed in the citizen participation findings.

j. In March 1994, a draft of the Planning Commission recommendation was issued and the Planning Commission conducted a public hearing on this draft. The Planning Commission made its official recommendation to the City Council on March 29, 1995. The recommended population and housing target was modified on April 12, 1995.

k. A Final Environmental Impact Statement evaluating the draft plan was also issued in March 1995.

l. The City Council began its review of the Planning Commission recommended comprehensive plan in March 1995. This review included a joint public hearing with the Planning Commission on Mach 22, 1995, ad hoc committee meetings during which the public could comment, an open house, and two neighborhood meetings. Individual members of the City Council also met with individuals and citizen groups in addition to the other public involvement opportunities.

m. On July 14, 1995 a list of the changes to the Planning Commission draft was made available to the public. On July 18, 1995 the City Council held a hearing on the plan and these

changes. On July 18, 1995, the City Council adopted the Growth Management Act comprehensive plan.

Citizen Participation

6. Staff held two Community Redmond meetings to solicit ideas on the future of Redmond involving 81 people. The results of these meetings were incorporated into the plan. The Community Redmond materials are hereby adopted as findings of fact.

7. The Community Redmond meetings were the basis of the Growth Management Citizens Advisory Committee (CAC). Community Redmond participants were invited to volunteer for the CAC. The CAC met 28 times. The CAC was made up of 19 residents of Redmond and the surrounding area. They produced a report which was considered by staff, the Planning Commission, and the City Council in the development and review of the adopted comprehensive plan. A copy of the CAC report, *Growing Naturally*, is hereby adopted as a finding of fact.

8. Redmond also held six Community Forums involving hundreds of people in each forum. In addition, a forum that included a visual preference survey was held involving 93 people. The results of these forums were considered by staff, the Planning Commission, and the City Council in the development and review of the adopted comprehensive plan. Copies of the forum reports and background documents are adopted as findings of fact.

9. Each of the six City Newsletters, "Focus on Redmond," since Summer 1992 has included an article on the preparation of the proposed comprehensive plan. "Focus on Redmond" is mailed to all homes and businesses in the 98052 zip code.

10. In October 1993, the city established the Comprehensive Plan Update Hotline. The Hotline is a voice mail box that included a recording of upcoming meetings and citizen involvement opportunities related to adoption of the comprehensive plan. These messages were periodically updated. People can call the Hotline 24-hours a day, seven days a week to learn about upcoming meetings. The Hotline telephone number was widely publicized through news releases, mailings, the "Focus on Redmond" newsletter, and the *Citizen's Guide to the Comprehensive Plan*, and in drafts of the comprehensive plan. The Hotline messages are in the City of Redmond Department of Planning and Community Development files and are hereby adopted as findings of fact.

11. A notice describing the Planning Commission's review schedule for the Second Draft of the Comprehensive Plan and telling how to get more information or request copies of plan chapters was included in the City utility bills for August and September 1993. A copy of this notice is hereby adopted as a finding of fact.

12. The Planning Commission held 17 study sessions during which the public could comment on the Second Draft of the Comprehensive Plan.

13. In August 1994, staff mailed a Citizen's Guide to the August 1994 Draft of the Comprehensive Plan to all homes and businesses that have a Redmond address. The Citizen's Guide summarized the plan and gave the date and time of the first four hearings on the comprehensive plan. It also publicized the Hotline. A copy of the Citizen's Guide is hereby adopted as a finding of fact.

14. A notice of the availability of the August 1994 Draft of the Comprehensive Plan and listing the hearing dates and study sessions was mailed to the comprehensive plan mailing list on July

26, 1994. Any person could have requested being on this mailing list. A copy of this notice and mailing list is adopted as a finding of fact.

15. A poster listing the Planning Commission hearings and planned study sessions was distributed to businesses in Redmond. A copy of the poster is adopted as a finding of fact.

16. A copy of the Comprehensive Land Use Plan map was displayed and information about the draft comprehensive plan and how to comment was given during the 1994 and 1995 Derby Days Celebrations.

17. The Planning Commission held 6 hearings (including the joint hearing described in Finding of Fact 19) and 21 study sessions on the August 1994 Draft of the Comprehensive Plan (Third Draft). Over 150 people have spoken at these meetings. The Planning Commission has received 120 letters. The Commission also received other documents from the public. These letters and documents are adopted as findings of fact.

18. Except for Site Specific Request 29 and 30 which entered too late in the process, all persons who made site specific plan designation change requests were sent copies of the staff analysis and notice of a Planning Commission hearing or study session at which they could comment to the Planning Commission. In most cases, they received individualized mailed notice of both a hearing and special Planning Commission study session on the site specific plan designation change requests.

19. The Redmond Planning Commission and City Council held a joint public hearing on the Planning Commission's recommendation on March 22, 1995. Notice of this hearing was given by publishing a legal notice in the City legal newspaper, the Sammamish Valley News; publishing a display ad in the Eastside Edition of the Seattle Times; recorded messages on the Hotline; posting notices in City Hall, the Post Office, and the Library; and sending out public service announcements to local newspapers (several of which were published).

20. As part of the development of the North Redmond neighborhood policies, staff held two public meetings in the area to discuss plan designations, transportation improvements, and policies. Notice of these meetings and a Planning Commission hearing during which the North Redmond neighborhood policies were discussed were mailed to all property owners and persons who requested notice in North Redmond. A letter was also sent to these parties telling them that copies of the Planning Commission approved policies and plan map were available from the city. Staff and the Planning Commission considered comments received at these meetings. Persons living in and owning property in North Redmond also commented extensively to the City Council during its deliberations. The City Council also considered these comments.

21. The City Council held nine ad hoc committee meetings in March through June 1995 during which the public could comment on the proposed comprehensive plan. Display ads listing these meetings were run in the Sammamish Valley News for six weeks starting in May 1995. Many people attended these meetings and commented. The City Council also held eight study sessions from January through June 1995.

22. On Saturday May 20, 1995 the City Council held an open house from 9:30 a.m. to 2:30 p.m. so that people could learn about the comprehensive plan. The Mayor, City Council, and staff attended the open house and answered questions. Copies of the Planning Commission's recommended plan, a summary of the main provisions of the plan, technical reports, Citizen's Guides, a plan map with a summary of the plan designations, and other materials were available at the open

house. People could comment on the plan by talking to City Council members, writing comments on flip charts, and being video taped. Notice of the open house was given by mailing a flyer to all postal customers, both residents and businesses, in Redmond, including it on the Hotline, telling people at meetings, news releases which were printed in the newspaper, and other means.

23. On May 23, 1995 the City Council held a Westside Neighborhood Meeting on the draft comprehensive plan in the Ben Rush Elementary School. This meeting was attended by over forty people. On May 30, 1995 the City Council held an Eastside Neighborhood Meeting on the draft comprehensive plan in the Horace Mann Elementary School. This meeting was attended by about 140 people. The neighborhood meetings included small group and large group discussions where people could comment on the proposed plan. The Mayor and all City Council members attended both meetings. The small group comments were typed up and given to the City Council. Notice of the neighborhood meetings was given by mailing a flyer to all postal customers, both residents and businesses, in Redmond, including it on the Hotline, telling people at meetings, news releases which were printed in the newspaper, and other means. The small group comments are hereby adopted as findings of fact.

24. A notice of the Mayor's and City Council's Open House and Neighborhood Meetings was mailed to all Redmond postal patrons in May 1995.

25. On July 18, 1995 the City Council held a hearing on the plan and the amendments the City Council had tentatively decided to make to the recommended plan. Notice of this hearing was given by publishing a notice in Redmond's official newspaper, sending out news releases (several of which were published), recording a message on the Comprehensive Plan Update Hotline, posting notices in City Hall, the post office, and the Library, including the hearing on City Council long-range agendas, and other means.

26. The City has also provided many public service announcements and newspaper articles on the plan and hearings. The newspaper articles on the comprehensive plan and upcoming meetings are hereby adopted as findings of fact.

27. The City has provided copies of all drafts of comprehensive plan free upon request as long as the printed copies were available. Review copies were also available at all hearings.

Conservation & Natural Environment, Land Use, and Neighborhoods

28. The *Citizen Opinions on Land Use Technical Report* (December 1994) was prepared and distributed to the public, the Planning Commission, and the City Council. This report includes information and analysis on public involvement related to goals and vision, land use, conservation, neighborhoods, and the topics of other chapters. The Planning Commission and the City Council considered this report during their review of the adopted comprehensive plan. The facts and analysis in this report are hereby adopted as findings of fact.

29. The *Land Use Technical Report* (January 1995) was prepared and distributed to the public, the Planning Commission, and the City Council. This report includes information and analysis related to land use, conservation, neighborhoods, and the topics of other chapters. The Planning Commission and the City Council considered this report during their review of the adopted comprehensive plan. The facts, analysis, projections, and estimates in this report which are consistent with the City Council's decision are hereby adopted as findings of fact.

30. Several versions of the report entitled *Site Specific Comprehensive Plan Redesignation Requests* were prepared and distributed to the public, the Planning Commission, and the City Council. The Planning Commission and the City Council considered this report during their review of the adopted comprehensive plan. The facts, analysis, projections, and estimates in the version of this report dated April 21, 1995 and the table and attachments for change number 29 which are consistent with the City Council's decision are hereby adopted as findings of fact.

31. The *Staff Report on Recommended Policies for Overlake* (December 16, 1994) was prepared and distributed to the public, the Planning Commission, and the City Council. The Planning Commission and the City Council considered this report during their review of the adopted comprehensive plan. The facts, and analysis in this report which are consistent with the City Council's decision are hereby adopted as findings of fact.

32. The *North Redmond Land Use Issue Paper* (December 16, 1994) was prepared and distributed to the public, the Planning Commission, and the City Council. The Planning Commission and the City Council considered this report during their review of the adopted comprehensive plan. The facts and analysis in this report which are consistent with the City Council's decision are hereby adopted as findings of fact.

33. A series of data tables analyzing trends affecting the city's neighborhoods were prepared by staff and given to the Planning Commission. Staff summarized an analysis of these tables before the commission. The data in these tables are hereby adopted as findings of fact.

34. Redmond's City Center is designated as an urban center by the Countywide Planning Policies. Overlake is also designated as an urban center by the Countywide Planning Policies.

35. The City of Redmond has several developed residential neighborhoods. These neighborhoods are the residential portions of Overlake, Grass Lawn, and Education Hill. These neighborhoods are primarily built-out and have a small amount of vacant land. The long standing policy of the city has been to protect the residential character of these areas.

36. The City of Redmond sent a copy of the draft comprehensive plan and additional supporting information to the King County Stormwater Management Division of the Department of Public Works. The King County Stormwater Management Division, in a letter dated April 3, 1995, has concluded that the comprehensive plan complies with the *King County Flood Hazard Reduction Plan*. The facts and analysis in this letter are hereby adopted as findings of fact.

37. Because of the high quality of the comprehensive plan's policies protecting wildlife habitat, the Washington State Department of Fish and Wildlife recommended that the Washington State Department of Community, Trade and Economic Development request that the responsible staff write an article for the department's newsletter, *About Growth*. The Washington State Department of Community, Trade and Economic Development made this request. City staff wrote this article and it has been published in *About Growth*.

Housing

38. Four reports were prepared as part of the development of the housing element of the approved comprehensive plan. These reports were considered by city staff in drafting the adopted comprehensive plan. The facts, data, and analysis in these reports are adopted as findings of fact. These reports are:

a. Gambrell Urban Inc., *Redmond Demographics Data* (Cover letter dated July 19, 1993).

b. City of Redmond Housing Element *Preliminary Needs Assessment* (May 11, 1993).

c. City of Redmond Housing Element *Recommended Affordable Housing Program* (June 1993).

d. A Regional Coalition for Housing [ARCH] *Data Analysis/Housing Needs Assessment* (cover letter dated October 12, 1993).

39. The Housing Chapter of the draft and approved comprehensive plan includes an analysis of housing needs and opportunities. The facts, data, analysis, and projections in this chapter are adopted as findings of fact.

40. The City of Redmond is identified in the adopted King County Comprehensive Plan and King County's adopted Bear Creek Community Plan, Northshore Community Plan, and East Sammamish Plateau Community Plan as an employment center serving unincorporated King County.

41. The proposed comprehensive plan will accommodate a population of 51,470 persons by 2012. In 1993, the base year Redmond had 38,987 people. The proposed comprehensive plan will accommodate a total of 26,395 housing units by 2012. This is an increase of 9,878 housing units from the base of 16,517 in 1993. The population projections are based on a projected persons to housing unit ratio of 1.95. These projections include the existing city limits and probable annexations in Southeast Redmond, North Redmond, and west to 132nd Avenue NE. The comprehensive plan is based on these population and employment projections.

42. The Countywide Planning Policies (CPPs) set a housing unit target range of 9,637 to 12,760 net new housing units, referred to in the CPP table as households, for Redmond in 2012.

43. Because of the high quality of the Housing Element, the Washington State Department of Community, Trade and Economic Development requested that the responsible staff write an article for the department's newsletter, *About Growth*. City staff wrote this article and it has been published in *About Growth*.

Transportation

44. The *Redmond Traffic Forecasting Model Technical Report* (February 1995) was prepared and distributed to the public and the City Council. The City Council considered this report during their review of the adopted comprehensive plan. The facts, and analysis in this report are hereby adopted as findings of fact.

45. As documented in the *Redmond Traffic Forecasting Model Technical Report* and the *Draft and Final Environmental Impact Statements*, Redmond staff used the Bellevue-Kirkland-Redmond (BKR) traffic model to model the transportation impacts of the projected development. This model also analyzed the improvements needed to accommodate this growth. This modeling shows the growth accommodated by the adopted comprehensive plan meets the adopted level of service standards.

46. The *Transportation Impact Fee Technical Report* (February 1995) was prepared and distributed to the public and the City Council. The City Council considered this report during their review of the adopted comprehensive plan. The facts, analysis, projections, and estimates in this report which are consistent with the City Council's decision are hereby adopted as findings of fact.

47. The *City of Redmond Transit Planning Study Executive Summary, Final Report, and Technical Appendix* (all August 1994) were prepared and distributed to the public, the Planning Commission, and the City Council. The Planning Commission and the City Council considered these studies during their review of the adopted comprehensive plan. The facts and analysis in these studies are hereby adopted as findings of fact.

48. The Puget Sound Regional Council (PSRC) has reviewed the transportation element, which includes the Transportation Chapter and aspects of other chapters, in the Draft comprehensive plan. The facts and analysis in the PSRC letter recommending certification of the comprehensive plan and commenting on the plan and its enclosures which are consistent with the City Council's decision are hereby adopted as findings of fact.

49. The facts, analysis, and projections in the Transportation Chapter of the adopted comprehensive plan are hereby adopted as findings of fact.

Utilities

50. The *Utilities Technical Report* (August 1994) was prepared and distributed to the public, the Planning Commission, and the City Council. The Planning Commission and the City Council considered this report during their review of the adopted comprehensive plan. The facts, and analysis in this report are hereby adopted as findings of fact.

51. The facts and analysis in the following functional plans are hereby adopted as findings of fact to the extent they are consistent with the City Council's decision on the adopted comprehensive plan: *The Redmond Water System Plan* (May 1992), *The City of Redmond Comprehensive Sanitary Sewer Study* (1987), *Avondale Sewer Study* (April 1990), and *The Comprehensive Drainage and Storm Plan* (1964).

52. The facts, analysis, estimates, and projections in the Utilities Chapter of the adopted comprehensive plan are hereby adopted as findings of fact.

53. City of Redmond Public Works Director Carol Osborne has testified before the City Council that potable water will likely be available to the meet the City of Redmond's through the year 2012 through the existing contract with the City of Seattle and after 2012 based on the interagency water supply efforts in which Redmond is participating.

54. The facts, analysis, estimates, and projections in the King County Draft GMA Electrical Facilities Plan (February 1993) which are consistent with the City Council's decision are adopted as findings of fact.

Capital Facilities

55. The *Capital Facilities Technical Report* (March 1995) was prepared and distributed to the public, the Planning Commission, and the City Council. The Planning Commission and the City Council considered this report during their review of the adopted comprehensive plan. The facts, and analysis in this report are hereby adopted as findings of fact.

56. The facts, analysis, and estimates in the Capital Facilities Chapter of the adopted comprehensive plan are hereby adopted as findings of fact.

Economic Development

57. The *Economic Development Technical Report* (October 1994) and its companion document *Comparison of Economic Development Requirements with the Economic Development Chapter* (October 17 1994) were prepared and distributed to the public and the Planning Commission. They were considered during the planning process. The facts and analysis in this report are hereby adopted as findings of fact.

58. The proposed comprehensive plan will accommodate a total employment base of 68,500 by 2012. This represents an increase of 28,500 from the estimated 1993 employment of 40,000. This projection includes the existing city limits and probable annexations in Southeast Redmond, Willows, and North Redmond.

59. The Countywide Planning Policies (CPPs) set a employment target range of 29,500 to 34,750 net new employees for Redmond in 2012.

Annexation

60. The *Annexation Technical Report* (October 1994) was prepared and distributed to the public and the Planning Commission. This report was considered during the planning process. The facts and analysis in this report which are consistent with the City Council decision on the adopted comprehensive plan are hereby adopted as findings of fact.

Interjurisdictional Coordination

61. In the Fall of 1994, staff sent two copies of the proposed comprehensive plan and a letter pointing out the Planning and Impact Area and Potential Annexation Area to the Cities of Bellevue, Kirkland, Issaquah, and Woodinville and King County. Another letter also including a plan and requesting comments was sent to Bothell. No responses were received.

62. In the Fall of 1994, staff sent copies of the proposed comprehensive plan and the state review form to the Department of Trade, Community and Economic Development and to the other state agencies on the state distribution list. Copies of the draft plan and form were sent more than sixty days before adoption. The City has considered the comments of the state agencies.

63. Redmond sent the draft comprehensive plan and the plan coordination review form to the Puget Sound Regional Council. The City has considered the comments of the Puget Sound Regional Council.

64. As documented in the adopted comprehensive plan and technical reports, Redmond has carefully considered the requirements of the Countywide Planning Policies.

Environmental Impact Statements

65. A Draft Environmental Impact Statement (DEIS) evaluating the draft comprehensive plan was issued August 1994. The facts, analysis, and projections in the DEIS which are consistent with the City Council decision on the adopted comprehensive plan are hereby adopted as findings of fact.

66. A Final Environmental Impact Statement (FEIS) evaluating the draft comprehensive plan was issued March 1995. The facts, analysis, and projections in the FEIS which are consistent with the City Council decision on the adopted comprehensive plan are hereby adopted as findings of fact.

67. On February 28, 1995 the Redmond City Council held a study session on the Draft and Final Environmental Impact Statements on the draft comprehensive plan. This study session included a role-playing simulation and a briefing and discussion on the findings of the DEIS and FEIS.

Other

68. Staff provided the City Council with additional written data, information, and analysis. The City Council considered these materials during their review of the adopted comprehensive plan. The facts, analysis, projections, and estimates in these materials which are consistent with the City Council's decision are hereby adopted as findings of fact.

69. If there are conflicts between facts or findings, the correct fact or finding controls.

70. Any conclusion, or part of a conclusion, which should be a finding of fact is hereby adopted as a finding of fact.

Conclusions of Law

Subject Matter Jurisdiction

1. The Growth Management Act requires the City of Redmond to plan under the Act. RCW § 36.70A.040(1). The Growth Management Act and the Optional Municipal Code require the City of Redmond City Council to decide whether to adopt a new comprehensive plan. RCW §§ 36.70A.290(2) and 35A.63.072. Therefore, the Redmond City Council has subject matter jurisdiction over the proposed comprehensive plan adopted by the attached ordinance.

General Conclusions

2. The analysis and conclusions contained in the reports and documents listed in the findings of fact and for which the findings of fact were adopted and which are consistent with the City Council's decision on the adopted comprehensive plan are adopted as conclusions.

3. Appendix B-2 documents how the adopted Redmond Comprehensive Plan complies with the Growth Management Act requirements. Appendix B-2 is hereby adopted as a conclusion.

4. As is documented in the findings, Redmond has encouraged early and continuous public participation in the development and adoption of this comprehensive plan.

5. The adopted Redmond Comprehensive Plan complies with the Growth Management Act, many of the recommended Growth Management Act regulations, the Countywide Planning Policies, and the Multi-County Planning Policies.

6. Any finding of fact, or part of a finding of fact, which should be a conclusion is hereby adopted as a conclusion.

How the Adopted Comprehensive Plan Meets the Growth Management Act Goals

7. In preparing and adopting comprehensive plans, local governments must consider the Growth Management Act Goals. The Growth Management Act did not give any goal priority. To some extent, the Growth Management Act Goals may conflict. Each local government must resolve these conflicts through its comprehensive plan. Redmond recognized these conflicts and resolved them in a way to meets the community's needs.

8. In reviewing and adopting the comprehensive plan, the Redmond Planning Commission and City Council gave extensive weight to the Growth Management Act goals and resolved the conflicts inherent in these goals. Copies of the Growth Management Act were given to the Planning Commission. Copies of the Growth Management Act goals were provided to the Planning Commission and City Council. These goals are also included in full in Appendix B-1 of these findings and conclusions. The conclusions below also summarize each goal. How the adopted comprehensive plan addresses each goal is summarized in this section of the conclusions.

a. **Urban Growth [RCW 36.70A.020(1)]. Encourage development in urban areas.** The draft comprehensive plan accommodates a significant level of growth, an increase of 9,878 housing units and 28,500 employees, in suitable areas. The Land Use Chapter identifies areas that are suitable for urban uses, taking into account existing and planned public facilities and services. This is documented in the Draft Environmental Impact Statement (DEIS) on the Draft Comprehensive Plan. The densities and intensities proposed in the plan can accommodate Redmond's housing and employment growth target ranges contained in the Countywide Planning Policies. Housing densities are consistent with the existing intensities of existing neighborhoods, protecting existing residential character.

b. **Reduced Sprawl [RCW 36.70A.020(2)]. Reduce conversion of undeveloped land to low density development.** The proposed Urban Center Downtown, the proposed Advanced Technology Center in Overlake, the minimum density requirements, and the overall residential density target policy will reduce sprawl. The densities and intensities proposed in the plan will also help reduce sprawl by accommodating Redmond's housing and employment growth target ranges. The proposed plan does concur with the King County Urban Growth Area and the Urban Growth Area will also help to reduce sprawl by focusing urban development. The land use designations in the Land Use Chapter are consistent with the King County's Urban Growth Area.

c. **Efficient Multi-Modal Transportation [RCW 36.70A.020(3)]. Encourage efficient multimodal transportation systems.** The Transportation Chapter emphasizes multi-modal solutions to transportation problems. While street capacities will be increased, so will transit capacities and bike lanes. The level of service standards are tailored to encourage alternative travel modes in appropriate areas by setting lower standards where the highest level of transit and pedestrian and bicycle facilities are available.

The Transportation Chapter was coordinated with and based on the proposed land uses. The Land Use Chapter provides for mixed uses to encourage walking and biking, an Urban Center Downtown to internalize trips, employment areas to reduce trip lengths by providing employment opportunities for Redmond residents, and residential areas to reduce trip lengths by providing residential opportunities for those who work in Redmond. The character and design policies provide that new development should encourage multi-modal transportation. The Land Use policies also encourage trails and bikeways to encourage the use of other transportation modes. Data on the use of other transportation modes was compiled for Redmond and used in preparing and evaluating the Land Use Chapter. Policies also encourage efficient truck transportation. The designation criteria for the Land Use Designations take into account the availability of existing or planned transit service in designating areas for commercial and employment uses.

d. **Housing Affordable to Community Residents [RCW 36.70A.020(4)]. Encourage housing affordable to all income groups.** The Housing Chapter provides for increases in affordable housing units while protecting the quality of existing neighborhoods. Significant opportunities for multi-family housing are provided for in downtown and in other areas. Accessory dwelling units are allowed in all parts of the city. Mixed use housing is encouraged. Incentives and inclusionary housing requirements will provide for below market housing. The plan supports the affordable housing targets in the Countywide Planning Policies.

The plan encourages the preservation of the existing housing stock by protecting the quality of Redmond's neighborhoods, encouraging housing rehabilitation where appropriate, and protecting residential neighborhoods from incompatible uses. The housing densities will also protect the character of the existing neighborhoods and encourage the preservation of existing housing units.

The various residential plan designations provide for a variety of housing types, large lot single-family, typical single-family, small lot single-family, duplexes, townhouses, multi-family structures, and mixed use housing. They also provide for densities ranging from one unit per five acres to thirty units per acre. Even higher densities are allowed downtown. A policy also provides that there should be no net loss of planned housing capacity.

Redmond will accommodate a significant increase in housing units, 9,878. About half of Redmond's housing stock will be multi-family, a significant illustration of Redmond's continuing commitment to affordable housing.

e. **Economic Development [RCW 36.70A.020(5)]. Encourage appropriate economic development.** The various commercial and manufacturing designations in the Land Use Chapter provide opportunities for businesses and jobs consistent with capability of the land and existing and planned public facilities. The policies in the Land Use Chapter section entitled "Carrying Out The Land Use Plan" will encourage development in locations consistent with the plan by making permitting more effective and efficient. The Overlake Advanced Technology Center policies will continue to help diversify the regional and statewide economies by providing for the future expansion of important elements of the software industry. The downtown Urban Center will provide for an

appropriate mix of employment and housing. Redmond will help meet the Countywide Planning Policies goal of ten percent of the total employment in manufacturing by providing for a twenty percent of the city's jobs as manufacturing employment.

f. **Protecting Property Rights [RCW 36.70A.020(6)]. Private property shall not be taken for public use without just compensation and landowners shall be protected from arbitrary and discriminatory actions.** The Goals and Vision framework policies and Conservation and Natural Environment policies provide that all properties shall be allowed some economic use. The Land Use Chapter carries out these policies by providing all properties with a comprehensive plan designation that allows some economic use.

While the policies provide for the protection of neighboring uses and the environment, they are also careful not to unfairly burden land owners. For example, the Park & Recreation Chapter policies make a clear distinction between public use of public open space and the right to exclude the public from private open space.

The comprehensive plan policies define the duties of land use decision makers and the requirements for development. These written standards protect property owners from arbitrary and discriminatory actions. For example, the policies in the Land Use Chapter section entitled "Carrying Out The Land Use Plan" will protect applicants from arbitrary and discriminatory actions during permit process.

g. **Permitting [RCW 36.70A.020(7)]. Process permits in a timely and fair manner.** As was noted above, the written policies in the comprehensive plan define the duties of land use decision makers and the requirements for development. These written standards facilitate timely permitting because the standards and preferred uses are identified in advance of a development application. The designation criteria for the various land use designations have been more clearly defined to help make decision making more predictable and fairer. Finally, applications for development which are consistent with the adopted comprehensive plan will not have to duplicate the environmental analysis in the Draft and Final Environmental Impact Statements prepared for the comprehensive plan.

h. **Natural Resource Industries [RCW 36.70A.020(8)]. Maintaining and enhancing natural resource based industries.** The Land Use Chapter will protect the Sammamish Valley's agricultural lands and encourage agricultural uses. The Bear Creek Valley will also allow smaller scale agriculture. While Redmond itself does not include commercial forestry land or mineral lands, natural resource processing is allowed in the Manufacturing Park designation. The designation criteria for the Land Use Designations will help protect salmon and steelhead streams. The Conservation and Natural Environment Chapter and the Utilities Chapter include policies to protect salmon and steelhead production, including policies to protect streams.

i. **Open Space and Recreation [RCW 36.70A.020(9)]. Retain open space & develop parks.** The Land Use Chapter will provide for passive open space by protecting semi-rural and rural areas, such as the Bear Creek Valley. The Parks and Recreation designation provides for active recreation. The Parks and Recreation Chapter provides for passive and active open space including trails and open space corridors that tie together important wildlife habitats. The Conservation and Natural Environment Chapter and the Utilities Chapter include policies to protect salmon and steelhead streams, including policies on stream crossings and stormwater water quality and quantity. The Conservation and Natural Environment Chapter also protects priority wildlife species and habitats.

j. **Environment [RCW 36.70A.020(10)]. Protect the environment and enhance the quality of life.** The Land Use Chapter protects the environment in a variety of ways. The designation criteria for the Land Use Designations will help protect the environment by directing development away from undeveloped sensitive areas. Land use policies, such as the impervious surface policy and design policies, address impacts on aquifers and other environmentally sensitive areas. The Conservation and Natural Environment Chapter and the Utilities Chapter include policies to protect salmon and steelhead streams. The Conservation and Natural Environment Chapter also protects other environmental features. All of these policies will help maintain and enhance the quality of life of Redmond and the region. Other Land Use Chapter policies also help to enhance quality of life issues including community design and public safety. Other chapters also protect and enhance the quality of life, for example the Economic Development Chapter encourages high quality schools.

k. **Citizen Participation and Coordination [RCW 36.70A.020(11)]. Encourage citizen participation and ensure coordination between jurisdictions to reconcile conflicts.** As these findings and various technical report extensively document, the comprehensive plan is based, together with other factors, on an extensive citizen participation process. Not everyone got what they wanted, but they had the opportunity to be heard. Policies in the Land Use Chapter provide for appropriate levels of citizen involvement in comprehensive planning and permitting. The adopted comprehensive plan was also extensively coordinated with nearby jurisdictions, including extensive negotiations with Bellevue on Overlake neighborhood issues. Policies in the Goals and Vision Chapter provide for continuing coordination.

l. **Public Facilities and Services [RCW 36.70A.020(12)]. Ensure public facilities and services are available when development is occupied.** The Transportation and Capital Facility Chapters set achievable level of service standards. These chapters and their technical reports document how these standards will be maintained. The Transportation and Capital Facility chapters look out beyond 6 years for nearly 20-years where data could be developed.

The Capital Facilities Chapter, *Capital Facilities Technical Report*, Utilities Chapter, *Utilities Technical Report*, and the Land Capability Analysis summarized in the *Land Use Technical Report* constitute a particularized inventory of the capital facility deficiencies of the Overlake employment area and other areas of the City. The Capital Facilities Chapter and *Capital Facilities Technical Report* describe how to meet these needs and address the deficiencies of these areas.

The Land Use Chapter was coordinated with existing and planned public facilities. The designation criteria for the Land Use Designations take into account the availability of public facilities and services. The Land Use Chapter and other chapters addressing public facilities and services were coordinated.

m. **Historic and Archaeological Preservation [RCW 36.70A.020(13)]. Preserve historic and archaeological resources.** As documented in the Draft and Final Environmental Impact Statements on the Draft Comprehensive Plan, Redmond staff researched historic and archaeological issues. This information was taken into account in designating the Sammamish Valley for agricultural uses and in other decisions. The Land Use Chapter includes policies to protect known and discovered historic and archaeological resources.

Housing Targets

9. Housing was an important and contentious issue in the planning process. Redmond will accommodate a significant increase in housing units, 9,878. While this is less than the last twenty years growth in housing units for city, the housing target in the plan represents a balance between providing for the housing demands created by the employment growth in the community while protecting existing neighborhoods and the environment. The housing target is within the range in the Countywide Planning Policies when the immediate annexation areas are included. The housing target is within the range considered in the draft and final Environmental Impact Statements. The housing target is based on a careful review of each neighborhood conducted by the City Council and will protect the vitality and quality of existing neighborhoods as requirement by the Growth Management Act, see RCW § 36.70A.070(2), and the Countywide Planning Policies. In addition, Redmond has long been planned by King County as an employment center serving large areas of unincorporated King County including the Bear Creek Community Area and the East Sammamish Plateau. The housing target included in the comprehensive plan also reflects that Redmond is approaching residential build-out. Stretching the capacity too far will violate the Growth Management Act requirements to protect the character of existing neighborhoods and the environment.

10. The housing target is also proportionate to the employment target in that the amount of employment accommodated by the comprehensive plan is near the bottom of the range in the Countywide Planning Policies. Reducing employment growth substantially below the range to accommodate the housing target will harm county-wide efforts to provide family-wage jobs and a diversified economy as required by the Growth Management Act and the Countywide Planning Policies.

Urban Center and Advanced Technology Center

11. As was noted under the findings, Redmond's City Center is designated as an Urban Center by the Countywide Planning Policies. The City Council has decided to retain this designation in the comprehensive plan. The densities provided for by the existing comprehensive plan and the existing zoning, which is generally consistent with the comprehensive plan, meet the urban center criteria. See the map showing zoning capacities adopted by reference as a finding of fact. The urban center designation was adopted to meet a variety of Growth Management Act goals and requirements. The urban center will accommodate significant urban growth within an exiting urban area. It will reduce sprawl and protect the environment because of its more compact development pattern. It will encourage a multi-modal transportation system by providing for densities that support transit. The mix of residential uses, retail uses, and employment uses will encourage walking and biking. By accommodating housing downtown, existing neighborhoods and existing housing will be protected.

12. While Overlake is also designated as an urban center by the Countywide Planning Policies, Redmond is withdrawing that nomination and will request that the Phase III amendments to Countywide Planning Policies designate Overlake as an Advanced Technology Manufacturing Center. Representatives of the King County Growth Management Planning Council have stated that local governments can withdraw their urban center nominations at any time. As documented in the *Staff Report on Recommended Policies for Overlake* (December 16, 1994), an advanced technology center better fits the Overlake area and will aid the diversification of the regional economy as called for in the Growth Management Act goals and the Countywide Planning Policies by encouraging the growth of the software industry.

The Sammamish Valley Agricultural Area

13. The *Land Use Technical Report*, the Site Specific Plan Redesignation Requests for the Klugers and the Benaroya Co. and the staff memo entitled "Response to Ms. Elaine L. Spencer on Site 22 (Benaroya Property)" contain extensive findings and conclusions. The documents are adopted as findings of fact and conclusions, except as provided in conclusion 15 below, and will not be repeated here. However, certain key points will be summarized:

- The Final *Sammamish Valley Agricultural and Land Use Study* (September 1989) document that there was demand for agricultural land for agricultural uses in the Sammamish Valley.

- The soils in the Sammamish Valley are of high quality and well suited to agriculture.

- The Sammamish River Valley has been planned and zoned for agriculture. In Redmond's case, the areas designated as Agriculture in the comprehensive plan have been always planned and zoned for agricultural uses.

- The Sammamish Valley is primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, finfish in upland hatcheries, or livestock, and that has long-term commercial significance for agricultural production. RCW § 36.70A.030(2). This is so because it meets the criteria set by the Washington State Department of Community, Trade, and Economic Development, has been historically used planned and zoned for agriculture and the predominate use of the valley is agriculture. Redmond and King County's agricultural areas are a unified whole.

- They valley is not suited to urban uses because of natural hazards.

- Benaroya's argument that because downtown is not zoned for agriculture then their property cannot be ignores historic land use patterns and Redmond's clearly stated vision for the Sammamish Valley.

14. Redmond's commitment to providing some compensation to agricultural land owners is underscored by the fact that it has designated Overlake, downtown, the Business Park designations, and the Manufacturing Park designations as receiving areas for transfers of development rights from the Sammamish Valley agricultural lands. This will ensure a robust market for the development rights of those properties given Redmond's strong demand for commercial, office, and manufacturing space.

15. Staff's recommendation that most recreational uses be excluded from the Sammamish Valley agricultural areas is not justified because of existing uses in the valley and the strong policies that such uses must meet. In Redmond's part of the Sammamish Valley, there is an existing golf course, a King County park on both sides of the Sammamish River, and King County's existing 60 Acre Park. Prohibiting recreational uses in the valley would make these uses non-conforming and prevent appropriate expansions of the existing parks. The recreation uses are strictly limited, see Policy LU-119. Any new or expanded recreational uses will have to comply with the standards in LU-5. This will accommodate the existing uses and character of the valley while protecting the preferred use of the valley which is agriculture. See policy LU-2 which identifies agriculture as the preferred use of the northern Sammamish Valley.

North Redmond

16. Most of North Redmond is within the Urban Growth Area and for many years has been planned by King County and Redmond for urban growth.

17. The land use designations for North Redmond are appropriate because they take into account the natural limitations of the site, the steep slopes and streams, and the public facility limitations, especially the wastewater capacity limitations on the east side of the neighborhood. Most of the area, 369 acres, will be developed at urban densities. The densities are proportionate to the planned improvements, such as the circulation plan, water extensions, and sewer extensions. A series of policies have been developed to provide for a quality neighborhood.

18. The proposed low-moderate urban densities also protect the nearby Sammamish Valley, an important agricultural area, and the rural areas to the north and east. The Countywide Planning Policies provide that urban areas must consider and mitigate their impact on rural areas. Higher densities may increase pressures to convert nearby rural lands.

Site Specific Plan Redesignation Requests

19. The City Council has reviewed the public comments and staff and Planning Commission recommendations on the Site Specific Plan Redesignation Requests. The City Council makes the following conclusions related to each request:

a. For Requests 1 (Barries *et al*) and 1B (Meagher), the City Council adopts the staff recommendation for reasons set out in the Site Specific Issues and Recommendations tables. The City Council also adopts the requirement for a master plan for the reasons recommended by the Planning Commission in the tables.

b. For Request 2 (Therrien) the City Council designated the property Low-Moderate Density Residential but agrees that up to 8 units to the acre may be appropriate for this property for the reasons set out by staff in the Site Specific Issues and Recommendations table. The density bonus policy may allow this to be achieved.

c. For Requests 3 (Bemis) and 4 (McDowell) the City Council agreed with staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations tables.

d. For Request 5 (Cosmos) the City Council agreed that the staff and Planning Commission recommendations for the reasons in the Site Specific Issues and Recommendations table except for the area between 160th Ave. NE, the Redmond-Woodinville Road, and the Puget Power right-of-way. The City Council believed the Neighborhood Commercial designation was inappropriate because of the developed character of the neighborhood and the site limitations. They agreed that the area bounded by 160th Ave. NE, the Redmond-Woodinville Road, and the Puget Power right-of-way should have a higher density because of the high volumes the two roads would carry would make the site unattractive for lower density detached single-family homes. The City Council designated this area Low-Moderate with potential densities of 6 to 8 units per acre. Density bonuses for Senior Housing may also be allowed.

e. For Requests 6 (Shonka), 7 (Tjossem), 8 (Lin), and 9 (Kluger *et al*) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations tables.

f. For Request 10 (McDonald) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table. A letter from King County's Bear Creek Basin Steward supports these recommendations and is adopted as a finding of fact and conclusion.

g. For Request 11 (Klinker) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table. They also discussed that R-5 zoning or some similar provision may be appropriate on this property.

h. For Request 12 (Rekows) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table. They also discussed that R-4 zoning may be appropriate on this property because of the character of the neighborhood.

i. For Request 13 (Nielson) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table.

j. For Request 14 (Albertson's) the City Council agreed with the Planning Commission recommendation for the reasons set out in the Site Specific Issues and Recommendations table.

k. For Requests 15 (Cadman and Lakeside Industries) and 16 (Olympic Precast *et al*) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations tables.

l. Request 17 (Connelly) is moot because it is being used for another use.

m. For Request 18 (Cogan) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table.

n. For Request 19 (Ford and Keller) the City Council generally agreed with most of the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table. However, the City Council concluded that because of the high proportion of the site that includes sensitive areas and the density of nearby properties; the City Council limited the bonus provision to a maximum of six units per acre over a maximum of 35 acres. Because of the existing character of the neighborhood, the City Council also required that all units be single-family dwellings.

o. For Requests 20 and 29 (Beebe) and 21 (Battrum) the City Council agreed with the staff recommendations for the reasons set out in the Site Specific Issues and Recommendations tables.

p. For Request 22 (Benaroya) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table.

q. For Request 23 (Data I-O) the City Council agreed with the Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table.

r. For Requests 24 (Hart) and 25 (Knight) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations tables.

s. For Request 26 (Lowman *et al*) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations tables. The City Council also wanted a policy to encourage density transfers from steep slopes to areas more suited to development to protect steep, unstable, and forested slopes.

t. For Request 27 (Clinton) the City Council agreed with the staff and Planning Commission recommendations for the reasons set out in the Site Specific Issues and Recommendations table. They also discussed that R-4 zoning may be appropriate on this property because of the character of the neighborhood.

w. For Request 28 (Veal) the City Council agreed with the staff recommendation for the reasons set out in the Site Specific Issues and Recommendations table. They also discussed that R-4 zoning may be appropriate on this property because of the natural limitations of the site.

x. For Request 30 (Breeley) the City Council agrees that the property meets the designation criteria for the Low-Moderate Density Residential Designation and that extending this designation to cover the area is a logical extension of the designation and is consistent the Bellevue Comprehensive Plan Designation of the Single-Family High Density. They also discussed that R-5 zoning may be appropriate on this property because of the character of the neighborhood.

Appendix B-1
Growth Management Act Goals

RCW 36.70A.020 Planning goals. The following goals are adopted to guide the development and adoption of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under RCW 36.70A.040. The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations:

(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

(4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(6) Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

(8) Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(9) Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(13) Historic preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance. [1990 1st ex.s. c 17 § 2.]

Appendix B-2

Growth Management Act Required Contents for Comprehensive Plans

(The references in this table are to the May 1995 Draft)

MANDATORY GROWTH MANAGEMENT ACT REQUIREMENTS	HOW THE REDMOND COMPREHENSIVE PLAN MEETS THIS REQUIREMENT
• A map or maps	Maps are included in many chapters to meet this requirement. A number of specific maps are identified in this table.
• Descriptive text covering:	
• objectives	The Goals for Redmond and Vision Statement in the Goals & Vision Chapter and the Framework Policies in the other chapters and associated narrative.
• principles	The Framework Policies in the Vision Chapter.
• standards	Many policies include standards. See for example Conservation & Natural Environment Chapter NE-14-NE-15, Land Use Chapter LU-27, Transportation Chapter TR-15, Utilities Chapter UT-5, and Capital Facilities Chapter CF-6.
• A future land use map	City of Redmond Comprehensive Land Use Plan map.
• Public participation in the adoption process	Introduction (Citizen Involvement in Preparation of the Comprehensive Plan) and the findings of fact and conclusions attached to the adopting ordinance.
• Mandatory elements:	
(1) land use element - containing:	
• proposed general distribution and general location and extent of the uses of land;	Comprehensive Land Use Plan map and Land Use Chapter policies LU-119-LU-132.
• population densities;	Comprehensive Land Use Plan map and Land Use Chapter policies LU-119-LU-132.
• building densities;	Comprehensive Land Use Plan maps and Land Use Chapter policies LU-119-LU-132 and LU-78.
• estimates of future population growth;	Narrative preceding Goals & Vision Chapter framework policy FV-2, Goals and Vision Chapter FV-2, and Transportation Chapter Table TR-1.
• protection of ground water quality and quantity used for public water supplies;	Conservation & Natural Environment Chapter NE-43-NE-48 (including narrative), Land Use Chapter LU-72, LU-73-LU-77, LU-119-LU-113, and Utilities Chapter UT-22-UT-23.
• review of drainage, flooding and stormwater run-off in the area and nearby jurisdictions;	Conservation & Natural Environment Chapter NE-23-NE-37 (including narrative). See also Draft EIS, *Land Use Technical Report*, and King County Surface Water Management Division approval letter (April 3, 1995).
• guidance for corrective actions to mitigate or cleanse discharges that pollute waters of the state;	Conservation & Natural Environment Chapter NE-35, NE-36, NE-47, NE-50-NE-54, NE-62, (including narrative) and Utilities Chapter UT-60-UT-69 (including narrative).
• process for identifying and siting essential public facilities;	Land Use Chapter LU-107-LU-111 and associated narrative. See also *Land Use Technical Report*.

Appendix B-2
(Continued)

MANDATORY GROWTH MANAGEMENT ACT REQUIREMENTS	HOW THE REDMOND COMPREHENSIVE PLAN MEETS THIS REQUIREMENT
• identification of lands useful for public purposes included needs shared by other jurisdictions;	Capital Facilities Chapter CF-21, CF-22, and associated narrative. See also *Land Use Technical Report.*
• identification of open space corridors;	Parks & Recreation Chapter PR-51-PR-53, Map P-1, and associated narrative. See *Land Use Technical Report.*
• designating natural resource lands and critical areas;	Land Use Chapter LU-4, LU-119, Comprehensive Land Use Plan Map; Conservation & Natural Environment NE-8-NE-48, NE-63-NE-67, and associated narrative. See also *Land Use Technical Report* and Draft EIS.
(2) housing element - containing recognition of vitality and character of established residential neighborhoods and:	
(a) inventory and analysis of existing and projected housing needs;	Housing Chapter narrative pp. 91-99. See also City of Redmond Housing Element *Preliminary Needs Assessment* (May 11, 1993); City of Redmond Housing Element *Recommended Affordable Housing Program* (June 1993); and A Regional Coalition for Housing [ARCH] *Data Analysis/Housing Needs Assessment* (Cover memo dated October 12, 1993).
(b) statement of goals, policies and objectives for preservation, improvement and development of housing;	Goals & Vision Chapter fourth and fifth goals and FV-3; and Housing Chapter FH-1-FH-11 and HO-1-HO-50.
(c) identification of sufficient land for housing;	Goals & Vision Chapter FV-2-FV-3; Housing Chapter narrative pp. 95-96 and HO-5; Land Use Chapter Land Use Plan map and LU-120-132; *Land Use Technical Report*, and the adopted findings of fact and conclusions.
(d) adequate provisions for existing and projected needs of all economic segments of the community.	Goals & Vision Chapter FV-2-FV-3; Housing Chapter narrative pp. 92-97, FH-3-FH-6, HO-5-34, and HO-39-50.
(3) capital facilities plan element -- containing:	
(a) inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities.	Transportation Chapter Maps TR-6 and TR-7, Tables TR-4 and TR-7 and narrative; Utilities Chapter Maps UT-1-UT-4 and narrative in sections B through F; Capital Facilities Chapter Maps CF-1-CF-3 and narrative; and Parks & Recreation Tables P-6-P-9, Maps P-2-P-3, and the narrative associated with these tables and maps and City Center Maps C-1-C-2 and Table C-1. See also *Capital Facilities Technical Report*, *Utilities Technical Report*, and the Land Capability Analysis in the *Land Use Technical Report.*

Appendix B-2
(Continued)

MANDATORY GROWTH MANAGEMENT ACT REQUIREMENTS	HOW THE REDMOND COMPREHENSIVE PLAN MEETS THIS REQUIREMENT
(b) forecast of future needs for such capital facilities;	Transportation Chapter Tables TR-2 and TR-5, Maps TR-1, TR-3A, TR-3B, TR-4A-TR-6, policies TR-20-TR-22 and TR-35-TR-49, and associated narrative; Utilities Chapter Maps UT-1-UT-4 and narrative in sections B through F; Capital Facilities Chapter Maps CF-1-CF-3, table CF-1, policies FC-1-FC-3 and CF-1-CF-22 and narrative; and Parks & Recreation Tables P-6-P-9, Maps P-2-P-3, and the narrative associated with these tables and maps and City Center Maps C-1-C-2 and Table C-1. See also *Capital Facilities Technical Report*, the transportation technical reports, *Utilities Technical Report*, and the Land Capability Analysis, *Land Use Technical Report*.
(c) proposed locations and capacities of expanded or new capital facilities;	See (b) above.
(d) six-year plan, at a minimum, for financing such capital facilities within projected funding capacities, that includes sources of public money;	Transportation Chapter Tables TR-5-TR-5, Maps TR-3A-TR-3B, policies TR-29-TR-31, and associated narrative and Capital Facilities Chapter Maps CF-1-CF-3, table CF-1, policies FC-1-FC-3 and CF-1-CF-22 and narrative. See also *Capital Facilities Technical Report*.
(e) reassessment of land use element if probable funding falls short of meeting existing needs.	Transportation Chapter TR-31 and associated narrative and Capital Facilities Chapter CF-19 and associated narrative.
(4) utilities element -- containing:	
• general location, proposed location and capacity of all existing and proposed utilities.	Utilities Chapter Maps UT-1-UT-8, policies UT-1-UT-95 and narrative and Capital Facilities Chapter pp. 179-181, policies, CF-16-CF-22, and Table CF-1 and associated narrative. See also *Capital Facilities Technical Report*, *Utilities Technical Report*, and the Land Capability Analysis in the *Land Use Technical Report*.
(5) rural element (for counties only)	Redmond is a Optional Municipal Code City. This element does not apply.
(6) transportation element -- containing:	
(a) land use assumptions used in estimating travel;	Transportation Chapter Table TR-1 and associated narrative.
(b) facilities and services needs:	
(i) inventory of air, water and land transportation facilities and services;	Transportation Chapter Maps TR-6 and TR-7, Tables TR-4 and TR-7 and associated narrative.
(ii) level of service standards for all arterial and transit routes;	Transportation Chapter TR-15, Table TR-4, and associated narrative.

Appendix B-2
(Continued)

MANDATORY GROWTH MANAGEMENT ACT REQUIREMENTS	HOW THE REDMOND COMPREHENSIVE PLAN MEETS THIS REQUIREMENT
(iii) actions and requirements to bring facilities and services into compliance that fall below established level of service standards;	Transportation Chapter TR-20-TR-28, Table TR-5, Maps TR-3A, TR-3B, and TR-4A-TR-6, and associated narrative.
(iv) traffic forecasts for at least 10 years;	Transportation Chapter Table TR-2, Map TR-1, associated narrative, and the *Traffic Modeling Technical Report.*
(v) identification of system expansion needs and transportation system management needs;	Transportation Chapter TR-13-TR-28 and TR-32-TR-88, Table TR-5, Maps TR-3A, TR-3B, and TR-4A-TR-6, and associated narrative.
(c) financing:	
(i) analysis of funding capabilities;	Transportation Chapter Narrative associated with Part G. See also *Capital Facilities Technical Report.*
(ii) multi-year financing plan;	Transportation Chapter TR-29-TR-31, Table TR-6, and associated narrative. See also *Capital Facilities Technical Report.*
(iii) discussion of how to obtain additional funding, if probable funding falls short, or how land use assumptions will be reassessed to ensure that level of service standards are met;	Transportation Chapter TR-31 and Capital Facilities Chapter CF-19. See also *Capital Facilities Technical Report.*
(d) intergovernmental coordination efforts;	Transportation Chapter TR-84-TR-88 and associated narrative. The adopted Transportation Element was coordinated with other jurisdictions in the following manner: Bellevue, Kirkland, and Redmond staff have met frequently on transportation issues during the development of the element. Bellevue, Kirkland, and Redmond developed a joint traffic model on which the element is based. Bellevue and Redmond have drafted a joint transportation level of service and impact fee program for parts of the cities. Bellevue, Kirkland, Issaquah, Woodinville, and King County were invited to review the Draft Comprehensive Plan and draft Environmental Impact Statement for the draft plan. Bothell was invited to review the Draft Comprehensive Plan.

Appendix B-2
(Continued)

MANDATORY GROWTH MANAGEMENT ACT REQUIREMENTS	HOW THE REDMOND COMPREHENSIVE PLAN MEETS THIS REQUIREMENT
(d) intergovernmental coordination efforts (continued);	Redmond also sent the draft element to the Puget Sound Regional Council (PSRC) with a review checklist. The PSRC staff is recommending that the element be certified as consistent with Vision 2020. The draft Transportation element was also provided to state agencies with a checklist requesting comments. Those comments have been reviewed and considered as part of the planning process.
(e) demand-management strategies;	Transportation Chapter TR-50-TR-65 and associated narrative.
(f) policy guidance for adoption and enforcement of ordinances that prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element.	Transportation Chapter TR-13-TR-19 and associated narrative.

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amended per 7/18/95 City Council meeting

City of Redmond
Impact Fee Calculation Form 2012

- Fire
- Parks
- Transportation
- Schools

Development/Project Name: BJ's Restaurant

Address of Development/Project: 7211 166th Avenue NE

Owner: MACERICH

Building Permit Number: B120301

King County Tax Lot Number: 720241-0050

Legal Description: BJ'S RESTAURANT
(may be attached)

Please check one: _____ Prepared for the applicant's information (fees may change).
X Based on a building permit application; payment due at permit issuance.

Fire Impact Fee Calculation (Ord 2641)

Land Use	Unit	Fee per Unit	List the number of units for each use in the development (in housing units or square feet)	Impact Fee (multiply the number of units by the impact fee)
Single-family residence*	housing unit	$ 105.59		$0.00
Multi-family residence	housing unit	$ 178.43		$0.00
Office	square foot	$ 0.148		$0.000
Retail	square foot	$ 0.170	1764	$300.268
Manufacturing	square foot	$ 0.017		$0.000
			Total Fire Impact Fee:	$300.27
			Less any credits:	
			Fire Impact Fee Due:	$300.27

*Includes mobile homes, manufactured homes, and other single-family detached residences.

Park Impact Fee Calculation (Ord. 2641)

Land Use	Unit	Fee per Unit	List the number of units for each use in the development (in housing units or square feet)	Impact Fee (multiply the number of units by the impact fee)
Single-family residence*	housing unit	########		$0.00
Multi-family residence	housing unit	########		$0.00
Office	square foot	$ 1.055		$0.000
Retail	square foot	$ 0.463	1764	$815.850
Manufacturing	square foot	$ 0.468		$0.000
			Total Park Impact Fee:	$815.85
			Less any credits:	
			Park Impact Fee Due:	$815.85

*Includes mobile homes, manufactured homes, and other single-family detached residences.

School Impact Fee Calculation (Ord 2616)

Is there an approved agreement to pay School Mitigation Fees through SEPA?__Y __N
If Y, have SEPA fees been paid to the School District?__Y__N
If SEPA fees have been paid to the School Disrict, place proof of payment in file.
If N, Fill out School Impact Fees Below:

Land Use	Unit	Fee per Unit	List the number of units for each use in the development (in housing units or square feet)	Impact Fee (multiply the number of units by the impact fee)
Single-family residence*	housing unit	########		$0.00
Multi-family residence	housing unit	$ 346.00		$0.00
			Total School Impact Fee:	$0.00
			Less any credits:	$0.00
			School Impact Fee Due:	$0.00
			School Admin. Fee:	

*Includes mobile homes, and detached single family munufactured homes

Transp. Impact Fee Calculation (Ord 2641) (Transp Calcs Tab 2)

Land Use	Unit	Fee per Unit	List the number of units for each use in the development (in housing units or square feet)	Impact Fee (multiply the number of units by the impact fee)
Single Family Residence	dwelling	$6,916.19		$0.000
Multi Family Residence	dwelling	$4,245.58	0	$0.000
Shopping Center	sq. ft./GFA	$12.11	1764	$21,362.040
				$0.000
				$0.000
			Subtotal:	$21,362.04
			Total Transportation Impact Fees:	$21,362.04
			Less any credits:	$0.00
			Transportation Impact Fees Due:	$21,362.04

Total Impact Fees

Fire:	$300.27
Park:	$815.85
School:	$0.00
School Admin Fee:	$0.00
Transportation:	$21,362.04
TOTAL:	$22,478.16

Receipt Number: R12005781 / JM

Date:_____10/16/2012_____

son preparing this form:___S Fischer_____

Protos/2012 Impact Fees Update Rev 12/31/2011

Proposed Restaurant	7,453 sq ft
Proposed covered patio	1,143 sq ft
TOTAL	8,596
Existing restaurant & patio	6,832 sq ft
Difference:	1,764 sq ft

Impact Fees - Maintenance

Save Delete PrintScreen PrintMaster/Detail Cancel

2781 Development BJ's Restaurant

Address 7211 166th Avenue NE

Tax Id 720241-0050

Permit # B120301

Size Commercial

TMD Zone

King County | Lake Wash Sch District | Fire | Parks | Transportation

General | Distribution

Discontinue

Start 11/30/2012

Expire 11/30/2022

Amt Pd 21362.04

Proc Date	Amount	Interest	Avg Mo Bal	Int Added	Cum-to-Date w/Int
2014/11/30	$21,628.90	False	$21,628.90	$12.42	$21,641.32
2014/10/31	$21,617.12	False	$21,617.12	$11.78	$21,628.90
2014/09/30	$21,605.35	False	$21,605.35	$11.77	$21,617.12
2014/08/31	$21,593.87	False	$21,593.87	$11.48	$21,605.35
2014/07/31	$21,581.96	False	$21,581.96	$11.91	$21,593.87
2014/06/30	$21,569.45	False	$21,569.45	$12.51	$21,581.96
2014/05/31	$21,556.98	False	$21,556.98	$12.47	$21,569.45
2014/04/30	$21,544.70	False	$21,544.70	$12.28	$21,556.98
2014/03/31	$21,532.43	False	$21,532.43	$12.27	$21,544.70
2014/02/28	$21,520.02	False	$21,520.02	$12.41	$21,532.43
2014/01/31	$21,507.67	False	$21,507.67	$12.35	$21,520.02
2013/12/31	$21,495.29	False	$21,495.29	$12.38	$21,507.67
2013/11/30	$21,483.85	False	$21,483.85	$11.44	$21,495.29
2013/10/31	$21,472.17	False	$21,472.17	$11.68	$21,483.85
2013/09/30	$21,460.55	False	$21,460.55	$11.62	$21,472.17
2013/08/31	$21,449.40	False	$21,449.40	$11.15	$21,460.55
2013/07/31	$21,438.68	False	$21,438.68	$10.72	$21,449.40
2013/06/30	$21,428.32	False	$21,428.32	$10.36	$21,438.68
2013/05/31	$21,418.50	False	$21,418.50	$9.82	$21,428.32
2013/04/30	$21,408.87	False	$21,408.87	$9.63	$21,418.50
2013/03/31	$21,398.96	False	$21,398.96	$9.91	$21,408.87

Impact Fees - Maintenance

Save Delete PrintScreen PrintMaster/Detail Cancel

2781 Development BJ's Restaurant

Address 7211 166th Avenue NE

Tax Id 720241-0050

Permit # B120301

Size Commercial

TMD Zone

King County | Lake Wash Sch District | Fire | Parks | Transportation

General | Distribution

Discontinue

Start 11/30/2012

Expire 11/30/2022

Amt Pd 815.85

Proc Date	Amount	Interest	Avg Mo Bal	Int Added	Cum-to-Date w/Int
2015/11/30	$831.95	False	$831.95	$0.57	$832.52
2015/10/31	$831.44	False	$831.44	$0.51	$831.95
2015/09/30	$830.93	False	$830.93	$0.51	$831.44
2015/08/31	$830.41	False	$830.41	$0.52	$830.93
2015/07/31	$829.90	False	$829.90	$0.51	$830.41
2015/06/30	$829.40	False	$829.40	$0.50	$829.90
2015/05/31	$828.93	False	$828.93	$0.47	$829.40
2015/04/30	$828.46	False	$828.46	$0.47	$828.93
2015/03/31	$827.98	False	$827.98	$0.48	$828.46
2015/02/28	$827.50	False	$827.50	$0.48	$827.98
2015/01/31	$827.01	False	$827.01	$0.49	$827.50
2014/12/31	$826.49	False	$826.49	$0.52	$827.01
2014/11/30	$826.02	False	$826.02	$0.47	$826.49
2014/10/31	$825.57	False	$825.57	$0.45	$826.02
2014/09/30	$825.12	False	$825.12	$0.45	$825.57
2014/08/31	$824.68	False	$824.68	$0.44	$825.12
2014/07/31	$824.23	False	$824.23	$0.45	$824.68
2014/06/30	$823.75	False	$823.75	$0.48	$824.23
2014/05/31	$823.27	False	$823.27	$0.48	$823.75
2014/04/30	$822.80	False	$822.80	$0.47	$823.27
2014/03/31	$822.33	False	$822.33	$0.47	$822.80

ORDINANCE NO. 2114

AN ORDINANCE OF THE CITY OF REDMOND WASHINGTON, APPROVING DGA-01-007 TO AMEND THE MUNICIPAL CODE AND COMPREHENSIVE PLAN AS PART OF THE 2001 ANNUAL COMPREHENSIVE PLAN UPDATE, AMENDING COMPREHENSIVE PLAN POLICIES CC-60 AND CC-62, AND SECTION 20C.40.40-045 CITY CENTER SITE REQUIREMENTS CHART OF THE REDMOND COMMUNTIY DEVELOPMENT GUIDE IN ORDER TO AUTHORIZE AN INCREASE IN GROSS LEASABLE COMMERCIAL FLOOR AREA FOR REDMOND TOWN CENTER WHICH IS LOCATED IN THE MIXED-USE CENTER SUB-DISTRICT OF CITY CENTER UNDER CERTAIN CONDITIONS WITH THE USE OF TRANSFER DEVELOPMENT RIGHTS, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Ordinance No. 1847 of the City of Redmond, passed by the City Council on July 18, 1995, adopted a Comprehensive Plan to comply with the mandates of the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, Ordinance No. 1901 of the City of Redmond, passed by the City Council on July 29, 1996, adopted the City Center development regulations under the mandates of the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, Ordinance No. 2113 of the City of Redmond, passed by the City Council on October 16, 2001, administratively established the scope of amendments to be included in the 2001 Annual Update to the Comprehensive Plan and provided a mechanism for the City Council to consider each proposed amendment in conjunction with the other proposed amendments and to consider their relationships to the Comprehensive Plan and the Community Development Guide; and,

WHEREAS, the proposed amendment DGA-01-007 was one of the amendments included in the adoption of Ordinance No. 2113; and,

WHEREAS, Redmond Comprehensive Plan Policy FCC-1 promotes the development of Downtown Redmond as the primary commercial activity center and destination location for the City and greater Redmond area, and;

WHEREAS, Redmond Comprehensive Plan Policy FCC-2 encourages 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; and,

WHEREAS, Redmond Comprehensive Plan Policy FCC-3 states the City should provide incentives to encourage private investment and business vitality in downtown Redmond; and,

WHEREAS, Redmond Comprehensive Plan Policy CC-3 encourages the development of a major comparison center area of downtown Redmond which would expand business opportunities, provide additional revenue and be a positive influence in the development of the City; and,

WHEREAS, Redmond Comprehensive Plan Policy CC-10 states the City Center Neighborhood is designated an Urban Center under the Countywide Planning Policies and Vision 2020, the downtown shall be a priority area for the concentration of employment and commercial growth and the allocation of transportation funding; and,

WHEREAS, Redmond Comprehensive Plan Policy CC-14 calls for the application of flexible regulations that encourage creative proposals consistent with the City Center design goals; and,

WHEREAS, Redmond Comprehensive Plan Policy CC-15 encourages the favorable consideration land use changes or plan amendments which allow projects consistent the vision for City Center.

WHEREAS, after providing mailed and published notices, the City of Redmond Planning Commission held a public hearing on the proposed amendment and development regulations on September 12, 2001 ; and

WHEREAS, the Planning Commission considered public testimony and comments received by it, and other data and analysis contained in the Technical Committee and Planning Commission reports and forwarded the recommended amendment package to the City Council with a recommendation that amendments in the Planning Commission report be approved; and

WHEREAS, the City Council has considered the Planning Commission's recommendations and all of the information and evidence presented to the Planning Commission during the planning and public involvement processes; and

WHEREAS, the City Council has determined the Comprehensive Plan and Amendment DGA-01-007 and related regulatory changes relating to the Redmond Town Center and the Mixed-Use design district as described in this ordinance should be adopted and that it is consistent with the Growth Management Act, the County-wide Planning Policies for King County, and the City's criteria for amending the Comprehensive Plan, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON DOES ORDAIN AS FOLLOWS:

Section 1. Facts, Conclusions, and Analysis. In support of the amendments to the Comprehensive Plan, Community Development Guide, and Redmond Municipal Code

adopted by this ordinance, the City Council hereby adopts the Facts, Conclusions, and Analysis for DGA-01-007 contained in the Technical Committee Report to the Planning Commission dated September 12, 2001.

Section 2. Comprehensive Plan Amendment. Comprehensive Plan Policy CC-60 and CC-62 of the City of Redmond Comprehensive Plan and Redmond Municipal Code are hereby amended as follows:

> CC- 60 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 mixture of retail and office uses. This design area is shown on Map CC-1. The GLA may be increased by up to 115,000 square feet to a maximum of 1,490,000 square feet, without TDRs, upon fulfillment of the following conditions:
>
> 1. The property owner shall provide and diligently pursue granting a Perpetual Conservation Easement (P.C.E.) to the City for additional buffer areas on the property owner's Leary Way site (RTC West) as follows:
>
> a. Include the existing 100-foot Leary Way setback in the P.C.E.
>
> b. Provide a 30-foot buffer on the westerly property line including existing required setbacks.
>
> c. Provide a 17-foot buffer on the north side of the existing 100 foot Leary Way buffer (total Leary Way buffer of 117 feet).
>
> d. Provide a 17-foot buffer, allowing for access drives and trails, along the westerly side of the 162nd Right-of-Way (R.O.W.) dedication.
>
> e. Provide a triangle in the northeasterly corner of the property created by the 162nd R.O.W. of approximately 5,000 square feet.
>
> f. Provide a triangle in the southwesterly corner of the property of approximately 2,700 square feet.
>
> g. Provide a triangle in the northwesterly corner of the property of approximately 17,300 square feet.
>
> The approximate location and configuration of the P.C.E is shown on Figure CC-5a, which was approved by the ordinance codified in this section. The P.C.E. shall be granted prior to the issuance of a certificate of occupancy for any building utilizing any portion of

the additional 115,000 square feet of GLA authorized by this section.

2. The property owner shall dedicate the required R.O.W. for the 162nd alignment as part of future development of the Leary Way site (RTC West), allowing driveway access to Leary Way in this R.O.W. if construction of 162nd is delayed beyond development of the site or is not constructed. In the event that 162nd is not constructed, the balance of the 162nd R.O.W. not used for site access will be added to the P.C.E.

3. The maximum commercial floor area of 1,490,000 square feet, without TDRs, may be increased to a limit of 1,800,000 square feet, through the acquisition and use of TDRs, for a full-service hotel/conference center with banquet and meeting facilities to accommodate groups of at least 300 people. Beyond the addition of such hotel use, the additional square footage allowed may be used for infill retail and general service uses that are part of mixed use residential developments or infill developments. Such additional uses shall not include general/corporate office, but may include professional/services uses.

CC-62 Repealed

Section 3. Use of TDRs in the Mixed-Use Sub-district**.** Subsection 20C.40.40-045, City Center Site Requirements Chart is hereby amended by adding a new footnote 15 as follows:

15. The maximum gross leasable area of allowed commercial space without TDRs is 1.49 million square feet. The 1.49 million square feet limit may be increased to a maximum of 1.80 million square feet through the acquisition and use of TDRs; provided that TDRs may not be used to increase the height of the full service hotel/conference center above 8 stories/100 feet, and that a minimum of 140,000 square feet be reserved for a full service hotel/conference center with banquet and meeting facilities to accommodate groups of at least 300 people. The additional square footage allowed may be used for infill retail and general service uses that are part of mixed use residential developments or infill developments. Floor area for residential uses is exempt from TDR requirements and maximum commercial floor area limitations.

Section 4. Severability. If any section, sentence, clause, or phrase of this ordinance or any tax or law adopted or amended hereby should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance or any tax or law amended hereby.

Section 5. Effective Date. This ordinance, being an exercise of a power specifically delegated to the city legislative body, is not subject to referendum, and shall take effect on November 9, 2001, which is at least sixty days from notification of the proposed amendment to the Office of Community Development and more than five days after passage and publication of an approved summary thereof consisting of the title.

CITY OF REDMOND

_____
MAYOR ROSEMARIE IVES

ATTEST/AUTHENTICATED:

_____
CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:_____

FILED WITH THE CITY CLERK:	October 11, 2001
PASSED BY THE CITY COUNCIL:	October 16, 2001
SIGNED BY THE MAYOR:	October 16, 2001
PUBLISHED:	October 20, 2001
EFFECTIVE DATE:	November 9, 2001
ORDINANCE NO. 2114	

EnerGov NewPROD v2017.3.1.52

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Permit Search | BLDG-2016-09558 | File Upload | BLDG-2014-05448 | Permit Search | PR-2015-01549 | Permit Search | PR-2015-01087 | Permit Search | BLDG-2016-05448

Manage Permit BLDG-2016-05448 — Address 7200 164TH AVE NE

Menu

- Permit Details
- Additional Info
- Linked Records
- Workflow Details
- eReviews Project Details
- Documents
- Attached Tasks
- Conditions
- Bonds
- GIS Information
- History

Permit Details

Refresh | Search | Action | New | Save | Cancel | Geo Rules 0

Permit Type	Commercial	Project	Archer Hotel (Hotel Redmond Town Center)	Application Date	6/27/2016
Work Class	New	District	Downtown	Issue Date	3/29/2017
Permit Status	Issued	Assigned To		Expiration Date	7/21/2018
Description	CNEW - Archer Hotel - Construction of new 7-story hotel str	Square Feet	198,340	Last Inspection Date	1/22/2018
IVR Number	139537	Valuation	$28,708,750.07	Finaled Date	Enter date

Parcels (1) | Addresses (1) | Zones | Contacts (10) | Notes | Activities (9) | Fees (10) | Holds (1) | Review Team | Inspection Cases | Impact Units

Fees | Deleted Fees | Voided Fees

Total: $765,587.47 $0.00

Add

Fee Name	Input Value	Computed Amount	Status	Manually Added	Fee Order	Invoice	Notes
Building Permit - Commercial A	28,708,750.07	$128,673.99	Paid In Full		10	00037831	
Building Plan Check - Commercial	128,827.99	$83,738.19	Paid In Full		20	00030673	
Fire Table A-2 Commercial	28,743,135.67	$3,682.34	Paid In Full		40	00030673	
PL Commercial New - on Bldg	0.00	$358.89	Paid In Full		100	00030673	
PW Engineering Commercial New	0.00	$187.08	Paid In Full		170	00030673	
3% Technology Surcharge General Fund	216,794.49	$6,503.83	Paid In Full		260	00030673	
WA State Building Code Surcharge - flat fee	0.00	$4.50	Paid In Full		300	00037831	
Impact Fee - Fire	28,301.12	$28,301.12	Paid In Full		510	00035223	
Impact Fee - Parks	212,105.85	$212,105.85	Paid In Full		520	00035223	
Impact Fee - Transportation	302,031.68	$302,031.68	Paid In Full		550	00035223	

Chapter 3.10
IMPACT FEES

Sections:

3.10.010 Purpose.
3.10.020 Authority.
3.10.030 Definitions.
3.10.040 Service areas.
3.10.050 Payment of impact fees required.
3.10.060 Exemptions from the requirement to pay impact fees.
3.10.070 Exemptions from the requirement to pay fire, park, and school impact fees for low and moderate income housing.
3.10.080 Calculation of park, fire, and school impact fees using adopted impact fee schedules.
3.10.090 Formulas for determining fire, park, and school impact fees.
3.10.100 Calculation of transportation impact fees using adopted impact fee schedule.
3.10.110 *Repealed.*
3.10.120 Computing impact fees based on independent fee calculation studies.
3.10.130 Credits and adjustments to required impact fee payments.
3.10.140 Payments under protest and appeals.
3.10.150 Impact fee accounts and disbursements for fire, park, and transportation impact fees.
3.10.160 Impact fee accounts and disbursements of school impact fees.
3.10.170 Refund of fire, park and transportation impact fees.
3.10.180 Refund of school impact fees.
3.10.190 Annual impact fee report.
3.10.200 Periodic review of fee schedules.
3.10.210 Interpretation.

3.10.010 Purpose.
(A) The purpose of this chapter is to implement the Capital Facilities Element of the Redmond Comprehensive Plan and the Growth Management Act by:

(1) Ensuring that adequate fire, park, school, and transportation facilities are available to serve new development;

(2) Maintaining the high quality of life in Redmond by requiring that new development bear a proportionate share of the cost of capital facilities necessary to support planned land uses and does not decrease the level of service available to existing residents and businesses;

(3) Allowing recovery of the cost of completed fire, park, school, and transportation facilities to the extent that new growth is served by those facilities. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.020 Authority.
This chapter is adopted under the authority of RCW 82.02.050(2), which authorizes cities planning under the Growth Management Act to assess, collect, and use impact fees to pay

for fire, park, transportation, and school facilities needed to accommodate growth. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.030 Definitions.

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

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

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

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

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

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

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

(5) “Office” means:

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

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

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

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

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

• “Administrative office building” means a building that houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included.

• “Bank/savings and loan” means a freestanding building, with or without a drive-up window, for the custody, loan, or exchange of money; for the extension of credit; and for facilitating the transmission of funds.

• “Car sales (new and used)” means a facility at which cars, trucks and other light vehicles are offered for sale. Such facilities are generally located as strip development along major arterial streets which already have a preponderance of commercial development. Generally included are auto services and parts sales along with a sometimes substantial used-car operation. Some dealerships also include leasing activities and truck sales and servicing.

• “Car wash” means a manual operation where the driver parks and washes the vehicle in a stall, or an automated facility for the same purpose.

• “Church” means a building providing public worship facilities. A church generally houses an assembly hall or sanctuary, meeting rooms, classrooms, and occasionally dining facilities.

• “Congregate care/assisted living” means one or more multi-unit buildings designed for the elderly or those who are unable to live independently due to physical or mental handicap. Facilities may contain dining rooms, medical facilities, and recreational facilities.

• “Convenience store” means a use which combines retail food sales with fast foods or take-out food service; generally open long hours or 24 hours a day.

• “Day care” means a facility for the care of infants and preschool-age children during the daytime hours. A day care generally includes classrooms, offices, eating areas, and a playground.

• “Discount/department store” means a freestanding store with off-street parking. A discount/department store usually offers centralized cashiering and a wide range of products. Often is the only store on a site, but can be found in mutual operation with its own or other supermarkets, garden centers and service stations, or as part of community-sized shopping centers.

• “Elementary school” means an educational institution that serves students between the kindergarten and high school levels.

• “Fast food and take-out restaurant” means an eating establishment which offers quick food service and a limited menu of items. Food is generally served in disposable wrappings or containers, and may be consumed inside or outside the restaurant building. Usually has a drive-up window.

• “Furniture store” means a store that specializes in the sale of furniture and carpeting. The stores are generally large and include storage areas.

• “Health club/racquet club” means privately owned facilities with tennis courts, swimming pools, racquetball courts, handball courts, or other minor gymnastic facilities. A health club/racquet club features exercise, sports, and other active physical conditioning, as well as a broader range of services such as juice bars and meeting rooms.

• “High school” means an educational institution that typically serves ninth, tenth, eleventh, and twelfth grade students.

• “High turnover restaurant” means a sit-down eating establishment where customers generally stay less than one hour. High turnover restaurants are usually moderately priced and frequently belong to chains. Such restaurants are sometimes open 24 hours per day and usually serve breakfast, lunch, and dinner. Such restaurants generally do not have a drive-up window.

• “Hospital” means a building or buildings designed for the medical, surgical diagnosis, treatment and housing of persons under the care of doctors and nurses. Rest homes, nursing homes, convalescent homes and clinics are not included.

• “Hotel/motel” means a place of lodging providing sleeping accommodations, restaurants, cocktail lounges, meeting and banquet rooms or convention facilities.

• “Industrial park/research and development” means areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities, some with a large number of small businesses and others with one or two dominant industries. Research centers are facilities or groups of facilities devoted nearly exclusively to research and development activities. While they may also contain offices and some light fabrication areas, the primary function is that of research and development.

• “Library” means a public facility for the use, but not sale, of literary, musical, artistic, or reference materials.

• “Light industrial/manufacturing” means a facility where the primary activity is the conversion of raw materials or parts into finished products. Such uses generally also have offices and associated functions. Typical light industrial uses are printing plants, material testing laboratories, assemblers of data processing equipment, and power stations.

• “Medical office/clinic” means a facility which provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care. A medical office is generally operated by either a single private physician/dentist or a group of doctors and/or dentists.

• “Miscellaneous retail” means a store which sells retail goods to the ultimate consumer for direct consumption and not for resale.

• “Movie theater” means a facility that consists of audience seating, one or more screens and auditoriums, and a lobby and refreshment stand.

• “Nursing home” means a facility whose primary function is to provide chronic or convalescent care for persons who by reason of illness or infirmity are unable to care for themselves. The term “nursing home” applies to rest homes, chronic care, and convalescent homes.

• “Post office” means a facility that houses service windows for mailing packages and letters, post office boxes, offices, vehicle storage areas, and sorting and distribution facilities for mail.

• “Residential suite” means a type of residence in which all living space other than a bathroom is contained within a single room and which is located in a multifamily structure in which clusters of residential suites share common amenities such as kitchens, laundry facilities, and gathering spaces.

• “Restaurant” means an eating establishment with turnover rates generally of at least one hour or longer. Generally does not serve breakfast and may or may not serve lunch.

• “Retirement community” means residential units similar to apartments or condominiums, restricted to adults or senior citizens.

• “Service station with minimart” means a facility which combines elements of a convenience store and a gas station. Convenience food items are sold along with gasoline and other car products; gas pumps are primarily or completely self-service.

• “Service station without mini-mart” means a facility used for the sale of gasoline, oil, and lubricants. Such uses may include areas for servicing, repairing, and washing vehicles.

• “Shopping center” means an integrated group of commercial establishments which is planned, developed, owned, or managed as a unit. Shared on-site parking facilities are provided, and administrative office areas are usually included.

• “Supermarket” means a retail store which sells a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items.

• “Warehousing/storage” means facilities which are primarily devoted to the storage of materials. They may also include office and maintenance areas.

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

3.10.040 Service areas.

For purposes of the park, fire, and transportation impact fees established by this chapter, all land within the boundaries of the City shall be considered a single service area. For purposes of the school impact fees established by this chapter, all land within the boundaries of the Lake Washington School District shall be considered a single service area and the City

shall impose impact fees within that portion of the District lying within City boundaries. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.050 Payment of impact fees required.
(A) Any person who applies for a permit to undertake any development activity as defined in the Redmond Zoning Code shall pay the park, fire, school, and transportation impact fees required by this chapter.

(B) Impact fees for individually-permitted single-family attached or detached residential construction shall be paid prior to drywall or sheetrock inspection consistent with a building permit approval. Impact fees for all other development types shall be paid prior to the issuance of a building permit consistent with a development approval. The provisions of this section shall govern the timing of payment of all impact fees established by this chapter.

(C) Where a building permit is not required for the development activity, the impact fees shall be paid prior to issuance of the permit that authorizes the development activity.

(D) All impact fees shall be paid to the City of Redmond Finance Department or the Department's designee or successor.

(E) When payment of impact fees is required all applicable impact fees shall be paid at the same time. (Ord. 2810 § 6, 2015: Ord. 2629 § 3, 2011; Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.060 Exemptions from the requirement to pay impact fees.
(A) The following development activities are exempt from the requirement to pay some or all of the fire, park, school, and transportation impact fees required by this chapter:

(1) Accessory dwelling units approved by the City under Redmond Zoning Code Section 21.08.220, Accessory Dwelling Units, or its successor, are exempt from the payment of all impact fees.

(2) The alteration, reconstruction, remodeling, or replacement of existing buildings or structures, including mobile homes or manufactured homes, shall be exempt from the requirement to pay all impact fees; provided, that all of the following conditions are met:

(a) For nonresidential structures or the nonresidential portion of mixed-use structures, no additional gross floor area may be added;

(b) For residential structures or the residential portion of mixed-use structures, no additional dwelling units may be added;

(c) For all structures, the alteration, reconstruction, remodeling, or replacement must create no additional demand on fire, park, school, or transportation systems;

(d) For all structures, no change in use may be proposed; and

(e) For replacement structures, the structure being replaced must have been demolished or moved outside the boundaries of the City of Redmond.

(3) The construction of accessory structures where no additional fire, park, school or transportation demand will occur over and above that produced by the principal building or use of the land shall be exempt from the requirement to pay all impact fees.

(4) Parking garages and building spaces that are constructed solely to park motor vehicles that are not for sale, lease or rent, or part of a stock in trade, are exempt from the requirement to pay all impact fees. The conversion of parking garages or vehicle parking areas exempted by this subsection to other uses requires the payment of impact fees.

(5) Temporary uses and structures authorized by Chapter 21.46 of the Redmond Zoning Code, Temporary Uses, or its successor, are exempt from the requirement to pay all impact fees.

(6) Where a fee has previously been paid for the development activity under the State Environmental Policy Act (SEPA) for all of the system improvements for which impact fees are imposed by this chapter, the development activity shall be exempt from the payment of all impact fees pursuant to RCW 82.02.100. Where a fee previously paid for the development activity under SEPA does not cover all system improvements for which an impact fee is imposed under this chapter, an impact fee credit shall be given to ensure that the City is not collecting both SEPA and impact fees for the same system improvements.

(7) Development activity undertaken by the City of Redmond shall be exempt from the payment of all impact fees in consideration for the City's contribution toward fire, park, and transportation system improvements from the City's other funds and in recognition of the lack of impact from City development activities on the school system.

(B) Development activity that is not exempt from the requirement to pay all impact fees may qualify for impact fee credits or adjustments pursuant to RMC 3.10.130. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.070 Exemptions from the requirement to pay fire, park, and school impact fees for low and moderate income housing.
Reserved. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.080 Calculation of park, fire, and school impact fees using adopted impact fee schedules.
(A) Method of Calculation. All park, fire, and school impact fees shall be calculated using the schedules set forth in this section, except where an independent fee calculation study has been prepared and approved as provided in RMC 3.10.120.

(1) When using the impact fee schedules set forth in this section, the park, fire, and school impact fees shall be calculated by using the following formula:

Number of units of each use	x	Impact Fee Amount for a facility type	=	Amount of Impact Fee that shall be paid for that facility type

(2) The number of units of each use determined as follows: (i) for residential uses it is the number of housing units for which a building permit application has been made and (ii) for office, retail, or manufacturing uses it is the gross floor area of building(s) to be used for each use expressed in square feet divided by 1,000 square feet. If uses other than parking vehicles which do not constitute a stock in trade and uses accessory to

residences will take place outside of buildings, the calculations shall include the land area on which these uses will take place.

(3) Using the formula in subsection (A)(1) of this section, park, fire, and school impact fees shall be calculated separately for each use and each facility type. The total impact fees that shall be paid for any development are the sum of these calculations.

(4) If a development activity will include more than one use in a building or site, then the fee shall be determined using the above schedule by apportioning the space committed to the various uses specified on the schedule.

(5) If the type of use or development activity is not specified on the impact fee schedules in this section, the Administrator shall use the park, fire, or school impact fee applicable to the most comparable type of land use on the fee schedules. The Administrator shall be guided in the selection of a comparable type by the most recent Standard Industrial Code Manual and the Redmond Zoning Code. If the Administrator determines that there is no comparable type of land use on the above fee schedule, then the Administrator shall determine the proper fee by considering demographic or other documentation which is available from state, local, and regional authorities.

(6) In the case of a change in use, development activity, redevelopment, or expansion or modification of an existing use, the park, fire, or school impact fee shall be based upon the net positive increase in the impact fee for the new development activity as compared to the previous development activity. The Administrator shall be guided in this determination by the sources and agencies listed above.

(B) Fire Impact Fee Schedule. The following fire impact fees shall be paid for each unit of use or development:

FIRE IMPACT FEES

Land Use	Units	Impact Fee That Shall Be Paid per Unit
Single-family residences	1 housing unit	$118.37
Mobile homes and detached single-family manufactured homes	1 housing unit	$141.38
Multi-family residences	1 housing unit	$199.93
Residential suites	1 residential suite	$99.97
Offices	1,000 square feet of gross floor area	$165.53
Retail trade	1,000 square feet of gross floor area	$190.81
Manufacturing	1,000 square feet of gross floor area	$19.55

Note 1: Land uses are defined in RMC 3.10.030, Definitions. Amendments to this fee schedule shall be adopted by the City Council by ordinance.

Note 2: Fire impact fees may be indexed to allow for a fee adjustment each January 1. The January 1 adjustment to the fire impact fees shall be determined by calculating changes in the Consumer Price Index over the three consecutive 12-month September 1 to August 31 time periods immediately prior to January 1, or the closest three consecutive 12-month time periods immediately prior to January 1.

(C) Park Impact Fee Schedule. The following park impact fees shall be paid for each unit of use or development:

PARK IMPACT FEES

Land Use	Units	Impact Fee That Shall Be Paid per Unit
Single-family residences (including mobile homes and detached single-family manufactured homes)	1 housing unit	$4,585.00
Multi-family residences	1 housing unit	$3,183.00
Residential suites	1 residential suite	$1,730.00
Offices	1,000 square feet of gross floor area	$1,242.00
Retail trade	1,000 square feet of gross floor area	$551.00
Manufacturing	1,000 square feet of gross floor area	$559.00

Note 1: Land uses are defined in RMC 3.10.030, Definitions. Amendments to this fee schedule shall be adopted by the City Council by ordinance.

Note 2: Park impact fees may be indexed to allow for a fee adjustment each January 1. The January 1 adjustment to the park impact fees shall be determined by calculating changes in the average of the Building Cost Index and the Construction Cost Index (published by the Engineering News Record) over the three consecutive 12-month September 1 to August 31 time periods immediately prior to January 1, or the closest three consecutive 12-month time periods immediately prior to January 1.

(D) School Impact Fees. The following school impact fees shall be paid for each unit of use or development; provided, that such impact fees shall be imposed only so long as the City of Redmond and the Lake Washington School District remain parties to an interlocal agreement under which the City agrees to impose such fees. If the interlocal agreement is terminated for any reason, the City shall no longer collect school impact fees under this section.

School impact fees shall be based on the Lake Washington School District's (LWSD) most recent Six-Year Capital Facility Plan (CFP) as set forth below:

SCHOOL IMPACT FEES

Land Use	Units	Impact Fee Basis	Impact Fee That Shall Be Paid per Unit
Single-Family residences (including mobile homes and detached single-family manufactured homes)	1 housing unit	2017-2022 LWSD CFP approved on 5/12/2017	$11,955.00
Multi-family residences	1 housing unit	2017-2022 LWSD CFP approved on 5/12/2017	$733.00

Note: School impact fee rates for January 1, 2013, and each subsequent January 1, may be updated to 100% of the rates set in the most recent Lake Washington School District CFP, as determined by the City Council.

(Ord. 2903 §§ 2, 3, 2017; Ord. 2888 § 2, 2017; Ord. 2865 §§ 2 – 4, 2016; Ord. 2810 §§ 2 – 4, 2015; Ord. 2772 §§ 2, 3, 4, 2014; Ord. 2738 § 2, 2014; Ord. 2675 § 2, 2012; Ord. 2641 § 2, 2011; Ord. 2616 § 1, 2011; Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.090 Formulas for determining fire, park, and school impact fees.
The impact fees per development unit set forth in RMC 3.10.080 and RMC 3.10.100 have been determined using formulas which meet the requirements of Chapter 82.02 RCW. The Administrator shall publish such formulas in administrative rules or user guides and make the same available for public inspection and copying during regular business hours. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.100 Calculation of transportation impact fees using adopted impact fee schedule.
(A) Purpose. The City uses transportation impact fees from new development to fund a portion of the Transportation Facility Plan (TFP) consistent with the goals and policies of the Redmond Comprehensive Plan. The transportation improvements in the TFP are intended to maintain, provide, and improve mobility in Redmond.

(B) Method of Calculation. All transportation impact fees shall be calculated using the schedule set forth in subsection (C), except where an independent fee calculation study has been prepared and approved as provided in RMC 3.10.120.

(1) If a development permit is requested for a mixed-use development, the fee shall be determined by apportioning the space committed to uses specified on the applicable schedule.

(2) For applications for a development permit approval extension, the amount of the fee is the net positive difference between the fee currently applicable, and the fee applicable at the time of original permit application, pursuant to this section. If the extension is for a development permit originally issued prior to the effective date of this section, the fee currently applicable shall be collected.

(3) For applications for a change of use in an existing development where there is no increase in building or developed area (i.e., no increase in the gross floor area or gross leasable area as applicable), and which requires the issuance of a development permit, the applicant shall receive a credit for the existing development as provided in RMC 3.10.130.

(4) For applications for redevelopment or modification of an existing development, the applicant shall receive a credit for the existing development as provided in RMC

3.10.130 and shall pay impact fees on the additional floor area or additional dwelling units as provided in that section.

(5) If the type of development activity proposed in a development application is not specified on the applicable fee schedule, the Administrator shall use the fee applicable to the most nearly comparable type(s) of land use on the fee schedule. The Administrator shall be guided in this selection by the most appropriate technical and professional data. If the Administrator determines that there is no comparable type of land use on the applicable fee schedule, the Administrator shall determine the fee by:

(a) Using person trip generation data provided by City staff, the developer, and data contained in the most recent edition of Trip Generation, published by the Institute of Transportation Engineers; and

(b) Applying the formula set forth in subsection (B)(1) of this section.

(C) Transportation Impact Fee Schedule. The following transportation impact fees shall be paid for each unit of use or development:

Fee Schedule		**Cost Per Unit**		
Land Uses	**Standard of Measure[1,2,3]**	**Downtown Urban Center**	**Overlake Urban Center**	**Rest of City**
Residential				
Single Family	dwelling	$5,531.96	$5,722.78	$6,771.67
Multiple Family	dwelling	$3,885.35	$4,019.36	$4,756.05
Residential Suites	residential suite	$2,369.64	$2,451.37	$2,900.67
Retirement Community	dwelling	$1,775.18	$1,156.26	$1,368.18
Nursing Home	bed	$1,446.44	$1,496.33	$1,770.59
Congregate Care/Asst Living	dwelling	$1,117.71	$1,156.26	$1,368.18
Hotel/Motel	room	$5,210.31	$5,390.02	$6,377.93
Commercial – Services				
Bank/Savings & Loan	sq ft/GFA	$65.33	$67.58	$79.97
Day Care	sq ft/GFA	$49.76	$51.48	$60.91
Library	sq ft/GFA	$29.44	$30.45	$36.04
Post Office	sq ft/GFA	$45.25	$46.81	$55.39
Service Station	fuel position	$29,830.85	$30,859.79	$36,515.90
Service Station/Minimart	fuel position	$21,792.44	$22,544.11	$26,676.09
Movie Theater	seat	$319.92	$330.96	$391.62
Carwash	stall	$19,362.09	$20,029.94	$23,701.11
Health Club/Racquet Club	sq ft/GFA	$19.13	$19.79	$23.42
Commercial – Institutional				
Elementary School	student	$458.03	$473.83	$560.67
High School	student	$446.58	$461.98	$546.65
Church	sq ft/GFA	$2.96	$3.06	$3.62
Hospital	sq ft/GFA	$4.25	$4.40	$5.20
Commercial – Restaurant				

Restaurant	sq ft/GFA	$32.22	$33.33	$39.44
Fast Food Restaurant	sq ft/GFA	$87.78	$90.80	$107.45
Commercial – Retail Shopping Center				
up to 99,999	sq ft/GLA	$17.72	$18.33	$21.69
100,000-199,999	sq ft/GLA	$16.91	$17.49	$20.70
200,000-299,999	sq ft/GLA	$15.48	$16.01	$18.94
300,000 and over	sq ft/GLA	$14.91	$15.43	$18.26
Supermarket	sq ft/GFA	$38.23	$39.55	$46.80
Convenience Market	sq ft/GFA	$126.81	$131.18	$155.23
Free Standing Discount Store	sq ft/GFA	$12.60	$13.04	$15.43
Miscellaneous Retail	sq ft/GFA	$14.96	$15.48	$18.31
Furniture Store	sq ft/GFA	$1.45	$1.50	$1.78
Car Sales – New/Used	sq ft/GFA	$11.27	$11.66	$13.80
Commercial – Administrative Office				
up to 99,999	sq ft/GFA	$18.40	$19.04	$22.53
100,000-199,999	sq ft/GFA	$15.81	$16.36	$19.35
200,000-299,999	sq ft/GFA	$13.80	$14.27	$16.89
300,000 and over	sq ft/GFA	$12.93	$13.38	$15.83
Medical Office/Clinic	sq ft/GFA	$18.89	$19.55	$23.13
Industrial				
Light Industry/Manufacturing	sq ft/GFA	$8.64	$8.93	$10.57
Industrial Park	sq ft/GFA	$7.57	$7.83	$9.26
Warehousing/Storage	sq ft/GFA	$2.85	$2.95	$3.49
Mini Warehouse	sq ft/GFA	$1.69	$1.75	$2.07

Notes:

[1] For uses with standard of measure in square feet, trip rate is given as trips per 1,000 square feet, and impact fee is dollars per square foot.

[2] GLA = Gross Leasable Area

[3] GFA = Gross Floor Area

Note 1: Land uses are defined in RMC 3.10.030, Definitions. Amendments to this fee schedule shall be adopted by the City Council by ordinance.

Note 2: Transportation impact fees may be indexed to allow for a fee adjustment each January 1. The January 1 adjustment to the transportation impact fees shall be determined by calculating changes in the Construction Cost Index (published by the Engineering News Record) over the three consecutive 12-month September 1 to August 31 time periods immediately prior to January 1, or the closest three consecutive 12-month time periods immediately prior to January 1.

Note 3: Cost per Mobility Unit (PMT) is $2,794.78, effective January 1, 2018.

(Ord. 2903 § 4, 2017; Ord. 2865 § 5, 2016; Ord. 2810 § 5, 2015; Ord. 2778 § 2, 2015; Ord. 2772 § 5, 2014; Ord. 2745 § 3, 2014; Ord. 2675 § 3, 2012; Ord. 2641 § 3, 2011; Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.110 Impact fees for King County transportation facilities.

Repealed by Ord. 2610. (Ord. 2587 § 2 (part), 2011).

3.10.120 Computing impact fees based on independent fee calculation studies.
(A) As an alternative to payment of impact fees as provided in the schedules set forth in this chapter, any person required to pay impact fees may request that such fees be calculated according to an independent fee calculation study submitted by such person and approved by the Administrator as provided in this section. A person required to pay impact fees may submit an independent fee calculation study for one or more impact fees and use the impact fee schedules in this chapter for one or more impact fees.

(B) All independent fee calculation studies shall be submitted to the Administrator for review and approval. The study shall be accompanied by the fee set by City Council resolution for the review of such studies.

(C) The independent fee calculation study shall meet the following standards:

(1) The study shall follow accepted impact fee assessment practices and methodologies.

(2) The study shall use acceptable data sources, and the data shall be comparable with the uses and intensities proposed for the proposed development activity.

(3) The study shall comply with the applicable State laws governing impact fees, including but not limited to RCW 82.02.060 or its successor.

(4) The study, including any data collection and analysis, shall be prepared and documented by professionals qualified in their respective fields.

(5) The study shall show the basis upon which the independent fee calculation was made.

(D) The Administrator shall consider the study and documentation submitted by the person required to pay the impact fees, but is not required to accept the study if the Administrator decides the study is not accurate or reliable. The Administrator may, in the alternative, require the person submitting the study to submit additional or different documentation for consideration. If the Administrator decides that outside experts are needed to review the study, the applicant shall be responsible for paying for the reasonable cost of a review by outside experts. If an acceptable independent fee calculation study is not presented, the person shall pay the impact fees based upon the process and schedules in RMC 3.10.080 and RMC 3.10.100. If an acceptable independent fee calculation study is presented, the Administrator may adjust the fee to that appropriate to the particular development activity. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.130 Credits and adjustments to required impact fee payments.
(A) Credits. Required impact fees shall be reduced by the following credits, where they apply:

(1) Credit for Conveyance of Land for and/or Construction of Improvements. Whenever a development approval is conditioned upon a developer's conveyance of land for and/or construction of specified system improvements, the developer shall be entitled to a credit against the impact fee that would be imposed for the value of the land or property interest conveyed and/or the actual cost of construction.

(a) The land value or cost of construction shall be estimated at the time of development approval and shall be based on acceptable evidence and documentation. The evidence and documentation shall be reviewed and, if acceptable, approved by the Administrator. When land is proposed for conveyance, the person required to pay impact fees shall present property appraisals prepared by qualified professionals. If construction costs are estimated, the documentation shall be confirmed after the construction is completed to assure that an accurate credit amount is provided.

(b) The amount of the credit shall be equal to the fair market value of the land conveyed and/or the actual cost of the system improvement constructed; provided, that:

(i) The amount of credit granted shall not exceed the impact fee amount allocated by the City toward that cost of the improvement;

(ii) The amount of credit granted shall not exceed the amount of the impact fee the developer is required to pay; and

(iii) If the land value or construction cost is less than the calculated fee amount, the difference remaining shall be chargeable as an impact fee for the facility for which the land, system facilities, or improved system facilities were provided.

(c) No credit shall be given for project improvements or for land or right-of-way devoted to project improvements. In certain cases a system improvement may function as a project improvement. Where a system improvement functions as a project improvement, the person who is required to pay impact fees shall only receive a credit for the amount of the improvement that functions as a system improvement.

(d) Credit against impact fees otherwise due will not be provided until:

(i) The construction, dedication or implementation is completed and accepted by the City of Redmond, or a jurisdiction which has an interlocal agreement with the City under the terms of this section, or the State, whichever is applicable;

(ii) Acceptable financial security is received and approved by the Administrator of the City of Redmond, when applicable; and

(iii) All design, construction, inspection, testing, financial security, and acceptance procedures are in strict compliance with the then current City of Redmond design and construction standards, when applicable.

(e) Credit may be provided before completion of specified system improvement(s) if adequate assurances are given by the applicant that the standards set out in subsection (A)(1)(d) of this section will be met and if the developer posts a performance assurance device as provided below for the costs of such construction. The Administrator shall determine:

(i) The performance assurance amount; and

(ii) The form of the performance assurance, such as a performance bond, irrevocable letter of credit, or escrow agreement.

(f) If the system improvement(s) will not be constructed, dedicated or implemented within one year of the acceptance of the offer by the Administrator, the amount of the performance assurance shall be increased by 10 percent compounded for each year of the life of the performance assurance. The revised performance assurance shall be reviewed and approved by the Administrator prior to acceptance of the performance assurance by the Administrator. If the system improvement(s) is not to be completed or implemented within five years of the date of the fee payer's offer, the City Council must approve the system improvement(s) and its scheduled completion date prior to the acceptance of the offer by the Administrator.

(2) Credit for Park, Recreation, Open Space or Trail Facilities. If a development activity includes park, recreation, open space or trail facilities which meet the requirements of this subsection (A)(2), then the applicant shall be entitled to a credit for that portion of the park, recreation, open space or trail facilities impact fee to be used for that park, recreation, open space or trail facility type to the extent that the park, recreation, open space or trail system satisfies the needs of the occupants of the development activity or the public.

(a) The credit shall equal:

(i) The reduction in demand by occupants of the development on the City's park, recreation, open space or trail system that is met by the facility.

(ii) The reduction in demand by the general public on the City's park, recreation, open space or trail system that is met by the facility, if the facility is open to the general public and signs at the facility notify the public that they can use the facility. To be eligible for the credit in this subsection, the facility shall be located in an area which, based upon adopted level-of-service standards, is lacking in needed park, recreation, open space or trail facilities. Credit under this subsection (A)(2) shall not be given for the portion of any facility which provides a higher level-of-service than that set by the level-of-service standard for that facility.

(b) The park, recreation, open space or trail facilities shall meet all of the following criteria to be eligible for a credit:

(i) The area or facility shall function as a system improvement and not a project improvement as defined by this chapter, either because it is a system improvement or because it is a project improvement which relieves demand on the City's park, recreation, open space or trail system.

(ii) The facilities shall be equivalent to Redmond's adopted standards for park, recreation, open space or trail facilities.

(iii) The park, recreation, open space or trail shall be large enough to function as that type of park, recreation, open space or trail system to obtain a credit.

(iv) The City may require that legally binding conditions be recorded in the real property records providing that the facility shall be used by the facility's occupants or the general public. If these facilities are closed or converted to

another use, the amount of the credit in current dollars shall be paid to the Redmond Finance Department or its designee or successor before the facilities are closed or converted.

(3) Transportation Impact Fee Credit upon Change of Use. Except where exempt as provided below, where there is no increase in building or developed area (i.e., no increase in the gross floor area or gross leasable area as applicable), whenever the use of an existing building, structure, or parcel of land is changed in such a manner as to result in thirty or more net new p.m. peak hour vehicle trips over those generated by the existing use, the applicant shall receive a credit for the existing use of the building, structure, or portion of land and a transportation impact fee shall be paid for the additional or changed use. The impact fee shall be based upon the net increase in person miles traveled associated with the changed use over the person miles traveled associated with the existing use. The impact fee shall be calculated using the fee schedule set forth in RMC 3.10.100 unless an independent fee calculation study is submitted and approved as provided in RMC 3.10.120.

(a) The following changes in land use shall be exempt from the requirement to pay an impact as provided above:

(i) Changes in land use occurring as the result of a change in tenants of a mixed-use shopping center.

(ii) Changes in land use occurring within a multi-building development occupied entirely by a single owner or single tenant, or changes occurring as the result of a lease or sublease within such a development from the single owner or single tenant to another business that provides services only to the single owner or single tenant or its employees at that location.

(iii) Changes in land use occurring within a single building occupied entirely by a single owner or tenant, or changes occurring as the result of a lease or sublease within such building from the single owner or single tenant to another business that provides services only to the single owner or single tenant at that location.

(4) Credit for Existing Development – Expansion. Whenever the alteration, reconstruction, remodeling, or replacement of existing buildings or structures results in additional gross floor area or additional dwelling units, the applicant shall receive a credit for the existing buildings or structures and an impact fee shall be paid only for the additional gross floor area or additional dwelling units. The impact fee shall be based upon the net increase in the number of units of development or portion thereof associated with the additional gross floor area or additional dwelling unit over the number of units associated with the existing gross floor area or dwelling units. The fee shall be calculated using the fee schedules set forth in RMC 3.10.080 and 3.10.100 unless an independent fee calculation study is submitted and approved as provided in RMC 3.10.120.

(5) Transportation Impact Fee Credit for Vacant Structures. Whenever any existing building or structure or portion thereof for which an impact fee was not paid shall be vacant for a period of three years from and after April 16, 2011, if the vacancy began on or before April 16, 2011, or three years from and after the date the vacancy began, if the vacancy began after April 16, 2011, whichever is later, then any subsequent

alteration, reconstruction, remodeling, or replacement shall require the payment of an impact fee for the entire building or structure without credit for existing gross floor area or dwelling units; provided, that vacant single-family dwelling units as defined in RMC 3.10.030(C)(3) shall be exempt from this requirement. The fee shall be calculated using the fee schedule set forth in RMC 3.10.100 unless an independent fee calculation study is submitted and approved as provided in RMC 3.10.120.

(B) Adjustments. The Administrator may adjust the required impact fees where the Administrator determines that one of the following circumstances exists and that the discount included in the impact fee formula fails to adjust for the error in the calculation or to ameliorate the unfairness of the fee:

(1) The person required to pay the impact fee demonstrates that an impact fee was incorrectly computed; or

(2) The person required to pay the impact fee demonstrates that unusual circumstances make the standard impact fee applied to the development unfair or unjust. These circumstances shall not be circumstances generally applicable to similar types of land uses or generally applicable to development activities in the vicinity. Unusual circumstances may include that the development activity will have less impact on the system improvement(s) for which the impact fee is imposed than the other development activities in the same category.

(C) Time for Making Claim. Any claim of a credit or adjustment shall be made no later than the time of application for a building permit. If a building permit is not required for the development activity, the claim shall be made when the fee is tendered. Any claim not made when required by this section shall be deemed waived.

(D) Transfer. Credits or adjustments shall not be transferable from one property, project, or development activity to another without the approval of the Administrator. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.140 Payments under protest and appeals.
(A) Any decision made by the Administrator, his or her designee, or the Building Official, or his or her designee, in the course of administering this chapter may be appealed in accordance with the procedures for appealing the underlying permit and shall not be subject to a separate appeal process. This shall include the requirement to pay impact fees. Where no other appeal process is provided, an appeal may be made as an appeal of an administrative decision. See Redmond Zoning Code 21.76, Review Procedures. Any errors in the formula for calculating the impact fee shall be referred to the Mayor and City Council for possible modification. Every interlocal agreement made pursuant to this chapter shall specifically incorporate this appeal procedure.

(B) Impact fees may be paid under protest to obtain a building permit or other approval or permit. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.150 Impact fee accounts and disbursements for fire, park, and transportation impact fees.
(A) The City of Redmond Finance Department shall earmark all fire, park, and transportation impact fees collected under this chapter as to the person paying them, the date paid, and the type of impact fee paid. The Finance Department shall promptly deposit all fees collected in appropriate special interest-bearing accounts. A separate account shall be established for each type of impact fee. All interest shall be retained in the account and expended for the

purposes for which the impact fee was imposed. While maintaining fees in separate accounts, pooled investments may be used.

(B) Impact fees shall only be expended on system improvements which are in conformance with the Capital Facilities Chapter of the Comprehensive Plan and administrative costs. Impact fees shall only be expended on system improvements which are included in the Capital Facilities Chapter of the Comprehensive Plan or which are included in a functional plan adopted by reference in the Utilities Chapter of the Comprehensive Plan or the Capital Facilities Chapter of the Comprehensive Plan. The part of the Utilities Chapter which adopts functional plans by reference shall be part of the Capital Facilities Chapter of the Comprehensive Plan. Administrative costs shall not exceed three-tenths of one percent of the impact fees collected.

(C) Impact fees shall only be used for system improvements within the service areas established under RMC 3.10.040 for the particular type of fee involved.

(D) For system improvements included in the Capital Facilities Chapter or a functional plan adopted by reference, impact fees may be expended on facility planning, land acquisition, site improvements, application fees, necessary off-site improvements, required mitigation, construction, engineering, architectural, permitting, financing, and administrative expenses, relocatable facilities, capital equipment, repayment of system improvement costs previously incurred by the City to the extent that new growth and development will be served by the system improvements, and any other expenses which could be capitalized and are consistent with the Capital Facilities Element or a functional plan adopted by reference.

(E) In the event that bonds or similar debt instruments are issued for the advanced provision of system improvements for which impact fees may be expended and where consistent with provisions of the bond covenants, impact fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this section.

(F) Impact fees shall be expended or encumbered for a permissible use within ten years of the date they are received by the City of Redmond Finance Department unless the City Council finds that there exists an extraordinary and compelling reason for fees to be held longer than ten years. These findings shall be set forth in writing and be approved by the City Council. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.160 Impact fee accounts and disbursements of school impact fees.
The process for administering school impact fees shall be established upon approval of and according to an interlocal agreement between the City of Redmond and the Lake Washington School District. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.170 Refund of fire, park and transportation impact fees.
(A) All requests for impact fee refunds shall be made by the owner of the property on which the impact fee was paid and shall be made in writing. The written request shall be submitted to the City of Redmond Finance Department, or its successor, if the City holds the funds. The written request shall be received within one year of the date the right to the claim for the refund arises. Notwithstanding any other provision of this section, where notice of eligibility of a refund is required by subsection (B)(2) of this section, the written request shall be received within one year of the date on which the City mails the notice that the person may be eligible for a refund.

(B) Refunds of Unencumbered Impact Fees.

(1) The current owner of property on which impact fees have been paid may apply for and receive a refund of these fees if the impact fees have not been expended or encumbered within the time limits in RMC 3.10.150(F). Refunds of impact fees under this subsection (B) shall include any interest earned on the impact fees by the City. In determining whether impact fees have been encumbered, impact fees shall be considered encumbered on a first-in, first-out basis.

(2) If the City holds impact fees beyond the time limits set in RMC 3.10.150(F), the City shall notify potential claimants by first class mail deposited with the United States Postal Service addressed to the owner of the property as shown in the county tax records or a commercial compendium of the tax records.

(3) Any impact fees that are not expended within the time limits in RMC 3.10.150(F) and for which no application for a refund has been made within the one-year period set by subsection (A) of this section shall be retained and expended on the system improvements for which the impact fees were imposed.

(C) Refunds of Impact Fees for When Development Does Not Proceed. Any person who was required to pay impact fees may request and shall receive a refund, including interest earned on the impact fees, when both of the following conditions are met:

(1) A final inspection is not requested for the building or, if no building is being constructed as part of the development activity, the use is not started; and

(2) No impact has resulted on the facilities for which the impact fee was collected. The owner shall request the refund in writing by the deadline set for claiming refunds. The Administrator shall determine whether to grant a refund, and such decisions may be appealed in the same manner as an appeal of an administrative decision under the Redmond Zoning Code.

(D) Should the City terminate any or all impact fee requirements, all unexpended or unencumbered funds, including interest earned, shall be refunded pursuant to this section. Upon the finding that any or all fee requirements are to be terminated, the City shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first class mail to the last known address of claimants. All funds available for refund shall be retained for a period of one year. At the end of one year, any remaining funds shall be retained by the City, but must be expended for projects identified in the City's adopted capital facility plans. This notice requirement shall not apply if there are no unexpended or unencumbered balances within an account or accounts being terminated.

(E) The interest due on the refund of impact fees as required by this chapter or RCW 82.02.080, or its successor, shall be calculated according to the average rate received by the City on invested funds throughout the period during which the impact fees were retained by that local government. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.180 Refund of school impact fees.
The process for administering school impact fees, including refunding fees, shall be established upon approval of and according to an interlocal agreement between the City of Redmond and the Lake Washington School District. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.190 Annual impact fee report.

Each year, the City of Redmond Finance Department, or its successor, shall prepare a report on each impact fee account showing the source and amount of all moneys collected, earned, or received and the system improvements that were financed in whole or in part by the impact fees. The City departments receiving impact fee funds shall provide the information needed by the Finance Department, or its successor, to prepare the annual impact fee report by the deadline set by the City of Redmond Department of Finance or its successor. This report may be part of an existing annual report or a separate report. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.200 Periodic review of fee schedules.
The City Council shall review the fire, park, school, and transportation impact fees on a periodic basis in order to ensure that the same reflect the current capital improvement program of the City and the current cost of constructing system improvements related to growth. With respect to reviewing school impact fees, the City Council shall consider whether these impact fees have been adopted by other jurisdictions within the Lake Washington School District, including the City of Kirkland, and whether the school impact fee burden is spread fairly throughout jurisdictions within the Lake Washington School District. (Ord. 2610 § 1 (part), 2011: Ord. 2587 § 2 (part), 2011).

3.10.210 Interpretation.
(A) Purpose. The purpose of this section is to define the responsibilities, rules, procedures, and requirements for the interpretation of this chapter.

(B) Responsibility. The Administrator shall be responsible for interpreting the provisions of this chapter, except where expressly provided otherwise.

(C) Request for Interpretation. Any interested person may apply for an interpretation of this chapter where this chapter, or its application to specific circumstances, is ambiguous, i.e., where this chapter is susceptible to two or more reasonable interpretations. Applications for administrative interpretation are processed as Type I reviews and shall be subject to the criteria outlined in the Redmond Zoning Code 21.76, Review Procedures. (Ord. 2865 § 7, 2016).

The Redmond Municipal Code is current through Ordinance 2910, passed December 5, 2017.
Disclaimer: The City Clerk's Office has the official version of the Redmond Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: http://www.redmond.gov/ (http://www.redmond.gov/)
Telephone number: (425) 556-2900
Code Publishing Company (http://www.codepublishing.com/)

'95

0020.150.166
JEH/are
06/22/95
Rev. 06/28/95

DGA94-004
Redmond Town Center

ORIGINAL

7/19/95
44 acres
open space requirement

ORDINANCE NO. 1841

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING CERTAIN SECTIONS OF CHAPTERS 20B.60, 20B.70, 20B.85, 20C.10, 20C.20 AND 20C.30 OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE IN ORDER TO AMEND GOALS, POLICIES, PLANS AND REGULATIONS FOR A MIXED USE COMPLEX ON CERTAIN PROPERTY COMMONLY KNOWN AS REDMOND TOWN CENTER, DGA 94-004.

WHEREAS, the property commonly known as the Redmond Town Center site, consisting of the former Redmond Golf Links property and the Butler-Walls property, was annexed to the City of Redmond in 1988, and

WHEREAS, in conjunction with said annexation, the City established a Mixed Use/Shopping Center zoning classification for the property, which authorized the development of an enclosed regional shopping mall subject to an approved master plan and certain terms and conditions, and

WHEREAS, the property owners have applied to the City to alter the zoning designation, master plan and conditions in order to enable development of a 1.375 million square feet open air mixed use complex, and

WHEREAS, an addendum to prior environmental impact statements relating to the property and to various land use actions related to the proposal was issued on April 11, 1995, and

WHEREAS, between April 12, 1995 and June 7, 1995, the

Redmond Planning Commission met eight times in public hearings and study sessions regarding the proposal and on June 7, 1995 voted to recommend approval of the proposal to the City Council, and

WHEREAS, the City Council held its own public hearing on the proposal commencing on June 26, 1995 and ending on June 27, 1995, and at the conclusion of said hearing, determined to approve those amendments to the zoning regulations regarding the property hereinafter set forth, NOW, THEREFORE,

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

Section 1. Arterial Street Plan Map Amended. The City Center Arterial Street Plan Map adopted by subsection 20B.60.060(05) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as set forth on Attachment 1A attached hereto and incorporated herein by this reference as if set forth in full.

Section 2. Functional Arterial Classification Summary. The Functional Arterial Classification Summary for the Long Range Transportation Plan adopted by subsection 20B.60.060(05) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as set forth on Attachment 2A attached hereto and incorporated herein by this reference as if set forth in full.

Section 3. City Center Bike Plan. The City Center Bike Plan Map adopted by subsection 20B.60.060(10) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as set forth on Attachment 3A attached hereto and incorporated

herein by this reference as if set forth in full.

Section 4. Sewer Facility Plan. A new subsection 20B.70.085(05) is hereby added to the Redmond Municipal Code and Community Development Guide in order to adopt the Redmond Town Center Sanitary Sewer Basin Study prepared by KPFF Consulting Engineers dated March 30, 1995 and to read as set forth on Exhibit A attached hereto and incorporated herein by this reference as if set forth in full.

Section 5. Mixed-Use Center Design Area Goals and Policies. Subsections 20B.85.130(75)-(90) of the Redmond Municipal Code and Community Development Guide are hereby amended to provide goals and policies for the Mixed-Use Center Design Area and to read as set forth on Exhibit A attached hereto and incorporated herein by this reference as if set forth in full. Attachments 4A and 5A referred to on said Exhibit are also adopted, attached hereto and incorporated herein by this reference as if set forth in full.

Section 6. City Center Permitted Land Uses. Footnote 5 of the City Center Permitted Land Uses Chart adopted by subsection 20C.10.230(05) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as set forth on Exhibit B attached hereto and incorporated herein by this reference as if set forth in full.

Section 7. City Center Site Requirements. The City Center Site Requirements Chart adopted by subsection 20C.10.230(16) of the Redmond Municipal Code and Community Development Guide is hereby amended to delete the language found in the box formed by

the intersection of the column labeled "Mixed Use Center" and the row labeled "Maximum Building Height (Stories/Feet)" and to insert in its place the language set forth on Exhibit B attached hereto and incorporated herein by this reference as if set forth in full. Footnote 8 to the City Center Site Requirements Chart is also amended to read as set forth on Exhibit B.

Section 8. City Center Pedestrian System. The City Center Pedestrian System Map adopted by subsection 20C.10.230(25)(a) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as set forth on Attachment 2B attached hereto and incorporated herein by this reference as if set forth in full.

Section 9. Sign Requirements. The Sign Requirements Per Zoning District Chart adopted by subsection 20C.20.230(30) of the Redmond Municipal Code and Community Development Guide is hereby amended to remove the language found in the box formed by the intersection of the second column (labeled "CC-1; CC-2 . . . ") and the row labeled "Maximum Size Per Sign Face (square feet)" and substitute in its place the language set forth on Exhibit B attached hereto and incorporated herein by this reference as if set forth in full.

Section 10. Mixed-Use Center Design Area Requirements. Subsection 20C.30.050(30) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as set forth on Exhibit B attached hereto and incorporated herein by this reference as if set forth in full, and Figures 1-10 attached hereto

and incorporated herein by this reference as if set forth in full are hereby adopted and incorporated into subsection 20C.30.050(30).

Section 11. Effect of Amendments on Existing Zoning and Master Plan. It is the intent of the City Council in adopting the amendments set forth in this ordinance to modify the zoning regulations applicable to the Butler-Walls and Redmond Town center properties established by Ordinances 1416 and 1551 so that the above amendments, and other applicable sections of the Redmond Municipal Code and community Development Guide will control development on the site, and so that the master plan and conditions of approval adopted by Ordinances 1416 and 1551 shall no longer control.

Section 12. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 13. Effective Date. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

CITY OF REDMOND

Rosemarie Ives

MAYOR ROSEMARIE IVES

ATTEST/AUTHENTICATED:

Bonnie Mattson

CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

By: Lurisa A Lagano Preston

FILED WITH THE CITY CLERK:	06/22/95
PASSED BY THE CITY COUNCIL:	06/27/95
SIGNED BY THE MAYOR:	07/06/95
PUBLISHED:	07/12/95
EFFECTIVE DATE:	07/17/95
ORDINANCE NO.	1841

Rev. 6/28

EXHIBIT A

PLANNING COMMISSION RECOMMENDED DEVELOPMENT GUIDE AMENDMENTS FOR REDMOND TOWN CENTER - DGA94-004

SECTION 20B.

RCDG Section 20B.60

The following language would amend the Transportation Plan:

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.

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:

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).

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.

(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.

(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 retail area 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 as shown in Attachment 4A.

(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.

(d) Policy - Retail uses should be directly linked visually and functionally to other retail uses in the City Center.

(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.

(f) Policy - To minimize visual impacts, structured parking shall be incorporated into the development.

(g) Policy - Provide for circulation, land use and parking linkages with the existing downtown which will attract or encourage shoppers into the downtown.

(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.

(d) Policy - Provide a Transportation Demand Management Program that is consistent and complies with State mandated standards.

(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.

20B.85.130(85) - Mixed-Use Center Design Area Goal - Assure that a site plan retains the site's significant natural and aesthetic features and protects the natural environment.

(a) Policy - Retain indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River.

(b) Policy - Preserve existing natural features, particularly healthy mature trees and stream courses.

(c) Policy - Assure that significant areas of natural open space (approximately 44 acres 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.

(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.

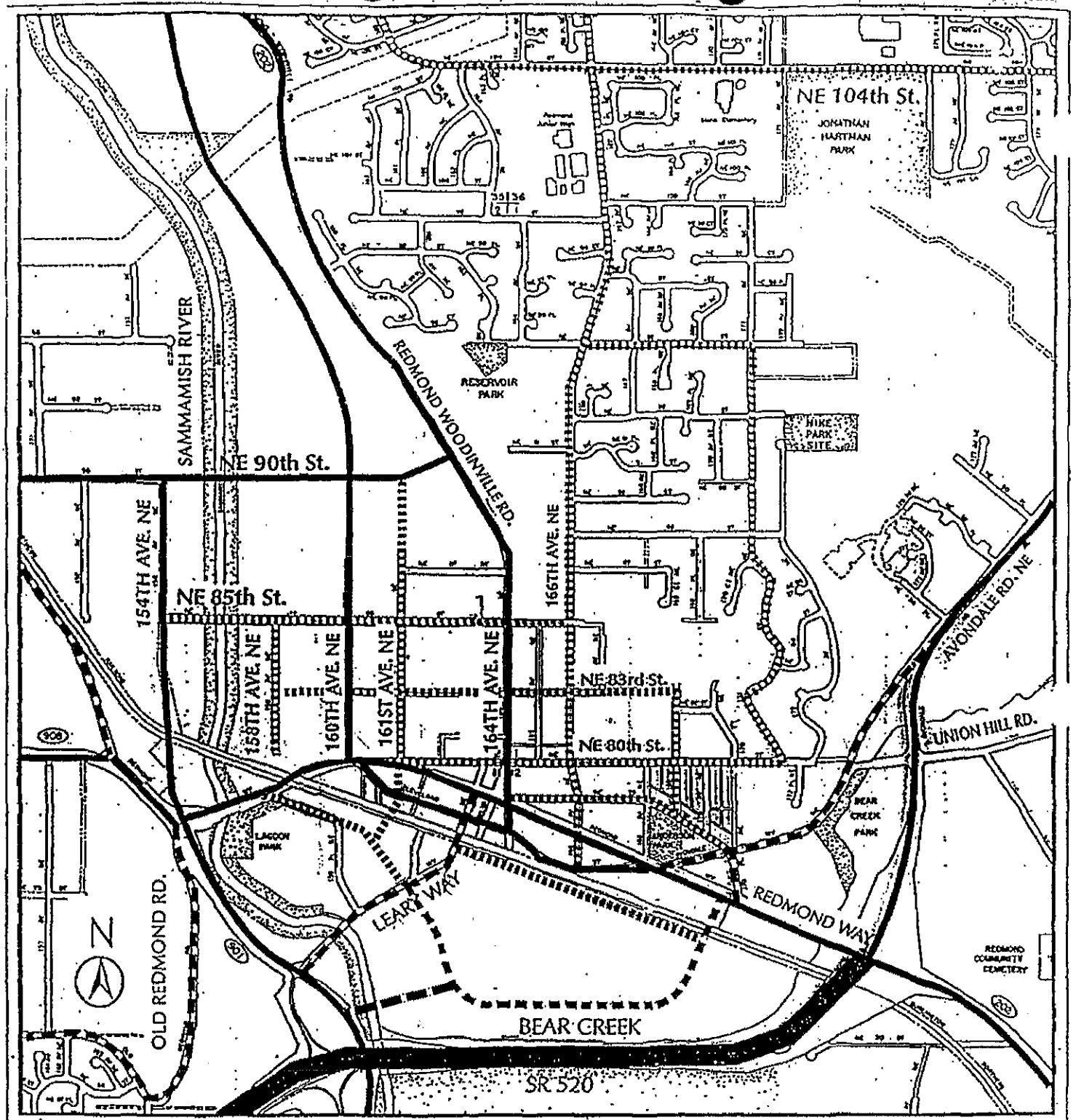
(a) Policy - At least 44 acres shall be preserved by easement to the City or controlled by other methods that would permanently assure the open space on the site. This downtown Public Access Open Space (as shown on Attachment 5A) shall serve as visual amenities, passive recreational opportunities, open 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.

o:\kvt\Judd\ExhibitA

ATTACHMENT 1A



THE CITY OF REDMOND WASHINGTON

REDMOND CITY CENTER ARTERIAL STREET PLAN

FREEWAY
PRINCIPAL ARTERIAL
MINOR ARTERIAL
COLLECTOR ARTERIAL

Ordinance No. 1841

EFFECTIVE 12/93

Functional Arterial Classification Summary for the Long Range Transportation Plan

STREET	TRAFFIC LANES* BUILT	TRAFFIC LANES* PLANNED	SIDEWALKS BUILT	SIDEWALKS PLANNED	BICYCLE FACILITIES** BUILT	BICYCLE FACILITIES** PLANNED
PRINCIPAL ARTERIALS:						
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
MINOR ARTERIALS:						
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	4-5	0	1-2	0	1-2
162ND AVE. N.E.	0	3-5	0	1-2	0	0

(Continued):

STREET	TRAFFIC LANES* BUILT	TRAFFIC LANES* PLANNED	SIDEWALKS BUILT	SIDEWALKS PLANNED	BICYCLE FACILITIES** BUILT	BICYCLE FACILITIES** PLANNED
COLLECTOR ARTERIALS:						
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
RAILROAD ST.	0	2	0	1	0	2

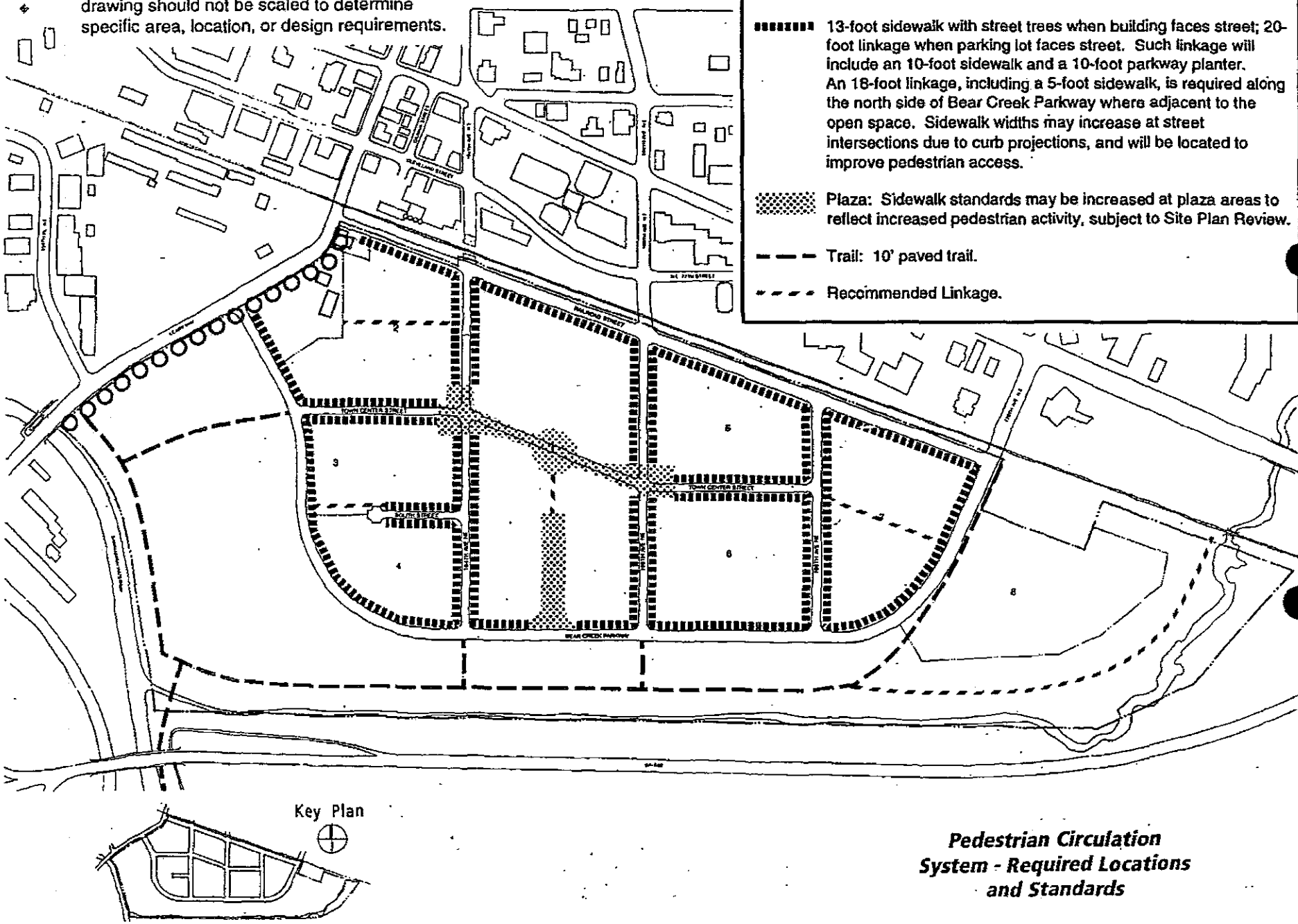
* May include left turn lanes or two-way left-turn lanes except as noted by 2/3 or 4/5.

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

General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.

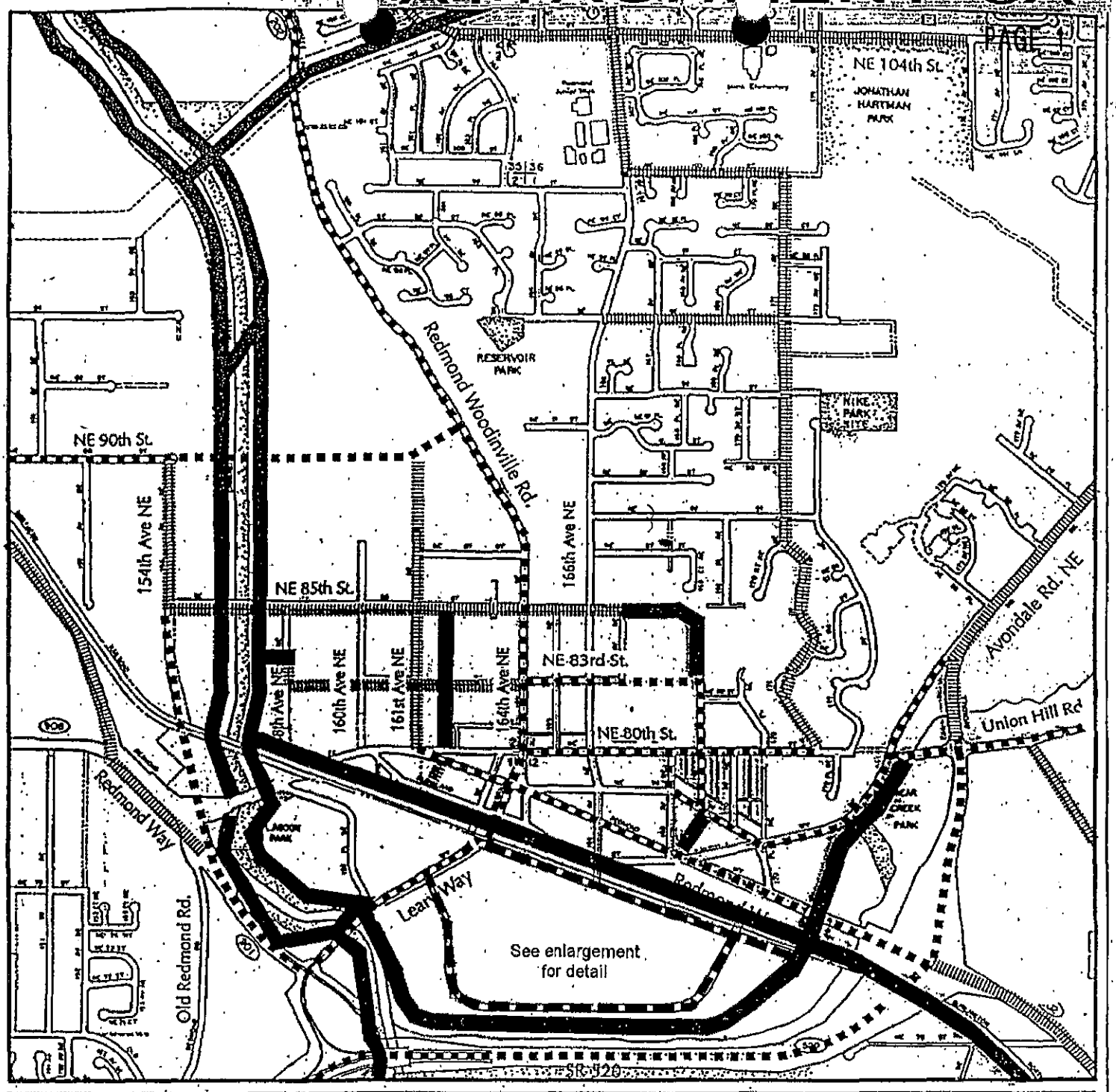
SIDEWALK STANDARDS:

- Type 1 Walkway (per RCDG)
- 13-foot sidewalk with street trees when building faces street; 20-foot linkage when parking lot faces street. Such linkage will include an 10-foot sidewalk and a 10-foot parkway planter. An 18-foot linkage, including a 5-foot sidewalk, is required along the north side of Bear Creek Parkway where adjacent to the open space. Sidewalk widths may increase at street intersections due to curb projections, and will be located to improve pedestrian access.
- Plaza: Sidewalk standards may be increased at plaza areas to reflect increased pedestrian activity, subject to Site Plan Review.
- Trail: 10' paved trail.
- Recommended Linkage.



Pedestrian Circulation System - Required Locations and Standards

ATTACHMENT 2B



REDMOND CITY CENTER BICYCLE PLAN

THE CITY OF REDMOND · WASHINGTON

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.

EFFECTIVE 12/93

Ordinance No. 1841

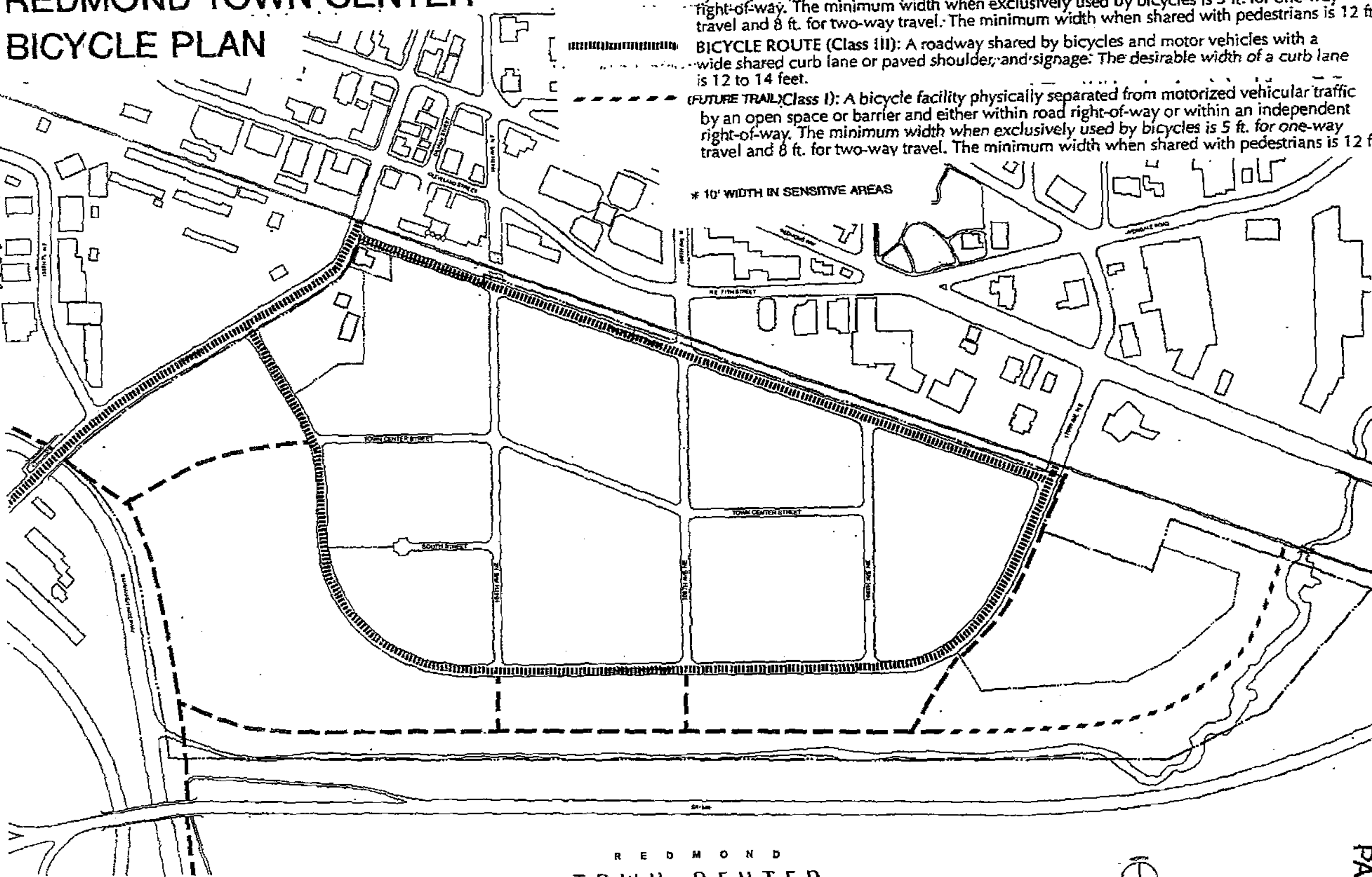
REDMOND TOWN CENTER BICYCLE PLAN

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 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.

(FUTURE TRAIL)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.*

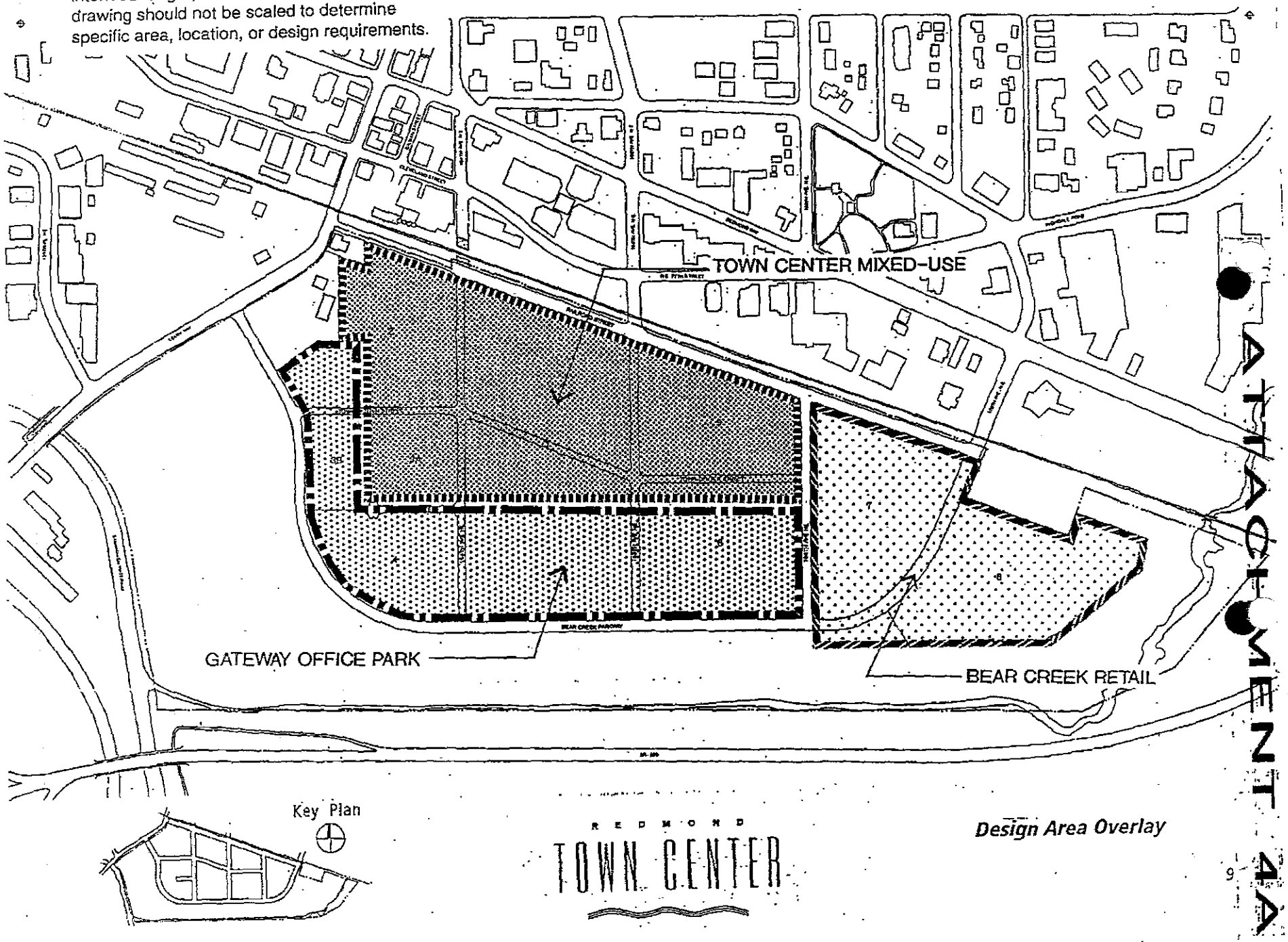
* 10' WIDTH IN SENSITIVE AREAS



REDMOND
TOWN CENTER

ATTACHMENT 3A
PAGE 2

General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.



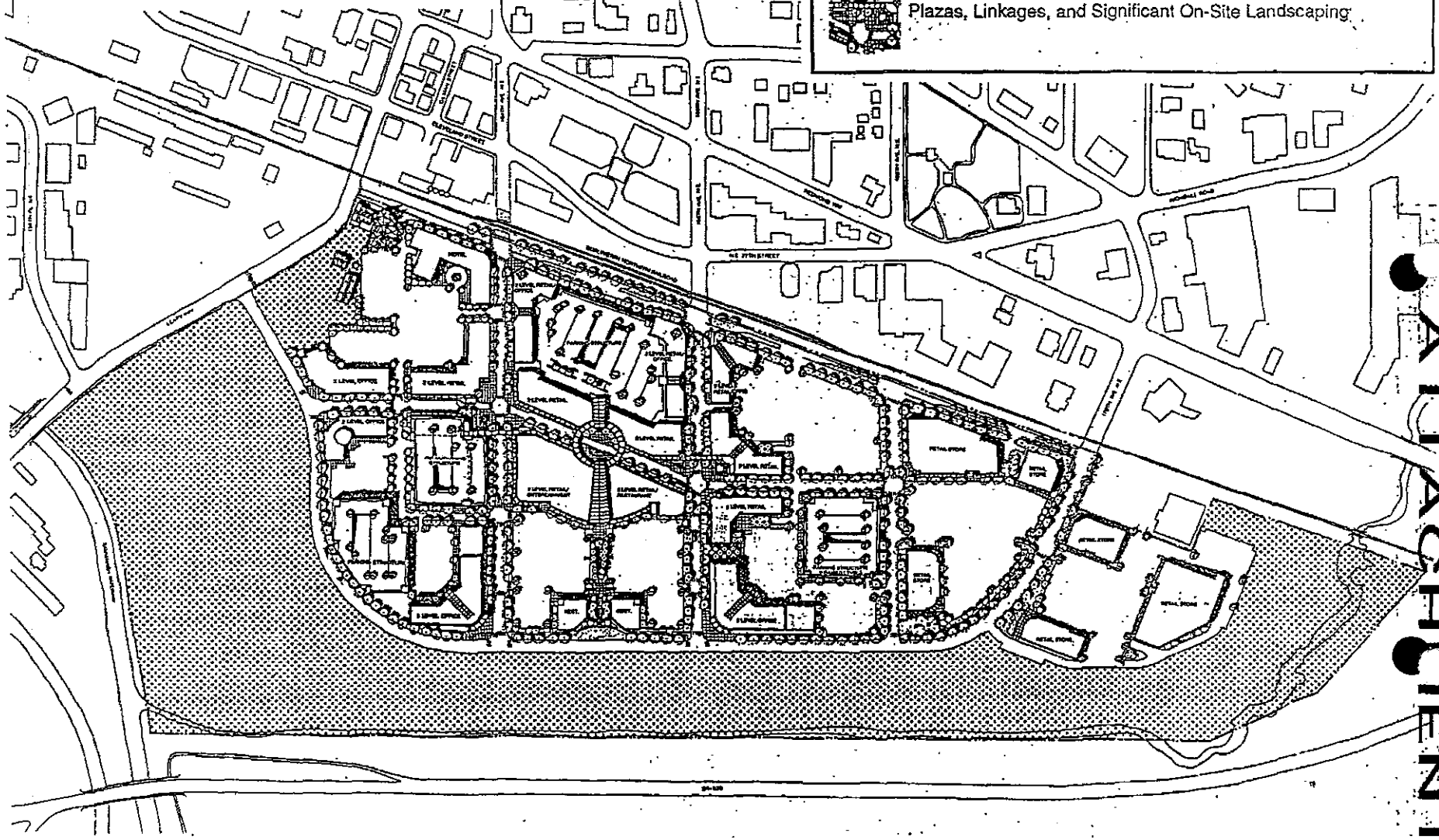
Design Area Overlay

ATTACHMENT 4A

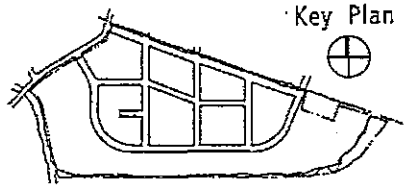
General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.

OPEN SPACE AREAS AND CLASSIFICATIONS:

- Public Access Open Space Area
- Plazas, Linkages, and Significant On-Site Landscaping



Key Plan



REDMOND TOWN CENTER

Public Access Open Space Area Plan

ATTACHMENT 5A

Rev. 6/28
EXHIBIT B

PLANNING COMMISSION RECOMMENDED DEVELOPMENT GUIDE AMENDMENTS FOR REDMOND TOWN CENTER - DGA94-004

SECTION 20C.10

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:

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 Design Review Board.

The chart entitled "City Center Land Use and Site Requirements", referring to Maximum Building Height (stories/feet) shall be modified to read as follows:

a. Mixed-Use Area: 3 stories (60 feet); hotel - 6 stories (75 feet) or 8 stories (100 feet) with meeting, conference and banquet facilities in hotel.
b. Office Park Area: 5 stories (75 feet)
c. Bear Creek Retail Areas: 3 stories (60 feet)
Footnote number 8 will be read:
The hotel will be located within the northwestern portion of the Design Area. (Please see Attachment 1B.)

Section 20C.10.230(25)(a)
The map entitled "City Center Pedestrian System" shall be replaced with a new map. (Please see Attachment 2B.)

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: .

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

The following will replace Sections 20C.30.050(30) of the RCDG.

SECTION 20C.30

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

(a) Urban Design

The Mixed-Use Center Design Area shall consist of three sub-areas as follows:

a. Mixed-Use Retail 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 Retail area include storefronts along roadways, curbside parking, pedestrian plazas, and sidewalk designs that integrate into building architecture. (See Figures 3, 4, and 7.)

b. Office Park area design features multi-level office buildings and an urban gateway facing SR520. Building height, location, and architectural character is intended to create a strong urban perimeter and a varied urban texture, connecting the site with the downtown. (See Figure 9.)

c. Bear Creek Retail area is planned for auto-oriented retail tenants. The freestanding buildings with surface parking would be distinct from the other two areas. However, architectural character, featured design elements, and pedestrian linkages are intended to incorporate a design commonalty with the rest of the site. (See Figure 10.)

2. Gateway to Downtown - The Design Area 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. (See Figure 1.)

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 - 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 within the Mixed-Use Retail area will establish functional and visual continuity with the downtown. The character of the new buildings will be compatible with older existing buildings. (See Figures 2 and 5.)

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.

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.

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. The connection at 164th will be made when the vehicular access to the site is constructed.

(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. (See Figures 3, 4, and 7.)

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. (See Figures 3, 4, 6, and 10.)

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

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.

The ground floor of buildings should provide pedestrian interest and activity. The use of arcades, colonnades, or awnings to provide pedestrian protection is encouraged. Column and bay spacing along street fronts should be provided no greater than 36 feet apart in order to maintain a pedestrian

oriented scale and rhythm. (See Figures 2, 3, 7, and 8.)

Building Design should complement the character of adjoining Old Town.

Building Design must relate in material, colors, scale and form, which are harmonious with the surrounding environment in Old Town.

Buildings and facades in the Mixed-Use Retail area should be a combination of brick, stucco-like finishes, smooth finished concrete, and architectural metals. Building facades in the Mixed-Use Retail and Office Park areas should have a greater proportion of voids (windows) than solids (blank walls) on pedestrian levels. Buildings and facades in the Bear Creek Retail area should be primarily masonry products with concrete and architectural metals used for detailing if desired. In all design, there should be emphasis upon the quality of detail and special form in: window treatments, columns, eaves, cornices, lighting, signing, etc.

Buildings and the spaces between them should relate easily and openly to the external public areas or plazas.

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. (See Figures 3 and 4.)

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.

The integrity of a building as an individual structure or as part of a series of buildings should be respected.

Buildings as a whole should be seen as significant architectural elements.

Storefront design and materials should be allowed to be unique while maintaining the character of the building facade of which they are a part.

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 area.

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 in the Mixed-Use Retail and Office Park areas should abut the sidewalks on at least one side and orient the primary entrance, or entrances, toward the street.

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.

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

Care should be taken to avoid clashing colors on individual buildings and between adjacent buildings.

7. Windows and Displays - Windows and display areas shall be located along pedestrian routes to enhance the pedestrian experience. (See Figures 2, 7, and 8.)

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.

Windows shall be provided on the street level in the Mixed-Use Retail buildings 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 in the Mixed-Use Retail area 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. (See Figures 2, 7 and 8.)

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, and 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. (See Figures 1 and 3.)

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.

12. Site Entrances - Entrances to Town Center development shall be emphasized 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 the Cleveland Street retail area.

13. Rooftop Mechanical Equipment - Rooftop mechanical equipment will be screened in a manner which enhances the overall architectural design, and rooftops 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 berms.

Encourage alignment of all roadways to minimize the removal of all existing significant, healthy trees.

Streets should not be wider than 4 travel lanes with the appropriate number of lanes at intersections between the design area, and areas targeted for integration with the downtown.

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 to parking areas 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.

Landscaped medians should be provided where access and traffic movements allow.

Conflict between pedestrians and automobiles should be minimized by designing streets to provide well defined pedestrian walkways and crosswalks that reduce vehicle speeds.

Open space and landscaping should be coordinated and linked wherever possible, particularly in relation to public areas and the pedestrian system.

To minimize visual impacts where surface parking is utilized, project design should incorporate screening and landscape treatment of surface parking areas.

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

Patrons of the retail center shall be allowed to use parking while patronizing other businesses in City Center. No rules, signage or penalties shall be enacted by Town Center to preclude this parking allowance.

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.

Facades of parking structures should include a landscape treatment in addition to architectural screening from the SR520 corridor.

Parking structures shall have landscaping around the perimeter which will correspond to adjacent land uses and activities. Landscaping shall include, but not be limited to, a combination of shade trees, evergreen trees, shrubs, groundcovers, deciduous native and ornamental shrubs, and vines to further screen the structures.

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.

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

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

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 Retail area and the Office Park.

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.

2. Pedestrian

a. Linkages - Link proposed development to walkways, trails, and bicycle systems in the surrounding area by connecting and lining up directly to existing linkages, closing gaps and treating crossings of barriers (such as the railroad, Bear Creek Parkway, 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, the 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.

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.

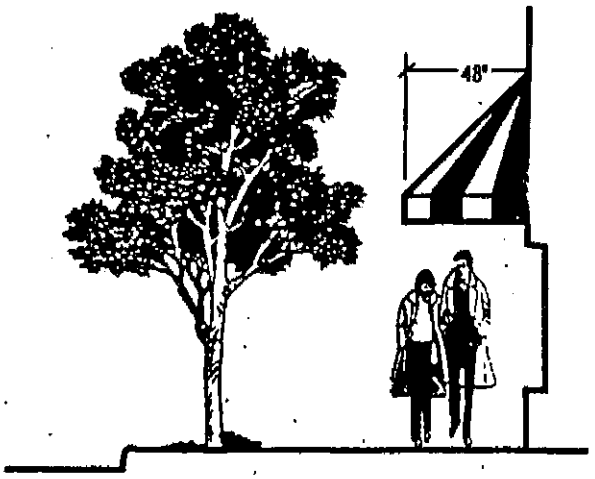
Sidewalks should meet similar standards to those of the approved Pedestrian Linkage System.

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.

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

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. (See Figures 2, 3, 7 and 8.)

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 arcades, colonnades, or canopies 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.



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

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, street vending carts, water fountains, lighting standards, perch walls, sidewalks, pathways, trails 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.

Preserve a minimum of 100 percent of all trees within the Public Access Open Space as identified in Attachment 3B. This area includes the cluster of trees along the east side of Leary Way for the purpose of preserving the corridor's green gateway image, and the healthy trees along the Bear Creek and Sammamish River corridors. Trees that cannot be retained due to approved street and/or utility construction shall be replaced with native nursery stock of similar or like variety at a 1:1 ratio, with tree sizes in accordance with Section 20C.20.090(25)d), pursuant to a landscape plan approved in conjunction with Site Plan Review. Trees removed as a result of construction activities which are intended to be preserved shall be replaced per Section 20C.20.090(25). Replacement trees shall be located in the immediate vicinity as is practical.

Minimize new grading in this area.

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

Encourage passive recreation including a walking trail, bicycle trail, seating and rest areas, pedestrian lighting, and site furnishings. Connections should be provided to the Justice White House, Mixed-Use Retail area, 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 Design 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.

2. Justice 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 area.

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.

c. An ongoing stormwater outflow monitoring program for private drainage systems shall be designed and, upon approval by the Technical Committee, be implemented by the applicant. The monitoring program shall consider specific contaminants which may likely be present in the runoff and shall be revised periodically as appropriate.

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 stormwater swales and recharge areas should be integrated with the natural environment.

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 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.

f. An ongoing stormwater outflow monitoring program for private drainage systems shall be designed and, upon approval by the Technical Committee, be implemented by the applicant. The monitoring program shall consider specific contaminants which may likely be present in the runoff and shall be revised periodically as appropriate.

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 44 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 - Public Access Open Space as shown on Attachment 3B shall include a minimum of 44 acres. This will include natural areas inclusive of the floodway, and the areas around the Justice White House and the Saturday Market.

(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.

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

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

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 relationship 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.

Signs should be simple, clear and direct. Extruded aluminum or plastic signs are not appropriate. Careful use of neon may be acceptable.

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

Signs attached or hung from the arcades, colonnades, and canopies perpendicular to the sidewalk should be encouraged.

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.

Sign lighting should be energy efficient.

(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.

Parking lot and security lighting shall be screened by buildings and other means to minimize light intrusion onto the Sammamish River and Bear Creek.

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. o:\kvt\Judd\ExhibitB

20C.10.230(16) CITY CENTER SITE REQUIREMENTS

DESIGN AREA / DESIGN CRITERIA (20C.30)	Old Town	Mixed Use Center	Valley View Bear Creek Trestle	Town Square	Sammamish Trail	Leary	River Bend	Foot Hill	North Point East Hill Carter
	See Section 20C.30.050(25)	See Section 20C.30.050(30)	See Section 20C.30.050(10)	See Section 20C.30.050(15)	See Section 20C.30.050(15)	See Section 20C.30.050(35)	See Section 20C.30.050(40)	See Section 20C.30.050(50)	See Section 20C.30.050(45) 20C.30.050(50)
SITE STANDARDS									
RESIDENTIAL DENSITIES - Maximum Number of Dwelling Units Per Gross Acre - Permitted Location	FAR 1.75 See Table 20C.10.-230(16)(A) 2nd floor or above	55 du/ac See Table 20C.10.-230(16)(A) 2nd floor or above	30 du/ac See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 2.25 See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 1.75 See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 1.75 See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 1.75 See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 2.0 See Table 20C.10.-230(16)(A) No Special Restrictions	55 du/ac See Table 20C.10.-230(16)(A) No Special Restrictions
MINIMUM YARD SETBACKS - Front Street	1 2, 2a 14 feet	3	1a, 2a 20 feet	2, 2a 14 feet	2, 2a 14 feet	2b	2a 20 feet	2a 28 feet	2a 28 feet
- Side Street	1 2 14 feet	3	1a 20 feet	2 14 feet	2 14 feet	2c	20 feet	28 feet	28 feet
- Side Yard	1b 0 feet	3	0 feet	0 feet	0 feet	2c	0 feet	See Section 20C.10.230(17)(b)	See Section 20C.10.230(17)(b)
- Side Yard - Residential uses above ground floor commercial	5 feet min.	3 5 feet min.	5 feet min.	5 feet min.	5 feet min.	2c 5 feet min.	N/A	See Section 20C.10.230(17)(b)	See Section 20C.10.230(17)(b)
- Rear Yard	1b 0 feet	3	0 feet	0 feet	0 feet	2c	0 feet	10 feet	10 feet
- Rear Yard - Residential uses above ground floor commercial	10 feet	3 10 feet	10 feet	10 feet	10 feet	2c 10 Feet	N/A	10 feet	10 feet
- Yard Adjoining Residential District	5 feet	3 5 feet	5 feet	5 feet	5 feet	2c 5 feet	4 5 feet	5 feet	5 feet
- Between Buildings On-Site	N/A	3	N/A	N/A	N/A	N/A	N/A	15 feet	15 feet
- Parking	5	3	5	5	5	Same as Set Backs	5	5a	See Section 20C.10.230(H)
MAXIMUM BUILDING HEIGHT (Stories/Feet)	9 5/75'	8 ~~[illegible]~~ (INSERT LANGUAGE)	2/30' 10 3/45'	7 6/92' 6, 7 8/120'	5/75'	5/75'	5/75'	7 6/90'	4/48'
LOT COVERAGE	11c 11a 100%	11, 11b	11a 80%	11a 100%	11a 100%	11a 100%	11a 100%	11a 80%	See Table 20C.10.230(16)(a)
PARKING SPACES REQUIRED	12 See Section 20C.20.150	See Section 20C.20.150	13 See Section 20C.20.150	See Section 20C.20.150	12,13 See Section 20C.20.150	See Section 20C.20.150	See Section 20C.20.150	See See Section 20C.20.150	See Section 20C.20.150

ATTACHMENT 1-B
PAGE 1

NOTES:

1 - Measured from face of curb. See, also, Section 20C.10.230 (25) City Center Pedestrian System. See also Section 20C.20.220, Sight Clearance at Intersections.

1a - Thirty (30) feet, if designated per Section 20C.10.230(25) City Center Pedestrian System.

1b - Measured from property line. In case of alley, measured after dedication, if necessary. See also Type VI Pedestrian System in Section 20C.10.230(25).

2 - On streets fronting Type V Pedestrian walkways per Section 20C.10.230(25) 14 feet is the average required. Building fronts shall be developed to the sidewalk and/or plaza edges.

2a - Front setback for residential use above ground floor commercial shall be regulated by Section 20C.10.230(25) City Center Pedestrian System.

2b- Where a grove of trees (6 or more significant trees within a quarter-acre area) lie along a street front, the setback shall be 100 feet. Otherwise the set back shall be per Section 20C.10.230(25) City Center Pedestrian System requirements.

2c- Where a grove of trees (6 or more significant trees within a quarter-acre area) lie along the easterly design area boundary, the setback shall be 30 feet. Otherwise the set back shall be zero (0) feet.

3 - Subject to Master Plan and Site Plan Review Approval.

4 - Within 100 feet of adjoining Residential Districts, bay doors other than for loading may not open directly toward (without a building in between) the residential district.

5 - Governed by Section 20C.20.150(15)(o) Parking Garages.

5a - Same as 5 above, except standards apply regardless of Pedestrian System Type, and sub-paragraph (iv) does not apply.

6 - Six (6) floors is maximum height without bonus. Bonus to eight floors granted for provision of 20% on-site usable open space in the form of plazas/arcades accessible to public during extended business hours.

7 - Height limit overlay districts may apply; see Section 20C.10.230(11) Height Limit Overlay Zones.

8 - ~~Regional Shopping Center - 2 stories (60 feet); Hotel on Town Square - 6 stories (75 feet) or 8 stories (100 feet) with meeting conference and banquet facilities on Town Square - 4 stories (50 feet) all other permitted uses - 3 stories (40 feet) or 4 stories (50 feet) with parking structure~~.

9 - Both stories and height standard must not be exceeded, and height shall be measured to the top of mechanical equipment enclosures.

10 - The maximum height may be increased to 3 stories and 45 feet when a grocery store is a major tenant on the project site.

11 - Governed by Section 20B.85.130(105)(a) Mixed Use Shopping Center Design Area Goal and Policy.

11a -For developments with residences above ground floor commercial/office, Lot Coverage shall be governed by this table.

11b -For residential development without ground floor commercial/office, Lot Coverage shall be governed by Section 20C.10.230(17)(A).

11c -Lot coverage percentage equals: The total site area measured to the PROPERTY LINE, less Pedestrian Systems measured to the CURB LINE, on-site-sidewalks, landscaping, and plazas; DIVIDED by the site area measured to the CURB LINE.

12 - A density bonus for contribution to In-Lieu Parking Fund is available per Section 20C.20.150(20)(b).

13- Surface parking is prohibited within 150 feet of the river's top-of-bank.

(Ord. 1756)

PLANNING COMMISSION
RECOMMENDED LANGUAGE FOR

SECTION 20C.10.230(05), CITY CENTER PERMITTED LAND USE (Chart)

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

b. Office Park area: 5 stories (75 feet)

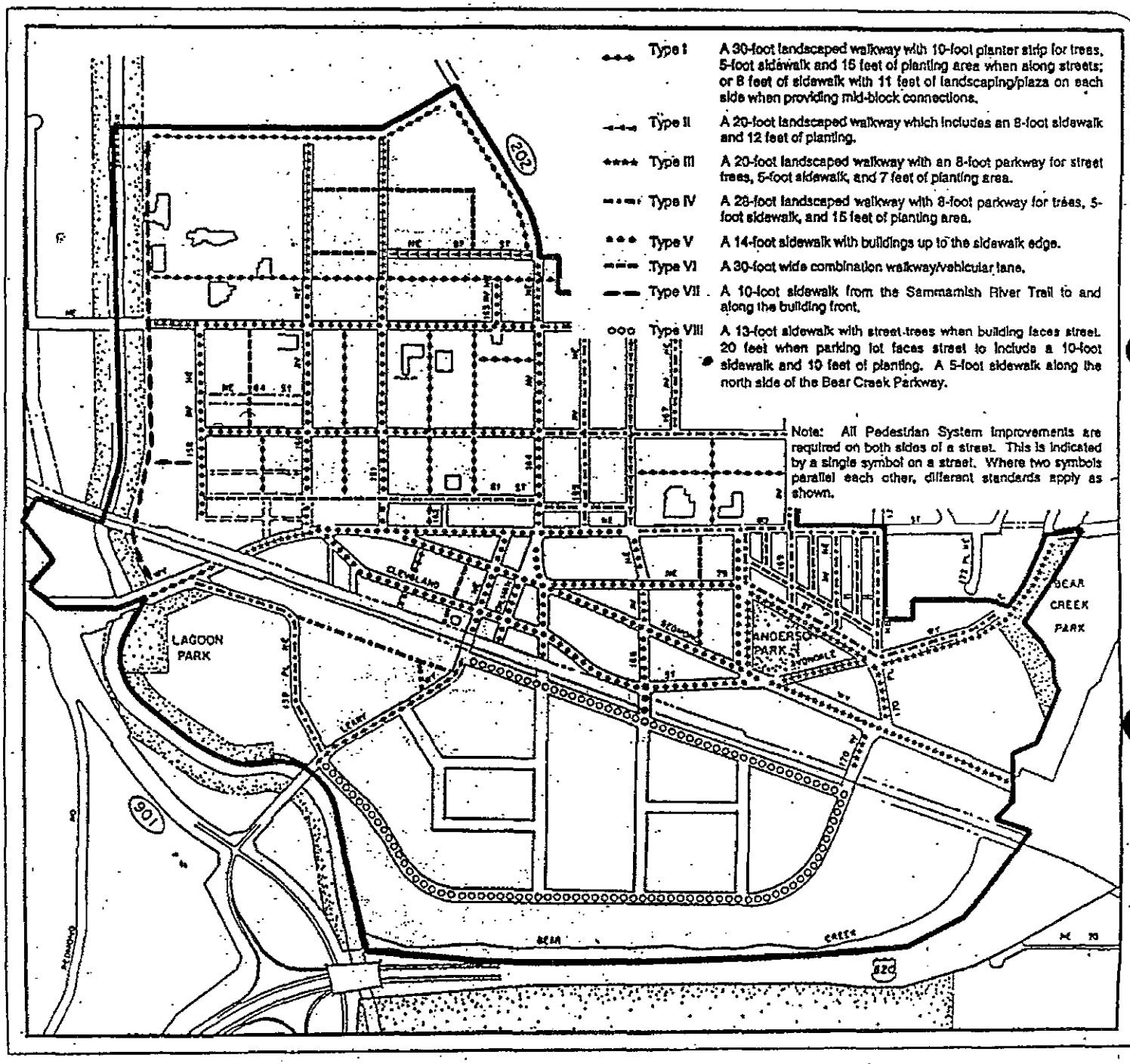
c. Bear Creek Retail area: 3 stories (60 feet)

Footnote 8 to read:

The hotel will be located within the northwestern portion of the Design Area.

o:\kvt\Judd\pclang

ATTACHMENT 2B



THE CITY OF REDMOND · WASHINGTON

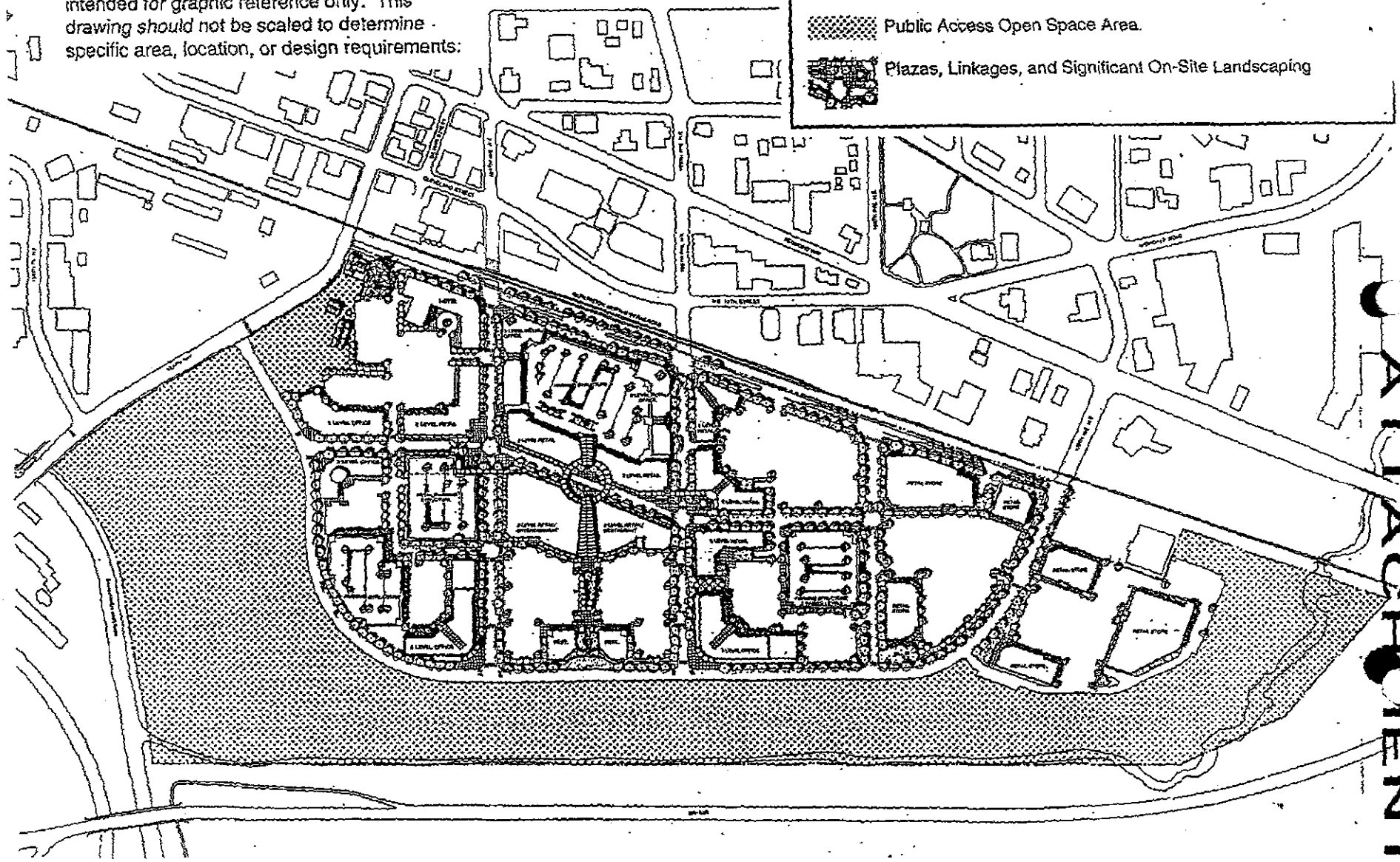
CITY CENTER PEDESTRIAN SYSTEM

PROPOSED PLAN

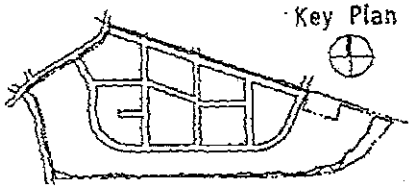
General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.

OPEN SPACE AREAS AND CLASSIFICATIONS:

- Public Access Open Space Area.
- Plazas, Linkages, and Significant On-Site Landscaping



Key Plan

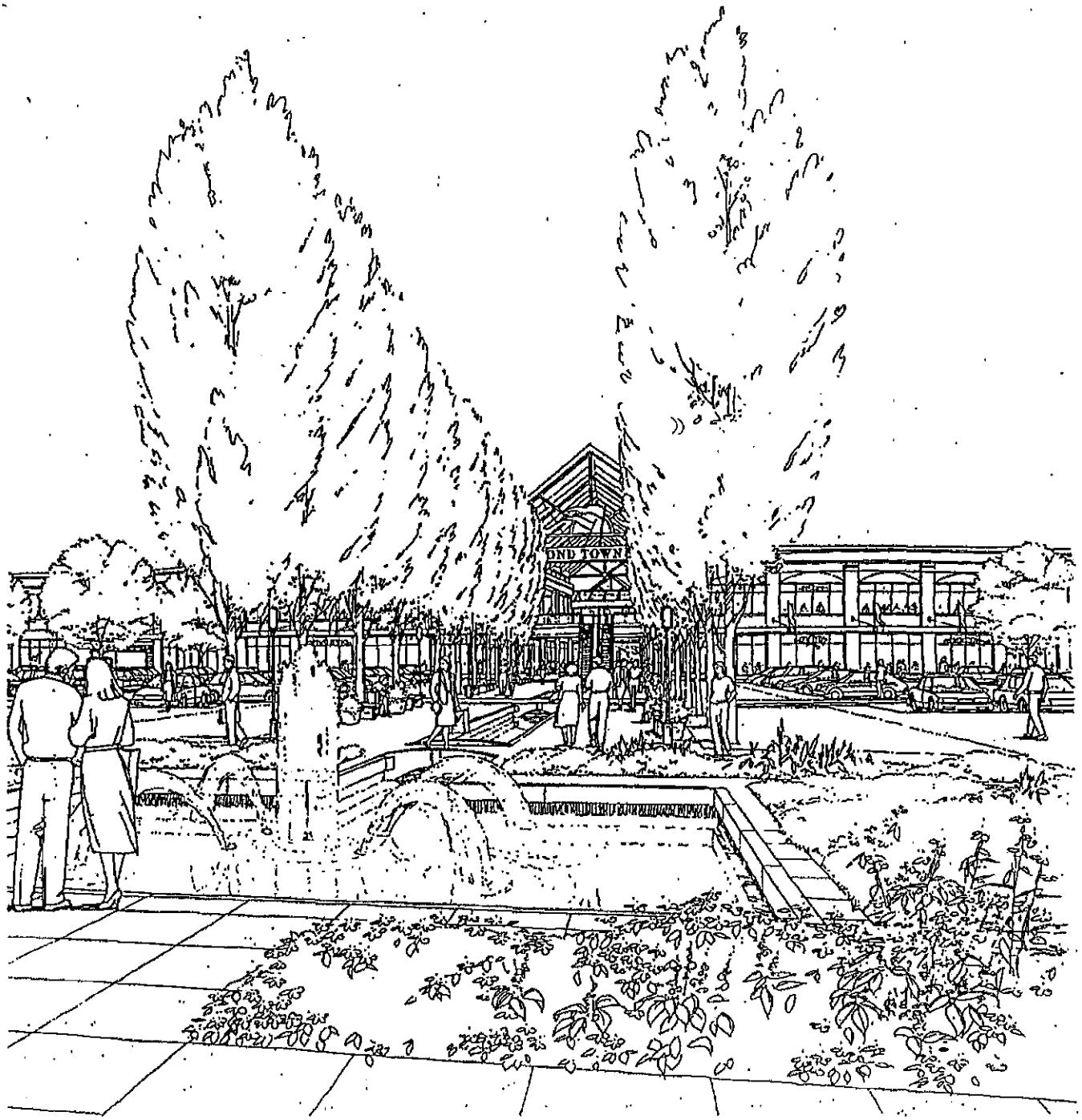


REDMOND TOWN CENTER

Public Access Open Space Area Plan

ATTACHMENT 3

Ordinance No. 1841



Ordinance No. 1841

FIGURE 1

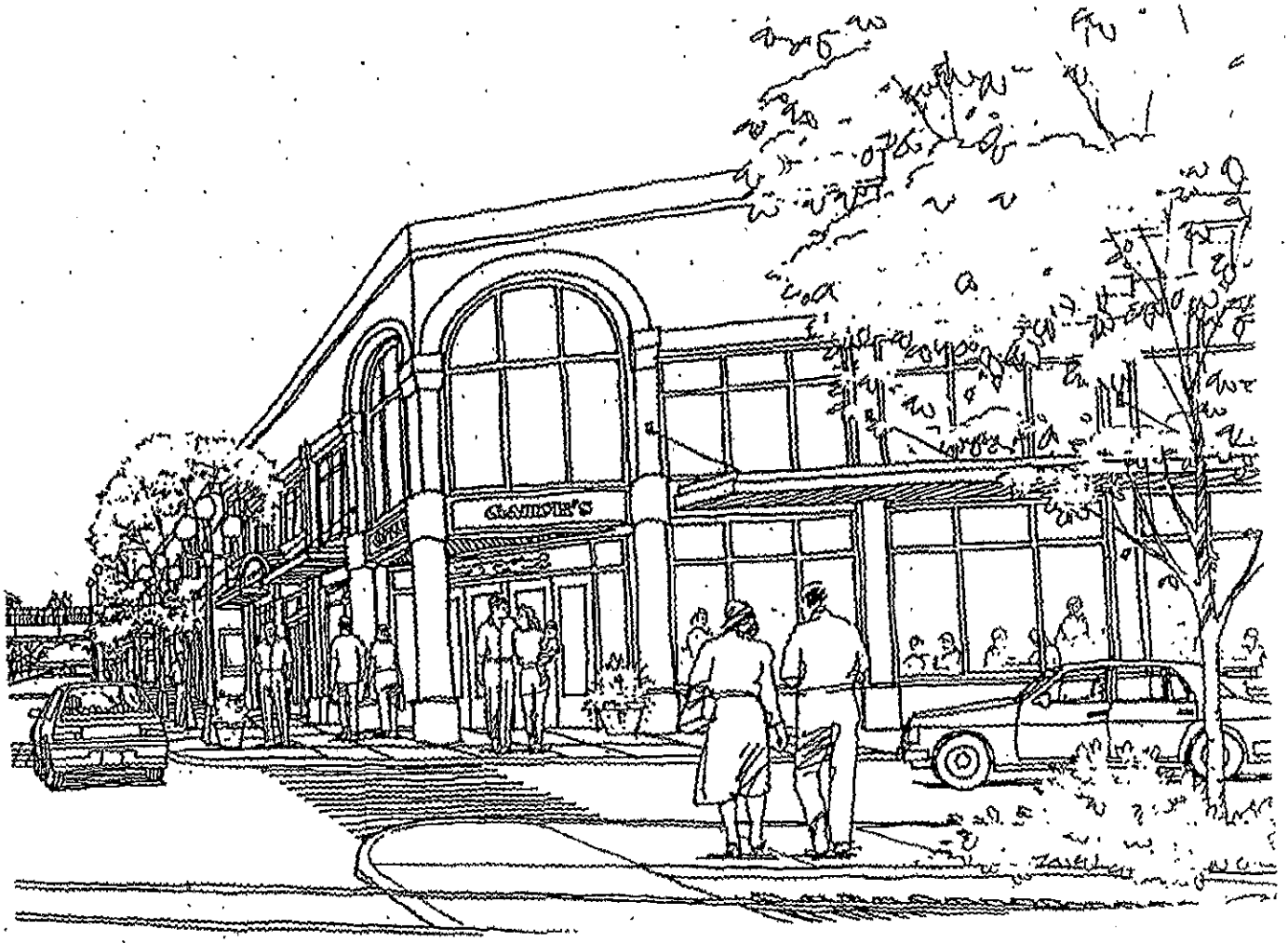
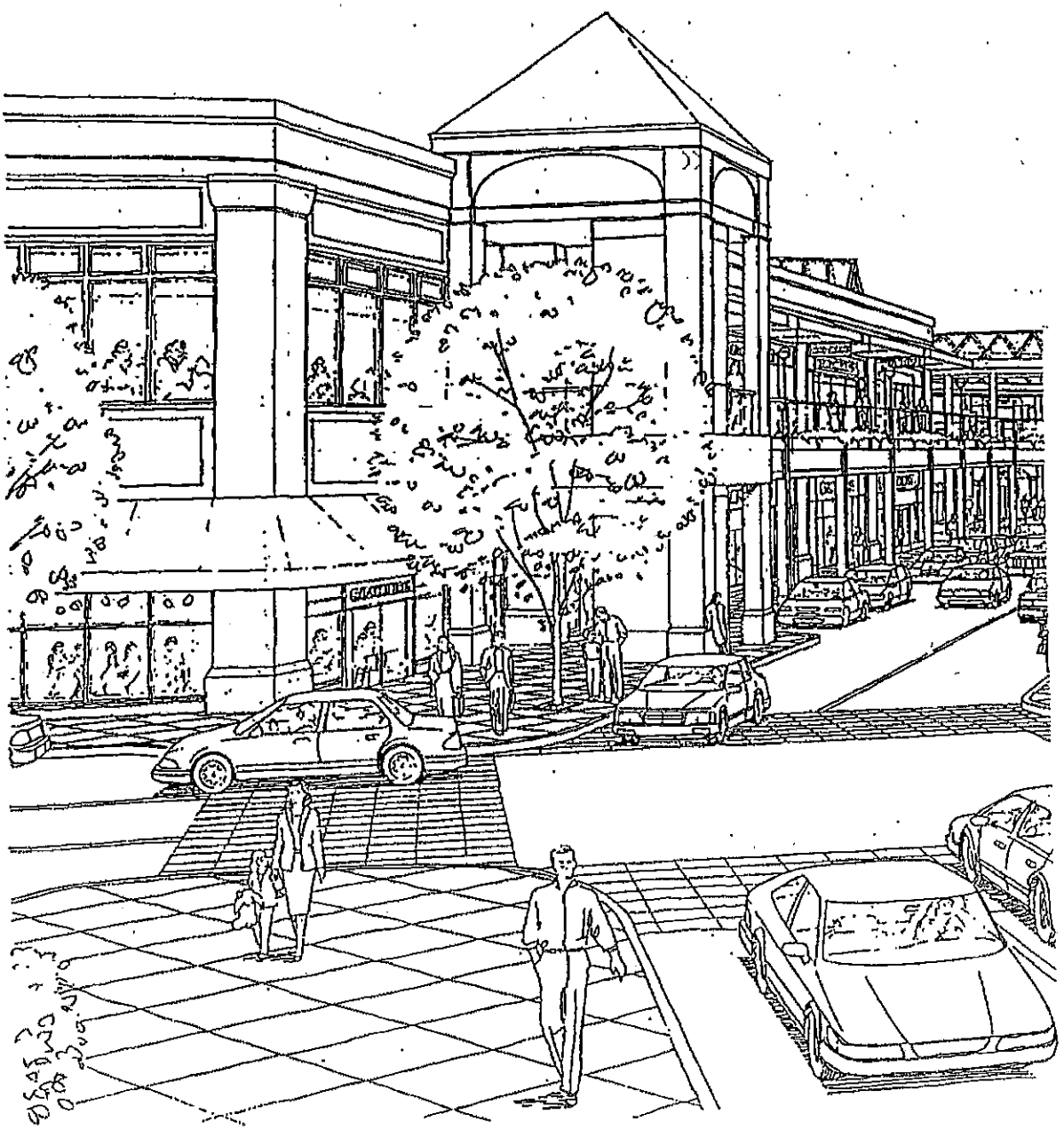


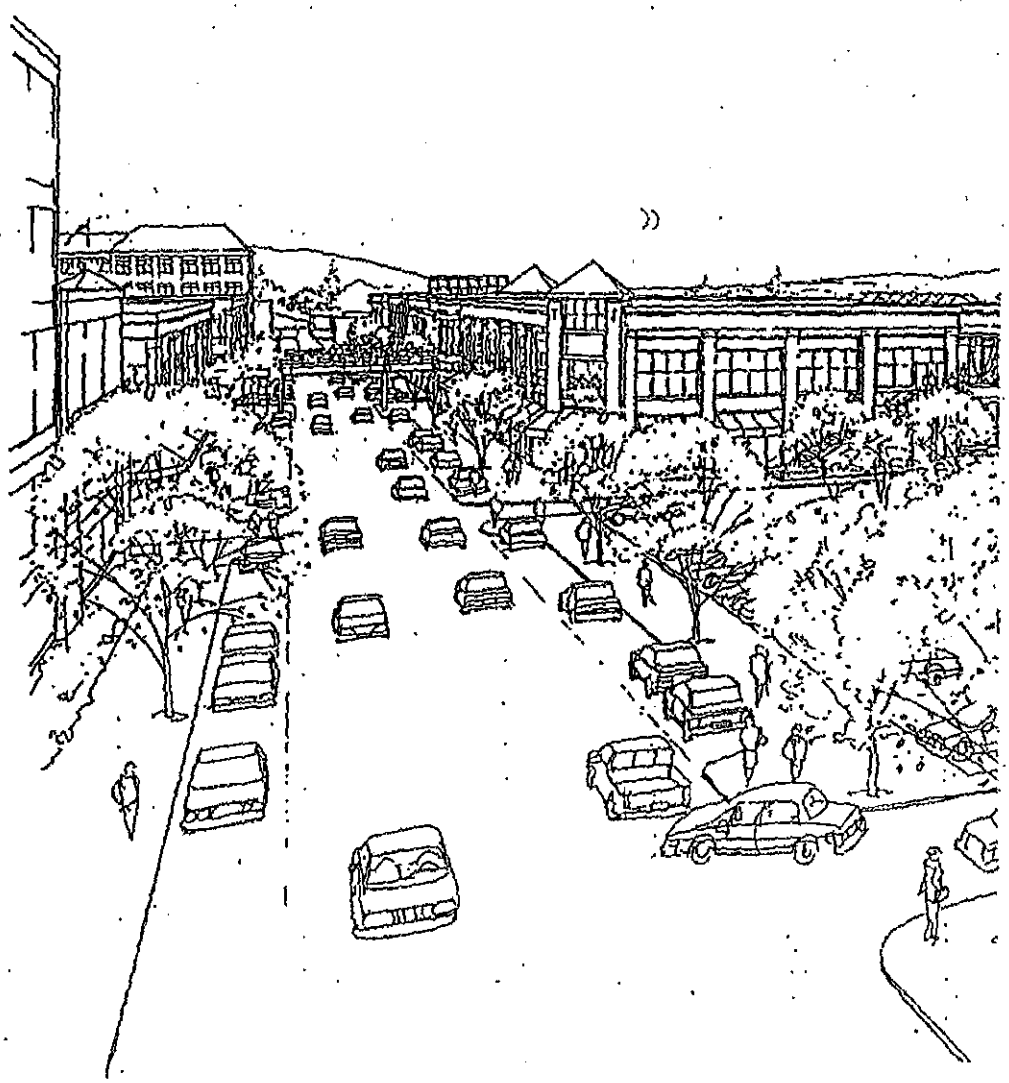
FIGURE 2

No. 1841



Ordinance No. 1841

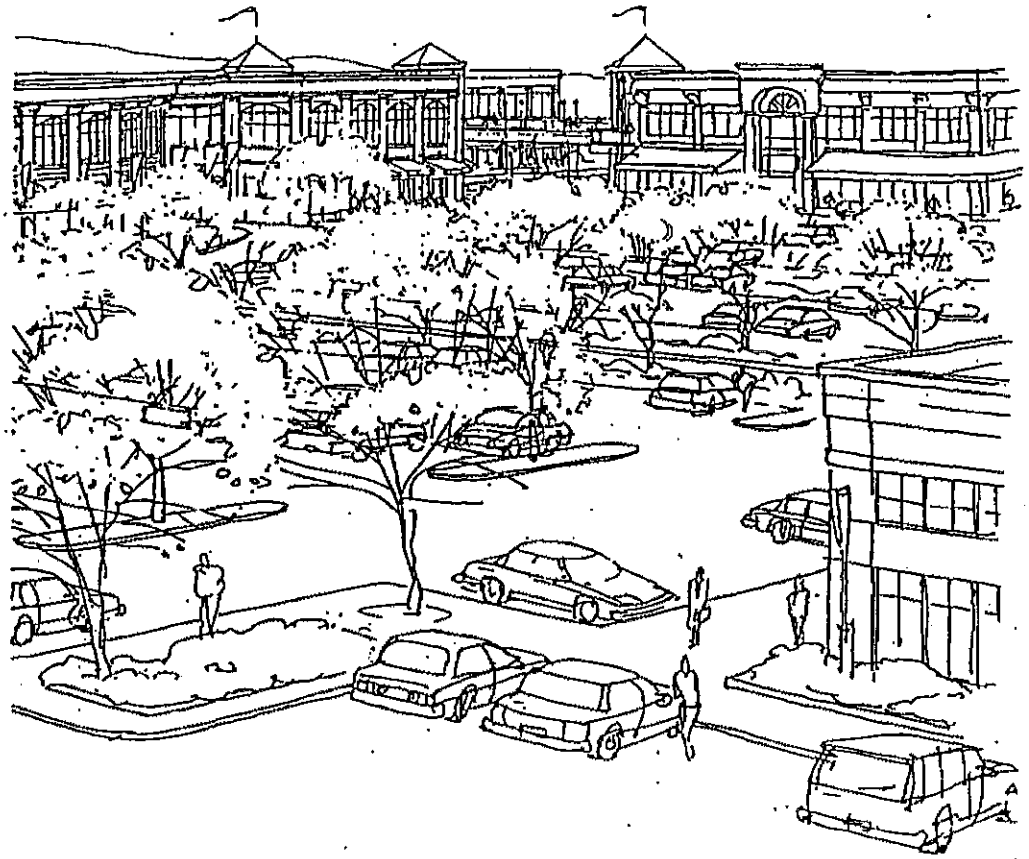
FIGURE 3



Ordinance No. 1841

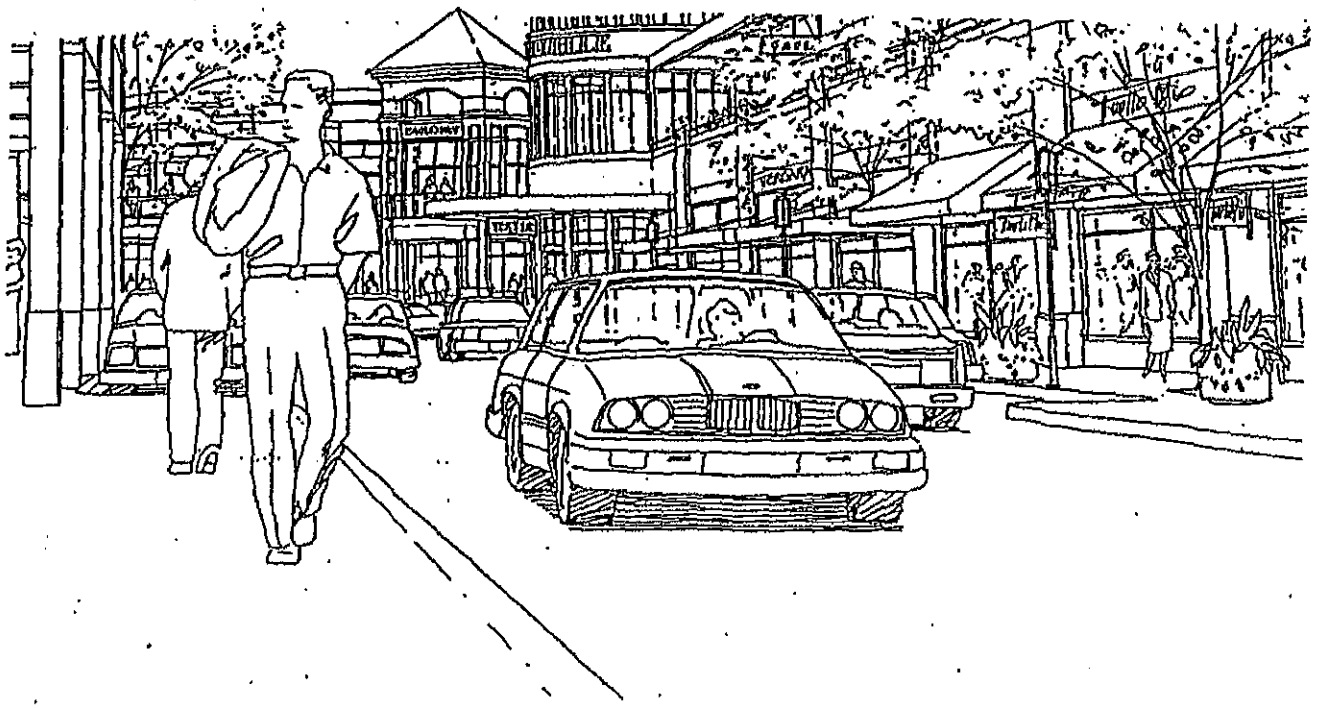
FIGURE 4

FIGURE 5



Ordinance No. 1841

FIGURE 6



Ordinance No. 1841

FIGURE 7

Ordinance No. 1841

FIGURE 8

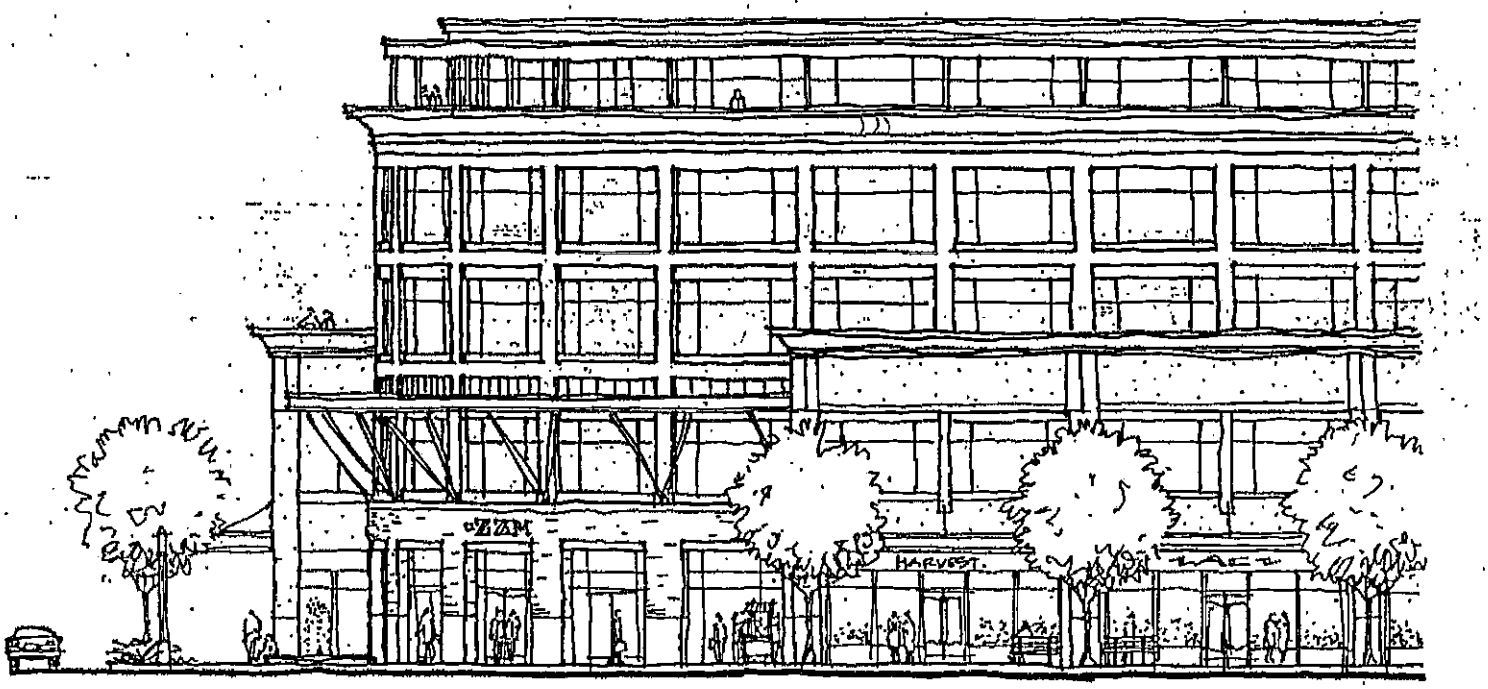


FIGURE 9

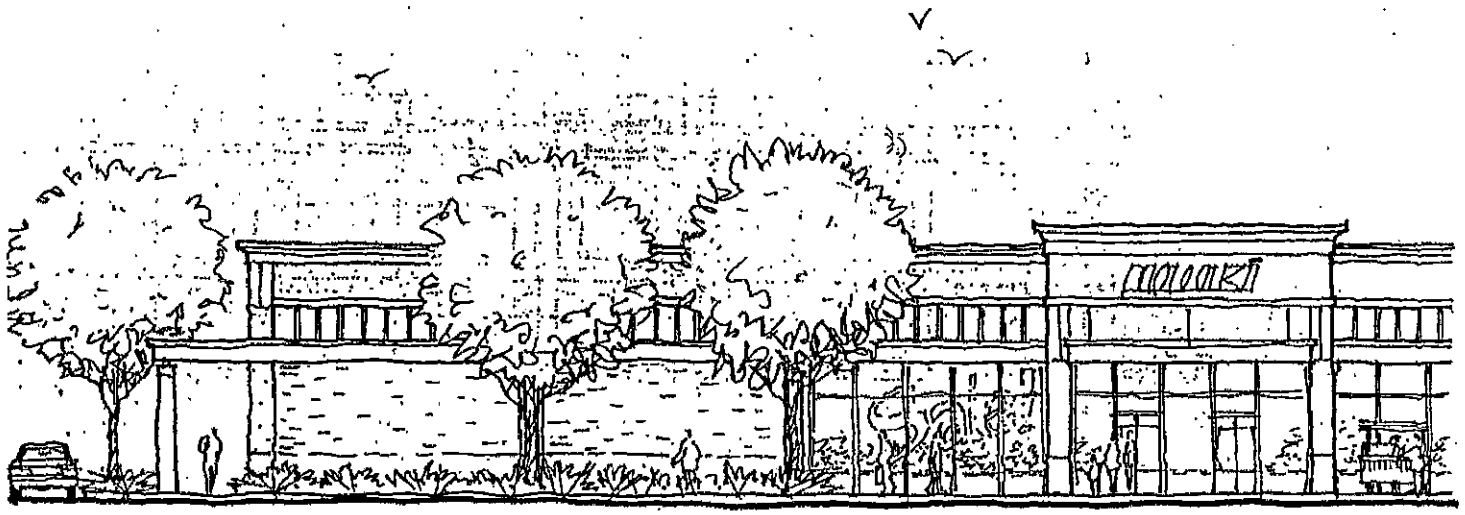


FIGURE 10

EXHIBIT C

June 6, 1995 -

Comments on Town Center
Holly Plackett, Planning Commissioner

I'm voting against DGA94-004 Redmond Town Center Development Guide Amendments, as referred to in the Technical Committee Proposal dated 4/10/95. A few reasons for my decision:

The proposed development for the former Redmond Golf Course is one of the most highly contested decisions that has ever been before this city. For 18 years the residents of the City of Redmond have discussed, voted, and attempted to move forward on this issue. The vision for Redmond is intensely intertwined in the development or non-development of this piece of property.

During the seven years following the City Council's decision in 1988 to move forward with a politically touchy, carefully crafted (some would say twisted), ordinance that allowed a regional shopping mall on this property, Winmar has still developed nothing on this property.

The City Council had another opportunity in 1991 to review the proposal for this property and choose not to initial a thorough careful review of the status of the proposal or the property.

Now, in September of 1994, (11 months to the final deadline for cities in Washington state to complete their comprehensive plan to comply with the Growth Management law) Winmar produced another flurry of ideas, charts, graphs, traffic studies, and expensive brochures displaying a new proposal - an outdoor, niche-market-oriented 1.3 million square feet of shopping and office park for the city of Redmond. This proposal is to be discussed and decided on prior to July 1,1995, and prior to the completion of Redmond's new Comprehensive Plan -- because once the new Comp Plan is in place, it will take more time to make a decision of this magnitude for the City of Redmond, as after the new Comprehensive Plan takes shape, changes to the plan can only be made once each year. Why the rush? Why the hurry? Can the Winmar proposal not stand up to a long community discussion of the plans and goals?

My first objection to the proposal is based on the events that have happened since Winmar was given the green light to develop this land. Since 1988, the City of Redmond has gone ahead with development of Target and Mervyn's to answer and solve the burning question of where residents can purchase underwear in Redmond. We will complete the movie complex at Bella-Botega this summer, so entertainment will be available in Redmond. These were two primary goals of the 1988 proposal from Winmar, and Redmond has already met these goals.

I object to this development because of the traffic congestion it will bring to downtown Redmond. The best case scenario as described by Winmar still does not answer questions of how Burlington Northern Railroad will cooperate with this development so traffic can cross from Town Center to the older part of downtown Redmond. With the planning commissions recommendations about slowing traffic on the proposed Bear Creek Parkway, and if the City Council concurs, it will only be a matter of time, when peoples' frustration rise after a year of the "planned bottleneck" that Winmar will again petition the planning commission and the city council to make the necessary widening of Leary Way, the connection to 162nd to Redmond Way and a widening of Bear Creek Parkway itself to relieve the congestion in the area. By putting development on this property, the barn door is opened. We will never be able to hold back the demands of the residents for a better flow of traffic through that area.

I further object to this development because it provides no additional housing for Redmond. If there is a single clear idea we learned from the drafting of the Comprehensive Plan is that Redmond is out of balance with jobs and housing. When this planning commission drafted the South East Redmond plan, we put housing in that area - and the City Council followed our recommendations about that housing, with some reduced numbers. But housing was included. The downtown plan calls for a wide variety of housing to be included - Winmar's proposal calls for no housing units.

I object to this development because it does not guarantee the continuation of the Saturday market nor does it provide any family or sports oriented activity on this property, other than bike trails. There is no small playground for small children, there are no batting cages for little leaguers, no performing arts stage, not even an open air chess game board is planned. Redmond is a family community and if this development is built, family oriented activities need to be included in this development.

This is a major decision for the City of Redmond. The City Council should call for a complete full review of this site and look at it after we have completed the Comprehensive Plan for Redmond. It should be looked at, discussed and reviewed in full detail, and with great input from this community. To put a development on that property, that is designed to attract 325,000 people from this region to our city every year, is a major decision and calls for extra time, extra review and extra reflection before a decision is made.

00020.150.216
:jeh
07/16/98

ORIGINAL

ORDINANCE NO. 1992

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, ADOPTING COMPREHENSIVE PLAN AMENDMENTS FOR TOWN CENTER, DGA 97-002, AS PART OF THE 1997 ANNUAL COMPREHENSIVE PLAN UPDATE, AMENDING SUBSECTION 20B.85.130(75)(b) AND ADDING A NEW SUBSECTION 20B.85.130(75)(j) TO THE REDMOND COMPREHENSIVE PLAN AND REDMOND MUNICIPAL CODE IN ORDER TO AUTHORIZE AN INCREASE IN GROSS LEASABLE AREA ON THE TOWN CENTER PROPERTY UNDER CERTAIN CONDITIONS, AMENDING FOOTNOTE 8 TO THE TABLE SET FORTH IN SECTION 20C.40A.305 OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE IN ORDER TO INCREASE THE HEIGHT LIMIT FOR MIXED RETAIL/RESIDENTIAL USES IN THE MIXED USE CENTER HEIGHT OVERLAY AREA, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Ordinance No. 1847 of the City of Redmond, passed by the City Council on July 18, 1995, adopted a Comprehensive Plan to comply with the mandates of the Growth Management Act, Chapter 36.70A RCW, and

WHEREAS, the Growth Management Act requires that comprehensive plans and development regulations shall be subject to continuing evaluation and review, and

WHEREAS, the Growth Management Act further provides that comprehensive plans shall not be amended more than once a year, with certain exceptions, and that all comprehensive plan amendments shall be considered concurrently so that the cumulative effect of the various proposals can be ascertained, and

203816.1O

WHEREAS, pursuant to appropriate mailed, published, and televised notice, the City of Redmond Planning Commission held public hearings on a number of proposed comprehensive plan amendments and amendments to development regulations on November 21, 1997, January 21, 1998, and February 18, 1998, and

WHEREAS, after considering all public testimony and comments received by it, together with other data and analysis set forth in its reports, the Planning Commission voted on March 25, 1998 to forward the amendments package to the City Council with a recommendation of approval for the majority of the amendments and with no recommendation on a portion of the amendments related to gross leasable area on the property commonly known as Town Center, and

WHEREAS, the City Council considered the Planning Commission's recommendation and all of the evidence presented to the Planning Commission during the public review at several public meetings, and

WHEREAS, pursuant to appropriate mailed, published, and televised notice, the City Council held a public hearing on the proposed amendments and development regulations in order to consider alternatives related to the Town Center proposal, and

WHEREAS, on June 16, 1998, after the public hearing was completed, the City Council approved all comprehensive plan and development regulation amendments other than those relating to Town Center, and

WHEREAS, also on June 16, 1998, the City Council voted to deny the Town Center Amendment Request because the Council was concerned that the outright increase in gross leasable area requested in the amendment would intensify development and provide private

gain to the property owner without a corresponding public benefit or enhancement of mitigation, and

WHEREAS, on July 7, 1998, the City Council determined to reconsider its denial of the Town Center Amendment Request based upon the applicant's proposal to impose a conservation easement on an additional portion of the property commonly known as the Town Center West site and,

WHEREAS, the conservation easement will enhance the open space element of the overall Town Center Development and provide an adequate trade-off of increased mitigation and public benefit, and

WHEREAS, the City Council has determined that the revised Town Center Amendment Request described in this ordinance should be adopted and that it is consistent with the Growth Management Act, the Countywide Planning Policies, and the City's criteria for amending the Comprehensive Plan, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY ORDAINS AS FOLLOWS:

Section 1. Findings, Conclusions, and Analysis. In support of the amendments to the Comprehensive Plan, Community Development Guide, and Redmond Municipal Code adopted by this ordinance, the City Council hereby adopts the Findings, Conclusions, and Analysis for DGA 97-002 contained in the Planning Commission Report to the City Council dated March 25, 1998. The City Council also adopts the Findings, Conclusions and Analysis contained in Exhibit A to this Ordinance entitled, "Supplemental Findings for the Redmond Town Center Amendment Request for Additional Gross Leasable Area and Administrative

Flexibility."

Section 2. Comprehensive Plan Amended. Subsection 20B.85.130(75)(b) of the Redmond Comprehensive Plan and Redmond Municipal Code is hereby amended, and a new Subsection 20B.85.130(75)(j) is hereby added, to read as follows:

(b) 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 mixture of retail and office uses. The GLA may be increased by up to 115,000 square feet to a maximum of 1,490,000 square feet upon fulfillment of the following conditions:

(1) The property owner shall provide and diligently pursue granting a Perpetual Conservation Easement (P.C.E.) to the City for additional buffer areas on the property owner's Leary Way site (RTC West) as follows:

(a) Include the existing 100 foot Leary Way setback in the P.C.E.

(b) Provide a 30 foot buffer on the westerly property line including existing required setbacks.

(c) Provide a 17 foot buffer on the north side of the existing 100 foot Leary Way buffer (total Leary Way buffer of 117 feet).

(d) Provide a 17 foot buffer, allowing for access drives and trails, along the westerly side of the 162nd Right-of-Way (R.O.W.) dedication.

(e) Provide a triangle in the northeasterly corner of the property created by the 162nd R.O.W. of approximately 5,000 square feet.

(f) Provide a triangle in the southwesterly corner of the property of approximately

2,700 square feet.

(g) Provide a triangle in the northwesterly corner of the property of approximately 17,300 square feet.

The approximate location and configuration of the P.C.E is shown on the following plan, which was approved by the ordinance codified in this section. The P.C.E. shall be granted prior to the issuance of a certificate of occupancy for any building utilizing any portion of the additional 115,000 square feet of GLA authorized by this section.

(2) The property owner shall dedicate the required R.O.W. for the 162nd alignment as part of future development of the Leary Way site (RTC West), allowing driveway access to Leary Way in this R.O.W. if construction of 162nd is delayed beyond development of the site or is not constructed. In the event that 162nd is not constructed, the balance of the 162nd R.O.W. not used for site access will be added to the P.C.E.

(j) The Technical Committee may administratively allow up to a 5,000 square foot increase in the total square footage provided for in Subsection 20B.85.130(75)(b) above, upon a demonstration that there is adequate sewer and transportation capacity to accommodate the additional square footage.

Section 3. P.C.E. Plan. The plan attached to this ordinance as Exhibit B and incorporated herein by this reference as if fully set forth, is hereby adopted in order to depict the P.C.E. approved in the preceding section of this ordinance. The codifier is hereby directed to include the attached P.C.E. plan in the Comprehensive Plan along with the text set forth in the preceding section.

Section 4. Height Regulations. Footnote 8 to the Table set forth in Section

20C.40A.305 of the Redmond Municipal Code and Community Development Guide is hereby amended to read as follows:

8. Mixed Use Retail sub-area - three stories/60 feet; hotel - six stories/75 feet or 8 stories/100 feet with meeting, conference and banquet facilities. Office Park sub-area - five stories/75 feet. Bear Creek sub-area - three stories/60 feet. Residential in any area - 60 feet. The hotel shall be located in the northwestern portion of the Mixed Use Center Design Area.

8a. Mixed retail/residential use in Mixed Use Center Height Overlay area- 65 feet outright. The Technical Committee shall administratively allow the height in the overlay area to be increased to 75 feet if the building facade is recessed above the second floor and building modulation is provided to mitigate the bulk and mass from the additional height allowance. Footnote 9 does not apply in the height overlay area. The Mixed Use Center Height Overlay area is defined as Parcel 2C of the Redmond Town Center Binding Site Plan recorded as no. 9604090269.

Section 4. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 5. Effective Date. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

CITY OF REDMOND

MAYOR ROSEMARIE IVES

ATTEST/AUTHENTICATED:

Bonnie Mattson
CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

By: _____

FILED WITH THE CITY CLERK:	July 16, 1998
PASSED BY THE CITY COUNCIL:	July 21, 1998
SIGNED BY THE MAYOR:	July 21, 1998
PUBLISHED:	July 21, 1998
EFFECTIVE DATE:	July 30, 1998

ORDINANCE NO. 1992

203816.1O

SUMMARY OF ORDINANCE NO. 1992

CITY OF REDMOND, WASHINGTON

On July 21, 1998, the City Council of the City of Redmond passed Ordinance No. 1992 which provides as follows:

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, ADOPTING COMPREHENSIVE PLAN AMENDMENTS FOR TOWN CENTER, DGA 97-002, AS PART OF THE 1997 ANNUAL COMPREHENSIVE PLAN UPDATE, AMENDING SUBSECTION 20B.85.130(75)(b) AND ADDING A NEW SUBSECTION 20B.85.130(75)(j) TO THE REDMOND COMPREHENSIVE PLAN AND REDMOND MUNICIPAL CODE IN ORDER TO AUTHORIZE AN INCREASE IN GROSS LEASABLE AREA ON THE TOWN CENTER PROPERTY UNDER CERTAIN CONDITIONS, AMENDING FOOTNOTE 8 TO THE TABLE SET FORTH IN SECTION 20C.40A.305 OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE IN ORDER TO INCREASE THE HEIGHT LIMIT FOR MIXED RETAIL/RESIDENTIAL USES IN THE MIXED USE CENTER HEIGHT OVERLAY AREA, AND ESTABLISHING AN EFFECTIVE DATE.

The full text of this ordinance will be mailed without charge to anyone who submits a written request to the City Clerk of the City of Redmond for a copy of the text.

APPROVED by the City Council at their meeting of July 21, 1998.

CITY CLERK, BONNIE MATTSON

EXHIBIT A

SUPPLEMENTAL FINDINGS FOR THE TOWN CENTER AMENDMENT
REQUEST FOR ADDITIONAL GROSS LEASABLE AREA
AND ADMINISTRATIVE FLEXIBILITY

FINDINGS

1. For most of the 1997 Comprehensive Plan Amendments, the City Council has adopted the Planning Commission's recommendation and adopts the Planning Commission's findings and conclusions.

2. Most deviations made by the Council from the Planning Commission's recommendation are minor and do not require additional findings and conclusions.

3. For the amendments increasing the amount of gross leasable floor area and allowing administrative modifications, the Council adopts the supplemental findings and conclusions contained in this Exhibit.

4. On the Town Center Amendment Request, DGA 97-002, staff recommended that the allowable gross leasable area (GLA) for the Redmond Town Center Development be increased from 1,375,000 square feet to 1,490,000 square feet and that this increase be allowed only through a transfer of development rights (TDRs) from the Redmond Town Center (RTC) West site. The Planning Commission could not arrive at a recommendation because three members wanted to allow the increase outright and three members only supported the increase through TDRs.

5. Staff also recommended that the Technical Committee be authorized to administratively approve an increase of 2.5% in the GLA, subject to SEPA and Technical Review. The Planning Commission recommended that this change be denied because the Planning Commission felt that any change to the amount of development allowed on the Town Center site should be approved only after a public hearing.

6. The City Council initially voted to deny the request for a 115,000 square foot increase in the allowable GLA for the Town Center Development because the developer's desire for increased development intensity was not balanced with a corresponding increase in mitigation and public benefit.

7. With the granting of a perpetual conservation easement on additional portions of the RTC West site, as proposed and agreed to by the property owner, any impact from the additional 115,000 square feet of gross leasable area is offset by the buffer enhancement on the RTC West site. The perpetual conservation easement serves a portion of the same purpose of the TDRs originally proposed by staff; the increased intensity of development on the Town Center property will be partially offset by a reduced potential intensity on the perimeter of the RTC West site and a concentration of the potential development of that site in its interior. The perpetual conservation easement also provides a public benefit in preserving more open space and enhancing wildlife habitat on the RTC West site.

8. Traffic and other impacts from the increase in GLA have been adequately addressed. Public facilities and services are adequate to serve the increased GLA.

9. Prior to issuance of building permits, the requested administrative increase of 5,000 square feet will require technical analysis and environmental review in order to ensure that there is adequate sewer and traffic capacity.

10. This is the first annual update in which questions of increasing the allowable gross leasable area of the Redmond Town Center Development have been considered since adoption of Redmond's Growth Management Comprehensive Plan in 1995. This is only the second annual update.

11. Any conclusions or part of a conclusion that should be a finding of fact is hereby adopted as a finding of fact.

CONCLUSIONS

1. The amendments comply with the Comprehensive Plan amendment criteria for the reasons set forth below.

(a) Consistency with the Growth Management Act, Procedural Criteria, and the Countywide Planning Policies.

The Growth Management Act urban growth goal provides that urban growth should be encouraged in urban areas where adequate public facilities are available. The Redmond Town Center site is in the urban growth area and adequate public facilities are available to serve development on the site. The amendments comply with the environmental protection goal because no development will occur closer to Bear Creek than the Bear Creek Parkway and no adverse environmental impacts have been identified.

The amendment is consistent with the Countywide Planning Policies for Urban Centers which encourage the concentration of commercial development and housing, with a wide range of other land uses such as retail, recreation, public facilities, parks and open space. By allowing the additional development, more development will be encouraged within an urban center. By providing for the public conservation easement, the commercial development will be integrated with more open space.

(b) Consistency with the Comprehensive Plan Policies and the Designation Criteria.

Comprehensive Plan Policies CP-11 through CP-40 provide guidelines for encouraging the concentration of employment and commercial growth within the City's designated urban center. The amendments will allow for a further

concentration of development within the City's designated Urban Center. The proposed conservation easement will fulfill CP-13's mandate for the City to encourage office and retail developments that increase public enjoyment of rivers and other natural features.

(c) The capability of the land including the prevalence of sensitive areas.

The applicant, the staff, the Planning Commission, and the City Council all agree that the site has the capability to accommodate the proposed increase in GLA. The issue is how to do it. This criterion is met. There will be no further construction outside the currently approved buildable area envelope that will adversely impact sensitive areas.

(d) Consistency with the preferred growth and development pattern in the Land Use Chapter of the Comprehensive Plan.

The amendments would focus employment and retail development in the City Center or downtown. This is consistent with the preferred growth and development pattern in that the pattern calls for such uses to be focussed and encouraged in the City Center.

(e) The capacity of public facilities and services and whether public facilities and services can be provided cost effectively at the intensity allowed by the designation.

Through technical studies and environmental review, the applicant has demonstrated that there are adequate public facilities and services to accommodate the proposed increase to 1,490,000 square feet of GLA on the Town Center property. The 5,000 square foot increase that could be allowed administratively is minor, is intended only to allow for reasonable buildings, and can occur under the amendments only if facilities and services are demonstrated to be available.

Staff's position was that without using TDRs to allow the increase in growth, development downtown may exceed the adopted level of service standard for the area. This assumes, however, that the Redmond Town Center West site will develop to its full potential, an assumption that is speculative given the presence of Great Blue Herons on the site. As long as the Great Blue Herons continue to use the site, development cannot occur. In addition, traffic impacts have been shown to be mitigated.

The amendments meet this criterion.

(f) Whether the allowed uses are compatible with nearby uses.

Since there is no land use change proposed by these amendments, this determination has already been made in conjunction with the adoption of the 1995 Comprehensive Plan. The uses will be compatible.

(g) If the purpose of the amendment is to change the allowed uses in an area, the need for the uses that would be allowed by the Comprehensive Plan change and whether the change would result in the loss of the capacity to accommodate other needed land uses, especially whether the proposed change complies with the policy of no-net loss of housing capacity.

There is no change in land use proposed by these amendments.

(h) For issues which have been considered within the last four annual updates or comprehensive land use plan map amendments, whether there has been a change in circumstances that makes the proposed plan designation or policy change appropriate or whether the amendment is needed to remedy a mistake.

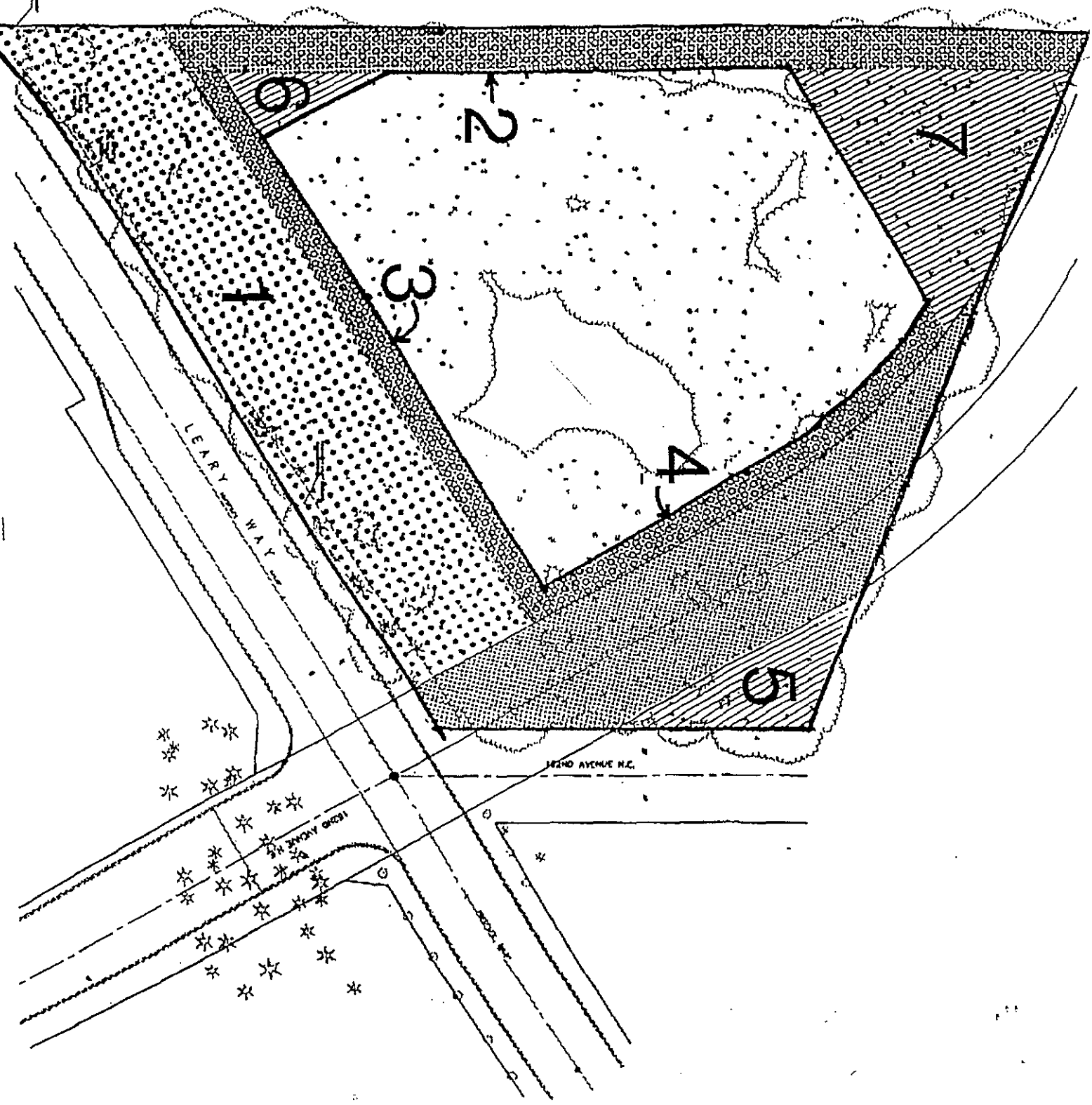
The question of increasing the allowable GLA for the Redmond Town Center site has not been considered in earlier annual updates. This criterion is inapplicable.

2. The amendment which would allow staff to administratively grant an increase of 5,000 square feet of GLA is approved in order to allow for minor flexibility and to ensure economically viable and marketable buildings. The allowable increase represents a very small percentage of the overall site development. Before the Technical Committee can approve this increase, it must conduct a technical analysis of whether adequate water, sewer, and transportation facilities are available. An increase of only 5,000 square feet on such a large site is not a significant policy issue which requires a public hearing. The public has been given the opportunity to comment on potential administrative flexibility and the staff, Planning Commission, and City Council have considered any such comments in deliberation on these amendments. No further comment is required to be solicited at the time the Technical Committee evaluates any such proposals, except such as may be required by the Notice of Application and permit review process established by the city to comply with the Regulatory Reform Act, Chapter 36.70B RCW. The Technical Committee will address the technical issues and no further public input is required given the small nature of the increase.

3. Any finding of fact or part of a finding of fact that should be a conclusion is hereby adopted as a conclusion.

N:\ordinance\Exhibit A to tc ordinance.doc

EXHIBIT B



P.C.E PLAN

EX-B.1

Ordinance No. 1992

MEMORANDUM

DATE: May 20, 2016

TO: Rob Crittenden, P.E./Min Luo, P.E.
City of Redmond

FROM: Jeff Haynie, P.E.
TENW

SUBJECT: Redmond Town Center Entitled Trips
TENW Project No. 5208

This memorandum documents a summary of our understanding of the status of the entitled trips on the Redmond Town Center (RTC) site located in Redmond, Washington.

Background/History

The RTC site as originally entitled in the late 1990's, is generally bounded by Bear Creek Parkway to the south, 170th Ave NE to the east, NE 76th Street to the north, and Leary Way to the west. The traffic study completed for the RTC project was based on a full buildout land use that was estimated to generate 2,363 PM peak hour trips. Transportation system mitigation requirements were imposed by the City of Redmond to mitigate the transportation system impacts associated with full buildout of the RTC site. The Redmond Town Center master developer was required to construct all of the transportation system improvements necessary for full development of the site prior to the opening of the first phase of RTC.

Mitigation included construction of numerous street improvements, dedication of land for rights-of-way, payment of a mitigation fee to Redmond in the amount of $229,277 and payment of a fee in the amount of $46,675 to King County to mitigate impacts to the SR 520/202 intersection. The required transportation improvements and right-of-way dedications are listed on Exhibits D and E to the Redmond Town Center Traffic Mitigation Agreement. A copy of each exhibit is included with this memorandum as Attachment A.

Revisions to the Redmond Town Center Master Plan were subsequently proposed and analyzed in an EIS Addendum dated December 23, 1997 ("Addendum"). The revisions were approved by the City. The revised Master Plan changed the relative quantities of commercial and retail development and increased the maximum allowed combined commercial and retail development to the current level of 1,490,000 GLA (which may be increased up to 1,800,000 GLA with use of TDRs and/or the Green Building Program). The traffic analysis set forth in the EIS Addendum showed that 2,367 PM peak hour trips would result from full build out of the revised Master Plan—an increase of just four trips compared to full build out of the development as originally approved. The City approved the amended Master Plan. The City also approved the transfer of 281 additional PM peak hour trips to RTC from the RTC West site as part of an agreement to keep that site undeveloped, resulting in a total of 2,648 entitled trips (2,367 + 281).

The most recent correspondence with the City of Redmond regarding RTC entitled trips was in 2002. In 2002, the Marriott Hotel was added to the RTC site. Based on the traffic analysis completed for this project, it was determined the RTC site's total trip generation was 2,254 PM peak hour trips. As a result, the remaining

entitled PM peak hour trips on the RTC site is 394 trips (2,648 - 2,254). See Attachment B for the most recent public documentation outlining this information.

Available Use of Entitled PM Peak Hour Trips

Based on our historical involvement, it is our understanding the remaining 394 PM peak hour entitled trips can be applied to future development on the RTC site. Historically, the entitled trips have been used to exempt projects from both concurrency and impact fees. Also, the only level of analysis needed was essentially a consistency memorandum similar to the one included in Attachment B.

Transfer of Remaining Entitled PM Peak Hour Trips

DRA Advisors, through its ownership entities, is the current owner of those portions the revised Town Center Master Plan area designated as sites for future development. We understand that DRA Advisors can transfer a portion or all of the remaining 394 PM peak hour entitled trips to a third party for use to satisfy impact fees and transportation concurrency as long as the receiving project falls within the boundaries of RTC.

It is our understanding that a third party is planning a proposed project (*Redmond Town Center Apartments*) on Parcel 5B within the original boundaries of the RTC site. The proposed project would include an 8-story mixed use building containing approximately 285 residential units and 8,092 sf of ground-floor retail. The estimated trip generation for this project is 127 PM peak hour trips.

With 394 entitled PM trips remaining on the RTC site, 127 PM trips could be transferred to accommodate the proposed Parcel 5B development and still have 267 remaining entitled PM peak hour trips to accommodate future development.

Please call me at 425-250-5001 or email me at haynie@tenw.com if you have any questions with the information presented in this memo.

ATTACHMENT A

Exhibits D and E to

Redmond Town Center Traffic Mitigation Agreement

Exhibit D
Transportation Improvements

Bear Creek Parkway

1. The applicant is required to design and construct a new three-lane minor arterial roadway from the intersection of 162nd Avenue NE/Leary Way to 170th Place NE. The design and construction of this roadway shall meet all applicable City of Redmond standards. The minimum grade on Bear Creek Parkway shall be 0.5 percent.

2. The conceptual plan for the design of this roadway is approved as shown in the 5/30/95 "Bear Creek Parkway" plan prepared by Entranco.

3. As part of the construction of Bear Creek Parkway, the applicant is required to design and construct the improvements listed below.
   a) Left turn and refuge lanes at the intersections with 164th Avenue NE, 166th Avenue NE, and 168th Avenue NE. These lanes shall have a minimum length of 100 feet with appropriate transitions where needed.
   b) Right turn lanes at the intersections with 164th Avenue NE and 166th Avenue NE. These lanes shall have a minimum length of 100 feet, with 4:1 transitions.
   c) Landscaped center medians as appropriate.
   d) Crosswalks at pedestrian path crossing points as appropriate.

4. As part of the design of Bear Creek Parkway, the applicant will need to provide the City with a clear zone analysis as per the WSDOT Design Manual (September 1992 edition). If the clear zone cannot be met, regrading of the side slopes or construction of safety barriers may be needed along this roadway.

NE 76th Street (a.k.a. Railroad Street)

1. The applicant is required to design and construct a new three-lane collector arterial roadway from Bear Creek Parkway to Leary Way, immediately south of the Burlington Northern Railroad right-of-way. The design and construction of this roadway shall meet all applicable City of Redmond standards. The minimum grade on NE 76th Street shall be 1.0 percent.

2. As part of the construction of NE 76th Street, the applicant is required to design and construct the improvements listed below.
   a) A landscaped median on Leary Way at its intersection with NE 76th Street to enforce a right turn in/right turn out only restriction for NE 76th Street at this location.

b) A continuous center left turn lane along the entire route of NE 76th Street with landscaped center medians as appropriate.

c) Crosswalks at pedestrian path crossing points as appropriate.

170th Place NE (North of Redmond Way)

1. The applicant is required to widen the existing section of 170th Place NE between Redmond Way and Avondale Way to three-lanes, and to realign this roadway to match the centerline of the existing 170th Place NE to the south of Redmond Way.

2. As part of the realignment, the applicant is required to design and construct modifications to the traffic signal at the intersection of Avondale Way/170th Place NE. The design and modification of this signal shall meet all applicable City of Redmond standards.

3. The conceptual plan for the realignment and widening of this roadway is approved as shown in the 6/29/95 "Single Left Turn Lane Alternative" plan prepared by Entranco.

4. Please note that the proposed modifications to adjacent properties as part of the realignment of 170th Place NE will need to be approved by the City of Redmond Technical Committee through the formal site plan review process.

170th Place NE/Redmond Way Intersection

1. The applicant is required to design and install a new traffic signal with video surveillance technology at the intersection of 170th Place NE/Redmond Way. The design and construction of this signal shall meet all applicable City of Redmond standards, and will require approval from the Washington State Department of Transportation (WSDOT).

2. As part of the signalization of the intersection of 170th Place NE/Redmond Way, the applicant is required to design and construct the improvements listed below.
   a) A northbound left turn lane on 170th Place NE with a length of 150 feet, which then transitions into a two-way left turn lane.
   b) Rechannelize Redmond Way to create exclusive east and westbound left turn lanes at the intersection of 170th Place NE. The length of the eastbound left turn lane shall be 100 feet, and the length of the westbound left turn lane shall be 200 feet. These lanes shall then transition into two-way left turn lanes or raised medians as directed by the City of Redmond.
   c) Channelize the north leg of 170th Place NE to include a southbound right/through lane and an exclusive left turn lane. The length of the left turn lane shall be 100 feet, which then transitions into a two-way left turn lane.
   d) Install interconnect cable per City requirements to connect the new traffic signal with the traffic signal at the intersection of Avondale Way/170th Place NE, the crossing gate signals at the Burlington Northern Railroad and the downtown signal system.

3. In addition, the applicant needs to provide the City of Redmond with a design for double westbound left turn lanes off of Redmond Way onto 170th Place NE. The conceptual plan for this design is approved as shown in the 6/29/95 "Dual Left Turn Lane Alternative" plan prepared by Entranco. The final design shall meet all applicable City of Redmond standards, and will require approval from the WSDOT.

170th Place NE (South of Redmond Way)

1. The applicant is required to modify and extend 170th Place NE south from Redmond Way to Bear Creek Parkway, and to finance the necessary improvements to provide safe vehicular and pedestrian crossing of the Burlington Northern Railroad tracks.

166th Avenue NE/Cleveland Street Intersection

1. The applicant is required to design and install a new traffic signal at the intersection of 166th Avenue NE/Cleveland Street. The design and construction of this signal shall meet all applicable City of Redmond standards.

2. As part of the signalization of the intersection of 166th Avenue NE/Cleveland Street, the applicant is required to design and construct the improvements listed below.
   a) A four-lane street section between NE 76th Street and Cleveland Street which shall include a northbound right turn lane, a northbound through lane, a southbound through/left lane and a southbound right turn lane.
   b) Rechannelize Cleveland Street to create an exclusive eastbound right turn lane at 166th Avenue NE with a length of 125 feet and a 4:1 transition back to the existing street section.
   c) Install crosswalks at intersection per City of Redmond direction.
   d) Install interconnect cable per City requirements to connect the new traffic signal with the crossing gate signals at the Burlington Northern Railroad and the downtown signal system.

166th Avenue NE (South of Cleveland Street)

1. The applicant is required to extend 166th Avenue NE south from Cleveland Street to NE 76th Street, and to finance the necessary improvements to provide safe vehicular and pedestrian crossing of the Burlington Northern Railroad tracks.

Leary Way/162nd Avenue NE

1. The applicant is required to design and install a new traffic signal at the intersection of Leary Way/162nd Avenue. The design and construction of this signal shall meet all applicable City of Redmond standards, and must be designed to accommodate the future extension of 162nd Avenue NE from Leary Way to 159th Place NE.

2. As part of the signalization of the intersection of Leary Way/162nd Avenue NE, the applicant is required to design and construct the improvements listed below.
   a) A northbound right turn lane on Leary Way with a length of 200 feet and a 4:1 taper back to the existing street section.
   b) A southbound left turn lane on Leary Way with a length of 150 feet and an appropriate taper back to the existing cross section.
   c) A five-lane road section on 162nd Place NE (Bear Creek Parkway) between Leary Way and Center Street with one westbound right turn lane, two westbound left turn lanes, and two eastbound through lanes.
   d) Install interconnect cable per City requirements to connect the new traffic signal with the downtown signal system.

SR 520 Eastbound Ramp to West Lake Sammamish Parkway

1. The applicant is required to design and rechannelize the existing SR 520 eastbound off-ramp to West Lake Sammamish Parkway to allow for an exclusive left turn lane and a left turn/right turn lane. Appropriate signal modifications will also be required as directed by the City of Redmond. The design and construction of this improvement shall meet all applicable City of Redmond standards and requires approval by the WSDOT.

2. The applicant is required to design and rechannelize West Lake Sammamish Parkway between the SR 520 eastbound ramps and Leary Way to create two northwestbound travel lanes.

3. As part of the modification of the signal at the intersection of the SR 520 eastbound off-ramp/West Lake Sammamish Parkway, the applicant is required to design and construct the improvements listed below, provided that costs fall within the budget to rechannelize West Lake Sammamish Parkway from the SR 520 eastbound ramps to Leary Way as outlined in the Traffic Impact Mitigation Agreement.
   a) Install interconnect cable per City requirements to connect to the signal at the intersection of West Lake Sammamish Parkway/Leary Way, and to tie into the downtown signal system.
   b) Install new controller and service cabinets to meet current City of Redmond specifications.

West Lake Sammamish Parkway/Leary Way

1. The applicant is required to design and construct improvements at the intersection of West Lake Sammamish Parkway/Leary Way to create an additional westbound through lane and a southbound right turn lane at this intersection.

2. As part of the design of this improvement, the applicant is required to design and construct the improvements listed below.
   a) A southbound right turn lane on Leary Way with a length of 125 feet and a 4:1 taper back to the existing street section.
   b) A westbound right turn lane on West lake Sammamish Parkway with a length of 325 feet and a 4:1 taper back to the existing cross section.
   c) Install new controller and service cabinets to meet current City of Redmond specifications. Modify the traffic signal at this intersection and relocate/replace signal equipment as directed by the City of Redmond.
   d) Tie in traffic signal to downtown signal system via existing interconnect cable per City requirements.

NE 72nd Street Bridge over Sammamish River

1. The applicant is required to dedicate right-of-way to the City for the planned NE 72nd Street bridge over the Sammamish River between Bear Creek Parkway and West Lake Sammamish Parkway as directed by the City of Redmond Engineering Division.

2. Along with this dedication, the applicant is required to provide a "Deed of Right" to King County to complete the land conversion/replacement transaction begun in 1987 under the previous Town Center proposal. In addition, language shall be included in the traffic mitigation agreement requiring Town Center to work with the City of Redmond to revise this land conversion as needed in the future to finalize the required right-of-way dedication.

Exhibit E
Redmond Town Center
Right-of-Way Dedications

Road	Right of Way
Bear Creek Parkway (Leary Way to 170th Ave. N.E.)	84 feet
N.E. 72nd Street Bridge (Bear Creek Parkway to West Sammamish Parkway N.E.)	84-140 feet
N.E. 76th St. (Railroad Ave.) (Leary Way to 170th Ave. N.E.)	60 feet
166th Ave. N.E. South of Cleveland St.	As Required*
170th Place N.E. North of Redmond Way	As Required*
Leary Way	As Required*

* Right of way width necessary to include roadway and sidewalks

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ATTACHMENT B

RTC Marriott Hotel Trip Generation

May 1, 2002

Transportation Engineering NorthWest, LLC **Memorandum**

DATE: May 1, 2002

TO: Rob Crittenden, P.E.
City of Redmond

FROM: Jeff Haynie P.E.
Transportation Engineering Northwest, LLC

RE: RTC – Marriott Hotel
Trip Generation
TENW Project No. 2178

This memorandum documents the estimated p.m. peak hour trip generation associated with the proposed Marriott Hotel at Redmond Town Center (RTC) as it relates to the overall site and the traffic entitlement for the RTC development. The RTC Marriott Hotel is proposed to include 262 rooms.

The number of entitled trips for the RTC site was determined based on the approved master plan for the Redmond Town Center site, as documented in the *Redmond Town Center EIS Addendum Appendix C,* dated April 1995. The p.m. peak hour trip generation associated with full buildout of the site includes 2,367 net p.m. peak hour trips (see **Attachment A**). Based on the approved master plan, the RTC development has mitigated the off-site impacts associated with these trips and is vested to this p.m. peak hour trip level. It should be noted that the 281 p.m. peak hour trips that have been approved and transferred from the RTC West site have not been included in this analysis.

The p.m. peak hour trips from the RTC site (including the proposed Bon Marche) with the addition of the Marriott Hotel was determined using the trip generation methodology documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual 6th edition. Reductions to the gross trips were taken to account for both pass-by and internal trips. The pass-by trip percentage used was based on the average pass-by rate determined using building area and adjacent street traffic. As a result, a pass-by rate of 31.2 percent was used. The internal capture rate was conservatively estimated to be 15 percent. It should be noted that Macerich reserves the right to revise the pass-by and internal capture rate for future trip generation estimates associated with the full buildout of the Redmond Town Center site. Based on the ITE trip generation methodology, the RTC site (including the proposed Bon Marche) with the Marriott Hotel is estimated to generate 2,254 net p.m. peak hour trips (860 entering, 1,394 exiting) (see **Attachment B**).

In summary, the net p.m. peak hour trips from the RTC site (including the proposed Bon Marche) with the Marriott Hotel (2,254) is less than the entitled trips for the site (2,367+281). Therefore, the p.m. peak hour trip generation estimated for the Marriott Hotel falls well within the envelope of the entitled and mitigated p.m. peak hour trips.

Please call me at (425) 820-1728 if you have any questions regarding the information included in this memorandum.

cc: Rick Beason, Macerich Company

\RTC Marriott - #2178\Deliverable\RTC Marriott TGEN Memo Final 5-1-02.doc

Eastside Office: 11410 NE 124th Street, #691 ♦ Kirkland, WA 98034 ♦ Office (425) 820-1728 ♦ Fax (425) 820-5913
Seattle Office: PO Box 65254 ♦ Seattle, WA 98155 ♦ Office/Fax (206) 361-7333 ♦ Toll Free (888) 220-7333

ATTACHMENT A

Redmond Town Center Next Phase of Development

TENW Project No. 2136

"Approved Land Use" per Redmond Town Center EIS Addendum 10/23/97 - 1,490,000 GLA

				Trips Generation Rate			Trips Generated		
				*******PM Peak Hour*******			*******PM Peak Hour*******		
Land Use	Area	Units	ITE LUC	In	Out	Total	In	Out	Total
RETAIL	601,159	GLA	820	1.71	1.71	3.42	1,028	1,029	2,057
Internal Trips	*10%*						*103*	*103*	*206*
Passby Trips	*31%*						*319*	*319*	*638*
			Subtotal (less internal+passby) =				606	607	1,213
OFFICE (739,341 GLA)	786,742	GFA	710	0.18	0.90	1.08	144	706	850
Internal Trips	*15%*						*22*	*106*	*128*
			Subtotal (less internal) =				122	600	722
BUTLER WALLS									
Retail	149,500	GLA	820	2.83	2.84	5.67	424	424	848
Internal Trips	*10%*						*43*	*42*	*85*
Passby Trips	*39%*						*166*	*165*	*331*
			Subtotal (less internal+passby) =				215	217	432
			Gross P.M. Peak Hour Trips Generated =				**1,596**	**2,159**	**3,755**
			Less Internal Trips =				*168*	*251*	*419*
			Less Passby Trips =				*485*	*484*	*969*
			Net New P.M. Peak Hour Trips Generated =				**943**	**1,424**	**2,367**

Approved RTC Trips =	2,367
Trips Transferred from RTC West =	281
Total RTC Entitled Trips =	**2,648**

ATTACHMENT B

Redmond Town Center Next Phase of Development

TENW Project No. 2136

Existing Trip Generation + Bon Marche + Marriott

Land Use	Area	Units	ITE LUC	Trips Generation Rate *******PM Peak Hour******* In	Out	Total	Trips Generated *******PM Peak Hour******* In	Out	Total
EXECUTIVE HOTEL (115,496 GLA)	175	Occupied Rooms	312	0.37	0.25	0.62	65	44	109
Internal Trips	*15%*						*9*	*7*	*16*
				Subtotal (less internal) =			56	37	93
HOTEL (Marriott - 150,000 GLA)	262	Occupied Rooms	310	0.35	0.36	0.71	91	95	186
Internal Trips	*15%*						*14*	*14*	*28*
				Subtotal (less internal) =			77	81	158
RETAIL(with 115k Bon Marche)	635,392	GLA	820	1.61	1.74	3.35	1,021	1,107	2,128
Internal Trips	*15%*						*153*	*166*	*319*
Passby Trips [1]	*31.2%*						*270*	*294*	*564*
				Subtotal (less internal+passby) =			598	647	1,245
OFFICE (681,030 GLA)	724,616	GFA[2]	710	0.21	1.02	1.23	152	740	892
Internal Trips	*15%*						*23*	*111*	*134*
				Subtotal (less internal) =			129	629	758
				Gross P.M. Peak Hour Trips Generated =			**1,329**	**1,986**	**3,315**
				Less Internal Trips =			*199*	*298*	*497*
				Less Passby Trips =			*270*	*294*	*564*
				Net New P.M. Peak Hour Trips Generated =			**860**	**1,394**	**2,254**

Note:

1. Passby trip rate = average of passby rates determined using building area and adjacent street traffic.
2. Office GFA = 1.064 X GLA

Redmond Town Center Building Square Footage

Table 1. Redmond Town Center Building Square Footage

No	Year Effective	Name	Per KC Parcel Data,Building gross/Net Square Footage (sf)	Hotel Rooms
1	2003	Residence Inn By Marriott - Redmond TC	113,672	180
2	1987	Shed, Material Storage	3,900	
3	1997	LWSD Resource Center and Extended Day	55,158	
4	2005	Redmond Marriott	159,508	262
5-1	1998	Office Building 1	136,191	
5-2	1997	Office Building 2	80,404	
5-3	1997	Office Building 3	89,284	
6	1996	Medical and Retail	26,681	
7-A	1996	Retail/Office Building A	47,502	
7-B	1996	Retail/Office Building B	48,828	
7-C	1996	Retail/Office Building C	45,110	
7-D	1996	Retail/Office Building D	41,161	
8-E	1996	Retail/Office Building E	114,077	
8-F	1996	Retail/Office Building F	61,465	
9	2017	Archer Hotel	164,827	160
10	2013	Restaurant	7,453	
11	1998	REI	34,952	
12	2003	Macy's	110,708	
13-4	1998	Office Building 4	125,996	
13-5	1998	Office Building 5	99,276	
13-6	1998	Office Building 6	83,704	
14	1998	Bed Bath & Beyond	48,919	
15	1998	Line Retail	30,796	
16	1999	Red Robin	7,220	
17	1980	Bartel Drugs	17,640	
18-1	2000	24 hour Fitness	49,850	
18-2	2002	World Market / Watermark Credit Union	27,483	
	1980-2017	**Total through 2017, not including RTC Apartment**	**1,831,765**	
	1980-2005	**Total excluding #9 and #10 built beyond 2010**	**1,659,485**	
	1995	**Approved Master Plan**	**1,375,000**	
	1998	**Amanded Comprehensive Plan to increase 1,375,000 sf to 1,490,000 sf in RTC**	**1,490,000**	
	1980-2005	**Total over built compared to Amended Master Plan up to 2003**	**169,485**	

20C.00 LAND USE REGULATIONS

20C.10 ZONING DISTRICTS

20C.10.010 PURPOSE

Zoning districts are established and interpreted to provide a pattern of land uses that conform to the City's goals, policies, plans and programs; to maintain stability in land development commitments by encouraging grouping of land uses that have compatible characteristics; and to maintain commitments in public service facilities such as transportation systems, parks and utilities.

20C.10.020 ESTABLISHMENT OF DISTRICTS

The City of Redmond is divided into zoning districts established as follows:

- General District - G
- Agriculture District - A
- Ranch Estate District - RE
- Residential Estate District - R-1
- Suburban Estate Districts - R-2, R-3
- Suburban Residence Districts - R-4, R-5, R-6
- Urban Residence Districts - R-8, R-12
- Multiple Residence Districts - R-20, R-30
- Professional Office District - PO
- Neighborhood Business District - NB
- Commercial Office District - CO
- Community Business District - CB
- General Commerce District - GC
- City Center District - CC
- Business Park District - BP
- Light Industry District - LI
- Heavy Industry District - HI
- Special Development Permit Required - SDP

20C.10.030 ZONING MAP

10.030(10) Mapping of Zoning Districts and PUD's - Designation, location and boundaries of the zoning districts and PUD's, together with all notations and references, shall be maintained on a series of overlays in a Kroll Map Atlas. The overlays are to be utilized as the official zoning map, incorporated by reference in this section. All zoned land within the City of Redmond is established as shown on the official zoning map.

10.030(20) Interpretation - See Subsection 20F.10.020(30), "Map Interpretation."

10.030(30) Amendment - See Sections 20F.20.240, "Development Guide Amendments," and 20F.20.250, "Zoning Map Amendments."

20C.10.040 CLASSIFICATION OF NEWLY ANNEXED TERRITORY

All newly annexed territory shall be designated General "G" until Section 20C.10.030, "Zoning Map," is amended and the annexed territory is classified in conformance with Section 20B.00.000, "Goals, Policies and Plans." All territory annexed to the City shall become subject to the Development Guide.

20C.10.050 UNCLASSIFIED PROPERTY

All property not classified by Section 20C.10.030, "Zoning Map," is designated General "G."

20C.10.060 SPECIAL REVIEW

Areas subject to special development permit review shall be shown on the "Zoning Map," Section 20C.10.030, by adding the symbol "SDP" to the zoning district classification. These areas may be established or amended by following the procedures of Section 20F.20.240, "Development Guide Amendments," or Section 20F.20.250 "Zoning Map Amendments." Permits shall not be approved and development shall not occur under Chapter 20F.20.000, "Permits and Procedures," in areas designated "SDP" until a special development permit is approved as provided in Sections 20F.20.030, "Development Permits & Procedures," and 20F.20.160, "Special Development Permit," and 20C.20.235 "Special Developments."

20C.10.070 GENERAL DISTRICT (G)

Purpose - The General District may be applied to outlying rural and undeveloped areas. It may also be applied to newly annexed territory and to areas without urban services so that low intensity land uses can be maintained until the orderly and timely transition to the appropriate land use classification occurs.

20C.10.080 AGRICULTURE DISTRICT (A)

Purpose - The purpose of the Agriculture District is to provide for the protection and preservation of prime agricultural lands for agricultural activities and to encourage the concentration of those uses in areas where incompatibility with urban areas will be minimal.

20C.10.090 RANCH ESTATE DISTRICT (RE)

Purpose - Ranch Estate Districts provide for residential areas with densities no greater than one house per five acres. The district may include uses and activities that are rural in character such as agriculture.

20C.10.100 RESIDENTIAL ESTATE DISTRICT (R-1)
Purpose - Residential Estate Districts provide for low density residential environments of one dwelling per acre and may include uses and activities that are more semi-rural in character than are practical in more concentrated urban districts.

20C.10.110 SUBURBAN ESTATE DISTRICTS (R-2 or R-3)
Purpose - Suburban Estate Districts provide for residential areas with densities of 2 or 3 dwellings per acre. These areas allow non-residential uses as specified in the Permitted Land Use Chart 20C.10.240(05).

20C.10.120 SUBURBAN RESIDENCE DISTRICTS (R-4, R-5 or R-6)
Purpose - Suburban Residence Districts provide for residential areas with 4, 5 or 6 dwellings per acre that have a full range of public services and facilities. These areas allow non-residential uses as specified in the Permitted Land Use Chart 20C.10.240(05).

20C.10.130 URBAN RESIDENCE DISTRICTS (R-8 or R-12)
Purpose - Urban Residence Districts provide for residential areas with 8 or 12 dwellings per acre that have a full range of public services and facilities. These districts may include non-residential uses as specified in the Permitted Land Use Chart 20C.10.240(05).

20C.10.140 MULTIPLE RESIDENCE DISTRICTS (R-20 or R-30)
Purpose - Multiple Residence Districts provide for residential areas with 20 to 30 dwellings per acre that have a full range of public services and facilities. They may include a variety of attached or clustered dwellings and non-residential activities as specified in the Permitted Land Use Chart 20C.10.240(05).

20C.10.150 PROFESSIONAL OFFICE DISTRICT (PO)
Purpose - Professional Office Districts provide areas for low intensity business, financial and professional offices compatible in character and scale of surrounding residential districts. Limited residential uses are permitted as specified in the Permitted Land Use Chart 20C.10.240(05).

20C.10.160 NEIGHBORHOOD BUSINESS DISTRICT (NB)
Purpose - Neighborhood Business Districts provide for small centers that offer compatible retail and service businesses to serve the everyday needs of the surrounding population. District scale is related to the adjoining residential areas.

20C.10.170 COMMERCIAL OFFICE DISTRICT (CO)
Purpose - Commercial Office Districts provide areas for intensive office development, as well as compatible limited retail sales and services supporting and subordinate to the office uses, eating establishments, hotels, and mixed use complexes.

20C.10.180 COMMUNITY BUSINESS DISTRICT (CB)
Purpose - Community Business Districts provide centers for concentrated groupings of intensive retail, financial, professional and service businesses and cultural and entertainment activities that serve community and regional markets. Other compatible and supportive land uses such as institutions, governmental offices and limited urban residential developments may also be included.

20C.10.190 GENERAL COMMERCE DISTRICT (GC)
Purpose - General Commerce Districts provide areas for commercial establishments that involve bulk or heavy retail sales, wholesale trade, auto related business and repair services, limited light manufacturing, assembly and processing associated with sales, and other compatible and supportive enterprises.

20C.10.200 BUSINESS PARK DISTRICT (BP)
Purpose - Business Park Districts provide areas of high quality design development and operational standards for limited light manufacturing and wholesale trade, light warehousing in conjunction with manufacturing and office uses, business and professional services, research, businesses and corporate offices and other similar, or supporting enterprises. The districts are devoid of nuisance factors, hazards and potentially high parking or public facility demands. Retail uses are not encouraged in order to preserve these districts for manufacturing and related uses, and to reduce access by the general public.

20C.10.210 LIGHT INDUSTRY DISTRICT (LI)
Purpose - Light Industry Districts provide areas for the location of light manufacturing, research, wholesale trade and distribution, and bulk retail businesses which are largely devoid of nuisances, hazards, and high public facility demands. Land uses involve the creation, processing and handling of products, and may include other compatible enterprises that serve the needs and convenience of such firms.

20C.10.220 HEAVY INDUSTRY DISTRICT (HI)
Purpose - Heavy Industry Districts provide areas of industrial activities involving manufacturing, assembling, fabrication, processing, bulk handling and storage, construction and heavy transportation. Other related enterprises that directly serve the needs of such industries may be included.

20C.10.230(05) CITY CENTER PERMITTED LAND USES - The chart entitled, "City Center Permitted Land Uses" is incorporated as a part of the subsection. It indicates land uses permitted within the different districts shown on the Zoning Districts Map, in conjunction with the general land use definitions in Section 20C.10.230(15) and other restrictions related to these uses. The districts are established as follows:

(a) CC-1 - The CC-1 district provides for a full range of retail uses such as specialty and comparison shopping, eating and entertainment establishments, as well as general and professional services, and residential uses. The district is intended to continue the historical role of the area as the city's traditional center of commerce, culture and civic life.

(b) CC-2 - The CC-2 district is intended to provide for a major regional shopping center facility and associated uses such as offices, other retail activities, residential, theaters, and a hotel.

(c) CC-3 - The CC-3 district provides for retail stores and services likely to be visited frequently for everyday needs, such as grocery stores, restaurants, drug stores, dry cleaners, florists and similar uses. Residential and service uses are also allowed.

(d) CC-4 - The CC-4 district provides for a range of employment uses such as financial and professional services, public administrative offices, health services, and other activities normally conducted in multi-story office structures. The district is intended as an employment intense area, but also provides for supporting retail, service, residential and entertainment uses located within walking distance of each other. Residential uses are allowed and encouraged in mixed use projects with ground floor retail shops or offices below the residential units. Retail uses are permitted on the ground floor throughout this district.

(e) CC-5 - The CC-5 district encourages an eventual transition to mid-rise office uses to add to the employment base of the City Center Neighborhood, but also provides continued opportunities for automobile and boat sales, some retail uses, and residential uses.

(f) CC-6 - The CC-6 district encourages and provides for quieter, moderate density residential environments within walking distance to jobs, transit, retail, entertainment, and personal services. Professional services within buildings of residential design character are allowed in the district as well. (Ord. 1756)

20C.10.230(10) CITY CENTER DESIGN OVERLAY AREAS - The City Center Neighborhood is divided into thirteen Overlay Design Areas entitled, "Valley View", "Bear Creek", "Trestle", "Sammamish Trail", "Town Square", "Old Town", "Leary", "River Bend", "North Point", "East Hill", "Carter", "Foothill", and "Mixed Use/Shopping Center". These areas are further delineated from the Zoning Districts Map in order to create sub-neighborhoods with unique design characteristics. They are shown on the map entitled "City Center Design Areas", included in this section. The intent of each of the Design Areas is as follows:

(a) Old Town - This Design Overlay Area is established to be a center of pedestrian-oriented retail activity in the City Center Neighborhood. The design regulations shaping development in the area provide for an urban village pattern and rhythm which encourages narrow ground floor store fronts, small blocks, narrow streets, mixed use residential/office/service buildings, and pedestrian scale architecture. The regulations encourage the enhancement of existing older buildings with small ground floor retail spaces, by encouraging narrow bay spacing complementary to pedestrian activity and interest, and encourages office space above them. The pedestrian nature of the area is emphasized through lower parking requirements and plans for creation of parking lots/structures in a few central locations at the edge of this area.

(1) Mixed Use/Shopping Center - The Design Overlay Area is established to focus activity adjacent to the existing center of the City Center District and provide for pedestrian and automobile integration between the two areas.

(b) Valley View, Trestle, and Bear Creek - These areas are located near entrances to the City Center and are established to allow convenient automobile access. Residential and office uses above retail shops are also allowed and encouraged, but not required.

(c) Town Square - This design area provides mid-rise office development of six to eight stories adjacent to an urban park. Mid-rise office and mixed-use developments with active ground floor arcades and pedestrian oriented shop fronts are encouraged.

(d) Sammamish Trail - Provides for employment uses adjacent to the river in mid-rise buildings. Restaurant and entertainment uses focusing on, and orienting toward, the river trail are encouraged.

(e) Leary - Provides for office employment, entertainment, residential, and retail uses developed as part of a master plan which preserves significant trees in the design area, and creates a village environment complementary to, and with pedestrian walking connections to, the adjacent Old Town and Mixed Use Design Areas.

(f) River Bend - Encourages and provides for an eventual transition to a mid-rise, mixed-use office district and/or new auto mall. Existing non-conforming light industrial type uses are encouraged to upgrade through continued property investment.

(g) North Point, Carter, Foothill and East Hill Design Areas - Provides for office, service, retail and residential uses side-by-side and within close proximity to each other, within a neighborhood context and scale. (Ord. 1756)

20C.10.230(11) HEIGHT LIMIT OVERLAY AREA - The purpose of this section is to establish special building height limits in areas within City Center, to provide transitions in building heights within Design Area boundaries that border lower height Design Areas. These overlays apply to the Town Square and Anderson Park Design Areas.

(a) Building Height Restrictions - Building height restrictions within the Height Limit Overlay (HL) areas shall be as indicated on the Height Limit Overlay Map. The designation (HL) followed by a number indicates the maximum number of floors, and the maximum allowable building height in feet. For example HL 4/48' indicates that four stories or up to 48 feet would be allowed.

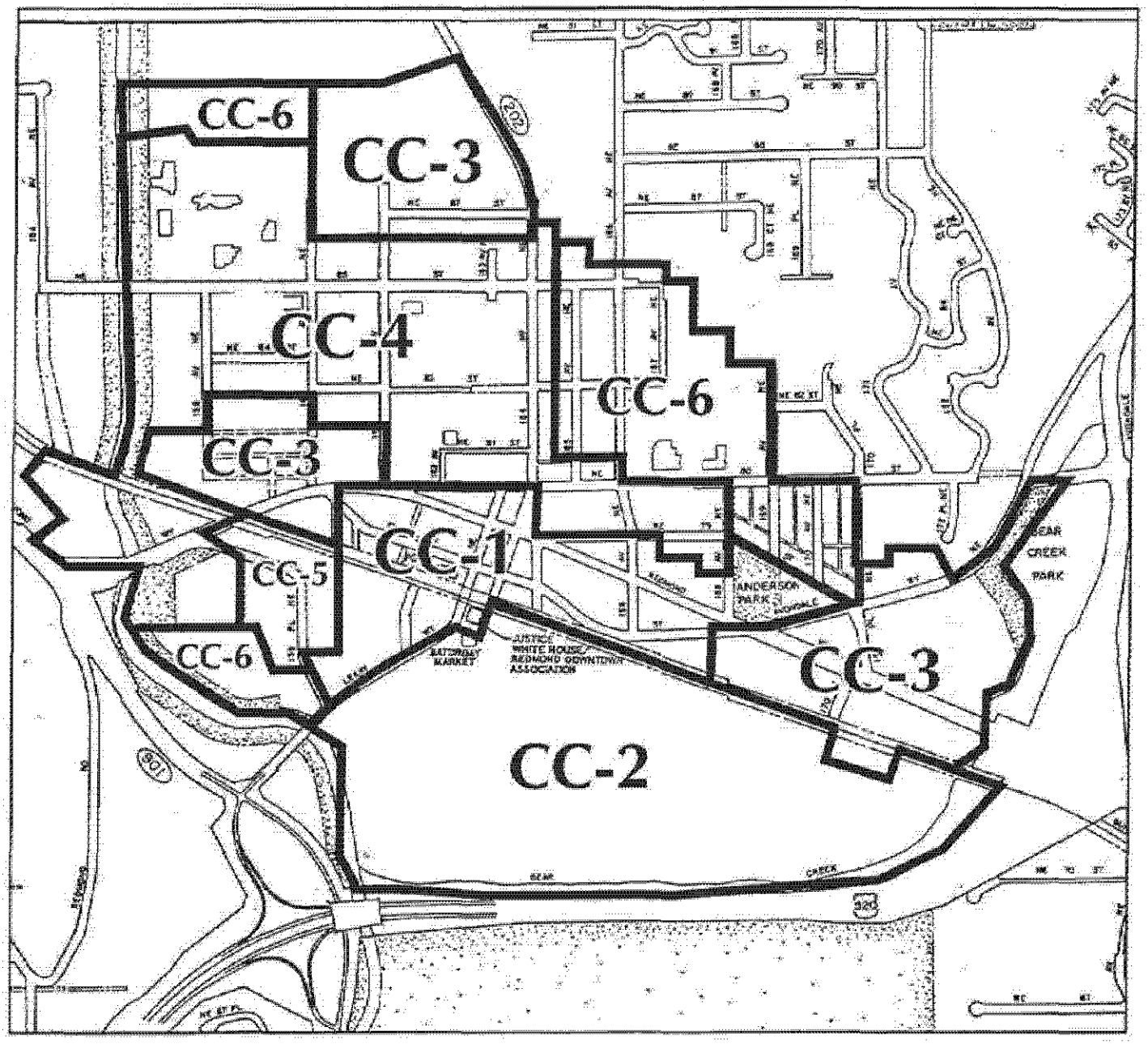
(b) Permitted Uses - Any use permitted in the underlying design area shall be permitted in the building overlay area.

(c) General Provisions - Development shall not exceed the building height restrictions indicated on the design areas map as described in Section 20C.10.230(11)(a). For all other development standards, the standards of the underlying design area shall apply. (Ord. 1756)

20C.10.230(15) DEFINITION OF USES - For purposes of administering the City Center Permitted Land Use Chart, the following definitions are noted. All new development shall meet applicable design standards and guidelines.

(a) General Service Uses - General services are professional, commercial and public activities conducted in offices, and storefronts, without outdoor storage needs, including but not limited to lodging, personal services, business and financial services, minor repair services, entertainment and recreation services, theaters, health services, social services, legal services, educational services and cultural services. Customer and tenant parking structures and surface lots are considered accessory to the primary use. Services excluded from this definition are industrial laundries and dry cleaning, junk yards, testing laboratories, publishing, warehousing/storage and similar uses which are considered industrial uses.

(b) General Retail Uses - General retail uses are establishments engaged in selling merchandise to the general public for personal or household consumption; processing of products does not occur or is only a minor part of use (for example: restaurants, butcher shops, breweries with taverns, art studios, etc.). This category also includes food stores; apparel; furniture and home furnishings; home improvement goods including carpeting, lighting, cabinets, plumbing fixtures; large and small durable goods for family and office use such as appliances, office furniture and supplies; eating and drinking places; and general merchandise. This category does not include uses with outdoor storage and display. Customer and tenant parking structures and surface lots are considered accessory to the primary use.



CITY CENTER ZONING DISTRICTS

20C. 10. 230 (O5)

Effective 12/21/93

20C.10.230(05) CITY CENTER PERMITTED LAND USES CHART See ORD 1826

CITY CENTER ZONING DISTRICTS PERMITTED LAND USES	CC-1 Mixed Use/Retail	CC-2 5 Mixed Use/Retail	CC-3 Convenience Commercial	CC-4 Mixed Use/Office	CC-5 Mixed Use /Office	CC-6 8 Mixed Use/ Residential
RETAIL 3,7 - General (except those below)	P	P	P	P 1a	P 1	1b
- Automobiles/Boats with outdoor storage of vehicles 13					P	
- Gasoline			P 12		P	
- Vending Carts/Kiosks 10	G	G	G	G	G	
SERVICES 3,7 - General (except those below)	P	P	P	P	P	P
- Family Day Care (1-6 children)	P	P	P	P	P	P
- Mini Day-Care (7-12 children) - Day Care Center (13+ children)	G	G	G	G	G	S
- Minor Auto Repair		P	P 12		P	
- Repair: Electrical appliances motors, and furniture. Machine shops.			P 12		P	
- Repair and Rental: Electronic equipment, stereo, video, and watches.	P	P	P 12	P	P	
Residential: 8 - Multi-Family	P 9	P	P 9	P 9	P 9	P
- Senior Housing 4	P 9	P	P 9	p 9	P 9	P
Public Facilities and Utilities 7	P	P	P	P	P	G 11
Banks With Multiple Drive-Through Facilities			P	G 14	G 14	
All Other Drive-Through Facilities			P 12	P 2	P 2	

NOTE: P= Permitted; G= General Development Permit Required; S= Special Development Permit Required

1 - No single-story retail permitted, except Bulk Retail. In multi-story buildings, retail is permitted on the ground floor, but is not required. Restaurants, taverns and delicatessens are allowed on any floor. Nonconforming single-story uses may expand per Section 20F.10.060.

1a - Same as 1 above, except, Single-story sit-down restaurant and entertainment uses not less than 5,000 square feet GFA, and single-story master planned festival retail development adjoining and orienting to the river are permitted. No surface parking shall be within 150 feet of the river's top of bank.

1b - Retail uses allowed in Foot Hill Design area per footnote 1 above. See also Design Areas Map, 20C.10.230(16).

2 - Drive-through facilities shall have a minimum of 3,000 square feet GFA of contiguous floor space, shall be limited to one lane, only, and shall provide a minimum queuing distance of 120 feet which is not within the public right-of-way or on-site circulation aisles.

3 - Adult entertainment is governed by Section 20C.20.015 of the Community Development Guide.

4 - Governed by Section 20C.20.235(70)(c) Senior Citizen Housing Development - Density Bonus.

SEO 1341

5 - Prior to approval of any development permits, a conceptual master plan which shows, at minimum, the building footprints, streets, and open space of the proposed development shall be approved by the City Council.

6 - Master Site Plan approval required through General Development Permit process. See Section 20F.20.030.

7 - On-site hazardous waste treatment and storage facilities permitted with a GDP provided that State siting criteria are met as set forth in RCW 70.105. A hearing may be required. If the associated permitted use requires a SDP, consideration of the treatment and storage facility shall be subject to same SDP process and conditions.

8 - Maximum density per lot dependent upon size and width of lot, per the City Center Site Requirements Chart.

9 - Not permitted on ground floor.

10 - For uses on public rights-of-way, Right-of-Way Use Permits are also required.

11 - Public facilities that serve only the immediate neighborhood or which by necessity must pass through the area are allowed with a General Development Permit. City wide facilities are not allowed.

12 - Gas Stations, minor auto repair, minor repair and machine shops, and drive-through facilities are prohibited west of 158th Ave. NE, extended. Surface parking is prohibited within 150 feet of the river's top-of-bank.

13 - See Section 20C.20.025, Automobile and Boat Sales.

14 - See Section 20C.20.027, Banks With Drive-Through Facilities. Banks without drive-through facilities are regulated as General Services.

(Ord. 1756)

(c) Public Facilities and Utilities - Public facilities include governmental administrative offices, libraries, parks, police and fire stations, educational institutions, cultural facilities, community or senior centers, parking structures, local utility supply lines or substations. Utilities are gas, water, sewer, electricity, telephone and cable television.

(d) Vending Carts/Kiosks - Includes itinerant vendors with mobile carts and temporary structures operating on private property or public right-of-ways and plazas. Does not include drive-through facilities, except where otherwise permitted. (Ord. 1756)

20C.10.230(16) CITY CENTER SITE REQUIREMENTS

(a) General - Except as otherwise provided in this section, all applicable provisions of the Community Development Guide and other applicable codes and ordinances apply to development in the City Center Design Areas.

(b) Site Requirements - The City Center Site Requirements Chart, 20C.10.230(16), sets forth other dimensional and site requirements for Design Areas within City Center. Each structure, development or activity in the Design area must comply with these requirements.

(c) Planned Unit Developments (PUD) in City Center - The purpose of this section is to promote creativity in site layout and design, and to allow flexibility in the application of standards for commercial, office, retail, and mixed-use/residential development within the City Center Neighborhood, and to achieve the creation of sites and uses that may benefit the public by the application of special design policies and standards not otherwise possible under conventional development regulations and standards. General Development Permit procedures defined in Section 20F.20.170 General Development Permit, PUD - Scope of Review 20C.20.235(20); and PUD - Scope of Approval 20C.20.235(25) shall apply in the establishment of a PUD in City Center.

ORD 1826

(i) Qualifying Standards - In order to qualify for the Planned Unit Development designation within the City Center Neighborhood, a property must meet the following criteria:

a) The property must contain not less than forty thousand square feet; and

b) The property must be bound by two or more public streets; and

c) The proposed project design must demonstrate all of the following:

1. Superiority in achieving the goals and policies for the design area in which the site is located;

2. Superiority in design in terms of architecture, building materials, site design, landscaping and open space;

3. The project provides benefit to the City Center Neighborhood in terms of desired use, activity, and design.

(ii) PUD - Flexibility of Design Standards in City Center - Requirements of Article 20C.00.000, "Land Use Regulations," that may be modified by application of this subsection are defined specifically as follows:

* Parking Lot Location - Requirements for the location of on-site parking lots may be modified within the PUD (except for parking within residential yard areas) to provide for greater joint-use and quasi-public parking opportunities and uses which are highly desirable in the subject design area.

* Mid-Block Pedestrian Walkways and Vehicular Lanes - Requirements for mid-block Pedestrian and Vehicular lanes per Section 20C.10.230(25) City Center Pedestrian System may be modified to allow variations in locations and minimum widths for these items to provide superiority in site design and function which benefits both the property owner and public.

* Building Separation, Privacy, and Lot Coverage - Requirements for building location, privacy and lot coverage may be modified within the PUD to provide superiority in site design: i.e., greater amounts of privacy, maintenance of views, preservation of vegetation, provision of usable open space, adequate light, air, and security. (Ord. 1756)

* PROHIBITION OF GROUND FLOOR RESIDENTIAL USES
— SEE ORD 1826 —

20C.10.230(16) CITY CENTER SITE REQUIREMENTS

DESIGN AREA / DESIGN CRITERIA (20C.30) / SITE STANDARDS	Old Town	Mixed Use Center	Valley View Bear Creek Trestle	Town Square	Sammamish Trail	Leary	River Bend	Foot Hill	North Point East Hill Carter
	See Section 20C.30.050(25)	See Section 20C.30.050(30)	See Section 20C.30.050(10)	See Section 20C.30.050(15)	See Section 20C.30.050(15)	See Section 20C.30.050(35)	See Section 20C.30.050(40)	See Section 20C.30.050(50)	See Section 20C.30.050(45) 20C.30.050(50)
RESIDENTIAL DENSITIES - Maximum Number of Dwelling Units Per Gross Acre - Permitted Location	FAR 1.75 See Table 20C.10.-230(16)(A) 2nd floor or above	55 du/ac See Table 20C.10.-230(16)(A) 2nd floor or above	30 du/ac See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 2.25 See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 1.75 See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 1.75 See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 1.75 See Table 20C.10.-230(16)(A) 2nd floor or above	FAR 2.0 See Table 20C.10.-230(16)(A) No Special Restrictions	55 du/ac See Table 20C.10.-230(16)(A) No Special Restrictions
MINIMUM YARD SETBACKS - Front Street	1 2, 2a 14 feet	3	1a, 2a 20 feet	2, 2a 14 feet	2, 2a 14 feet	2b	2a 20 feet	2a 28 feet	2a 28 feet
- Side Street	1 2 14 feet	3	1a 20 feet	2 14 feet	2 14 feet	2c	20 feet	28 feet	28 feet
- Side Yard	1b 0 feet	3	0 feet	0 feet	0 feet	2c	0 feet	See Section 20C.10.230(17)(b)	See Section 20C.10.230(17)(b)
- Side Yard - Residential uses above ground floor commercial	5 feet min.	3 5 feet min.	5 feet min.	5 feet min.	5 feet min.	2c 5 feet min.	N/A	See Section 20C.10.230(17)(b)	See Section 20C.10.230(17)(b)
- Rear Yard	1b 0 feet	3	0 feet	0 feet	0 feet	2c	0 feet	10 feet	10 feet
- Rear Yard - Residential uses above ground floor commercial	10 feet	3 10 feet	10 feet	10 feet	10 feet	2c 10 Feet	N/A	10 feet	10 feet
- Yard Adjoining Residential District	5 feet	3 5 feet	5 feet	5 feet	5 feet	2c 5 feet	4 5 feet	5 feet	5 feet
- Between Buildings On-Site	N/A	3	N/A	N/A	N/A	N/A	N/A	15 feet	15 feet
- Parking	5	3	5	5	5	Same as Set Backs	5	5a	See Section 20C.10.230(H)
MAXIMUM BUILDING HEIGHT (Stories/Feet)	9 5/75'	8 3-8 stories	2/30' 10 3/45'	7 6/92' 6, 7 8/120'	5/75'	5/75'	5/75'	7 6/90'	4/48'
LOT COVERAGE	11c 11a 100%	11, 11b	11a 80%	11a 100%	11a 100%	11a 100%	11a 100%	11a 80%	See Table 20C.10.230(16)(a)
PARKING SPACES REQUIRED	12 See Section 20C.20.150	See Section 20C.20.150	13 See Section 20C.20.150	See Section 20C.20.150	12,13 See Section 20C.20.150	See Section 20C.20.150	See Section 20C.20.150	See See Section 20C.20.150	See Section 20C.20.150

SCOPE-II EX. D

NOTES:

1 - Measured from face of curb. See, also, Section 20C.10.230 (25) City Center Pedestrian System. See also Section 20C.20.220, Sight Clearance at Intersections.

1a - Thirty (30) feet, if designated per Section 20C.10.230(25) City Center Pedestrian System.

1b - Measured from property line. In case of alley, measured after dedication, if necessary. See also Type VI Pedestrian System in Section 20C.10.230(25).

2 - On streets fronting Type V Pedestrian walkways per Section 20C.10.230(25) 14 feet is the average required. Building fronts shall be developed to the sidewalk and/or plaza edges.

2a - Front setback for residential use above ground floor commercial shall be regulated by Section 20C.10.230(25) City Center Pedestrian System.

2b- Where a grove of trees (6 or more significant trees within a quarter-acre area) lie along a street front, the setback shall be 100 feet. Otherwise the set back shall be per Section 20C.10.230(25) City Center Pedestrian System requirements.

2c- Where a grove of trees (6 or more significant trees within a quarter-acre area) lie along the easterly design area boundary, the setback shall be 30 feet. Otherwise the set back shall be zero (0) feet.

3 - Subject to Master Plan and Site Plan Review Approval.

4 - Within 100 feet of adjoining Residential Districts, bay doors other than for loading may not open directly toward (without a building in between) the residential district.

5 - Governed by Section 20C.20.150(15)(o) Parking Garages.

5a - Same as 5 above, except standards apply regardless of Pedestrian System Type, and sub-paragraph (iv) does not apply.

6 - Six (6) floors is maximum height without bonus. Bonus to eight floors granted for provision of 20% on-site usable open space in the form of plazas/arcades accessible to public during extended business hours.

7 - Height limit overlay districts may apply; see Section 20C.10.230(11) Height Limit Overlay Zones.

1841 - 8 - Regional Shopping Center - 3 stories (60 feet), Hotel on Town Square -6 stories (75 feet) or 8 stories (100 feet) with meeting conference and banquet facilities on Town Square -4 stories (50 feet) all other permitted uses -3 stories (40 feet) or 4 stories (50 feet) with parking structure.

9 - Both stories and height standard must not be exceeded, and height shall be measured to the top of mechanical equipment enclosures.

10 - The maximum height may be increased to 3 stories and 45 feet when a grocery store is a major tenant on the project site.

11 - Governed by Section 20B.85.130(105)(a) Mixed Use Shopping Center Design Area Goal and Policy.

11a -For developments with residences above ground floor commercial/office, Lot Coverage shall be governed by this table.

11b -For residential development without ground floor commercial/office, Lot Coverage shall be governed by Section 20C.10.230(17)(A).

11c -Lot coverage percentage equals: The total site area measured to the PROPERTY LINE, less Pedestrian Systems measured to the CURB LINE, on-site sidewalks, landscaping, and plazas; DIVIDED by the site area measured to the CURB LINE.

12 - A density bonus for contribution to In-Lieu Parking Fund is available per Section 20C.20.150(20)(b).

13- Surface parking is prohibited within 150 feet of the river's top-of-bank.

(Ord. 1756)

Table 20C.10.230(16)(a)

Residential Densities For City Center Design Districts

Districts	Minimum Site Area (Sq. Ft.)	Minimum Site Width (Ft.)	Permitted Dwelling Units Per Net Acre	Maximum (1) Allowable Lot Coverage
ALL DESIGN AREAS ALLOWING RESIDENTIAL USES, EXCEPT CONVENIENCE COMMERCIAL	2,400-3,199	less than 30	1 unit per lot	75%
	2,400-3,199	30-43	2 units per lot *	75%
	3,200-5,999	44-49	26 units per acre	75%
	6,000-11,999	50-119	30 units per acre	N/A
	12,000-17,999	120-179	45 units per acre	N/A
	18,000 or more	180-or more	55 units per acre (2)	N/A
CONVENIENCE COMMERCIAL	2,400-3,199	less than 30	1 unit per lot	
	2,400-3,199	30-43	2 units per lot *	
	3,200-5,999	44-49	26 units per acre	
	6,000 or more	50 or more	30 units per acre	

In order to ensure that appropriate bulk and height relationships exist between residential lot widths and building intensity, the following table shall be used to determine the permitted residential density of a site. The density allowed on the site shall increase with the increase in site area and site width. The table is read from left to right, within the rows. For example, a site that is 12,000 square feet in area and 120 feet in width will be allowed up to 45 dwellings per acre. If the site's area and width are in different rows, i.e., 12,000 square feet and 100 feet wide, the lower density shall apply (30 dwelling units per acre).

Exceptions:

If the site's width is in a row that allows a higher density, as opposed to the site area, the higher density shall be allowed if the site's area is also at least 85% of the lowest range of the areas in the same row. Example: Site width = 120 feet and the site area is at least 10,200 square feet (85% of 12,000 square feet), then 45 dwelling units per acre shall be allowed.

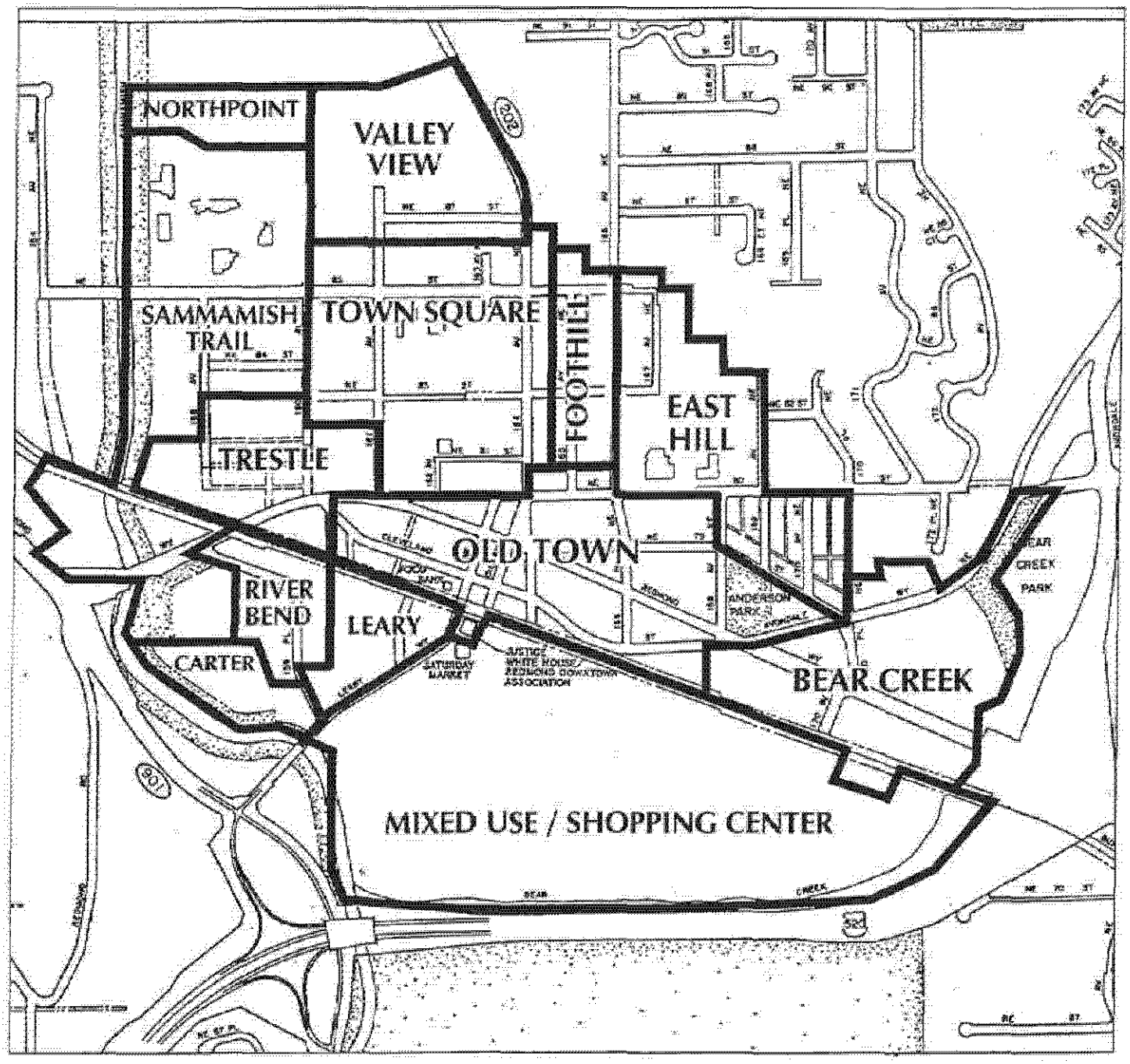
If the site's area is in a row that allows the higher density, but the width limits it to a lower density, the higher density shall be allowed if the site width is at least 85% of the lowest range of the widths in the same row. Example: Site area = 12,000 square feet and the site width is at least 102 feet (85% of 120 feet), then 45 dwelling units per acre shall be allowed.

NOTES:

(1) Lot coverage requirements do not apply to residential developments with ground floor commercial/retail uses, except that specified in 20C.10.230(16) City Center Site Requirements Chart.

(2) In the Sammamish Trail, Old Town, Leary, and River Bend Design Areas, the maximum density allowed shall be governed by a Floor Area Ratio of 1.75, exclusive of bonuses. In the Foothill Design Area, the maximum density allowed shall be governed by a Floor Area Ratio of 2.00, exclusive of bonuses. In the Town Square Design Area, the maximum density allowed shall be governed by a Floor Area Ratio of 2.25, exclusive of bonuses.

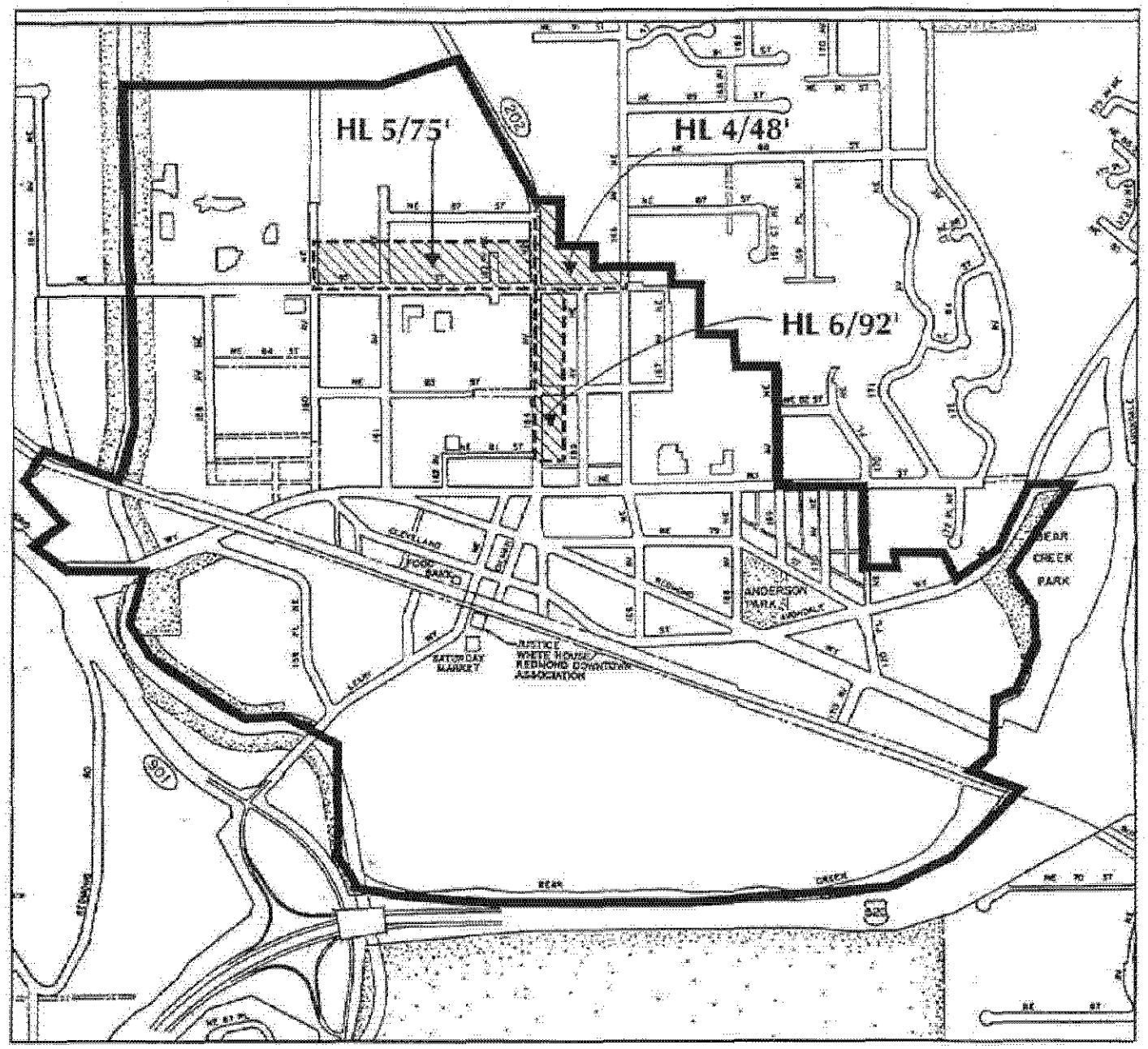
* With alley access, only. Otherwise one unit per lot.



Design Overlay Area Map

20C.10.230 (10)

Effective 12/21/93



Height Limit Overlay Map

20C. 10.230 (11)

Effective 12/21/93

20C.10.230(17) RESIDENTIAL DEVELOPMENT IN CITY CENTER DESIGN AREAS - All residential development in City Center Design Areas shall comply with the density and development standards indicated in the City Center Site Requirements Chart, except where otherwise specified. Residential uses shall be permitted in City Center Design Areas as indicated in the City Center Land Use Chart. Residential developments within the Design Areas shall also comply with the following criteria:

(a) Lot Coverage - For residential developments without ground floor commercial/office uses, the maximum lot coverage permitted for principal and accessory structures shall not exceed the lot coverage standards on Table 20C.10.230(16). The following structures or portions of structures shall be exempted from the measurement of lot coverage:

(i) Ramps or other access for the disabled or elderly meeting Washington State Rules and Regulations for Barrier-Free Design;

(ii) Required Pedestrian walkways/vehicular lanes per City Center Pedestrian System. The area devoted to the required Pedestrian System between the building and curb line/property line shall be counted as open space.

(iii) An underground structure (below natural grade), or underground portion of a structure, on any part of the entire lot that is landscaped on the surface;

(b) Yard Requirements - Yards shall be provided for the purpose of creating light, air, pedestrian and vehicular circulation, emergency access and general aesthetic improvements. All lots shall have one front yard and one rear yard, with the exception of through lots (lots with two fronts), which may have two front yards and no rear yard. Where a residential use is above ground floor commercial/office, the side and rear yard setbacks shall apply only to the residential use.

(i) Measurement. All yard areas shall be measured from the property lines, except as noted in the City Center Site Requirements Chart. All yards shall be measured after dedication for required rights-of-way.

(ii) Permitted Structures in Required Yard Areas. The following features are permitted within front, rear and sideyard setback areas provided that they project no closer than 5 feet to a property line and do not project more than 5 feet into the setback area. The projections may be further restricted through the Site Plan Review Process. Permitted projections include building extremities such as: balconies, patios, porches, architectural protrusions, subterranean garages and structures (below natural grade), bay windows, and chimneys. Where the required building setback is at the pedestrian system sidewalk edge, structures on the ground floor may project into the required Pedestrian System per Section 20C.10.230(25)(d).

(iii) Front Yards. Front yard depths shall conform to the standards specified in the City Center Site Requirements Chart 20C.10.230(16).

(iv) Side Yards. Side Yards shall be determined by structure depth and height, according to Table 20C.10.230(17)(b)(iv). The depth of the building shall be measured perpendicular to the front property line.

Table 20C.10.230(17)(b)(iv)
Residential Side Setbacks

	Height of Side Facade at Highest Point in Feet		
	0-30'	31-40'	41'+
Structure Depth in Feet	Minimum Side Setback in Feet		
65' or less	5'	6'	7'
66' to 80'	6'	8'	8'
81' to 100'	8'	9'	11'
101' to 120'	11'	12'	14'
121' to 140'	14'	15'	17'
141' to 160'	17'	18'	20'
161' or more	19'	21'	23'

(v) Rear Yards. Rear Yard setbacks shall be provided for all residential uses per the City Center Site Requirements Chart.

(vi) Distance Between Buildings.

a) Principal Buildings. Two or more detached principal use buildings on the same lot shall have a minimum separation of 15 feet.

b) Accessory Structures. A detached accessory structure shall be set back a minimum of five feet from any structure to which it is not attached. This restriction shall not apply to air conditioners, heaters, vents, pumps, solar collectors or similar equipment.

c) Roof Eaves. Roof eaves of principal and accessory use structures shall have a minimum separation of five feet. This restriction shall not apply to patio covers and similar structures

with open lattice, grill work or uncovered roof beams.

(c) Usable Open Space - Two hundred (200) square feet of usable open space shall be provided with each unit, with at least 50 percent developed as common open space; and private open meeting the criteria below. Indoor recreational space may be substituted for common usable open space. For example, a four unit development requires 800 square feet of open space. At least 400 square feet must be in common open space, and each unit must have the minimum required private open space per unit, with all open space adding up to at least 800 square feet.

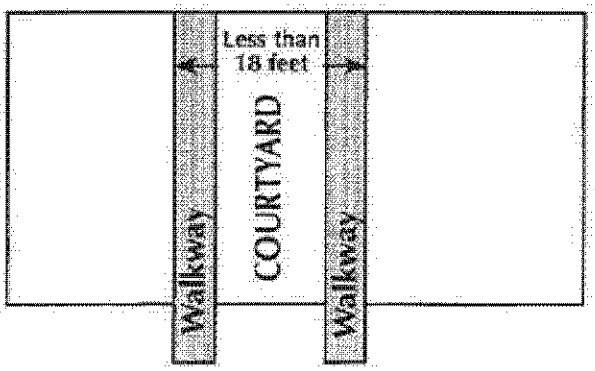
(i) Open Space Size and Dimensions. Table 20C.10.230(17)(c)(i) specifies the minimum open space size and dimensions for both common and private usable open space areas.

TABLE 20C.10.230(17)(c)(i)
RESIDENTIAL USABLE OPEN SPACE
SIZE AND DIMENSIONS

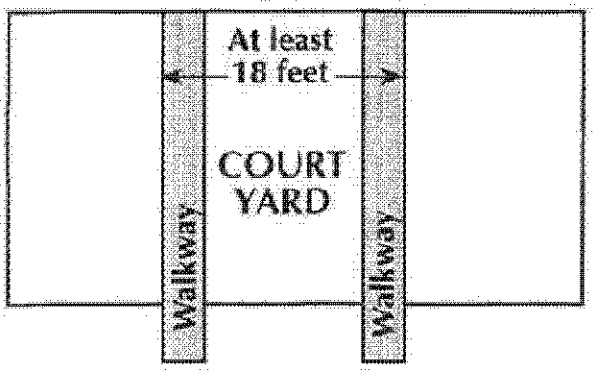
Type of Usable Open Space	Minimum Length	Minimum Width	Minimum Height	Minimum Area in Square Feet
1. Common*	12'	12'	As specified in UBC for habitable overhead height	200
2. Private				
- Patio	8'	8'	Same as above	80
- Balcony (or adjoining elevated circulation corridor)	5'	5'	Same as above	50

*Front yards may not be counted as common open space, except per 20C.10.230(17)(e)(iv).

(ii) Combining Usable Open Space and Pedestrian Access. Parking areas, driveways and pedestrian access other than pedestrian access required by Washington State Rules and Regulations for Barrier-Free Design shall not be counted as usable open space, except: if the total width of the common usable open space is eighteen (18) feet or wider, any pedestrian path or walkway traversing through the open space may be considered usable open space. See examples below.



Area of walkway not counted as open space.



Area of walkway counted as open space.

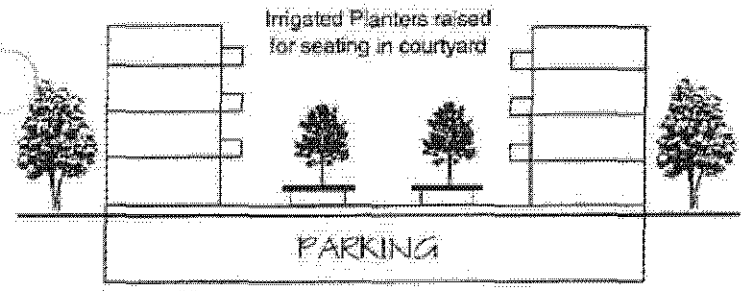
(iii) Screening of Open Space. Private usable open space shall be screened as specified in Table 20C.10.230(17)(c)(iii).

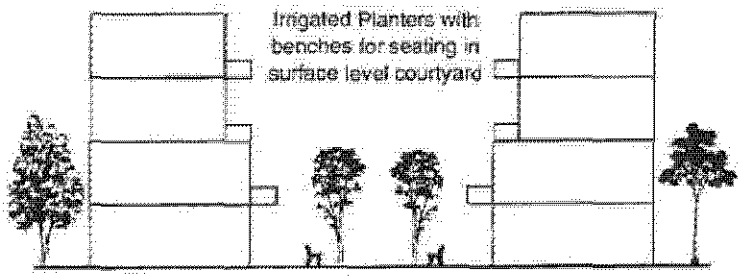
TABLE 20C.10.230(17)(c)(iii)
SCREENING OF OPEN SPACE

The Area from Which Open Space Must Be Screened	Screen Height
1. Common open space	4'0"
2. Corridors	4'0"
3. Streets or other public right-of-way	3'0"
4. Units on same level	4'0"
5. Units across interior side yard	4'0"

(iv) On-Site Recreational Amenities. All developments shall provide:

a) Irrigated planters with seating between eighteen inches and twenty-four inches in height. See figure below.





b) Projects with twenty-one (21) or more units shall provide at least one on-site amenity such as: a recreation room of three hundred (300) or more square feet, furnished with recreational facilities; a swimming pool; or other recreational amenities such as play ground equipment. The facilities shall be appropriate for the target housing market segment, as judged through Site Plan Review.

(d) Privacy Standards - The intent of this section is to ensure that new residential development provides adequate privacy and comfort for the tenants and their adjacent neighbors.

(i) Applicability. Privacy standards shall apply to all residential occupancy areas, as defined by the Uniform Building Code.

(ii) Standards. The Privacy Standards of Table 20C.10.230(17)(d)(ii) apply to the shortest horizontal distance between the specified window and the specified property line, or to the window or wall of another unit in the same project. Each unit in a project must meet these standards in each room.

(iii) Definitions.

a) The measurements indicated in Table 20C.10.230(17)(d)(ii) are "line-of-sight" measurements from window to window.

b) The following are considered "blank walls":

1. Garden walls four feet or more in height.

2. Etched glass, frosted glass, stained glass or similar translucent but non-transparent materials; and

3. Windows with a lower sill not less than five feet-six inches above the finished floor level.

c) The primary room means a living room, dining room or family room. Where an open floor area plan combines the living and dining rooms, the living/dining room shall be considered one room.

d) All rooms not defined above as a primary room shall be considered a secondary room.

e) In the case where windows in one room are of equal size, either window may be selected by the builder as the largest window.

(iv) Public Corridors. Public circulation corridors may be located within window-to-window or window-to-wall spacing distances. However, such corridors shall also have a minimum privacy spacing distance from primary and secondary windows as established in Table 20C.10.230(17)(d)(ii).

(e) Minimum Courtyard Dimensions - The courtyard provision is intended to create attractive and comfortable on-site open spaces for residents so they may enjoy outdoor living and recreational activities. Where courtyards are part of a development, courtyard designs shall conform to the standards as specified. Exceptions to the minimum dimension requirement may be granted through the Site Plan Review process only if the Design Review Board, Technical Committee, or Code Administrator finds that the alternative design improves the overall quality of the development and meets the intent of the courtyard provision. Standards are as follows:

(i) The minimum dimension (width and depth) of any courtyard shall be no less than 1.5 times the tallest building or segment of building enclosing the court yard (a ratio of 1:1.5), but shall not be required to exceed fifty-five (55) feet;

(ii) The height of the building wall shall be measured from the courtyard elevation to the roof eaves of the enclosing building(s);

(iii) The courtyard dimension is a measurement of the usable open space between two building walls, or to a property line. If balconies or corridors project into a courtyard, the dimension shall be measured from the edge of the projecting balconies and/or, corridors, see figure below;

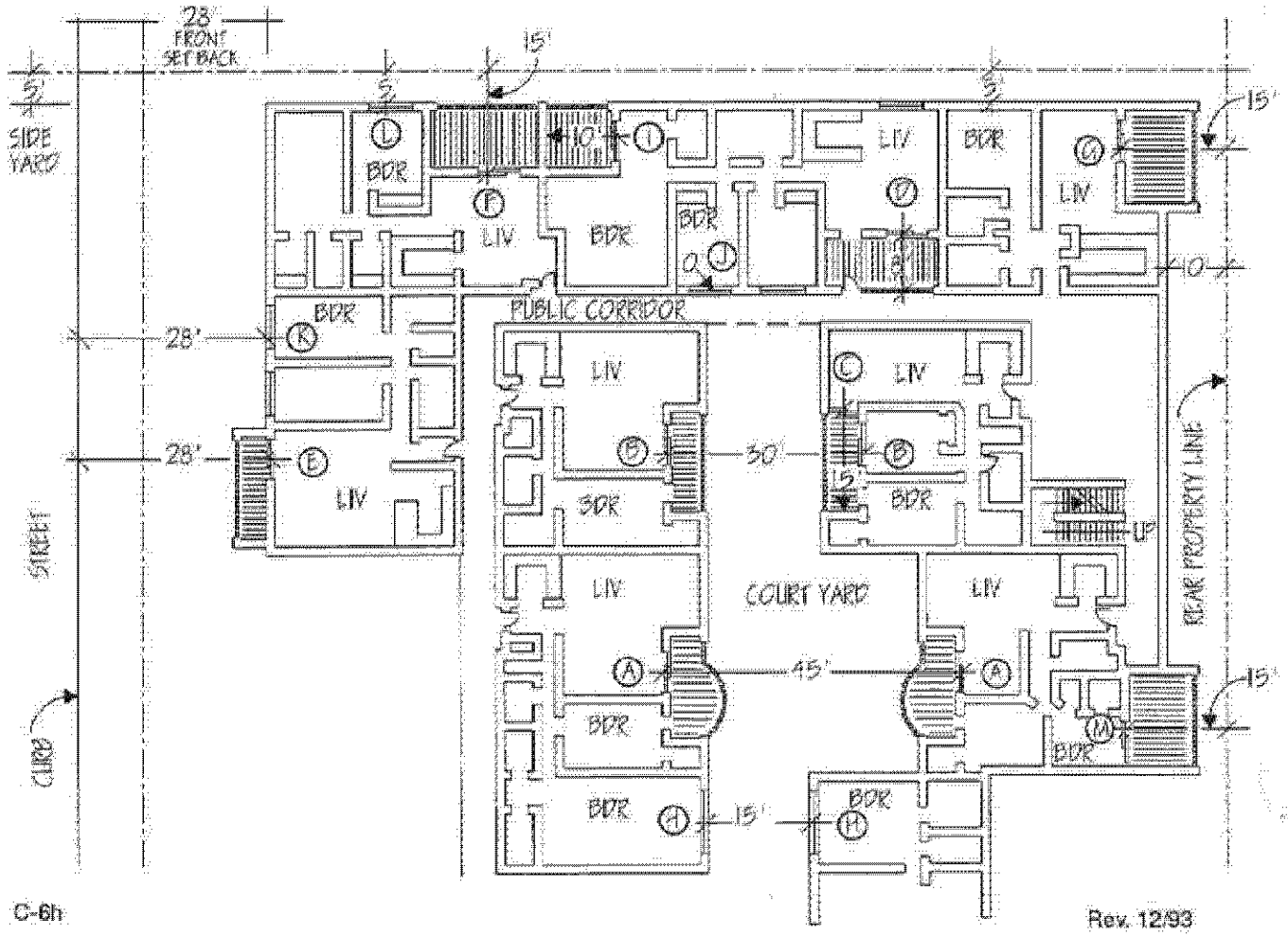
Table 20C.10.230(17)(d)(ii) Privacy Standards

		On-Site			At Property Line			
	Primary Room Largest Window	Secondary Room Largest Window	Blank wall	Public Corridor	Front	Side	Interior Rear	Side Street
Primary Room The largest window (Living Room, Dining Room)	45' A	30' B	15' C	8' D	Front Yard Setback E	20' F	15' G	Front Street Setback
Secondary Room The largest window (All other Rooms)	30' B	15' H	10' I	0' J	Front Yard Setback K	Side Yard Setback L	15' M	Side Street Setback
Blank Wall	15' C	10' I	5'	0'	Front Yard Setback	Side Yard Setback	Rear Yard Setback	Side Street Setback

The Privacy Standards apply to the shortest horizontal distance between the specified window and the specified property line, or to the window or wall of another unit in the same project. Each unit in a project must meet these standards in each primary/secondary room. Measurements shall be "line-of-sight", measured from the center of the subject windows.

The primary room means a living room, dining room or family room. Where an open floor area plan combines the living and dining rooms, the living/dining room shall be considered one room.

All rooms not defined above as a primary room shall be considered a secondary room. See example below.



EXAMPLE #1

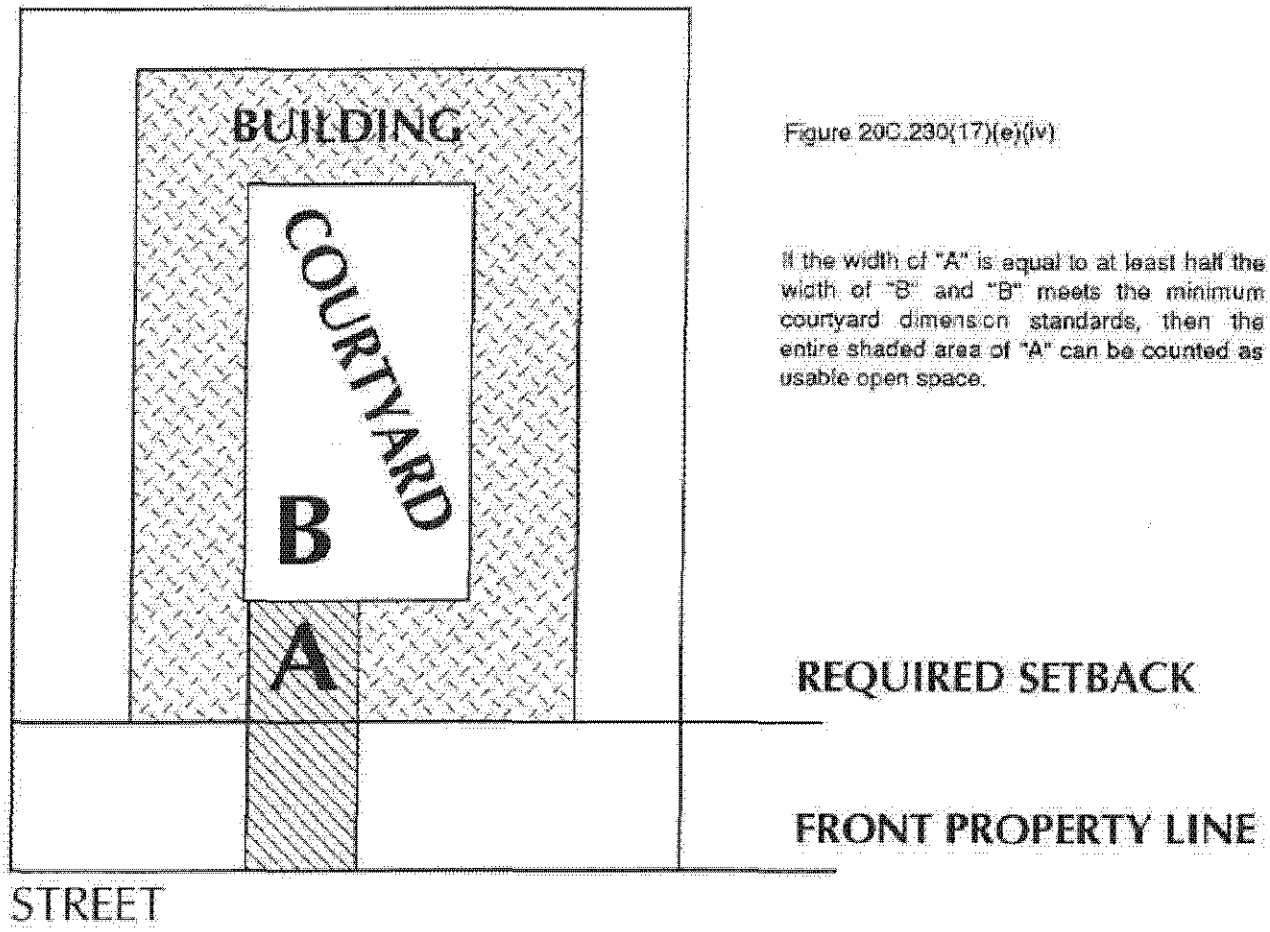
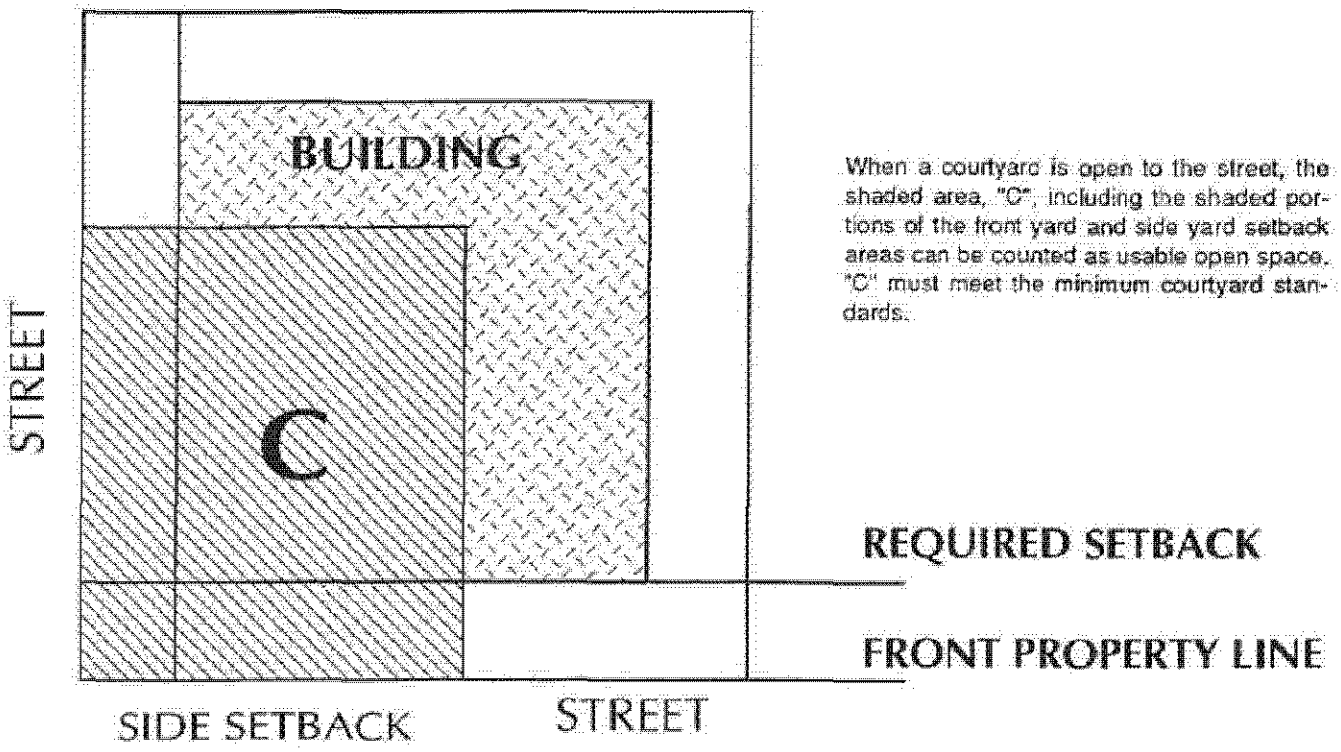


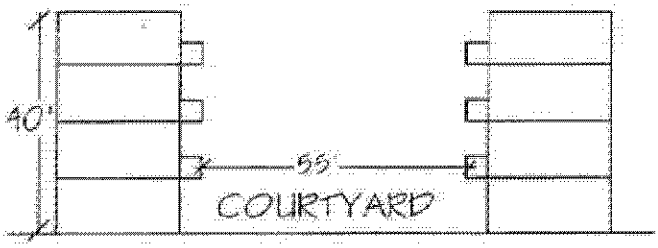
Figure 20C.230(17)(e)(iv)

If the width of "A" is equal to at least half the width of "B" and "B" meets the minimum courtyard dimension standards, then the entire shaded area of "A" can be counted as usable open space.

EXAMPLE #2



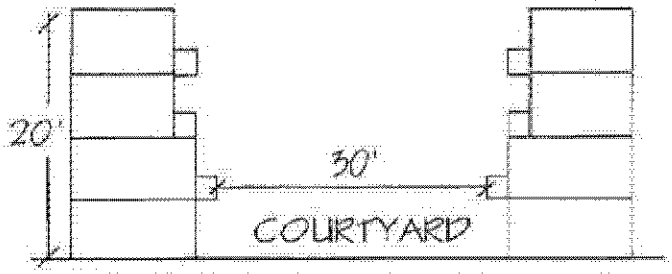
When a courtyard is open to the street, the shaded area, "C", including the shaded portions of the front yard and side yard setback areas can be counted as usable open space. "C" must meet the minimum courtyard standards.



Building Height (40') x 1.5 = 60' Court Yard*
*However maximum required width not to exceed 55'

(iv) Special incentive is provided to encourage courtyards which are visibly open to the street. If fifty (50) percent of the courtyard width is open to the street, the area that is contiguous with the courtyard, in the setback area, can be counted as usable open space (see Fig. 20C.10.230(17)(e)(iv); and

v) If the enclosing walls terrace upward and back with succeeding stories, the courtyard dimension may be reduced but shall not be less than 1.5 times the height of the ceiling of the lowest enclosing floor (see figure below)



Height of lowest enclosing floor (20') x 1.5 = 30'

(f) Access to Buildings - In order to ensure that orientation of the primary entrance is toward the street and adds interest to the building design, the following pedestrian access requirements shall apply.

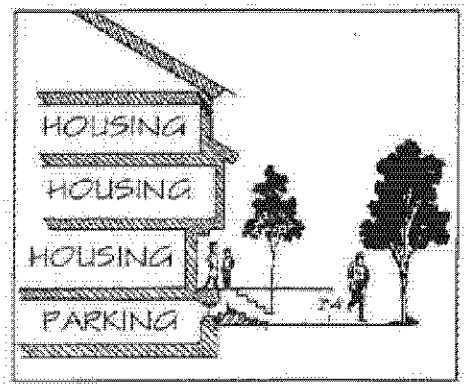
(i) Front Entry. Every multifamily building shall have a covered front entry way developed in accordance with the following standards:

a) Orientation. The primary entry shall face the front property line.

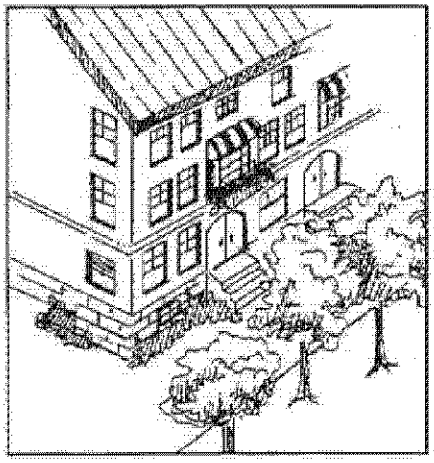
b) Size. The entry shall be at least eight (8) feet wide.

c) Walkway. A decorative paved walkway, separated from and not crossing driveways shall be provided between the entry and the City Center Pedestrian System.

d) The entry of ground floor units and ground floor foyers along street fronts shall be between two (2) and four (4) feet above the grade of the adjoining Pedestrian System in order to provide visual interest in the yard abutting the street. This requirement shall not apply to residential projects with ground floor commercial uses. (See figure below)



New multi-family development shall utilize 1/2 flight up entries off of the street, giving privacy as well as a view of the street and sidewalk.



(g) Required Facade Modulation - In order to provide architectural interest in larger residential developments and to maintain proportional residential masses, the following standards shall apply:

(i) Front and Side Street Facades. Facades facing streets shall be modulated approximately every forty (40) feet, depending on unit separation locations.

(ii) Facades facing interior property lines and interior portions of the lot, that are visible from

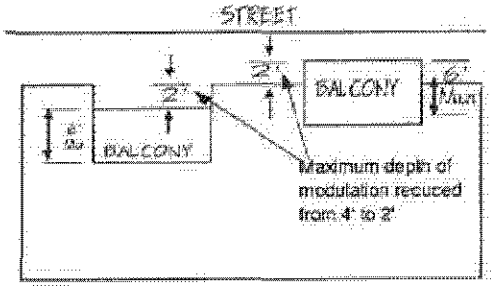
the street, shall be modulated approximately every forty (40) feet, depending on unit separation location.

(iii) Modulation Standards.

a) Minimum depth of modulation shall be four (4) feet.

b) When balconies are part of the modulation and have a minimum depth of six (6) feet and a minimum area of sixty (60) feet, the minimum depth of modulation shall be two (2) feet. See Figure 20C.10.230(17)(g).

Figure 20C.10.230(17)(g)
Reduction in Modulation
Depth for Balconies



c) The minimum width of modulation shall be five (5) feet.

d) The maximum width of modulation shall be thirty (30) feet.

e) The maximum width of a building shall be one hundred and twenty (120) feet.

f) The maximum depth of a building shall be 65% of the lot depth.

(h) Parking and Access -

(i) Parking Quantity. Parking shall be required per Section 20C.20.150.

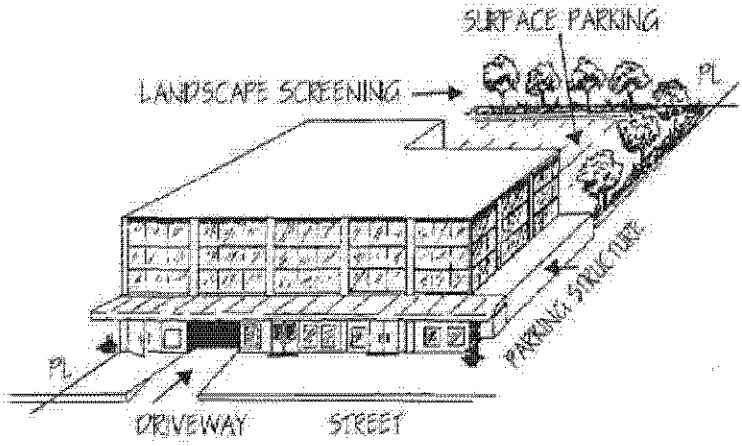
(ii) Access to Parking. Access to parking shall be provided via alley, where one exists or is determined to be feasible and desirable to mitigate parking access impacts by the Technical Committee through Site Plan Review.

a) Driveways and drive aisles should not run along interior property lines if possible.

(iii) Location of Parking.

a) Required parking shall be on-site.

b) At grade parking is prohibited within required yard areas. Except developments with ground floor commercial uses and enclosed parking garages in and adjoining non-residential design areas shall be required to maintain a zero (0) foot setback in the front one-half of the lot. Open parking shall provide the minimum perimeter planting required in Section 20C.20.090 Landscaping and Natural Screening. (See figure below)



c) Semi-subterranean parking may be located within five (5) feet of interior property lines when screened with Type II landscape buffers at the perimeter.

d) Subterranean parking (below natural grade) may be located within five (5) feet of interior property lines, and up to side street property lines, when sufficient soil depth (3 feet) is provided atop the garage for landscaping in required yard areas.

(i) Screening -

(i) All mechanical equipment, including air conditioners, heaters, vents and similar equipment, rooftop and ground mounted, shall be fully screened from public view both at grade and from higher buildings.

a) The screening materials shall be of material requiring minimal maintenance.

b) For ground mounted equipment, landscaping may be used if a solid screen is provided at time of planting.

c) For roof top equipment all screening devices shall be well integrated into the architectural design through such elements as parapet walls, false roofs or equipment rooms. Wood generally shall not be used. Louvered designs are acceptable if consistent with building design style.

(ii) Utility Meters. All utility meters shall be fully screened from view from a public right-of-way. If enclosed in cabinets visible from public rights-of-way exterior surfaces shall be finished with material compatible and complementary to the architecture of the building.

(iii) Parking. Parking shall be screened from direct street view by the front facade of a structure, garage doors, fence or wall between five (5) and six (6) feet in height. When a fence or wall provides screening along a street, there shall also be a Type I or II landscape buffer in the yard abutting the street, depending on light and glare from within the parking area.

(iv) Trash Receptacles. All garbage receptacles and recycling bins not located within parking garages shall be enclosed by a freestanding enclosure that is architecturally compatible with the building.

(j) Landscaping - All required yards and common usable open space areas shall be attractively landscaped. Additional landscaping requirements shall apply as follows:

(i) General. The requirements specified in Section 20C.20.090 Landscaping and Natural Screening, 20C.30.020(40) Planting Design, and Appendix N - Landscape Standards, shall apply.

(ii) All new development shall provide the following landscaping quantities in addition to the general requirements. Additional material may be required through Site Plan Review.

a) One tree for each one hundred and twenty-five (125) square feet of required yard area, including front yards, side yards, rear yards and common usable open space; and

b) Three (3) shrubs of not less than five-gallon size shall be provided for each tree planted.

(k) Density Bonus - Density bonuses shall be granted to residential developments as follows:

(i) Semi- and Full-Subterranean Parking. In free standing residential developments, a density bonus of 10% shall be granted to developments that provide semi- or full subterranean parking where the finish floor height of the first floor is not more than four (4) feet above the street curb.

(ii) Affordable Housing. Density bonuses shall be granted per Section 20C.20.016, Affordable Housing.

(iii) Senior Housing. Density bonuses shall be granted per Section 20C.20.235(70)(c) Senior Citizen Housing Development - Density Bonus. (Ord. 1756)

20C.10.230(20) Repealed - Reserved. (Ord. 1756)

20C.10.230(25) CITY CENTER PEDESTRIAN SYSTEM - The City Center Pedestrian System is a network of pedestrian walkways, vehicular lanes, and small greenbelts. It is established to provide safe pedestrian routes removed from traffic, enhance the appearance of buildings and their settings, provide a unified design element to offset varying architectural styles, and to soften the appearance of parking lots and service storage areas. Planting is intended to provide street trees and other vegetation appropriate for an urban setting.

Where landscaping is required, massing and aggregating of plantings to achieve a strong, positive statement is encouraged. Use of seasonal color and ease of maintenance are plant characteristics that should also be considered.

(a) Installation of Pedestrian System - The various components of the Pedestrian System shall be provided as noted on the map entitled, "City Center Pedestrian System" which is incorporated as a part of this section. As property is developed or redeveloped, corresponding portions of the system shall be installed or otherwise provided for by the property owner/developer. The mid-block segments shown on the map represent desired connections between blocks. In order to provide flexibility, the actual alignment shall be determined through the Site Plan Review Process.

(b) Pedestrian System Description

Type I - A 30-foot landscaped walkway which includes a 10-foot parkway planter for street trees, a 5-foot sidewalk and 15 feet of planting, when located on a street front.

Internal block sections typically include an 8-foot wide sidewalk and 11-feet of landscaping on both sides. Where a mid-block connection is desired through the interior of a property, the landscaping buffer may be omitted through the Site Plan Review Process, provided that the walkway be a

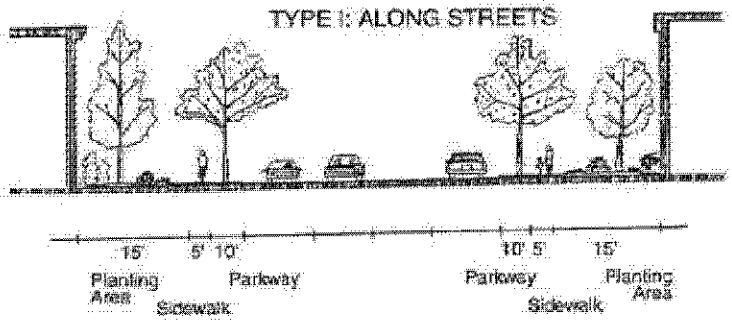
ORD 1841
EXHIBIT 2B

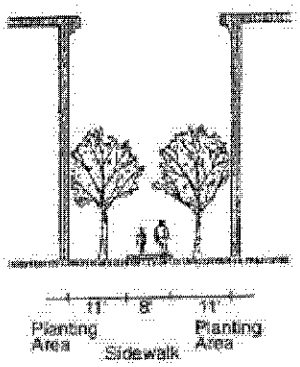
THE CITY OF REDMOND WASHINGTON

CITY CENTER PEDESTRIAN SYSTEM

EFFECTIVE DATE 12/93

minimum of 12 feet in width and be safe and appealing for pedestrian use. Where store fronts open directly onto pedestrian ways, unit pavers or decorative pavement finishes are encouraged, as well as landscaping in planters and tree wells. Internal block sections may pass through buildings when providing access to pedestrian oriented uses within a ground floor arcade. Type I is most typically used for internal block linkages and entry arterials to City Center. Type I may be substituted by Type VI segments where found appropriate by the Technical Committee.

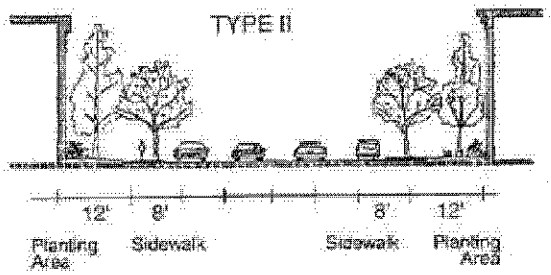




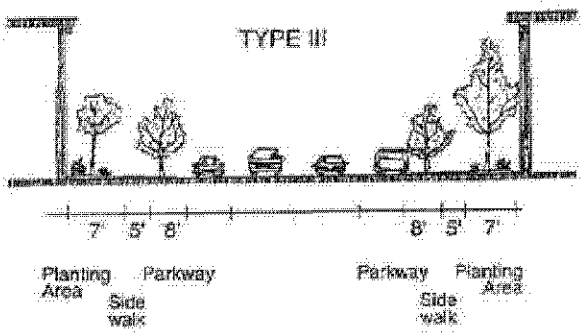
TYPE I: MID-BLOCK LINKAGE

Type II - A 20-foot landscaped walkway which includes an 8-foot sidewalk, 12 feet of planting and street trees in tree wells along the street.

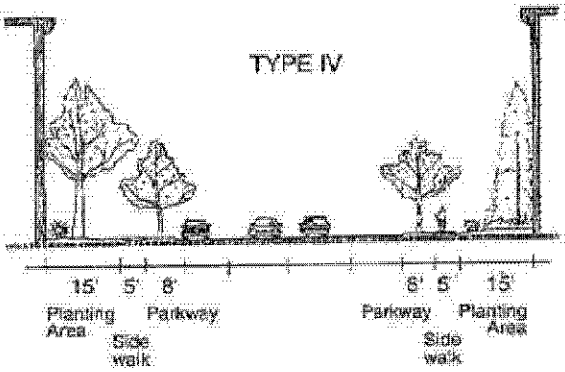
Type II is used on a few collector streets. Average width is 20 feet with a minimum width of 10 feet.



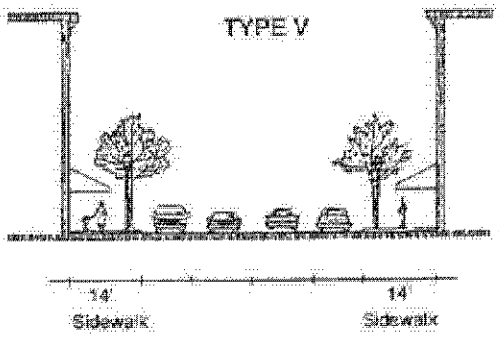
Type III - A 20-foot landscaped walkway with an 8-foot parkway planter for street trees, a 5-foot sidewalk, and 7-foot planting area for site landscaping.



Type IV - A 28-foot landscaped walkway with an 8-foot parkway for street trees, a 5-foot sidewalk, and 15 feet of landscaped yard area. Type IV is most typically used in residential areas.

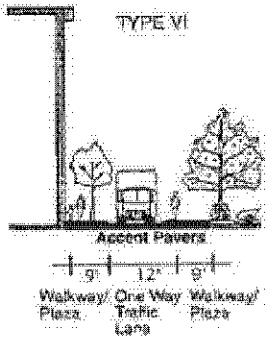


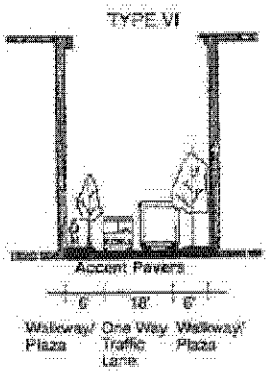
Type V - A 14-foot sidewalk with first floor of buildings up to the edge, and street trees in tree wells next to the street. Sidewalks may be wider than 14 feet, but shall not be less than 8 feet in width. Pedestrian plazas, court yards, and arcades opening to the streets are encouraged.



*Except Gilman Street which shall become a brick lined pedestrian/vehicular plaza, and Brown Street which includes an 8.5 foot wide sidewalk.

Type VI - A combination walkway/vehicular lane which incorporates landscaping, decorative lighting and seating areas. If the lane does not have a separated raised walkway six (6) feet in width, the surface must be paved with unit pavers to denote that it is a pedestrian area. The width of the lane shall provide for a minimum of one lane of vehicular travel (one way) and one parking lane. Most used to reduce the size of large blocks, provide vehicular access to rear of lots, minimize need for curb cuts on street fronts, and provide mid-block connections for pedestrians. Type VI may be substituted for Type I internal sections if the Technical Committee finds that a vehicular lane is not necessary to provide for the completion of an already started segment or circulation system.





Type VII - A 10-foot wide sidewalk from the Sammamish River Trail to and around buildings fronting the river.

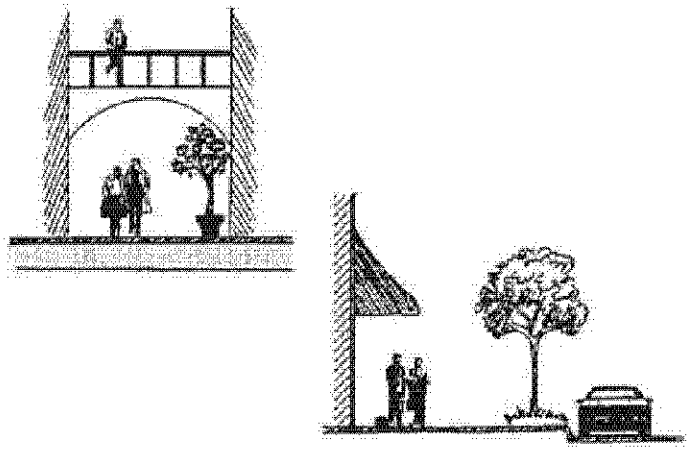
(c) Easements/Dedications - Where a Pedestrian System walkway exists or is required outside of a public right-of-way, an easement or the dedication to the City of Redmond may be required to provide continuity of the walkway to adjoining property. In case of dedication, residential density shall be calculated based on pre-dedication lot area.

(d) Permitted Encroachments - Encroachments into Pedestrian systems are permitted as follows:

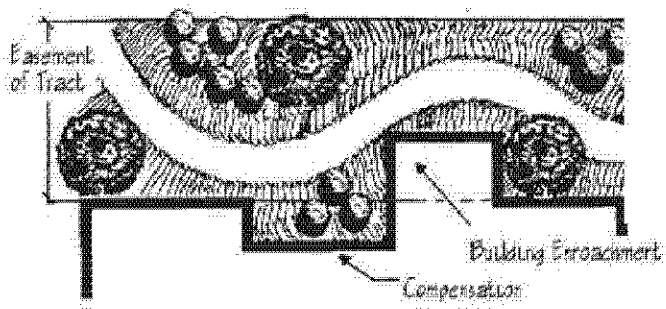
(i) Buildings, marquees, awnings, and roof projections may extend over the pedestrian system when they enhance pedestrian activities and when:

- The encroachment is integrated into the pedestrian system by providing a covered walkway plaza or it otherwise complements pedestrian activities;

- The required average and minimum width of the pedestrian system is maintained.



Buildings, marquees and roof projections may extend over Pedestrian systems when they enhance pedestrian activities.



Buildings may encroach into a Pedestrian system when compensation is provided at another location.

(ii) Patio walls no higher than four (4) feet for ground floor residential units may encroach into the pedestrian system a depth no greater than five (5) feet.

(iii) Decorative walls or fences no higher than three (3) feet above the sidewalk, that are

not for patios, may be permitted through Site Plan Review.

(e) Width Measured from Curb - Where a Pedestrian System adjoins a public street, the system's width shall be measured from the edge of the existing or proposed curb. The widths specified shall be averages. The minimum widths shall be 10 feet for streets requiring parkways (5 foot parkway and 5 foot sidewalk) unless otherwise specified.

(f) Construction Standards - Construction standards for sidewalks are identified in Appendix H, CITY CENTER PEDESTRIAN SYSTEM CONSTRUCTION SPECIFICATIONS.

(g) Driveway Crossings - Driveways crossing the Pedestrian System should be minimized and joint use of driveways encouraged to separate vehicles and pedestrians. Areas in driveways will not be calculated as part of the area required to be landscaped in the Pedestrian System.

(h) Access to Buildings - Pedestrian access from primary building to Pedestrian System should not be interrupted by vehicular circulation, parking or other elements which discourage pedestrian use.

(i) Interior Block Pedestrian System - Interruptions of mid-block pedestrian systems by vehicular circulation or parking shall be minimized.

(j) Variations Exceeding Standards - Variations in the pedestrian system which exceed the standards may be approved by the Technical Committee. The variation, in the judgment of the Technical Committee, must not create a pedestrian system out of character and harmony with the surrounding pedestrian systems.

(k) Variations not meeting standards - Variations in the pedestrian system which do not meet minimum standards may be approved by the Technical Committee. Variations may be allowed after consideration of factors, including, but not limited to:

- existing right-of-way available to meet standards
- existing buildings encroaching in linkage area
- pedestrian and vehicular volumes anticipated
- existing vegetation
- disruption of system continuity
- accessibility to buildings (Ord. 1756)

20C.10.230(30) CITY CENTER STREET TREES - Street trees within the City Center Neighborhood shall be provided as noted on the City of Redmond Street Tree Plan. As property is developed or redeveloped, trees shall be installed or otherwise provided for by the property owner/developer.

(a) Location - Trees shall be spaced on average as noted on the City of Redmond Street Tree Plan. Trees shall be planted in parkways where they exist or are required per Section 20C.10.230(25). Where sidewalks are required to be contiguous with street curbs, trees shall be planted in irrigated tree wells, with City approved root barriers, next to the street. Street trees may be grouped in larger planters near the curb, if found more appropriate through Site Plan Review. Street trees disallowed due to inadequate parkway width, street furniture, driveways or utilities shall be planted in the abutting yard area.

(b) Street trees shall be planted according to guidelines outlined in Appendix N, Landscape Standards. (Ord. 1756)

REPEALED BY ORD 1901

20C.10.235 EVERGREEN HIGHLANDS DESIGN DISTRICT (EH)

Purpose - The Evergreen Highlands Design District provides an area for the location of high technology research and development facilities; associated light assembly and warehousing; other manufacturing uses with similar character, intensity and impact; support service and retail uses; office uses; corporate headquarters and residential use. It represents a unique land resource, and is to be developed as a well integrated, mixed use District sensitive to natural constraints and surrounding established development patterns. All development should exhibit high quality design, and maintain high performance levels.

The Evergreen Highlands Design District is divided into four Performance Areas as delineated by the zoning Map. These Performance Areas constitute separate zoning districts and permit variation in use and development standards in order to implement the goals and policies of the Evergreen Highlands Neighborhood Plan, and to insure attention to specific environmental features of the various Performance Areas.

10.235(05) Evergreen Highlands Performance Area A - The purpose of this Performance Area is to provide a location for Urban Residence development, not exceeding 11 units per gross acre. This Performance Area is intended to provide housing opportunities, and to serve as a transition to the single family housing adjacent to the Evergreen Highlands Design District.

10.235(10) Evergreen Highlands Performance Area B - The purpose of this Performance Area is to provide a location for lower intensity office uses. It serves as a transition between the residential development in Performance Area A and the higher intensity nonresidential uses in Performance Area C. This Performance Area constitutes the area of highest environmental sensitivity within the Design District, and development must reflect the natural limitations of the land.

10.235(15) Evergreen Highlands Performance Area C - The purpose of this Performance Area is to provide a location for research and development activity, office uses, and convenience retail and service uses. This Performance Area will serve as the focal point for the entire Design District. It must be developed in a campus like research and development park theme, and should be compatible with nearby less intense areas.

10.235(20) Evergreen Highlands Performance Area D - The purpose of this Performance Area is to provide a location for office uses. It serves as a transition between the concentration of research and development and office uses to the north and the surrounding Zoning Districts.

10.235(25) Evergreen Highlands Permitted Land Uses - The following chart entitled Evergreen Highlands Permitted Land Uses, indicates the permitted land use and required review procedure for each use within each Performance Area. A use which is not specifically listed may be permitted pursuant to the provisions of Section 20C.10.240(15) and only if such a use would not alter the quality, character or purpose of the Performance Area in which it is proposed to be located.

10.235(30) Unlisted uses - A use which is not specifically listed in the EVERGREEN HIGHLANDS PERMITTED LAND USES CHART may be permitted pursuant to the provisions of Section 20C.10.240(15) and only if such use would not alter the quality, character or purpose of the Performance Area in which it is proposed to be located.

10.235(35) Master Development Plan Required

(a) General - In order to insure coordinated development, prior to any development by a property owner, that owner must submit a Master Development Plan as provided for in this Section encompassing all contiguous property owned and all contiguous property in which that person has a legal or equitable ownership interest. Property in Performance Area A need not be combined with property in Performance Area B.

(b) Required Review - Each Master Development Plan must be approved by the Technical Committee through the General Development Permit process.

(c) Interjurisdictional review and appeal -

- Each Master Development Plan shall be submitted to the City of Bellevue for review and comment prior to a decision on the proposal. Comments received from the City of Bellevue shall be accommodated in the design to the maximum extent possible, and consistent with the adopted policies of the City of Redmond.

- Notwithstanding any other provision of the Community Development Guide the City of Bellevue may appeal the decision of the Technical Committee on the Master Development Plan.

(d) Required submittals - The property owner shall submit the following prior to consideration of the Master Development Plan. The Technical Committee shall establish the minimum number of each submittal required.

- A legal description of all contiguous property in the same ownership or in which that person has a legal or equitable ownership interest.

- A survey of the property indicating:

  - Property line;

  - Contours at intervals no greater than 5';

  - Location and dimensions of existing structures;

  - Location and dimensions of rights-of-way, access or pedestrian easements and private roads;

  - Location and dimensions of utility easements;

- Location and description of natural features including wetlands, watercourses, waterbodies, and areas of differential settlement;

- Location and description of any significant natural feature not identified above;

- The boundary of stands of trees with a written description of the composition of each stand indicating species, and generally describing size and number;

- Total square footage of the project limit.

- A site location map indicating the relationship of the property to the remainder of the Design District.

- A site plan of the property indicating:

  - The approximate location, dimensions and square footage of proposed structures.

  - The approximate square footage of research and development, office, residential, retail, service and other categories of land use.

  - The approximate floor area ratio for research and development and office uses within the project limit and individual lots.

  - The approximate location and dimensions of ingress and egress, vehicular and non-motorized circulation, including pedestrian, and the location and design of parking and loading facilities.

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Subscription Bus: Applicant may subsidize bus service with minimum of 33 passengers.

Regular Transit: Applicant may request extension of existing service, reverse commuting buses, or subsidize part or all of bus passes.

Flex-time: Applicant may agree to adjust work schedules to reduce peak hour impacts.

Parking Management:
Applicant may allocate car-pools preferential parking spaces (guaranteed, close-in, or no cost). Applicant must agree that the parking preferences will be enforced.

Promotion: Applicant may appoint an employee responsible for transportation coordination and information on available programs. Applicant may also provide financial or other incentives to use transportation programs.

Other Programs: Applicant may propose additional measures or innovative techniques specifically related to employee needs which will reduce traffic impacts.

- When a development is phased, the request for the parking variation may be approved with the first phase, and the parking installed proportionate with the floor area in that phase. When applications are received for subsequent phases, the Technical Committee shall evaluate the traffic impact management program and determine if circumstances justify the total parking allowed by the variation.

- The Technical Committee shall consider the availability of public transportation programs and any other factor which may affect the ability of the applicant to achieve traffic mitigation objectives.

- Applicants must submit a plan which indicates how parking spaces allowed by the proposed parking ratio increase will be reduced if traffic mitigation objectives are not achieved. The City shall request the applicant to prepare a periodic report evaluating parking management programs and usage of existing parking facilities, and shall require reduction of the parking area allowed by the variation to a ratio of 3.6 parking spaces per 1000 square feet of gross floor area of actual building constructed if transportation measures are not implemented as determined by the Technical Committee. Any parking spaces removed under this clause shall be converted to landscaped open space.

- No parking may be located within a required front/street setback.

- Circulation must be consistent with the Evergreen Highlands Circulation Plan Map contained in the Community Development Guide, with the requirements of the 20B.60.060 Evergreen Highlands Neighborhood Transportation Improvement Overlay District and must:

.. Be coordinated with other property in the Performance Area and with other Performance Areas in order to provide an efficient transportation system, and to minimize unnecessary paved area.

.. Combine, wherever practical, accessways and parking areas if compatible with individual site design.

.. Separate residential and nonresidential traffic.

.. Provide for non-motorized, including pedestrian and bicycle, movement throughout the Performance Area and Design District.

.. Coordinate with street and walkway systems of adjoining jurisdictions.

- Site plan review shall ensure that parking lots do not encircle buildings.

- The provisions of Section 20C.20.150 apply in the Evergreen Highlands Design District, except for those requirements contained in Paragraph 20.150(10), 20.150(20)(a-d).

* Landscaping and Vegetation Preservation:

  - The applicant must provide landscaping between structures, as a setting for structures, and within and around parking areas. This landscaping must enhance the coordinated project design, and provide a pleasing environment between structures. All pervious surface must be landscaped, except those areas specified under other provisions of this Code for natural vegetation, or determined by the Technical Committee as desirable for retention in its natural state.

  - If landscaping is located between uses, the type and intensity of planting must reflect the variation in use category and intensity. The larger the variation, the more the planting must serve as a solid screen.

  - Particular attention must be given to street frontage landscaping which will visually separate the development from the street, and create a soft edge condition.

  - Landscaping shall create a setting which enhances pedestrian use of open space and which provides a sense of place and scale for the proposed development.

  - A significant number of trees at least 12' to 14' in height 3" to 3-1/2" in caliper measured 6" above the ground, as specified in the American Standard Nursery Stock, and predominantly evergreen, must be included in each planted area.

  - Wherever practical and consistent with proposed site design, tree line and existing trees at least 6" in caliper must be retained. Caliper is measured 4' above existing grade. Tree protection techniques, approved by the Technical Committee must be utilized during construction. Where changes in grade have occurred, permanent tree preservation methods, approved by the Technical Committee must be utilized.

  - The applicant must install street trees at least 3-1/2" in caliper along all street frontage. Caliper is measured 6" above existing grade. The location and species installed are subject to approval of the Technical Committee.

  - The applicant must install interior parking area landscaping equal to at least 10% of the area devoted to parking and circulation. Planting areas must be at least 100 square feet and no more than 1000 square feet. The minimum dimension in any direction is 4'. Each planting area must contain at least one tree combined with shrubs and groundcover which meet the minimum size requirements noted above.

  - The provisions of Section 20C.20.090 do not apply in the Evergreen Highlands Design District, except for those requirements contained in Paragraph 20.090(20).

* Other Natural Features

  - Watercourse and Water Bodies

    .. Perennial watercourses and water bodies as identified on the Evergreen Highland Natural Features Map and the streams map adopted under Section 20C.40.050 in the Community Development Guide must be enhanced or protected during development and on a permanent basis.

    .. Buffer areas are determined by stream type and are measured from the ordinary high water mark (refer to Sections 20C.40.080(10) "Stream Classification" and 20C.40.090 "Stream Buffers").

    .. Where necessary as determined by the Technical Committee, the city shall require channel and habitat restoration in conformance with City standards.

.. In addition to performance guarantees otherwise provided in the Code, the applicant must establish and commit to a permanent program of watercourse or water body maintenance. Monitoring and contingency programs shall be required in accordance with 20C.40.130 "Monitoring and Contingency Plan."

(Ord. 1693)

- Steep Slopes

.. No development is permitted on slopes equal to or exceeding 40%, except as exempted under 20C.40.040(05)(d). These areas are to remain naturally vegetated to the maximum extent possible. Supplemental planting may be required where warranted by potential erosion or slope instability.

.. A soils engineering report is required for development on slopes equal to 25% and up to 40%, and may be required for development on other slopes if determined to be necessary by the Technical Committee. Erosion control and soil stabilization measures may be required.

(Ord. 1693)

- Wetlands

.. Protection of wetlands shall be regulated under 20C.40.

.. Buffer areas are determined by wetland type and are measured from the wetland edge (refer to Sections 20C.40.080(05) "Wetland Classification" and 20C.40.090(15)(a) "Wetland Buffers".

(Ord. 1693)

- Drainage

- The applicant must submit a drainage plan consistent with the development standards of the City of Redmond and the City of Bellevue which produce the more protective drainage system as determined by the Redmond Public Works Director and the Bellevue Storm Drainage Utility Director.

- The plan must emphasize utilization of the natural drainage system, and must permit the coordination of drainage systems among all development in the same drainage basin.

- Open space

- The applicant must provide natural and improved open space which is coordinated with that of other properties, and which enhances the parklike setting of the District.

- Open space must permit areas for both active and passive recreation by residents or employees.

- Open space must be located and designed to provide a transition between areas of different use or use intensity, where applicable.

- A greenbelt, approximately 100' in width, must be established along the entire length of the Bellevue-Redmond road abutting Performance Areas A, B, and C. Where small ownerships make this requirement unfeasible, the Technical Committee may approve an alternative buffering mechanism such as a vegetated earthen berm or reduced greenbelt.

- Natural vegetation within any greenbelt must be maintained to the maximum extent possible and supplemental landscaping may be required. A trail or other element of the non-motorized circulation plan may be incorporated within this greenbelt subject to approval by the Technical Committee.

- Open spaces throughout the District must be coordinated in order to provide maximum usability by residents or employees.

- Parkland must be located and designed in a manner which results in aggregated usable areas.

- The provisions of Section 20C.20.130 do not apply to the Evergreen Highlands Design District.

- Outdoor Storage:

  - The outdoor storage of materials, products or vehicles is not permitted in the Evergreen Highlands Design District. Outdoor storage of vehicles does not apply to accessory parking areas or vehicles stored pursuant to the Development Guide on residential lots.

  - Garbage and trash receptacle screening shall be of a material and design compatible with the associated structure and shall be at least as high as the receptacle.

  - The provisions of Section 20C.20.140 do not apply.

- Rooftop Screening:

  - The applicant shall provide rooftop equipment screening which is at least as high as the equipment being screened. Screening must be of a material and design compatible with the building, and must surround the equipment.

  - The provisions of Section 20C.20.190 do not apply.

- Signs:

  - Signs must be coordinated throughout the project tract.

  - Each sign must be architecturally integrated with the structures with which it is associated.

  - Signs may be illuminated indirectly but may not be backlit.

  - Only major complex identification signs may be oriented to N.E. 40th Street, 156th Avenue N.E. and the Bellevue-Redmond Road. No more than one identification sign may be located at each entrance to the complex.

  - The provisions of Section 20C.20.230 apply to the Evergreen Highlands Design District, except as they conflict with the provision of this section.

- Utilities:

  - All utility distribution lines, other than electrical lines of 115 kV or greater, must be placed underground.

  - The provisions of Section 20C.20.250 apply to the Evergreen Highlands Design District except as they conflict with the provisions of this section.

- Planned Unit Development. The provisions of Section 20C.20.235(15)-(30) does not apply in the Evergreen Highlands Design District.

<u>10.235(50) Pollution and Hazardous Waste Control Standards</u>

(a) Prior to issuance of a building permit or occupancy permit in Performance Areas B, C and D, and at the time when the occupants of a building are identified, the applicant shall provide documentation to the City of Redmond that all agencies with jurisdiction over hazardous materials use have been contacted and that all applicable standards will be met prior to the occupancy of the structures. To the maximum extent possible the contact must occur early in the development process so that the necessary measures may be implemented during the construction phase.

(b) No outside storage of toxic or hazardous waste or materials as defined by METRO, the Department of Ecology, or the Environmental Protection Agency is permitted. Interior storage must comply with all applicable federal and state regulations.

(c) No discharge or emission of toxic or hazardous waste or material into the air, storm drainage system or other water is permitted without prior approval of each applicable implementing agency.

10.235(55) Interjurisdictional Review and Cooperation

(a) Transfer of FAR, Pervious Surface and Parking: Floor area, pervious surface and parking may be transferred within a Performance Area across jurisdictional boundaries as part of the Master Development Plan or Site Plan Review process so long as all requirements and limitations of the use and the Performance Area are met.

(b) Code Amendments and Interpretations:

- Each proposed amendment to or interpretation of the Evergreen Highlands Design District Community Development Guide regulations shall be submitted to the City of Bellevue for review and comment prior to a decision. Comments received from the City of Bellevue shall be accommodated to the maximum extent possible.

- Notwithstanding any other provision of the Community Development Guide, the City of Bellevue may appeal a decision on a code amendment or interpretation.

20C.10.236 GATEWAY DESIGN DISTRICT (GDD)

10.236(10) Purpose. The Gateway Design District provides an area for the location of:

(a) high-technology research and development facilities;

(b) associated light assembly and warehousing;

(c) other manufacturing uses with similar character, intensity and impact;

(d) support services;

(e) regional retail/wholesale uses;

(f) service and professional office uses;

(g) corporate headquarters and regional offices;

(h) hotels/motels. (Ord. 1730)

10.236(12) Site Planning and Design Objectives. Site plans and architectural designs for development within the Gateway Design District shall be consistent with the objective of achieving a high quality, aesthetically pleasing entry into the corporate limits of the City. Site plans shall comply with the requirements of subsection 20C.10.236(30). (Ord. 1730)

10.236(15) Boundaries and Performance Areas. The boundaries and performance areas of the Gateway Design District are delineated by the City's official zoning map. Performance Area 1 is the Kemper Site. The Costco site is Performance Area 2. The remainder of the Design District is Performance Area 3. All provisions of the Community Development Guide relating to The Gateway Design District govern the entire District unless the provision expressly states the intent to govern only one or more performance areas. (Ord. 1730)

10.236(20) Gateway Permitted Land Uses. The chart entitled Gateway Permitted Land Uses indicates the permitted land uses and required review procedure for each use.

Gateway Permitted Land Uses

Land Uses	Permitted Uses
Scientific, electronic and communications research and development; high technology; light manufacturing; wholesale trade; light warehousing in conjunction with manufacturing and office uses; light assembly, design, processing, light fabrication and any combination thereof; together with indoor storage and offices associated with such uses (2) (3)	P
General, professional, and government offices (4) (5) (10)	P
Corporate headquarters and regional offices (4) (5) (10) (13) Business services, government services and educational services (12)	P
Regional retail/wholesale (1)(6)(11)	P
Hotel/Motel (7)	P
Restaurant: sitdown, carryout, or combination (8)(11)	P
Bank	P
Limited Support Services (4)(9)	P
Daycare	P

Notes:

(1) As defined in Section 20A.60.523

Notes: (continued)

(2) No accessory or subordinate retail activity is permitted.
(3) No outside storage is permitted; provided this does not exclude secured areas for overnight employee vehicle parking or storage of materials used on site in conjunction with construction activity for a permited uses use, as long as such storage does not face the perimeter of the district and is screened and meets fire and other applicable codes.
(4) No financial, insurance, real estate, securities or title services are permitted unless the activity internally services the company of which the activity is a part and does not provide walk-in service to the general public.
(5) No medical, dental, individual, or family social services are permitted.
(6) No outdoor storage or sales is permitted unless contained fully by screening, excluding storage of shopping carts, sales from foodstands or carts, and sale of bulk items in areas immediately adjacent to a sales building. In no case shall outdoor storage or sales be oriented to the perimeter of the District.
(7) Includes associated conference center, meeting rooms, auditorium.
(8) Drive-through restaurants are not permitted.
(9) These uses shall not abut or be oriented to the exterior perimeter of the District and no signs for such uses shall be oriented to the perimeter of the District. The total uses under this category shall not exceed 30,000 square feet. These uses are intended to service persons who are on site in connection with other permitted uses.
(10) Storage, employee health club facilities, employee cafeterias or other employee food service, and other customary accessory uses associated with the permitted uses are allowed.
(11) No more than a total of 20,000 gsf of restaurant uses nor more than two separate restaurants are permitted. Food stands or carts and areas used for sales of food for take out or consumption on premises as part of a regional retail/wholesale use, and on-site employee food service for employees of any permitted use, are excluded from this provision.
(12) Educational services shall only include special vocational and trade.
(13) As defined by RCDG Section 20A.60.202. (Ord. 1730)

10.236(25) Site Plan Review

(a) General: Any structure within the Gateway Design District that has external walls or is an external addition to an existing structure must be approved by the Technical Committee through the Site Plan Review Process. Site plan contents and review procedure are specified in Development Guide Appendix 1.

(b) Conditions: The Technical Committee and Design Review Board will require mitigation based upon the SE Redmond EIS and may impose other conditions on development in the Gateway Design District in order to ensure that the standards and intent of the Design District, and the Community Development Guide are met, and to mitigate potential adverse environmental impacts. (Ord. 1730)

10.236(30) Site and Design Requirements

(a) Conflict in Regulations: Except as otherwise provided in this Section, all applicable provisions of the Community Development Guide and other applicable codes and ordinances apply to development in the Gateway Design District. Where there is a conflict between the regulations of the Gateway Design District and other portions of the Community Development Guide or other City Codes or ordinances, the Design District regulations govern.

(b) General Design Requirements:

Site planning must take into account the objectives of maintaining significant natural features, providing a pleasing aesthetic appearance as a gateway to the city, providing high quality site and building design, and providing a comfortable atmosphere for customers, employees and tenants.

Site buildings to create an interesting and attractive appearance at the streetscape and along building facades with significant visibility.

Provide a coordinated entry theme at District entry street points, with one entry receiving major recognition.

A historical/cultural interpretive area shall be incorporated within development plans in a highly visible and pedestrian-orientated section of the district recognizing the historical importance of the Snoqualmie Tribe. Design and features of this recognition shall be developed with input from the tribe. The final product shall be satisfactory to the tribe and applicant. Indication of such agreement shall be required prior to installation of improvements.

Include varied architectural features in building facades and varied heights and surface treatments throughout the site to create design interest in this multi-use district.

Screen service areas with "below grade" designs or site obscuring walls and or vegetative barriers.
Coordinate architectural design of adjacent structures within the District.

Provide separation, with the use of landscaping and plantings, between incompatible land uses or activities, when separation of land uses of varying intensities is an appropriate site plan-

ning objective taking joint ownership and/or joint parking usage into consideration.

Provide planting and/or architectural features to soften the visual impact of less desirable structures, such as large blank walls and large areas of pavement. Particular attention should be devoted to landscape design along the perimeter of the District, including areas adjacent to SR202, Avondale Road N.E. and 180th Avenue N.E.

(c) Site Requirements: The Site Requirements Chart numbered 20C.10.236(30)(c) sets forth the dimensional and site requirements for the Gateway Design District. Each structure, development or activity in the District must comply with these requirements except when expressly limited to one or more performance areas, in which case each structure, development or activity within each regulated performance area shall comply with such regulations.

20C.10.236(30)(c)
Site Requirements

District	Gateway Design
Minimum Setback of Structures (in feet):	
Perimeter Streets (Avondale Rd. N.E., N.E. Union Hill Road, 178th Place N.E., SR 202, 180th Avenue N.E.)	60'/35'(1)
Internal Streets	35'/20' (1)
Rear	35'/20' (1)
Side	35'/20' (1)
Maximum Height of Structures (in feet/stories, whichever is greater, excluding HVAC, elevator, parapet and other roof-top structures per 20C.10.250(70))	40'/3 (2)(3)
Maximum Floor Area Ratio:	
Regional Retail/ Wholesale	.25
Other	.50
Maximum Site Footprint (percentage of building footprint to land area):	
Regional Retail/ Wholesale	.25
Other	.35

(1) See Subsection 20C.10.236(30)(e).
(2) The maximum height for one corporate headquarters or regional office building located in Performance Area 2 is the greater of five stories, or 70 feet, excluding HVAC, elevator parapet and other roof-top structures per 20C.10.250(70).
(3) The maximum height of structures or portions of structures located above parking shall not include the distance between the finished grade of the parking surface and the structure, or the stories of the structure devoted to parking.

(d) Standards - Project Limits: The application of standards in the Gateway Design District shall be on a project limit (as defined in Chapter 20A.60) basis and not on a lot basis unless the project limit and the lot are the same. Project limits shall be as designated on the approved site plan for the project. A project limit may include property in two or more performance areas.

(e) Building Setbacks: Setbacks in the Gateway Design District shall be the smaller of the two distances shown in the site requirements chart, Subsection 20C.10.256(30)(c), if parking or outdoor storage within the reduced setback area is prohibited; if parking or outdoor storage within the setback area is not prohibited, then the larger setback distance shall apply.

(f) Parking: The number of parking spaces shall be governed by the chart numbered 20C.10.236 (30) (f) titled "Parking Requirements".

Major public views of surface parking shall be reduced through use of berms, landscaping, building placement and/or other effective techniques.

Landscaping design and other site design shall incorporate a coordinated plan for minimizing monotonous, and otherwise undesirable views of parking areas.

20C.10.236(30)(f) Parking Requirements

	Minimum Required	Maximum Allowed
Research and Development/other Manufacturing or Assembly, Professional, Business & Governmental Services, Office, Wholesale Trade (3)	2.0:1000gsf	3.0:1000gsf
Corporate Headquarters and Regional Office (3)	3.0:1000gsf	4.0:1000gsf
Regional Retail/Wholesale	4.0:1000gsf	5.0:1000(1)
Other Service/Personal Services (3)	2.0:1000gsf	3.0:1000gsf
Hotel/Motel (per room/per staff)	1.5/1.5	1.5/1.5
Restaurant	9.0:1000gsf	9.0:1000gsf
Other Uses (3) (2)		

(1) The maximum allowed parking for one regional retail/wholesale use located in Performance Area 2 shall be 8.0:1000gsf.
(2) The parking requirement for uses not specifically listed will be determined by the Technical Committee based on the adopted parking section in the Redmond Community Development Guide for the BP zone.
(3) See section 20B.85.150(25) for TMP requirement

(g) Circulation: Circulation plans shall be coordinated with other properties in the District in order to provide an efficient transportation system, and to minimize unnecessary paved area.

When practical, site plans shall provide joint access ways designed to serve multiple structures or other destinations within the District.

Site plan review shall ensure that parking lots, service areas and other similar areas are designed in a manner which will minimize negative aesthetic impacts from major public viewpoints through use of berms, landscaping which provides screening, location of facilities and/or other effective techniques.

(h) Landscaping and Vegetation Preservation: The applicant must provide landscaping as a setting for structures within and around parking areas. This landscaping must enhance the coordinated project design. All pervious surface must be landscaped, except those areas specified under other provisions of this Code for natural vegetation. A minimum of 25% of the district shall be landscaped. This may include natural areas and as an incentive, up to 5% may be met by providing pedestrian plazas for gathering. A minimum of 22% of any one parcel within the district must be landscaped.

The appearance of all blank wall areas 144 square feet or greater (areas without windows or service doors) shall be softened by landscaping or architectural treatment.

If landscaping is located between incompatible uses, the type and intensity of planting must reflect the variation in use category and intensity. The greater the incompatibility, the more the planting must serve as a solid screen.

A significant number of trees at least 12' to 14' in height and 2" to 2-1/2" in caliper measured 6" above the ground, as specified in the *American Standard Nursery Stock*, and predominantly evergreen, must be included in planted areas, especially around the perimeter of the District.

35 percent of the existing healthy trees at least 6" in caliper must be retained adjacent to front streets and the cemetery. Caliper of existing trees is measured 4' above existing grade. Tree protection techniques as specified in the Landscape Standards, CDG Appendix N, must be utilized during construction. If a significant amount of trees to be retained are found to be hazardous due to disease or death, which leads to their removal, then a City-approved revegetation plan will be required and approved by the City.

A tree survey which identifies the location of all significant trees (6" or greater in caliper measured four feet above ground) shall be provided with the site plan.

The applicant must install street trees at least 3" in caliper along all street frontage. Caliper of new trees is measured 6" above finished grade. The location and species installed are subject to approval of the Technical Committee. The applicant must also install interior parking area landscaping equal to at least 7% of the area devoted to parking and circulation. Planting areas must be a minimum of 100 square feet in area. Each planting area must contain at least one tree combined with shrubs and ground cover which meet City landscape standards.

(i) Utilities: All utility distribution lines, other than electrical lines of 115 kV or greater, must be placed underground and shielded based on latest technology.

(j) Signs: Signs must be coordinated within each performance area. Sign size shall comply with the sign requirements chart in Section 20C.20.230(30).

Each sign must be architecturally compatible with the structures with which it is associated.

Only major complex identification signs may be located at entrances to the Design District. (Ord. 1730)

20C.10.240 PERMITTED LAND USES

10.240(05) Chart of Permitted Uses - The chart entitled, "Permitted Land Uses" and numbered 20C.10.240(05), is incorporated as a part of this subsection. The chart indicates where categories of land uses may be permitted in the City. Land uses not listed are prohibited unless otherwise provided by this section. Land uses are subject to the requirements of any footnotes on the chart. (Ord. 1731)

10.240(10) Accessory Uses - An accessory use is a use customarily incidental to the principal use of a building or operation and so necessary or commonly to be expected that it cannot be supposed that it was intended to be prohibited.

Accessory uses are subject to the regulations of the Development Guide, for example, accessory uses in residential zones may include automobile and truck use, parking, fences, garages, landscaping, signs, recreation and maintenance. Excluded as accessory uses are uses listed in Section 20C.10.240, "Permitted Uses," which are otherwise regulated by the Development Guide.

10.240(15) Unclassified Uses - Unclassified uses are those uses possessing unique and special characteristics which prevent them from being permitted outright in any zoning district in the City and those uses not consistent, overlooked or inadvertently omitted from the chart. Except as otherwise provided on the chart entitled "Permitted Land Uses" incorporated by reference in Section 20C.10.240(05), these uses may be permitted only after a special development permit has been approved and subject to any conditions imposed to mitigate the impacts of the use. The following uses are unclassified:

- Jails, prisons or other correctional facilities
- Nature Exhibits, zoos, aquariums, botanical garden
- Drive-in theaters
- Camping sites, hunting and gun clubs, ranges
- Cemeteries, mausoleums
- Military facilities
- Education: Universities, colleges
- Utility production
- Generation, disposal, processing, treatment plants, regional storage, distribution, substations
- Communication broadcast and relay towers and electrical transmission towers and lines
- Aquaculture
- Extraction

10.240(25) Rental Services: Passenger Automobiles - (Repealed by 1734)

20C.10.230
SOUTHEAST REDMOND SUBAREA
(SEE EXHIBIT C, ORD 1825)

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ORD 1901
* Apply to BP and BP/C as zoning map

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
	ZONING DISTRICTS																					
HOUSING																						
Dwelling Unit Per Net Acre	1/20	1/20	1/5	1	2	3	4	5	6	8	12	20	30	1 20	1	30	30	30				
Single Family Detached, except for mobile homes	P	P	P	P	P	P	P	P	P	P	P	S	S	1 S	1							
2-4 DU/Structure							S	S	S	P	P	P	P	1 S	1	S	S	S				
5-18 DU/Structure										S	S	P	P	1 S	1	S	S	S				
20+ DU/Structure										S	S	P	P	1 S	1	S	S	S				
Designated Manufactured Homes				G	G	G	G	G	G	G	G	G	G	G	G	G	G	G				
Retirement Residence							S	S	S													
Retirement Residence-maximum 25 suites per net acre										S	S	P	P	S	S	S	S					
Retirement Residence-maximum 45 suites per net acre												S	S			S	S					
Jails, Prisons, or other Correctional Facilities																						S
Hotels and Motels																P	P		S			
Employee Living Quarters	G	G												G	G	G	G	G	G	G	G	
Rental Rooms	P	P	P	P	P	P	P	P	P	P	P	P	P									
Mixed Use - Residential Commercial														P	P	P	P	P				
Manufactured Home Parks				S	S	S	S	S	S	S	S	S	S	S	S	S	S	S				
Accessory Dwelling Units (see 20C.20.012)	G	G	G	G	G	G	G	G	G													
CULTURAL ENTERTAINMENT RECREATION	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
Libraries, Museums, Art Galleries														P	P	P	P					
Nature Exhibits, Zoos Aquariums, Botanical Gardens																						S
Public Assembly: (indoor) arenas, auditoriums, exhibition halls, skating rinks																S	S	S				
Drive-in theater																						S
Public Assembly: (indoor) theaters.																P	P	P				
Public Assembly: conference centers.																S	S	S	3 P			

LEGEND: P - Permitted Uses; S - Special Development Permit (See Section 20F.20.030 & 20C.20.235); G - General Development Permit (See Section 20F.20.030); 1 - Density is the same as for least dense adjoining residential area; 2 - Subject to Section 20C.20.015 Adult Entertainment Facilities; 3 - Not including facilities whose primary purpose is providing overnight lodging such as hotels and motels.

* Note: Definition now includes designated manufactured and modular homes; except General Development Permit is required for Designated Manufactured Homes

A Part of Subsection 2DC.10.240(05) PERMITTED LAND USES

LAND USES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
	ZONING DISTRICTS																					
Public Assembly (outdoor) commercial amusements, fair-grounds, amusement parks, penny arcade, go-cart tracks, golf driving range, mini-ature golf, skate board center.																	S	S				
Recreation Activ-ities (Public or Private); golf course yacht club.	S	S	S	S	S	S	S	S	S	S	S	S	S									
Recreational Activities: swim-ming pools (Com-mercial)			S	S	S	S	S	S	S	S	S	S	S	P	P	P	P	P				
Recreation Activ-ities (Non-Commer-cial): tennis courts, swimming pools and beaches, playfields.	P		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	S	S	
Gymnasiums, Indoor Recreation Center (Non-Commer-cial)			S	S	S	S	S	S	S	S	S	S	S	P	P	P	P					
Recreation Activ-ities (Commercial): athletic clubs, health clubs, fitness centers, indoor skiing, baseball, etc.														P		P	P	P	P			
Recreation Activ-ities: (Commercial) bowling.														P		P	P	P				
Parks, Public and Private; Open Space, Trails 2	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Camping Sites, Hunt-ing and Gun Clubs, Ranges																						S
Gambling																P	P	P				
Adult Entertainment Facilities 2																	P	P				
TRADE WHOLESALE AND RETAIL	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
Wholesale Trade/Bulk Sales: metals, pet-roleum, scrap and waste materials but excluding motor vehicles, livestock																					G	
office only																P	P	P	P			

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP*	LI	HI	U
	ZONING DISTRICTS																					
Wholesale Trade: general merchandise, products, supplies, materials, equipment. mobile homes																		P	P	P		
office only																P	P	P	P			
Bulk Retail: lumber, building materials, paintglass, heating, plumbing, electrical supplies.																		P	G	P		
office only																P	P	P	P			
Hardware (Retail)																	P					

LEGEND: P - Permitted Uses; S - Special Development Permit (See Section 20F.20.030 & 20C.20.235); G - General Development Permit (See Section 20F.20.030); 1 - Density is the same as for least dense adjoining residential area; 2 - Subject to Section 20C.20.015 Adult Entertainment Facilities.

ORD 1919 Adult Entertainment Facilities permitted in RC, GC, PA, BP, MP, I and GDD subject to separation requirements in § 20C.20.015

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A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	ZONING DISTRICTS																					
	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
Farm Equipment, Mobile Homes, Recreational Vehicles, Heavy Equipment, Boats (Retail)																		P		P		
General Merchandise: dry goods, variety and department stores (retail)																	P					
Food (Retail)															P	P	P					
Motor Vehicles Retail																	S	P				
Auto and Marine Parts and Accessories (Retail)																	P	P				
Auto Service Stations															S		S	S		S		
Apparel, Shoes, Accessories (Retail)																	P					
Furniture and Home Furnishings (Retail)																	P	P				
Restaurant: sit-down, carry-out or combination																P	P	P	4 P	4 P		
Restaurant: with drive-through operation																G	G	G				
Taverns																P	P	P				
Other Retail Trade: drugs, liquor, antiques, books, sporting goods, jewelry, florist															P		P					
Photographic Supplies (Retail)																	P					
Farm Supplies: hay, grain, food, fencing, etc.																		P		P		

LEGEND: P - Permitted Use; S - Special Development Permit (see Section 20F.20.030); G - General Development Permit (see Section 20F.20.030); 4 - Permitted in multiple tenant building only; not to exceed 50-person capacity. Hours of operation between 6:00 a.m. and 10:00 p.m.; on-site parking to be provided for each employee.

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI
	ZONING DISTRICTS																				
Garden Supplies: small trees, shrubs, flowers, plants, supplies, tools															P		P	P			
Pet Shops (Retail), Grooming																	P	P			
Open Market, Farmers Market	P	P															G	P			
Roadside Produce Stands	P	P	P	P	G	G									P						
Factory Outlet																			5 P	5 P	
Purchasing Cooperatives																	6 G	6 G	6 G	6 G	
MANUFACTURING	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI
Food Products Manufacturing																			P	P	
Textile Products Manufacturing																			P	P	
Apparel, Fabric, Textile Goods Manufacturing																			P	P	
Lumber, Wood Products Manufacturing																				P	P
Furniture and Fixtures Manufacturing																		P	P	P	
Paper Products Manufacturing, except milling																			P	P	
Printing, Pubishing, Photo Finishing Allied Product Manufacturing																		P	P	P	
Chemical, Related Products Manufacturing																			G	G	G
On-site hazardous waste treatment and storage facilities 1														G	G	G	G	G	G	P	P
Off-site hazardous waste treatment and storage facilities																				S	S
Paving, Roofing Material Manufacturing																					P
Rubber Products Manufacturing																			P	P	P
Plastic Products Manufacturing																		P	P	P	P

LEGEND: P - Permitted Use; S - Special Development Permit see Section 20F.20.030; G - General Development Permit see Section 20F.20.030; 1 - Provided state siting criteria per RCW 70.105 is met. No outdoor storage in BP. A hearing may be required. If the associated permitted use requires a SDP, consideration of the treatment and storage facility shall be subject to the same SDP process and considerations; 5 - Provided retail sales are manufactured goods produced on the premises and accessory or secondary to the primary manufacturing or wholesaling activity. The area of use must not exceed the lesser of 10% of the user's share of gross floor area or 1000 square feet; 6 - Provided that the premises shall not be open to the general public, the maximum size of the facility shall be limited to 5000 square feet, and no inventory shall be stored on-site for immediate purchase.

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	ZONING DISTRICTS																					
	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	MI	U
Light Stone, Clay, Glass Products Manufacturing and Glass, Pottery, China, Ceramic Products, Stone Cutting, Engraving																			P	P	P	
Heavy Stone, Clay, Glass Products Manufacturing, Cement, Concrete Products, Precast Building Components, Gypsum Products, Structural Clay Products																					P	
Small Arms Manufacturing																					G	
Handcrafted Stone, Clay, Glass Products Manufacturing																	P	P	P	P		
Signs, Advertising Display Manufacturing																			P	P	P	
Office Machine, Equipment Manufacturing																			P	P		
Large Electrical Machinery, Equipment and Components Manufacturing																				G	P	
Small Electrical Equipment and Component Manufacturing: appliances, lighting, electronics, communications equipment and components.																			P	P	P	
Transportation Equipment and Parts Manufacturing for Motor and Custom Vehicles, Boats, Aircraft Components, Motorcycles, Bicycles																			G	P	P	
Aircraft Manufacturing																			S	S	P	
Explosive Products, Fireworks, Powder Manufacturing																				S		
Fabricated Metal Products Manufacturing: Containers, hand tools, heating equipment, screw products, coating, plating, metal parts																		P	P	P		

LEGEND: P - Permitted Use; S - Special Development Permit (see Section 20F.20.030); G - General Development Permit (see Section 20F.20.030).

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	
	ZONING DISTRICTS																					
Fabricated Structural Metal Products Manufacturing																					P	
Professional, Scientific, Control, Photographic and Clockwork Instrument and Equipment Manufacturing																			P	P		
Light Fabricated Building Components																			P	P	P	
Light Fabrication Assembly and Manufacturing: toys, jewelry, musical instruments, and other miscellaneous items.																			P	P	P	
SERVICES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
Commercial/industrial Photography, Cinematography, Video Production														P		P	P	P	P	P		
Finance, Insurance, Real Estate: banks, savings and loan, securities, title and other insurance, real estate sales and brokerage														P		P	P					
Personal Services: Laundry, dry cleaning, barber, beauty salon, photo studio, shoe repair, travel agencies															P		P					
Cemeteries, Mausoleum																						S
Funeral Home and Service																P	P					
Family Day-Care 2	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			
Mini Day-Care 2,6,7	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	
Day-Care Center 6,7	S	S	S	S	S	S	S	S	S	S	S	S	S	G	G	G	G	G	G	G	G	
Business Services: duplicating blueprints, steno, printing, employment, photographic reproduction, bookkeeping.														P		P	P		P			

LEGEND: P - Permitted Use; S - Special Development Permit see Section 20F.20.030; G - General Development Permit (see Section 20F.20.030); 2 - Subject to Section 20C.20.015 Adult Entertainment Facilities; 6 - Permitted in churches without general or special development (see Section 20C.20.030(20)); 7 - Not permitted in freestanding structures in LI and HI zones.

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	ZONING DISTRICTS																					
	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP*	LI	HI	U
Warehousing, Storage and Services (excluding livestock).																		P		P		
Warehouse: storage and services in association with office and manufacturing.																			P	P		
Private package and letter delivery service.																			G	G		
Building Maintenance																		P	P	P		
Property management: office and storage.																			P	P		
Mini-Warehouses - Storage only with no businesses permitted to operate out of a storage area.																		G		P		
Rental Services: furniture, tools, light equipment - no outdoor storage.																	P	P	P	P		
Rental Services: heavy equipment, construction equipment, heavy hauling.																		P		P	P	
Rental Services: Passenger automobiles only.																	S	P		P		
Rental Services: vehicles, trailers, recreation vehicles.																		P		P		
Auto Repair Services																	P	P		P		
Boat Repair Services																		P		P	P	
Repair Services: watches, appliances, TV, electrical, jewelry, furniture and upholstery.																P	P	P				
Professional Services: medical, dental, individual and family social services clinics.												G	G	P	P	P	P					
Professional Services: Legal, engineering, architectural, planning, consulting, accounting, etc.														P		P	P		P			
Hospitals																P	P					
Convalescent/Nursing Centers												G	G	S		P	P					

LEGEND: P - Permitted Use; S - Special Development Permit (see Section 20F.20.030);

G - General Development Permit (see Section 20F.20.030).

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP *	LI	HI	U
	ZONING DISTRICTS																					
Bulk Food Preparation for catering services - No on-site sales																			P	P		
Contract Construction Services: office and storage of materials and equipment.																				P	P	
office only																P	P	P	P			
Lawn and Garden Maintenance Services: office and storage of equipment and materials.																				P		
office only																			P			
Government Services: offices, administration, post office (but excluding maintenance shops).	S		S	S	S	S	S	S	S	S	S	S	S	P	P	P	P	P	P			
Government Services: fire & police	S		S	S	S	S	S	S	S	S	S	S	S	P	P	P	P	P	P	P		
Government Services: shops, maintenance.																		P		P	P	
Military																						S
Education: public and private primary and secondary school. 2	S		S	S	S	S	S	S	S	S	S	S	S	G	G	G	G	G				
Education: universities, colleges.																						S
Education: special vocational, trade, business, beautician, barber, driving, extension, gymnastics school.																P	P	P	P	P	P	
Art, Music, Dancing schools and galleries	S	S	S	S	S	S	S	S	S	S	S	S	S	G	G	P	P	P	P	P	P	
Churches[2], Temples[2], Synagogues[2], and accessory activities and uses														S	P	P	P					
Churches[2], Temples[2], Synagogues[2] (under 250 seats); and accessory activities and uses				G	G	G	G	G	G	G	G	G	G									
Churches[2], Temples[2], Synagogues[2] (250-750 seats); and related activities and uses				S	S	S	S	S	S	S	S	S	S									

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	ZONING DISTRICTS																					
	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
Churches[2], Temples[2], and Synagogues[2] (500-7500 seats); and related activities and uses																				G[3,4,5]		
Churches[2], Temples[2], and Synagogues[2] (>7500 seats); and related activities and uses																				S[3,4]		
Charitable, Social, Professional, Labor Organizations														P		P	P					
Massage Parlor, Bath House, Saunas and similar facilities																P	P					
Home Occupations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P					

LEGEND: Permitted Uses; S - Special Development Permit see Section 20F.20.030 and 20F.20.160; G - General Development Permit see Section 20F.20.030 and 20F.20.170.

2 – Subject to Section 20C.20.C15 Adult Entertainment Facilities

3 – Accessory/stand-alone parking facilities are prohibited.

4 – Primary and secondary schools are not permitted as an accessory use.

5 – Requires large white sign per Appendix O.

Ord. 1748; Ord. 1734; Ord. 1731

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A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
	ZONING DISTRICTS																					
Truck, Heavy Equipment and Storage																		S		P	P	
Signs	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Drive-in Bank														G		G	G					
Research and Development Facilities																		P	P	P		
Corporate Headquarters and Regional Offices														P		P	P		P			
TRANSPORTATION, COMMUNICATION and UTILITIES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
Railroad Rights-of-Way, Sidings, Spurs but excluding Yards, Shop, Terminal and Maintenance Facilities																		P	P	P	P	
Bus, Taxi Stations																	P	P				
Motor Vehicle Maintenance Garage, Motor Freight Services (truck terminals)																				P	P	
Heliports and Helicopter landing and storage (except in emergency)			7 P	7 P			7 P		7 P			7 P							S	P	P	
Commercial Auto Parking Lots and Garages, Park'n Ride Lots																P	P	P	P	P	P	
Communication Exchanges, Centers, Studios (TV/Radio)																P	P		P			
Tow Truck Operations and Auto Impoundment Yards																		P		P	P	
Utility: production, generation, disposal, processing, treatment plants, regional storage, distribution, substations																						S

LEGEND: P - Permitted Use; S - Special Development Permit see Section 20F.20.030;
G - General Development Permit (see Section 20F.20.030), 7 - Abutting Lake Sammamish Only.

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
	ZONING DISTRICTS																					
Communication Receiving, Broadcast and Relay Towers and Electrical Transmission Towers and Lines																						S
Utility and Communications; local; storage, distribution, substations.	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	P	P	P	P	
Solid Waste Collection, Equipment Storage only																				P	P	
Fixed Wing Float Plane Operation, Landing Areas, and Storage (private non-commercial only)			P	P			P			P		P										
Streets, Roads, Driveways, Access Corridors, Alleys	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
RESOURCE MANAGEMENT	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	RE-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI	U
Agriculture: crop production	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Agriculture: livestock, dairy, fowl	P	P	P	P															P	P	P	
Horticulture Nurseries, Trees, Shrubs, Groundcover, Greenhouse (commercial)	P	P	P															P		P		
Agricultural Processing, Food Processing		S																		P	P	
Veterinary Office Treatment Clinic, Inside Boarding Only																	P	P		P		
Veterinary Hospital, Outside Boarding, Treatment Clinic		G																P		P		

LEGEND: P - Permitted Use; S - Special Development Permit (see Section 20F.20.030);
G - General Development Permit (see Section 20F.20.030)

A Part of Subsection 20C.10.240(05) PERMITTED LAND USES

LAND USES	ZONING DISTRICTS																					
	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	MI	U
Stables, Riding Schools, Horse, Pony, Animal Boarding	P	P	P	P	S	S	S	S	S	S	S	S	S									
Animal Kennels: commercial, hobby	S	S	S																			
Aquaculture: fish																						S
Forestry: tree farm and timber production	P	P	P	P	P																	
Mining, Quarrying, and Oil, Gas Extraction																						S
Water Extraction, Wells	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	

LEGEND: P - Permitted Use; S - Special Development Permit (see Section 20F.20.030); S - General Development Permit (see Section 20F.20.030)

20C.10.250 SITE REQUIREMENTS

10.250(05) Purpose - The purpose of this section is to establish the basic site design requirements within the zoning districts.

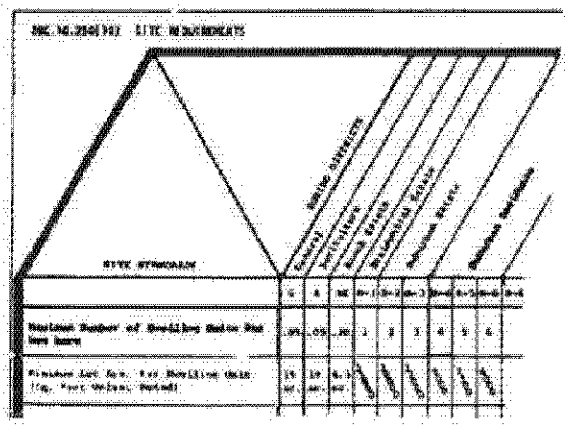
10.250(10) Chart of Site Requirements - The chart entitled, "Site Requirements" and numbered as 20C.10.250(10), is incorporated as a part of this section. The remainder of this section explains the use of the Site Requirements Chart, and includes standards for lots.

10.250(15) Maximum Number of Dwelling Units Permitted Per Net Acre - Dwelling unit densities shall be determined by using the following format:

(a) The maximum number of dwelling units permitted on a site equals the gross site area less any area in Class IV Landslide Hazards, floodways, and streets and access corridors, times the maximum number of dwelling units per acre.

> Maximum dwelling units = gross site area - Class IV Landslide Hazard areas - floodway areas - areas in streets and access corridors x maximum number of dwelling units per acre.

(b) The reduction in site area resulting from subtracting the area of access corridors in multi-family developments of more than 30 dwelling units shall be limited to a maximum reduction of 5% of the permitted number of units after the deduction of Class IV landslide hazard areas, floodway areas and streets.



Check the Site Requirements Chart for the Permitted Density in your Area.

(c) For purposes of this calculation, fractional values shall be rounded to the nearest whole number (.6 and above up, below .6, down).

(d) Other regulations in the Development Guide may reduce the number of dwelling units otherwise permitted by this subsection.
(Ord. 1693)

10.250(20) Minimum Lot Area Per Dwelling Unit

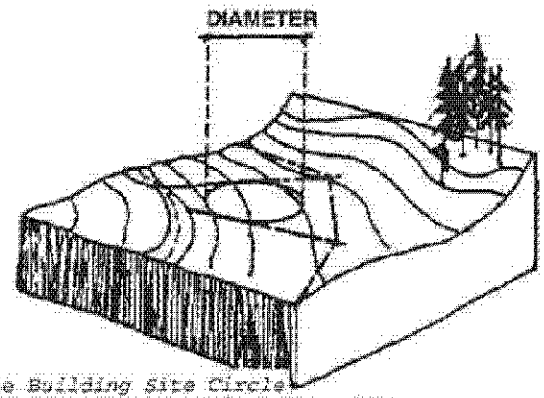
(a) Lots for Detached Dwelling Units - The chart establishes the minimum lot area per dwelling unit at the densities set in paragraph (15) of this section. Class IV landslide hazard areas and floodway areas shall not be included in the minimum lot size determination. The minimum lot sizes have been established to encourage clustering of dwelling units. The reduction of lot sizes to meet the minimum does not permit an increase in the number of dwelling units established by paragraph (15) of this section. Lots existing at the time of adoption of this section may be developed provided that development is in accordance with the applicable standards and procedures of Development Guide, including Section 20F.10.060(15).

(b) Area of Waterfront Lots - The area of waterfront lots is considered to be the area landward of the line of ordinary high water on Lake Sammamish (elevation 27 feet above mean sea level), regardless of the extent of ownership; or the area landward of the top of the bank or property line along streams.

(c) Areas of Lots with Private Street or Access Easement - The area of a lot having access to an improved street by a private street or easement shall not include the area of this corridor.
(Ord. 1693)

10.250(25) Reserve.

10.250(30) Minimum Tract Area for Development - Where indicated on the chart, the minimum tract area for development establishes the minimum land area required before a development project can proceed. Unstaffed, ancillary utility facilities are exempt from this requirement.



The Building Site Circle establishes the minimum lot width.

10.250(35) Building Site Circle - The site requirements chart identifies a minimum building site circle diameter that shall not include streams, floodways, type I wetlands and Class IV landslide hazards. The building site circle must fit within every lot created to define the minimum lot dimensions and potential building sites. Where a structure would overlap a lot line, such as could occur with attached housing units, the diameter shall be increased by 50% to determine the building structure pad. In the West Lake Sammamish area (WLS), the diameter shall be 45 feet. (Ord. 1693)

10.250(40) Reserved.

10.250(45) Minimum Lot Frontage - Minimum lot frontage is the width of the lot which shall adjoin a street or approved access corridor.

10.250(50) Front, Rear, and Side Building Setbacks - All setbacks shall be measured perpendicularly from the nearest property line, or in the case of access corridors for single family residential development, from the interior edge of the easement to the foundation line of the structure. Front, side, and rear directions shall be determined as provided in paragraph (e) of this subsection.

(a) The following features are permitted within front, rear and corner sideyard setback areas: building extremities such as chimneys, satellite receiving systems, decks, porches, or roof structures which extend beyond the building line may project up to 5 feet into the setback area but no closer than 5 feet to the property line. In interior sideyard setback areas, building extremities are not permitted any closer than 5 feet to a property line except chimneys and roof overhangs which may extend 30 inches into the 5-foot setback.

(b) Projections of the marquee type, including canopies, awnings and covered walkways, whose lowest portion is at least 8 feet high and mounted on commercial and industrial buildings, may project into setback areas adjoining a street a maximum distance of 10 feet.

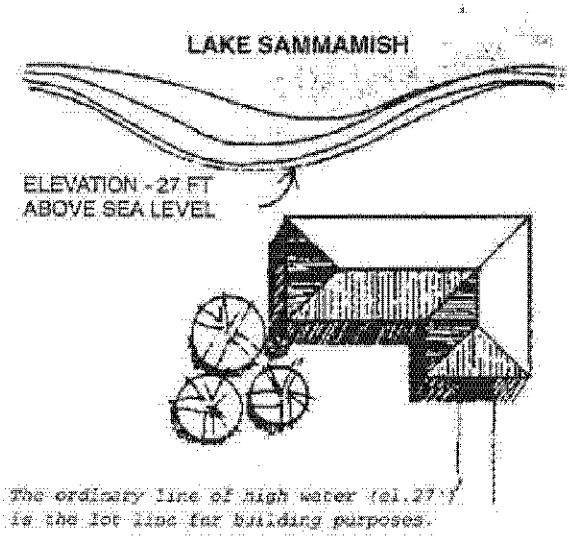
(c) Setback Exceptions - Upon the presentation of a binding site plan, an approved site plan or a PUD processed in accordance with Sections 20F.20.250(50) and 20F.20.160, setbacks may be modified as follows: side setback distances may be modified to permit a zero side setback to accommodate clustering and attached dwelling units; front setbacks may be modified from access corridors within multi-family and commercial/industrial development, provided front setbacks are maintained from all public streets. (Ord. 1734)

(d) Improvements less than 30 inches above grade including decks, patios, walks and driveways and satellite receiving systems are permitted in setbacks. Fences, landscaping, flagpoles, and street furniture are permitted in setback areas provided that all other applicable requirements are met. No other structures including accessory structures are permitted in setback areas.

(e) Lot Orientation - For the purpose of applying regulations having a directional relationship to lots, the following shall be applied: the front shall be toward the street or access corridor the lot is addressed from or which provides the primary access; the rear is opposite to the front or as nearly so as the lot shape permits; and the sides are ninety degrees to the front or as nearly so as the lot shape permits.

(f) Front setbacks shall apply whenever a lot abuts a street or access corridor except where provided by part (c), Setback Exceptions, of this Section. Setbacks from private streets and access easements must be met when the private access corridor or easement serves two or more separate lots, except as provided by Section 20C.20.242(30)(e).

10.250(55) Waterfront Building Setbacks/Buffers - Waterfront building setbacks/buffers shall be a distance measured from the line of ordinary high water (elevation 27 feet) on Lake Sammamish and the ordinary high water along all stream types. Within waterfront building setbacks no non-water or recreation dependent structures or impervious surfaces such as paved parking areas are permitted



with the exception of access roads that cross the setback area. Stream buffers are established by stream class (refer to Sections 20C.40.080(10) "Stream Classification" and 20C.40.090(15)(b) "Stream Buffers"). (Ord. 1693)

10.250(60) Building Separation - Buildings, except for accessory structures, shall maintain the required separation.

10.250(65) Maximum Land Coverage - Maximum land coverage indicates the maximum percentage of the land that can be developed and covered with structures (including outdoor storage) and impervious surface. Maximum land coverage may be increased to encourage clustering with smaller lots and with PUDs where open space would be provided elsewhere within the development. Maximum land coverage may be increased for the creation of building pad lots. Where maximum land coverage is increased, the maximum land coverage requirements shall be maintained by applying the requirements to the entire development area.

10.250(70) Maximum Height of Structures - Maximum height requirements set the limit measured from the existing grade above which structures shall not extend. Shoreline height limits are established to aid in preserving views in shoreline areas. Chimneys, antennas, smoke and ventilation stacks, flagpoles, may exceed the height limit by no more than 15 feet.

10.250(75) Required Yard Area - As indicated on the chart, a minimum yard area is required which shall be located to the rear and/or side of the structure. Location of the yard shall ensure maximum building separation and privacy.

10.250(80) Business Park Requirements -

(a) The application of standards in Business Park districts shall be on the basis of project limits and not a lot basis unless the project limits and the lot are the same. The Technical Committee has the authority to vary setback requirements in the Business Park district where existing lot sizes are less than 1.5 acres and the shape of lots would otherwise preclude reasonable use of the property, or where rail facilities are to be used.

(b) Setbacks in the Business Park District may be reduced as noted by Subsection 20C.10.250(10) Site Requirements chart, conditioned upon a prohibition on outdoor storage, parking, and driveways not required for direct access to parking lot service areas within the reduced setback areas. The Technical Committee may approve site plans utilizing the reduced setbacks if determined to represent a superior result than that which could be achieved by strictly following the standards of the Business Park District.

(c) Front and all building setbacks along Willows Road in the BP-S overlay zone in the Willows Neighborhood shall be an average of at least 100 feet, but not less than 75 feet to preserve the visual corridor along Willows Road. See Section 20C.20.235(70)(h) Business Park - S zone in Willows Neighborhood.

10.250(85) Required Open Space - The chart indicates the percent of the net land area of a site that must be maintained in open space.

10.250(90) Lots - Repealed.

ORD 1886

20C.10.250(95) Interim FAR Provisions for Receiving Areas Maximum FARs w/o TDRs

20C.10.250(97) Use of Development Rights in Receiving Areas

* Manufacturing Park, and Industry Zones

BP 1.5 ac/lot ORD 1901

A Part of Subsection 20C.10.250(10) SITE REQUIREMENTS *apply to BP and BP/C zones on zoning map

REPEAL

ZONING DISTRICTS

OK OK *REPEAL

SITE STANDARDS	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	CB	GC	BP	LI	HI
Maximum Number of Dwelling Units Per Net Acre														1 20	1	30	30	30			
Minimum Lot Area Per Dwelling Unit (Sq. Feet Unless Noted)																					
Minimum Tract Area For Development (Sq. Feet Unless Noted)	3 x Bend 45																		1.5 ac.		
Minimum Tract Area for Development, Retirement Residences																					
Minimum Building Site Circle (Ft. Diameter)																					
Minimum Lot Frontage (Ft.) 4	1996													30	30	30	30	30	30	30	30
Minimum Building Front and All Street Setbacks (Ft.)															1				3 75 35	30	30
Minimum Building Rear Setbacks (Ft.)															1				3 50 25		10
Minimum Building Setbacks, Retirement Residences							35	35	35												
Minimum Building Side Setbacks (Ft. Each Side)	40 — 40	40 — 40	30 — 30	20 — 20	5 — 10	5 — 10	5 — 10	5 — 10	5 — 10	10 — 10	10 — 10	15 — 15	15 — 15		1					3 40 20 3 40 20		10
Minimum Waterfront Building Setbacks - Lake Sammamish	50	50	25	25	20	20	20	20	20	25	25	20	50	1 75		75	100	100	100	100	100
Minimum Building Separation Except for Accessory Structures (Ft.)	20	20	20	20	15	15	15	15	15	15	15	15	15								

LEGEND: 1 - Development that adjoins a residential district shall comply with the site standards of that district; AC - Acres; WLS - Requirement applies to West Lake Sammamish Parkway, Idylwood Park, Lake Sammamish and the south City limits; NS - No Specifications; STO - Stories; NOTE: Other portions of the Development Guide such as section 20C.10.260, "Development Limitations" and Section 20C.20.000, "General Development Regulations," contain requirements that may affect the extent to which specific areas may be developed or utilized; 2 - Said computation shall include the total area of all structures and outdoor storage areas; 3 - See Subsection 20C.10.250(80) Business Park Requirements. 4 - This requirement may be varied by the Technical Committee for two-lot subdivisions with access requirements of less than 20 feet, provided the dimension of the lot facing the easement is greater than 20 feet.

NOTE: See Section 20C.40.090(15)(b), "Stream Buffers" for stream buffers (setbacks). (Ord. 1693)

A Part of Subsection 20C.10.250(10) SITE REQUIREMENTS

SITE STANDARDS	ZONING DISTRICTS																				
	G	A	RE	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R12	R20	R30	PO	NB	CO	OB	GC	BP*	LI	HI
Maximum Lot Coverage of Structures/Total Impervious Surface (% of Land Area)	2.5 — NS	5 — NS	2.5 — NS	12 — NS	20 — 30	30 — 60	35 — 60	35 — 60	35 — 60	35 — 75	35 — 75	35 — 50	35 — 50	1 35 — NS	1				35 — 3 NS	2 60 — NS	2 60 — NS
Retirement Residence							35 / 50	35 / 50	35 / 50												
Maximum Height (Ft. or in Stories where Noted)	30	50	30	30	30	30	30	30	30	30	30	40	50	1 30	30	6 sto	4 sto	2 sto	greater of 40 or 3 sto		
Maximum Height in Shoreline Areas (Ft.)	30	30	30	30	30	30	30	30	30	30	30	30	30	1 30	30	30	30	30	30	30	30
Minimum Required Open Space (% of Net Land Area)										50	50	50	50								
Minimum Required Yard Area (Sq. Ft.)				21025	20000	18750	11750 WLS	16250	15000	10000	10000										

LEGEND: 1 - Development that adjoins a residential district shall comply with the site standards of that district; AC - Acres; WLS - Requirement applies to West Lake Sammamish Parkway, Idylwood Park, Lake Sammamish and the south City limits; NS - No Specifications; STO - Stories; NOTE: Other portions of the Development Guide such as section 20C.10.260, "Development Limitations" and Section 20C.20.000, "General Development Regulations," contain requirements that may affect the extent to which specific areas may be developed or utilized; 2 - Said computation shall include the total area of all structures and outdoor storage areas; 3 - BP-S areas in Willows Neighborhood have total impervious surface maximum of 60%. See Section 20C.20.235(70)(h) Business Park-S zone in Willows Neighborhood.

NOTE: See Section 20C.40.090(15)(b), "Stream Buffers" for stream buffers (setbacks).

(Ord. 1693)

20C.10.260 DEVELOPMENT LIMITATIONS

(Repealed by Ord. 1693. See 20C.40)

20C.20 GENERAL DEVELOPMENT REQUIREMENTS

20C.20.010 PURPOSE

The purpose of the General Development Requirements is to describe requirements, restrictions and standards of general application to all development within the zoning districts unless otherwise provided. The sections are listed in alphabetical order.

20C.20.012 ACCESSORY DWELLING UNITS

20.012(05) Applicability - Accessory dwelling units are allowed in single-family structures after approval of a General Development Permit based on the criteria defined in this section.

ORD 1961

20.012(10) Occupancy - The dwelling in which an accessory dwelling unit is located must be owner-occupied.

20.012(15) Parking - The dwelling in which the accessory dwelling unit is to be provided shall have adequate off-street parking as required by Section 20C.20.150 for the existing unit and an additional off-street parking space for the accessory dwelling unit. Parking spaces include private garages, carports or off-street areas reserved for vehicles.

20.012(20) Exterior Modification - One primary entrance only on the front of the dwelling is permitted. Other modifications to the exterior of a structure to accommodate an accessory dwelling unit shall not substantially alter the appearance of the structure as a single-family unit, or be inharmonious with the character of the existing structure.

20.012(25) Penalty for Violations - In addition to all other penalties provided elsewhere in the Redmond Municipal Code and Community Development Guide, each owner of a structure who maintains or permits an accessory unit therein in violation of any provision of this Section 20C.20.012, shall be subject to a civil penalty in the amount of One Hundred Dollars ($100) per day, for each day the violation is allowed to persist after receiving notice thereof from the Code Administrator.

20C.20.015 ADULT ENTERTAINMENT FACILITIES

All adult entertainment facilities and other land uses specified herein shall comply with the requirements of this section.

20.015(05) Distance Requirements - Adult Entertainment Facilities may be permitted as indicated in Section 20C.10.240 only if the following separation requirements are met:

(a) No adult entertainment facility shall be located closer than 1000 feet to another adult entertainment facility whether such other facility is located within or outside the City limits. Such distance shall be measured by following a straight line from the nearest point of public entry into the structure which will house the proposed adult entertainment facility to the nearest point of public entry into the structure housing another adult entertainment facility.

(b) No adult entertainment facility shall be located closer than 1000 feet to any of the following zones or uses whether such zone or use is located within or outside the City limits:

- Any zone in which residential uses are an outright permitted use
- public park
- public library
- family day care home
- mini-day care center
- day care center
- preschool
- nursery school
- public or private primary or secondary school
- church, temple or synagogue (Activities and uses related to churches, temples and synagogues are not subject to the distance separation requirements.)

SEE ORD 1919

Such distance shall be measured by following a straight line distance between the point of public entry into the structure housing the adult entertainment facility and:

- The nearest point on the boundary of a zone in which residential uses are permitted outright
- The nearest point on a property line of a public park
- Nearest point of public entry or point on a prop-

erty line, whichever is closer, of any public library, family day care home, mini-day care center, day care center, preschool, nursery school, public or private primary or secondary school, church, temple or synagogue. In the case of any use utilizing leased area or facilities "property line" shall refer only to such leased area and facility.

20.015(10) Waiver of Distance Requirements - The following procedures and criteria shall be adhered to with regard to a request for waiver of distance requirements:

(a) Special Development Permit Required - Any party proposing to locate an Adult Entertainment Facility within 1000 feet of uses or zones as specified in Section 20C.20.015(05)(a) and (b) may do so only after obtaining a Special Development Permit as specified in Section 20F.20.160 Special Development Permit.

(b) Special Notice Requirements - In addition to the notice requirements for Special Development Permits, first class mailing of notice shall be made to all parties within 1000 feet. The applicant shall provide the name and addresses of all property owners and businesses within 1000 feet of the property of the proposed location.

(c) Criteria for Decision - The final decision on the request for waiver of distance shall be made by the City Council upon recommendation of the Hearing Examiner, based on consideration of the following:

- The extent to which physical features would result in an effective separation in terms of visibility and access.
- Compliance with the goals and policies of the Development Guide, particularly policy 20B.40.020(25) and 20B.40.020(30).
- Compatibility with adjacent and surrounding land uses.
- The availability or lack of alternative locations for the proposed use.
- Ability to avoid the Adult Entertainment Facility by alternative vehicular and pedestrian routes.

20.015(15) Intervening Uses - Uses and zones specified under 20C.20.015(05)(b) shall not be allowed to locate within 1000 feet of an Adult Entertainment Facility. Any party proposing to locate such a use or zone within 1000 feet of an Adult Entertainment Facility is considered an intervening use and may do so only after obtaining a Special Development Permit pursuant to the provisions of Section 20C.20.015(10) Waiver of Distance Requirements.

20C.20.016 AFFORDABLE HOUSING

(a) Purpose: The purpose of this Section is to implement through regulations the responsibility of the City under State law to provide for housing opportunities for all economic segments of the community, and to assure that the impacts of new development will be mitigated to the extent feasible to assure an adequate affordable housing supply in the City.

(b) General: This Section applies to: all new residential development (Paragraph i); all new subdivisions and condominiums (Paragraph ii); and all new senior housing development (Paragraph iii) within the City Center Neighborhood. In areas where density limitation is expressed as a floor area ratio (FAR), density bonuses will be calculated as an equivalent FAR bonus.

(i) Multifamily Development: At least 10% of the units in all new multifamily development proposals of ten units or greater must be affordable units. In addition, at least one bonus market rate unit is permitted for each affordable unit provided, up to 15% above the maximum density permitted on the site. For example, if the maximum allowable density for the site is twenty units per acre, the density bonus shall not exceed three units per acre, yielding a total allowable density, with bonus, of 23 units per acre.

(ii) Subdivision and Condominium Development: At least 10% of the units in all new subdivision and condominium proposals of ten lots (or units) or greater must be affordable units. In addition, at least one bonus market rate unit or lot is permitted for each affordable unit provided, up to 15% above the maximum density permitted on the site.

(iii) Senior Housing: At least 10% of the units in all new senior housing development proposals of ten units or greater, including senior citizen dwellings and congregate care senior dwellings, but not including nursing homes, must be affordable units. In addition, at least one bonus market rate unit is permitted for each affordable unit provided, up to 15% above the maximum density permitted on the site. The bonuses granted under this provision are in addition to any bonus granted for senior housing under Section 20C.20.235(70)(c) Senior Citizen Housing Developments - Bonus Density.

(iv) Affordable Housing Calculation: The number of required affordable housing units is determined by rounding fractional numbers up to the nearest whole number from .5. The project proponent may propose to provide alternative payments for fractional portions of units, as provided for in Paragraph (C)(ii)(b).

(v) Duration: An agreement in a form approved by the City must be recorded with King County Department of Records and Elections to stipulate conditions under which required affordable housing units will remain as affordable housing for the life of the project. This agreement shall be a covenant running with the land, binding on the assigns, heirs, and successors of the applicant. Prior to the issuance of any building permit, the owner shall sign any necessary agreements with the City to implement these requirements. The City may agree, at its sole discretion, to subordinate any affordable housing regulatory agreement for the purpose of allowing the owner to obtain financing for development of the property, consistent with any applicable provision of the Community Development Guide in effect at the time of the issuance of the development permit(s).

(vi) Low cost units: Each low cost affordable unit provided counts as two affordable units for the purpose of satisfying the affordable unit requirement under paragraphs i, ii and iii. For purposes of computing bonus market rate units under paragraphs i, ii and iii, two bonus market rate units are permitted for each low cost affordable unit provided, up to 20% above the maximum density permitted on the site.

(vii) City Center Neighborhood. The definitions of and requirements for affordable housing for projects in the City Center Neighborhood shall be as provided in the following table. This paragraph vii shall apply to those projects which meet the affordability requirements on-site or off-site, but within the boundaries of the City Center Neighborhood, but shall not apply to those projects which elect to use an alternate payment method as authorized in Paragraph (C)(ii)(b).

The affordable housing requirements for projects vested on or after the effective date of this ordinance must be targeted for households whose incomes do not exceed the following:

Number of Total Units	Median Income Level
First 250 units	Inclusionary requirements optional
Second 250 units	90% of median income
All subsequent units	80% of median income

Number of Total Units shall mean the total number of housing units (affordable and otherwise) permitted to be constructed within the City Center Neighborhood and to which this Paragraph vii shall apply. In establishing an affordable rent or sales price, Median Income Level shall be adjusted for household size, as determined by the United States Department of Housing and Urban Development for the Seattle MSA, and shall assure that no more than thirty percent of household income is used for housing expenses.

(c) Alternative Compliance Methods

(i) General: The Technical Committee may approve a request for satisfying all or part of the affordable housing requirements with alternative compliance methods proposed by the applicant, if they meet the intent of this Affordable Housing Section.

(ii) Alternatives: The project proponent may propose one or more of the following alternatives, and must demonstrate that any alternative compliance method achieves a result equal to or better than providing affordable housing on-site. Housing units provided through the alternative compliance method must be based on providing the same type of units as the units in the project which gives rise to the requirement.

a) Affordable housing units may be provided off-site provided the location chosen does not lead to undue concentration of affordable housing in any particular area of the City and the site is within close proximity to employment opportunities and transit services.

b) Cash payments in-lieu of providing actual housing units may be provided. The formula for alternative payments will be established by an Administrative Order. The payment obligation will be established at the time of issuance of building permits or preliminary plat approval for the project.

c) The Technical Committee will consider other options for satisfying the affordable housing requirements, as proposed by the project proponent. (Ord. 1756)

20C.20.020 ANIMAL BOARDING FACILITIES

20.020(05) Standards - Animal boarding facilities where permitted by Section 20C.10.240(05), "Permitted Land Uses," shall comply with the requirements of this section and Title 7, "Animals" of the Redmond Municipal Code.

20.020(10) Commercial Horse and Pony Boarding, Riding Stables and Schools -

(a) Minimum lot size - Horse and pony boarding, riding stables and schools shall have a minimum of one acre for each horse or pony with a minimum of five acres regardless of the number of animals.

(b) Structures - Animals shall be sheltered in suitable, clean structures. Structures and confining, corralling, feeding, exercising, training, riding or other facilities shall be located no closer than 60 feet from any property line.

(c) This section does not apply to hobby boarding involving five or fewer animals. Such boarding is subject to the requirements under Large Domestic Animals defined in Title 7, "Animals" of the Redmond Municipal Code

20.020(15) Kennels -

(a) Structures - Animals shall be sheltered in suitable, clean structures. Structures and animal runs associated with the kennel shall be at least one hundred feet from any property line.

(b) Special Development Criteria - (see Section 20C.20.235(70)). (Ord. 1734)

20C.20.025 AUTOMOBILE AND BOAT SALES

All automobile and boat sales uses, both new and used, within the River Bend Design Area of the City Center Neighborhood shall be subject to the following conditions and criteria:

ORD 1930

(a) The vehicle display area shall be limited to that area on site remaining after compliance with all parking and landscape requirements. Outdoor display and storage areas is prohibited between buildings and streets.

(b) On-site parking shall be provided at a ratio of one space per 5,000 sq. ft. of outdoor vehicle display area, plus one space per 1,000 sq. ft. of gross floor area, and three stalls per service bay.

(c) In order to minimize impacts to adjacent residential uses, outdoor vehicle display and storage areas shall be screened on property lines adjoining residentially zoned areas by a Type I solid landscape buffer, in planters not less than 15 feet in width. (See Appendix N, Landscape Standards).

(d) Outdoor storage lot lighting shall be fully shielded to prevent light intrusion onto adjoining and adjacent properties.

(e) No repair shall be allowed outdoors.

(f) No bay doors shall orient directly toward (without buildings between) the nearest residential district or public open space.

(g) There shall be at least one car washing area which drains to the sewer through a METRO approved vault oil separator.

(h) Driveway access to principal arterial streets is discouraged; access shall be via minor arterial or collector street whenever possible.

(i) Prohibition of all illegal signs including, but not limited to: animated signs, off-premise and portable signs, signs within the right-of-way, and streamers and pennants. All signs and display advertising on-site shall comply with the Redmond Community Development Guide, Section 20C.20.230 Signs and Street Graphics. (Ord. 1756)

20C.20.027 BANKS WITH MULTIPLE DRIVE-THROUGH FACILITIES

ORD 1930

Banks with multiple drive-through facilities that are in districts requiring General Development Permits for such use shall be subject to review as outlined in Section 20F.20.170, General Development Permit, and conditions as outlined below. The administrative staff, Hearing Examiner, or Council may impose additional conditions that are deemed necessary in granting the permit to maintain consistency with a safe and attractive pedestrian environment.

(a) Multi-laned drive-through facilities shall be allowed only as part of a multi-story building.

(b) Exit driveways serving drive-through lanes shall not exceed 11 feet in width within 20 feet of the street curb.

(c) A minimum of 120 feet of vehicle queuing space shall be provided which is not within the public right-of-way, on-site vehicular circulation aisles, or between the building and street.

(d) The drive-through lanes shall be screened by Type II landscape plantings or equivalent.

(e) Buildings shall be attractively designed, incorporating rich and traditional building materials including brick, masonry, tile, or marble. Roofs shall be well articulated and street front facades shall be pedestrian oriented and scaled. (Ord. 1734)

20C.20.030 DAY CARE

All day care operations shall comply with the requirements of this section.

20.030(05) Family Day Care Homes - Family day care homes are permitted as indicated in Section 20C.10.240, "Permitted Uses," and Section 20C.10.230(10) "City Center Land Use and Site Requirements," with the following requirements:

ORD 1930

(a) They must be conducted as a permitted use or as an accessory use to a permitted use;

(b) State licensing standards and requirements must be met where appropriate; and

(c) Structures must meet City building, construction, fire and land use regulations.

20.030(10) Mini Day Care Centers - Mini day care centers are permitted as indicated in Section 20C.10.240, "Permitted Land Uses," and Section 20C.10.230(10) "City Center Land Use and Site Requirements":

(a) The requirements of paragraph (05) of this section must be met;

(b) A City business license is necessary;

(c) Centers may not be located closer than 300 feet from another existing day care operation;

(d) Play equipment used in the day care operations shall be placed no closer than ten (10) feet from any property line;

(e) Off-street parking for each employee shall be provided; and

20.030(15) Day Care Centers - Day care centers are permitted as indicated in Section 20C.10.240, "Permitted Land Uses," and Section 20C.10.230(10) "City Center Land Use and Site Requirements" with the following requirements:

(a) Requirements (a) through (e) of paragraph (10) of this section must be met;

(b) Building design, site plans and landscaping shall be of a character which is appropriate for the area;

(c) The minimum lot size shall be 20,000 square feet in all residential zones.

20.030(20) Day Care Approval in Churches - Day care operations may be approved in new churches or existing churches, and no additional approval will be required provided all other requirements of this section are met.

20C.20.040 DREDGING

20.040(05) Erosion Control - Dredging operations shall not result in significant erosion above or below the surface of the water or create any unstable land conditions.

20.040(10) Disposal - Dredge spoils shall be disposed of on land but not within shoreline areas.

20.040(15) Disposal Site - Dredge spoil disposal sites shall be enclosed by dikes of sufficient capacity to allow for the settling of sediments before entrapped water leaves the diked area. The outside face of the containment must be seeded or otherwise protected to prevent erosion. Disposal sites which have been completely filled shall be drained, tilled and planted by the second growing season following filling.

20.040(20) Dredging for Fill Material - Dredging for the purpose of obtaining fill or construction materials is prohibited.

20.040(25) Mining - Mining by the use of dredging techniques is prohibited.

20.040(30) Vegetation Restoration - Vegetation disturbed by dredging projects shall be restored to its original condition, equal alternative or an improved condition by the use of indigenous vegetation.

20.040(35) Permitted Dredging - Dredging shall be permitted only for the following:

- To maintain navigability; or
- To improve water flow or water quality; or

- To mitigate conditions which could endanger public health or safety; or
- To create or improve public recreational opportunities; or
- To provide for the drainage of surface waters for approved development purposes; or
- To restore changes to existing natural conditions only if the changes were caused by manmade events and if the restoration is to occur within five years of the changes.

20.040(40) Prohibited Dredging - Dredging that would cause the spread of milfoil, permanently disturbs vegetation or animal habitats or creates new channels is prohibited.

20.040(45) Dredging Permits - All dredging requires a grading and clearing permit; see Section 20F.20.030, "Development Permits and Procedures."

20C.20.050 FENCES

20.050(05) Height - The maximum height of fences shall be as follows, provided that the requirements of Section 20C.20.220, "Sight Clearance," shall control:

(a) Residential, general and agricultural zones and uses: 6 feet anywhere on the lot.

(b) Commercial, industrial, business park, utility and public zones and uses: 8 feet anywhere on the lot subject to landscaping requirements.

20.050(10) Prohibited Locations Fences are prohibited in areas noted in Section 20C.10.260, "Development limitations," as having very severe development limitations and in designated greenbelt, open space, native growth retentions areas, slope easements, and areas noted as a condition of permit or application approval.

20.050(15) Electric Fences

(a) Electric fences are permitted only in agricultural, general, ranch estate and R1 zones, except electric fences may be used in conjunction with large domestic animals where allowed in R2 to R30 zones (See Section 20C.20.020).

(b) Electric fences shall be posted with permanent signs about every 50 feet apart stating that the fence is electrified.

(c) All electric fences and appliances, equipment, and materials used in connection therewith shall be listed or labeled by a qualified testing agency and shall be installed in accordance with manufacturer's specifications and in compliance with the National Electrical Code, 1981 edition NFPA 701981.

(d) Electric fences shall be set back at least two feet from property lines adjacent to public rights-of-way, residential zones of densities greater than R-1, and public facilities, and a second and more substantial fence shall be located along the property line.

20.050(20) Barbed Wire Fences -

(a) Barbed wire fences are permitted in agricultural, general, ranch estate, and residential estate zones but not along property lines adjacent to the other residential and commercial zones.

(b) Commercial storage, industrial sites, utility and public uses may use barbed wire only on top of a fence at least six feet high.

20.050(25) Swimming Pool Fences - Fences a minimum of five feet in height are required around outdoor swimming pools. (Ord. 1734)

20C.20.060 FLOODPLAIN MANAGEMENT

(Repealed by Ord. 1693. See 20C.40.100(15).)

20C.20.063 GENERAL DEVELOPMENT PERMIT – CHURCHES, TEMPLES, SYNAGOGUES AND ACCESSORY ACTIVITIES AND USES

20.063(10) Applicability - Churches, temples, synagogues and accessory activities and uses may be approved under a General Development Permit provided:

(a) The seating capacity is fewer than 250 seats;

(b) The facility is located within 1,200 ft., as measured along the centerline of the right-of-way, of an arterial (collector, minor or principal);

(c) The facility is located on a paved road having two lanes with a minimum width of 28 ft.;

(d) Buildings shall maintain a minimum setback of 20 ft. from all property lines;

(e) The maximum building height does not exceed 50 ft. However, building setbacks shall be increased by five feet for every one foot in building height over 30 ft.;

(f) The minimum lot size shall be the same as that required in the zone in which the proposed facility is located;

(g) The maximum lot coverage of structures may not exceed 35%; total impervious surfaces may not exceed 75% of lot area;

(h) Structures, parking lots and lighting shall be designed to avoid excessive light and glare impacts on adjacent properties. Restrictions on light pole height and type, deflectors and other such measures may be required as necessary to prevent overspill and excessive intensity of light.

(i) The use shall comply with the parking regulations of Section 20C.20.150(25), for assembly uses, except that in no event shall parking be in excess of one space per three seats. The storage of buses or vans over 10,000 lbs. gross weight is permitted on-site under the following conditions:

1. The location of the parking areas for these vehicles is indicated on the site plan at time of application;

2. No more than two large vehicles may be stored on-site at a given period of time;

3. Vehicles must be leased or owned by the owner or tenant of the site, must be in operable condition, and must have current vehicle registration;

4. Vehicles shall not intrude into public rights-of-way or obstruct sight visibility from any driveway;

5. Structural and/or natural screening, as approved by the City, screens the vehicles from view of neighboring properties.

(j) A Transportation Management Plan (TMP) shall be submitted for approval by the City. Issues to be covered in the TMP are: traffic control, parking management, including the mitigation of overflow parking into adjoining residential areas, and traffic movement to the arterial street system. Off-site satellite parking lots may be permitted by the City, subject to City approval of a joint use agreement. Off-site parking in residential zones shall be limited to lots shared with existing institutional uses, such as schools. (Ord. 1748)

20C.20.065 HAZARDOUS WASTE TREATMENT AND STORAGE FACILITIES

All hazardous waste treatment and storage facilities shall comply with the requirements of this section.

1. State siting criteria, pursuant to RCW 70.105 shall be met.

2. Measures shall be taken in the construction of structures and design of storage areas to prevent release of materials including those resulting from a "worst case" accident;

3. The proposed development shall meet all federal, state and local standards;

4. Storage and handling shall be completely enclosed in the CC, PO, NB, CO, CB, GC and BP zones;

5. In the case of conflict between any of the state siting criteria (RCW 70.105), the criteria in this section and criteria or regulations elsewhere in the Community Development Guide, the more restrictive requirement shall apply.

6. Section 20C.40.100(15)(e), aquifer recharge area development standards and 20C.40.100(15)(f), flood hazard area development standards.

(Ord. 1693)

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20C.20.070 HOME BUSINESSES

20.070(05) Definition - A "home business" is a business activity which results in a product or service and is conducted in whole or in part on a residential premises and is clearly subordinate to use of the premises as a residence.

20.070(10) Standards - Home businesses, where permitted by Section 20C.10.240, "Permitted Land Uses," shall comply with the following requirements:

ORD 1852

(a) No more than one person outside the family group that resides on the premises shall engage in the business and be located on the premises.

(b) The outside storage of equipment or materials used in the business is not permitted.

(c) The business shall be conducted in a manner which will not alter the normal residential character of the premises by construction, the use of color, materials, lighting and signs, or by the emission of sound, vibration, dust, glare, heat, smoke, odors or liquids.

(d) Business traffic shall be limited to eight one-way trips per day and shall not require additional parking spaces.

(e) Vehicles larger than 10,000 lbs. gross weight shall not be operated out of the premises or park on the property or adjacent streets.

(f) Utility demand (water, sewer, electricity, garbage or natural gas) shall not exceed normal residential levels.

(g) A business license is required.

20C.20.080 LANDFILLS

20.080(05) Prohibited Landfilling - Landfilling that will significantly reduce or increase the shoreline of the subject property, create unstable land conditions, cause subsidence, cause land to rise, or create islands or peninsulas is prohibited.

20.080(10) Restoration - Landfills to restore changes to existing natural conditions on Lake Sammamish are permitted only if the changes were caused by manmade events and if the restoration occurs within five years of the change.

20.080(15) Permits - All filling requires a grading and clearing permit; see Section 20E.070.000, "Clearing and Grading Code."

20.080(20) Erosion Control with Filling - Landfills shall be protected against erosion with retaining walls or similar structures or by vegetation established during the first growing season following completion of the landfill.

20.080(25) Landfills in Floodplains - Landfills shall not be permitted in floodways but may be permitted in the floodway fringe in areas designated "Urban Environment", in Section 20B.95.030(20), "Shoreline Environments Map," and in other floodway fringes subject to confirmation that an equal water storage capacity is maintained and that no significant direct or indirect damage to the watercourse, water quality, stream flow or aquatic life will occur; and compliance with the development standards for flood hazard areas as outlined in 20C.40.100(15)(f).

20.080(30) Reduction of Surface Area - Landfills shall not cause a significant reduction of the normal surface area of a body of water at ordinary high water, they shall improve or maintain public safety, the aesthetic and visual qualities of the shoreline, water quality, access to the waterfront and shall prevent erosion.

20.080(35) Landfill Quality - Landfills must consist of clean materials that will not result in the leaching of chemical or solid contaminants into water bodies.

20.080(40) Filling for Septic Tank Drainage - Filling to provide for septic tank drainfields is prohibited.

20.080(45) Solid Waste Disposal - Landfills for solid waste disposal are prohibited within shoreline areas and critical aquifer recharge areas. (Ord. 1693)

20C.20.090 LANDSCAPING AND NATURAL SCREENING

20.090(05) Purpose - The intent of this section is to provide minimum landscape requirements in order to:

- maintain and protect property values,
- enhance the City's appearance and character,
- visually unify the City and its neighborhoods,
- reduce erosion and stormwater runoff,
- maintain or replace existing vegetation,

- promote proper plan selection and continuous maintenance so that plant materials can flourish,
- reduce visual impacts of uses by screening.

20.090(10) Compliance with Requirements - All land uses shall comply with the requirements of this section, except single-family residential must only comply with the requirements for the preservation of trees, Section 20C.20.090(25).

20.090(15) Landscape Plan Approval - A development application shall include a preliminary and final landscape plan in compliance with the guidelines outlined in the Landscape Standards and be subject to the criteria of Section 20C.30.020, Urban Design Criteria.

The landscape plan shall be prepared or approved by a licensed landscape architect, certified nurseryman, or certified landscaper.

20.090(20) Performance Assurance - Prior to the issuance of any construction permits for a project, performance security in an amount determined by the Planning Director based on current price per square foot of standard plantings shall be submitted to the City to guarantee installation of the required planting/irrigation and the replacement of any plants that may die within one year of planting. Required planting/irrigation shall be installed within six (6) months of the date of final construction permit approval or the issuance of a certificate of occupancy, whichever is later. If the requirements are not met in the allotted time, the City shall use the security to complete the planting/irrigation.

20.090(25) Preservation of Trees

(a) Applicability - The preservation of significant trees applies to all property in the City of Redmond, including single-family residential uses.

(b) Definition of Significant Trees -

- Six (6) inches or greater in diameter at breast height (dbh);
- In good health;
- Preferred Species:

Evergreen: Douglas Fir, Western Red Cedar, Alaskan Yellow Cedar, Pine, Hemlock, Madrona (under certain circumstances).

Deciduous: Native Ash, Birch, Bigleaf Maple or Alder (under certain circumstances such as riparian habitat), or other healthy deciduous trees.

Other: Trees with significant visual impact on the surrounding area or "landmark" trees.

(c) Requirements - Significant trees shall be preserved to the maximum extent possible, except where they are exempt from the requirements of the Clearing and Grading Code, Section 20E.70.050.

Applicants for development permits shall use accepted preservation techniques defined in the Landscape Standards to protect significant trees during construction.

(d) Tree Restoration - If any tree designated for retention or required to be planted is damaged or destroyed, replacement trees shall be planted as follows:

- One existing tree at 6 inches dbh = 2 new trees, dbh = 4 feet.

- Each additional three inches dbh = 1 new tree, up to 6 trees.

- Deciduous trees shall be at least 3" dbh, and evergreens 12 feet in height.

(e) Tree Removal - Trees larger than 6" in diameter may be removed based on the following criteria:

- The tree is dead or badly diseased.

- The tree is hazardous or may otherwise damage existing structures, sidewalks, streets, driveways, sewer, water or utility lines.

- The tree is within 15 feet of a proposed or existing structure.

- The tree will be removed to provide solar access to buildings incorporating active or passive solar devices. Windows will be considered solar devices only when the window is south-facing and includes special storage elements to distribute heat energy.

- The tree will be removed to provide access to a view. A tree removal for view preservation or enhancement shall be replaced by at least one tree elsewhere on site, with a minimum caliper of two inches and at least six feet in height. If two or more trees of 6" caliper or larger are proposed for removal to preserve a view which do not otherwise meet the above removal criteria, the proposed removal may require inspection by a representative of the City.

If a tree designated for retention is to be removed, a written request indicating the reasons for the removal of the tree shall be submitted to the Planning Director. The Planning Director may require that a determination of the tree's condition be made by a qualified specialist at the expense of the applicant.

The Planning Director may require that the tree to be removed is replaced as required in Section 20C.20.090(25)(d), Tree Restoration.

20.090(30) General Landscape Requirements

(a) Definitions -

- Landscape Area. All portions of a site not devoted to a building, parking, storage or accessory use are referred to as the landscape area. A landscape area may include patios, plazas, walkways, walls and fences, water features such as fountain or pool, and planting areas. Ponds for the detention of stormwater runoff are not considered part of the landscape area of a site, unless they are integrated with landscaping as a water feature.

- Planting Area. Parts of a landscape area that are planted, or proposed to be planted, are referred to as the planting area.

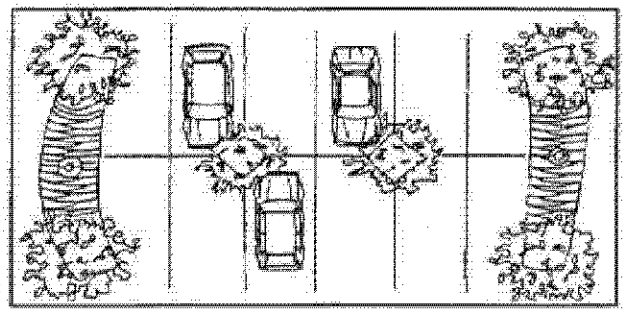
- Tree. A plant listed as a tree in the most recent edition of Sunset Western Garden Book and Hortus Third.

- Dripline. The circle that can be drawn on the ground below a tree directly under its outermost branch tips.

Table I. Vehicle Use Areas			
Interior Landscaping	0 - 6000 sq. ft.	6000 - 30,000 sq. ft.	30,000 sq. ft.+
Area required per 100 feet of vehicle use area	0	5 sq. ft.	7 sq. ft.
Maximum contiguous landscape area (except perimeter)	350 sq. ft.	50 sq. ft.	1,500 sq. ft.
Minimum area of landscaping	64 sq. ft.	64 sq. ft.	100 sq. ft.
	Average Width from Property Line		
Perimeter Landscaping	Street Frontage		Interior Lot Line
Parking spaces:			
0 - 100	5'		5'
100 - 499	10'		5'
500 - 1000	15' (10')*		10'
1000+	20' (10')*		10'
	*Planter width may be reduced with provision of 4-foot high fence or hedge between parking lot and streetside planter, subject to review and approval by the design review board.		

Other Requirements:

1. Parked vehicles may overhang landscaped areas up to 2 feet when wheelstops are provided. (Ord. 1734)
2. Trees shall be planted in vehicle use landscape areas at a minimum of one per four parking stalls. See illustrations below. (Ord. 1756)



A ratio of one tree per every four parking spaces shall be provided in parking lots.

(b) Landscape Area Requirements -

- Multi-family residential:

  R-8, R-12 - 50%
  R-20, R-30 - 50%

  of the site shall be landscaped.

- Business (CO, CB, NB, CG): 25% of the site shall be landscaped.

- Business Park (BP): 22% for sites less than one acre in size; 20% for sites one acre or larger in size.

- Industrial (LI, HI): 20% of the site for lots less than one acre in size; 18% for sites one acre or larger in size.

- City Center Pedestrian System: Pedestrian System landscaping requirements (Sec. 20C.10.230(25)) are the landscape area requirements in the City Center.

- Vehicle Use Area: Parking lots, including driveways, service areas and other vehicle use areas, shall provide interior and perimeter landscape areas as indicated in Table I of this section. Parking lot landscaping may also be used to meet the site area and linkage system landscape requirements. (Ord. 1756; Ord. 1734)

(c) Other requirements -

- Types of Planting - The applicant shall indicate on the preliminary landscape plan the types of planting to be provided in each area of the site. The types of planting shall be consistent with the definition of planting types in the Landscape Standards.

- Planting on adjacent rights-of-way: Landscaping, except parking lot perimeter plantings, shall be installed on adjacent rights-of-way where appropriate and may be used to meet the site area requirement. Parking lot perimeter landscaping shall be measured from the property line.

- Minimum Planting Area: The minimum size of any planting area shall be 100 square feet except where otherwise indicated, and no less than 5 feet in width or length, to provide a proper planting environment.

- Pervious Surface Areas: All areas maintained in pervious surface which exceed the required landscape area must be seeded or otherwise planted to reduce erosion and stormwater pollution.

20.090(35) Street Tree Program

(a) Trees of the species listed in the Recommended Street Tree list are required to be installed on the following types of public streets unless variations are approved by the Technical Committee:

- Principal arterials
- Minor arterials
- Collector arterials

(b) Street trees on the Recommended Street Tree list may be planted on local access streets by property owners, who are then responsible for maintenance of the trees and other plantings in the street right-of-way.

(c) Street trees shall be planted according to the guidelines outlined in the Landscape Standards.

(d) Removal of street trees without approval of the Planning Director is prohibited and may be subject to legal action and penalties.

20.090(40) Irrigation - All plants shall receive sufficient water to assure their survival. Planting areas over 500 square feet in size shall be irrigated with automatic systems designed to conserve water.

20.090(45) Maintenance Requirements

(a) A maintenance bond, cash deposit, or other security in a form acceptable to the City Attorney covering 10% of the cost of the original plant materials in place shall be required for one year following installation.

(b) Whenever planting has been required to comply with the landscape provisions of the Community Guide, the plant materials shall be permanently maintained in compliance with such regulations, approved plans and approval conditions, in such manner as to accomplish the purpose for which they were required. Failure to maintain required planting which creates substandard landscape shall disqualify such landscape for consideration as a legal non-conforming use.

(c) The Planning Director is authorized to notify the owner of any property planted as a condition of approval under the Community Development Guide that planting is not being adequately maintained, and the specific nature of such failure to maintain. The notice shall specify a date by which the property owner shall be expected to comply.

(d) Upon the failure to perform the required maintenance within the date specified by the notice, the Planning Director is authorized to collect funds under the maintenance bond or other security, and cause the required maintenance to be completed.

When funds have not been set aside or the performance assurance has expired, the Planning Director is authorized to request the City Attorney to institute legal action to recover the cost of the required maintenance, and upon receipt of the funds to cause the maintenance to be done.

(e) "Maintenance" as used in this section includes replacement of dead, diseased or damaged plant materials and repair of irrigation systems.

20C.20.110 MOBILE HOMES AND MOBILE HOME PARKS

Repealed by Ordinance 1567.

20C.20.120 NOISE CONTROL

20.120(05) Purpose - The purpose of this section is to implement the noise policies of Article 20B, "Goals, Policies and Plans."

20.120(10) Prohibited Noise -

(a) General Prohibition - It shall be unlawful for any person to make noise exceeding the maximum permissible noise levels specified in this section.

(b) Specific Prohibitions - The following are examples of activities declared to be loud, excessively noisy and in violation of this section:

The use of any fixed or mobile devise or loudspeaker outside a building for commercial advertising purposes or for the purposes of attracting attention to any performance, show, or sale or display of merchandise, where the sound may be heard from any public street, park, or place. Nothing in this section is intended to prohibit incidental sounds emanating from a sports, entertainment, or public event or ice cream vending vehicles.

- The sale of anything by outcry within an area of the City zoned primarily for residential uses.
- The owning or keeping of any animal which causes a noise disturbance by frequent or habitual howling, barking, or other noise making. The section also applies to all private or public facilities, including any animal pounds and kennels which hold or treat animals.
- The repair, modification or testing of any motor vehicle, off-road vehicle, motorboat in or near a residential use district in such a manner as to cause a noise disturbance or violate the provisions of this section.
- The operation of any loudspeaker or other source of sound in a place of indoor public entertainment which exceeds 85 dBA at any point normally occupied by a person, without a conspicuous and legible sign located outside near the entrance which states "WARNING! SOUND LEVEL INSIDE MAY CAUSE PERMANENT HEARING IMPAIRMENT."
- The creation of unnecessary or unusually loud noises within the vicinity of a school, hospital, nursing home, court of law, or other designated area where quiet is necessary, provided that signs noting the quiet zone are posted on adjacent streets.
- Construction between the hours of 10:00 p.m. and 7:00 a.m. that does not comply with this section is prohibited.

20.120(15) Environmental Designations for Abatement and Maximum Permissible Noise Levels -

(a) Environmental Designations for Noise Abatement (EDNA) are established and based on Article 20C, "Land Use Regulations," and in consideration of historical, present and future land use.

(b) Maximum permissible noise levels -

(c) Permitted Deviations -

EDNA OF NOISE SOURCE	LAND USE ZONE	EDNA OF RECEIVING PROPERTY		
		Class A	Class B	Class C
Class A	All R zones and G	55 dBA	57 dBA	60 dBA
Class B	PO-NB CO CB-GC-CC	57	60	65
Class C	A-LI-HI-BP	60	65	70

- Between the hours of 10:00 p.m. and 7:00 a.m., noise limitations shall be reduced by 10dBA for receiving property within Class A EDNA's, except for noise from electrical substations and existing stationary equipment used in the conveyance of water by a utility and from industrial installations which have exceeded the standards and have consistently operated above this 10dBA limitation for more than fifteen hours per day for the previous three years.

- At any time the applicable noise limitations and the nighttime restrictions above may be exceeded by: 5dBA for a total of 15 minutes in any one-hour period; or 10dBA for a total of 5 minutes in any one-hour period; or 15dBA for a total of 1.5 minutes in any one-hour period.

20.120(20) Exemptions - The following are exempt from the provisions of paragraph (15) of this section:

(a) Daytime Exemption - The following are exempt from the provisions of paragraph (15) between the hours of 7:00 a.m. and 10:00 p.m.:

- Sounds originating from residential property relating to temporary projects for the maintenance or repair of homes, grounds and appurtenances.

- Sounds created by the discharge of firearms on authorized shooting ranges.

- Sounds created by aircraft engine testing and maintenance not related to flight operations, provided that aircraft testing and maintenance shall be conducted at remote sites whenever possible.

- Sounds created by the installation or repair of essential utility services.

- Sounds created by blasting;

- Sounds originating from temporary construction sites as a result of construction activity.

- Sounds originating from forest harvesting and silvicultural activity.

(b) Nighttime Exemption - The following are exempt from the provisions of paragraph (15) for Classes B and C EDNa's between the hours of 10:00 p.m. and 7:00 a.m.:

- Sounds from temporary construction sites resulting from construction activities.

- Sounds from forest harvesting and silvicultural activity.

(c) Other Exemptions - The following are exempt from all provisions of subsection (15) of this section:

- Sounds originating from aircraft in flight and sounds that originate at airports which are directly related to flight operations.

- Sounds created by railroad trains engaged in interstate commerce.

- Sounds created by warning devices not operating continuously for more than five (5) minutes; bells, chimes and carillons.

- Sounds created by safety and protective devices where noise suppressions would defeat the intent of the device or is not economically feasible.

- Sounds created by emergency equipment and work necessary in the interests of law enforcement or for health, safety, or welfare of the community.

- Sounds originating from motor vehicle racing events at City-authorized facilities.

- Sounds originating from City-sanctioned parades and other public events.

- Sounds caused by natural phenomena and unamplified human voices.

- Sounds created by watercraft.

- Sounds created by watercraft in excess of state standards.

- Sounds caused by motor vehicles when regulated by WAC 173-62.

- Sounds from the start-up of refinery boilers.

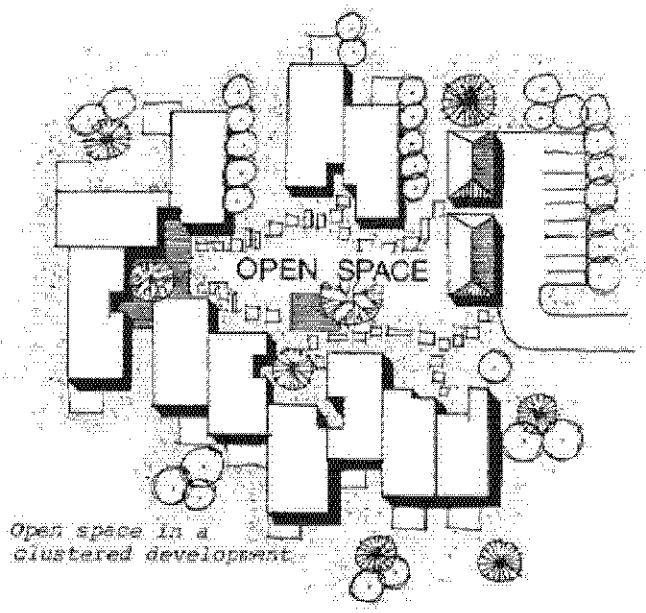
(d) Emergency Exemption - Noise caused in the performance of emergency work for the immediate safety, health or welfare of the community or individuals of the community, or to restore property to a safe condition following a public calamity shall not be subject to the provisions of this section. Nothing in this section shall be construed to permit law enforcement, ambulance, fire or other emergency personnel to make excessive noise in the performance of their duties when such noise is clearly unnecessary.

20.120(25) Restrictions on Residential Land Use - Special residential construction standards will be required if the interior noise levels at the residences would be expected to exceed the limits specified in this section. Measures that reduce noise at a site, such a building location, design, berms, and barriers, to help mitigate outside noise exposure should be used wherever practical in preference to measures which only protect interior spaces. The Technical Committee has the authority to set standards for noise reduction.

20.120(30) Willows Neighborhood - Commercial development proposed adjacent to residential areas of Willows Neighborhood shall minimize potential noise impacts through building and site design.

20C.20.130 OPEN SPACE

20.130(05) Purpose - The purpose of this section is to implement the Open Space Plan and Policies of Article 20B, "Goals, Policies and Plans."



Open space in a clustered development.

20.130(10) Regulations for Designated Open Space - The following regulations shall apply to all areas designated "Open Space" in Section 20B.50.060, "Parks, Recreation, and Open Space Plan":

(a) Activities which would remove significant amounts of vegetation, alter land forms, or have other adverse effects on the environment shall be prohibited in designated open space areas.

(b) Development in designated open space areas may be clustered, but the clustering shall not exceed a density of one dwelling unit per acre.

(c) Structures placed or constructed in open space area shall be designed and sited to cause the least possible disturbance to the surrounding environment. This may be achieved through the use of natural or rustic building materials, designs and colors which harmonize with the surrounding environment; the use of existing vegetation as a buffer to avoid visual and other impacts; the use of innovative and sensitive site design to minimize short and long-term manmade disturbance to the site; or by any other means.

20.130(15) Types of Open Space - Types of open space form a hierarchy of which conservation open space is of greatest importance in site design with amenity and recreation open space following.

Conservation Open space - Unique resource areas where plants, animals, water, air and soil have been left in an undisturbed state or areas of historical value. Such open space may consist of, but not be limited to wetlands, watercourses, rivers, lakes, ponds, flood zones, ravines, steep slopes, wooded areas and wildlife areas.

Amenity Open Space - Undeveloped land and natural features worthy of preservation primarily for their scenic or aesthetic value and landscape areas. Such open space may consist of, but not be limited to wooded areas, agricultural land, open valley floors, pastures and fields, parks, landscaped right-of-way, buffer areas, and all manner of landscape areas such as courtyards, gardens, lawn and shrub-areas.

Recreation Open Space - Recreation areas and facilities that meet recreation needs of City residents. Such open space may consist of, but shall not be limited to parks, walkways, bikeways, trails, sitting areas, para-courses, golf courses, tot-lots, recreation buildings, and outdoor activity areas such as tennis, basketball and sport courts and swimming pools.

20.130(20) Design Requirements - The following shall apply to all new developments:

(a) The open space required by Section 20C.10.250, "Site Requirements," shall be provided.

(b) Open space within a development shall be available for common use by the residents, tenants and/or the general public, depending on the type of project. The open space may be used for recreation; waterfront access; landscaping; visual, noise or land use buffer; drainage control; or other purposes the City may approve during project review and approval that are consistent with the definition of Open Space.

(c) Required open space within all new developments shall be designed by using the criteria of Section 20C.30.030 "Land Use Design Criteria" paragraph (05) "Open space".

20C.20.130(25) Open Space Disposition and Maintenance - The disposition and maintenance of required open space shall be accomplished at the discretion of City by using any of the following methods:

(a) The City may obtain fee simple ownership of the land and assume total maintenance and liability; or

(b) The City and property owner(s) may enter into an easement agreement to retain and maintain the open space; or

(c) The open space land may be held in common and maintained by the property owner(s) or the maintenance may be contracted to another person(s)/agency; or

(d) The open space land may be owned and maintained by a homeowners association; or

(e) The open space may exist due to a plat or deed restrictions with maintenance being performed by the landowners, the tenants or the City; or

(f) The open space may be dedicated to another appropriate agency, such as the State, County, special district or other jurisdiction who would own and maintain the open space property; or

ORDINANCE NO. 1914

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, ADDING A SECTION TO TITLE 20F OF THE REDMOND MUNICIPAL CODE, THE REDMOND COMMUNITY DEVELOPMENT GUIDE, TO PROVIDE FOR REIMBURSEMENTS FOR DEDICATIONS OF PARK, RECREATION, OPEN SPACE OR TRAIL FACILITIES WHICH EXCEED THE NEED CREATED BY THE DEVELOPMENT AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, park, recreation, open space or trail dedications must be proportionate to the need generated by the development; and

WHEREAS, in certain cases it may be in the City's interest to accept dedications of land or facilities which exceed the demand generated by the proposed development and provide for reimbursement in some manner; and

WHEREAS, the Planning Commission has held a hearing on this ordinance and has recommended that the City Council amend the Redmond Municipal Code and Community Development Guide as provided in this ordinance, and;

WHEREAS, the City Council of the City of Redmond desires to improve funding for capital facilities in Redmond, is adopting this ordinance for the purpose of complying with the Growth Management Act, and acknowledges that this ordinance bears a substantial relationship to, and is necessary for the public health, safety, and welfare of the residents and property owners of the City of Redmond, NOW, THEREFORE,

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

Section 1. Park, Recreation, Open Space or Trail Dedication Reimbursement Regulations. New section 20F.30.160 is hereby added to the Redmond Community Development Guide to read as follows:

20F.30.160 Reimbursements for Park, Recreation, Open Space or Trail Dedications. The City Council as part of its acceptance of

a dedication of land and/or improvements, may provide for reimbursement to a person who dedicates land and/or improvements for parks, recreation, open space or trails when the improvement is substantially greater in value than the impact fee authorized for park, recreation, open space or trail system improvements. Reimbursement shall only be available for a park, recreation, open space or trail improvement that functions as a system improvement as that term is defined by Section 20C.110.030(k). The amount of the reimbursement shall be the difference between: (i) the value of the land and/or improvements constructed and accepted for dedication and (ii) the impact fee required by 20C.110.040 less any credits approved by the Administrator under Section 20C.110.090(a). Applications for reimbursement shall be made either before or at the time the dedication is offered. Offers of dedications may be conditioned on being reimbursed where the dedication meets the requirements of this section. Reimbursements shall be administered as provided for in Section 20C.110.090 as modified by this section. The reimbursement may take form of a cash payment, a latecomer's agreement, or such other method as may be approved by the City Council.

Section 2. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 3. Effective Date. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after the publication of an approved summary thereof consisting of the title.

CITY OF REDMOND

Rosemarie Ives

MAYOR ROSEMARIE IVES

ATTEST/AUTHENTICATED:

Bonnie Mattson

CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

By: _____

FILED WITH THE CITY CLERK:	October 28, 1996
PASSED BY THE CITY COUNCIL:	November 4, 1996
SIGNED BY THE MAYOR:	November 4, 1996
PUBLISHED:	November 9, 1996
EFFECTIVE DATE:	November 14, 1996

ORDINANCE NO.: 1914

(g) The open space could be held and maintained through several combinations of the above or by other arrangement that achieves the purpose of this section and is acceptable to the City; or

(h) The developer may request the City to accept a fee in lieu of dedicating all or part of the required open space with approval or denial by the City Council after a preliminary recommendation by the Technical Committee; or

(i) The City may accept a comparable piece of property as open space in lieu of providing open space within a development; or

(j) The City may require that a fee in lieu of dedication of open space be provided.

<u>29C.20.130(30) Fee-In-Lieu-Of Open Space Program</u> - (to be developed later on fee basis; use of fee; location of fee; fund control).

20C.20.140 OUTDOOR STORAGE

20.140(05) Purpose - The purpose of this section is to create an attractive and economically healthy community. In Community Business and City Center zones the requirements are designed to: create safe and attractive walkways, promote a concentrated development pattern, restrict outdoor storage to the minimum amount necessary to allow some retail flexibility and to control uses which are typically unattractive or may create a nuisance and would discourage quality development.

20.140(10) Storage of Materials and Products - Unless expressly prohibited, the outdoor storage of any material or product used in production, kept for sale on the premises or awaiting shipment, and any production waste, shall be allowed only when such storage complies with the requirements set forth in the chart entitled "Requirements for Outdoor Storage," which is incorporated herein by this reference as if set forth in full.

20.140(15) Vehicle Storage - Where permitted, the outdoor storage of automobiles, trucks, farm implements, construction and rental equipment, trailers, boats, campers, recreation vehicles, mobile homes and other vehicles for sale, rent or shipment shall comply with this section.

20.140(20) Screening - Screening shall be placed on all sides of storage areas other than where a building wall would act as a screen. Screening shall be adequate to provide a solid barrier at least six (6) feet in height. It may include fences, walls, earth berms, vegetation or other materials.

20.140(25) Prohibited Locations for Outdoor Storage - Outdoor storage is prohibited as follows:

- In floodways;
- Lots used as home businesses;
- Within waterfront building setbacks indicated in Section 20C.10.250, "Site Requirements" and stream buffers as identified in Section 20C.40.090(15)(b) "Stream Buffers."
- On slopes greater than 15%;
- In all residential districts except when the items stored are customarily associated with the use of the dwelling.
- In industrial and business park areas which adjoin residential districts.
- In designated parking stalls;
- In areas where outdoor storage or display causes traffic or pedestrian circulation problems as determined by the Code Administrator or where a minimum five (5) foot width of walkway does not remain clear and free of obstructions;
- Any materials that attract animals, birds or vermin; and
- In fire lanes.

(Ord. 1693)

20.140(30) Exemptions - The following are exempt from this section:

(a) Items stored on a site during construction;

(b) Subsection 20.140(15), "Vehicle Storage," does not apply to parking lots.

20.140(35) Standards for Outdoor Storage - Retail items such as appliances, furniture, wood, and other non-pedestrian portable items upon approval of the Technical Committee and meeting the following criteria:

(a) The stored materials shall have a maximum height and width of four (4) feet;

(b) The total area allowed for outdoor storage shall be the lesser of ten percent (10%) of the length of the primary store front or one percent (1%) of the total square footage of said store but in any event 32 square feet may be permitted;

(c) It can be reasonably demonstrated that storage will be attractively displayed, be located adjacent to a wall or walls and remain in the area specified for its display;

(d) The stored materials shall not be located within the public right-of-way without the permission of the Public Works Director.

A Part of Subsection 20C.20.140(10) Requirements for Outdoor Storage				
ZONE	PERMITTED STORAGE	REQUIREMENTS	AREA	SCREENING
City Center	Public Street Furniture Sidewalk Restaurants Seasonal Items Special Public Event Auto & Boat Sales Display	Per 20C.20.025		Per 20C.20.025
CB	Bulk Storage of more than 3 days with approval by Technical Committee except vehicle storage in CC	Maximum height and width of four (4) feet	As Defined in 20C.20.140(35)	May be required by Technical Committee
	Non-Bulk Storage	Non-Bulk must be stored less than 24 hours		(non-bulk exempt)
GC	Public Street Furniture Sidewalk Restaurants Seasonal Items Special Public Events			
	Bulk Storage of more than 3 days with approval by Technical Committee including vehicle storage	Maximum Height ten (10) feet		Required as specified in 20C.20.140(20) & from streets & parks
	Non-Bulk Storage	Non-Bulk must be stored less than 24 hours		(non-bulk exempt)
A, BP, LI, and HI	All types	Maximum Height twenty (20) feet		Required as in 20C.20.140(20)
NB and R	Recreational vehicles as provided in Section 20C.20.150(25) Garden Materials & equipment			

(Ord. 1756)

20C.20.150 PARKING

20.150(05) Administration - In the administration of this section, the following rules shall be used where applicable:

(a) Pre-existing Parking Spaces -

- A development in existence prior to the adoption of the Development Guide or at the time of its annexation to the City, if later, which does not have sufficient parking space on the basis of this section, may continue to operate with the parking deficiency as long as no enlargement or land use change is made which would require additional parking spaces;
- When a pre-existing use is enlarged so as to require additional parking spaces, the requirements of this section shall apply only to the enlargement;
- When additional uses are placed on the same lot with the pre-existing use or an enlarged lot of which the pre-existing use lot is a part, the requirements of this section shall apply only to the additional use;
- When a pre-existing use is terminated, the area vacated shall not be occupied by a use requiring more parking spaces than the terminated use, unless the required additional parking spaces are provided.

(b) Separate Parking Facilities - A parking facility which is required for one establishment shall not be considered as part of the parking facility required for any other enterprise, except for cooperative parking as provided in subsection (20) of this section, "General Parking Requirements."

(c) Site Plan Review Required - All proposed parking facilities are subject to the Site Plan Review Process of Section 20F.20.030, "Development Permits and Procedures."

(d) When a pre-existing building, which does not have sufficient parking, is remodeled or rehabilitated but not enlarged, the existing use of the building may continue without providing additional parking. If the land use is changed, any additional parking required must be provided.

20.150(10) Required Off-Street Parking - The minimum required and maximum permitted number of parking spaces for each zoning district and land use is noted in the table entitled, "Required Off-Street Parking," which is incorporated as a part of this subsection.

The requirements for land uses that have special parking needs supersede those based on zoning districts for the uses specified, regardless of location. Where calculations of parking requirements result in fractional amounts they shall be rounded up if .5 or over.

SPACES FOR SPECIFIC LAND USES

LAND USE	MINIMUM PARKING REQUIRED SPACES
Assembly, including auditoriums, theaters and banquet rooms	10/1000 sq.ft. of gfa for assembly or 1/5 fixed seats
Bowling	5/lane
Hotel, motel, excluding restaurant and assembly	1/rental room
Multi-family housing designed for senior citizens	.5 to 2/du as found adequate by the Code Administrator
Multi-family housing in business districts	See requirement for Urban Residence and Multiple Residence Districts
Multi-family housing in City Center	See requirements for Residential uses in City Center
Nursing home	1/4 patient beds
Restaurant: Sit down Take out	9/1000 sq.ft.gfa* 10/1000 sq.ft.gfa* *In City Center, Sammamish Trail, and Old Town Design Areas use Design Area parking requirements per Table 20C.20.150(10)
Retirement Residence	A minimum of 0.50 to 1.0 parking spaces are required per suite, as determined adequate by the Code Administrator
Schools, hospitals, institutions, public facilities and similar uses	The number of spaces must be adequate to accommodate the peak shift as determined by the Code Administrator after considering the probable number of employees, etc.

Notes: du - Dwelling Unit
gfa - Gross Floor Area (Ord. 1756)

REQUIRED OFF-STREET PARKING

ZONING DISTRICT		Number of Parking spaces on-site	
		Minimum Required	Maximum Allowed
General	G	2/du	NS
Agriculture	A		
Ranch Estates	RE		
Residential Estates	R1		
Suburban Estates	R-2-R-3		
Suburban Residence	R-4-R-5-R-6		
Urban Residence	R-8-R-12	1.2/Studio du	NS
Multiple Residence	R-20-R-30	1.5/1 Bedroom du#	
	CO-CB	1.8/2 Bedroom du#	
	GC	2.0/3+ Bedroom du#	
Professional Office	PO	3.5/1000 sq. ft. gfa	4.5/1000 sq. ft. gfa
Neighborhood Business	NB	4/1000 sq. ft. gfa	5/1000 sq. ft. gfa
Commercial Office	CO	3.5/1000 sq. ft. gfa	4.5/1000 sq. ft. gfa
Community Business	CB	4/1000 sq. ft. gfa	5/1000 sq. ft. gfa
General Commerce	GC	*	
City Center	CC		
Residential Uses (All)		1.0/DU****	NS
Bear Creek, Valley View, and Trestle		3.5/1000 sq. ft. gfa	5.5
Old Town 1,2		2.0/1000 sq. ft. gfa	2.0/1000 sq. ft. gfa***
Leary 1,2		2.0/1000 sq. ft. gfa	3.5/1000 sq. ft. gfa
Foot Hill 1,2		2.0/1000 sq. ft. gfa	3.5/1000 sq. ft. gfa
East Hill 1,2		2.0/1000 sq. ft. gfa	3.5/1000 sq. ft. gfa
Sammamish Trail 1,2		2.0/1000 sq. ft. gfa	3.5/1000 sq. ft. gfa
Town Square 1,2		2.0/1000 sq. ft. gfa	3.5/1000 sq. ft. gfa
River Bend 1,2		2.0/1000 sq. ft. gfa	3.5/1000 sq. ft. gfa
Mixed Use Shopping Center		3.5/1000 sq. ft. gfa	5.0/1000 sq. ft. gfa
Business Park	BP	2.0/1000 sq. ft. gfa	3/1000 sq. ft. gfa**
Light Industry	LI	2.0/1000 sq. ft. gfa	3/1000 sq. ft. gfa**
Heavy Industry	HI	2.0/1000 sq. ft. gfa	3/1000 sq. ft. gfa**
Planned Unit Developments	PD	2.0/1000 sq. ft. gfa	3/1000 sq. ft. gfa**

Notes: du - Dwelling Unit
gfa - Gross Floor Area
NS - No Specification

* - The number of spaces must be adequate to accommodate the peak shift as determined by the Code Administrator after considering the probable number of employees, etc.

** - The Technical Committee may consider parking at a ratio as low as 1.5/100 if a covenant is recorded with the property which limits the uses to warehouse uses and/or limits the number of employees permitted in a building or project. Parking at ratios greater than 3.0/1000 (not to exceed 3.5/1000) is generally not permitted unless the employer/building owner can document that single occupancy vehicle trips can be reduced better through the employer/building owner's parking/traffic mitigation program than they would be reduced through limiting parking stalls to 3.0/1000.

*** - Bonus available for in-lieu parking fund per Section 20C.20.150(20)(b).

**** - Plus 1 guest space per 4 units for projects with 6 units or more.

\# - Bedroom shall include all rooms that can be used as permanent sleeping quarters.

1 - The maximum number of parking stalls allowed may be increased to 5.0 stalls per 1000 sq. ft. GFA for the retail components of mixed-use developments.

2 - Developments may be allowed up to 5 stalls per 1,000 sq. ft. GFA provided: The excess parking is within a parking structure, or off-site within 300 feet of the use, or on the same site but in a location conducive to redevelopment or conversion to a commercial parking lot; and a portion of the parking is made available to the general public. The parking lot may be operated as a commercial lot. This provision shall sunset February 1, 1999, unless extended by ordinance. (Ord. 1756; Ord. 1734)

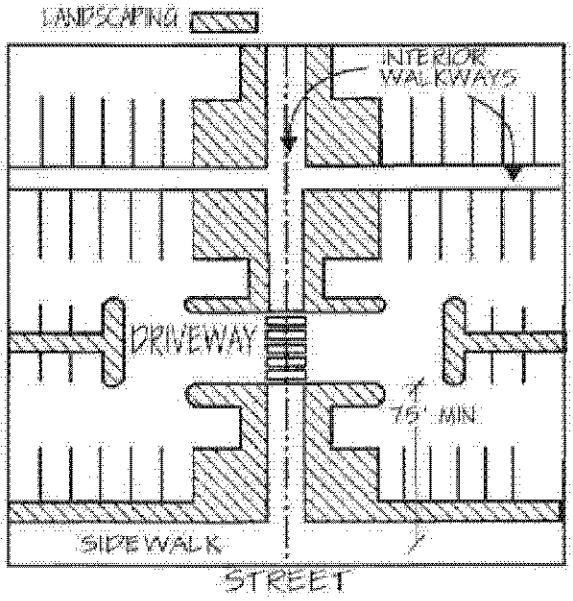
20.150(15) Design Requirements for Parking Facilities -

(a) Minimum Parking Space and Aisle Dimensions - Refer to table entitled "MINIMUM PARKING SPACE AND AISLE DIMENSIONS".

(b) Surface of Parking Facilities - Parking facilities for commercial and industrial establishments shall be paved. Other facilities shall have a gravel or other surface at the discretion of the Technical Committee.

(c) Markings for Parking Spaces and Traffic Flow - Parking facilities shall have a permanent means of showing entrances and exits, traffic direction and parking spaces, except where the Code Administrator finds such requirements are inapplicable.

(d) Vehicle Circulation Between Adjoining Property Required - Parking lots shall be designed to provide for off-street vehicle circulation to adjoining property and parking areas where physically feasible, except that driveways and parking aisles may not cross interior Pedestrian walkways within 75 feet of a street front in the City Center; see Section 20C.10.230(25) "City Center Pedestrian System." The Technical Committee may, at their discretion, modify the minimum separation between a vehicular crossing and the street through the Site Plan Review process. See figure below.



(Ord. 1756)

(e) Driveway Location and Design - Guidelines for driveways are found in Appendix G - CONSTRUCTION SPECIFICATION AND DESIGN STANDARDS FOR STREETS AND ACCESS.

(f) Backing into Streets Generally Prohibited - Parking facilities shall be designed so exiting vehicles are not required to back into streets, except for residential uses of less than four dwellings per lot on local access streets.

(g) Wheel Stops Required in Parking Facility - Suitable wheel or bumper stops are required to prevent vehicles from overhanging walkways, property lines or other limits of a parking facility and to prevent damage to landscaping.

(h) Off-Street Loading Space - Parking facilities for service vehicles shall be designed to avoid encroaching on other parking areas or public streets while loading vehicles are parked or maneuvering to park.

(i) Walkways Required - Marked walkways, separated from traffic lanes and vehicle overhangs, shall be provided from parking areas to the entrances of establishments.

(j) Pedestrian Access from Parking to City Center Pedestrian System - Convenient, marked pedestrian access shall be provided from parking areas to interior and street front Pedestrian walkways, and the Sammamish River Trail where appropriate, as determined by the Technical Committee. (Ord. 1756)

(k) Landscaping Required - Landscaping requirements for parking facilities are in Section 20C.20.090, "Landscaping and Natural Screening."

(l) Sight Screening Required - Sight screening requirements for parking facilities are in the Appendix.

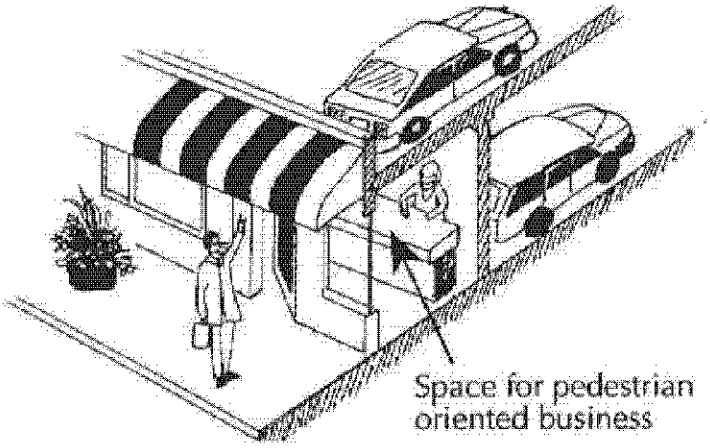
(m) Retail facilities with over 250 parking stalls shall require a minimum of one standard size stall clearly marked in yellow on pavement "EMERGENCY PARKING ONLY." The location of the parking stall shall be as close as possible to major entries. Large retail facilities may require one stall per entry at the discretion of the Technical Committee.

(n) Design requirements for disabled parking stalls are contained in "An Illustrated Handbook for Barrier Free Design, Washington State Rules and

Regulations." A current edition is kept on file with the Building Official.

(o) Parking Area Location and Design Criteria In the City Center Neighborhood - Parking areas within the City Center Neighborhood shall meet the following criteria regarding the City Center Pedestrian System 20C.20.230(25):

(i) General - On Type V Pedestrian walkways per the City Center Pedestrian System Map 20C.10.230(25), parking lots shall not be located between the street and the building. Parking lots and ground floor parking garages shall be separated from streets by building areas (excluding vehicle access points) which are developed as, and made available for, pedestrian-oriented businesses. See figure below.

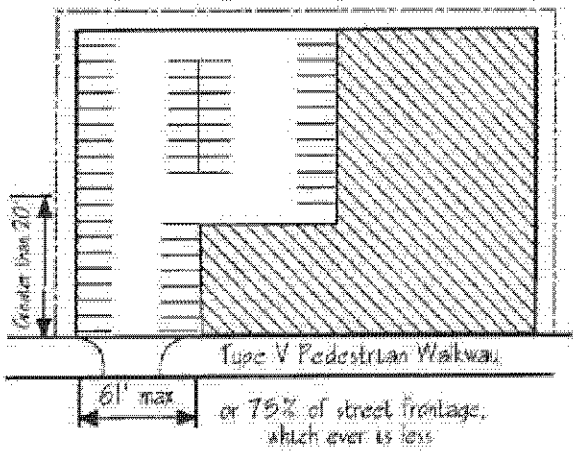


Providing space for pedestrian oriented business along parking garage frontage facing pedestrian oriented streets.

(ii) Surface Parking Lots On One Type V Pedestrian Walkway - If the subject property abuts a Type V Pedestrian walkway, the maximum width of the parking lot parallel to and within 20 feet of the Type V Pedestrian walkway may not exceed the lesser of 61 feet or 75% of the lot frontage. See Figure 20C.20.150(15)(o)(ii). Except, public and quasi-public parking lots may occupy 100 percent of the lot frontage, excluding perimeter landscaping.

Figure 20C.20.150(15)(o)(ii)

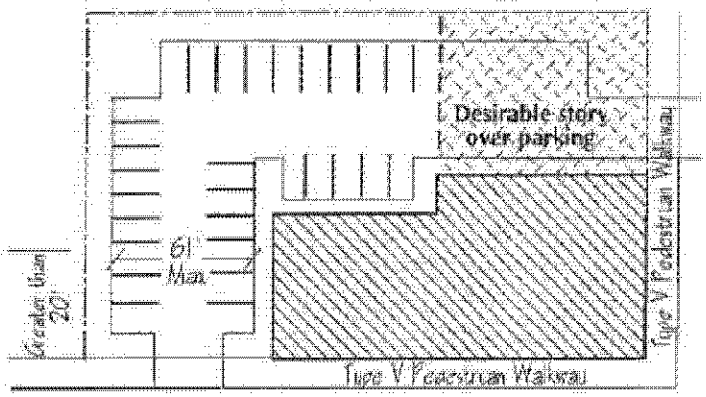
Maximum width of parking within a front yard of a property facing a Type V pedestrian walkway



(iii) Surface Parking Lots On Two Type V Pedestrian Walkways - If the subject property abuts two or more Type V Pedestrian walkways, the following regulations apply:

a) Parking lots may be within 20 feet of only one of the Type V Pedestrian walkways. Variations meeting the intent may be approved by the Design Review Board through Site Plan Review. See Figure 20C.20.150(15)(o)(iii). Except, public and quasi-public parking lots may be within 20 feet of two or more Pedestrian walkways as determined by the Design Review Board.

Figure 20C.20.150(15)(o)(iii)



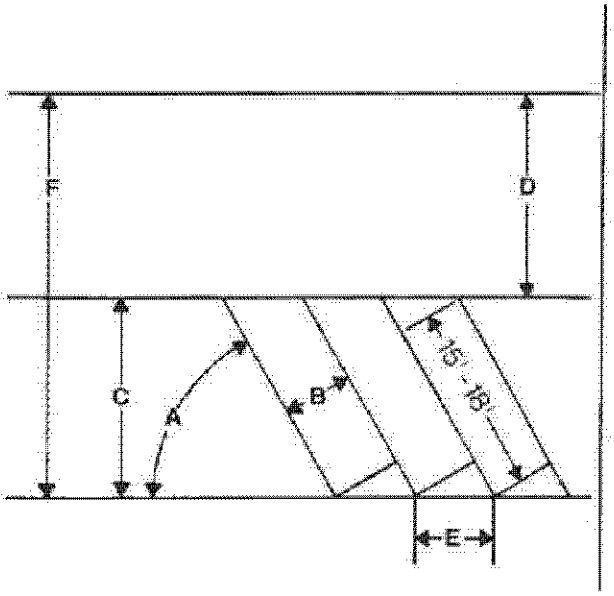
b) The maximum width of the parking lot within 20 feet of a Type V Pedestrian walkway may not exceed the lesser of 61 feet or 75% of the site frontage, if possible. Except, public and quasi-public parking lots may occupy 100 percent of the lot frontage, excluding perimeter landscaping.

(iv) Surface Parking Lots On Streets With Other Than Type V Pedestrian Walkways - Surface parking lots on streets with other than Type V Pedestrian walkways may occupy no more than 45 percent of the lot width, up to a maximum of 130 feet. Except, public and quasi-public parking lots may occupy 100 percent of the lot frontage, excluding perimeter landscaping. (Ord. 1756)

Part of Subsection 20.150(15) Design Requirements for Parking Facilities

MINIMUM PARKING SPACE AND AISLE DIMENSIONS

A	B	C	D	E	F
Parking Angle	Stall Width	Row Width	Aisle Width	Curb Length	Bay Width
Parallel	8.00	8.00	12.00	23.00	20.00
30	8.60	16.60	11.00	17.00	27.60
	9.00	16.60	11.00	18.00	27.60
	9.60	17.60	11.00	19.00	28.60
	10.00	17.60	11.00	20.00	28.60
45	8.60	18.60	13.60	12.00	32.00
	9.00	19.00	13.00	12.60	32.00
	9.60	19.60	13.00	13.60	32.60
	10.00	19.60	13.00	14.00	32.60
60	8.60	20.00	18.60	9.60	38.60
	9.00	20.60	18.00	10.60	38.60
	9.60	20.60	17.60	11.00	38.00
	10.00	20.60	17.00	11.60	37.60
70	8.60	20.00	19.60	9.00	39.60
	9.00	20.60	19.00	9.60	39.60
	9.60	20.60	18.60	10.00	39.00
	10.00	21.00	18.00	10.60	39.00
80	8.60	19.60	24.60	8.60	43.60
	9.00	19.60	24.00	9.00	43.60
	9.60	19.60	23.60	9.60	43.00
	10.00	19.60	23.00	10.00	42.60
90	8.60	18.00	25.60	8.60	43.60
	9.00	18.00	25.00	9.00	43.00
	9.60	18.00	24.60	9.60	42.60
	10.00	18.00	24.00	10.00	42.00



Notes: (Dimensions are in feet)

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

At least 50% of the spaces must be a minimum of 18.0' long, 2.0' of which may overhang wheel stops or curb.

Up to 50% of the spaces may be 15.0' long and designated for compact cars. Widths may be reduced 1.0 feet.

Aisle turns must be at least 14.0' in width.

Requirements for handicap parking spaces are contained in Chapter 20E.10.000, "Building Code."

20.150(20) General Parking Requirements -

(a) Cooperative Parking Facilities - Cooperative parking facilities may be provided subject to the approval of the Technical Committee where two or more land uses can be joined or coordinated to achieve efficiency of vehicular and pedestrian circulation, economy of space and a superior grouping of buildings or uses. When cooperative parking facilities can be provided, the Technical Committee may reduce the on-site parking requirements based on any of the following criteria:

- Peak demand occurs at distinctly different times.
- The number of parking spaces provided in the cooperative facility is no less than 60% of the total required on-site parking spaces for all participating uses.

The continuation of the cooperative facility shall be assured by a sufficient legal document such as a covenant or reciprocal easement agreement or by participation in a local improvement district or parking cooperative or association.

Shared parking associated with multi-tenant retail and commercial facilities will be considered to be a cooperative parking facility. Lease agreements will satisfy the requirement for a sufficient legal document. However, any new tenant whose parking requirement reduces the total parking available in the cooperative parking facility below 60% of the requirement for all uses sharing the facility, will be required to provide additional parking.

(b) In-lieu Parking Fees - Fund Created - Comprehensive Parking Plan - An in-lieu parking fee may be submitted to the City for each required parking space which is not provided on-site. The in-lieu parking fee shall be determined annually by the Technical Committee based on current land and construction costs.

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

(i) Floor Area Bonus - A floor area bonus shall be granted within the Old Town Design Area for contribution to the fund. The bonus shall be granted at a ratio of three square feet of bonus floor area for each square foot of structured parking paid for by the in-lieu fee, up to the maximum allowable floor area within the permitted building envelope. The bonus floor area shall be exempt from parking requirements. For example: A 1,000 square foot building requiring 2 parking spaces would pay for the construction of two structured parking stalls, at 325 square feet per stall. The bonus floor area granted would be three times the two stalls (3 x 650 square feet), or 1,950 square feet of additional floor area. (Ord. 1756)

(c) Alternatives to Parking - The Technical Committee may reduce the requirements of this chapter if the applicant provides some of the following programs: vanpools, ridematch, fleet ride, subscription bus, regular transit subsidy or service extension, and parking management programs such as car pooling, flex-time, and preferential parking for car pools.

The Technical Committee shall require alternative parking programs if there is a need to reduce overall parking to alleviate adverse environmental impacts resulting from excessive ground coverage by impervious surfaces, or severe traffic impacts on adjacent arterial streets.

(d) Parking in Building Setback Areas - In all residential zoning districts and design areas, parking other than in driveways is not permitted in front setback areas. In all other zoning districts, parking is permitted in all setback areas subject to the requirements of the district and the following paragraph (e) of this subsection "Parking Restricted in Shoreline Areas." (Ord. 1756)

(e) Parking Restricted in Shoreline Areas - Parking facilities are prohibited in the waterfront building setbacks established in Section 20C.10.250, "Site Requirements."

20.150(25) Parking and Storage of Recreational, Utility and Commercial Vehicles in Residential Neighborhoods -

(a) Exemptions - Pickup or light trucks, 10,000 lbs. gross weight or less, with or without a mounted camper unit, which are primarily used by the property owner for transportation purposes are exempt from this section.

(b) Recreational and Utility Vehicles - Recreational and utility vehicles are defined as travel trailers, folding tent trailers, motor homes, truck campers removed from a truck or pickup, horse trailers, boat trailers with or without boats, and utility trailers.

Recreational and utility vehicles may be parked in residential areas provided the following conditions are met:

- Vehicles shall not intrude into public right-of-way or obstruct sight visibility from adjacent driveways.

- Vehicles shall not be parked in the front building setback unless there is no reasonable access to the building side yards or rear yards because of topography or other physical conditions on the site.

- The recreational vehicles shall be maintained in a clean, well-kept state which does not detract from the appearance of the surrounding area.

- Recreational vehicles equipped with liquified petroleum gas containers, shall meet the standards of the Interstate Commerce Commission. Valves or gas containers shall be closed when the vehicle is stored, and in the event of leakage, immediate corrective action must be taken.

- At no time shall parked or stored recreational vehicles be occupied or used as a permanent or temporary dwelling unit except that guests who travel with a recreational vehicle may reside in the vehicle on the host's premises on a temporary basis not to exceed thirty days.

(e) Truck Tractors and Trailers, Large Commercial Vehicles - Parking of commercial vehicles over 10,000 lbs. gross weight is prohibited in residential areas.

20.160 Reserve.

20C.20.170 RAILROADS

20.170(05) Railroads in Shoreline Areas - The construction of railroad facilities in shoreline areas is permitted only upon the issuance of a General Development Permit; Section 20F.20.170. The repair and reconstitution of existing facilities is exempt from this requirement.

20C.20.180 RENTAL ROOMS IN DWELLING UNITS

20.180(05) Compliance with Requirements - Where permitted by zoning district regulations, rooming and boarding shall comply with this section.

(a) Not more than two rooms in a dwelling unit may be rented to two or less persons outside the family group that resides in the dwelling.

(b) Rental rooms shall be for dwelling and sleeping only and no rooms shall have separate cooking facilities.

20.180(10) Scope - This section does not apply to motels and hotels.

20C.20.185 SATELLITE RECEIVING SYSTEMS

20.185(05) Purpose - The purpose of this section is to minimize the adverse visual and physical impacts of satellite receiving systems (antennas) in the community without disrupting signal reception for the user. All other antennas are exempt from this section but may be covered by other provisions of the Community Development Guide.

20.185(10) Permit Required - A building permit shall be required for installation of any satellite receiving system, except that when a satellite receiving system is included in the site plan review application for a commercial or residential structure, a separate building permit shall not be required. The Technical Committee shall review and approve all applications and develop specific conditions of approval.

20.185(15) Review Requirements - The Technical Committee shall develop appropriate conditions for the location and screening of individual satellite receiving systems (hereafter referred to as antennas), using the following regulations:

(a) Specific regulations -

- Antennas shall not exceed 12 feet in diameter and 15 feet in height, including their bases, except commercial receivers may be larger if a Special Development Permit is obtained before installation. Height shall be measured from the center of the mounting surface for roof-mounted antennas and existing grade for ground-mounted antennas.

- Antennas 30 inches or larger in any dimension shall be set back at least 5 feet from any property line and located outside of any easements or required setback areas. The setback is measured from the part of the antenna or its base nearest the property line.

- Antennas shall be screened and blended with their backgrounds to make them as inconspicuous as possible from streets and nearby properties.

(b) The Technical Committee shall adopt guidelines for implementing these regulations. The guidelines shall be made available to the public and contained as an appendix to the Development Guide.

(c) At the discretion of the Technical Committee an application may be referred to the Design Review Board for its review and recommandation.

20C.20.190 SCREENING OF ROOFTOP MECHANICAL EQUIPMENT AND SERVICE AREAS

20.190(05) Rooftop Mechanical Equipment Screening - Rooftop equipment screening shall be at least as high as the equipment being screened, shall be of a material and design compatible with the building, and shall surround the equipment. In addition, rooftop equipment shall be screened from the view of residential areas.

20.190(10) Service Area Screening - Service area screening shall be of a material or vegetation sufficient to provide a solid visual barrier at least eight (8) feet high;

20.190(15) Garbage and Trash Receptacle Screening - Garbage and trash receptacle screening shall be of a material and design compatible with the associated structure and shall be at least as high as the receptacle.

20C.20.210 SHORELINE USE REGULATIONS

20.210(05) Scope - The requirements of this section apply to all developments within shoreline areas. Where conflicts exist between shoreline regulations and other land use zones the shoreline regulations shall prevail.

20.210(10) Regulations of General Application

(a) Access to the Water's Edge - Access to the water's edge shall be provided for all users/occupants of developments in shoreline areas.

(b) Water Quality Standards - All federal and state water quality and effluent standards shall be met.

(c) Pesticide and Fertilizer Use - The use of pesticides, herbicides and/or fertilizers shall comply with regulations of responsible agencies, i.e. the Washington State Department of Agriculture, Washington State Departments of Ecology and Fisheries, and the Federal Environmental Protection Agency.

(d) Disturbance of Natural Areas - Stream bed and lake bottom disturbance shall be minimized. Wildlife and aquatic habitats shall be protected and improved. Fish spawning grounds shall not be harmed. Scenic views shall be maintained. Natural vegetation shall be preserved where possible. Natural site characteristics shall be utilized in proposed development.

(e) Floodplain Management - Floodplain development standards are defined in Section 20C.40.100(15)(f).

(f) Site requirements (setbacks, building height) are defined in Section 20C.10.250(10).

Parking facilities are prohibited in the waterfront building setbacks established in this section. All setbacks shall be measured from the line of ordinary high water.
(Ord. 1693)

20.210(15) Agricultural Uses

(a) Structures for feeding, housing and care of hoofed animals shall be set back a minimum of fifty (50) feet from any property line and one hundred (100) feet from the ordinary high water mark of the river. Such operations include the establishment of feeding pens or other confinement lots for livestock of any kind equivalent to ten (10) or more head of mature cattle which concentrate their wastes in an area less than one acre. Equivalency is based upon the estimated equivalent of animal waste.

(b) At least 100 feet of natural or planted ground cover between confinement lots and streams shall be provided.

(c) Where applicable, operational guidelines for livestock waste management found in "Livestock Waste Management Guidelines" (EM 3479), Cooperative Extension Service, W.S.U., June 1971, shall be followed.

20.210(20) Aquaculture - In order to determine all pertinent factors for specific proposals, a special development permit shall be required for aquaculture activities.

20.210(25) Commercial Development

(a) Commercial developments should enhance or complement the environment of the site and shall avoid a gaudy appearance in design or materials.

(b) Waterfront building setbacks from Lake Sammamish are identified in Section 20C.10.250(10), "Site Requirements." Stream buffers are based upon stream class and are identified in Section 20C.40.090(15)(b), "Stream Buffers."

(c) Outdoor storage of materials and outdoor retailing or wholesaling are prohibited uses within one hundred (100) feet of the shoreline, except for small scale retail activities related to pedestrian uses of the waterfront.

(d) Development plans must clearly show what steps are being taken to protect the environmental character of the shoreline area, i.e. retention of natural buffer strips, oil separators in parking lot drainage systems, etc.

(e) Vehicular parking areas shall be permitted only when accessory to a Commercial use.

Parking facilities are prohibited in waterfront building setbacks.
(Ord. 1693)

20.210(30) Landfills - Landfills are regulated in Section 20C.20.080 of the Development Regulations.

20.210(35) Forest Management Regulations - Forest management practices are regulated in Section 20E.70.200 of the Building and Construction Codes.

20.210(40) Marine Structures

(a) Restricted Locations - Piers, floats, marinas, boat ramps, boat launches and manmade channels, are not permitted in the following locations:

- Fish spawning areas and fish and aquatic mammal habitats or nesting areas as determined by the State Departments of Fish and Game;
- Within 100 feet of a public swimming beach unless the pier is publicly-owned;
- Areas where beach, shoreline or channel bank erosion is likely to occur or where considerable quantities of beach and bank materials and sediment are likely to be lost to the shoreline system due to the amount of unconsolidated materials, unstable conditions, wave energy, shoreline configuration, wind strength and direction, and river, stream or lake current.

(b) Marinas in Publicly-Owned Facilities - Marinas, boat ramps and boat launch sites located in publicly-owned facilities such as parks, must be available to the general public with no preference for private clubs or groups.

(c) Pier Length - The maximum pier length from the shoreline shall be the lesser of eighty (80) feet or a length necessary to reach a thirteen (13) foot water depth at ordinary high water.

(d) Maximum Pier Coverage - The maximum water coverage by piers and floats shall be the lesser of 20% of the area bounded by the line of ordinary high water the waterward projection of the side property lines, and the waterward extremity of the pier projected parallel to the line of ordinary high water or 450 square feet.

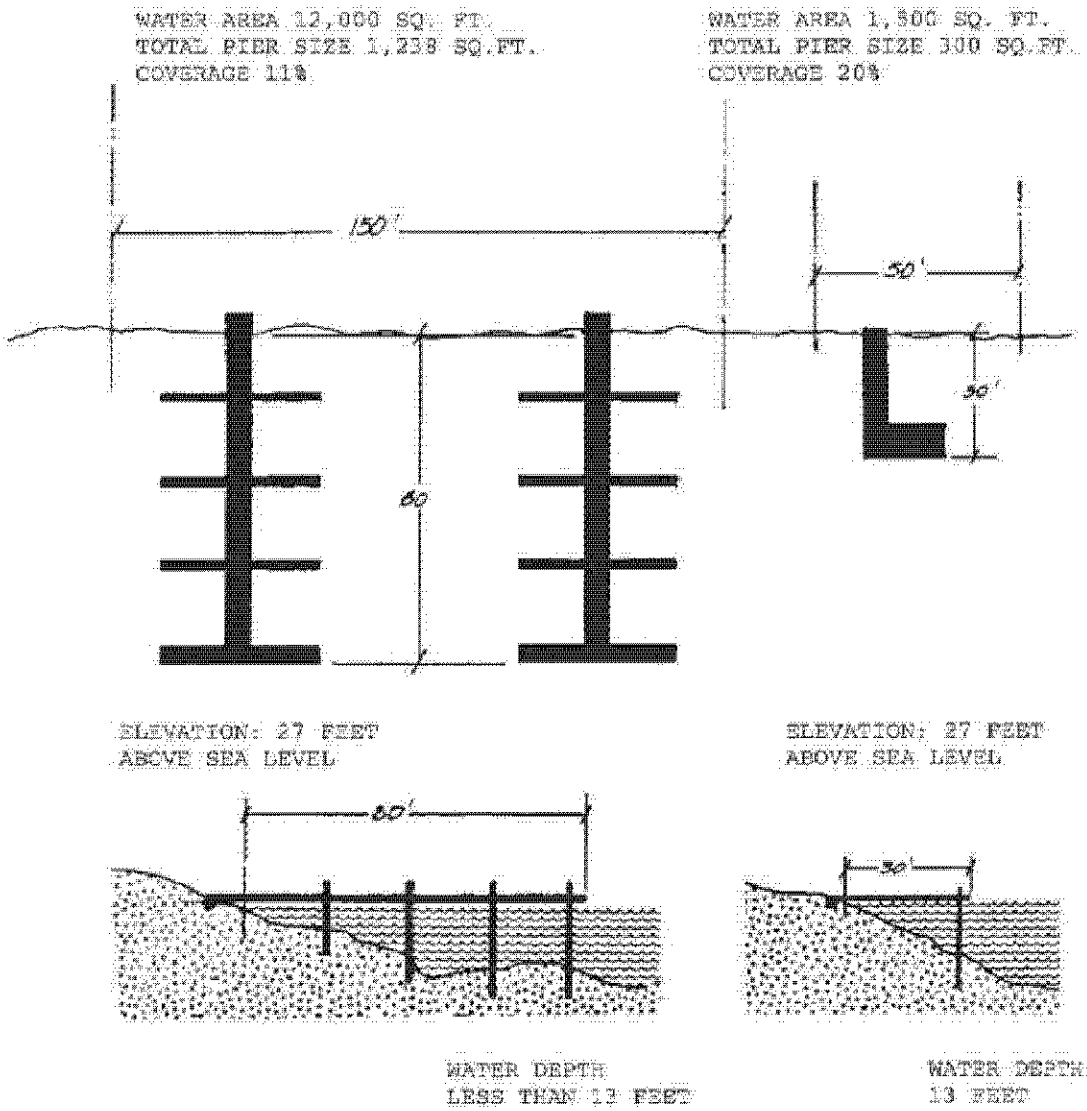
(e) Number of Piers - There shall be no more than one pier per waterfront lot or ownership in single family zones. In Urban Residence and Multiple Residence zones there shall be no more than one pier per 75 feet of waterfront. Small finger piers attached to the main pier are excluded from this requirement.

(f) Marine Structures in Residential Districts-

(1) Marine Accessory Structures on Shorelands - Residential marine accessory structures, such as boathouses, may extend waterward to the line of ordinary high water on Lake Sammamish provided that they are at least twelve (12) feet from a side property line, unless they are a joint use facility. Marine accessory structures shall not exceed ten (10) feet in height and shall be included in the maximum lot average restrictions of the zone in which located.

(2) Marine Accessory Structures Over Water - Residential marine accessory structures over water on Lake Sammamish shall have a height limit of three (3) feet above the ordinary high water, except for railings and storage bins which shall not project more than four (4) feet above a deck surface.

Section 20C.20.210(40)(d) PIER COVERAGE



(3) Joint Use Accessory Structures - Accessory structures that serve more than one adjoining waterfront lot may be constructed with a zero side setback from the common boundary, provided that the owners of such property enter into a reciprocal use agreement recorded with the King County Auditor.

(g) Waterfront Setback Exemption - Marine structures are not subject to the waterfront setbacks of Section 20C.10.250, "Site Requirements."

20.210(45) Quarrying and Mining - Quarrying and mining are not permitted within the shorelines.

20.210(50) Outdoor Advertising and Sign Regulations

(a) Off-premise and rooftop advertising signs are prohibited. Over-water signs are prohibited unless it is clearly demonstrated that such signs protect or promote the public interest.

(b) Signs shall not degrade scenic views or vistas and shall not impair visual access to the waterfront.

(c) To prevent visual clutter and confusion, signs shall be limited in number to one per building or business face and shall contain only the name and nature of the business. Multiple signs attached to a single standard or structure are prohibited except where coordinated or designed as a single sign comprising a directory of enterprises for a complex of uses.

(d) Signs shall not exceed twenty-five (25) feet in height above grade.

(e) Signs shall comply with the shoreline building setback requirement.

(f) Public safety, public information and directional signs are exempt from the provision of this section.

20.210(55) Residential Development Regulations

(a) Structures above grade, other than those related to water use (such as docks, piers and boat houses), shall set back a minimum of twenty (20) feet from the line of ordinary high water (elevation 27 feet) on Lake Sammamish. Stream buffers are based upon stream class and are identified in 20C.40.090(15)(b) "Stream Buffers." The stream buffers are measured from the ordinary high water mark. Structures shall not project into the one percent probability flood plain unless flood proofed. In no instance may structures prevent access to a utility easement.

(b) Residential marine accessory structures are regulated in part 20.210(40) of this section.

(c) For purposes of determining the property boundaries and lot area on waterfront property, the following guidelines shall be used:

- If the property description does not include adjoining shoreland, the waterward boundary line shall be construed to be the line of ordinary high water.
- If the property description refers to the low water line as the waterward boundary, the owner shall be construed to have riparian rights in the adjoining shoreland lying between the line of ordinary high water and the low water line.
- The lot area shall include all the area landward of the line of ordinary high water on Lake Sammamish (27 feet elevation) and the area landward of the top of the bank along rivers and streams.

(Ord. 1693)

20.210(60) Shoreline Protective Structures

(a) Location - Shoreline protective structures such as bulkheads, jetties, groins, riprap or similar protective or containment structures are not permitted where waterfront shoaling or erosion is likely to occur, where navigation will be impaired, or where a floating or open structure can be built instead of a solid wall structure.

(b) Conformance to Standards - Shoreline protective structures shall conform to the standards specified on any Federal or State permits required for such projects.

(c) Repealed by Ord. 1734.

20.210(65) Utilities - Utilities, as may be permitted, shall be developed subject to consideration of the following factors:

- Public access is provided where feasible.
- The project shall be combined and consolidated with other utilities where feasible.
- The visual quality of the site environment is maintained or enhanced through screening and landscaping or re-establishment of indigenous species for above-ground facilities.

20.210(70) Solid Waste Disposal - Solid waste disposal is prohibited in the shoreline.

20.210(75) Dredging - Dredging is regulated in Section 20C.20.040 of the General Development Regulations.

20.210(80) Road and Railroad Design and Construction

(a) Public shoreline roadways shall be developed as scenic landscaped boulevards for slow-moving traffic, and shall include trails or walkways separated from the roadway where possible.

(b) Construction of new railroad corridors in shoreline areas is prohibited, except for grade crossings and signalling, underpasses or overpasses. The repair and reconstruction of existing facilities is permitted.

20.210(85) Recreational Activities

(a) Public access to the water's edge for recreational activities shall be provided in shoreline developments whenever feasible.

(b) The use of motorized vehicles in shoreline recreation areas shall be limited to public streets.

(c) Recreation developments shall provide parking spaces to handle public use, and shall be designed to have a minimum impact on the natural environment.

(d) All public parking areas shall meet the requirements in Section 20C.20.150, Parking Specifications.

(e) Power-operated water vehicles may be operated on the Sammamish River but shall be excluded from streams.

20C.20.220 SIGHT CLEARANCE AT INTERSECTIONS

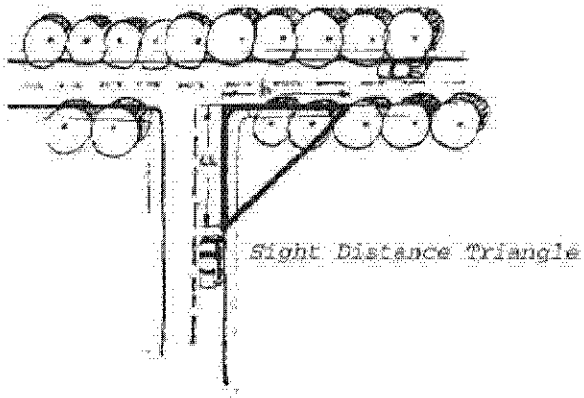
20.220(05) Purpose - The purpose of this section is to improve traffic safety at intersections.

20.220(10) Intersection - For the purpose of this section, intersections shall mean where two public and/or private alleys, roads, streets, or non-residential driveways meet or cross.

20.220(15) Obstruction of Intersection - The obstruction of a motor vehicle operator's view at an intersection shall be prohibited within the "Sight Distance Triangle" described in this section between a height of two (2) feet and eight (8) feet above existing street grade. Sight obstructions that shall be excluded from the "Sight Distance Triangle" include parked vehicles, signs, fences, hedges, shrubs, natural vegetation and trees and other inanimate objects greater than 1.0 feet in width. Sight obstructions that are permitted in the "Sight Distance Triangle" include utility poles, traffic control devices, trees and other inanimate objects 1.5 feet or less in width and spaced at least fifty (50) feet apart.

20.220(20) Sight Distance Triangle		
Type of Intersection	Horizontal Sight Clearance for Intersection Legs Noted	
Controlled by	(a)	(b)
Traffic Signal or Stop Sign. Intersections that involve Arterials (30MPH+)	20'	100'
Others (Local access, driveways, etc.) 25 MPH	20'	65'
Uncontrolled or Yield Right-of-Way. Local access - residential	70'	70'

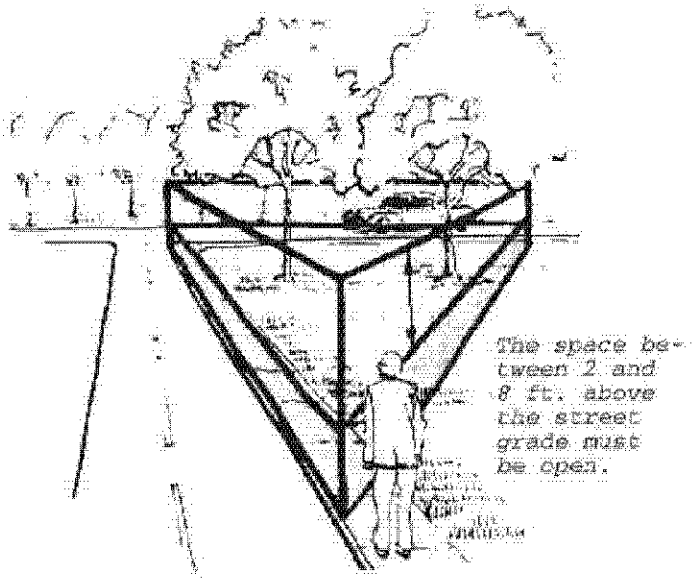
The sight distance triangle is described by two intersecting lines of a specified length (a) and (b) which correspond to the straight line projections of the pavement edges and a third line which connects the extremities of the other two without overlaying the pavement. The location of the pavement edge shall be for a fully developed street that meets City standards for the classification, whether it is in fact completed or not.



20.220(25) Vertical Sight Distance at Intersections - Minimum vertical sight distances shall be established by the Department of Public Works consistent with legal vehicular speeds and stopping sight distance.

These standards shall be published, placed in the Appendix of the Development Guide and be made available to the public.

20.220(30) Special Cases - Where unusual conditions preclude the application of this section in a reasonable manner, the Department of Public Works may establish minimum sight distances based on the intent of this section. These minimum sight distances may be more restrictive than provided in Paragraph 20.220(20) of this section.



20C.20.230 SIGNS AND STREET GRAPHICS

20.230(05) Purpose - The purpose of regulating signs is to increase the overall effectiveness of visual communications, provide a harmonious relationship of urban graphics and their settings, and to avoid the visual clutter that is potentially harmful to traffic and pedestrian safety, property values, business opportunities and the community's appearance.

20.230(10) Scope, Permits and Compliance - All signs shall comply with this section. All signs require building permits before being erected, altered or relocated. Signs altered as the result of a change of business or use at a site shall comply with this section or be removed. Building permit fees, procedures and enforcement or requirements are contained in Article 20E, "Building and Construction Codes."

20.230(15) Review - All building permits for signs shall be reviewed under the Site Plan Review process of Section 20F.20.060, Staff Review, Site Plan Review and Environmental Assessment of Applications. The Code Administrator shall review all building permit applications for signs under the review criteria of Section 20C.30.020 "Urban Design Criteria", paragraph (45) "Signs and Street Graphics" and shall approve those applications found to comply with the criteria. Applications found to conflict with the review criteria and requests to deviate from sign program requirements will be referred to the Design Review Board for consideration of approval. The Code Administrator and Design Review Board shall not place greater restraints on signs than provided by Section 20C.30.020.

20.230(20) Exemptions - The following signs are exempt from the requirements of this section:

(a) Seasonal Decorations - Reasonable seasonal decorations within an appropriate holiday season or during a festival are exempt from this section as long as such displays are removed promptly at the end of the holiday season or festival;

(b) Street Furniture - Sculptures, fountains, benches, lighting, mosaics, landscaping and other street furniture and design features which do not incorporate advertising or identification are exempt from this section's requirements;

(c) Signs Not Visible From Public Way - Exterior and interior signs or displays not intended to be visible from streets or public ways, signs in the interior of a building more than three feet from the closest window and not facing a window, window displays and point of purchase advertising displays such as vending machines are exempt from the requirements of this section.

(d) Flagpoles - Poles erected for the purpose of displaying patriotic or corporate flags are exempt from the requirements of this section.

(e) Standard street signs - Signs designating street names and/or numbers are exempt from the requirements of this section. (Ord. 1734)

20.230(25) Definitions - The following definitions are listed in alphabetical order for the purpose of sign regulation.

(a) Advertise is to give information about the type, product line, quality or price of goods or services offered.

(b) Animated Sign is a sign which contains wind or mechanically operated moving parts or which flashes or simulates motion by the use of electric lights; does not include flags, banners, revolving signs, changing message centers or barber poles.

(c) Average Gross Floor Area is the gross floor area of a building divided by the number of floors.

(d) Banners are signs made of cloth, fabric, paper, non-rigid plastic or similar types of material; national flags, flags of political subdivisions and symbolic flags of an institution or a business are excluded.

(e) Changing Message Signs are lighted or electronically controlled signs that contain messages, such as the date, time, temperature or commercial messages, and change within intervals of one minute or less.

(f) Color is described in terms of hue, value and intensity. Hue refers to the identity of a color - i.e., red, blue, yellow, etc. Value is the lightness or darkness of a color, and intensity is the relative strength and purity of a color.

(g) Construction Sign is a sign on the site of a construction project that identifies the project, its character, or purpose and the architects, engineers, planners, contractors or other individuals or firms involved.

(h) Directional Sign is a permanent sign not exceeding six (6) square feet in area, without commercial message, that guides the public to a specific place such as an entrance, exit, parking or service area, or a particular aspect of a business or establishment such as a cocktail entrance.

(i) Free-Standing Sign is a sign attached to the ground and supported by uprights placed on or in the ground. (Also called monument or pole sign.)

(j) Glare - is a harsh, uncomfortably bright light.

(k) Identify is to convey recognition of a particular enterprise or group of enterprises.

(l) Indirectly Illuminated Sign is a sign which is lighted by source not seen directly.

(m) Internally Illuminated Sign is a sign with the light source concealed or contained within the sign itself and which becomes visible in darkness by shining through a translucent surface.

(n) Item of Information - One syllable, symbol, abbreviation, broken plane or discontinuous odd shape.

(o) Legibility - is the capability of a sign being read and understood.

(p) Marquee Sign is a sign which is integrated into a marquee or canopy and does not extend beyond the limits of the marquee or canopy.

(q) Multiple Building Complex is a group of structures housing at least one retail business, office, commercial venture, or independent and separate department of a business which shares the same lot, access and/or parking facilities or coordinated site plan.

(r) Multiple Tenant Building is a single structure housing more than one retail, office or commercial business.

(s) Neon Sign is a sign with a light source supplied by a neon tube which is bent to form letters, symbols or other shapes.

(t) Off-Premise Sign is a sign, such as a billboard, which displays a message which is not incidental to the lawful use of the property on which it is located.

(u) On-Premise Sign is a sign which displays a message which is incidental to the lawful use of the property on which it is located.

(v) Political Sign is a sign which advertises a candidate or candidates for public elective office, a political party, or promotes a position on a public or ballot issue.

(w) Portable Sign is a sign which is capable of being moved easily and is not permanently affixed to the ground, a structure or a building.

(x) Projecting Sign is a sign other than a wall sign which is attached to and projects from a structure or building face at approximately a right angle. (A marquee sign is not considered a projecting sign.)

(y) Real Estate Sign ~~is a temporary sign which advertises the real estate on which it is located for rent, lease, or sale.~~

(z) Roof Sign is a sign erected on or above a roof or parapet of a building or structure. (Signs attached to a pseudo-mansard roof are not included.)

(aa) Sign is a communication device, structure, or fixture which incorporates graphics, symbols, or written copy that is intended to promote the sale of a product, commodity or service, or provide direction or identification for a premise or facility.

(bb) Sign Area is the total area of a single face of a sign including the framing structure surrounding the face, measured as follows:

- Freestanding and projecting signs - If the sign is composed of three or less individual sign cabinets, the area of the sign shall be the combined area of all cabinets measured by the smallest square or rectangle that will enclose each cabinet. If the sign has more than three sign cabinets or modules, the area shall be the smallest single continuous square or rectangle that will enclose the entire perimeter of all cabinets or modules.

- Wall Signs - The sign area shall be the area contained within the smallest square or rectangle that will enclose the entire advertising message or decoration or the entire sign cabinet; provided that if the advertising message is composed of individual letters that use the wall as background with no added decoration, the total sign area shall be the combined area of the smallest squares and rectangles that will enclose each letter.

(cc) Sign Height is the vertical distance from the grade below the sign to the uppermost module, cabinet or character.

(dd) Supergraphic is an artistic graphic wall design theme.

(ee) Temporary Sign is any sign, banner, pennant, or advertising display intended to be displayed for a limited time period. Easily removed signs attached to windows are considered temporary signs.

(ff) Third Party Sign is a sign identifying an enterprise and includes a sponsoring advertisement, such as Coca Cola or 7-Up.

(gg) Under Marquee Sign is a sign which is suspended from a marquee or canopy but does not extend beyond the horizontal limits of the marquee or canopy.

(hh) Wall Sign is a sign attached to a wall or facade with its face parallel to the wall plane and projecting no more than one foot. Window signs that are permanently attached or in excess of fifty square feet are considered wall signs.

20.230(30) Sign Requirements Per Zoning District - The chart entitled "Sign Requirements per Zoning Districts" establishes sign type, area, height and location requirements for the various zoning districts and is incorporated as a part of this subsection.

A Part of Subsection 20C.20.230(30) SIGN REQUIREMENTS PER ZONING DISTRCT			
SIGNS	ZONING DISTRICTS		
	GC; CB; CC-3; CC-4; CC-5; GDD	CC-1; CC-2 PO; NB; CO; LI; HI; BP R-20; R-30; EH-DESIGN DISTRICTS B & C	EH DESIGN DISTRICT A; Non-Residential in A; G; RE; R1 – R12; CC-6
NUMBER OF SIGNS			
MAXIMUM NUMBER OF FREESTANDING OR PROJECTING SIGNS PER STREET FRONTAGE PER ESTABLISHMENT	1	1	1
FREESTANDING SIGNS			
Minimum Setback (feet)	5	5	10
Maximum Height (feet)	a height equal to the sign setback up to 10 feet	a height equal to the sign setback up to 10 feet	10
Maximum Size per Sign Face (Square Feet)	The smaller of 1% of the average gross floor area or 1 sq. foot per 4 feet of street frontage where the sign is to be placed up to a maximum of 75 sq. feet; but in any event, 25 sq. feet is permitted	The smaller of 1% of the average gross floor area or 1 sq. foot per 4 feet of street frontage where the sign is to be placed up to a maximum of 50 sq. feet; but in any event, 25 sq. feet is permitted ORD 1841 Exhibit B	25
Maximum number of Sign Faces	4	4	2
WALL SIGNS			
Maximum Area (Square Feet)	The larger of 15% of the facade to which attached or 60 sq. feet up to a maximum of 300 sq. feet	The larger of 15% of the facade to which attached or 30 sq. feet up to a maximum of 100 sq. feet	60
Maximum Height (Feet)	Top of the wall or facade to which attached	Top of the wall or facade to which attached	20
PROJECTING SIGNS			
Maximum Area per Sign Face (Square Feet)	15	15	25
Maximum Area Total All Sign Faces (Square Feet)	30	30	50
Maximum Height (Feet)	Top of the wall or facade to which attached	Top of the wall or facade to which attached	20
Note: Individual Businesses in Multiple Building Complexes Not Permitted to have Freestanding Signs			

(Ord. 1756; Ord. 1734; Ord. 1730)

20.230(35) Permitted Temporary Signs - Temporary signs, exempt from paragraph (30) of this section unless otherwise provided, are permitted in any zoning district subject to the following requirements:

(a) Banners on Redmond Way Railroad Overpass - Sign banners may be displayed on the Burlington Northern railroad bridge Redmond Way overcrossing on a temporary basis for a period not to exceed fourteen (14) days providing the following criteria are met:

1. The banner shall not exceed 100 square feet in area;

2. The sign message must promote a governmental, charitable or civic activity sponsored by a governmental entity or private non-profit organization;

3. The sign banner shall be of a light weight, plastic, fabric or durable paper material and shall not be constructed of wood, metal or any other such heavier material which could present a hazard if the banner became detached from the overpass.

4. Permits for overpass signs shall be issued and administered by the Director of Public Works or the Director's designee. A fee in an amount sufficient to cover the cost of processing a permit application shall be charged for each permit.

(b) Construction Signs - Non-illuminated signs that identify the architects, engineers, planners, contractors or other individuals or firms involved with a construction project, or announce the character or purpose of the project may be displayed at the project site. There may be one sign on each street the project fronts upon, but no more than a total of two signs. No sign shall exceed 32 square feet in area and ten (10) feet in height. The signs shall be removed upon occupancy of the project.

(c) Celebration Displays - Unless otherwise provided, temporary signs, banners, posters, festoons and clusters of lights, flags, pennants and balloons and searchlights are permitted only for a period of seventeen (17) days and for a total of three (3) times per year to announce the opening of a new enterprise, celebrate business anniversaries or announce major sales. These displays must be used on the site of the enterprise and must be removed at the end of the time period. Banners must be attached securely to and flat against the building wall of the respective establishment. A permit is required to display a banner. Searchlights are permitted for the above-specified occasions only if they are used for a maximum period of seventeen (17) consecutive days and no more than three (3) times a year and the beam of the searchlight does not flash against any building or does not sweep an arch lower than 45 degrees from vertical. Large celebration displays are not allowed to project above the building in which they are associated and must be outside all site distance triangles noted in Section 20C.20.220(20).

(d) Banner Display in City Center Neighborhood - In the City Center Neighborhood only, banners may be displayed for a period of thirty (30) days and for a total of six (6) times per year to announce the opening of a new enterprise, celebrate business anniversaries or announce major sales. Each business or organization may display only one banner per period. No permit is required to display a banner in the City Center Neighborhood. The rights and privileges granted under this paragraph shall automatically terminate three years from the date of its adoption, unless otherwise provided for by the City Council.

(e) Major Land Use Action Notice - Where required by Section 20F.20.070(15)(c), public notice signs which describe proposed major land use actions and public hearing dates are permitted. The sign or signs shall comply with the standards contained in Appendix O.

(f) Political Signs - On-premises political signs located at the headquarters of a political party, candidate for public elective office, or a public issue decided by ballot are permitted. All on-premise political signs shall comply with the dimensional and locational requirements of the sign district in which located. Off-premise political signs that do not exceed four square feet in area are permitted from the closing date for filing for an election until fourteen (14) days after the general election, except that after a primary election, candidates not advancing to the general election shall remove their signs within the time limit. Political signs shall not be placed in the public right-of-way. Permits for political signs are not required. A $250 bond shall be posted with the City by each campaign headquarters for candidates and issues decided by ballot to ensure that signs are removed within the specified time limit after the election. Failure to remove signs will result in the forfeiture of the bond.

(g) Real Estate Signs - Real estate signs and For Rent or Lease signs shall meet the following requirements:

SCS 029 1942

Items Being Advertised	Max Size In Sq. Ft.	Max Ht In Feet	Max. No. of Signs
Single-family House or Lot	4	6	2
Commercial, industrial or multiple-family lots	32	6	2
Commercial, industrial or multiple-family building or portion of building	16	6	2
Subdivisions (lots or houses)	32	6	2

SEE ORD 1942

Three off-premise portable open house or other directional real estate signs are permitted only during times specified by the Director of Public Works. The use of balloons, festoons, flags, pennants or any other attached display on a directional sign is prohibited.

(h) Temporary Window Signs - Temporary window signs shall not be included in the sign area for each facade, provided that such signs do not exceed the smaller of a total of fifty (50) square feet or ten percent (10%) of the window area.

(i) Signs on Kiosks - Temporary signs on kiosks are permitted but the signs shall not exceed four (4) square feet in area.

(j) Temporary Uses - Temporary signs relating directly to allowed temporary uses under these regulations may be permitted for a period not to exceed the operation of the use. The signs need not be processed through the Design Review Board and are subject to the following requirements:

SEE ORD 1942

- Signs must be portable in nature and placed on premise (no off-premise signs are permitted).
- No more than one sign per temporary use shall be permitted, except by virtue of having been in consistent operation prior to the existence of this ordinance, and due to the fact numerous individual operators participate in the operation, the open air crafts and farmer's market commonly known as the Saturday Market, shall be allowed two signs.
- No sign shall exceed 32 square feet total of all sign faces.
- Maximum sign height shall be eight (8) feet.
- Signs shall not be portable readerboard types, electrical or neon. Only indirect lighting is allowed.
- Signs shall be secured with an approved tie down.
- Signs shall be approved by the Planning Director with a temporary use application.

20.230(40) General Sign Requirements -

(a) Street Address Identification - Each residence, building, business or complex of buildings shall display and maintain on-premise street address number identification. The number or letters shall be visible from the street and be at least four (4) but not greater than twelve (12) inches high and of a color contrasting with the background upon which placed. Address verification signs of less than four (4) square feet are exempt from the provisions of paragraph (30) of this section.

SEE ORD 1942

(b) Directional Signs - Directional signs may be located to guide or direct pedestrian or vehicular traffic to parking entrances, exits, service areas, and business locations and may not exceed six (6) square feet in area. Such signs are exempt from paragraph (30) of this section if they do not contain a commercial message or the name of establishment.

(c) Parking Area Signs - Where parking is separated from the business served, one off-premise sign is permitted for identification. Signs shall not exceed twelve (12) square feet in area and are exempt from paragraph (30) of this section if there is no commercial message.

(d) Changing Message Signs - Changing message signs such as the movement of the hands of a clock or digital changes indicating time, date and temperature or other message are permitted.

(e) Lighting Restrictions - No person shall construct, establish, create, maintain any stationary exterior lighting or illumination system or any interior system which is intended to be viewed from a public street, highway or other public thoroughfare used for vehicular traffic when such system contains or utilizes: any exposed incandescent lamp with a wattage in excess of 25 watts unless a dimmer or sun screen is

attached; any exposed incandescent lamp with an internal metallic reflector; any exposed incandescent lamp with an external reflector; any revolving beacon light; any continuous or sequential flashing operation in which more than one-third of the lights are turned off at one time and/or which uses light of more than 25 watts; or any strobe light. These provisions shall not apply to: lighting systems owned or controlled by any public agency for the purpose of directing or controlling navigation, traffic, highway or street illumination; electronic information systems which display the time of day and/or the atmosphere temperature or programmable electronic messages of a public service or commercial nature; or temporary lighting used for repair or construction as required by governmental agencies.

(f) Permanent Subdivision or Neighborhood Identification Signs - Permanent signs including those for short subdivisions, may be placed at the major entrances to the subdivision or neighborhood on arterial and collector streets. The signs shall be located outside the right-of-way, and be no more than ten (10) feet in height or length, and not exceed sixty (60) square feet per face or one hundred twenty (120) square feet in total area of all sign faces.

(g) Permanent Windows Signs - Permanent window signs shall be treated as wall signs. Windows decals and emblems shall not exceed a total of five (5) square feet in area per business premise and are exempt from paragraph (30) of this section.

(h) Incidental Signs - Incidental signs are small signs of a non-commercial nature without advertising intended primarily for the convenience of the public and have a maximum area of two (2) square feet. Included are signs designating restrooms, hours of operations, entrances and exits to buildings and parking lots, help wanted, public telephones, etc. Also included are property control and warning signs such as "no trespassing," "no dumping," etc., and plaques, tablets or inscriptions which are an integral part of a building or are attached flat to the face of a building, walkway or street.

(i) Fuel Price Signs - Fuel price signs must be permanently anchored to the ground or attached to a canopy or its supports. Sign area shall not exceed twelve (12) square feet, and not more than one such sign per street frontage is permitted. These signs are exempt from paragraph (30) of this section.

(j) Readerboards - Readerboards are signs in which the sign copy or content can be readily and frequently changed. Readerboards are permitted subject to the size and location requirements of this section.

(k) Certain Public Facility Signs - The following signs and displays are exempt from the requirements of this section: traffic and pedestrian signs and signals, signs required by law, street and governmental directional signs, official public notices, and governmental flags. Signs of governmental agencies and facilities including the City shall otherwise comply with the requirements of this section.

(l) Sight Clearance - The requirements of Section 20C.20.220, "Sight Clearance at Intersections," shall be complied with.

(m) Sign Maintenance - Signs shall be maintained in a state of good repair. Those signs found to be deteriorated or unsafe shall be repaired or removed by the owner within five (5) days after receiving notice from the City. The premises surrounding a free-standing sign shall be free of litter, and any landscaped area shall be maintained.

(n) Wall Mounted Signs - Wall mounted signs shall not extend above the height of the facade or wall to which attached. Wall sign area shall include each face of all signs.

(o) Rooftop Signs - Rooftop signs are permitted if attached to the building in such a manner that from all angles of view they appear to be part of the basic shape of the building and shall not exceed the height of the building. (Rooftop signs which are projecting signs are not permitted.) Rooftop signs shall not be painted on the roofing material.

(p) Projecting Signs and Marquees - Projecting signs and marquees may not extend more than five (5) feet from a building facade and shall have a minimum clearance of eight (8) feet above sidewalks. Projecting signs and marquees shall not extend into a public right-of-way without the approval

of the Technical Committee. Projecting signs shall have no visible angle irons, wire, bracing, or standard support structure except those that are an integral part of the overall design such as decorative metals or wood. The area of a projecting sign shall be the area of the maximum number of sign faces visible from any single viewpoint. Under marquee signs shall be considered projecting signs.

(q) Freestanding Signs - Freestanding signs shall be of a style, material and design compatible with the associated building. All sign and support elements are to be integrated into a single design. Auxiliary projections or attachments not a part of that design shall not be erected without a building permit. Freestanding signs shall not be oriented toward an expressway and then shall not extend into a public right-of-way. The area of a freestanding sign shall be the area of the maximum number of faces visible from any single viewpoint.

(r) Multiple Building Complexes and Multiple Tenant Buildings - Each multiple building complex is permitted one freestanding sign on each street on which it adjoins and has access. However, the Technical Committee may permit one additional sign per street frontage when the respective frontage is at least 300 feet. Individual businesses and buildings in such a complex are not permitted freestanding signs. Each multiple tenant building, unless it is a part of a multiple building complex, is permitted one freestanding sign on each street on which it adjoins and has access. Individual businesses in such a building are not permitted freestanding signs. Signs shall be based on a uniform sign concept approved by the Design Review Board which shall be known as the "Approved Sign Program." All subsequent tenant signs must conform to the approved program in addition to sign review criteria defined in Section 20C.30.020(45), unless a modification from the program has been requested by the property owners.

(s) Marquee and Canopy Signs - Marquee and canopy signs shall be considered wall signs for the purpose of determining sign area.

(t) Service Organization Signs - Service, fraternal, and similar organizations located in the City may erect signs at City entrances only as follows: there shall be one standard no higher than ten (10) feet that shall carry all of the signs for the subject organizations; there shall be no more than one (1) standard per entrance; each organization sign, symbol, or emblem shall not exceed two (2) square feet in sign area.

(u) Sandwich Board Signs - Sandwich board signs may be used by businesses located within City Center, Community Business, Neighborhood Business, Light Industrial, Business Park and General Commerce zones only. Display of said signs are subject to the following regulations:

- Sandwich board signs shall be signs used for advertising and shall be constructed of two boards or other flat surfaces hinged or otherwise connected at one end.

- Each establishment shall be permitted to display one two-sided sandwich board sign. Elevation of the sign by placing it upon any object other than ground surface, or suspending it above the ground shall not be permitted.

- Balloons, flags, festoons, pennants, etc. may not be attached to any sandwich board sign.

- Such signs shall be displayed only at times the advertised business is open to the public.

- Such sign shall be no greater than three (3) feet in height and two (2) feet in width.

- No portion of any such sign shall be located upon or protrude over any public sidewalk, street, walkway or any other public right-of-way unless the requirements of Redmond Municipal Code and Community Development Guide Section 20C.20.230(50)(f) are met. Signs in CC, BP and LI zones shall not be located closer than three (3) feet to the right-of-way. However, in cases where the business' leasehold abuts a public right-of-way(s) in the CC zone, a sandwich board sign may be placed on the sidewalk next to the building provided a street use permit is obtained. In CB, GC, and NB zones, sandwich board signs shall be placed within 5 feet of the leasehold of the advertised business.

- No portion of such sign shall be located off the property on which the advertised business is located.

- All such signs shall comply with the design criteria set forth in Redmond Municipal Code and Community Development Guide Section

20C.30.020(45) entitled "Signs and Street Graphics." Signs not complying with this section shall be processed pursuant to Redmond Municipal Code and Community Development Guide Section 20C.20.230(15) entitled "Review."

- To the extent applicable, all other requirements of Redmond Municipal Code and Community Development Guide Section 20C.20.230 shall be met.

- Sandwich board signs not meeting the requirements of this section are prohibited. Enforcement of this ordinance shall be pursuant to the procedures set forth in Redmond Municipal Code Chapter 1.14.

- Signs located on public streets, sidewalks, any other public right-of-ways or wheresoever located which present an immediate and serious danger to the public because of their unsafe condition may be immediately removed by the City without prior notice.

20.230(45) Bonus Allowance for Outstanding Design - It is recognized that the size, number and location of signs and graphics alone does not provide good visual communication that is harmonious with its setting. Therefore, to encourage outstanding graphics design, the creative use of forms, colors, texture and materials, and innovative solutions to sign design, the following bonus allowances may be permitted subject to design review as provided in Section 20F.20.060, "Staff Review, Environmental Assessment of Applications and Site Plan Review."

(a) The Technical Committee may give bonuses for outstanding sign design. Such bonuses may include a waiver from the location requirements and a size increase of up to 50%.

(b) Signs considered for bonus allowances must clearly:

- achieve a positive and tasteful image;

- have good legibility;

- exhibit technical competence and quality in design, construction, durability, and have standard details uncluttered by wires, angles, or other elements that detract from the appearance;

- avoid colors that are in harsh contrast to surrounding signs and architecture (subdued hues are preferable, though contrast can be accommodated if it is not multiplied to a point of shattering the visual harmony of the site and reducing the attention-getting factor by creating clutter);

- relate to architectural features rather than obscure or disregard building planes;

- present a harmonious relationship to other graphics and street furniture in the vicinity;

- be of a size that is in scale with the setting, building, or structure where located; and

- avoid glare.

20.230(50) Prohibited Signs - The following signs are prohibited:

(a) Animated Signs - No sign shall be animated, revolve or rotate either mechanically or by illumination except the movement of the hands of a clock, digital changers and barber poles.

SEE ORD 1942

20C.20.230(70) Amortization of Sandwich Board Signs (SEE ORD 1942)

(b) Off-Premise Signs - Off-premise signs are not permitted within the City of Redmond unless exceptions are specifically made elsewhere in this section. Included within this prohibition are billboards, poster boards and other advertising for products or businesses not located on the site of the business or place of sale.

(c) Portable Signs - All portable signs except real estate signs and sandwich board signs in CC, CB, NB, BP, LI and GC zones which meet the requirements established in Section 20C.20.230(40)(u) are prohibited. This prohibition includes, but is not limited to, portable readerboards, signs on trailers, sandwich boards and sidewalk signs.

(d) Signs on Utility Poles - Signs on utility, street light and traffic control standards or poles are prohibited, except for those of the utility or government.

(e) Signs not Meeting the Requirements of this Section or that are Legal Nonconformances - The following signs are unlawful and prohibited: signs that do not comply with the conditions of their permits; signs erected, altered or relocated without a permit and not in compliance with this section; signs which were lawful under prior sign codes, but which have been altered or relocated so that the sign is not in compliance with this section; and signs that identify and advertise activities, products, businesses, or services which have been discontinued, terminated or closed for more than sixty (60) days on the premises upon which the signs are located.

(f) Signs within Rights-of-Way - Signs within public rights-of-way may be permitted upon approval by the Director of Public Works.

(g) Streamers and Pennants - Displays of banners, festoons and clusters of flags, posters, pennants, ribbons, streamers, strings of lights, chasing strobe or scintillating lights, flares, balloons, bubble machines, and similar devices are prohibited, except on a limited basis as seasonal or festival decorations or for grand openings or anniversaries of establishments.

(h) Traffic-like Signs - Signs which by reason of their size, location, movement, content, coloring or manner of illumination, may be confused with a traffic control sign, signal, or device, or the light of an emergency vehicle, or which obstruct the visibility of any traffic or street sign or signal are prohibited.

20C.20.230(6) Removal & Disposal of Illegal Signs (SEE ORD 1942)

(i) Obscene Signs - Signs which bear or contain statements, words or pictures which are obscene under the prevailing statutes or U.S. Supreme Court decisional law are prohibited.

20C.20.235 SPECIAL DEVELOPMENTS

20.235(05) Purpose - The purpose of this section is to provide a set of criteria to review certain projects and uses that, due to their nature, justify special consideration by the City and the public. Special Developments are divided into two categories: (1) Planned Unit Development, and (2) Special Uses. Special uses are divided further into (A) Project and (B) Non-project uses. Each category is treated separately in these guidelines, but will be administered under the Special Development Permit procedure defined in Section 20F.20.160.

20.235(10) General Review Criteria - The following criteria shall be used to review both Planned Unit Developments and Special Uses when applicable:

(a) The proposed application will be compatible with present and potential surrounding land use, and will have a beneficial effect which could not be achieved without granting special conditions for development.

(b) The application conforms with the purposes and standards prescribed in this section.

(c) The application conforms to the Goals, Policies and Plans set forth in the Community Development Guide.

(d) Developments seeking exceptions to the site standards shall not impact surrounding properties more than would development based on the required design standards.

(e) The application conforms with special standards established for specific uses defined in subsection 20C.20.235(70), Special Review Criteria.

(f) The application conforms with criteria of Section 20C.30 "Design Criteria".

20.235(15) Planned Unit Development (PUD) - The intent of this section is to promote creativity in site layout and design, and allow flexibility in the application of the standards for commercial, industrial, and residential development in order to protect and enhance environmental features and provide other public benefits.

More specifically, it is the purpose of the Planned Unit Development to:

Preserve the natural characteristics of a site, including topography, native vegetation, views, streams and other natural amenities of value to the community.

Create and/or preserve useful open space for recreation and aesthetic enjoyment of residents and employees.

Permit developers to use innovative methods and approaches not available under conventional zoning methods, provided they are consistent with the Comprehensive Plan, do not adversely impact neighboring development more than conventional development, or significantly interfere with the enjoyment of other land in the vicinity.

Provide for maximum efficiency in the layout of streets, utility networks, and other public improvements through superior site design and the use of clustering.

Avoid overburdening present or planned capacity of public utilities, services, and streets as compared to traditional lot by lot development.

The PUD is not intended to be applied to single family lots incapable of further subdivision, or as a means to avoid procedures more appropriately reviewed under the provisions of Section 20F.20.190, Variances.

20.235(20) PUD - Scope of Review - In consideration of the latitude given and the absence of conventional restrictions, the Technical Committee, Design Review Board, Hearing Examiner, and City Council shall have wide discretionary authority in judging and approving or disapproving the innovations which may be incorporated into the plans presented under the guidelines of this section. Applications shall be reviewed to determine if they provide for the creation of open space, conservation, provision of services, public facilities, or other benefits noted in this section. Specific review criteria are defined in subsections 20C.20.235(55) - (70).

20.235(25) PUD - Scope of Approval -

(a) The planned unit development final plan approval resulting from the application of the provisions of this section shall be superimposed on the underlying zoning district.

The PUD shall be an exception to the regulations to the extent that approved conditions of the PUD modify and supersede the regulations of the underlying zoning district. The PUD shall constitute a limitation on the use and design of the site unless modified pursuant to Section 20F.20.120 Modification to Final Order.

(b) Development plans may include two or more divisions to be developed successively. If more than three years have lapsed since final approval of the PUD, uncompleted divisions shall be subject to the current City standards and may require modification as provided in Section 20F.20.120, Modification of Final Order.

(c) A planned unit development that requires platting shall not receive final plat approval until a Final Approval Order for the PUD has been granted. No building, construction or other permits shall be issued within a PUD until a Final Approval Order has been given.

20.235(30) PUD - Flexibility of Design Standards - Requirements of Article 20C.00.000, "Land Use Regulations," that may be modified by application of this subsection are defined specifically as follows:

(a) Residential Density Allocation - Within the standards established in this section, dwelling units may be shifted to suitable locations on residential PUD sites. The maximum permitted density is determined from Section 20C.10.250, "Site Requirements" and may not be exceeded through these guidelines.

(b) Building Separation, Setback, and Lot Frontage - Requirements for building location, separation, setbacks, (except setbacks from minor watercourses), lot frontage, yards, and lot coverage may be modified within a PUD to provide for superior site design: i.e., privacy, maintenance of views, preservation of vegetation and environmentally sensitive areas, adequate light, air and fire safety.

(c) Building Height - Requirements for building height may be modified within a PUD when it assists in maintaining open space and natural resources, enhances views from within the site, and does not interfere with the views of adjoining properties.

(d) Street Design - The standards of Section 20C.20.240, "Streets and Access," may be modified by the Technical Committee.

(e) Building Site Circle - In order to increase flexibility no minimum building site circle is established, but may be required as a condition of approval.

(f) Minimum Land Area per Dwelling Unit - In order to increase flexibility no minimum land area per dwelling unit is established, but may be required as a condition of approval.

20.235(35) Special Uses

The intent of this Section is to provide the City with a mechanism to review projects and uses which are unusual by their nature, have potential for adverse impacts to the community or neighboring uses, or may benefit the community if given special consideration and stricter standards are applied. This review process would allow for a more flexible approach, and an opportunity to establish appropriate safeguards and conditions at the time the use is proposed for a specific site. Special uses are those uses identified in: (a) Subsection 20C.10.240(05), Chart of Permitted Land Uses by the designation "S", Special Development Permit; (b) Subsection 20C.10.240, Unclassified Uses; (c) Subsection 20C.10.060, Special Review; (d) Subsection 20C.10.230(10), City Center Land Use and Site Requirements by the designation "SDP", Special Development Permit.

Special uses are divided into two categories: (1) Project, and (2) Non-project. Project implies construction of a facility, whereas non-project is a case where a use will be conducted in an existing structure. In the former, the impacts of the construction of the facility and the use are reviewed. In the latter, the impacts of the use are solely considered.

20.235(40) Special Uses - Scope of Review

(a) Projects processed under this classification shall meet the review criteria defined in Sec. 20C.30 Design Criteria wherever applicable. If modification of site standards is sought by the applicant, the project shall be processed as a PUD, and shall meet all standards and criteria for a PUD.

(b) Applicants for projects which are unclassified uses, as defined by Section 20C.10.240(15), must submit an analysis of potential impacts and public benefits created by the use. If an environmental impact statement is prepared, it may be substituted for this requirement.

20.235(45) Special Uses - Scope of Approval

(a) Projects - The final site plan resulting from approval of a project under the provisions of this section shall be in effect for a period of one year as provided in Section 20F.20.110(10), unless construction is physically commenced or the project is completed. A project may be developed in phases; if more than three years have lapsed since final approval of the project, uncompleted divisions shall be subject to the current City standards. Any modifications following completion of the project, or to uncompleted divisions, shall be processed as provided in Section 20F.20.120, Modification of Final Order.

(b) Non-projects - The final approval for non-project uses shall be in effect for the period the use remains at that location, provided the use is not discontinued for longer than one year. Modification to the conditions of approval shall be processed under the provisions of Section 20F.20.120, Modification of Final Order.

20.235(50) Special Uses - Criteria for Non-Projects

(a) Traffic generated by the use shall be reviewed to determine if existing circulation systems are adequate to support the use, or whether additional traffic will have adverse impacts on neighboring uses. The type of traffic shall also be considered.

(b) Any potential nuisances generated by the use, including noise, glare, light, odor, waste, dirt or litter, shall be identified and mitigated to the satisfaction of the Technical Committee.

(c) Additional parking required by a new use should be minimized, and cooperative use of existing facilities shall be encouraged.

(d) The type of use, hours of operation, and appropriateness of the use in relation to adjacent uses shall be examined to determine if there are unusual hazards or other characteristics of the use that would have adverse impacts.

20.235(55) Review Criteria

All Special Development Permits, except special uses that are non-project which must meet criteria defined

in Subsection 20.235(50) shall be reviewed under the criteria of Section 20C.30 Design Criteria.

20.235(60) Open Space/Landscaping - All planned unit developments shall satisfy the following requirements:

(a) A minimum of 40% of the gross site area of residential PUDs shall be maintained as permanent open space by one of the methods described in Section 20C.20.130 "Open Space".

(b) Permanent open space shall not include rights-of-way, or parking areas. It may include wetlands, streams, floodways and critical landslide hazard areas, and may include common outdoor recreation spaces, natural areas and landscaped areas, including landscaped decks and rooftops that are open to the occupants of PUD.

(c) Open space in PUDs shall be connected to the City's open space system as designated in Section 20B.50.060, "Parks, Recreation and Open Space Plan," and to adjacent privately owned open space if possible.

(d) The landowner/developer shall provide for the ownership, improvement and maintenance of common open space and facilities in PUDs as provided for in Section 20C.20.130, "Open Space."

(e) All open space and landscaping shall be provided for as designated in Section 20C.20.130, "Open Space." (Ord. 1693)

20.235(65) Utilities, Public Facilities and Services

(a) All Special Development Permits shall assure that utility services and other public improvements or services are adequate for the development and will be completed or available by the time the project is completed.

20.235(70) Special Review Criteria

(a) Purpose - The purpose of this section is to establish criteria for the approval of a special development permit for specified uses. Those uses not specified would be required to be consistent with the goals, policies and plans in Section 20B.

(b) Hotels and Motels - Hotels and motels may be allowed in a Business Park Zone provided that it can be reasonably demonstrated that:

1. Sites within or in closer proximity to the City Center commercial area are not available based on an evaluation of properties with similar development potential (a comparable facility), exposure, access, zoning and utilities and the availability of a willing seller or lessor.

2. The proposal is located in the Business Park zones adjacent to the City Center in the area generally east of Willows Road and west of 178th/180th Avenue N.E. and East Lake Sammamish Parkway. The proposal is not north of Union Hill Road in the area east of the City Center.

3. The proposal will not contribute to the creation of a strip commercial area in the Business Park zone or adjacent area.

4. The proposal is intended to support the Business Park area.

5. The proposal is designed to complement or enhance the architectural character of the Business Park zone as determined by the Design Review Board (20F.10.120).

(c) Senior Citizen Housing Developments - Density Bonus - Senior Citizen housing developments (which may also include some units allocated for disabled persons as defined in Title 24 Code of Federal Regulations Part 6:12.2(a)), as the same now exists or may hereafter be amended, may exceed the maximum density requirements in the City Center subject to the following:

1. The age limit for occupants of the designated senior citizen units must be 62 years of age or older;

2. The project must be sponsored, supported, proposed or underwritten by a government agency or private developer whose intention is to provide housing for senior citizens and commits the property to such use;

3. If monthly rents of the residential units being proposed are within the limits of fair market rents as established by the King County Housing Authority, no senior citizen 62 years of age or older with a valid section 8 certificate as provided for in the Housing and Community Development Act of 1974, may be denied occupancy solely on the basis of section 8 certificate rental request;

4. The Final Approval Order shall be recorded as a covenant appearing on the deed to the property;

5. No conversion of occupancy to non-senior citizens shall be allowed without first obtaining a Special Development Permit pursuant to Section 20F.20.160;

6. The bonus density increase for the provision of market rent units shall in no case exceed 15% of the maximum permitted density for the site in City Center. (Ord. 1750)

(d) Repealed by Ord. 1734.

(e) Retirement Residence - Retirement Residence developments shall be subject to the following conditions and criteria:

1. The applicant must obtain Special Development Permit approval pursuant to Section 20F.20.160;

2. The age limit for the primary occupants of the units must be 62 years of age or older; except for spouses of such residents for whom there is no minimum age requirement;

3. The applicant for development approval shall request to provide housing for senior citizens and agree to commit the property to such use;

4. If monthly rent of the residential units being proposed is within the limits of fair market rents as established by the King County Housing Authority, no senior citizen 62 years of age or older with a valid section 8 certificate as provided for in the Housing and Community Development Act of 1974, may be denied occupancy solely on the basis of section 8 certificate rental request;

5. The Final Approval Order shall be recorded as a covenant appearing on the deed to the property;

6. No conversion of occupancy to non-senior citizens shall be allowed without first adhering to the underlying zoning and site requirements through the special development process;

7. The minimum tract for development shall be 1-1/2 acres, R-4 through R-12;

8. In order to avoid concentration in any one area, no development shall be located adjacent to another retirement residence development.

9. All requirements of 20C.10.250(10) "Site Requirements" shall apply.

10. Developments in residential zones shall be designed to project a residential, rather than institutional appearance through architectural design, landscaping, use of building materials, and surface lengths.

11. Perimeter landscape treatment of retirement residences shall provide significant buffering of the facility from abutting single-family areas.

12. Retirement Residences are allowed in Suburban Residence, R-4, R-5 and R-6 zones at the density permitted by the underlying zoning.

    a. The height limit shall be two stories, not to exceed thirty feet (30') which shall include all rooftop equipment.

13. Multiple buildings are encouraged instead of large single structures to promote project compatibility with surrounding residential neighborhoods.

14. Parking areas should be minimized in size and separated by landscaping areas of adequate size to screen the parked vehicles.

15. Maximum impervious surface in all SF zones shall be 50%.

(f) Buildings Over Four Stories - Buildings may rise over four stories in the City Center District, Urban Office Design Area provided that:

1. Structured or underground parking is required.

2. A Transportation Management Plan is required.

3. An increase must be accompanied by retail on the ground floor. A small portion of the ground floor can be used for non-retail uses in areas determined by the Technical Committee to have very low potential for suitability for retail leasing. In no circumstances shall the non-retail component exceed 25% of the leasable area. Retail on the ground floor shall be oriented to the linkage system whenever possible.

4. Maximum building heights shall be as follows:

    a. 6 stories (75 feet) for office use with ground floor retail.

    b. 8 stories (100 feet) if at least 50% of floor area is in residential use.

5. Public plazas or other public facilities at ground floor are required to provide connections with the linkage system.

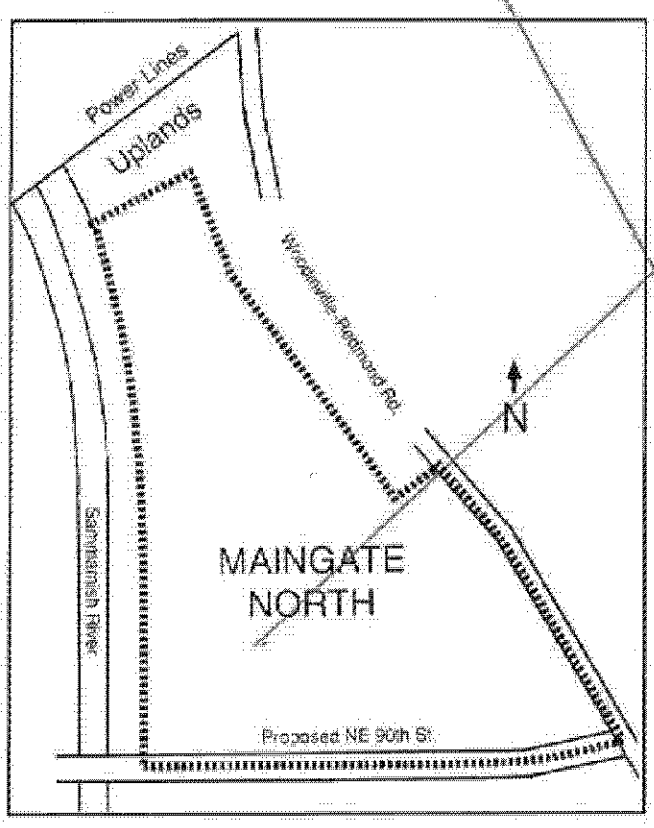
6. Architectural character must be harmonious with the cityscape.

7. Environmental impacts must be satisfactorily mitigated in a manner consistent with the design objectives of the district.

(g) Meingate North Residential Master Plan Criteria

1. Purpose - The purpose of this subsection is to facilitate coordinated residential

development and retain permanent open space through a Master Plan approach. The Maingate North area covers approximately 66 acres as indicated in the map below. The density provision and criteria noted below are intended to promote the development of medium to high range residential development which complements the City Center and surrounding employment areas; provide functional open space and recreational areas; encourage architectural diversity of design, and be sensitive to local environmental characteristics.



In addition, the area described under paragraph 5, Development Rights Transfer/Open Space Program provides a density transfer from the adjoining uplands area west along Redmond-Woodinville Road and the valley floor immediately south of the Puget Power right-of-way, all of which is referred to as "uplands" in this section. This area is outside the Master Plan boundaries. Densities may be transferred from this area to the Master Plan area in exchange for retention of permanent open space on uplands property.

2. Density Incentive - There are two density incentive categories. First, individual properties within the Master Plan area, wishing to develop on their own, are allowed up to a maximum density of 12 units per net acre (R-12). These properties must abide by the R-12 site requirements, the Special Development Criteria in Section 20C.20.235, including paragraph 6, Maingate North Criteria, and the Design Criteria in Section 20C.30 of the Development Guide. An increased density incentive up to a maximum of 20 units per net acre (R-20) is allowed with the adoption of a Master Plan covering the Maingate North area depicted above, and conforming to the appropriate site requirements and the Maingate North Criteria found in paragraph 6. The Master Plan may be proposed by any one or more property owners, and must encompass all properties within the Maingate North area.

The second density incentive category covers the uplands properties west along Redmond-Woodinville Road and in the north portion of the valley floor, immediately south of the Puget Power right-of-way. These properties lie outside the master Plan area, but may transfer densities into the Master Plan area as described in paragraph 5b. Development on the uplands properties can occur up to 4 units per net acre (R-4). An increased density of up to 8 units per net acre (R-8) may be transferred to the Master Plan area provided that the transferring properties are retained as permanent open space, and meet all other requirements of paragraph 5 below.

The Master Plan shall be processed as a Special Development Permit in accordance with Section 20B.00.000 Goals, Policies and Plans; the criteria in sections 20C.20.235 (including paragraph 6, Maingate North Criteria), and 20C.30 (Design Criteria) of the Development Guide.

3. Review Criteria. All applications for development in the Maingate North area must either:

a. Obtain site plan approval if developing up to 12 units per net acre, or

b. Abide by the Master Plan, which has been adopted by Special Development approval pursuant to Section 20C.20.235, including the Maingate North criteria noted in paragraph 6. Those properties wishing to develop at the higher density, but not within the guidelines of the approved Master Plan must obtain their own Special Development Permit demonstrating compliance with the criteria noted in Sections 20C.20.235 (including the criteria noted in paragraph 6, Maingate North criteria) and Section 20C.30.

4. Exemptions. Any property less than 3.5 acres in size, wishing to develop up to a maximum of 20 units per net acre prior to the adoption of the Master Plan must demonstrate that participation in the plan will constitute an unreasonable hardship in accordance with the following criteria:

a. The economic impact of participation in the Master Plan poses an unreasonable financial hardship on that individual property owner.

b. The granting of such an exemption will not create a hardship on surrounding properties in the vicinity due to the realignment of required improvements, including transportation/circulation, utilities, drainage and open space.

c. The exemption will not relieve compliance with the goals, policies and plans found in Section 20B.00.000 of the Community Development Guide.

d. The proposed development is consistent with the Master Plan criteria.

Properties below 3.5 acres which have been granted the above exemption must obtain a Special Development Permit pursuant to Section 20C.20.235 Special Developments demonstrating that their development proposal abides by the criteria of this section and the Maingate North criteria noted in paragraph 6.

5. Development Rights Transfer/Open Space Program

a. Qualifying Area

The area identified for the transfer of open space incentive program to the Maingate North Master Plan includes the uplands area; west of Redmond-Woodinville Rd. and east of the Master Plan boundary, and the northern portion of the valley floor immediately south of the Puget Power right-of-way, all of which is referenced to as "uplands" in this section.

b. Incentives and Conditions

The area described in paragraph 5a above may be developed up to 4 units per net acre (R-4) or qualify for transfer of development rights to the Maingate North Master Plan area with a density increase up to 8 units per net acre (R-8). Such an increase is subject to the following conditions:

1. Approval through Special Development Permit process simultaneous with the adoption of the Maingate North Master Plan.

2. Conformance with Section 20C.20.235, including the Maingate North Criteria, as well as other applicable sections of the Development Guide.

3. Designation of the area described in paragraph a) above for which development

rights are being transferred to assure its status as permanent open space.

6. Maingate North Criteria:

a. Circulation

1. Vehicular - Development shall pay a fair share for all street improvements which directly respond to impacts associated with that project.

2. Vehicular - Transportation improvements to 160th Avenue N.E., north of N.E. 90th Street shall include measures to minimize congestion from occurring south of N.E. 90th Street.

3. Bikeways - East-West bikeway connections will be provided to link the residential areas with the Sammamish River trail.

4. Vehicular - The landscape design (for example, a boulevard treatment) shall be provided on all public internal streets to provide visual continuity and minimize vehicular impacts, such as noise, on residents.

5. Pedestrian - Pedestrian circulation shall be provided throughout the area emphasizing connections with existing trails and linkages as well as integration with internal open space areas. Pedestrian connections will emphasize safety with transit pull-outs provided on all principle arterials, and crosswalks signed at all key intersections.

6. Parking - Avoid parking lots adjacent to the Sammamish River.

b. Open Space

1. Extensive landscaping shall be provided along all perimeter boundaries of the area, particularly along the Puget Power trail, the Sammamish River Trail, and along all street corridors. An average 50 foot landscape buffer, with a minimum width no less than 30 feet, is required adjacent to the Sammamish River Trail.

2. Preserve the wooded hillside along the east perimeter of the site.

3. Open space buffers shall be provided along the Sammamish River Trail to prevent walled corridors of buildings.

4. Active recreation open space areas will be provided by each property owner or jointly through the Master Plan. Development of a neighborhood park or recreation area is particularly desirable.

5. Provide access to the Sammamish River Trail without adversely impacting its existing character.

c. Architectural Design

Housing identified in the Master Plan shall be developed in groupings to avoid the appearance of one continuous project. Clusters shall be visually and functionally distinct and not exceed approximately 100 units in size. These clusters shall be separated by open space and have separate architectural designs.

Particular emphasis will be placed

on creating diversity related to the building footprints and elevations along the Sammamish River Trail.

d) Drainage

Drainage corridors shall be treated as amenities and will be integrated into the site plan. Biofilters will be provided as well as conventional oil water separators in the drainage system prior to effluent discharge into the Sammamish River to protect water quality.

(h) Business Park "S" Zone in Willows Neighborhood. Business park developments within the Willows Neighborhood (north of Puget Power transmission line right-of-way) as defined by Section 20B.85.020 which proposes structures greater than 4,000 square feet and are not part of a previously approved master plan for development, shall be subject to the following conditions and criteria:

1. The applicant must obtain Special Development Permit approval pursuant to Section 20F.20.160, unless otherwise exempt.

2. The minimum tract area for development will be 1-1/2 acres, with no provision for further division through a binding site plan.

3. Building development in the Willows Neighborhood Park zone shall maintain the quality of site and building design exhibited by existing corporate development which is characterized by the following:

   a. modulation of building walls

   b. ample use of landscaping

   c. elevations featuring significant use of windows

4. Projects shall be screened to visually buffer development from adjacent residential uses.

5. Front and all building setbacks along Willows Road shall be an average of at least 100 feet, but not less than 75 feet to preserve the visual corridor along Willows Road.

6. Parking shall not be allowed within any building setbacks from Willows Road.

7. Buildings shall be oriented so as to maximize open space, protection of sensitive topographic features and preservation of significant trees which are characteristic of the existing campus style of development.

8. Significant landscaping shall be required for buffering between adjacent parcels.

9. All land zoned Business Park (BP) in the Willows Neighborhood which is north of the Puget Power transmission lines shall observe a site standard for maximum total impervious surface (% of land area) of 60%.

10. All requirements of 20C.10.250(10) "Site Requirements" shall apply.

11. Development in BP areas shall preserve open space in locations which are contiguous to existing or projected open space of adjoining properties, for the purpose of providing a continuous band of open space across the hillside. This will accommodate future recreation amenities and pedestrian linkage characteristic of corporate business park development.

(i) Automobile sales. Automobile sales requiring a Special Development Permit shall be subject to the following conditions and criteria:

1. The vehicle display area shall be limited to that area on site remaining after compliance with all parking and landscape requirements. The number of display vehicles allowed per site shall be established by the Technical Committee and shall not displace required parking spaces.

2. Automobile sales shall be located a minimum distance of 300 feet from the nearest residential zoned property.

3. Car washing area shall minimally be an open 200 square foot area which drains to the sewer through a METRO approved vault oil separator.

4. Driveway access to principal arterial streets is discouraged; access shall be via minor arterial or collector street whenever possible.

5. The perimeter arterial street frontage shall have a landscaped buffer to provide a "Type II" visual screen. (See Appendix N, Landscape Standards).

6. Prohibition of all illegal signage including, but not limited to: animated signs, off-premise and portable signs, signs within the right-of-way and streamers and pennants. All signage and display advertising on-site shall comply with the Redmond Community Development Guide, Section 20C.20.230 Signs and Street Graphics.

(j) Hazardous Waste Treatment and Storage Facilities:

All hazardous waste treatment and storage facilities shall comply with the requirements of this section.

1. State siting criteria, pursuant to RCW 70.105 shall be met;

2. Measures shall be taken in the construction of structures and design of storage areas to prevent release of materials including those resulting from a "worst case" accident;

3. The proposed development shall meet all federal, state and local standards;

4. Storage and handling shall be completely enclosed in the CC, PO, NB, CO, CB, GC, and BP zones;

5. In the case of conflict between any of the state siting criteria (RCW 70.105), the criteria in this section and criteria or regulations elsewhere in the Community Development Guide, the more restrictive requirement shall apply;

6. Section 20C.40.100(15)(e) aquifer recharge area development standards and 20C.40.100(15)(f), flood hazard area development standards.

(Ord. 1693)

(k) Manufactured Home Parks:

ORD 1901

Manufactured home parks shall be subject to the following criteria:

1. The minimum area for a park is five acres.

2. The maximum number of sites permitted per net acre shall be determined by the underlying zoning.

3. At least 35% of the site shall be maintained in open space.

4. Dwelling units shall be separated by a minimum of 15 feet.

5. To enhance appearance and provide open space, a thirty-foot landscaped area shall be provided on all sides and rear yards surrounding the development.

6. A common storage area for recreational vehicles and boats screened by landscaping and fencing shall be provided at a ratio of 50 square feet per dwelling unit.

7. Units shall be oriented in a manner that avoids repetitive siting, encourages privacy and is compatible with the site layout and topography.

8. The exterior appearance of the manufactured units shall be compatible with the character of existing dwelling units in the neighborhood.

9. Mobile homes may be located in a park provided they do not comprise more than 25% of the units.

10. Reduced standards for sidewalks, streets and other facilities may be considered provided adequate facilities and public safety are maintained.

(l) Designated Manufactured Homes in Residential Areas - Designated manufactured housing shall be permitted to locate on infill lots in developed single-family residential neighborhoods when the bulk, scale, size, landscaping and site placement for the new unit are compatible with and similar to existing housing in the immediate neighborhood.

(m) Rental Services: Passenger Automobiles. Passenger automobile rental may be allowed in the Community Business Zone provided the following conditions are met:

1. No more than ten (10) vehicles will be available for rental;

2. Servicing/fueling is not permitted;

3. Storage of vehicles does not occur within one hundred feet of arterial streets; and

4. Advertising displays are not permitted on the vehicles. (Ord. 1734)

ORD 1734

(n) Kennels - The following criteria shall be considered when a Special Development Permit application is being reviewed for a kennel:

- Noise
- Proximity to residents
- Lot size and isolation
- Location of kennel facilities
- Compatibility with setting
- Number of animals
- Sanitation
- Compliance with Chapter 7.04 of the Redmond Municipal Code, "Animal Control." (Ord. 1734)

(o) Churches, temples, synagogues and accessory activities and uses may be allowed in residential areas provided that:

1. The seating capacity of the assembly area is from 250 to 750 people.

2. The maximum lot coverage of structures may not exceed 35%; total impervious surfaces may not exceed 75% of lot area.

3. Buildings shall maintain a minimum setback of 20 ft. from all property lines.

4. The maximum building height may not exceed 50 ft. However, building setbacks shall be increased five feet for every one foot in building height over 30 ft.

ORD 1748

5. The proposed structure(s) shall comply with the design criteria contained in Section 20C.30.

6. The proposed facility must be located adjacent to and have direct access from at least one arterial (collector, minor or principal).

7. Structures, parking lots and lighting shall be designed to avoid excessive light and glare impacts on adjacent properties. Restrictions on light pole height and type, deflectors and other such measures may be required as necessary to prevent overspill and excessive intensity of light.

8. The use shall comply with the parking regulations of Section 20C.20.150(25), for assembly uses, except that in no event shall parking be in excess of one space per three seats. The storage of buses or vans over 10,000 lbs. gross weight is permitted on-site under the following conditions:

(a) The location of the parking areas for these vehicles is indicated on the site plan at time of application;

(b) No more than two large vehicles may be stored on-site at a given period of time;

(c) Vehicles must be leased or owned by the owner or tenant of the site, must be in operable condition, and must have a current vehicle registration;

(d) Vehicles shall not intrude into public rights-of-way or obstruct sight visibility from any driveway;

(e) Structural and/or natural screening, as approved by the City, screens the vehicles from neighboring properties.

9. A Transportation Management Plan (TMP) shall be submitted for approval by the City. Issues to be covered in the TMP are: traffic control, parking management, including the mitigation of overflow parking into adjoining residential areas, and traffic movement to the arterial street system. Off-site satellite parking lots may be permitted by the City, subject to City approval of a joint use agreement. Off-site parking in residential zones shall be limited to lots shared with existing institutional uses, such as schools. (Ord. 1748)

20C.20.240 STREETS AND ACCESS

20.240(05) Purpose - The purpose of this section is to establish street and access standards to implement Article 20B, "Goals, Policies and Plans."

20.240(10) Scope - The requirements of this section shall apply to all development in the City processed by Article 20E, "Building and Construction Codes," and 20F, "Administration and Procedures." No permit shall be issued nor approval granted without compliance with this section.

20.240(15) Street Classification - Streets and rights-of-way are classified as follows:

(a) Freeways/Expressways are divided arterial highways with full control of access and do not provide direct property access. Their function is traffic service.

(b) Principal arterials provide for traffic movement between major traffic generators and may connect with freeway/expressway systems and are subject to regulations for the control of parking, turning movements and access to adjoining property. Their primary function is traffic service with a secondary function of property access.

(c) Minor arterials provide for traffic movement within developed areas and between major arterial streets and collector and local access streets. They carry traffic between neighborhoods. Their function is a combination of traffic service and property access.

(d) Collector streets collect and distribute traffic between arterial streets and local access streets. They serve neighborhood traffic and provide direct access to abutting property. Their function is a combination of traffic service and property access.

(e) Local access streets provide direct access to abutting property with connections to collector and arterial streets. Their function is property access.

(f) Alleys are public passages that provide a secondary means of vehicular access to abutting lots and are not intended for general traffic circulation. Their function is property access.

20.240(20) Street Plan - Streets shall be designated and located to conform to the Arterial Street Plan, the City Center Plan, and the Land Use Plan. Where not part of an adopted plan, streets shall be designed to provide for the appropriate continuation of existing principal streets in surrounding areas. Where topography or other natural conditions make such continuation impractical, street design shall conform to a system approved by the Technical Committee.

20.240(25) Right-of-Way Dedication - Where a planned street right-of-way, as indicated by paragraph (20) of this section or as is necessary to complete a public city street, lies within a proposed development, it may be required to be dedicated to the City as a condition of approval under Section 20F.20.110, "Final Application Approval."

20.240(30) Local Access Streets - Local access streets may be private, subject to the approval of the City.

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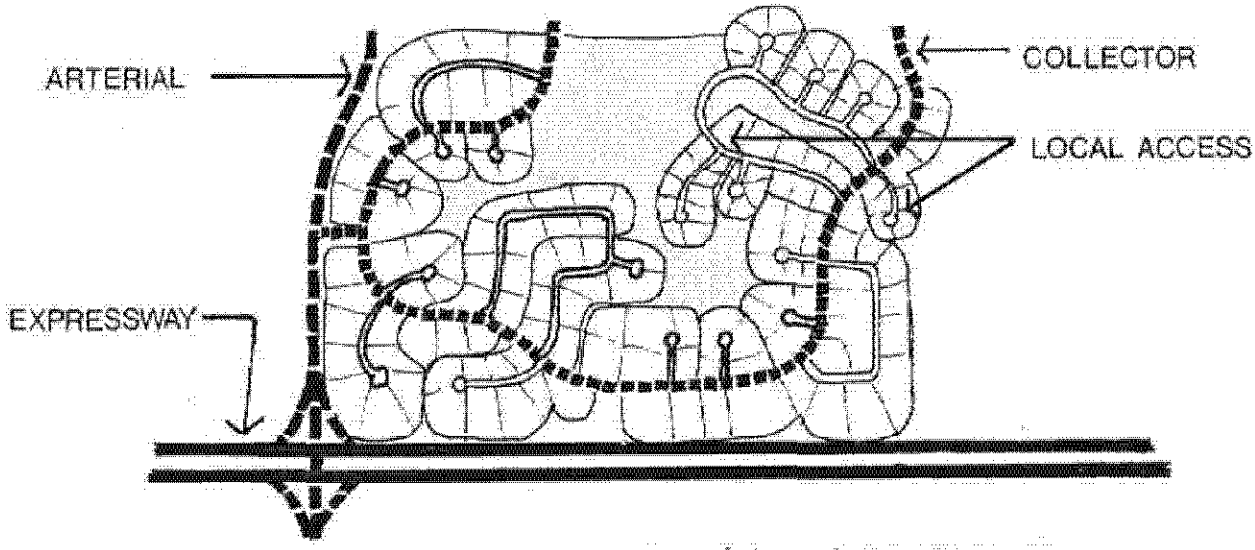
20.240(35) Construction Specifications and Design Standards - Street and right-of-way improvement construction specifications, standardized details, and design standards shall be prepared by the Director of Public Works. The specifications shall include, but are not limited to the following: street widths, curve radii, alignments, street layout, block size, grades, sidewalk placement and standards, length of cul-de-sacs, intersection design, sight distance and clearance, and driveway location. Amendments to these standards may be made as conditions warrant. The specifications and any amendments shall be made available to the public and become an appendix to the Development Guide.

20.240(40) Access -

(a) Lot Access - All lots shall have access to a public right-of-way by direct access to a right-of-way; an easement recorded with the King County Auditor which meets the standards of this section; a private drive or road which meets the standards of this section.

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



The street system provides for various levels of traffic service and property access.

20.240(45) Traffic Control, Safety Devices and Street Lights - As a condition of development approval, the Director of Public Works may require that all or any portion of the needed traffic control and safety markings, signs, signals, street lights, turn lanes and other devices be installed or funded. Such devices shall only be required when it is clearly demonstrated that the development itself or in conjunction with other developments is causing the need.

20.240(50) Optional Street Standards - Alternative street designs may be approved by the City Council to encourage innovative designs or reduce disturbance to the natural setting if it finds that the alternative meets the intent of this section.

20.240(55) Other Improvements in Rights-of-Way - Other improvements within rights-of-way may be required by the Development Guide.

20.240(60) Private Street Dedication - Private streets may be dedicated to the City but only upon meeting the requirements of this section.

20.240(65) Performance Assurance - To ensure compliance with this section the provisions of Section 20F.20.080(20), "Performance Assurance," shall be met.

20.240(70) Street Naming and Numbering - The Technical Committee shall name and number City streets based on the King County Street Grid System. The Technical Committee may modify the King County System to fit special City needs.

20.240(75) Required Off-Site Street Improvements - It shall be a condition of approval for development permits that off-site street improvements including paving, curbs, sidewalk, storm drainage, street lights and underground utilities conforming to the standards adopted by the Technical Committee shall be installed by the applicant prior to final approval or occupancy as follows:

(a) This section shall apply to:

1. New commercial, industrial or multi-family construction with 5 units or more.

2. Subdivisions

3. Remodeling or additions to existing commercial or industrial buildings or conversions to these uses that increase floor area by 20% or greater, or any alterations or repairs which exceed 50% of the value of the previously existing structure.

(b) Street improvements shall as a minimum include half the street abutting the property. Additional improvements may be required to insure safe movement of traffic, such as tapering of centerline improvements into the other half of street, traffic signalization, channeling, etc.

(c) The Technical Committee may allow an exception to these requirements if the applicant provides an interim street plan and the Technical Committee determines that any of the following conditions are present:

- the costs of such improvements are significantly in excess of those for similar projects; or

- installation of the improvements would decrease traffic safety; or

- the street is planned to be improved as a whole through an LID or City-financed project; or

- the street is within a transitional area designated by the City where LID's may not occur or be proposed in the near future. In designated transitional areas contributions shall be made to an in-lieu fund as provided by Section 20C.20.240(80).

An interim street plan shall include a covenant consenting to formation of a Local Improvement District, and a plan for installation of improvements which will bring the roadway up to the existing character of surrounding streets and pedestrian facilities. Improvements may include widening or installation of the asphalt street surface, gravel shoulder, temporary drainage facilities, walkways, or other improvements determined to be necessary by the Technical Committee.

20.240(80) Streets Designated in Six-Year Transportation Improvement Program - Where a street has been designated in the Transportation Improvement Program, full improvements may be waived provided all of the following conditions are met:

1. An adequate interim level of improvements shall be provided as determined to be necessary by the Technical Committee.

2. A contribution shall be made to an in-lieu street construction fund. The fee shall be calculated by the Director of Public Works based on traffic impact on a fully improved street. Street construction funds contributed shall offset future assessments on the property resulting from a Local Improvement District.

3. An LID covenant shall be recorded.

20C.20.242 SUBDIVISION AND SHORT SUBDIVISION REGULATIONS

20.242(05) Purpose - The intent of this section is to provide criteria, regulations and standards to govern the subdividing of land within the City and to:

(a) Promote the public health, safety and general welfare in accordance with standards established by the State and the City;

(b) Promote effective use of land by preventing the overcrowding or scattered development which would injure health, safety or the general welfare due to the lack of water supplies, sanitary sewer, drainage, transportation or other public services, or excessive expenditure of public funds for such services;

(c) Avoid congestion and promote safe and convenient travel by the public on streets and highways through the coordination of streets within a subdivision with existing and planned streets;

(d) Provide for adequate light and air;

(e) Provide for water, sewage, drainage, parks, and recreational areas, sites for schools and school grounds, and other public requirements;

(f) Provide for proper ingress and egress;

(g) Provide for the housing and commercial needs of the community;

(h) Require uniform monumenting of land divisions and conveyance of accurate legal descriptions;

(i) Protect environmentally sensitive areas.

20.242(10) Review and Approval Criteria -

(a) Each proposed subdivision or short subdivision shall be reviewed to insure that:

1. The proposal conforms to the goals, policies and plans set forth in Section 20B;

2. The proposal conforms to the site requirements set forth in Section 20C.10.250 Site Requirements;

3. The proposal conforms to the requirements of this section and those est forth in Section 20F.20.150 and Appendix P Subdivision & Short Subdivision;

4. The proposed street system conforms to the City of Redmond Arterial Street Plan and Neighborhood Street Plans, and is laid out in such a manner as to provide for the safe, orderly and efficient circulation of traffic;

5. The proposed subdivision or short subdivision will be adequately served with City approved water and sewer, and other utilities appropriate to the nature of the subdivision or short subdivision;

6. The layout of lots, and their size and dimensions take into account topography and vegetation on the site in order that buildings may be reasonably sited, and that the least disruption of the site, topography and vegetation will result from development of the lots;

7. Identified hazards and limitations to development have been considered in the design of streets and lot layout to assure street and building sites are on geologically stable soil considering the stress and loads to which the soil may be subjected.

(b) Lack of compliance with the criteria set forth in subsection (a) of this section shall be grounds for denial of a proposed subdivision or short subdivision, or for the issuance of conditions necessary to more fully satisfy the criteria.

(c) No final plat or short subdivision shall be approved unless:

1. The final plat or short subdivision is in substantial conformance with the provisions for the preliminary approval, including any conditions imposed as part of the approval.

2. The final plat or short subdivision contains a dedication to the public of all common improvements, including but not limited to streets, roads, sewage disposal and water supply systems which were a condition of approval.

3. All common improvements required as conditions of approval of the proposed subdivision or short subdivision have been referenced on the final plat or short subdivision.

4. City approved water and sewer facilities will be available to each lot created by the division of land.

(d) When the Technical Committee finds that the final plat or short subdivision is in substantial conformity to the preliminary approval, they shall endorse their approval on the final plat or short subdivision and shall implement the final approval and recording procedures set forth in Section 20F.20.150 SUBDIVISION & SHORT SUBDIVISION PROCEDURES.

20.242(15) Subdivision Names - No subdivision shall be approved which bears a name using a word which is the same as, similar to or pronounced the same as a word in the name of any other subdivision in King County, except for the words "town," "city," "place," "court," "addition," "acres," "heights," "villa," or similar words, unless the land so divided is contiguous to the subdivision bearing the same name. All plats must continue the block numbers of the plat of the same name last filed.

20.242(20) Block Standards - Block lengths and widths shall be determined by the distance and alignment of existing blocks and streets in the vicinity of a proposed subdivision, and by topography, lot size, and traffic flow. Blocks shall not exceed 1,320 feet between street lines unless the adjacent layout or special conditions justify greater length. Except where topographical or other physical features dictate otherwise, block widths should be not less than 120 feet and not more than 400 feet.

20.242(25) Lot Standards -

(a) Suitability for intended use: All lots shall be suitable for the general purpose for which they are intended to be used. No lot shall be of such size or design as to be detrimental to the health, safety or sanitary needs of the residents of the subdivision or such lot.

(b) Lots shall be created by following the procedures of 20F.20.030 DEVELOPMENT PERMITS AND PROCEDURES and 20F.20.150 SUBDIVISION AND SHORT SUBDIVISION PROCEDURES.

(c) No lot shall be established which is in violation of the Development Guide.

(d) Lot Shapes: Lot shapes shall be designed to avoid awkward configuration or appendages.

(e) Width, area and frontage: Each lot shall have sufficient width, area and frontage to comply with the minimum site requirements as set forth in Subsection 20C.10.250 SITE REQUIREMENTS.

(f) Depth: Each lot should have an average depth between the front and rear lot lines of not less than 1 foot depth for each 1 foot of width.

(g) Front lot line: For corner lots, double frontage lots, and single frontage lots, the front lot line shall be the property line(s) separating the lot from a street or vehicle access corridor and shall be in compliance with the regulations set forth in Subsection 20C.10.250(50)(e) Lot Orientation.

(h) Side lot lines: As much as possible, where topography and natural features permit, side lot lines should run at right angles to the street upon which the lot faces, except that on curved streets they shall be radial to the curve.

(i) Building setback lines: Where watercourses, topography, geology and soils, vegetation, utilities, lot configuration, or other unique circumstances dictate a different building envelope than that set by Subsection 20C.10.250(10) SITE REQUIREMENTS Chart, building setback lines may be required to be shown on the final plat or short subdivision map and observed in the development of the lot.

(j) Future subdivision of lots: Where the subdivision or short subdivision will result in a lot one half acre or larger in size which is likely to be further divided in the future, it may be required that the location of lot lines and other details of layout be such that future division may readily be made without violating the requirements of this section and without interfering with orderly extension and connection of adjacent streets. It is intended that the lot lines and other details of future subdivision be advisory only, and shall not be final or binding on the applicant unless he makes further application; however, any restriction of buildings within future street locations may be imposed and may require such restrictions to be set forth on the final plat or short subdivision.

20.242(30) Exceptions to Lot Standards

(a) Planned Unit Development: The relaxation of building setbacks, lot size and lot frontage requirements as set forth in Subsections 20C.10.250(50) Front, Rear, and Side Building Setbacks and 20C.20.242(25) Lot Standards may be authorized for a subdivision developed as a planned unit development (PUD) in compliance with Section 20C.20.235. Such authorization shall only occur where the applicant presents a plan whereby the entire subdivision will be designed and developed with provision for proper maintenance of recreation facilities and open space which will be commonly available for use of the residents of the subdivision and which will be of such benefit to said residents as is equal to that which would be derived from observance of the size and frontage requirements otherwise specified. The relation of said requirements shall not violate the purpose and criteria set forth in Subsections 20C.20.242(05) Purpose and 20C.20.242(10) Review and Approval Criteria, respectively.

(b) Temporary Parcel: Parcels smaller than permitted by the Development Guide may be temporarily created if they are subsequently merged in title with an adjacent parcel to create a lot that complies with the Development Guide.

(c) Eminent Domain: Parcels smaller than otherwise permitted by the Development Guide may be created through the action of governmental agencies including the City of Redmond by procedures not contained in ARTICLE 20F, ADMINISTRATION AND PROCEDURES. Such actions include eminent domain and the splitting of a parcel by dedicated right-of-way. Wherever possible, such parcels shall be merged in title with adjacent lots to create lots in compliance with the Development Guide.

(d) Substandard Lots: A lot of record created prior to the effective date of the Development Guide that does not meet the minimum area or dimensional requirements of the land use district in which located shall be considered a conforming lot of record if the following requirements are met: there must be no adjoining lots of record of continuous boundary in the same ownership to which the substandard lot can be merged in title or with which the lot lines can be adjusted to create lots of record which would comply with the Development Guide.

(e) Lots for Building Pads: In industrial, business park, business and multiple residence zones, lots with boundaries coterminous or nearly so with building walls may be created. The standards that normally would apply to such lots shall apply instead to the project tract of which such lots are a part.

20.242(35) Easements

(a) Public easements for the construction and maintenance of utilities and public facilities

shall be granted to provide and maintain adequate utility service to each lot and adjacent lands. The widths of the public easements shall be a minimum of 20 feet unless the City determine a smaller or larger width is appropriate based on site conditions. Whenever possible, public easement shall be combined with driveways, pedestrian accessways and other utility easements.

(b) Private easements for the construction and maintenance of utilities within the subdivision or short subdivision shall be granted so that individual lots gain access to public facilities. The widths of the private easements shall be a minimum of 10 feet unless the City determines a larger width is appropriate based on the site conditions.

(c) When there is a need to use a stream for storm water control purposes, public improvement and maintenance easements at least 20 feet wide shall be provided for storm drainage. When possible, said easements shall be located along the centerlines of such facilities. Public improvement and maintenance easements for creeks and other watercourses shall be provided and shall extend 25 feet in each direction from the waterway centerline or ten feet from the top of a recognizable bank, whichever is greater. Such easements shall be of a width sufficient to allow both initial improvements and future maintenance operations. Larger widths may be required where necessary.

(d) Native growth and protection easements (NGPE) shall be granted as deemed appropriate by the City where the preservation of native vegetation benefits the public health, safety and welfare, including control of surface water and erosion, maintenance or slope stability, visual and aural buffering, and protection of plant and animal habitat. The NGPE shall impose upon all present and future owners and occupiers of land subject to the easement the obligation, enforceable on behalf of the public by the City of Redmond, to leave undisturbed all trees and other vegetation within the easement, except that area required for future construction of multi-purpose trails as defined in Section 20C.20.260 WALKWAYS, SIDEWALKS, TRAILS, and City-approved utilities. The vegetation within the easement may not be cut, pruned, covered by fill, removed, damaged or enhanced without express written permission from the City of Redmond.

(e) Easements for utility mains or lines shall be held to prohibit the placement of any building on or over the easement, but shall not preclude landscaping of an appropriate variety as determined by the City. Nor shall it prohibit the use of an easement for more than one utility or vehicle and pedestrian access provided the City finds the multi-use appropriate. Restoration shall be required of the site following any excavation or other disturbance permitted by the easement.

(f) Easements required by this section shall be granted by the terms and conditions of such easements being shown on the final plat or short subdivision or by separate instrument.

20.242(40) Water Supply - All lots shall be served by a water system approved by the City of Redmond. Any common water system serving more than one lot shall be provided by the applicant and dedicated to the appropriate water purveyor. Such water supply systems shall be designed and constructed according to all applicable provisions of the Development Guide, the standard and specifications of the water purveyor and the applicable rules and regulations of the State.

20.242(45) Sewage Disposal - All lots shall be served by the sanitary sewer system of the City of Redmond or in unique circumstances, City approved alternative disposal systems. Except for private side sewers, any common sanitary sewer system serving more than one lot shall be provided by the applicant and dedicated to the City. Such sewer systems shall be designed and constructed according to all applicable provisions of the Development Guide and the standards and specifications on file in the office of the Director of Public Works.

20.242(50) Storm Drainage

(a) All lots shall be provided with adequate storm drainage connected to the storm drainage system of the City or other system approved by the Director of Public Works.

(b) Where a public street is to be dedicated or improved by the applicant as a condition of preliminary approval, the applicant shall provide and dedicate any required storm drainage system in the street.

(c) When appropriate, storm drainage facilities shall include suitable on-site detention and/or retention facilities.

(d) Storm drainage shall be provided in accordance with Section 20E.75 GROUND AND SURFACE WATER MANAGEMENT of the Development Guide and standards and specifications approved by the Director of Public Works.

(e) Easements shall be dedicated as provided in Subsection 20C.20.242(35).

20.242(55) Watercourses - When required by the City, the developer of a subdivision shall enhance a stream which traverses or abuts the subdivision in accordance with 20C.40.100(15)(b), stream development standards and 20C.40.120(05)(b) stream performance standards. Any required watercourse easements shall be dedicated as provided in Subsection 20C.20.242(35) Easements. (Ord. 1693)

20.242(60) Underground Utilities - All permanent utility service to lots shall be provided from underground facilities as set forth in Section 20C.20.250 UNDERGROUND WIRING. The applicant shall be responsible for complying with the requirements of this section, and shall make all necessary arrangements with the utility companies and other persons or corporations affected by installation of such underground facilities in accordance with the rules and regulations of the Public Utility Commissioner of the State of Washington.

20.242(65) Water and Sewer Standards -

(a) Design Standards: All City water and sewer facilities shall be designed in compliance with the "Design Requirements Water and Sewer System Extensions" document available from the Utility Division of the Public Works Department.

(b) Construction Standards: All City water and sewer facilities shall be constructed in compliance with the standard and specifications available from the Utility Division of the Public Works Department.

20.242(70) Street Standards - All street improvements, grades and design shall comply with standard regulations and specifications as set forth in Appendix G CONSTRUCTION SPECIFICATION AND DESIGN STANDARDS FOR STREETS AND ACCESS of the Development Guide.

20.242(75) Street Right-of-Way and Pavement Widths -

(a) The street right-of-way in or along the boundary of a subdivision shall conform to the provisions set forth in Appendix G CONSTRUCTION SPECIFICATION AND DESIGN STANDARDS FOR STREETS AND ACCESS of the Development Guide.

(b) When subdivision or an area within a subdivision is set aside for commercial or industrial uses, or where probable future conditions warrant, greater widths than those provided in subsection (a) of this section may be required.

(c) Where topographical requirements necessitate either cuts or fills for the proper grading of the streets, additional right-of-way widths or slope easements may be required.

20.242(80) Street Lights - All subdivisions shall include underground electric service, light standards, wiring and lamps for street lights according to Section 20C.20.250 UNDERGROUND WIRING and the specifications and standard set forth in Appendix G CONSTRUCTION SPECIFICATION AND DESIGN STANDARDS FOR STREETS AND ACCESS of the Development Guide. The subdivider shall install such facilities and make the necessary arrangements with the serving electric utility.

20.242(85) Monuments

(a) Permanent survey control monuments shall be provided for all final plats and short plats at:

1. All controlling corners on the boundaries of the subdivision or short subdivision;

2. The intersection of centerlines of roads within the subdivision or short subdivision; and

3. The beginning and ends of curves on centerlines or points of intersections on tangents.

(b) Permanent survey control monuments shall be set in two inch pipe, twenty four inches long, filled with concrete or shall be constructed of an approved equivalent. Permanent survey control monuments within a street shall be set after the street is paved. Every lot corner shall be marked by a three quarter inch galvanized iron pipe or approved

equivalent, driven into the ground. If any land in a subdivision or short subdivision is contiguous to a meandered body of water, the meander line shall be re-established and shown on the final plat or short plat.

20.242(90) Public Accessways

(a) When necessary for public convenience or safety, the developer shall improve and dedicate to the public accessways to connect to cul-de-sac streets, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths creating access to schools, parks, shopping centers, mass transportation stops or other community services.

(b) The accessway shall be of such design, width and location as reasonably may be required to facilitate public use and shall comply with Section 20C.260 WALKWAYS, SIDEWALKS, TRAILS as well as the specifications and standards of the Director of Public Works. Where possible, said dedications may also accommodate utility easements and facilities.

20.242(95) Clearing and Grading - All clearing and grading shall be conducted in compliance with the provisions set forth in Section 20E.70.000 Clearing and Grading Code.

20.242(100) Improvements, Completion or Guarantee - The applicant shall either complete the required improvements before the final plat or short subdivision is approved or the applicant shall financially guarantee installation of the same pursuant to the provisions set forth below in Subsections 20C.20.242(105) Improvements – Security for Performance and Warranty and 20C.242(110) Improvements – Construction.

20.242(105) Improvements - Security, for Performance and Warranty -

(a) In lieu of the completion of the actual construction of required improvements prior to approval of a final plat or short plat, the subdivider may file a performance bond or other suitable security in a form approved by the City Attorney and in an amount to be determined by the City Engineer sufficient to guarantee actual construction and installation of such improvements within three years of final plat or short plat approval. The amount of the security for completion shall not be less than one hundred twenty five percent of the City Engineer's estimate of the cost of such improvements, but the City Engineer may set a higher percentage based upon the complexity of the project. In addition, before acceptance by the City of the improvements, the subdivider shall file a warranty bond or other suitable security in a form approved by the City Attorney and in an amount to be determined by the City Engineer guaranteeing the repair or replacement of any improvement or any landscaping which proves defective or fails to survive within a minimum one year time period after final acceptance of the improvements or landscaping by the City. The City shall withhold acceptance of the improvements until any required security for completion and the required security for maintenance are filed.

(b) The City may enforce the bonds or other security required by this section according to their terms, pursuant to any and all legal and equitable remedies. In addition, any bond or other security filed pursuant to this section shall be subject to enforcement in the following manner:

1. In the event the improvements are not completed as required, or warranty is not performed satisfactorily, the City Engineer shall notify the property owner and the guarantor in writing which shall set forth the specific defects which must be remedied or repaired and shall state a specific time by which such shall be completed.

2. In the event repairs or warranty are not completed as specified in the notice referred to in subparagraph 1. of this subsection by the specified time, the City may proceed to repair the defect or perform the warranty by either force account, using City forces, or by private contractor. Upon completion of the repairs or maintenance, the cost thereof, plus interest at twelve percent per annum, shall be due and owing to the City from the owner and guarantor as a joint and several obligation. In the event the City is required to bring suit to enforce maintenance, the subdivider and guarantor shall be responsible for any costs and attorneys' fees incurred by the City as a result of the action.

In the event that the security is in the form of a cash deposit with the City, the City may deduct all costs set forth in this section from the cash on deposit and the subdivider shall be required to replenish the same for the duration of the guaranty period.

20.242(110) Improvements -- Construction - Construction of subdivision improvements prior to final plat or short plat approval or subsequent to final plat approval as a condition to meeting bond requirements shall proceed as follows:

(a) Complete construction drawings, specifications and related material shall be submitted to the City Engineer for approval prior to the commencement of construction. The submitted drawings and specifications shall be designed and certified by a registered civil engineer. Construction drawings shall be in conformance with the conditions, if any, of preliminary plat or short plat approval and applicable City standard.

(b) Construction of improvements shall not be initiated without authorization of the City Engineer. The City Engineer shall authorize the subdivider to proceed with construction after approval of the construction drawings and specifications by the appropriate City Department or Division. The City Engineer may grant approval on condition additions or changes are made in the drawings or specifications, or on the inclusion or implementation of mitigating measures necessary to minimize the impacts o the construction on the environment. Conditions required to minimize environmental impacts shall conform with the requirements of Section 20F.30. ENVIRONMENTAL IMPACT PROCEDURES.

(c) Any changes to the construction drawings or specifications involving design of the improvements shall first be reviewed and approved by the City Engineer and the appropriate City department or Division.

(d) Construction of the improvements shall proceed as shown in the construction drawings and specifications. Construction shall proceed under the supervision of a registered civil engineer. The City Engineer or his designee shall inspect construction progress on a regular basis to review compliance with construction plans and required standard.

(e) After the completion of construction in accordance with the approved plans and specifications, "as-built" drawings showing the improvements as constructed shall be certified as true and complete by a registered civil engineer. The certified "as-built" drawings on reproducible mylar shall be submitted to the City. When a final plat is involved, the certified "as-built" drawings are required to be submitted prior to the acceptance of the subdivision improvements by the City Council.

20.242(115) Survey Required - The survey of every proposed subdivision or short subdivision shall be made by or under the supervision of a registered land surveyor. All surveys shall conform to standard practices and principles for land surveying as set forth in the laws of the State of Washington and Appendix P of the Development Guide. Subdivision control and staking traverses shall close within an error of one foot in five thousand feet. Primary survey control points shall be referenced to section corners and monuments.

20C.20.245 TEMPORARY USES

20.245(05) Purpose - The following provisions authorizing and regulating certain temporary uses are intended to permit temporary uses and structures when consistent with the Development Guide and when safe and compatible with the general vicinity and adjacent uses.

20.245(10) Application and Authorization

(a) Application to conduct a temporary use shall be made to the Planning Department, and shall include such information as the Planning Director may require to evaluate the use and to make the determinations required by these provisions.

(b) Application shall be made prior to the requested date for commencement of the temporary use, and the Planning Director shall make a determination whether to approve, approve conditionally, or to deny the temporary use within ten (10) days after the date of application.

(c) Authorization of a temporary use shall be by issuance of an approval letter.

20.245(15) Determinations - The Planning Director may authorize temporary uses after consultation and coordination with all other applicable City departments and other agencies and only when all the following determinations can be made:

(a) The temporary use will not impair the normal, safe, and effective operation of a permanent use on the same site.

(b) The temporary use will be compatible with uses in the general vicinity and on adjacent properties.

(c) The temporary use will not significantly impact public health, safety or convenience, or create traffic hazards or congestion, or otherwise interrupt or interfere with the normal conduct or uses and activities in the vicinity.

(d) The use and associated structures will be conducted and used in a manner compatible with the surrounding area.

(e) The temporary use shall comply with the goals, policies and standards of the Development Guide.

20.245(20) General Conditions

(a) A temporary use conducted in a parking facility shall not occupy or remove from availability more than 25 percent of the spaces required for the permanent use.

(b) Each site occupied by a temporary use must provide or have available sufficient parking and vehicular maneuvering area for customers. Such parking need not comply with 20C.20.150 "PARKING" but must provide safe and efficient interior circulation and ingress and egress to and from public right-of-ways.

(c) The temporary use shall comply with all applicable standards of the Seattle-King County Health Department.

(d) No temporary use shall occupy or use public parks in any manner unless specifically approved by the Parks Department.

(e) No temporary use shall occupy or operate within the City of Redmond for more than sixty (60) days within any calendar year unless approved by the City Council. A day of operation shall mean any or part of any day in which the business is conducted. The 60 days need not run consecutively. The 60 days may occur at any time within a calendar year as long as each day is designated and approved.

(f) All temporary uses shall obtain, prior to occupancy of the site, all applicable City of Redmond permits, licenses and other approvals (i.e., Business License, Building Permit, Administrative Approvals, etc.)

(g) The applicant for temporary use shall supply written authorization from the owner of property on which the temporary use is located.

(h) Each site occupied by a temporary use shall be left free of debris, litter, or other evidence of the temporary use upon completion of removal of the use.

(i) All materials, structures and products related to the temporary use must be removed from the premises between days of operation on the site, provided that materials, structures and products related to the temporary use may be left on site overnight between consecutive days of operation. By virtue of having been in consistent operation prior to the existence of this ordinance the open air craft and farmer's market operation, commonly known as the Saturday Market shall be allowed to store structures on-site between weekend activity of the Market, but such structures must be reviewed by the Director annually and permission to leave them in place between market sessions may be denied if they become a visual blight, safety, or health problem. They shall be removed at the end of the permit period.

(j) Repealed.

(k) If the Planning Director believes notice to adjacent property owners should be made prior to approval, this shall be done and the 10-day approval period shall be waived.

(l) The Planning Director may establish such additional conditions as may be deemed necessary to ensure land use compatibility and to minimize potential impacts on nearby uses. These include but are not limited to, time and frequency of operation, temporary arrangements for parking and traffic circulation, requirement for screening or enclosure, and guarantees for site restoration and cleanup following temporary uses.

20.245(25) Allowed Temporary Uses - The following types of temporary uses, activities and associated structures may be authorized, subject to specific limitations noted herein and as noted in Sections 20.245(15), (20) and (30) and as may be established by the Planning Director:

(a) Outdoor art and craft shows and exhibits.

(b) Retail sales such as Christmas trees, seasonal retail sale of agricultural or horticultural products, firewood, seafood, etc.

(c) Mobile services such as veterinary services for purposes of giving shots.

(d) Push cart vendors. No mechanical audio or noise making devices, nor loud shouting or yelling will be permitted to attract attention.

(e) Group retail sales such as swap meets, flea markets, parking lot sales, Saturday Market, auctions, etc.

(f) The Planning Director may authorize additional temporary uses not listed in this subsection, when it is found that the proposed uses are in compliance with the provisions of this section.

20.245(30) Exemptions - The following activities and structures are exempt from requirements to obtain temporary use approval:

(a) A mobile home or travel trailer in the Light Industry and Heavy Industry zones to house watchmen or caretakers when approved by Section 20F.20.060 "Staff Review, Site Plan Review, and Environmental Assessment of Applications."

(b) A mobile home or travel trailer with adequate water and sewer service used as a dwelling while a residential building on the same lot is being constructed or while a damaged residential building is being repaired.

(c) When elderly or disabled relatives of the occupant of an existing residence require constant supervision and care, a mobile home with adequate water and sewer services located adjacent to such residences may be permitted to house the relatives.

(d) Mobile homes, residences or travel trailers used for occupancy by supervisory and security personnel on the site of an active construction project.

(e) Portable units and mobile homes on school sites or other public facilities when approved by Section 20F.20.060. "Staff Review, Site Plan Review, and Environmental Assessment of Applications."

(f) Guests of Redmond residents in recreational vehicles when in compliance with subsection 20C.20.150(25)(b).

(g) Model homes or apartments and related real estate sales and display activities located within the subdivision or residential development to which they pertain.

(h) Contractor's office, storage yard, and equipment parking and servicing on the site of an active construction project.

(i) Home businesses in conformance with Section 20C.20.070 "Home Businesses."

(j) Garage sales, moving sales, and similar activities for the sale of personal belongings when operated not more than three (3) days in the same week and not more than twice in the same calendar year. Allowed in all residential zoning districts.

(k) Fund raising carwashes.

(l) Vehicular or motorized catering such as popsicle/ice cream scooters and self-contained lunch wagons which cater to construction sites or manufacturing facilities.

(m) Circuses, carnivals, fairs, or similar transient amusement or recreational activities. Such uses are subject to Chapter 5.28 "Shows, Carnivals and Circuses" of the Redmond Municipal Code.

(n) Activities, vendors and booth associated with City of Redmond sponsored or authorized special events such as the Redmond Derby Days or Redmond Bike Classic.

(o) On-premise activities or existing businesses in compliance with outdoor storage requirements.

(p) Individual booths in an approved temporary use site for group retail identified under subsection 20.245(25)(e).

(q) Weekend (Saturday and Sunday) only, warehouse sales when held no more than once a

month in an existing facility. Allowed in Light Industry, Heavy Industry and Business Park zoning districts.

(r) Recycling and collection centers shall meet the following requirements:

- Containers and structures shall be located on private property and not on public right-of-ways. The property owner's approval must be obtained, and the Planning Department notified that the structure will be located at that site.
- Structures shall not interfere with traffic circulation or visibility at intersections.
- The owner's name and telephone number shall be clearly posted on the structure or container.
- If located in a parking area, the structures or containers shall take up no more than three parking stalls. One collection structure and associated staff booth are allowed in parking lots of 200 stalls or less and one additional container and staff booth for every additional 200 stalls.

(s) Fireworks stands, which comply with Chapter 9.26 "Fireworks" of the Redmond Municipal Code and shall meet the following requirements:

- Only one sign is allowed
- Signage must be attached to the firework stand
- No "sandwich" board type signs are allowed
- All firework stand operations and sales must take place outside of landscaped areas and public right-of-ways.

20.245(35) Variations from Permitted Land Uses Chart - All temporary uses shall conform to the Permitted Land Uses Chart except as already provided for elsewhere in these regulations.

Except, the City Council may authorize a temporary use in violation of the Permitted Land Uses Chart after 1) reviewing a recommendation from the Technical Committee, 2) holding a public hearing, 3) finding an undue hardship, and 4) specifying a specific date for termination.

20C.20.250 UNDERGROUND WIRING

20.250(05) Underground Wiring Requirements - Wiring and related equipment for electrical, communication, and other purposes except for transformer vaults, shall be placed underground when one or more of the following occurs:

- subdivisions are developed;
- short subdivisions are developed;
- local improvement districts and utility local improvement districts are developed;
- street or utility improvements are undertaken;
- approved planned unit developments are developed; or
- building complexes or other projects are developed and are of a size to warrant undergrounding.

Where the Technical Committee has determined that interim street improvements are adequate as provided in Section 20C.20.240(75) Required Off-Site Improvements these requirements may be temporarily waived.

20.250(10) Overhead Facilities Prohibited - As overhead communication, electrical and utility facilities are relocated underground, persons and businesses served by such facilities shall relocate all overhead connections underground and connect to the new underground facilities within ninety days of the date of undergrounding completion.

20.250(15) Property Owner's Responsibility for Rewiring - The property owner is responsible for providing all labor and materials for any required rewiring and relocation of existing facilities between primary relocation and the point at which secondary service is received on the customer's premises. The property owner shall also provide necessary occupancy rights and easements for transmission facilities and maintenance.

20.250(20) Construction Specifications - The design and construction specifications for underground facilities covered by this section shall be subject to approval by the Director of Public Works.

20.250(25) Exemptions - The requirements of this section shall not apply to electrical distribution substations nor to electrical lines of greater than 50KV capacity unless it can be shown that the undergrounding of these lines has become economically feasible.

20C.20.260 WALKWAYS, SIDEWALKS, TRAILS

20.260(05) Required Installation - As development occurs, sidewalks, walkways, and trails shall be provided. Installation is required as a condition of development approval.

20.260(10) Location - Sidewalks, walkways and trails shall be provided in public rights-of-way or easements across private property that guarantee public access after consideration of the following factors:

- Compliance with Article 20B, "Goals, Policies and Plans;"
- Need to improve access to public facilities;
- Need to connect a development with trails;
- Need for access between developments;
- Compliance with the standards of Section 20C.20.240, "Streets and Access."
- Need for sidewalks on one or both sides of a street.

20.260(15) Trails - As development occurs trails shall be provided as indicated on the Equestrian and Bicycle Trails Plans in Section 20B.50.060, "Parks, Recreation and Open Space Plan." Trail locations shall be as close as possible to those delineated on the Trails Plans, but may deviate if connections between points is maintained.

20.260(20) Construction Specifications - Construction specifications and design details for sidewalks, walkways and trails shall be prepared by the Technical Committee. They shall be made an appendix to the Development Guide and accessible to the public.

20C.20.270 WASTE DISPOSAL

20.270(05) Purpose - The purpose of this section is to improve waste disposal safety.

20.270(10) Plan - All waste disposal sites or storage facilities shall have a management plan approved by the City of Redmond Technical Committee.

20C.30 DESIGN CRITERIA

20C.30.010 PURPOSE

Section 20C.30 DESIGN CRITERIA is established for the following purposes:

30.010(05) To promote development and construction consistent with goals, policies, plans and regulations of the Community Development Guide.

30.010(10) To supplement land use regulations which encourage and promote public health, safety and welfare of the citizens of the City.

30.010(15) To provide guidance to urban design decisions that will promote development of high environmental and visual quality throughout the City.

30.010(20) To assist applicants in the preparation of development applications.

30.010(25) To assist decision-making by the Technical Committee, Design Review Board, Hearing Examiner, Planning Commission and City Council in the review of development applications.

30.010(30) To assist preservation of natural landforms, vegetation, water features, and scenic views and vistas which form the strong sense of natural amenity existing throughout the City.

30.010(35) To recognize major environmental, economic and social opportunities and problems concerning community development.

30.010(40) To provide greater clarity and to enhance the site plan review process of the Community Development Guide. (Ord. 1756)

20C.30.020 URBAN DESIGN CRITERIA

30.020(05) Purpose/Scope - The purpose of this section is to establish design criteria for urban design, natural features, pedestrian/circulation, site design, building design, planting design, and signs and street graphics to guide preparation and review of all development applications. Additional design criteria noted in sections following are supplementary to the criteria of this section. The manner in which these design criteria are evaluated and implemented by development applications determines in large part the urban design of the Redmond community. It is intended these design criteria will assist development applications in adhering to the desired form of urban design in Redmond as expressed by goals, policies, plans and regulations of the Community Development Guide. (Ord. 1756)

30.020(10) Design Concept - Development design should be based upon a well-defined concept. The design concept should evaluate how a development relates to criteria for urban design, natural features, pedestrian/circulation, site, building and planting design, and signs and street graphics. Additionally, the orientation of development design towards a user/client group should be clearly identified to direct consideration of the design approach chosen and to assist analysis of alternative solutions should issues of design arise.

The design concept may require balancing of criteria of the user/client group with design criteria of this section to result in a development which is harmonious when viewed by its parts, and when viewed in context with natural features and the character of development of the area in which the project is proposed to be located. (Ord. 1756)

30.020(15) General Urban Design - Urban design criteria involve consideration of how all elements of development design relate to a desired pattern of development as expressed by the Community Development Guide. The focus of paragraph (15), GENERAL URBAN DESIGN, is upon site design, which concerns placement of development elements within a site and their relationship to adjacent development. No one style of design is encouraged or discouraged by this set of criteria, as it is recognized that the styles of design, building construction materials and methods will continue to evolve over time.

(a) Function

1. Coordinate proposed development with current site planning and development efforts in adjoining areas to take advantage of opportunities to mutually improve development design.

2. Properly link proposed development to walkway, trail, street drainage and utility systems in the surrounding area. Assure efficient continuation of such systems to adjacent properties.

3. Provide intensively landscaped buffers where commercial or industrial uses abut residential or recreational uses as needed to minimize visual impact and other potential nuisances. Provide walls or berms when landscape materials are inadequate to minimize impacts.

4. Provide lower profile buildings with four-sided architectural treatment and with a mass and scale harmonious with surrounding development where structures adjoin a buffer.

5. Screen parking and service areas, rooftop equipment, garbage dumpsters, and outdoor storage to minimize negative visual impacts of these site elements.

6. Design screening with consideration of views from adjoining hillsides and from other areas of high public visibility, with special consideration for views from SR 520, Redmond Way, other major arterials, Marymoor Park and the Sammamish River Trail.

7. Design and select landscaping and structural materials of sufficient size, quantity and height to effectively screen and to be compatible with associated buildings.

8. Use mechanical penthouse structures when appropriate to the scale and visibility of rooftop mechanical equipment to accomplish required screening. Multi-tenant buildings should be designed with consideration for coordinating the location of rooftop mechanical equipment so as to minimize required screening. Use of parapet walls of sufficient height to satisfy screening requirements is encouraged for multi-tenant buildings.

(b) Design

1. Design a proposed development in context with its surroundings. Provide visual linkages between existing building, site and landscaping design so as to create a cohesive overall effect.

2. Strengthen and enhance positive qualities of existing natural and built environments through design of proposed development. Respect the scale and character of nearby development of merit to contribute to an overall impression of unity.

3. Develop visual linkages among adjacent development to create a cohesive visual effect through consideration of the following design elements:

a. Site Design

1. building setback
2. massing of structures
3. location of pedestrian/vehicular facilities
4. spacing from adjoining buildings

b. Planting Design

1. composition of plant materials
2. type and quantity of plant materials
3. street trees

c. Building Design

1. scale
2. massing
3. proportion of windows, doorways and other features
4. roof silhouette
5. facade proportions and directionality
6. location of entryway
7. surface material, finish, color and texture surrounding development
8. style of architecture

d. Signs

1. number, size and location of signs
2. type of illumination
3. Avoid monotony of design in multiple building projects by creating visual interest and pleasing form through variation in detail, form and siting of building, landscaping, parking and access elements within a site. (Ord. 1756)

30.020(20) Natural Features

(a) Function

1. Control potential erosion, slope stability and drainage problems by conforming grading, buildings and other impervious surfaces to existing topography of the site and natural drainage systems, and by minimizing grading, filling and the use of retaining walls.

2. Incorporate the storm drainage system into the natural drainage pattern wherever possible to minimize impacts to water quality, to facilitate ground water recharge, and to retain existing vegetation when feasible.

(b) Design

1. Preserve and enhance natural features to the advantage of development by creating a

desirable environment for tenants, employees, or residents. Design the building and site in a form which provides visual access and, where appropriate to the sensitivity of natural features, physical access to attractive natural features of the site.

2. Provide for compatibility of buildings and site design with significant natural features by not crowding natural features to be preserved, and by providing an informal development edge in character with adjoining areas of natural features being preserved. (Ord. 1756)

30.020(25) Pedestrian/Circulation

(a) Function

1. Enhance site access and traffic flow by linking walkways, bikeways, driveways and parking areas to acjoining development and to public walkways and transit systems.

2. Provide highly visible and direct bicycle and pedestrian and vehicular entrances.

3. Provide for access needs of the handicapped.

4. Encourage pedestrian use by:

a. reducing walkway distances and providing short cuts;
b. eliminating pedestrian barriers and obstacles;
c. leveling walkway routes;
d. assuring continuity of walkways;
e. providing protection from wind and rain, especially at main building entrances and over public walkways;
f. separating walkways from driveways to reduce perceived fears about safety;
g. increasing character and visual diversity of walkways;
h. providing pedestrian amenities such as benches, planters, perching walls, plazas, drinking fountains, water features and waste receptacles;
i. providing safe walkways through parking areas which lead to destination points;
j. providing sufficient walkway widths to allow easy flow of pedestrian traffic;
k. providing adequate lighting where nighttime use is occurring or is to be encouraged;
l. providing convenient and direct pedestrian access from public walkways to primary building entrances.

5. Improve the safety and appearance of walkways when crossing parking and driveway areas by varying paving materials, texture and color of walkways.

6. Assist distribution of varying volumes of pedestrian traffic to its destination by providing a hierarchy of walkway widths.

(b) Design

1. Make use of pleasing views and existing site features in determining walkway and driveway alignment.

2. Enhance the pleasure of pedestrians by providing variety and interest in walkway design.

3. Use planters, rails, retaining walls and other raised surfaces for seating. Any height between 12 and 24 inches will work, with 16 inches being best. A width of a minimum of 6 inches, up to 24 inches, should be provided.

4. Strive to locate seating where sun exposure is available from late morning to late afternoon, where views can be taken advantage of, and near to activity centers of a site such as at building entrances and at the intersection of walkways.

5. Cluster some seating so groups of people can use the seating while talking together.

6. Consider the use of movable seating where appropriate to encourage social interaction. (Ord. 1756)

30.020(30) Site Design

(a) Function

1. Orient buildings to the street in a manner which provides easily identifiable and accessible pedestrian entry ways.

2. Locate parking where possible behind buildings and away from areas of high public visibility.

3. Integrate parking area design with landscape design in a way that reduces the visual impact of impervious surfaces and provides screening of parking from public view. Parking areas should provide for landscaping next to buildings and alongside walkways.

4. Minimize pavement areas necessary for vehicular use, and avoid the use of parking aisles with parking located only along one side.

5. Provide transit facilities where appropriate to the intensity of use.

6. Locate services and outdoor storage areas, utility vaults and waste receptacles away from areas of high visual exposure, and integrate required screening with site, landscaping and building design. Locate waste receptacles in areas convenient for on-site use and accessible for collection.

7. Locate utilities with consideration of utilizing existing easements and rights-of-way, providing access for City and private maintenance, avoidance of significant vegetation and other natural features being preserved.

8. Design grades of walkways, driveways and parking areas to be generally less than 5%; grades of up to 10% are acceptable for short distances.

(b) Design

1. Site buildings to create an interesting and attractive appearance at the streetscape and along building setbacks with significant visibility. Focus on varying the spaces among groups of buildings, especially for residential projects, to avoid creating a walled corridor of long, unbroken rows of buildings along a setback, or a monotonous pattern of buildings across a site.

2. Incorporation of special design features and site amenities to highlight a project in the community is encouraged. Such features and amenities could include plazas, open space areas, employee lunch and recreational areas, architectural focal points and accent lighting.

3. Hightight building, walkway and driveway entrances to a project through landscape design.

4. Locate landscape buffers along building margins where vehicle use areas abut.

5. Cluster interior parking lot landscaping when possible to conserve significant portions of existing tree cover as an amenity to the site. Disperse interior parking lot landscaping throughout a parking lot when no significant existing vegetation exists. (Ord. 1756)

30.020(35) Building Design

(a) Function

1. Encourage high-quality building design that is functional, providing maximum efficiency for occupants while presenting a human scale and an attractive appearance.

2. Base building design on a unified design concept when construction will be in phases.

3. Use building materials and building techniques of durability and high quality.

(b) Design

1. Vary building facades, rooflines, surface textures, and architectural design throughout the site to create design interest in multiple-building residential projects.

2. Use a basic building form and shape which is attractive and well-proportioned, with details of the design well-integrated and compatible with building form.

3. Provide design interest in balance with maintaining simplicity of building design; building form should be free of confusing, cluttering or unnecessarily complex elements.

4. Use complementary building materials on all building elevations exposed to public view.

5. Interrupt the sequence of repetitive building elements, especially doorways and windows, at recurring intervals to provice variety and to avoid total repetition, which usually is monotonous.

6. Avoid the use of false or ostentatious building elevations and large, blank walls.

7. Coordinate differing surface textures to be compatible with one another.

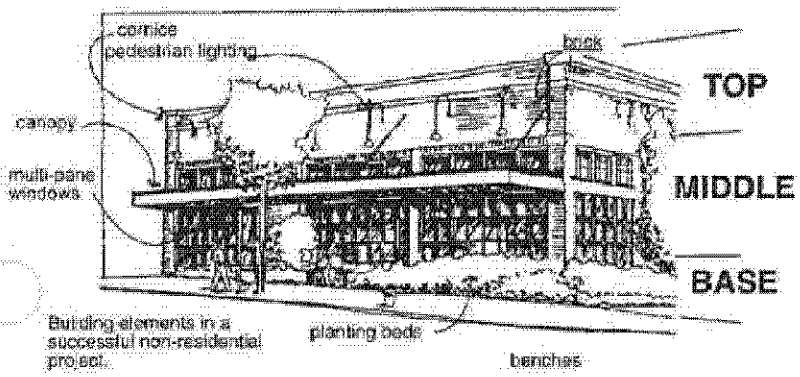
8. Minimize the potential for glare created by windows or smooth, shiny materials.

9. Select muted colors for use on large building surfaces.

10. Use accent colors in a way to enhance or highlight building design, and not in a manner

which creates clutter or otherwise detracts from building design.

11. Provide tripartite building articulation (building base, middle, and top) to provide pedestrian scale and architectural interest. See Figures below.



12. Strong vertical and horizontal reveals, offsets, and three-dimensional detail between surface planes should be incorporated into building design to create shadow lines and break up flat surfaces. Provide a clear and strong division between floors on multi-story buildings.

13. A unified cornice/beltcourse treatment should be provided on buildings fronting Redmond Way, between the rail road bridge and Anderson Park, to create a visual connection between them and buildings in the Old Town Design Area. The cornice/beltcourse treatment should be applied between the third and fourth floor, generally, or along the roof line of a three story flat roofed building.

14. Blank walls at street level should not be greater than 30 feet in length for office uses and 15 feet in length for retail uses.

15. Roofs should provide a variety of vertical dimensions. Multi-planed and intersecting roofline are encouraged. Flat roofed designs shall include architecture/details such as cornices, decorative facings, and arches to provide interest to the roof line. (Ord. 1756)

30.020(40) Planting Design – Planting design is an integral part of the overall site and community design and should complement the architecture, other site elements and the visual appearance of the neighborhood. The landscape plan should be based on a well-defined concept addressing criteria for function, design, horticulture, maintenance and irrigation. The concept should be consistent with the architectural character and overall site design and should be harmonious with and enhance the visual appearance and natural amenities of the area in which the project is located.

(a) Function

In the overall plant composition, the following functional criteria should be incorporated as appropriate to the individual project and the area in which it is located. Some of these functions may be accomplished through architectural or other site elements such as walls, berms, arbors, fences and plazas, either alone or in combination with planting. These other site elements should be integrated effectively with the planting and shown on the landscape plans.

1. Environmental Determinants: Provide planting to reduce erosion, control stormwater runoff; encourage soil infiltration; maintain or improve air quality; reduce perception of noise; provide wildlife habitat; maintain solar access; conserve energy; reduce heat, glare and reflection; restore areas disturbed by construction; enhance microclimates for people and plants, and to protect and enhance watercourses.

2. Retention of Existing Vegetation: Preserve as much desirable vegetation as possible, with preference given to plant groupings.

3. View Preservation and Enhancement: Retain and improve desirable views such as mountains, valleys, lakes, watercourses, skylines, pastures and woodlands, parks and open space, and quality urban environments.

4. Usable Open Space: Provide space on site for active and/or passive recreational purposes.

5. Buffer: Provide separation between incompatible adjacent land uses or activities, and

reduce the impact of wind and perception of noise.

6. Transition: Provide plantings that effectively accommodate a change in design between adjacent sites, within a site and from native vegetation areas. Also, design planting to create an effective change from public to private space and from the vertical to horizontal plane at building edges.

7. Mitigation of Adverse Visual Impacts: Provide planting to soften the visual impact of less desirable development and/or structures such as large blank walls and large areas of pavement.

8. Screening: Provide a physical or visual barrier to partially conceal or totally block unsightly elements such as parking areas, service areas, mechanical equipment, loading docks and outdoor storage areas.

9. Visibility: Maintain sight lines where appropriate such as at street intersections, driveway entrances and building entrances.

10. Definition: Use planting to highlight significant site features and to define site use areas and circulation corridors without interfering with the use of such areas.

(b) Design

The planting design should be a composition of plant materials that creates an appropriate visual character such as stylized, formal, informal or natural. The design should include a suitable combination of trees, shrubs, groundcover plants, vines, lawns and herbaceous material, including native and northwest adapted plants. The number, size and arrangement should be carefully selected to balance color, texture, form, line, proportion and scale in both the horizontal and vertical plane. Plants should be selected and arranged according to the following design criteria:

1. Unity: Arrange plants in a harmonious and orderly composition creating an overall unified and balanced design which is the sum of the parts, visually, and provides a sense of order, balance and harmony.

2. Variety: Select a diversity of plants providing interest, accent and contrast.

3. Harmony: Select plants and arrange them in a manner that is visually pleasing, compatible and sympathetic to the site and its environs.

4. Order: Provide planting that has a logical sequence and a rational arrangement.

5. Consistency: Develop a planting design compatible with and conforming to the overall project design concept.

6. Appropriateness: Develop a planting design concept that is suitable, proper, and fitting with the architectural character, land use and environment. Select plants with an awareness of their growth requirements, tolerances, ultimate size, preferences for soil and climate and negative impacts. (See also Section C - Horticulture).

7. Density: Provide adequate plant quantity, size and spacing to fulfill the functional and design objectives within the stipulated time.

(c) Horticulture

Plant material should be selected and installed according to the best industry standards to assure optimum growing conditions. A superior environment for plant growth including existing vegetation, native and northwest adapted plants should be provided to achieve the original design concept. Selection and installation considerations should include but not be limited to such items as soil conditions, exposure, water conditions, temperature, resistance to pests and diseases, ultimate growth habit and ease of future maintenance.

(d) Maintenance

Regularly scheduled maintenance according to standard horticultural practice should be considered to insure that the planting will achieve the intent, purpose and function of the original design concept within the stipulated time.

(e) Irrigation

Water appropriate to the horticultural requirements of different plant species and lawn areas should be provided. Irrigation systems should be designed to industry standards and provide complete coverage with the least amount of wasted water. (Ord. 1756)

30.020(45) Signs and Street Graphics

Signs:

(a) General

1. Signs should be used primarily for the purpose of identification, conveying recognition of a particular enterprise, group of enterprises, or franchise.

2. A sign should complement or enhance the visual character of the land use zone in which it is located.

3. The scale of a sign should be in proportion with the building or site to which it pertains.

4. The shape of a sign should strive for simplicity with all elements constituting an integrated design.

5. A sign must be legible.

6. Signs should be harmonious with building design and surrounding structures, and be appropriate to the type of activity to which they pertain. Design elements, such as the size, shape, materials, lighting, color, lettering style, and the number and arrangement of signs should present a professional appearance and quality of permanence.

7. The number of signs should be minimized in order to avoid visual clutter.

(b) Sign Message

1. The sign message if oriented towards automobile traffic should reflect the speed of traffic and the distance at which the sign is seen. Presentation of more than 16 items of information if predominantly for advertising purposes is discouraged.

2. Use of easily recognized symbols is encouraged.

3. The use of third party advertising signs is discouraged unless the product or service advertised reflects a franchise or dealership identity.

4. Signs may be used to advertise products or services except in areas zoned for residential, industrial and business park uses.

5. The advertising content of signs should be simplified so as to not detract from the identification purpose and the legibility of signs.

6. Signs should provide for good aesthetic presentation of the sign message through careful consideration of color combinations; illumination; sign placement; letter height, proportion and spacing, and by avoiding use of small and/or excessive lettering.

(c) Color

1. Colors should be used harmoniously and with restraint. Bright and brilliant colors should be avoided except for use as accent color. No specific color or combination of colors are specifically prohibited.

2. Sign colors should promote visibility without being garish, and consideration should be given to the contrast between sign letters and their background.

3. The effectiveness of a sign should not be compromised by use of too many colors.

4. Sign colors of national or regional advertising programs should not be altered.

(d) Illumination

1. Surface brightness or intensity of lighting should not be beyond that necessary for visibility and proper color rendition.

2. Illumination should be harmonious with sign design. Illumination should be energy efficient and should be arranged so the light source is shielded from view.

3. Signs should not produce a harsh uncomfortably bright light either through the level of illumination or a combination of illumination levels and design of the sign face.

4. Signs shall not be overly bright so as to overshadow signs in the immediate vicinity, cause glare, or create an island of light.

(e) Freestanding Signs

1. Freestanding signs shall be of a style, material and design compatible with the associated building.

2. Berming should not be utilized to exceed the maximum allowable height of signs.

3. The base or support elements of freestanding signs should be integrated with the surrounding environment, and landscaping may be required to buffer such signs.

4. Freestanding signs should be sited so as to integrate with the location of street trees and other site landscaping, and to avoid obscuring the view of adjacent freestanding signs.

(f) Wall Signs

1. The size and location of wall signs shall be reviewed in terms of their relationship to the building entry, height of sign fascia or size of wall where the sign is to be installed and the relationship to other signs on a building, as well as visibility from the street, sidewalk or parking lot.

2. On multi-tenant buildings wall signs should be evaluated for compatibility with the building fascia and neighboring signs in terms of size, color, lighting materials, sign style and quality.

3. The depth of wall signs on multi-tenant buildings should be consistent.

(g) Sign Programs

1. Sign programs should be adhered to unless special circumstances can be substantiated for an individual tenant to deviate from the standard requirements. (Ord. 1756)

20C.30.030 LAND USE DESIGN CRITERIA

30.030(05) Open Space

(a) General

1. Outstanding natural site features should be selected upon initial site design, and the open space designed to include and enhance these features.

2. Conservation open space is of greatest importance for locating open space within a site with amenity and recreation open space following in degree of importance.

3. Open space should be located to buffer proposed development from neighboring developments especially where there is a significant contrast in type or intensity of land use.

4. Open space should be located to buffer proposed development from environmental nuisances, such as busy streets.

5. Open space shall be integrated with housing location and circulation system design.

6. Open space should be organized into a general system of aggregated spaces rather than constituting a series of isolated leftover areas.

7. Environmental conditions, such as solar access, view and privacy should determine the siting of open space and buildings, with roads to be located after open space and buildings are sited.

8. Storm drainage systems should be designed to complement existing land forms rather than appear as rigid engineered shapes.

9. Views through a development should be preserved, opened up or designed to become part of the surrounding open space focus.

10. View corridors shall be provided to preserve visual access to open space amenities by the public.

(b) Conservation Open Space

1. Sites with unique resource areas such as steep slopes, ravines, watercourses and wetlands, should save the natural area for common use and enjoyment of the light, air, amenity and views, and cluster units advantageously around it.

2. Conservation open space should be preserved as nearly practical in its native state, with minor disruptions permitted to provide for public access.

(c) Amenity Open Space

1. Amenity open space shall be provided to complement conservation open space, or where a site has no conservation open space, amenity space shall be provided as an element of focus within a site.

2. Amenity open space shall not constitute a series of thin meaningless landscape strips, but rather should be aggregated to provide a focus for building clusters.

(d) Recreation Open Space

1. Urban residence and multiple residence developments shall provide recreation open space commensurate with the size of development.

2. Recreation open space for active resident use shall be enhanced through provision of level areas for specific outdoor activities and by tying open spaces together through a linear network of pedestrian and bicycle pathways, essentially free of auto intrusion.

3. Open space should be designed to provide readily accessible places for informal recreation to occur.

4. Linear features of the landscape such as ravines, stream and river valleys, bluff lines and utility rights-of-way should be considered for the location of trails to connect major open space areas.

(e) Designated Open Space

Where a proposed development abuts or includes designated areas as open space by Section 20B.50.060, "Parks, Recreation, and Open Space Plan", required open space shall be provided by using the following criteria:

1. Locate required open space next to designated open space.

2. Locate the required open space so that it buffers the proposed development from neighboring developments.

3. Place the required open space in such a way as to implement and enhance the walkway and trail plans and regulations.

4. Locate all required open space to provide access to public recreation areas.

5. Locate open space to increase access to waterfront access and recreation areas.

(f) Open Space Abutting Park or Recreation Facility

Where a proposed development abuts a park or recreation facility, it shall provide a link to the park or recreation facility such as a sidewalk, pathway, greenway, or break in the continuity of buildings. The development shall not block access to the park or recreation facility from adjacent areas. (Ord. 1756)

30.030(10) Residential Design

(a) Site and Building Design

1. Provide an appearance of openness by clustering, separation of building groups, use of well-designed open space as provided for in 20C.20.130, and landscaping.

2. Create livability through the provision of recreation facilities, attractive common areas, and accessibility to buildings from parking areas and public walkways.

3. Assure internal privacy between dwelling units, and external privacy for adjacent dwelling units. Create a sense of privacy and separation from adjacent units through careful location of building entrances, windows, fences, walls and landscaping.

4. Orient buildings to enhance views from within the site by taking advantage of topography, building location and style.

5. Promote variety and irregularity in site and building design. Buildings in groups should be related by common materials and roof shapes, but contrast should be provided throughout a site by the use of varied materials, architectural detailing, building orientation and house type.

6. Design the perimeter of a project to enhance adjacent uses and not create nuisances such as "walled corridor" of buildings, heavily travelled streets, light and glare. Perimeter buildings should be similar in scale and bulk to buildings on adjacent sites.

7. Provide a system of off-street walkways which tie residential areas to recreational areas, transit, public walkways, and schools.

8. Parking areas shall be alleviated by landscaping and not designed in long, monotonous rows. The size of parking areas should be minimized and each area related to the group of buildings served.

9. Plan each phase of the proposed development as it is to be completed, containing the required parking spaces, recreation, landscape and utility areas necessary for creating an attractive and livable environment within that phase.

10. Consider solar orientation and climate in siting buildings.

11. Encourage a variety of compatible housing types, including attached dwellings where permitted by zoning. Design attached structures to minimize bulk and the appearance of density, and create a scale that is harmonious with single-family units.

12. Provide ample articulated window treatments in facades visible from streets and public spaces for architectural interest and human scale. Windows should be articulated with mullions, recesses, etc., as well as applying complementary articulation around doorways and balconies.

13. Building facades visible from public streets and public spaces shall provide a minimum of 40% facade modulation. The minimum depth of modulation shall be one (1) foot and the minimum width shall be five (5) feet. (Ord. 1756)

30.030(15) Street Design

(a) Street Design

1. Provide well-designed streets which consider terrain, intersection configurations, and connections to streets or adjacent sites or streets.

2. Minimize steep gradients, and cuts and fills in slope areas.

3. Promote safety through adequate sight distance, separation of vehicles from pedestrians, limited driveways on busy streets, and avoidance of difficult turning patterns.

4. Allow safe, efficient access for emergency vehicles.

5. Discourage through traffic and long cul-de-sacs, while assuring adequate circulation between neighborhoods.

6. Minimize disturbance of water courses by avoiding filling wherever possible.

7. Locate access street where joint use with other properties may occur provided impacts can be minimized.

(b) Street Capacity

1. Provide streets adequate to carry traffic planned for functional classification (residential feeder, arterial, etc.) but avoid overbuilding of street capacity where not required in order to reduce impervious surfaces.

2. Provide streets adequate to carry traffic generated by the development and to avoid adverse impacts on surrounding neighborhoods. (Ord. 1756)

20C.30.040 ZONING DISTRICT DESIGN CRITERIA - Reserved.

20C.30.050 CITY CENTER DESIGN DISTRICT DESIGN CRITERIA

30.050(05) Purpose/Scope - The purpose of this section is to create guidelines for the development of the City Center Design District that is attractive in appearance, functionally integrated and promotes pedestrian and recreational activities.

Each Design Area is related to the other through circulation, building scale and open space relationships. The design criteria for the Design Areas are intended to identify general objectives and specific guidelines which will implement the objectives. (Ord. 1756)

30.050(10) Valley View, Bear Creek and Trestle Design Areas

(a) Design Objective

1. Create a lower-scale suburban commercial area oriented to safe automobile access.

2. Provide visibility and access from automobiles while maintaining adequate landscaping and screening.

3. Develop features such as signs and artwork that identify the entrance to the City Center and provide a unifying visual theme for the area.

(b) Building Orientation and Access

1. Buildings are not required to be sited on the pedestrian system, but should provide safe and accessible pedestrian connections to it.

2. Service areas and rear entrances should not be oriented to public areas.

3. Orient buildings toward the streets and locate parking on the side or rear whenever possible.

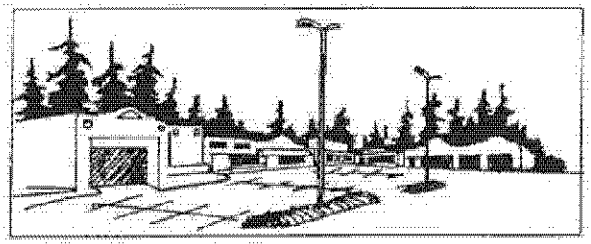
(c) Building and Site Design

1. Develop sign programs to coordinate and consolidate signs in order to increase visibility from automobiles.

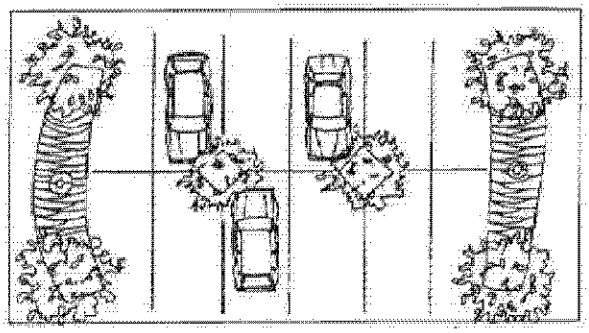
2. Minimize elements in signs such as too brilliant colors or other features that would distract from the entry feature.

3. Landscaping on streets should be simplified to allow adequate visibility from automobiles to businesses.

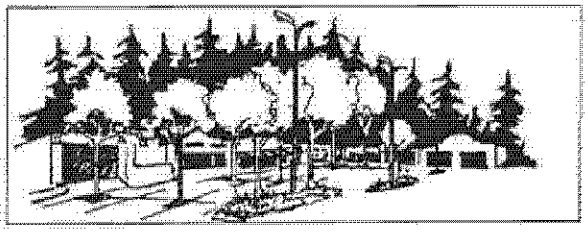
4. Parking lots should be landscaped to screen parking and provide visual relief from large asphalt surfaces.



Existing strip mall parking lot.



Requirements for parking lot landscaping should take the form of a ratio of one tree per every four parking spaces.



The existing strip mall parking lot retrofit with new landscape installation of one tree per every four parking spaces.

5. Pedestrian access from parking areas should be safe and clearly defined.

6. Landscaped medians should be provided where access and traffic movements allow.

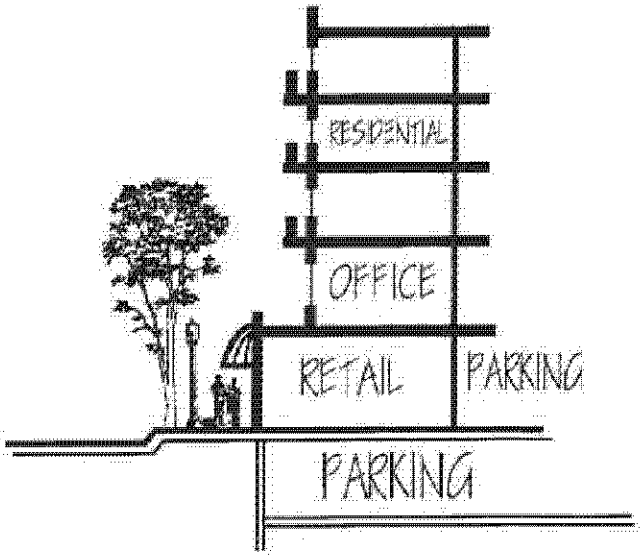
7. Conflict between pedestrians and automobiles should be avoided by minimizing vehicle crossings of pedestrian access ways. (Ord. 1756)

30.050(15) Sammamish Trail and Town Square Design Areas

(a) Design Objectives

1. These design areas are intended to provide areas of greater structural density adjacent to the retail core to promote high levels of economic and pedestrian activity. These areas will provide transition from the auto-oriented convenience areas to the pedestrian core.

2. Density and building mass are increased in the Town Square Design Area nearest the center of the City Center District to encourage development of office-type structures of larger scale and size. Structured parking is encouraged as heights increase over four stories to reduce the impact of on-site parking and allow greater open space at the ground level. Retail uses are also encouraged at ground floor levels to further encourage pedestrian activity.

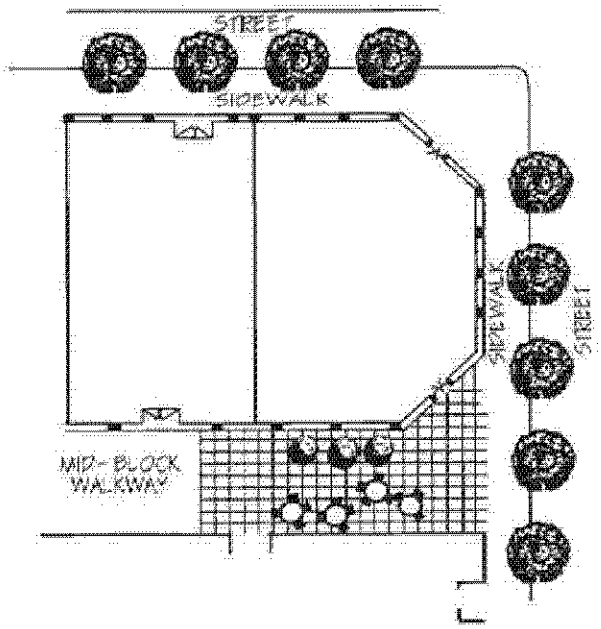


3. Heights and density are moderated in peripheral areas of the district to promote a more suburban setting adjacent to residential and convenience shopping areas.

(b) Building Orientation and Access

1. Buildings should abut the pedestrian system on at least one side. Buildings fronting on Type V Pedestrian System segments per the Section 20C.10.230(25) shall abut the street

front sidewalk and orient the primary entrance, or entrances, toward the street.



2. Vehicle access should be designed to minimize interaction of vehicles with pedestrians particularly in relation to the pedestrian system.

3. Parking structures should not front on the internal block connections of the pedestrian system.

4. Driveway openings to arterials should be minimized.

5. When ground floor commercial spaces abut mid block pedestrian connections, entrances to the commercial spaces should be oriented toward the mid block connections as well as toward the streets. The area along side the required mid block sidewalk should be developed as a usable plaza with a combination of hardscapes, planters and seating areas.

(c) Building and Site Design

1. Buildings should be sited in a manner compatible with adjacent buildings and the streetscape. Consideration should be given to size and height relationships with adjacent buildings.

2. Open space and landscaping should be coordinated and linked wherever possible, particularly in relation to public areas and the pedestrian system.

3. Landscaping should be designed with consideration of shade and sun; plazas and outdoor areas should be oriented to sunlight.

4. 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.

5. Taller buildings should have adequate separation to maintain a sense of openness, adequate light, and views.

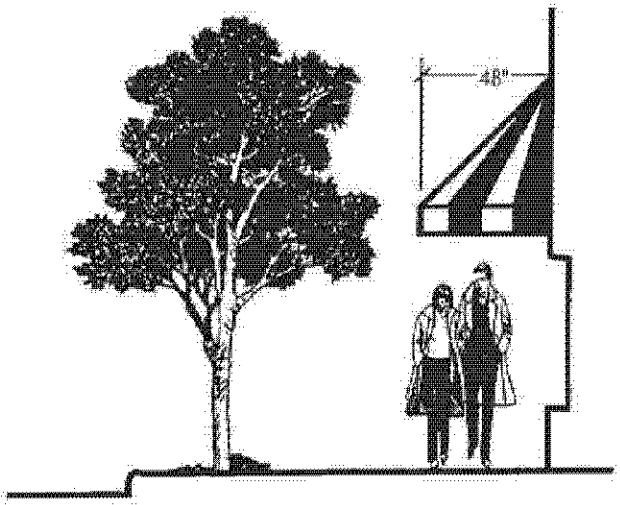
6. Buildings should be constructed of materials that minimize light reflection and glare.

7. 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.

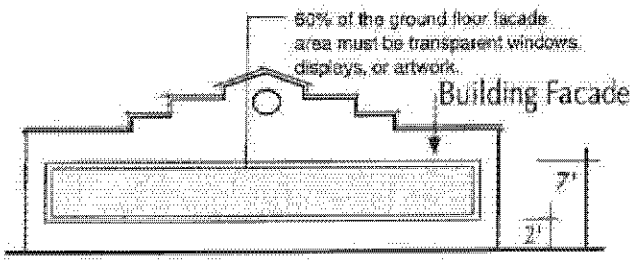
8. Rooftops should incorporate features which soften rectilinear forms and effectively screen mechanical equipment from view.

9. Buildings should be designed to provide for weather and wind protection at the ground level. Buildings fronting on Type V Pedestrian System segments 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.



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

11. 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.



12. 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.

13. Trails - Bicycle - Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.

14. 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.

15. Parking lot and security lighting shall be screened by buildings and other means to avoid light intrusion onto the adjacent river. (Ord. 1756)

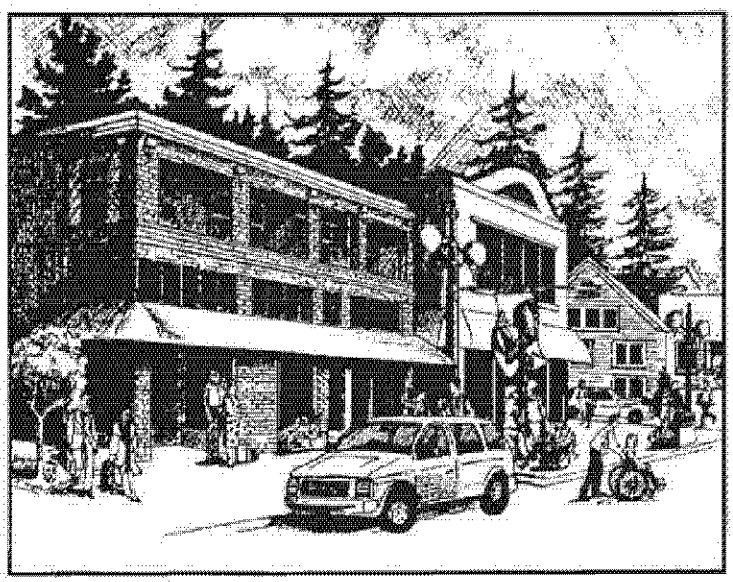
30.050(20) - Reserved

30.050(25) Old Town

(a) Design Concept

1. "Historic Character" in the Old Town Design Area refers to the wide variety of architectural styles which are representative of Redmond's history from the late 19th century through early 20th century, and which incorporate building materials and architectural treatments typically used during that period. Within the design concept of "historic character" one specific period or style of architecture is not dominant or thematic.

2. The design concept of "historic character" also encompasses the primary orientation of the built environment to the human or pedestrian scale. Historically, this was accomplished by the use of moderate building heights (2 - 3 stories), minimal setbacks from the pedestrian right-of-way and ground floor accessibility.



(b) General Criteria

1. Repair, renovation and new construction should retain the character of Old Town. This may be achieved by assuring that development meets the general requirements, and fits the special characteristics of this design area.

2. New buildings must relate in material, scale and form. Contemporary designs which are harmonious with the surrounding environment in Old Town in terms of scale, materials, and color may be acceptable.

3. Buildings and facades should be brick, stone or wood. 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.

4. Buildings and the spaces between should relate easily and openly to the external public areas.

5. The scale of all structures in relationship to other structures and spaces is important. The scale should be two to three stories. Some variation in heights contributes to the variety and complexity of the environmental experience, and is encouraged.

6. The development of ground level view points as well as public balcony and roof spaces which take advantage of solar access and views is encouraged.

(c) Physical Features

1. Permanent Building Elements

a. Buildings should be a backdrop to the Old Town activities. New or physical change will be evaluated for the effect on the design area. The integrity of a building as an individual structure or as part of a series of buildings should be respected.

b. The main architectural elements should not be altered or disguised. Buildings as a whole should be seen as significant architectural elements.

c. Exterior building surfaces above the first level and the primary architectural elements below the marquee such as columns, arches, rails are important elements to be considered in the building design and entry areas.

d. The exteriors of significant historic buildings should be carefully restored and maintained. Other buildings should be related to the historic ones in terms of scale, proportion of openings, materials and color.

2. Pedestrian/Customer Elements

a. Awnings - sunshades - canopies

Awnings or sunshades should be harmonious to the design of the building to which attached, and should be in keeping with the historic character of the area. Materials should be durable, long lasting, and require low maintenance. Back-lit awnings are discouraged.

b. Trees, plants and flowers

The use of potted plants and flowers as well as street trees are encouraged, but should not impede pedestrian traffic.

c. Street lighting

Street lighting should relate in scale to the pedestrian characters of the area.

The design of the light standards and luminaires should enhance an historic theme.

d. Street Furniture

Public seating, trash receptacles and informational/directional kiosks should be of uniform design and be provided throughout Old Town.

e. Sidewalks

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

3. Merchant Related Elements

a. Store fronts

1. 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.

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

3. Store fronts should be brick, wood or stone where glass is not used. Care should be taken to avoid clashing colors on individual buildings and between adjacent buildings.

b. Signs

1. 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.

2. 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.

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

4. 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.

5. 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.

6. Sign lighting should be energy efficient. (Ord. 1756)

30.050(30) Mixed Use/Shopping Center Design Area

(a) Urban Design

ORD 1841
EXHIBIT B

1. Gateway to Downtown - The Design Area classified Mixed Use/Shopping 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.

2. Downtown Integration - Connection to existing roads including landscape treatment,

road surface, sidewalk size and placement should respect and extend the existing grid system, townscape and character while meeting or, if necessary exceeding current standards and regulations. Development in the Design Area classified Mixed Use/Shopping Center should consider existing conditions in 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. Setbacks from Leary Way should be adequate to preserve at least 75% of the existing stand of trees on the east.

   Signage for traffic control, directional information, and business identification should be kept at a minimum in both size and number.

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

c. Northern Boundary - 164th to 168th Ave. - This area should provide linkage capability between existing roadways north of Burlington Northern RR and new roadways south of same. New alignments should respect Gilman, 164th, 166th Avenue connections, either immediately or in the future. These new alignments should provide extension of the established visual corridors.

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

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.

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.

(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. As an alternative, flat roofs should be designed with interesting architectural features (such as textured materials or color) or landscaped. 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.

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 design. Building entries should be

designed in conjunction with the landscape treatment of pedestrian ways in the parking areas.

4. Public Art - Encourage public art in public areas of the design area particularly in and around the regional shopping center and Town Square.

(c) Transportation Guidelines

1. Vehicular

a. Roadway Configurations - If not at existing elevation, roadways should be bermed or screened in a manner to reduce visual impact of pavement area.

Alignment of all roadways shall minimize the removal of existing trees.

b. Parking - Surface - Where possible, locate parking behind buildings and away from areas of high public visibility. Provide landscape screening where parking in areas visible to the public cannot be avoided.

Parking areas should include landscape areas and be designed to minimize long, straight, monotonous rows. The size of parking areas should be minimized and each area related to the group of buildings served.

Parking should be provided with 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.

c. Parking - Structured - Structured parking should be designed to avoid long faceless planes. The scale of parking structures should be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade to reduce total height.

Facades of parking structures should include a landscape treatment in addition to architectural screening from the SR 520 corridor.

The top floor of parking structures should be provided with landscape screening, along the cornice and on the deck, either by trees or a screening trellis treatment. Provide walkways in parking floors that lead to elevators which have curbs or other barriers to protect from vehicular intrusion.

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

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.

b. Sidewalks - When extending an existing sidewalk, the new walkway should meet current standards and regulations while being of a material and dimension which is compatible with while improving on the existing character.

Alignment of new sidewalks should minimize the removal of existing trees.

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.

d. Enclosed Malls - The design of enclosed malls should allow pedestrians through access during hours of mall operation while still maintaining security.

e. Trails - Pedestrian - Pedestrian/vehicular intersections should be avoided when possible. Special design treatment should be afforded the pedestrian

trail crossings of 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.

(d) Landscape Guidelines

1. Urban Landscape Treatment - The building entry, primary vehicular entries and building perimeters should be planted with ornamental vines, groundcovers, shrubs and/or trees selected for their screening, canopy, spatial enclosure and seasonal variation characteristics.

2. Moving Mature Trees - Encourage the relocation of mature trees that would otherwise be lost during construction.

3. 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.

(e) Open Space Guidelines

1. Northwest Corner - Preserve at least 75% of the existing stand of trees in the northwest corner of the site.

Minimize new grading and overland storm water treatment in this area.

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

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, shopping center, Marymoor Park, Sammamish River trail system and other open space areas.

2. White House - Open space areas at the Justice William White House should encourage active and passive recreation and should connect to other open spaces, trails and the shopping mall.

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 activities and discouraging active recreation.

b. Limiting storm water treatment swales and recharge areas so that they do not destroy the function of preserving the natural environment and providing passive recreation areas. Storm water treatment structures should not be located in this area. All swales and recharge areas should be integrated with the natural environment.

c. Protecting vegetation of the riparian habitat in this zone by establishing trails and facilities outside of the floodway and limiting access to the creek to designated access points.

d. Providing connections to Marymoor Park, the Sammamish River, shopping mall and other open spaces.

e. Facilities within this area should include a pedestrian pathway, bicycle path, equestrian trail, passive water access area, seating, and site furnishings.

5. Public Open Space - Open space should be retained, enhanced and made available for public use through the City in this design area.

(f) Sign Kiosks

1. Sign Kiosks - Sign kiosks, which provide direction to groups of tenants are encouraged as a means for discouraging numerous individual 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.

2. Symbols and Colors - International symbols and colors should be used whenever applicable. (Ord. 1756)

30.050(35) Leary Design Area

(a) Design Objective

1. 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. Setbacks from Leary Way should be adequate to preserve significant stands of trees on the west side of the road to preserve the "green gateway" image.

The setback from the property line on this portion of Leary Way shall be at least 100 feet where there is an existing grove of significant trees (six trees within a quarter acre area). No parking shall be allowed within the setback. No clearing, grading permit or site plan approval shall be granted until the approval authority determines that the existing trees will be preserved to the maximum extent possible within the setback.

Signage on Leary Way for traffic control, directional information, and business identification should be kept at a minimum, in both size and number.

(b) Building Orientation and Access

1. Vehicle access and parking should be designed to minimize curb cuts along Leary Way and to minimize the loss of existing trees within the design area.

2. Where significant trees exist between the street and building sites, driveways from the primary streets to on-site parking areas should be designed in a tree-lined parkway manner, complementing, preserving, and taking advantage of remaining stands of trees.

3. Building orientation should complement any remaining stands of trees.

(c) Building and Site Design

1. Site layout for individual parcels within the design area should be designed to provide reciprocal vehicular and pedestrian access to and from adjoining lots in order to achieve a unified circulation plan which minimizes curb cuts on Leary Way, and provides pedestrian connections between uses in the design area.

2. New landscaping should be designed to complement and reinforce any remaining groves of trees within the design area. Large trees and shrubs, both evergreen and deciduous, should be used to complement the natural character of this design area.

3. Buildings and site layout should be designed to complement the village character of the adjoining Old Town design area, which includes features such as narrow store fronts on pedestrian oriented streets, shops fronting on street sidewalks, and pedestrian scale architecture.

4. Pedestrian connections from buildings within the design area should be provided to the adjoining Old Town and Mixed Use Shopping Center design areas. (Ord. 1756)

30.050(40) River Bend Design Area

(a) Design Objectives

1. Provide visibility and access from automobiles while also providing adequate landscaping and screening.

2. Create and maintain a lower-scale commercial and service oriented design area.

(b) Building Orientation and Access

1. Orient buildings toward the streets and away from adjacent residential uses.

2. Service areas and rear entrances shall be oriented away from adjacent residential uses, public open spaces, and primary streets.

3. Vehicular access should be minimized on the primary arterial, and shared access is encouraged.

(c) Building and Site Design

1. Parking lots should be landscaped to screen parking and provide visual relief from large asphalt surfaces.

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

3. Buildings shall be sited to ensure maximum land use compatibility between adjoining and

adjacent uses, while minimizing impacts on each other. (Ord. 1756)

30.050(45) North Point and Carter Design Areas

(a) Design Objective

1. These residential design areas are intended to provide areas of greater residential density within the downtown in order to create a better balance between jobs and housing, and to provide a variety of housing choices within close proximity to goods and services.

2. Provide opportunities to develop moderate density housing in small residential neighborhoods that are in close proximity to schools, shopping, parks and services.

(b) Building Orientation and Access

1. Buildings should be oriented toward the primary streets.

2. Primary entrance to buildings shall be oriented to the street. See Section 20C.10.230(F).

3. Yards of ground oriented units fronting on streets should be designed to indicate a separation between public and private spaces, while also providing maximum territorial view of the street front from the units' private open spaces.

4. Vehicular access to sites from streets should be minimized. Alley access should be utilized where possible and feasible to minimize curb cuts along street fronts, whereby maintaining available street front parking.

(c) Building and Site Design

1. Buildings shall provide focus and articulation of primary entrances orienting toward streets.

2. Buildings and private usable open spaces shall be appropriately setback from property lines to provide ample light, air, and privacy for the on-site tenants and adjacent neighbors.

3. Buildings should be designed to provide maximum amounts of usable open space on site for the residents and to provide front yards complementary to the size and scale of the developments.

4. Parking shall be enclosed within subterranean or semi-subterranean parking whenever possible to provide maximum amounts of usable open space on parking decks and minimize building heights.

5. Building facades and roof lines shall be articulated to provide visual interest and relief as well as to promote long term neighborhood and community pride.

6. Open exterior corridors fronting and visible from streets and public spaces shall be minimized in use and length in order to minimize their negative visual impacts on surrounding streets and properties. They should be placed on the interior of developments whenever feasible.

7. On-site parking, both within structures and outdoor, shall be screened from public streets.

8. Common usable open spaces and yards shall be adequately lighted and visible from units within the developments to ensure security and safety of the residents and their guests. (Ord. 1756)

30.050(50) Foothill and East Hill Design Areas

(a) Design Objective

1. Create areas which allow a variety of uses side-by-side that maintain a residential look and feel in terms of design and character, in order to promote and maintain a comfortable and attractive living environment while also allowing non-residential uses next to residential uses.

2. Provide opportunities to create mixed use residential, office/retail, and residential only developments within a neighborhood context and scale.

(b) Building Orientation and Access

1. Buildings should be oriented toward the primary streets.

2. Primary entrance to buildings shall be oriented to the street. See Section 20C.10.230(F).

3. Yards of ground oriented residential units fronting on streets should be designed to indicate a separation between public and private spaces, while also providing maximum territo-

rial view of the street front from the units' private open spaces.

4. Vehicular access to sites from streets should be minimized. Alley access should be utilized where possible and feasible to minimize curb cuts along street fronts, whereby maintaining available street front parking.

(c) Building and Site Design

1. Buildings shall provide focus and articulation of primary entrances orienting toward streets.

2. Buildings and private usable open spaces shall be appropriately setback from property lines to provide ample light, air, and privacy for the on-site tenants and adjacent neighbors.

3. Residential buildings should be designed to provide maximum amounts of usable open space on site for the residents and to provide front yards complementary to the size and scale of the developments.

4. Parking shall be enclosed within subterranean or semi-subterranean parking whenever possible to provide maximum amounts of usable open space on parking decks and minimize building heights.

5. Building facades and roof lines shall be articulated to provide visual interest and relief as well as to promote long term neighborhood and community pride.

6. Office and mixed use buildings should be designed with a residential character, in terms of building materials, roof design, fenestration, and front yard landscaping. See Figure below.

7. Open exterior corridors fronting and visible from streets and public spaces shall be minimized in use and length in order to minimize their negative visual impacts on surrounding streets and properties. They should be placed on the interior of developments whenever feasible.

8. On-site parking, both within structures and outdoor, shall be screened from public streets.

9. Common usable open spaces and yards shall be adequately lighted and visible from private spaces within the developments to ensure security and safety of the tenants, residents, and their guests. (Ord. 1756)

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20C.40 SENSITIVE AREAS

20C.40.010 PURPOSE AND INTENT

40.010(05) The City finds that Redmond contains certain areas that can be identified and characterized as environmentally sensitive or critical. Such areas within the City include wetlands, streams, wildlife habitat, geologic hazards, aquifer recharge areas, and flood hazards, and their associated buffers. (Ord. 1693)

40.010(10) The City finds that past growth patterns have in some cases resulted in natural disasters which threaten public health and safety, and that by preventing development on certain sensitive areas the City can better maintain public health, safety and welfare by avoiding natural disasters such as slides and flooding that threaten life and property. In addition, by preserving features that provide for clean water, fisheries, and wildlife, the City can help maintain a positive ecological balance that provides for the immediate and long term public welfare. This Ordinance is intended to preserve the City's important environmental features while allowing development to occur if compatible with and in consideration of these sensitive areas. (Ord. 1693)

40.010(15) The classification and designation of these sensitive areas is intended to assure the conservation and protection of sensitive areas from loss or degradation, and to restrict land uses and development which are incompatible with environmentally sensitive areas. It is the intent of this Ordinance to designate and protect sensitive areas. (Ord. 1693)

40.010(20) The City finds that these essential sensitive areas perform a variety of valuable and beneficial biological and physical functions that benefit the City and its residents. Some types of sensitive areas may also pose a threat to human safety or to public and private property. The City further finds that the functions of sensitive areas include the following:

(a) Wetlands – Wetlands help to maintain water quality; store and convey stormwater and floodwater; recharge groundwater; provide important fish and wildlife habitat; and serve as areas for recreation, education and scientific study and aesthetic appreciation. The City's overall goal shall be to achieve no net loss of wetlands. This goal shall be implemented through retention of the function, value and acreage of wetlands within the City. Wetland buffers serve to moderate runoff volume and flow rates; reduce sediment, chemical nutrient and toxic pollutants; provide shading to maintain desirable water temperatures; provide habitat for wildlife; protect wetland resources from harmful intrusion; and generally preserve the ecological integrity of the wetland area.

The primary purpose of the wetland regulations is to avoid wetland impacts and achieve a goal of no net loss of wetland function, value and acreage; and where possible enhance and restore wetlands.

(b) Streams – Streams and their associated buffers provide important fish and wildlife habitat and corridors; help to maintain water quality; store and convey stormwater and floodwater; recharge groundwater; and serve as areas for recreation, education and scientific study and aesthetic appreciation.

The primary purpose of the stream regulations is to avoid impacts to streams and associated riparian corridors; and where possible, provide for stream enhancement and rehabilitation.

(c) Wildlife Habitat – Wildlife habitat provides opportunities for food, cover, nesting, breeding and movement for fish and wildlife within the City; maintains and promotes diversity of species and habitat within the City; coordinates habitat protection with elements of the City's open space system wherever possible; helps to maintain air and water quality; controls erosion; serves as areas for recreation, education and scientific study and aesthetic appreciation; and provides neighborhood separation and visual diversity within urban areas.

The primary purpose of wildlife habitat regulation is to avoid impacts to critical habitats and to restore and enhance degraded or lower quality habitat.

(d) Geologic Hazard Areas – Geologic hazard areas include lands that are affected by natural processes that make them susceptible to landslides, seismic activity and severe erosion.

The primary purpose of geologic hazard area regulations is to avoid and minimize potential impacts to life and property from geologic hazards through appropriate levels of study and analysis, application of sound engineering principles, and regulation or limitation of land uses.

(e) Aquifer Recharge Areas – Aquifer recharge areas provide a source of potable water and contribute to stream discharge during periods of low flow. The City finds that certain portions of its planning area are susceptible to contamination of drinking water and water course supplies through rapid infiltration of pollutants through the soil to groundwater aquifers.

The primary purpose of aquifer recharge area regulations is to protect critical aquifer recharge areas by avoiding land use activities that pose potential aquifer contamination; and to minimize impacts to medium and low significance recharge areas through the application of strict performance standards.

(f) Flood Hazard Areas – Floodplains help to store and convey stormwater and flood water; recharge groundwater; provide important areas for riparian habitat; and serve as areas for recreation, and education and scientific study. Development within floodplain areas can be hazardous to those inhabiting such development, and to those living upstream and downstream. Floods also cause substantial damage to public and private property that results in significant costs to the public and individuals.

The primary purpose of flood hazard regulations is to regulate development in the 100 year floodplain to avoid substantial risk and damage to public and private property and loss of life.

The City finds, therefore, that identification, regulation and protection of sensitive areas are necessary to protect the public health, safety and general welfare. (Ord. 1693)

40.010(25) This section of the Redmond Community Development Guide contains standards, guidelines, criteria and requirements intended to identify, analyze, preserve and mitigate potential impacts to the City's sensitive areas and to enhance and restore degraded resources, such as wetlands, streams or habitat, where possible. The intent of these regulations is to avoid impacts to sensitive areas. In appropriate circumstances, impacts to specified sensitive areas resulting from regulated activities may be minimized, rectified, reduced and/or compensated for, consistent with the requirements of this chapter.

It is the further intent of this section to:

(a) Provide standards, guidelines, and criteria to guide application of these sensitive areas goals and policies when considered with other goals and policies of the Redmond Community Development Guide, including those pertaining to natural features and environmental protection;

(b) Serve as a basis for exercise of the City's substantive authority under the State Environmental Policy Act (SEPA) and the City's SEPA rules;

(c) Comply with the requirements of the Growth Management Act (RCW 36.70A) and implementing rules; and

(d) Coordinate environmental review and permitting of proposals to avoid duplication and delay. (Ord. 1693)

20C.40.020 DEFINITIONS

For purposes of this chapter, the following definitions shall apply:

40.020(05) Applicant: The person, party, firm, corporation, or other entity that proposes any activity that could affect a sensitive area. (Ord. 1693)

40.020(010) Aquifer: Generally, any water bearing soil or rock unit. Specifically, a body of soil or rock that contains sufficient saturated permeable material to conduct groundwater and yield economically significant quantities of groundwater to wells and springs. (Ord. 1693)

40.020(015) Aquifer Recharge Area: Areas where water infiltrates into the subsurface and travels downward through the soil to a groundwater aquifer. Aquifer recharge areas vary in susceptibility depending on soil and groundwater conditions and are classified according to the following criteria:

(a) Low significance/low susceptibility - upland areas underlain by soils consisting largely of silt, clay or glacial till.

(b) Medium significance/moderate susceptibility - upland areas underlain by soils consisting largely of sand and gravel, and valley floor areas underlain by soils consisting largely of sand, silt, and clay in which there is a significant upward component to groundwater flow within the valley alluvium.

(c) High significance/high susceptibility - valley floor areas underlain by soils consisting largely of sand and gravel in which there is a predominantly downward or lateral component to groundwater flow, and which serve as a source of drinking water. (Ord. 1693)

40.020(020) Aquifer Susceptibility: That portion of the potential contamination of an aquifer that results from soil, rock and groundwater characteristics within a recharge area. (Ord. 1693)

40.020(025) Aquifer Vulnerability: The combined effect of aquifer susceptibility and contaminant loading potential; it include hydrogeologic, land use and other factors that affect the potential for groundwater contamination. (Ord. 1693)

40.020(030) Artificially Created Wetland: Wetlands created from non-wetland sites through purposeful, legally authorized human action, such as irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. (Ord. 1693)

40.020(035) Base Flood: A flood having a one percent chance of being equaled or exceeded in any given year, also referred to as the 100-year flood which is based upon built-out conditions. The base flood will be determined through hydrologic modeling, and will assume fully developed land use conditions in tributary basins, as defined in the Bear Creek Community Plan. If the City has not modeled the base flood, the applicant shall be responsible for doing so, consistent with the assumptions set forth in this ordinance and the Bear Creek Community Plan. (Ord. 1693)

40.020(040) Base Flood Elevation: The water surface elevation of the base flood. It shall be referenced to the National Geodetic Vertical Datum of 1929. (Ord. 1693)

40.020(045) Buffer or Buffer Area: A naturally vegetated and undisturbed, enhanced or revegetated zone surrounding a sensitive area that protects the sensitive area from adverse impacts to its integrity and value, or is an integral part of the resource's ecosystem. (Ord. 1693)

40.020(050) City: The City of Redmond. (Ord. 1693)

40.020(055) Clearing: The removal of timber, brush, grass, ground cover or other vegetative matter from a site which exposes the earth's surface of the site or any actions which disturb the existing ground surface. (Ord. 1693)

40.020(060) Committee: The City of Redmond Technical Committee. (Ord. 1693)

40.020(065) Community Development Guide: The City of Redmond Community Development Guide as now adopted or hereafter amended. (Ord. 1693)

40.020(070) Compensatory Storage: Any new, excavated storage volume equivalent to any flood storage capacity which has been or would be eliminated by filling or grading within the floodplain. (Ord. 1693)

40.020(075) Contaminant Loading Potential: The availability within a recharge area of potential contaminants that could degrade groundwater quality. (Ord. 1693)

40.020(080) Creation of Sensitive Areas: The purposeful and legally authorized or accidental producing or forming of a wetland or stream from an upland (non-wetland or dry) site through artificial means. (Ord. 1693)

40.020(085) Critical Aquifer Recharge Areas: Areas where an aquifer that is a source of drinking water is both highly susceptible and vulnerable to contamination. Unless site-specific information demonstrates little or no contaminant loading potential, high significance/high susceptibility areas are considered to be critical aquifer recharge areas. (Ord. 1693)

40.020(090) Critical Erosion Hazard Areas: Lands or areas underlain by soils identified by the U.S. Department of Agriculture Soil Conservation Service (SCS) as having "severe" or "very severe" erosion hazards. This includes, but is not limited to, the following group of soils when they occur on slopes of 15 percent or greater: Alderwood-Kitsap (AkF), Alderwood gravely sandy loam (AgD), Kitsap silt loam (KpD), Everett (EvD) and Indianola (InD). (Ord. 1693)

40.020(095) Critical Facilities: Those facilities necessary to protect the public health, safety and general welfare which are defined under the occupancy categories of Essential Facilities and Special

Occupancy Structures in the Uniform Building Code, Table No. 23-K (1988). These facilities include, but are not limited to, schools, hospitals, police stations, fire departments and other emergency response facilities, and nursing homes. Critical facilities also include sites of hazardous waste materials and storage. (Ord. 1693)

40.020(100) Critical Geologic Hazard Areas: Lands or areas subject to high or severe risks of geologic hazard. (Ord. 1693)

40.020(105) Critical Habitat, or Critical Wildlife Habitat: Habitat areas associated with threatened, endangered, sensitive, monitor or priority species of plants or wildlife and which, if altered, could reduce the likelihood that the species will maintain and reproduce over the long term. Such areas are identified herein with reference to lists, categories and definitions of species promulgated by the Washington State Department of Wildlife (Non-Game Data System Special Animal Species) as identified in WAC 232-12-011; in the Priority Habitat and Species (PHS) program of the Washington State Department of Wildlife; or by rules and regulations adopted currently or hereafter by the U.S. Fish and Wildlife Service. (Ord. 1693)

40.020(110) Critical Landslide Hazard Areas: Lands or areas where there is a high (Class III) or very high (Class IV) risk of landslide due to a combination of slope, soil permeability and water. (Ord. 1693)

40.020(115) Critical Seismic Hazard Areas: Lands or areas where there is a high risk of seismic events and damage. (Ord. 1693)

40.020(120) Department: The City of Redmond Department of Planning and Community Development. (Ord. 1693)

40.020(125) Earth/Earth Material: Naturally occurring rock, soil, stone, sediment, or combination thereof. (Ord. 1693)

40.020(130) Elevated Construction: A construction technique that employs posts or pilings to raise a structure so that waters can flow freely beneath the structure. (Ord. 1693)

40.020(135) Enhancement: The improvement of an existing viable wetland, stream or habitat area or the buffers established for such areas, such as by increasing plant diversity, increasing wildlife habitat, installing environmentally-compatible erosion controls, or removing non-indigenous plant or animal species. Enhancement also includes actions performed to improve the quality of an existing degraded wetland, stream or habitat area or buffer. (Ord. 1693)

40.020(140) Erosion: A process whereby wind, rain, water and other natural agents mobilize and transport soil particles. (Ord. 1693)

40.020(145) Erosion Hazard Areas: Lands or areas that, based on a combination of slope inclination and the characteristics of the underlying soils, are susceptible to varying degrees of risk of erosion. Erosion hazard areas are classified as "low" (areas sloping less than 15 percent) or "high" (areas sloping 15 percent or more on the following SCS soil types: AkF, AgD, KpD, EvD and InD). (Ord. 1693)

40.020(150) Excavation: The mechanical removal of earth material. (Ord. 1693)

40.020(155) Existing and Ongoing Agricultural Activities: "Existing and ongoing agricultural activities" includes those activities conducted on lands defined in RCW 84.34.020(2), and those activities involved in the production of crops and livestock, including but not limited to operation and maintenance of farm and stock ponds or drainage ditches, irrigation systems, changes between agricultural activities, and normal operation, maintenance or repair of existing serviceable structures, facilities or improved areas. Activities which bring an area into agricultural use are not part of an ongoing activity. An operation ceases to be ongoing when the area on which it was conducted is legally converted to a non-agricultural use. Idle land registered in a federal or state soils conservation program or zoned for agricultural use by the City is considered existing and on-going. Forest practices are not included in this definition. (Ord. 1693)

40.020(160) Exotic: Any species of plant or animal that is foreign to the Puget Sound region. (Ord. 1693)

40.020(165) Federal Manual, or Federal Methodology: The field methodology for identifying wetlands in the field as described in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands (January, 1989). (Ord. 1693)

40.020(170) Fill/Fill Material: A deposit of earth material placed by human or mechanical (machine) means. (Ord. 1693)

40.020(175) Filling: The act of transporting or placing (by any manner or mechanism) fill material from, to, or on any soil surface, sediment surface, or other fill material. (Ord. 1693)

40.020(180) Flood Hazard Areas: Those areas subject to inundation by the base flood. These areas may include, but are not limited to streams, lakes, wetlands and closed depressions. A flood hazard area consists of the following components, as determined by the City of Redmond.

(a) Floodplain. The total area subject to inundation by the base flood.

(b) Flood Fringe. That portion of the floodplain outside of the floodway which is generally covered by floodwaters during the base flood; it is generally associated with standing water rather than rapidly flowing water.

(c) Zero-rise Floodway. The channel of the stream and that portion of the adjoining floodplain which is necessary to contain and discharge the base flood flow without increasing the base flood elevation. The zero-rise floodway will always include the FEMA floodway.

(d) FEMA (Federal Emergency Management Association) Floodway. The channel of the stream and that portion of the adjoining floodplain which is necessary to contain and discharge the FEMA base flood flow without increasing the FEMA base flood elevation more than one foot. (Ord. 1693)

40.020(185) Flood Insurance Rate Map: The official map on which the Federal Insurance Administration has delineated some areas of flood hazard. (Ord. 1693)

40.020(190) Flood Protection Elevation: The elevation that is one foot above the base flood elevation. (Ord. 1693)

40.020(195) Geologic Hazard Areas: Lands or areas characterized by geologic, hydrologic and topographic conditions that render them susceptible to potentially significant or severe risk of landslides, erosion, or seismic activity. (Ord. 1693)

40.020(200) Grading: Any excavating, filling, clearing, leveling, or contouring of the ground surface by human or mechanical means. (Ord. 1693)

40.020(205) Habitat Management: Management of land to maintain species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. This does not imply maintaining all habitat or individuals of all species in all cases. (Ord. 1693)

40.020(210) High Impact Land Use: Land uses which are likely to have a significant adverse impact on wetlands because of the intensity of the use, levels of human activity, use of machinery or chemicals, site design or arrangement of building and structures, and other factors identified in this chapter. (Ord. 1693)

40.020(215) In-Kind Mitigation: Replacement of wetlands with substitute wetlands whose characteristics closely approximate those destroyed or degraded by a regulated activity. (Ord. 1693)

40.020(220) Intentionally Created Streams: Streams created through purposeful human action, such as irrigation and drainage ditches, grass-lined swales, and canals. (Ord. 1693)

40.020(225) Landslide: Episodic downslope movement of a mass of soil or rock and includes snow avalanches. (Ord. 1693)

40.020(230) Landslide Hazard Areas: Areas that, due to a combination of slope inclination and relative soil permeability, are susceptible to varying degrees of risk of landsliding. Landslide hazard areas are classified as Classes I-IV based on the degree of risk as follows:

(a) Class I/Low Hazard. Areas with slopes of less than 15 percent.

(b) Class II/Moderate Hazard. Areas with slopes of between 15 percent and 40 percent and that are underlain by soils that consist largely of sand, gravel or glacial till.

(c) Class III/High Hazard. Areas with slopes between 15 percent and 40 percent that are underlain by soils consisting largely of silt and clay. (Ord. 1693)

(d) Class IV/Very High Hazard. Areas with slopes steeper than 15 percent with mappable zones of emergent water (e.g. springs or ground water seepage), areas of known (mappable) landslide deposits regardless of slope, and all areas sloping 40 percent or greater. (Ord. 1693)

40.020(235) Low Impact Land Use: Land uses which are not likely to have a significant adverse impact on wetlands because of the intensity of the use, levels of human activity, use of machinery or chemicals, site design or arrangement of building and structures, incorporation of mitigation measures, and other factors identified in this chapter. (Ord. 1693)

40.020(240) Mitigation: "Mitigation" includes:

(a) Avoiding the impact altogether by not taking a certain action or parts of actions.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments.

While monitoring without additional actions is not considered mitigation for the purposes of these regulations, it may be part of a comprehensive mitigation program. (Ord. 1693)

40.020(245) Native Vegetation: Plant species which are indigenous to the Puget Sound region. (Ord. 1693)

40.020(250) Out-of-Kind Mitigation: Replacement of wetlands with substitute wetlands whose characteristics do not closely approximate those destroyed or degraded by a regulated activity. (Ord. 1693)

40.020(255) Permanent Erosion Control: Continuous on-site and off-site control measures that are needed to control conveyance or deposition of earth, turgidity or pollutants after development, construction, or restoration. (Ord. 1693)

40.020(260) Plant Association of Infrequent Occurrence: One or more plant species on a landform type which because of the rarity of the habitat, the species involved, or both, or for other botanical or environmental reasons, do not often occur in the Puget Sound region. Examples include but are not limited to:

(a) Wetlands with a coniferous forested class or subclass consisting of trees such as western red cedar, Sitka spruce or lodge pole pine growing on organic soils;

(b) Bogs with a predominance of sphagnum moss, or those containing sphagnum moss, and typically including one or more species such as Labrador tea, sundew, bog laurel or cranberry. (Ord. 1693)

40.020(265) Priority Habitat/Species, or Priority Wildlife Habitat/Species: Habitats and species of local importance and concern in urban areas, as identified by the Washington Department of Wildlife Priority Habitat & Species (PHS) program. "Priority species" are wildlife species of concern due to their population status and their sensitivity to habitat alteration. "Priority habitats" are areas with one or more of the following attributes: comparatively high wildlife density; high wildlife species richness; significant wildlife breeding habitat; significant wildlife seasonal ranges; significant movement corridors for wildlife; limited availability; or high vulnerability. General types of priority habitat identified in the PHS program potentially found in Redmond include meadows, oak woodlands, old-growth/mature forests, riparian areas, snag-rich areas, urban natural open space, and wetlands. (Ord. 1693)

40.020(270) Qualified Consultant: For purposes of these regulations, qualified consultant shall mean a person who has attained a degree from an accredited college or university in the subject matter necessary to evaluate the sensitive area in question (e.g., biology or ecology for wetlands, streams and wildlife habitat; geology and/or civil engineering for geologic hazards and aquifer recharge areas), and who is professionally trained and/or certified or licensed to practice in the scientific disciplines necessary to identify, evaluate, manage and mitigate impacts to the sensitive area in question. (Ord. 1693)

40.020(275) Regulated Activity: Activities that have a potential to significantly impact a sensitive area that is subject to the provisions of this chapter. Regulated activities generally include but are not limited to any filling, dredging, dumping or stockpiling, draining, excavation, flooding, clearing or grading, construction or reconstruction, driving pilings, obstructing, shading, or harvesting. (Ord. 1693)

40.020(280) Rehabilitation: The reestablishment of a viable stream or wetland from a previously filled or degraded stream reach or wetland. (Ord. 1693)

40.020(285) Restoration: Efforts performed to reestablish wetland, stream or habitat functional values and characteristics that have been destroyed or degraded by past alterations (e.g., filling or grading). (Ord. 1693)

40.020(290) Seismic Hazard Areas: Areas that, due to a combination of soil and ground water conditions, are subject to severe risk of ground shaking, subsidence or liquefaction of soils during earthquakes. These areas are typically underlain by soft or loose saturated soils (such as alluvium), have a shallow ground water table and are typically located on the floors of river valleys. (Ord. 1693)

40.020(295) Site: Any parcel or combination of contiguous parcels where the proposed project impacts a sensitive area. (Ord. 1693)

40.020(300) Slope: An inclined earth surface, the inclination of which is expressed as the ratio of horizontal distance to vertical distance. (Ord. 1693)

40.020(305) Stream: Streams are defined as those areas where surface waters produce a defined channel or bed. A defined channel or bed is an area which demonstrates clear evidence of the passage of water and includes, but is not limited to, bedrock, channels, gravel beds, sand and silt beds, and defined-channel swales. The channel or bed need not contain water year-round. This definition is not meant to include artificially created irrigation ditches, canals, storm or surface water runoff devices or other entirely artificial watercourses unless they are used by salmonid or created for the purposes of stream mitigation. (Ord. 1693)

40.020(310) Stream Reconnaissance Report: A report prepared by an applicant's qualified consultant to describe a stream and to characterize its conditions, wildlife, habitat values and water quality. (Ord. 1693)

40.020(315) Structural Diversity: The relative degree of diversity or complexity of vegetation in a wildlife habitat area as indicated by the stratification or layering of different plant communities (e.g., ground cover, shrub layer and tree canopy); the variety of plant species; and the spacing or pattern of vegetation. (Ord. 1693)

40.020(320) Substantial Improvement: Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure either, (a) before the improvement or repair is started, or (b) if damaged, the value of the structure to be restored prior to being damaged. (Ord. 1693)

40.020(325) Substrate: The soil, sediment, decomposing organic matter or combination of those materials located on the bottom surface of the wetland. (Ord. 1693)

40.020(330) Temporary Erosion Control: On-site and off-site control measures that are needed to control conveyance or deposition of earth, turgidity or pollutants during development, construction, or restoration. (Ord. 1693)

40.020(335) Utility: Utility includes natural gas, electric, telephone, cable communications, water, sewer, or storm drainage and their respective facilities, lines, pipes, mains, equipment, and appurtenances. (Ord. 1693)

40.020(340) Water Dependent Use: A principal use which can only exist when the land/water interface provides biological or physical conditions necessary for the use. (Ord. 1693)

40.020(345) Wetland: Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, shallow open waters, and similar areas. Wetlands do not include those artificial wetlands purposefully and intentionally created from non-wetland sites by human actions, including but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands include those artificial wetlands intentionally created to mitigate conversion of wetlands. (Ord. 1693)

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40.020(350) Wetland Class: The U.S. Fish and Wildlife Service wetland classification scheme uses an hierarchy of systems, subsystems, classes and subclasses to describe wetland types (refer to USFWS, December 1979, Classification of Wetlands and Deepwater Habitats of the United States for a complete explanation of the wetland classification scheme). Eleven class names are used to describe wetland and deepwater habitat types. These include the following examples which may be found in Redmond: forested wetland, scrub-shrub wetland,

emergent wetland, moss-lichen wetland, unconsolidated shore, and aquatic bed. (Ord. 1693)

40.020(355) Wetland Determination: A report prepared by a qualified consultant that identifies, characterizes and analyzes potential impacts to wetlands consistent with applicable provisions of these regulations. (Ord. 1693)

40.020(360) Wetland Subclass: Twenty-eight subclass names are used in the USFWS wetland classification scheme to distinguish between different types of wetland classes. Subclass names include, but are not limited to the following: persistant, non-persistent, broad-leaved deciduous, needle-leafed deciduous, broad-leaved evergreen, and needle-leafed evergreen. The classification system is fully described in USFWS, 1979, Classification of Wetlands and Deepwater Habitats of the United States. (Ord. 1693)

40.020(365) Wildlife Habitat: Areas that provide food, protective cover, nesting, breeding or movement for fish and wildlife and with which individual species have a primary association. Wildlife habitat also includes naturally occurring ponds larger than 1.5 acres and smaller than 20 acres in area that are a minimum of 6 feet deep to the extent that such pond(s) otherwise meets the definition of wildlife habitat. (Ord. 1693)

40.020(370) Wildlife Report: A report, prepared by a qualified consultant, that evaluates plant communities and wildlife functions and values on a site, consistent with the format and requirements established by this chapter. (Ord. 1693)

20C.40.030 APPLICABILITY - REGULATED ACTIVITIES

40.030(05) The provisions of this chapter shall apply to any activity that has a potential to significantly adversely impact a sensitive area or its established buffer unless otherwise exempt. Such activities include but are not limited to:

(a) Removing, excavating, disturbing or dredging soil, sand, gravel, minerals, organic matter or materials of any kind;

(b) Dumping, discharging or filling with any material;

(c) Draining, flooding or disturbing the water level or water table;

(d) Driving pilings or placing obstructions;

(e) Constructing, reconstructing, demolishing or altering the size of any structure or infrastructure that results in disturbance of a sensitive area or the addition of any impervious surface coverage to a site;

(f) Destroying or altering vegetation through clearing, grading, harvesting, shading or planting vegetation that would alter the character of a sensitive area;

(g) Activities that result in significant changes in water temperature, physical or chemical characteristics of water sources, including quantity and pollutants; and

(h) Any other activity that has a potential to significantly adversely impact a sensitive area or established buffer not otherwise exempt for the provisions of this chapter.

With regard to flood hazard areas, the provisions of this chapter shall apply to any activity that would result in change to the flood storage capacity of a floodplain or flood fringe area, or cause an increase in the base flood elevation, unless otherwise exempt. (Ord. 1693)

40.030(10) To avoid duplication, the following permits and approvals shall be subject to and coordinated with the requirements of this chapter: clearing and grading; site plan review; general development permit; special development permit; subdivision or short subdivision; building permit; shoreline substantial development; variance; master plan approval; other permits leading to the development or alteration of land; and rezones if not combined with another development permit. (Ord. 1693)

40.030(15) Non-project actions, including but not limited to rezones, annexations, and the adoption of plans and programs, may at the City's direction, perform any studies or evaluations required by this chapter using methodologies and at a level of detail appropriate to the action proposed. (Ord. 1693)

20C.40.040 EXEMPTIONS

40.040(05) The following activities shall be exempt from the provisions of this chapter:

(a) Existing and ongoing agricultural activities, provided no alteration of flood storage capacity or conveyance occurs;

(b) Activities involving artificially created wetlands or streams intentionally created from non-wetland sites, including but not limited to grass-lined swales, irrigation and drainage ditches, detention facilities, and landscape features, except wetlands, streams or swales created as mitigation or that provide critical habitat for salmonid fishes;

(c) Activities affecting Type IV wetlands which are individually smaller than 2,500 square feet and/or cumulatively smaller than 10,000 square feet in size;

(d) Activities occurring in areas of 40% slope or greater with a vertical elevation change of up to 15 feet may be exempted based upon City review of a soils report prepared by a geologist or geotechnical engineer which demonstrates that no significant adverse impact will result from the exemption;

(e) Normal and routine maintenance, operation and reconstruction of existing roads, streets, utilities and associated rights-of-way and structures, provided that reconstruction of any structures may not increase the impervious area or remove flood storage capacity;

(f) Normal maintenance and repair, and reconstruction or remodeling of residential or commercial structures, or legal pre-existing and on-going uses of the site, provided that reconstruction of any structures may not increase the previous approved building footprint (see 20C.40.040 (25) below);

(g) Site investigative work and studies necessary for preparing land use applications, including soils tests, water quality studies, wildlife studies and similar tests and investigations, provided that any disturbance of the sensitive area shall be the minimum necessary to carry out the work or studies;

(h) Educational activities, scientific research, and outdoor recreational activities, including but not limited to interpretive field trips, birdwatching, and trails for horseback riding, bicycling and hiking, that will not have a significant adverse effect on the sensitive area;

(i) Emergency activities necessary to prevent an immediate threat to public health, safety or property;

(j) Normal and routine maintenance and operation of existing landscaping and gardens provided they comply with all other regulations in this chapter;

(k) Construction of trails, according to the following criteria: preferably constructed of permeable materials, designed to minimize impact on the sensitive area, and of a maximum trail corridor width of ten feet;

(l) Minor activities not mentioned above and determined by the Department to have minimal impacts to a sensitive area;

(m) Previously legally filled wetlands or wetlands accidentally created by human actions within 20 years of the date the development application is filed. The latter shall be documented by the applicant through photographs, statements, and/or other evidence;

(n) Installation, construction, replacement, repair or alteration of utilities and their associated facilities, lines, pipes, mains, equipment or appurtenances in improved city road rights-of-way. (Ord. 1693)

40.040(10) Notwithstanding the exemptions provided by this subsection, any otherwise exempt activities occurring in or near a sensitive area should meet the purpose and intent of 20C.40.010 and should consider on-site alternatives that avoid or minimize significant adverse impacts. (Ord. 1693)

40.040(15) Exempt activities occurring in flood hazard areas shall not alter flood storage capacity or conveyance. (Ord. 1693)

40.040(20) With the exception of paragraph (05)(a), (h), (l), (j), and normal maintenance and repair of residential and commercial structures as in (05)(f) above, no property owner or other entity shall undertake exempt activities prior to providing ten days notice to the City. In case of any question as to whether a particular activity is exempt from the provisions of this section, the City's determination shall prevail and shall be confirmed in writing within ten days of receipt of the owner's or applicant's letter. Those activities falling under paragraph (05)(i) above shall provide telephone or written communication with the Department within 48 hours of the activity

notifying such emergency activity was taken. (Ord. 1693)

40.040(25) Structures shall be allowed to reconstruct if destroyed more than fifty percent of its assessed or appraised value (whichever is greater) if located in a buffer. Reconstruction of the structure shall not further encroach into the buffer area or increase the building footprint. Structures that are nonconforming solely due to the provisions of this chapter shall not be governed by Section 20F.10.060, Legal Nonconformances. (Ord. 1693)

20C.40.050 SENSITIVE AREAS MAPS

40.050(05) Sensitive Areas Generally. The approximate location and extent of sensitive areas within the City's planning area are shown on the sensitive areas maps adopted as part of this chapter. These maps shall be used as a general guide only for the assistance of property owners and other interested parties; boundaries are generalized. The actual type, extent and boundaries of sensitive areas shall be determined in the field by a qualified consultant according to the procedures, definitions and criteria established by this chapter. In the event of any conflict between the sensitive area location or designation shown on the City's maps and the criteria or standards of this section, the criteria and standards shall prevail. These maps are located in Section 20B.10.010, Physical Environment Profile. (Ord. 1693)

40.050(10) Flood Hazard Areas. The City will employ hydrologic models to define the extent of the zero-rise floodway. If the zero-rise floodway has not yet been defined for the property in question, the applicant will be responsible for modeling the base flood elevation and delineating the extent of the zero-rise floodway, consistent with the assumptions in the Bear Creek Basin Plan as adopted by the City. In the absence of a City hydrologic model, FEMA data will be acceptable. (Ord. 1693)

20C.40.060 RELATIONSHIP TO OTHER REGULATIONS

40.060(05) These sensitive area regulations shall apply as an overlay and in addition to zoning, land use and other regulations established by the City of Redmond. In the event of any conflict between these regulations and any other regulations of the City, the regulations which provide greater protection to environmentally sensitive areas shall apply. (Ord. 1693)

40.060(10) Areas characterized by particular sensitive areas may also be subject to other regulations established by this chapter due to the overlap or multiple functions of some sensitive or critical areas. Wetlands, for example, may be defined and regulated according to the wetland, habitat and stream management provisions of this chapter. In the event of any conflict between regulations for particular sensitive areas in this chapter, the regulations which provide greater protection to environmentally sensitive areas shall apply. (Ord. 1693)

20C.40.070 SENSITIVE AREA PERMIT PROCESS AND APPLICATION REQUIREMENTS

40.070(05) Pre-Application Conference. All applicants are encouraged to meet with the City prior to submitting an application subject to this section. The purpose of this meeting shall be to discuss the City's sensitive area requirements, processes and procedures; to review any conceptual site plans prepared by the applicant; to identify potential impacts to sensitive areas and appropriate mitigation measures; and to generally inform the applicant of any federal or state regulations applicable to the subject sensitive area. Such conference shall be for the convenience of the applicant and any recommendations shall not be binding on the applicant or the City. (Ord. 1693)

40.070(10) Application Requirements.

(a) Timing of Submittals – A sensitive area report must be submitted to the City for review, if applicable. The purpose of the report is to determine the extent, characteristics and functions of any sensitive areas located on or that have a potential to be significantly adversely impacted by activities on a site where regulated activities are proposed. The report will also be used by the City to assist in the determination of the appropriate sensitive area rating and establishment of appropriate buffer requirements in accordance with Section 20C.40.090.

(b) Sensitive Areas Report Contents – Reports and studies required to be submitted by this chapter shall contain the information indicated in the attachments to this ordinance applicable to each sensitive area. (Ord. 1693)

40.070(15) Consultant Qualifications and City Review. All reports and studies required of the applicant by this section shall be prepared by a qualified consultant as that term is defined in these regulations. The City may, at its discretion, retain a qual-

fied consultant to review and confirm the applicant's reports, studies and plans. (Ord. 1693)

40.070(20) Permit Process. This section is not intended to create a separate sensitive areas permit process for development proposals. The City shall consolidate and integrate the review and processing of sensitive areas aspects of proposals with other land use and environmental considerations and approvals. (Ord. 1693)

20C.40.080 CLASSIFICATION AND RATING OF SENSITIVE AREAS

To promote consistent application of the standards and requirements of this chapter, sensitive areas within the City of Redmond shall be rated or classified according to their characteristics, function and value, and/or their sensitivity to disturbance. (Ord. 1693)

40.080(05) Wetland Classification. Wetlands, as defined by this chapter, shall be designated Type I, Type II, Type III, Type IV and Artificial according to the criteria in this section.

(a) "Type I Wetlands" are those wetlands which meet any of the following criteria:

1. The presence of species proposed or listed by the federal government or State of Washington as endangered, threatened, sensitive or monitor, or the presence of critical or outstanding actual or potential habitat for those species; or

2. Wetlands having 40% to 60% open water in dispersed patches with two or more wetland subclasses of vegetation; or

3. Wetlands equal to or greater than 10 acres in size and having three or more wetland classes, one of which is open water; or

4. High quality examples of a native wetland listed in the Terrestrial and/or Aquatic Ecosystem elements of the Washington Natural Heritage Plan that are presently identified as such or are determined to be of Heritage quality by the Department of Natural Resources; or

5. The presence of plant associations of infrequent occurrence. These include, but are not limited to, plant associations found in bogs and in wetlands with a coniferous forested wetland class or subclass occurring on organic soils.

(b) "Type II Wetlands" are those wetlands which are not Type I wetlands and meet any of the following criteria:

1. Wetlands greater than one acre in size;

2. Wetlands equal to or less than one acre but greater than one-half acre in size and having three or more wetland classes; or

3. Wetlands equal to or less than one acre but greater than one-half acre in size that have a forested wetland class or subclasses.

(c) "Type III Wetlands" are those wetlands that are: equal to or less than one acre in size and that have one or two wetland classes and are not rated as Type IV wetlands; or wetlands less than one-half acre in size having either 3 wetlands classes or a forested wetland class or subclass.

(d) "Type IV Wetlands" are those wetlands that are equal to or less than 2,500 square feet, and that are hydrologically isolated and have only one wetland class which is not forested.

(e) "Artificially Created Wetlands" are those wetlands defined as such in these regulations, and do not include wetlands created as mitigation, and wetlands modified for approved land use activities. Purposeful or accidental creation must be demonstrated to the Committee through documentation, photographs, statements and/or other evidence. Artificial wetlands intentionally created from non-wetland sites for the purposes of wetland mitigation are regulated under this section. (Ord. 1693)

40.080(10) Stream Classification. Streams shall be designated Class I, Class II, Class III, and Class IV according to the criteria in this section. When more than one stream class is present in short alternating segments on the property in question it will be classified according to the stream class which is more restrictive.

(a) "Class I Streams" are those streams identified as "Shorelines of the State" under the City of Redmond Shoreline Master Program.

(b) "Class II Streams" are those natural streams that are not Class I streams and are either perennial or intermittent and have one of the following characteristics:

1. Salmonid fish use;

2. Significant potential for salmonid fish use; or

3. Significant recreational value.

(c) "Class III Streams" are those natural streams with perennial (year round) or intermittent flow and are not used by salmonid fish and have no potential to be used by salmonid fish.

(d) "Class IV Streams" are those streams and natural drainage swales with perennial or intermittent flow with channel width less than two feet taken at the ordinary high water mark, that are not used by salmonid fish.

(e) "Intentionally Created Streams" are those manmade streams defined as such in these regulations, and do not include streams created as mitigation. Purposeful creation must be demonstrated to the Committee through documentation, photographs, statements and/or other evidence. Intentionally created streams may include irrigation and drainage ditches, grass-lined swales and canals. Intentionally created streams are excluded from regulation under this section, except manmade streams that provide critical habitat for anadromous fish. (Ord. 1693)

40.080(15) Wildlife Habitat Classification. "Critical Habitat" are those habitat areas which meet any of the following criteria:

(a) The documented presence of species proposed or listed by the federal government or State of Washington as endangered, threatened, sensitive, monitor or priority;

(b) The presence of heron rookeries or raptor nesting trees;

(c) Type I wetlands, as defined in these regulations; or

(d) Type I streams, as defined in these regulations. (Ord. 1693)

40.080(20) Geologic Hazard Classifications. Geologic hazard areas shall be classified according to the criteria in this section.

(a) Critical Erosion Hazard Areas: Critical erosion hazard areas are lands or areas underlain by soils identified by the U.S. Department of Agriculture Soil Conservation Service (SCS) as having "severe" or "very severe" erosion hazards. This includes, but is not limited to, the following group of soils when they occur on slopes of 15 percent or greater: Alderwood-Kitsap (AkF), Alderwood gravely sandy loam (AgD), Kitsap silt loam (KpD), Everett (EvD) and Indianola (InD).

(b) Landslide Hazard Areas. Landslide hazard areas are classified as "Class I", "Class II", "Class III" or "Class IV" as follows:

1. Class I/Low Hazard: Areas with slopes of less than 15 percent.

2. Class II/Moderate Hazard: Areas with slopes between 15 percent and 40 percent and that are underlain by soils that consist largely of sand, gravel or glacial till.

3. Class III/High Hazard: Areas with slopes between 15 percent and 40 percent that are underlain by soils consisting largely of silt and clay.

4. Class IV/Very High Hazard: Areas with slopes steeper than 15 percent with zones of emergent water (e.g. springs or ground water seepage), areas of landslide deposits regardless of slope, and all areas sloping 40 percent or steeper.

(c) Seismic Hazard Areas. Seismic hazard areas are lands that, due to a combination of soil and ground water conditions, are subject to severe risk of ground shaking, subsidence or liquefaction of soils during earthquakes. These areas are typically underlain by soft or loose saturated soils (such as alluvium), have a shallow ground water table and are typically located on the floors of river valleys. (Ord. 1693)

40.080(25) Aquifer Recharge Areas. Aquifer recharge areas shall be classified as "low," "medium" and "high" significance based on the soil and groundwater conditions and risks to drinking water. Classification depends on the combined effects of hydrogeological susceptibility to contamination and contaminant loading potential, as follows:

(a) Low Significance/Low Susceptibility Recharge Areas: Upland areas underlain by soils consisting largely of silt, clay or glacial till.

(b) Medium Significance/Moderate Susceptibility Recharge Areas: Upland areas

underlain by soils consisting largely of sand and gravel, and valley floor areas underlain by soils consisting largely of sand, silt and clay in which there is a significant upward component to groundwater flow within the valley alluvium.

(c) High Significance/High Susceptibility Recharge Areas: Valley floor areas underlain by soils consisting largely of sand and gravel in which there is a predominantly downward or lateral component to groundwater flow, and which serve as a source of drinking water. (Ord. 1693)

40.080(30) Flood Hazard Classifications

(a) Floodplain: The total area subject to inundation by the base flood.

(b) Flood Fringe: The portion of the floodplain outside of the floodway which is generally covered by floodwaters during the base flood; it is generally associated with standing water rather than rapidly flowing water.

(c) Zero-rise Floodway: The channel of the stream and that portion of the adjoining floodplain which is necessary to contain and discharge the base flood flow without increasing the base flood elevation. The zero-rise floodway will always include the FEMA floodway.

(d) FEMA Floodway: The channel of the stream and that portion of the adjoining floodplain which is necessary to contain and discharge the FEMA base flood flow without increasing the FEMA base flood elevation more than one foot. (Ord. 1693)

40.080(35) Classification of sensitive areas shall be determined by the Committee based on consideration of the following factors:

(a) Maps adopted pursuant to this chapter;

(b) Application of the criteria contained in these regulations; and

(c) Consideration of the technical reports submitted by qualified consultants in connection with applications subject to these regulations. (Ord. 1693)

20C.40.090 BUFFER AREAS

40.090(05) The establishment of buffer areas shall be required for all development proposals and activities in or adjacent to sensitive areas. The purpose of the buffer shall be to protect the integrity, function, value and resource of the subject sensitive area, and/or to protect life, property and resources from risks associated with development on unstable or sensitive lands. Buffers shall consist of an undisturbed area of native vegetation established to achieve the purpose of the buffer. If the site has previously been disturbed, the buffer area shall be revegetated pursuant to an approved planting plan. Buffers shall be protected during construction by placement of a temporary barricade, on-site notice for construction crews of the presence of the sensitive area, and implementation of appropriate erosion and sedimentation controls. (Ord. 1693)

40.090(10) Required buffer widths shall reflect the sensitivity of the particular sensitive area and resource or the risks associated with development and, in those circumstances permitted by these regulations, the type and intensity of human activity and site design proposed to be conducted on or near the sensitive area. Buffers or setbacks shall be measured as follows:

(a) Wetland buffers - from the wetland edge as delineated and marked in the field using the 1989 Federal Methodology.

(b) Stream buffers - from the ordinary high water mark.

(c) Critical landslide hazard areas - from the top and toe and along the sides of the slope. (Ord. 1693)

40.090(15) Buffer widths shall be established according to the following standards and criteria:

(a) Wetland Buffers.

1. Wetland buffers shall be established as follows:

Wetland Type	High Impact Land Use (ft)	Low Impact Land Use (ft)
Type I	150	100
Type II	100	50
Type III	50	25
Type IV	0	0

The City may extend the width of the buffer on the basis of site-specific analysis when necessary to achieve the goals of the Ordinance.

A. In applying an appropriate buffer width, the City will use the factors listed below to determine whether a proposed development should be considered to have a high impact or low impact on wetlands. The factors will be applied to the use or activity as proposed by the applicant, not to the general category of use (i.e. multi-family residential, industrial). The factors are intended to recognize the significance of adverse impacts to wetlands resulting from the proposed development.

B. The factors that will be considered to be low intensity development include, but are not limited to:

(i) Site layout with no parking, outdoor storage, or use of machinery between building and buffer;

(ii) Use does not involve usage or storage of chemicals;

(iii) Passive areas located adjacent to buffer; and

(iv) Wetland and buffer incorporated into site design.

2. Wetland buffer widths may be modified by averaging buffer widths or by enhancing buffer quality as set forth herein.

A. Buffer width averaging shall be allowed only where the applicant demonstrates to the Committee that the wetland contains variations in sensitivity due to existing physical characteristics, that lower intensity land uses would be located adjacent to areas where buffer width is reduced, that width averaging will not adversely impact the wetland functional values, and that the total area contained within the buffer after averaging is no less than that contained within the standard buffer prior to averaging.

B. Buffer width may be reduced by up to 25 percent if an applicant undertakes measures approved by the Committee to enhance the buffer, including but not limited to planting of native trees or shrubs, increasing the diversity of plant cover types, or replacement of exotic species with native species.

C. Application of subparagraphs A and B shall not result in buffer width being reduced by more than 25 percent of the required buffer and in no case may the buffer be less than 25 feet in width.

3. Low impact uses and activities which are consistent with the purpose and function of the wetland buffer and do not detract from its integrity may be permitted within the buffer depending on the sensitivity of the wetland. Examples of uses and activities which may be permitted in appropriate cases include preferably pervious trails, viewing platforms, stormwater management facilities such as grass-lined swales, and utility easements, provided that any impacts to the buffer resulting from such permitted activities shall be mitigated. Uses permitted within the buffer shall be located as far from the wetland as possible.

4. A regulated wetland and its associated buffer shall either be placed in a separate tract on which development is prohibited, protected by execution of an easement, dedicated to a conservation organization or land trust, or similarly preserved through a permanent protective mechanism acceptable to the City. The location and limitations associated with the wetland and its buffer shall be shown on the face of the deed or plat applicable to the property and shall be recorded with the King County Department of Records.

(b) Stream Buffers.

1. The following buffers are established for streams:

Stream Class	Minimum Buffer Width (ft)	Maximum Buffer Width (ft)
Class I	100	150
Class II	75	100
Class III	25	50
Class IV	0	0

2. The maximum buffer width will be established unless the applicant implements one or more enhancement measures. Such measures,

listed in order of preference, will be considered in reducing buffer requirements. These include but are not limited to:

A. Removal of fish barriers to restore accessibility to anadromous fish.

B. Enhancement of fish habitat using log structures incorporated as part of a fish habitat enhancement plan.

C. Enhancement of wildlife habitat structures that are likely to be used by wildlife, including wood duck houses, bat boxes, nesting platforms, snags, rootwads/stumps, birdhouses, and heron nesting areas.

D. Additional mitigating measures may include:

(i) Landscaping outside the buffer area with native vegetation or a reduction in the amount of clearing outside the buffer area; or

(ii) Planting native vegetation within the buffer area, especially vegetation that would increase value for fish and wildlife, increase stream bank or slope stability, improve water quality, or provide aesthetic/recreational value; or

(iii) Create a surface channel where a stream was previously culverted or piped; or

(iv) Remove or modify existing stream culverts (such as at road crossings) to improve fish passage and flow capabilities; or

(v) Upgrade retention/detention facilities or other drainage facilities beyond required levels.

3. No structures or improvements shall be permitted within the stream buffer area, including buildings, decks, docks, except as otherwise permitted or required under the City's adopted Shoreline Master Program, or under one of the following circumstances:

A. When the improvements are part of an approved rehabilitation or mitigation plan; or

B. For construction of new roads and utilities, and accessory structures, when no feasible alternative location exists; or

C. Construction of trails, according to the following criteria:

(i) Preferably constructed of permeable materials;

(ii) Designed to minimize impact on the stream system;

(iii) Of a maximum trail corridor width of ten (10) feet; and

(iv) Located within the outer half of the buffer, i.e., the portion of the buffer that is farther away from the stream; or

D. Construction of footbridges; or

E. Construction of educational facilities, informational signs.

4. The City may extend the width of the buffer on the basis of site-specific analysis when necessary to comply with a basin plan adopted by the City.

5. Stream buffer widths may be modified by averaging buffer widths or by enhancing buffer quality as set forth herein.

A. Buffer width averaging shall be allowed only where the applicant demonstrates to the Committee that the stream contains variations in sensitivity due to existing physical characteristics, that lower intensity land uses would be located adjacent to areas where buffer width is reduced, and that the total area contained within the buffer after averaging is no less than that contained within the standard buffer prior to averaging.

B. Buffer width may be reduced up to 25 percent if an applicant undertakes measures approved by the Committee to enhance the buffer, including but not limited to planting of native trees and shrubs, increasing the diversity of plant cover types, or replacement of exotic species with native species.

C. Application of subparagraphs A and B shall not result in buffer width being reduced by more than 25% of the required buffer and in no case may the buffer be less than 25 feet in width.

6. A regulated stream and its associated buffer shall be placed either in a separate tract on which development is prohibited, protected by execution of an easement, dedicated to a conservation organization or land trust, or similarly preserved through a permanent protective mechanism acceptable to the City. The location and limitations associated with the stream and its buffer shall be shown on the face of the deed or plat applicable to the property and shall be recorded with the King County Department of Records.

(c) Wildlife Habitat Areas.

1. Buffer widths for critical habitat areas shall be based on consideration of the following factors: species recommendations of the Washington State Department of Wildlife; recommendations contained in the wildlife study submitted by a qualified consultant; and the nature and intensity of land uses and activities occurring on the site and on adjacent sites.

2. Low impact uses and activities which are consistent with the purpose and function of the habitat buffer and do not detract from its integrity may be permitted within the buffer depending on the sensitivity of the habitat area. Examples of uses and activities which may be permitted in appropriate cases include preferably pervious trails, viewing platforms, stormwater management facilities such as grass-lined swales, and utility easements, provided that any impacts to the buffer resulting from permitted facilities shall be mitigated.

3. Critical habitat areas and their associated buffer shall be placed either in a separate tract on which development is prohibited, protected by execution of an easement, dedicated to a conservation organization or land trust, or similarly preserved through a permanent protective mechanism acceptable to the City. The location and limitations associated with the critical habitat and its buffer shall be shown on the face of the deed or plat applicable to the property and shall be recorded with the King County Department of Records and Elections.

(d) Critical Landslide Hazard Areas.

1. Required buffers shall vary between 25 feet and 50 feet in most cases. The width of the buffer shall reflect the sensitivity of the critical landslide hazard area in question and the types and density of uses proposed on or adjacent to the geologic hazard. In determining the appropriate buffer width, the Committee shall consider the recommendations contained in any technical report required by these regulations and prepared by an applicant's qualified consultant.

2. Buffers may be reduced to a minimum of 15 feet when the applicant demonstrates through technical studies that the reduction will adequately protect the proposed and surrounding development from the critical landslide hazard. (Ord. 1693)

40.090(20) Buffer Width Variances. Required buffers shall not deny all reasonable use of property. A variance from buffer width requirements may be granted by the City subject to the variance criteria set forth in 20F.20.190 and upon a showing by the applicant that:

(a) There are special circumstances applicable to the subject property or to the intended use such as shape, topography, location or surroundings that do not apply generally to other properties and which support the granting of a variance from the buffer width requirements; and

(b) Such buffer width variance is necessary for the preservation and enjoyment of a substantial property right or use possessed by other similarly situated property but which because of special circumstances is denied to the property in question; and

(c) The granting of such buffer width variance will not be materially detrimental to the public welfare or injurious to the property or improvement; and

(d) The granting of the buffer width variance will not significantly impact the subject sensitive area. (Ord. 1693)

20C.40.100 ALTERATION OR DEVELOPMENT OF SENSITIVE AREAS - STANDARDS AND CRITERIA

40.100(05) General Mitigation Standard. All significant adverse impacts to sensitive areas functions and values shall be mitigated. Mitigation actions by an applicant or property owner shall occur in the following sequence:

(a) Avoiding the impact altogether by not taking a certain action or parts of actions;

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;

(c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and/or

(e) Compensating for the impact by replacing or providing substitute resources or environments. (Ord. 1693)

40.100(10) Where impacts cannot be avoided, and the applicant has exhausted feasible design alternatives, the applicant or property owner shall seek to implement other appropriate mitigation actions in compliance with the intent, standards and criteria of this chapter. In an individual case, these actions may include consideration of alternative site plans and layouts, reductions in the density or scope of the proposal, and/or implementation of the performance standards listed in 20C.40.100 and 20C.40.120. (Ord. 1693)

40.100(15) Alteration of sensitive areas or their established buffers may only be permitted subject to the following criteria:

(a) Wetlands:

1. Type I Wetlands: Alterations of Type I wetlands shall be prohibited subject to the reasonable use provisions of this chapter.

2. Type II Wetlands:

   A. Any proposed alteration and mitigation shall comply with the mitigation performance standards and requirements of these regulations; and

   B. No net loss of wetland function and value may occur.

3. Type III Wetlands:

   A. The proposed mitigation complies with the mitigation performance standards and requirements of these regulations; and

   B. Where enhancement or replacement is proposed, ratios shall comply with the requirements of 20C.40.110(15)(b).

(b) Streams:

1. Relocation of a Class I, II, or III stream in order to facilitate general site design will not be allowed. Relocation of these classes of streams may take place only when it is part of an approved mitigation or rehabilitation plan, and will result in equal or better habitat and water quality, and will not diminish the flow capacity of the stream.

2. Bridges shall be used to cross Class I streams.

3. Culverts are allowable only under the following circumstances:

   A. Only in Class II, III, and IV streams;

   B. When fish passage will not be impaired;

   C. When the following design criteria are met:

      (i) Oversized culverts will be installed;

      (ii) Culverts will include gradient controls and creation of pools within the culvert for Class II streams where appropriate; and

      (iii) Gravel substrate will be placed in the bottom of the culvert to a minimum depth of one foot for Class II streams.

   D. The applicant or successors shall, at all times, keep any culvert free of debris and sediment to allow free passage of water and, if applicable, fish.

4. The City may require that a stream be removed from a culvert as a condition of approval, unless the culvert is not detrimental to fish habitat or water quality, or removal would be detrimental to fish or wildlife habitat or water quality.

(c) Wildlife Habitat:

1. Critical Habitat: Alterations of critical habitat shall be avoided, subject to Section 20C.40.150, Reasonable Use Provision.

(d) Geologic Hazard Areas:

1. The City shall approve, condition or deny proposals in a geologic hazard area as appropriate based upon the effective mitigation of risks posed to property, health and safety. The objective of mitigation measures shall be to render a site containing a critical geologic hazard site as safe as one not containing such hazard. Conditions may include limitations of proposed uses, modification of density, alteration of site layout and other appropriate changes to the proposal. Where potential impacts cannot be effectively mitigated, or where the risk to public health, safety and welfare, public or private property, or important natural resources is significant notwithstanding mitigation, the proposal shall be denied.

2. Class IV Landslide Hazard Areas: Development shall be prohibited in Class IV (very high) landslide hazard areas.

3. Critical Seismic Hazard Areas:

   A. For one-story and two-story residential structures, the applicant shall conduct an evaluation of site response and liquefaction potential based on the performance of similar structures under similar foundation conditions; and

   B. For all other proposals, the applicant shall conduct an evaluation of site response and liquefaction potential including sufficient subsurface exploration to provide a site coefficient (S) for use in the static lateral force procedure described in the Uniform Building Code.

4. When development is permitted in geologic hazard areas by these regulations, an applicant and/or its qualified consultant shall provide assurances which include the following:

   A. A letter from the geotechnical engineer and/or geologist who prepared the studies required by these regulations that risks of damage from the proposal, both on-site and off-site, are minimal subject to the conditions set forth in the report, that the proposal will not increase the risk of occurrence of the potential geologic hazard, and that measures to eliminate or reduce risks have been incorporated into its recommendations;

   B. A legal statement which shall be recorded and noted on the face of the deed or plat, and executed in a form satisfactory to the City, characterizing the site as being located in a geologic hazard area and that there may or may not be risks associated with development of such site; and

   C. Posting of a bond, guarantee or other assurance device approved by the City, to cover the cost of monitoring, maintenance and any necessary corrective actions.

(e) Aquifer Recharge Areas:

1. The following land uses and activities shall be prohibited in critical (high significance) aquifer recharge areas:

   A. Land uses and activities that involve the use, storage, transport or disposal of significant quantities of chemicals, substances or materials that are toxic, dangerous or hazardous, as those terms are defined by state and federal regulations;

   B. On-site community sewage disposal systems;

   C. Underground storage of chemicals;

   D. Petroleum pipelines; and

   E. Solid waste landfills.

2. Medium or Low Significance Recharge Areas: Development within medium or low significance aquifer recharge areas, as those terms are defined in these regulations, shall implement the mitigation standards contained in Sections 20C.40.110 and 20C.40.120.

(f) Flood Hazard Areas - Development Standards:

1. Flood Hazard Areas Generally. For all new structures or substantial improvements, the applicant must provide certification by a qualified consultant of the actual as-built elevation of the lowest floor, including basement, and, if applicable, the actual as-built elevation to which the structure is flood-proofed. If the structure has a basement, this must be indicated.

2. The Floodfringe Outside the Zero-Rise Floodway.

A. Except in Urban Shoreline designation areas, development shall not reduce the effective base flood storage volume of the floodplain. Grading or other activity which would reduce the effective storage volume must be mitigated by creating compensatory storage on the site. Off-site compensatory storage may be permitted if binding legal arrangements assure that the effective compensatory storage volume will be preserved over time.

B. No structure shall be allowed which would be at risk due to stream bank destabilization including that associated with channel relocation or meandering.

C. All elevated construction must be designed and certified by a professional structural engineer registered in the State of Washington and must be approved by the City prior to construction.

D. Subdivisions, short subdivisions, binding site plans, site plan review, special development permits, and general development permits shall follow the following requirements:

(i) New building lots shall contain 3,600 square feet or more of buildable land outside the zero rise floodway and building setback lines shall be shown on the face of the plat to restrict permanent structures to the area so defined;

(ii) All utilities and facilities such as a sewer, gas, electrical, telephone, cable communications and water systems shall be located and constructed consistent with subparagraph I below;

(iii) Base flood data and flood hazard notes shall be shown on the face of the recorded plat, including, but not limited to, the base flood elevation, required flood protection elevations, and the boundaries of the floodplain and the floodway, if determined; and

(iv) The following note shall be recorded with the King County Department of Records and Elections for all affected lots:

"NOTICE"
"Lots and structures located within flood hazard areas may be inaccessible by emergency vehicles during flood events. Residents and property owners should take appropriate advance precautions."

E. New residential construction and substantial improvement shall meet the following criteria:

(i) The lowest floor shall be elevated to the flood protection elevation.

(ii) Portions of the building that are below the flood protection elevation shall not be fully enclosed. The areas below the lowest floor shall be designed to automatically equalize hydrodynamic flood forces on exterior walls by allowing the entry and exit of floodwaters. Designs for meeting this requirement must meet or exceed the following minimum criteria:

(a) Minimum of two openings on opposite walls having a total open area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided;

(b) The bottom of all openings shall be no higher than one foot above grade;

(iii) Openings may be equipped with screens, louvers, or other coverings or devices provided that they permit the unrestricted entry and exit of floodwaters.

F. New non-residential construction and substantial improvement of any existing commercial, industrial, or other non-residential structure shall meet the elevation requirements of residential construction.

G. All new construction shall be anchored to prevent flotation, collapse, or lateral movement of the structure.

H. For all mobile homes, all standards for flood hazard protection for conventional residential construction shall apply. All manufactured and mobile homes must be anchored and shall be installed using methods and practices that minimize flood damage. For new mobile home parks, for expansions to existing mobile home parks, and for existing mobile home parks where the repair/reconstruction of the streets, utilities, and pads equals or exceeds 50 percent of the value of the streets, utilities, and pads before repair/reconstruction has commenced, all standards for flood hazard protection appli-

cable for residential construction shall apply to all mobile homes within the park.

I. Utilities shall meet the following criteria:

(i) All new and replacement utilities, including sewage treatment facilities, shall be flood-proofed to, or elevated above, the flood protection elevation.

(ii) New on-site sewage disposal systems shall be located outside the limits of the 100-year floodplain. The installation of new on-site sewage disposal systems in the floodplain is prohibited.

(iii) Sewage and agricultural waste storage facilities shall be flood-proofed to the base flood elevation plus three feet.

(iv) Above-ground utility transmission lines, other than electrical transmission lines, shall only be allowed for the transport of non-hazardous substances.

(v) Buried utility transmission lines transporting hazardous substances (as defined by the Washington State Hazardous Waste Management Act in RCW 70.105.005) shall be buried at a minimum depth of four feet below the maximum depth of scour for the base flood predicted by a professional civil engineer licensed by the State of Washington and shall achieve sufficient negative buoyancy so that any potential for flotation or upward migration is eliminated.

J. Critical facilities may be allowed within the flood fringe of the floodplain. All such proposed uses shall be evaluated through a special development permit. Critical facilities constructed within the flood fringe shall have the lowest floor elevated to three or more feet above the base flood elevation. Flood-proofing and sealing measures must be taken to ensure that hazardous or toxic substances will not be displaced by or released into floodwaters. Access routes elevated to the flood protection elevation shall be provided to all critical facilities to the nearest maintained public street or roadway located outside of the floodplain.

K. The Committee shall review all development permits to determine that all necessary permits have been obtained as required by Federal or State law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334, as required by Section 60.3(a) (2) of 44 CFR.

L. Storage and containment of hazardous or dangerous chemicals, substances or materials, as those terms are determined by applicable state and federal regulations, shall be prohibited provided that existing uses involving storage, etc., shall conform to the flood protection elevation when applying for any permit.

3. Development in the Zero-Rise Floodway.

A. Activities allowed within the zero-rise floodway must conform to the requirements of this section, as well as the requirements that apply to the flood fringe outside the zero-rise floodway as identified in Section 20C.40.100(15)(f)2.

B. No development activity shall reduce the effective storage volume of the floodplain.

C. No development, including permitted new construction or reconstruction, shall cause any increase in the zero rise base flood elevation.

D. No temporary structures or storage of materials hazardous to public health, safety and welfare shall be permitted in the zero-rise floodway.

E. Construction of new residential or non-residential structures is permitted in the zero-rise floodway only in the following circumstances:

(i) The structure must be on a lot legally in existence at the time this ordinance becomes effective;

(ii) The structure must be on a lot that contains less than 3,600 square feet of buildable land outside the zero-rise floodway; and

(iii) The structure must meet the construction standards set forth in 20C.40.100(15)(f)2 and (f)3 paragraphs B, C, and D.

F. New lots that include part of the zero-rise floodway may be created only if the lots meet the requirements of 20C.40.100(15)(f)2.D and administrative rules, or are declared as non-building lots on the face of the plat.

G. The following circumstances are presumed to produce no increase in base flood elevation and shall not require special studies to establish this fact:

(i) Substantial improvement on existing residential structures outside the zero-rise floodway where the building footprint is not increased.

(ii) Substantial improvement of an existing residential structure shall meet the requirements for new residential construction set forth in 20C.40.100(15)(f)2.E.

H. Reconstruction of an existing residential structure shall meet the requirements for new residential construction set forth in 20C.40.100(15)(f)2.E.

I. Utilities and roads are permitted in the zero-rise floodway only when no other location is practicable, or when mitigating measures achieve zero-rise floodway elevations, and shall meet the minimum criteria set forth in 20C.40.100(15)(f)2.I and the following requirements:

(i) Construction of sewage treatment facilities shall be prohibited.

(ii) Utility transmission lines transporting hazardous substances shall be buried at a minimum depth of four feet below the maximum depth of scour for the base flood as predicted by a professional civil engineer licensed by the State of Washington and shall achieve sufficient negative buoyancy so that any potential for flotation or upward migration is eliminated.

J. Critical facilities shall not be constructed in the zero-rise floodway.

K. Floodway Dependent Structures: Installations or structures that are floodway dependent may be located in the floodway provided that the development proposal receives approval from all other agencies with jurisdiction and meets all standards in 20C.40.100(15)(a) and (b). Such installations include but are not limited to:

(i) Dams or diversions for water supply, flood control, hydroelectric production, irrigation or fisheries enhancement;

(ii) Flood damage reduction facilities such as levees and pumping stations;

(iii) Stream bank stabilization structures where no feasible alternative exists to protecting public or private property;

(iv) Storm water conveyance facilities subject to the requirements of the development standards for streams and wetlands, and other relevant City of Redmond development standards;

(v) Boat launches, docks and related recreation structures;

(vi) Bridge piers and abutments; and

(vii) Fisheries enhancement or stream restoration projects.

L. Development of the area located downstream of Redmond Way on Bear Creek may be allowed when (a) mitigating measures achieve zero-rise floodway elevations, or (b) when surface water elevations are not increased over 1.0 foot provided no significant unmitigated upstream, downstream, or on-site environmental impacts are created flows.

4. Development in the FEMA Floodway.

A. Construction or placement of new residential or non-residential structures is prohibited within the FEMA floodway. Shoreline protective structures, bridges, roads, trails and railroads are permitted within the FEMA floodway.

B. No development subject to these regulations, including permitted new construction or reconstruction, shall cause any increase in the FEMA base flood elevation.

C. Substantial improvement of an existing residential structure located in the floodway must meet the requirements set out in WAC 173-158-070 as amended. Such substantial improvement is presumed to produce no increase in base flood elevation and shall not require special studies to establish this fact. (Ord. 1693)

40.100(20) Development proposed in sensitive areas shall incorporate and reflect the performance standards contained in Sections 20C.40.110 and 20C.40.120. (Ord. 1693)

20C.40.110 MITIGATION STANDARDS, CRITERIA AND PLAN REQUIREMENTS

40.110(05) Mitigation Performance Standards.

(a) Significant adverse impacts to sensitive area functions and values shall be mitigated. Mitigation actions shall be implemented in the preferred sequence identified in 20C.40.100(05). Proposals which include less preferred and/or compensatory mitigation shall demonstrate that:

1. All feasible and reasonable measures will be taken to reduce impacts and losses to the sensitive area, or to avoid impacts where avoidance is required by these regulations; and

2. The restored, created or enhanced sensitive area or buffer will be as viable and persistent as the sensitive area or buffer area it replaces; and

3. In the case of wetlands and streams, no overall net loss will occur in wetland or stream functions and values. (Ord. 1693)

40.110(10) Location and Timing of Mitigation.

(a) Mitigation shall be provided on-site, unless on-site mitigation is not scientifically feasible due to physical features of the property. The burden of proof shall be on the applicant to demonstrate that mitigation cannot be provided on-site.

(b) When mitigation cannot be provided on-site, mitigation shall be provided in the immediate vicinity of the permitted activity on property owned or controlled by the applicant, such as an easement, provided such mitigation is beneficial to the sensitive area and associated resources.

(c) In-kind mitigation shall be provided except when the applicant demonstrates and the City concurs that greater functional and habitat value can be achieved through out-of-kind mitigation.

(d) Only when it is determined by the City that paragraphs (a), (b), and (c) above are inappropriate and impractical, shall off-site, out-of-kind mitigation be considered.

(e) When wetland or stream mitigation is permitted by these regulations on-site or off-site, the mitigation project shall occur near an adequate water supply (river, stream, groundwater) with a hydrologic connection to the sensitive area to ensure successful development or restoration.

(f) Any agreed upon mitigation proposal shall be completed concurrently with project construction, unless a phased schedule, that assures completion prior to occupancy, has been approved by the City.

(g) Wetland acreage replacement ratios shall be as specified in 20C.40.110(15)(b).

(h) Restored or created streams, where permitted by these regulations, shall be an equivalent or higher stream value or function than the altered stream. (Ord. 1693)

40.110(15) Wetland Replacement Ratios.

(a) Where wetland alterations are permitted by the City, the applicant shall restore or create areas of wetlands in order to compensate for wetland losses. Equivalent areas shall be determined according to acreage, function, type, location, timing factors, and projected success of restoration or creation.

(b) When creating or enhancing wetlands, the following acreage replacement ratios shall be used:

Wetland Type	Wetland Creation Replacement Ratio (Area)	Wetland Enhancement Ratio (Area)
Type I	6:1	2:1
Type II	2:1	1:1
Type III	2:1	1:1

The Department shall have discretion to increase these standards where mitigation is to occur off-site or in other appropriate circumstances.

(c) Enhanced wetlands shall have higher wetland values and functions than the altered wetland. The values and functions transferred shall be of equal or greater quality to assure no net loss of wetland values and functions.

(d) Enhanced and created wetlands shall be appropriately classified and buffered. (Ord. 1693)

20C.40.120 PERFORMANCE STANDARDS FOR MITIGATION PLANNING

40.120(05) The performance standards in this section, and the standards contained in 20C.40.100, shall be incorporated into mitigation plans submitted to the City for impacts to sensitive areas. Mitigation plans shall contain the information indicated in the Sensitive Areas Ordinance Appendix.

(a) Wetlands and Streams:

1. Use plants indigenous to the region (not introduced or foreign species);

2. Use plants adaptable to a broad range of water depths;

3. Plants should be commercially available or available from local sources;

4. Plant species high in food and cover value for fish and wildlife must be used;

5. Plant mostly perennial species;

6. Avoid committing significant areas of the site to species that have questionable potential for successful establishment;

7. Plant selection must be approved by a qualified consultant;

8. For wetlands:

   A. Water depth is not to exceed 6.5 feet (2 meters);

   B. The grade or slope that water flows through the wetland is not to exceed 6 percent;

   C. Slopes within the wetland basin and the buffer zone may not be steeper than 3:1 (horizontal to vertical); and

   D. The wetland (excluding the buffer area) should not contain more than 60 percent open water as measured at the seasonal high water mark;

9. Substrate should consist of a minimum of one foot, in depth, of clean (uncontaminated with chemicals or solid/hazardous wastes) inorganic/organic materials;

10. Planting densities and placement of plants should be determined by a qualified consultant and shown on the design plans;

11. The planting plan must be approved by the City;

12. Stockpiling should be confined to upland areas and contract specifications should limit stockpiling of earthen materials to durations in accordance with City clearing and grading standards, unless otherwise approved by the Committee;

13. Planting instructions shall be submitted which describe proper placement, diversity, and spacing of seeds, tubers, bulbs, rhizomes, sprigs, plugs, and transplanted stock;

14. Apply controlled release fertilizer at the time of planting and afterward only as plant conditions warrant (determined during the monitoring process);

15. Install an irrigation system, if necessary, for the initial establishment period;

16. Construction specifications and methods must be approved by a qualified consultant and the Committee; and

17. Construction management should occur by a qualified consultant and be inspected by the Committee.

(b) Wildlife Habitat:

1. Relevant performance standards from 20C.40.120(05)(a), as determined by the Committee, shall be incorporated into mitigation plans.

2. The following additional mitigation measures shall be reflected in mitigation planning:

   A. Consider habitat in site planning and design;

   B. Locate buildings and structures in a manner that preserves and minimizes adverse impacts to important habitat areas;

   C. Integrate retained habitat into open space and landscaping, consistent with the provisions of Section 20C.20.090;

   D. Where possible, consolidate habitat and vegetated open space in contiguous blocks;

E. Locate habitat contiguous to other habitat, open space or landscaped areas to contribute to a continuous system or corridor that provides connections to adjacent habitat areas;

F. Use native species in any landscaping of disturbed or undeveloped areas and in any enhancement of habitat or buffers;

G. Emphasize heterogeneity and structural diversity of vegetation in landscaping;

H. Remove and/or control any noxious weeds or animals as defined by the Director of Public Works; and

I. Preserve significant trees, preferably in groups, consistent with Section 20C.20.090(25) and with achieving the objectives of these standards.

3. Landscape plan shall be submitted consistent with the requirements of Section 20C.20.090(15) and with the goals and standards of this chapter. The plan shall reflect the report prepared pursuant to Section 20C.40.070.

(c) Geologic Hazard Areas:

1. Relevant performance standards from 20C.40.120.(05)(a) and (b), as determined by the Committee, shall be incorporated into mitigation plans.

2. The following additional performance standards shall be reflected in proposals within geologic hazard areas:

A. Geotechnical studies shall be prepared by a qualified consultant to identify and evaluate potential hazards and to formulate mitigation measures;

B. Construction methods will reduce or not adversely affect geologic hazards;

C. Site planning should minimize disruption of existing topography and natural vegetation;

D. Impervious surface coverage should be minimized;

E. Disturbed areas should be replanted as soon as feasible pursuant to an approved landscape plan;

F. Clearing and grading regulations as set forth by the City shall be followed;

G. Use of retaining walls that allow maintenance of existing natural slope areas are preferred over graded slopes;

H. Temporary erosion and sedimentation controls, pursuant to an approved plan, shall be implemented during construction;

I. A master drainage plan shall be prepared for large projects as required by the City Engineer;

J. Undevelopable geologic hazard areas larger than one-half acre shall be placed in a separate tract, provided this requirement does not make the lot nonconforming;

K. A monitoring program shall be prepared for construction activities permitted in geologic hazard areas; and

L. Development shall not increase instability or create a hazard to the site or adjacent properties, or result in a significant increase in sedimentation or erosion.

(d) Aquifer Recharge Areas. Any uses or activities locating in a medium or low significance aquifer recharge area which involve the use, storage, transport or disposal of significant quantities of chemicals, substances, or materials that are toxic, dangerous or hazardous, as those terms are defined by state and federal regulations, shall comply with the following additional standards.

1. Development within medium significance aquifer recharge areas, as that term is defined in these regulations, shall implement the following measures:

A. Underground storage of chemicals, substances or materials that are toxic, hazardous or dangerous is discouraged;

B. Any chemicals, substances or materials that are toxic, hazardous or dangerous shall be segregated and stored in receptacles or containers that meet state and federal standards;

C. Storage containers shall be located in a designated, secured area that is paved and able to contain leaks and spills, and surrounded by a dike;

D. Secondary containment devices shall be constructed around storage areas to retard the spread of any spills and a monitoring system should be implemented;

E. A written operations plan shall be developed, including procedures for loading/unloading liquids and for training of employees in proper materials handling;

F. An emergency response/spill clean-up plan shall be prepared and employees properly trained in reacting to accidental spills;

G. Any above ground storage tanks shall be located within a diked area on an impervious surface. The tanks shall include overfill protection systems and positive controls on outlets to prevent uncontrolled discharges;

H. Development should be clustered and impervious surfaces limited where possible;

I. No waste liquids or chemicals of any kind shall be discharged to storm sewers; and

J. All development shall implement best management practices (BMPs) for water quality, as approved by the Committee, such as biofiltration swales and use of oil-water separators, and BMPs appropriate to the particular use proposed.

2. Development within low significance aquifer recharge areas shall implement best management practices (BMPs) for water quality as approved by the Committee. (Ord. 1693)

40.120(10) On completion of construction, any approved mitigation project must be signed off by the applicant's qualified consultant and approved by the Committee. Signature will indicate that the construction has been completed as planned. (Ord. 1693)

40.120(15) Approved mitigation projects shall implement the monitoring and contingency planning requirements of Section 20C.40.130. (Ord. 1693)

20C.40.130 MONITORING PROGRAM AND CONTINGENCY PLAN

40.130(05) A monitoring program shall be implemented by the applicant to determine the success of the mitigation project and any necessary corrective actions. This program shall determine if the original goals and objectives are being met. (Ord. 1693)

40.130(10) A contingency plan shall be established for indemnity in the event that the mitigation project is inadequate or fails. A performance and maintenance bond or other acceptable security device is required to ensure the applicant's compliance with the terms of the mitigation agreement. The amount of the performance and maintenance bond shall equal 125 percent of the cost of the mitigation project for a minimum of 5 years. The bond may be reduced in proportion to work successfully completed over the period of the bond. The bonding period shall coincide with the monitoring period. (Ord. 1693)

40.130(15) Monitoring programs prepared to comply with this chapter shall reflect the following guidelines:

(a) Use scientific procedures for establishing the success or failure of the project;

(b) For vegetation determinations, permanent sampling points shall be established;

(c) Vegetative success equals 100 percent per year survival of planted trees and shrubs and 100 percent per year cover of desirable understory or emergent species;

(d) Submit monitoring reports on the current status of the mitigation project to the Committee. The reports are to be prepared by a qualified consultant and reviewed by the City's consultant and should include monitoring information on wildlife, vegetation, water quality, water flow, stormwater storage and conveyance, and existing or potential degradation, and shall be produced on the following schedule: at the time of construction; 30 days after planting; early in the growing season of the first year; end of the growing season of first year; twice the second year; and annually thereafter;

(e) Monitoring programs shall be established for a minimum of five years;

(f) If necessary, correct for failures in the mitigation project;

(g) Replace dead or undesirable vegetation with appropriate plantings;

(h) Repair damages caused by erosion, settling, or other geomorphological processes;

(i) Redesign mitigation project (if necessary) and implement the new design; and

(j) Correction procedures shall be approved by a qualified consultant and the Committee. (Ord. 1693)

20C.40.140 PROCEDURAL PROVISIONS

40.140(05) Interpretation and Conflicts. Any question regarding interpretation of these regulations shall be resolved pursuant to the procedures set forth in Community Development Guide Section 20F.10.020 et seq. (Ord. 1693)

40.140(10) Penalties and Enforcement. Compliance with these regulations and penalties for their violation shall be enforced pursuant to the procedures set forth in Community Development Guide Section 20F.10.050 et seq. (Ord. 1693)

40.140(15) Appeals from Permit Decisions. Appeals from permit decisions shall be governed by the procedures set forth in Community Development Guide Section 20F.20.200 et seq. (Ord. 1693)

20C.40.150 REASONABLE USE PROVISION

40.150(05) The standards and regulations of these regulations are not intended, and shall not be construed or applied in a manner, to deny all reasonable economic use of private property. If an applicant demonstrates to the satisfaction of the Hearing Examiner that strict application of these standards would deny all reasonable economic use of its property, development may be permitted subject to appropriate conditions. (Ord. 1693)

40.150(10) An applicant for relief from strict application of these standards shall demonstrate the following:

(a) No reasonable use with less impact on the sensitive area and the buffer is feasible and reasonable; and

(b) There is no feasible and reasonable on-site alternative to the activities proposed, considering possible changes in site layout, reductions in density and similar factors; and

(c) The proposed activities, as conditioned, will result in the minimum possible impacts to affected sensitive areas; and

(d) All reasonable mitigation measures have been implemented or assured; and

(e) The inability to derive reasonable economic use is not the result of the applicant's actions. The purchase price of the property shall not be construed to be an applicant's action. (Ord. 1693)

20C.40.160 SEVERABILITY

If any provision of these regulations or its application to any person or circumstance is held invalid by a court of competent jurisdiction, the remainder of these regulations or the application to other persons or circumstances shall not be affected. (Ord. 1693)

20C.80.700 - 760
(SEE ORD 1930)

(SEE ORD 1907 & 1928)

20C.100 TRANSPORTATION MANAGEMENT CODE
* [AMENDED BY ORD 1928]

20C.110 IMPACT FEES - FIRE
(SEE ORD 1909)
(SEE ORD 1913 - AMENDED)

20D.30 PUBLIC DEVELOPMENT PROGRAMS

(Repealed by Ord. 1683)

20E.00 BUILDING AND CONSTRUCTION CODES

20E.10.000 BUILDING CODE

20E.10.010 SHORT TITLE
This chapter and amendments hereto shall constitute the "building code" of the City and may be cited as such.

20E.10.020 ADOPTION
The Uniform Building Code, 1988 Edition, and the Uniform Building Standards, 1988 Edition, both as published by the International Conference of Building Officials, one copy each of which is on file with the office of the City Clerk for public inspection, with the additions, deletions and exceptions as set forth in WAC 51-16-030, are hereby adopted by this reference and incorporated herein as if set forth in full as the Building Code for the City of Redmond, except such portions as may be deleted, modified or amended by this chapter.

20E.10.030 DELETIONS
The following sections of the Uniform Building Code, ~~1988~~ 1994 Edition, are hereby deleted:

- Roofs, Footnote ~~2 and 3~~ 1, 2 & 4 of Table ~~30A~~ 15A.
- Appendix Chapter ~~70~~ 33. Excavation and grading.

20E.10.040 AMENDMENTS
The following sections of the Uniform Building Code adopted by this chapter are hereby amended to read as follows:

~~20E.10.040(10) Section 304 Fees - Building permit fees shall be paid pursuant to the schedule of fees adopted in accord with Section 20F.20.035 of the Redmond Municipal Code and Community Development Guide.~~

10.040(15) Section ~~1202-(b)~~ 310.2.2 Special provisions - Group R, Division I Occupancies shall be of not less than one-hour fire-resistive construction throughout. Dwelling units shall be separated with an approved fire-resistive separation wall in the attic space extending from the top of the wall to the sheathing on the underside of the roof.

Stairways in all Type V, R-1 buildings, shall be of either non-combustible materials, one-hour fire-resistive protective materials or of heavy timber sized materials as in Section ~~21.06~~ 605 (with four-inch nominal thick, materials).

Exterior balconies extending beyond the floor area as defined in Section 407 shall be constructed of non-combustible materials or of combustible one-hour fire-resistive construction or of heavy timber construction as per Section ~~21.06~~ 605.

20E.10.040(25) Type IV Construction Stairs - Stairs, when constructed of wood, shall be constructed with wood treads and risers of not less than nominal four inch thickness or may be constructed as required in Type I buildings. Stair stringers shall be a minimum of four inches in thickness and not less than 10 inches in depth.

~~20E.10.040(30) Section 3305 (g) Exception 5 - Corridor Protection. Corridor walls and ceilings need not be of fire resistive construction within office spaces when the entire story in which the space is located is equipped with an automatic sprinkler system throughout and smoke detectors are installed within the corridor in accordance with Redmond Fire Department standards.~~

20E.10.050 ADDITIONS
The following additions to the Building Code for the City of Redmond are hereby adopted to read as follows:

20E.10.050(10) Residential Fireplace and Chimney Construction Standards - The "Residential Fireplace and Chimney Construction Standards," published by the Masonry Institute of Washington, is adopted by reference and incorporated herein as if fully set forth at length herein. One copy of the standards have been filed and will be kept on file in the office of the City Clerk for use and examination by the public. These standards are intended to supplement Chapter 37, "Masonry or Concrete Chimneys, Fireplaces and Barbecues," and to provide for an alternate to the provisions therein stated. In administering the building code, the department of ~~public works~~ planning shall apply these standards in conjunction with the provisions of ~~Chapter 37~~ Sections 3102.7, 3102.7.1, Section 3102.7.2, and Section 3102.7.3 to provide alternate methods of construction.

20E.10.050(15) Zero Clearance Fireplaces - If zero clearance fireplaces are used, they shall be installed on a non-combustible floor surface. If the chimneys are installed in a shaft (not on the "exterior" of the building) it shall be lined (inside and outside) with half-inch "type X" gypsum board, properly cut to tightly fit the shaft, fire taped and securely nailed or screwed to the structure.

Exception: If the shaft is on the exterior of the building, the common wall between dwelling unit and the shaft shall be protected (both sides) with half-inch "type X" gypsum board, fire taped and securely nailed or screwed to the structure.

20E.10.050(20) Occupancies Prohibited - No Group H, Division 1 or 6, occupancies as defined in Section 901 of the Uniform Building Code shall be permitted.

Exception: A Group H, Division 1, occupancy may be allowed when otherwise approved by the Chief and the Building Official.

20E.10.050(30) Building Security Code - The following requirements shall apply to all multi-family dwelling units, hotels and motels, provided that nothing in this Chapter shall be construed to relieve any party from compliance with the Uniform Building Code and the Uniform Fire Code:

1. Entrance doors to individual housing units shall be without glass openings and shall be capable of resisting forcible entry equal to a wood, solid core door, one and three-fourths inches thick. This subsection shall apply in a structure constructed after the effective date of the ordinance codified in this chapter. Any door replaced in existing structures must comply with this section.

2. Every entrance door to an individual housing unit shall have a keyed, single-cylinder, one-inch deadbolt lock. The lock shall be so constructed that the deadbolt lock may be opened from the inside without use of a key. In hotels and motels, every entrance door to an individual unit shall also be provided with a chain door guard or barrel bolt on the inside.

3. Every entrance door to an individual apartment, hotel or motel unit shall have a visitor observation port, which port shall not be in excess of one-half inch in diameter and which shall provide the individual on the inside of the unit a 180° view outside the entrance of that unit.

4. In all multi-family dwelling units, lock mechanisms and keys shall be changed upon a change of tenancy.

5. All exit doors shall be openable from the interior without the use of a key or any special knowledge or effort.

6. Deadbolts or other approved locking devices shall be provided on all sliding patio doors which are less than one-story above grade or are otherwise accessible from the outside. The lock shall be installed so that the mounting screws for the lock cases are inaccessible from the outside.

7. Subject to approval by the Chief of Police and Building Official, locking devices may be substituted for those required in this section, provided such devices are of equal capability to resist illegal entry, and further provided that the installation of the same does not conflict with other requirements of this code and other ordinances regulating safety for exits.

20E.10.050(40) Definitions. For the purpose of Section 20E.10.050(30), the following definitions shall apply:

1. "Multi-family dwelling unit" has the same meaning as set forth in Section 20A.60.440.

2. "Hotel" or "motel" means any building containing four or more guest rooms intended or designed to be used, or which are used, rented, or hired out to be occupied, or which are occupied for sleeping purposes by guests.

3. "Visitor observation port" means a covered or enclosed small hole through which the person inside the unit may view anyone on the outside of the unit within a 180° radius.

20E.10.060 PENALTIES FOR VIOLATIONS

Any person violating any of the provisions of this chapter and Section 205 of the Uniform Building Code shall be punished as provided in Section 1.01.110 of The Redmond Municipal Code.

20E.20.000 ELECTRICAL CODE

20E.20.010 SHORT TITLE

This chapter and amendments hereto shall constitute the "electrical code" of the City and may be cited as such.

20E.20.020 ADOPTION

The National Electrical Code, current edition, as specified by WAC 296-46-110, published by the National Fire Protection Association, one copy of which has been and is now on file with the office of the City Clerk for inspection by the public, is hereby adopted as the City Electrical Code by this reference and is incorporated herein as if set forth in full except as to such portions as may be deleted, modified or amended by the provisions of this chapter, if any.

20E.20.030 DELETIONS

There are no deletions from the electrical code.

20E.20.040 AMENDMENTS

Repealed.

20E.20.050 PERMITS REQUIRED

No person, firm or corporation shall install or use electric conductors and equipment installed in any building or structure or other premises to which the electrical code applies without first obtaining a separate electrical permit for each such installation from the building official of the City. The application and issuance of electrical permits shall be governed by Sections 301, 302, 304 and 306 of the building code of the City adopted by Chapter 20E.10.000, insofar as they can be applied to electrical installations.

20E.20.060 ELECTRICAL PERMIT FEES

A fee for each electrical permit shall be paid to the building official pursuant to the schedule of fees adopted in accord with Section 20F.20.035. Where work for which a permit is required by this code is started or proceeded with prior to obtaining the permit, the fees specified shall be doubled, but the payment of such doubled fee shall not relieve any persons from fully complying with the requirements of this code in the execution of the work nor from any other penalties prescribed herein.

20E.20.070 ENFORCEMENT

The provisions of the electrical code shall be enforced by the building official and for such purpose he shall have the powers of a police officer; provided, that the City may contract with the State Electrical Inspection Division of the Department of Labor and Industries of the state for the enforcement and application of this code to certain installations and use, in which event its officers, agents and inspectors shall have the powers and authority of the building official and his deputies. The enforcement of the electrical code shall be governed by Sections 202, 203 and 204 of the building code of the City adopted by Chapter insofar as the same can be applied to electrical installations and use.

20E.20.080 PENALTIES FOR VIOLATIONS

Any person violating any of the provisions of this chapter and the electrical code hereby adopted shall be punished as provided in Section 1.01.110 of The Redmond Municipal Code.

20E.30.000 MOVING AND REMODELING CODE

20E.30.010 REQUIREMENTS

No person, corporation, firm or organization shall move any building over, along or across any highway, street or alley in the City without first obtaining a permit.

20E.30.020 APPLICATION

Application for such permit shall be made on forms to be provided by the City, and shall be accompanied by a permit fee of $75.00.

20E.30.030 DEPOSIT FOR EXPENSE OF CITY

Upon receipt of an application, an estimate of the expense that will be incurred in replacing any property of the City, the removal and replacement of which will be required by reason of the moving of the building through the City including the cost of materials used, should be prepared. Prior to the issuance of the permit the applicant shall be required to deposit a sum of money equal to twice the amount of the estimated expense.

20E.030.040 GENERAL DEPOSIT

An application hereunder shall be accompanied by:

(a) A cash deposit or corporate surety bond in the sum of $2,000.00 as indemnity for any damage which the City may sustain by reason of damage or injury to any highway, street, or alley, sidewalk or other property of the City, which may be caused by or be incidental to the removal of any building over, along or across any street in the City, and

(b) A public liability insurance policy naming the City of Redmond as an additional insured, providing $200,000.00 to satisfy any claim by private individuals, firms or corporations arising out of, caused by or incidental to the moving of any building over, along, or across any street in the City, and

(c) A cash deposit or corporate surety performance bond in the sum of $2,000.00 conditioned upon the permittee, within six months from the date of the issuance of such permit:

1. Completing the construction, painting and finishing of the exterior of the building, and

2. Faithfully complying with all requirements of this chapter, building code, and the other ordinances then in effect within the City, including but not limited to permittee completing such work within six months from the date of the issuance of such permit.

In the event the provisions of subsection (c) hereof are not complied with within the time specified, the sum of $2,000.00 shall be forfeited to the City as a penalty for the default and this shall be in addition to any other penalties provided for failure to comply with the terms of this chapter.

20E.30.050 SECURING PERMIT

As a condition of securing the permit:

(a) The permittee shall furnish the City with a set of plans and specifications for the completed building, and

(b) The permittee shall, prior to making any application for such permit, or within ten days after making such application, cause all of the interior or exterior walls, ceiling or flooring to be removed to such extent as may be necessary to permit the inspector to examine materials and type of construction of such building to ascertain whether it will comply with the existing building codes and ordinances of the City.

20E.30.060 INSPECTION BY BUILDING SUPERINTENDENT

The building superintendent shall inspect the building and the applicant's equipment to determine whether the standard for issuance of a permit are met.

20E.30.070 STANDARDS FOR ISSUANCE

The Building Superintendent shall refuse to issue a permit if it is found:

(a) That any application requirement of any fee or deposit requirement has not been complied with;

(b) That the building is too large to move without endangering persons or property in the City;

(c) That the building is in such a state of deterioration or disrepair or is otherwise so structurally unsafe that it could not be moved without endangering persons and property in the City;

(d) That the building is structurally unsafe or unfit for the purpose for which moved, if the removal location is in the City;

(e) That the applicant's equipment is unsafe and that persons and property would be endangered by its use;

(f) That zoning or other ordinances would be violated by the building in its new location;

(g) After consultation with the City Technical Committee that the building, when relocated and completed, will not be compatible with the district in which located. Compatible shall mean similar to, equal, or commensurate with existing development in the immediate affected vicinity in such matters as:

1. Building height; i.e. in areas of all one-story buildings, the relocated building should be a one-story building; if the affected vicinity is all two-story buildings the relocated building should be two-stories.

2. Finish materials; i.e. in an area with all buildings finished in brick or all white painted siding, the relocated building should be finished in the same material if possible or in something similar so that the relocated building will not stand out or look out-of-place.

3. Architecture; i.e. in an area of all contemporary modern buildings, a relocated building should be contemporary; if the affected vicinity is all New England Colonial or all English Tudor or all Western Log Cabin, the relocated building should be of the same architectural style.

4. Site development; i.e. in an area of sites all developed in open and contiguous lawns the relocated building site should be in an open lawn; if the affected vicinity is developed in intense shrub and tree plantings, or in yard fences and paving the relocated building site should be so developed.

5. Age; i.e. a building of such age or character that the brand of its era cannot be erased by remodeling should not be permitted to move into an area that will suffer property devaluation as a result of the relocated building.

6. Value; i.e. a relocated building should be reasonably commensurate in dollar value with the buildings in the affected vicinity.

7. In an area or vicinity that has only some established standards or characteristics, such as are listed above, and is mixed to a degree itself, only those characteristics which are clearly established as standards in the existing buildings of the vicinity shall be used to judge the merit or demerit of a proposed relocated building.

8. The area or immediate affected vicinity to be considered in judging the impact of a proposed relocated building shall be that area which is visually connected and related to the relocated building site;

(h) That for any other reason persons or property in the City would be endangered by the moving of the building.

20E.30.080 POLICE DEPARTMENT TO DESIGNATE STREET FOR REMOVAL

The Redmond Police Department shall designate the streets over which the building may be moved and the time at which it may be moved. In making their determinations the Police Department shall act to assure maximum safety to persons and property in the City and to minimize congestion and traffic hazards on public streets.

20E.30.090 DUTIES OF PERMITTEE

Every permittee under this chapter shall:

(a) Use designated streets: Move a building only over streets designated for such use in the written permit.

(b) Notify of revised moving time: Notify the Police Department in writing of a desired change in moving date and hours as proposed in the application.

(c) Notify of damage: Notify the Police Department in writing of any and all damage done to property belonging to the City within twenty-four hours after the damage or injury has occurred.

(d) Display lights: Cause red lights to be displayed during the night time on every side of the building while standing on a street, in such manner as to warn the public of the obstruction, and shall at all times erect and maintain barricades across the streets in such manner as to protect the public from damage or injury by reason of removal of the building.

(e) Street occupancy period: Remove the building from the City streets after four days of such occupancy, unless an extension is granted by the Building Superintendent.

(f) Pay expenses of officer: Pay the expense of a traffic officer, if required, to accompany the movement of the building to protect the public from injury.

(g) Clear old premises: If relocating within the City limits, remove all rubbish and materials and fill all excavations to existing grade at the original building site so that the premises are left in a safe and sanitary condition.

20E.30.100 ENFORCEMENT

A. ENFORCING OFFICERS: The Building Superintendent and the Police Department shall enforce and carry out the requirements of this chapter.

B. PERMITTEE LIABLE FOR EXPENSE ABOVE DEPOSIT. The permittee shall be liable for any expense, damages or costs in excess of deposited amounts or securities, and the City Attorney shall prosecute an action against the permittee in a court of competent jurisdiction for the recovery of such excessive amounts.

C. ORIGINAL PREMISES LEFT UNSAFE. The City shall proceed to do the work necessary to leaving the original premises in a safe and sanitary condition, where permittee does not comply with the requirements of this chapter, and the cost thereof shall be charged against the General Deposit.

20E.30.110 MOVING THROUGH THE CITY

When a building is being moved through the City of Redmond to another destination outside the City of Redmond, a permit must be obtained through the Building Superintendent, the fee is $50.00. A $2,500.00 bond must be posted as indemnity for any damage, injury and/or performance.

The route and moving time must be approved by the Redmond Police Department.

20E.30.120 PENALTIES FOR VIOLATION

Any person violating the provisions of this chapter shall be punished as provided in Section 1.01.110 of the Redmond Municipal Code.

20E.40.000 HOUSING CODE

20E.40.010 SHORT TITLE

This chapter and amendments hereto shall constitute the "minimum code" of the City and may be cited as such.

20E.40.020 ADOPTION

The Uniform Housing Code, 1988 Edition, as published by the International Conference of Building Officials, one copy of which is on file with the office of the City Clerk for public inspection, is hereby adopted by this reference and incorporated herein as if set forth in full as the minimum Housing Code for the City of Redmond except such portions that may be deleted, modified or amended by this chapter.

20E.40.030 CONSTRUCTION

This chapter shall be administered and enforced in conjunction with other ordinances, laws, rules and regulations relating to minimum requirements for the protection of the health, safety and welfare of the public and the owners and occupants of buildings used for housing; and the provisions of this chapter and other ordinances, laws, rules and regulations relating to such minimum requirements shall be liberally construed to effect such purposes.

20E.40.040 PENALTIES FOR VIOLATIONS

Any person violating the provisions of this chapter and Section 204 of the Uniform Housing Code shall be punished as provided by Section 1.01.110 of The Redmond Municipal Code.

20E.45.000 WASHINGTON STATE ENERGY CODE

20E.45.010 SHORT TITLE

This chapter and amendments hereto shall constitute the "Energy Code" of the City and may be cited as such.

20E.45.020 ADOPTION

The Washington State Energy Code, Chapter 51-11 WAC and Chapter 51-13 WAC all amendments thereto, one copy of which is on file with the office of the City Clerk for public inspection, is hereby adopted by this reference and incorporated herein as if set forth in full as the energy code for the City of Redmond except such portions as may be deleted, modified or amended by provisions of this chapter. (Ord. 1680)

20E.45.030 PENALTIES FOR VIOLATIONS
Any person violating the provisions of this chapter shall be punished as provided in Section 1.01.110 of the Redmond Municipal Code.

20E.50.000 MECHANICAL CODE

20E.50.010 SHORT TITLE
This chapter and amendments hereto shall constitute the "mechanical code" of the City and may be cited as such.

20E.50.020 ADOPTION
The Uniform Mechanical Code, ~~1988~~ 1994 Edition, including all appendices, as published by the International Association of Building Officials and the International Association of Plumbing and Mechanical Officials, with the exception set forth in WAC 51-16-040, one copy of which is now on file with the office of the City Clerk for public inspection, is hereby adopted by this reference and incorporated herein as if set forth in full as the Mechanical Code for the City of Redmond except such portions as may be deleted, modified or amended by provisions of this chapter.

20E.50.030 DELETIONS
There are no deletions.

20E.50.040 AMENDMENTS
There are no amendments.

20E.50.045 PERMIT FEES
Any person desiring a permit required by this code shall, at the time of ~~filing an application therefor~~ Receiving such permit, pay a fee as specified by the fee schedule adopted pursuant to Section 20F.20.035.

20E.50.050 COMPLIANCE REQUIRED
From and after the effective date of the ordinance codified in this chapter, compliance with all of the provisions of the mechanical code will be required, and it is unlawful to construct, erect, install, alter, repair, relocate, add to, replace, use or maintain heating, heat-producing and ventilating equipment as covered in this code except in conformity therewith, or to use the same except in a manner and under such conditions as to conform with this code.

20E.50.060 PENALTIES FOR VIOLATIONS
Any person violating or failing to comply with any of the provisions of the mechanical code as adopted by this chapter shall, upon conviction thereof, be punished as provided in Section 1.01.10 of The Redmond Municipal Code.

BARRIER-FREE CODE

20E.55.010 ADOPTION
The regulations for barrier-free facilities, Chapter 51-10 WAC, as they now exist or may hereafter be amended, one copy of which is on file with the office of the City Clerk for public inspection, is hereby adopted as if set forth in full by this reference, except such portions as may be deleted, modified or amended by this chapter.

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20E.60.000 PLUMBING CODE

20E.60.010 SHORT TITLE

This chapter and amendments hereto shall constitute the "plumbing code" of the City and may be cited as such.

20E.60.020 ADOPTION

1991

The Uniform Plumbing Code, 1988 Edition, and all its appendices, and the Uniform Plumbing Code Standards, 1988 Edition, both as published by the International Association of Plumbing and Mechanical Officials, one copy of which is now on file with the office of the City Clerk for public inspection, is hereby adopted by this reference and incorporated herein as if set forth in full as the Plumbing Code for the City of Redmond, except such portions as may be deleted, modified or amended by this chapter; provided, chapters 11, 12 and those requirements relating to venting of appliances as found in Chapter 13 are not adopted.

ORD 1926

20E.60.030 AMENDMENT

60.030(05) Section 20.07 Cost of Permit - Amended. Section 20.07 of Part One of said Uniform Plumbing Code is amended to read as follows:

Section 20.07 Cost of Permit. Every applicant for a permit to do work regulated by the code shall state in writing on the application form provided for that purpose, the character of work proposed to be done and the amount and kind in connection therewith, together with such information, pertinent thereto as may be required.

Such applicant shall apply for each permit issued at the time of issuance, a fee in accordance with the fee schedule adopted pursuant to Section 20F.20.035.

Any person who shall commence any work for which a permit is required by this code without first having obtained a permit therefore shall, if subsequently permitted to obtain a permit, pay double the permit fee fixed by this section for such work, provided, however, that this provision shall not apply to emergency work when it shall be proved to the satisfaction of the Administrative Authority that such work was urgently necessary and that it was not practical to obtain a permit therefore before the commencement of the work. In all such cases a permit must be obtained as soon as it is practical to do so, and if there be an unreasonable delay in obtaining such permit, a double fee as herein provided shall be charged.

For the purposes of this section, a sanitary plumbing outlet on or to which a plumbing fixture or appliance may be set or attached shall be construed to be a fixture. Fees for reconnection and retest of existing plumbing systems in relocated buildings shall be based on the number of plumbing fixtures, gas systems, water heaters, etc., involved.

When interceptor traps or house trailer site traps are installed at the same time as a building sewer on any lot, no sewer permit shall be required for the connection of any such trap to an appropriate inlet fitting provided in the building sewer by the permittee constructing such sewer.

When a permit has been obtained to connect an existing building or existing work to the public sewer or to connect to a new private disposal facility, back filling or private sewage disposal facilities abandoned consequent to such connection is included in the building sewer permit.

~~60.030(10) Section 318 (2)(b) Testing - Amended.~~ Section 318 (2)(b) of said Uniform Plumbing Code is amended to read as follows:

Media - The piping of the plumbing, drainage and venting systems shall be tested with water or air. The Administrative Authority may require the removal of any cleanouts, etc., to ascertain if the pressure has reached all parts of the system. After the plumbing fixtures have been set and their traps filled with water, they shall be submitted to a final test.

20E.65 Ventilation & Indoor Air Quality
(see ORD 1926 pg. 6)

20E.70.000 CLEARING AND GRADING CODE

20E.70.010 PURPOSE

The purpose of this chapter is to safeguard life, limb, property and the public welfare by regulating changes in both the elevation and the character of the ground surface that may have an adverse effect upon the public, surrounding property, or the quality and quantity of the ground and surface waters that flow from the site.

20E.70.020 SCOPE

This chapter which replaces Ordinance No. 649 sets forth rules and regulations to control clearing, excavation, dredging, landfill, grading and earthwork construction, including fills and embankments, and any manmade changes to existing and natural slopes; and establishes the administrative procedures for issuing a permit; provides for approval of plans and inspection of clearing and grading construction; and provides for penalties for the violation of the provisions of this chapter.

20E.70.030 DEFINITIONS

Unless the context clearly indicates otherwise, the following words, phrases and terms used in this chapter shall be defined and have the meanings indicated below:

As Graded is the surface condition extent on completion of grading.

Bedrock is in-place solid rock.

Bench is a relatively level step excavated into earth material on which fill is to be placed.

Borrow is earth material acquired from an off-site location for use in grading on a site.

Certification means a written engineering or geological opinion concerning the progress and completion of the work.

Clearing means any actions which disturb or injure the root structure of existing vegetation or any actions which disturb the existing ground surface.

Compaction is the densification of a fill by mechanical means.

Director means the director or the authorized agent of the public works department.

Earth Material is any rock, natural soil or fill and/or any combination thereof.

Engineer means a professional engineer registered in the state to practice and who is qualified to practice in the work.

Engineering means the application of the knowledge of the forces of nature, principles of mechanics and the properties of materials to the evaluation, design and construction of civil works for the beneficial uses of mankind.

Engineering Geologist means a geologist experienced and knowledgeable in engineering geology.

Engineering Geology means the application of geologic knowledge and principles in the investigation and evaluation of naturally occurring rock and soil for use in the design of civil works.

Erosion is the wearing away of the ground surface as a result of the movement of wind, water and/or ice.

Excavation is the mechanical removal of earth material.

Existing Grade is the grade prior to grading.

Fill is a deposit of earth material placed by artificial means.

Finish Grade is the final grade of the site which conforms to the approved plan.

Grade means the vertical location of the ground surface.

Grading means any actions which change the grade of the ground surface; grading includes but is not necessarily limited to: dredging, landfills, excavations, filling, earth work, embankments, etc.

Key is a designed compacted fill placed in a trench excavated in earth material beneath the toe of a proposed fill slope.

Rough Grade is the stage at which the grade approximately conforms to the approved plan.

Significant Trees are all trees which have a trunk diameter of over 6 inches measured 4 feet above the ground.

Site is any lot or parcel of land or contiguous combination thereof, under the same ownership, where clearing and/or grading is performed or permitted.

Slope is an inclined ground surface, the inclination of which is expressed as a ratio of vertical distance to horizontal distance or as a percent.

Soil is a naturally occurring surficial deposits overlaying bedrock.

Soil Engineer means a civil engineer experienced and knowledgeable in the practice of soil engineering.

Soil Engineering means the application of the principles of soil mechanics in the investigation, evaluation and design of civil works involving the use of earth materials and the inspection and testing of the construction thereof.

Terrace is a relatively level step constructed in the face of a graded slope surface for drainage and maintenance purposes.

20E.70.040 PERMIT REQUIRED

No clearing, grading, dredging, landfill, excavation, and earthwork construction, including fills and embankments, shall occur until a clearing/grading permit has been obtained from the Public Works Department, except for the items listed in Section 70.050, "Exemptions."

20E.70.050 PERMIT EXEMPTIONS

The following are exempt from obtaining a clearing/grading permit:

70.050(05) - Removal of significant trees, provided, that a Permit for Tree cutting is obtained and the root structure is not disturbed..

70.050(10) - Clearing, provided that the total area cleared in a parcel in any one year period does not exceed that shown in Table I below, and the area does not contain significant trees.

TABLE I

Ground Slope	Maximum Exempt Area
Flat (not over 5%)	4,000 s.f.
Between 5% and 40%	1,000 s.f.
Slopes 40% and over	Permit required

70.050(15) Grading, provided, that (a) the disturbed area does not exceed that specified in Section 20E.70.050(10); (b) the total material moved does not exceed 50 cubic yards; (c) cut or fill slopes do not exceed two horizontal to one vertical (2:1); and (d) setbacks are in accordance with Section 20E.70.240.

70.050(20) Clearing and/or grading for a single family house provided each of the following conditions are met: (a) A valid Building Permit has been issued for the residence; (b) Clearing or Grading is not on ground over 40% in slope; (c) Clearing is limited to an area which: is within 10 feet of the building foundation, porch, patio, driveway, walkway, etc., or is within clearing limits shown on approved building permit plans.

70.050(25) Clearing and grading for projects other than single family residences provided: (a) a valid Building Permit has been issued and clearing and grading is in accordance with plans approved by the Public Works Department; or (b) a valid Street Use Permit has been issued.

70.050(30) Refuse disposal sites, mining, quarrying, excavating, processing, stockpiling of rock, sand, gravel, aggregate or topsoil where established and provided for by law provided such operations do not affect the lateral support or increase the stresses in or pressure upon adjacent or contiguous property.

70.050(35) Exemption from requiring a permit does not exempt the person from the other provisions of this chapter.

70.050(40) As with all City-issued permits, specific projects are subject to State Environmental Policy Act (SEPA) review, specific site review, and in many cases, reviews by other agencies.

70.050(45) Repealed.

70.050(50) Repealed.

70.050(55) Repealed.

70.050(60) Repealed.

70.050(65) Repealed.

70.050(70) Repealed.

70.050(75) Repealed.

70.050(80) Repealed

20E.70.060 PERMIT APPLICATION REQUIREMENTS

70.060(05) To obtain a permit the applicant shall first file an application in writing on a form furnished for that purpose. The applicant may secure a single permit to cover separate sites under his control where the activity will occur in accordance with a common development plan.

70.060(10) Every such application shall:

(a) Fully identify and describe the work to be covered by the permit for which application is made;

(b) Accurately describe the land on which the proposed work is to be done;

(c) Indicate the estimated quantity of work involved;

(d) Be accompanied by plans and specifications as required in this section;

(e) Be signed by the permittee or his authorized agent who may be required to submit evidence to indicate such activity;

(f) Give such other information as may be reasonably required by the director in order to enable him to decide if the proposed action is in conformance with the provisions of this chapter;

(g) A completed SEPA checklist.

70.060(15) Plans and Specifications Required - Plans and specifications will be required where, in the opinion of the director, the proposed activity constitutes a major action where significant effects might be realized on adjoining surrounded people and property. Application for a clearing/grading permit shall then be accompanied by two sets of plans and specifications and, on grading projects, supporting data consisting of soils engineering reports and an engineering geology report, as may also be required by the director. The plans and specifications shall be prepared and signed by an engineer when required by the director.

70.060(20) Clearing/Grading Permit Plans - The plans for a clearing/grading permit shall include the following information in sufficient detail to enable the director to satisfactorily evaluate the applicant's plans in relation to the proposed activity:

(a) General vicinity of the proposed site;

(b) Site plan or aerial photograph marked to show the property limits and the area to be cleared;

(c) A description of both short and long-term measures to be followed which will prevent inordinate amounts of eroded soil from leaving the site;

(d) Other ordinances or permits such as burning permits, to cover the disposal of the cleared materials;

(e) Property limits and accurate contours of the existing ground and details of terrain and area drainage;

(f) Limiting dimensions, elevations or finish contours to be achieved by the grading, and proposed floodways and related construction;

(g) Detailed plans of all surface and subsurface drainage devices, walls, cribbing, dams and other protective devices or as a part of, the proposed work together with a map showing the drainage area and the estimated runoff of the area served by any drains;

(h) Location of any buildings or structures on the property where the work is to be performed and the location of any buildings or structures on land of adjacent property owners which are within fifteen feet of the property or which may be affected by the proposed grading operations;

(i) Specifications shall contain information covering construction and material requirements;

(j) Approximate boundaries of the areas where runoff characteristics will be materially altered by the grading;

(k) Methods to be used to insure that the naturally occurring direction, location and velocity of the storm water discharge off-site will remain unchanged, and if changed, what steps are to be taken to handle such changed conditions;

(l) Location and capacity of all natural, artificial or potential areas which might temporarily detain storm waters;

(m) Calculation of the peak storm water runoff rate in all on-site drainage courses which might be affected by the proposed grading together with the delineation of the resulting floodway.

(n) A survey of all significant trees as defined by Section 20C.20.090(25) - Preservation of Trees, indicating those which are deemed to be potentially dangerous, and other significant vegetation shall be submitted with the plan.

The survey shall include the location of all areas proposed to be cleared including building sites, right-of-ways, utility lines, easements, and septic tank drain fields. Clearing should not occur outside of these areas, or more than 15 feet from the foundation line of proposed buildings.

Where the drip or canopy line of protected trees overlaps a construction line this shall be indicated on the survey, and tree protection measures shall be employed as required by the Technical Committee.

70.060(25) Soil Engineering Report - The soil engineering report required by this section shall include data regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary and opinions and recommendations covering adequacy of sites to be developed by the proposed activity.

Recommendations included in the report and approved by the director shall be incorporated in the plans and specifications.

70.060(30) Engineering Geology Report - The engineering geology report required by this section shall include an adequate description of the geology of the site, conclusions and recommendations regarding the effect of geologic conditions on the proposed development, and opinions and recommendations covering the adequacy of sites to be developed by the proposed activity.

Recommendations included in the report and approved by the director shall be incorporated in the plans or specifications.

20E.70.070 PERMIT APPROVAL

After an application has been filed and reviewed, the director shall ascertain whether the proposed activity complies with the provisions of this chapter. If the application and plans so comply, or if they are corrected or amended so as to comply, the director shall issue to the applicant a clearing/grading permit. Such permits shall be valid for the number of days stated in the permit, except for farming activities (crop production, livestock, dairies, fowl, horticultural nurseries). Permits shall be for a maximum of one year, except that farming activities permits shall be for a maximum of ten years. Upon approval of the application and issuance of the grading/clearing permit, no work shall be done that is not provided for in the permit. The director is authorized to inspect the site at any reasonable time to determine if the work is in accordance with the permit application and plans.

The clearing/grading permit shall be required regardless of any permit issued by any other department or agency which may be interested in certain aspects of the proposed work. Where work for which a permit is obtained by this chapter is started or proceeding prior to obtaining such a permit, the violator shall be subject to such penalties as provided in this chapter. However, the payment of such penalties shall not relieve any person from fully complying with the requirements of this chapter in the execution of the work nor any other penalties prescribed thereon.

The director may require that the approved activity, operations and project designs be modified if delays occur which incur weather-generated problems not apparent at the time the permit was issued.

20E.70.080 PLAN CHECKING FEE

For clearing, the fee shall be based on the area to be cleared, except no plan-check fee for clearing will be charged where the area is to be graded under a grading permit. For excavation, grading, and fill on the same site, the fee shall be based on the volume of the excavation or fill, whichever is greater. Before accepting a set of plans and specifications for checking, the director shall collect a plan-checking fee. Separate permits and fees shall apply to retaining walls or major drainage structures as indicated in the Uniform Building Code. There shall be no separate charge for standard terrace drains and similar facilities. The amount of the plan-checking fee for clearing/grading plans shall be as set forth in the schedule of fees adopted pursuant to Section 20F.20.035.

The plan-checking fee for a clearing/grading permit authorizing additional work to that under a valid permit shall be the difference between such fee paid for the original permit and the fee specified for the entire project on said fee schedule.

20E.70.090 CLEARING/GRADING PERMIT FEES

A fee for each clearing/grading permit shall be paid to the director as set forth in the fee schedule adopted pursuant to Section 20F.20.035. The fee for a grading/clearing permit authorizing additional work to that under a valid permit shall be the difference between the fee paid for the original permit and the fee specified for the entire project on said schedule.

20E.70.100 CLEARING/GRADING STANDARDS

Clearing and grading standard shall be prepared by the Public Works Director and upon approval by the Technical Committee shall be made available to the public and contained in Appendix Q of the Development Guide.

20E.70.110 INSPECTION

The director is authorized to make such inspections and take such actions as may be required to enforce the provisions of this chapter, wherever necessary to make an inspection to enforce any of the provisions of this chapter or whenever the director has reasonable cause that any land is being used in violation of this chapter. The director may enter such land at all reasonable times to inspect the same or to perform any duty imposed upon him by this chapter. If the land is occupied, he shall first present proper credentials and demand entry. If the land is unoccupied, he shall make a reasonable effort to locate the owner or other persons in apparent charge or control of the land and demand entry.

No owner, occupant or other person having charge, care or control of any land shall fail or neglect after proper demand to promptly permit entry thereon by the director for the purpose of inspection and examination pursuant to this chapter. Any person violating this section shall be guilty of a misdemeanor.

20E.70.120 GRADING REQUIREMENTS

70.120(05) All grading in excess of five thousand cubic yards shall be performed in accordance with the approved grading plan prepared by an engineer, and shall be designated as "engineered grading." Grading involving less than five thousand cubic yards shall be designated "regular grading" unless the director chooses to have the grading performed as "engineered grading."

70.120(10) Engineered Grading Requirements - For engineered grading it shall be the responsibility of the engineer who prepares the approved grading plan to incorporate all recommendations from the soil engineering and engineering geology reports into the grading plan. He shall also be responsible for the professional inspection and certification of the grading within his area of technical specialty. This responsibility shall include, but not be limited to, inspection and certification as to the establishment of line, grade and drainage of the development area. The engineer shall act as the coordinating agent in the event the need arises for liaison between the other professionals, the contractor, and the director. The engineer shall also be responsible for the preparation of revised plans and the submission of as-graded grading plans upon completion of the work.

During grading all necessary reports, compaction data and soil engineering and engineering geology recommendations shall be submitted to the engineer and the director by the soil engineer and the engineering geologist.

The soil engineer's area of responsibility shall include, but need not be limited to, the professional inspection and certification concerning the preparation of ground to receive fills, testing for required compaction, stability of all finish slopes and the design of buttress fills, where required, incorporation data supplied by the engineering geologist. The engineering geologist's area of responsibility shall include, but need not be limited to, professional inspection and certification of the adequacy of natural ground for receiving fills and the stability of cut slopes with respect to geological matters, and the need for subdrains or other groundwater drainage devices. He shall report his findings to the soil engineer and the engineer for engineering analysis.

The director shall inspect the project at the various stages of the work requiring certification and at any more frequent intervals necessary to determine that adequate control is being exercised by the professional consultants.

70.120(15) Regular Grading Requirements - The director may require inspection and testing by an approved testing agency.

The testing agency's responsibility shall include, but need not be limited to, certification concerning the inspection of cleared areas and benches to receive fills, and the compaction of fills.

When the director has cause to believe that geologic factors may be involved, the grading operation will be required to conform to "engineered grading" requirements.

70.120(20) Notification of Noncompliance - If, in the course of fulfilling their responsibility under this chapter, the engineer, the soil engineer, the engineering geologist or the testing agency finds that the work is not being done in conformance with this chapter or the approved grading plans, the discrepancies shall be reported immediately in writing to the person in charge of the grading work and to the director. Recommendations for corrective measures, if necessary, shall be submitted.

70.120(25) Completion of the Work - Upon completion of the rough grading work and at the final completion of the work, the director may require the following reports, and drawings and supplements thereto:

(a) An as-graded grading plan prepared by the engineer including original ground surface elevations, as-graded ground surface elevations, lot drainage patterns and locations, and elevations of all surface and subsurface drainage facilities. He shall provide certification that the work was done in accordance with the final approved grading plan;

(b) A soil grading report prepared by the soil engineer including locations of field and laboratory tests and other substantiating data and comments on any changes made during grading and their effect on the recommendations made in the soil engineering investigation report. He shall provide certification as to the adequacy of the site for the intended use;

(c) A geologic grading report prepared by the engineering geologist including a final description of the geology of the site including any new information disclosed during the grading and the effect of same on recommendations incorporated in the approved grading plan. He shall provide certification as to the adequacy of the site for the intended use as affected by geologic factors.

70.120(30) Notification of Completion - The permittee or his agency shall notify the director when the grading operation is ready for final inspection. Final approval shall not be given until all work including installation of all drainage facilities and their protective devices and all erosion control measures have been completed in accordance with the final approved grading plan and the required reports have been submitted.

20E.70.130 ENFORCEMENT

The director is authorized and directed to enforce all of the provisions of this chapter. For such purpose he shall have the powers of a police officer and may appoint such officers, inspectors, assistants and other employees as shall be authorized from time to time. He may deputize such employees as may be necessary to carry out the duties and functions of his office.

20E.70.140 SUSPENSION OR REVOCATION

The director may suspend or revoke an activity whenever a permit is issued on the basis of incorrect information supplied, or the work is being done contrary to, or in violation of, any pertinent ordinance regulation, procedure or permit.

20E.70.150 STOP WORK ORDERS

Whenever any activity is being done contrary to the provisions of this chapter, the director may order the work stopped by notice in writing served on any persons engaged in the doing or causing such work to be done, and any such person shall forthwith stop such work until authorized by the director to proceed with the work.

20E.70.160 VIOLATIONS DECLARED PUBLIC NUISANCE

All violations of this chapter, including hazards and failure to comply with terms of the clearing/grading permit and conditions are determined to be detrimental to the public health, safety, and welfare and are declared to be public nuisances. All conditions, which after inspection, have been determined by the director to render any site or portion thereof to be used or maintained in violation of this chapter, shall be abated.

20E.70.170 ABATEMENT DEFINED

For purposes of this chapter, abatement of a violation is defined as determination of any violation by reasonable and lawful means determined by the director and provided for in this chapter in order that the site or portions thereof shall be made to comply with this chapter.

20E.70.180 RESTORATION

Any work not done in compliance with this chapter or any permit issued pursuant thereto or with any other Development Guide section may be required by Director of Public Works to be removed or restored to as near original condition as may be reasonable. Such restoration may include the following:

(a) Filling, stabilizing and landscaping cuts;

(b) Planting of trees of a size that will reasonably assure survival;

(c) Reseeding and landscaping of areas without significant trees where erosion has occurred.

20E.70.190 CLEARING REQUIREMENTS

Unless otherwise recommended by the engineer or specifically authorized in writing by the director, clearing shall conform to the provisions of this section.

70.190(05) Portions of sites which have a slope in excess of forty percent shall not be cleared except for pruning or the removal of objectionable plants, shrubs or trees, provided the entire area is immediately replanted.

70.190(10) Portions of sites with slopes between forty percent and twenty-five percent may be cleared provided immediate means are taken to prevent undue quantities of eroded soil from leaving the site.

70.190(15) Portions of sites which slope less than twenty-five percent shall be restored after the

cessation of clearing and/or construction operations so that undue quantities of eroded soil will not leave the site.

70.190(20) Compliance with Section 20C.20.090, "Landscaping and Natural Screening".

20E.70.200 FOREST MANAGEMENT

70.200(05) Logging and Wood-Cutting in Selected Areas - Logging and commercial wood-cutting should be avoided on slopes of such grade that potentially harmful volume of sediment runoff may occur, unless adequate restoration and erosion control can be easily accomplished. A fifty percent increase in sediment over that existing in the natural condition is considered harmful for purposes of this chapter.

70.200(10) Logging Debris in Waterways - The accumulation of slash and other clearing debris in waterways or elsewhere on the cutting sites is prohibited.

70.200(15) Reforestation Practices - Reforestation shall be accomplished to provide stability on slopes greater than twenty-five percent which have been logged and to ensure a regrowth of the area. Replanted vegetation should be of similar type and concentration as existing in the general vicinity of the logged area.

70.200(20) Logging Methods - Logging methods shall be subject to review for compliance with the provisions of the Development Guide, and in no case shall logs be yarded across streams.

20E.70.210 BUFFER STRIPS ALONG WATERWAYS

Buffer strips of vegetation, meeting the following requirements, shall be left between roads or land-clearing areas and streams:

70.210(05) Width - The minimum width of a stream buffer shall be determined by stream class and shall be measured from the ordinary high water mark (refer to Sections 20C.40.080(10) "Stream Classification" and 20C.40.090(15)(b) "Stream Buffers." (Ord. 1693)

70.210(10) Maintenance - Buffer strips shall be left in an undisturbed condition except when clearing for use activities other than forest management, clearing to reduce hazard to the public, in conjunction with maintaining the stream channel, or to provide rights-of-way across the buffer strip.

20E.70.220 REQUIREMENTS FOR CUTS

Unless otherwise recommended in the approved soil engineering and/or engineering geology report, cuts shall conform to the provisions of this section.

70.220(05) Slope - The slope of cut surfaces shall be no steeper than is safe for the intended use. Cut slopes shall be no steeper than fifty percent except where such slopes are acceptable to and will be maintained by a public agency.

70.220(10) Drainage and Terracing - Drainage and terracing shall be provided as required by Section 70.220.

20E.70.230 REQUIREMENTS FOR FILLS

Unless otherwise recommended in the approved soil engineering report, fills shall conform to the provisions of this section and Section 20C.20.080. In the absence of an approved soil engineering report, these provisions may be waived for minor fills not intended to support structures.

70.230(05) Fill Location - Fill slopes shall not be constructed on natural slopes steeper than two to one. The toe of all new fills shall be set back far enough from the top of the existing or planned cut slope so that the slopes are stable.

70.230(10) Preparation of Ground - The ground surface shall be prepared to receive fill by removing vegetation, noncomplying fill, topsoil and other unsuitable materials as determined by the soil engineer, and, where the slopes are five to one or steeper, by benching into nonyielding soil.

70.230(15) Fill Material - Earth materials which have no more than minor amounts of organic substances and have no rock or similar irreducible material with a maximum dimension greater than eight inches shall be used.

70.230(20) Compaction - All fills shall be compacted to a minimum of ninety percent of maximum density as determined by UBC Standard No. 70-1. Field density shall be determined in accordance with UBC Standard No. 70-2 or equivalent as approved by the director.

70.230(25) Slope - The slope of fill surfaces shall be no steeper than fifty percent unless retained, except where such slopes are acceptable to and will be maintained by a public agency.

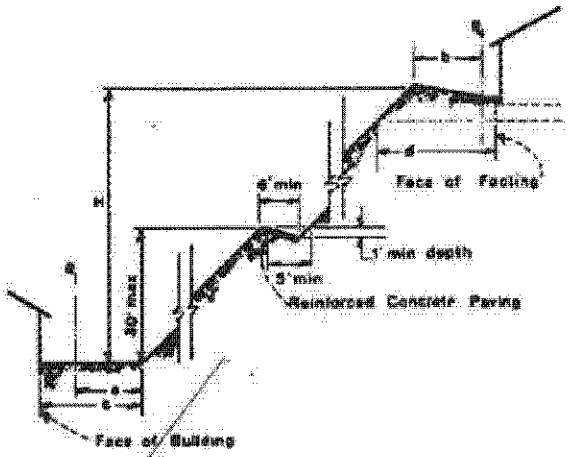
70.230(30) Drainage and Terracing - Drainage and terracing shall be provided and the above fill slopes and the surfaces of terraces shall be graded and treated as required by Section 20E.70.220 and Section 20E.75.000, "Storm Water Management."

20E.70.240 SETBACK REQUIREMENTS

The tops and the toes of cut and fill slopes shall be set back from property boundaries as far as necessary for safety of the adjacent properties and to prevent damage resulting from water runoff or erosion of the slopes. The tops and the toes of cut and fill slopes shall be set back from structures as far as is necessary for adequacy of foundation support and to prevent damage as a result of water runoff or erosion of the slopes. Unless otherwise recommended in the approved soil engineering and/or engineering geology report and shown on the approved grading plan, setbacks shall be no less than shown in Table E.

TABLE E - SETBACKS

H in Feet	a	b	c	d
0 - 10	3'	2'	3'	5'
11 - 30	(H/2)'	3'	(H/2)'	7'
31 and over	15'	3'	15'	10'



20E.70.250 DRAINAGE AND TERRACING REQUIREMENTS

Unless otherwise indicated on the approved grading plan, drainage facilities and terracing shall conform to the provisions of this section and Chapter 20E.75.000, "Ground and Surface Water Management."

70.250(05) Terrace - Terraces at least six feet in width shall be established at not more than thirty-foot vertical intervals to control surface drainage and debris. Suitable access shall be provided to permit proper cleaning and maintenance.

Swales or ditches on terraces shall have a minimum gradient of five percent and must be paved or otherwise treated so excessive amounts of water will not enter the soil on the hillside and create a slide. They shall have a minimum depth at the deepest point of one foot and a minimum treated width of five feet.

A single run of swale or ditch shall not collect runoff from a tributary area exceeding thirteen thousand five hundred square feet (projected) without discharging into a down drain.

70.250(10) Subsurface Drainage - Cut and fill slopes shall be provided with subsurface drainage as necessary for stability.

70.250(15) Disposal - All drainage facilities shall be designed to carry waters to the nearest practical

drainageway approved by the director and/or other appropriate jurisdiction as a safe place to deposit such waters. If drainage facilities discharge onto natural ground, velocity dissipating devices may be required.

At least two percent gradient toward approved drainage facilities from building pads will be required unless waived by the director for non-hilly terrain.

20E.70.260 EROSION CONTROL

The faces of cut and fill slopes shall be prepared and maintained to control against erosion. This control may consist of effective planting. The protection for the slopes shall be installed as soon as practical and prior to calling for final approval. All water tributary to the top of all slopes steeper than forty percent shall be intercepted and not permitted to drain across and jeopardize the stability of such slopes, where the slope is under a common ownership or where the permission of the downhill owner can reasonably be obtained. Where necessary, check dams, cribbing, riprap or other devices or methods shall be employed to control erosion and provide safety.

The Director may require that cutting and filling is not undertaken in periods of inclement weather.

20E.70.270 DREDGING AND LANDFILL REQUIREMENTS

Dredging and landfill operations shall comply with Sections 20C.20.040, "Dredging," and 20C.20.080, "Land Fill," in addition to the requirements of this chapter.

20E.75.000 GROUND AND SURFACE WATER MANAGEMENT

20E.75.010 PURPOSE

The purpose of this section is to minimize water quality degradation and prevent the sedimentation or erosion of the creeks, streams, lakes and other water bodies; to protect property near developing land from increased runoff rates; to preserve and enhance the suitability of waters for recreation and fishing; and to enhance the aesthetic quality of the area's waters.

20E.75.020 STORM WATER CONTROL REQUIREMENTS

All development within the City is required to control storm water runoff consistent with the requirements of this section.

75.020(05) Storm Water Runoff Study Required - An analysis of existing and proposed runoff characteristics is required with applications for development.

75.020(10) Storm Runoff Criteria - Surface water entering the subject property shall be received at the naturally occurring location and surface water exiting the subject property shall be discharged at the natural location with adequate energy dissipators within the subject property to minimize downstream damage.

75.020(12) Runoff Conveyance - Adequate provisions, as determined by the Director of Public Works, shall be made to convey runoff from the 10-year design storm within the designed stormwater conveyance system of swales, pipes, channels, etc.

Adequate overflow capacity, as determined by the Director of Public Works, shall be provided to convey runoff from the 100-year design storm without flooding structures or causing excessive erosion or other excessive damage.

Runoff calculation shall be based on fully-developed tributary areas.

75.020(15) Discharge Rate - The natural peak discharge rate from a site due to the design storm may not be increased due to the proposed development.

The maximum allowable discharge rate(s) depend on the downstream conveyance system. Where downstream systems contain streams, other channels susceptible to erosion, or special local conditions as determined by the Director of Public Works, peak discharge rates shall closely approxi-mate these for natural conditions from 2-year, 5-year, 10-year and 25-year design storms. If downstream analyses are provided which show flooding, erosion and other damage would not occur, the allowable discharge rates may be increased by the Director of Public Works. For other downstream systems, the peak discharge rate shall not be increased due to the proposed development over that for natural conditions for the 10-year design storm.

The design storm is a 25-year storm for drainage basins that exceed 50 acres or 70 cubic feet per second and a 10-year storm for basins of 50 acres or less and 20 cubic feet per second or less. Where local conditions warrant, a larger design storm may be required as the standard.

75.020(20) Retention/Detention System Required - Retention/detention facilities must be provided to handle all surface water in excess of the peak discharge in the natural conditions.

75.020(25) Open Ditches - Where open ditch construction is permitted to handle drainage, a minimum of ten (10) feet shall be provided between any structures and the top of the bank of the defined channel.

75.020(30) Closed Drainage System - When a closed system is used to handle drainage within the tract, all structures shall be a minimum of five feet from the closed system.

75.020(35) Downspouts and Yard Drains - Water from downspouts and yard drains shall be carried to the storm drainage system or be disposed of by another system determined by the Director of Public Works. Splash blocks are not permitted.

75.020(40) Sidewalk Drains - Perforated pipe storm drainage shall be required behind a sidewalk to intercept surface drainage where overland flow would otherwise occur over the sidewalk. The location of the system shall be determined by the Director of Public Works.

75.020(45) Runoff Interception Near Lot Lines - Storm runoff and/or groundwater shall be intercepted near the boundary of a development or lot and directed as required by the Director of Public Works after appropriate study.

75.020(50) Easements - Storm drainage easements as found necessary by the Director of Public Works may be required in developments to control runoff.

75.020(55) Variation in Requirements - Variations in the requirements of this section may be permitted only after a determination by the Technical Committee that the Comprehensive Storm Drainage Plan is adequate to control runoff and the following factors are considered:

(a) Sufficient capacity under design conditions of downstream facilities;

(b) Maintenance of the integrity of the receiving waters;

(c) Possibility of adverse effects of retention/detention;

(d) Utility or regional retention/detention facilities;

(e) Capability of maintenance of the system, and

(f) Structural integrity of abutting foundations and structures.

75.020(60) Drainage Control During Construction - Erosion and storm drainage shall be controlled during construction consistent with a program approved by the Director of Public Works to achieve the purpose of this section.

75.020(65) Development in Critical Flood Drainage and/or Erosion Areas - Development which would increase the volume of discharge due to any storm from a development is not permitted in areas where existing flooding, drainage, erosion, and/or instability conditions present an imminent likelihood of harm to the welfare and safety of the surrounding community, or to the integrity of the surface or groundwater system until such time as the existing community hazard is alleviated and it is adequately demonstrated that the proposed development will not cause a recurrence of the problem nor the occurrence of any new problem.

20E.75.030 BONDS AND LIABILITY INSURANCE REQUIRED

All persons constructing retention/detention or other drainage treatment or abatement facilities are required to post surety and/or cash bonds as required by Section 20F.20.080(40), "Performance Assurances."

20E.75.040 DRAINAGE PLAN

A drainage plan is required with development applications. All persons applying for any of the permits and/or approvals established in Section 20F.20.020, "Establishment of Permits and Procedures," shall submit a drainage plan for approval with their application.

20E.75.050 REVIEW AND APPROVAL OF PLANS

All storm drainage plans prepared in connection with any of the permits and approvals listed in Section 20F.20.020, "Establishment of Permits and Procedures," shall be submitted for review by and approval of the Technical Committee. The review and approval of final designs based on the approved plan shall be made by the Director of Public Works.

20E.75.060 CONSTRUCTION AND DESIGN SPECIFICATIONS

Storm drainage and water runoff systems construction specifications and standardized design details shall be prepared by the Public Works Director and City Engineer. They have the authority to make changes as conditions warrant. The specifications and any changes shall be made available to the public and contained as an appendix to the Development Guide.

20E.75.065 WILLOWS NEIGHBORHOOD GROUND AND SURFACE WATER MANAGEMENT

All development in Willows Neighborhood is required to control impacts upon ground and surface water resources consistent with the requirements of this section.

75.065(05) Groundwater Recharge - All preliminary plat and short subdivision applications in the upland area of Willows Neighborhood shall evaluate groundwater recharge characteristics of a site. Impervious surface areas shall be designed and sited to minimize impacts upon areas of a site with significant groundwater recharge characteristics.

75.065(10) Groundwater Flows - All development applications with exception of single family residential building permits in the hillside and valley floor areas of Willows Neighborhood shall evaluate groundwater flow characteristics of a sites. Grading and other site development plans upon sites with significant groundwater flows shall be designed to minimize disruption of groundwater flows, and to provide measures for continuance of groundwater flows where disrupted.

20E.75.070 PRIVATE DRAINAGE SYSTEM MAINTENANCE AND OPERATION

It is important that drainage systems be maintained in a fully operable condition to function properly. Responsibility for systems on private property is the responsibility of the property owners.

75.070(10) City Inspector - A designee of the Public Works Director shall be authorized to enter private property from time to time during normal working hours, or during a drainage emergency, to inspect the storm drainage system. Entry shall be upon the property owner's consent or upon warrant, except in the case of an emergency, where no consent is required.

75.070(15) Violations a Nuisance - Any structure or condition found in the storm drainage system which causes the system to violate any requirement of this section, operating provision of administrative specifications under 20E.70.060, or the project plans and specifications is hereby declared to be unlawful and a public nuisance and subject to abatement as such.

75.070(25) Notice of Violation - Whenever the Public Works Director has found or determined that a violation is occurring, the Director or designee is authorized to initiate abatement proceedings pursuant to Section 20F.10.050(20) or a stop work order pursuant to Section 20F.10.050(30).

75.070(30) Emergencies and Temporary Erosion Control - For any violation defined above which the Director determines could result in an emergency threatening life, property, or water quality or for any violation of the approved Temporary Erosion and Sediment Control Plan the following provisions shall apply:

a. The notice of violation may be verbal, in person, or by telephone, rather than written.

b. The minimum time for correction after notification shall not apply; the time for correction shall be as specified by the Director.

c. Corrections may be done by or caused to be done by the City if the owner(s) have not completed corrective actions as required by the Director; provided: the City shall not be obligated or responsible to undertake corrective action on behalf of the owner(s).

75.070(35) Penalties for Violations - Any person violating or failing to comply with any of the provisions of this Section shall, upon conviction thereof, be punished as provided in Section 1.01.110 of the Redmond Municipal Code.

75.070(40) Compromise Settlement and Disposition of Suits - The Director and the Prosecuting Attorney are hereby authorized to enter into negotiations with the parties or their legal representatives named in a lawsuit for the collection of civil penalties, to negotiate a settlement, compromise or otherwise dispose of a lawsuit when to do so will be in the best interests of the City; provided that an informational report shall be submitted to the Council in any instance when a compromise settlement is negotiated.

75.070(45) Responsibility for Additional Costs - Any person causing material to be discharged to or enter the drainage system of the City shall be liable for all costs incurred by the City or others in cleaning up or correcting said action in addition to any other penalties or legal cause of action set forth herein.

75.070(50) Severability - The failure or refusal of the City to enforce any provision of this ordinance, and as hereinafter amended, shall not constitute a waive or bar to prevent enforcement thereof against any person for a subsequent violation hereof, or for any other violation by any other person.

NE 124TH ST
132ND AVE NE
UPLAND
HILLSIDE
WILLOWS RD NE
HILLSIDE
VALLEY FLOOR
REDMOND WAY
WILLOWS NEIGHBORHOOD
NATURAL FEATURES
Ground and Surface
Water Management
THE CITY OF REDMOND WASHINGTON
0 500 1000
North

20E.80.000 FIRE CODE

20E.80.010 SHORT TITLE

This chapter and amendments hereto shall constitute the Redmond Fire Code and may be cited as such.

20E.80.020 ADOPTION

The Uniform Fire Code, 1988 Edition, including appendices of Division I-A, B and C; II-A, B, C and D & E; III-D; IV-A; V-A; & VI-A, B, C, D, & E; and the 1988 Edition of the Uniform Fire Code Standards published by the Western Fire Chief's Association and the International Conference of Building Officials, in their entirety except such portions as are hereinafter by this Chapter deleted, modified, amended or added to, are hereby adopted and incorporated as fully as if set out at length herein.

20E.80.030 DEFINITIONS

The following terms as defined herein shall be used in conjunction with the Uniform Fire Code as adopted in Section 20E.80.020.

APPLIANCE is any device used in the control or suppression of fire, such as, but not limited to, dry lines, standpipes, ladders, extinguishing systems, etc.

APPROVED shall in all cases mean that a particular plan, system, operation or construction including all notations made during review or testing as to the best knowledge of the Chief or his designated representative met or exceeded all applicable codes, standards, regulations and/or performance tests as of the date of approval. Any subsequent changes of circumstance which compromise the conditions of approval render such approval inapplicable.

CHIEF as used in the Redmond Fire Code shall mean the Chief of the Fire Department or his representative as assigned or as authorized by the Redmond Fire Department Manual of Operations.

N.F.P.A. is the National Fire Protection Association. N.F.P.A. publishes numerous pamphlets which, when referenced, are applicable as guidelines and standards in applying codes or ordinances.

REDMOND FIRE DEPARTMENT STANDARDS as published and periodically updated by the Redmond Fire Department are a compilation of written and/or illustrated policies, procedures, criteria and guidelines designed to clarify and explicate the decisions of the Chief in regards to the application of adopted codes, ordinances and regulations. Redmond Fire Department Standards shall constitute the Redmond Fire Department's primary reference document.

TRANSMIT AN ALARM BY APPROVED MEANS shall mean an approved supervised system for transmitting an alarm signal to the Fire Department Communications Center. For approved methods see Redmond Fire Department Standards.

20E.80.040 RESTRICTIONS

80.040(05) Occupancies Prohibited. No Group H, Division 1 or 5 occupancies as defined in Section 901 Uniform Building Code shall be permitted.

Exception No. 1: A Group H, Division I occupancy may be allowed when approved by the Chief and the building official.

80.040(10) Flammable or Combustible Liquid Storage - The limits, referred to in Section 79.501 of the Uniform Fire Code, 1988 Edition in which storage of flammable or combustible liquid in outside above ground tanks is prohibited, are established throughout the City except where special permits are issued for temporary use during periods of construction.

80.040(15) Bulk Plants - Bulk plants referred to in Section 79.1401 of the Uniform Fire Code 1988 Edition shall be prohibited throughout the City except in areas zoned for light or heavy industrial use pursuant to the City of Redmond Community Development Guide and shall be limited to underground storage only.

80.040(20) Explosives - The limits, referred to in Section 77.106(b) of the Uniform Fire Code, 1988 Edition in which storage of explosives and blasting agents is prohibited; are established throughout the City except where special permits are issued by the Chief and safe storage and handling practice are maintained at all times.

80.040(25) Liquified Petroleum Gas Storage - The limits referred to in Section 82.104(b) of the Uniform Fire Code 1988 Edition in which bulk storage of liquified petroleum gas is restricted are established throughout the City limits except areas zoned light or

heavy industry pursuant to the Community Development Guide.

20E.80.060 AMENDMENTS

The following are modifications or amendments to the Uniform Fire Code, 1988 Edition as adopted in 20E.80.020 and shall correspond to the context of said Uniform Fire Code as if set out at length in their respective sections in lieu of or in addition to published sections or subsections. Where an amendment or modification replaces a published section or subsection, the published section or subsection shall be deemed void and deleted.

80.060(5) Add subsection 2.201(c) as follows: The owner, occupant or other person having under his control any property or materials on a property damaged by fire or explosion shall, when ordered by the Chief, immediately secure the property against entry or unauthorized access by the public; by boarding up all openings, fencing, barricading or utilizing other appropriate measures. Within thirty (30) days after written notice to do so has been served, all debris and/or damaged materials shall be removed from the property and proof furnished that contractual arrangements have been made for prompt demolition, replacement or repair of all fire or explosion damaged structures remaining on the property involved in the fire or explosion.

80.060(7) Add item a.4 to Section 4.108 as follows: a.4: Asphalt Kettles - to store, transport, and/or use, asphalt kettles and other related equipment. Such storage, transport and/or use must be done in accord with the Uniform Fire Code 11.403, Redmond Fire Department standards, and this Code [see 20E.80.070(10)].

80.060(10) Add subsection 10.206(e) as follows: The Chief shall have the power and authority to remove or cause to be removed without notice, any vehicle, vessel or thing parked or placed in violation of Section 10.206 or 10.207(k) of the Uniform Fire Code. The Chief may direct a property owner or property manager of a commercial or multi-family development to have such vehicles towed and/or contract with a towing company to have such vehicles towed when necessary to maintain fire access unobstructed. The owner of any item so removed shall be responsible for all towing, storage and other charges connected therewith.

80.060(15) Add Subsection 10.207(b)1 to read as follows: The access roadway shall extend to within 150 feet of all portions of the exterior walls of the first story of any building and within 50 feet of at least 25% of the perimeter of the building. Where access roadway cannot be provided, approved fire protection system or systems shall be provided as required in Section 20E.80.100.

80.060(20) Add Subsection 10.207(i)(1) as follows: All required access roadways shall be constructed so that the maximum gradient is 10%. No access roadway or access road approach to a public way shall have an arc higher than 12 inches in less than 18 feet. Where these requirements cannot be provided, approved fire protection system or systems may be required by the Chief as indicated in Section 20E.80.100.

80.060(25) Add subsection 10.306(b)5 as follows: In any structure where the total area is 10,000 square feet or more. Computation of square footage shall be according to Redmond Fire Department standards.

80.060(26) Add subsection 10.306(b)6 as follows: In any structure where the required fire flow as determined by the Chief in accordance with Redmond Fire Department Standards is 3,500 gallons per minute or more.

80.060(30) Amend Section 10.314 to read as follows: When required by the Chief, basement pipe inlets shall be installed in the first floor of every structure having a basement. Required basement pipe inlets shall be in accordance with the provisions of Appendix III-D.

80.060(32) Add to subsection 11.201(b) as follows: All ashtrays shall be of non-combustible construction where ashes are contained. Waste smoking material or any other previously ignited or spontaneously ignitable material shall be discarded into solid, non-combustible containers having tight fitting lids of the same construction.

80.060(38) Add Subsection 11.403(c) as follows: A permit is required to use or store an asphalt kettle or other similar equipment.

80.060(39) Add to Section 11.413: Minimum protection shall consist of protective posts installed in conformity with Redmond Fire Department Standards.

80.060(40) Add 12.103(d) Height: All aisles, corridors or similar areas providing exit from any portion of the building shall have a clear height of at least 6'6" unless a higher minimum is otherwise required.

80.060(41) Add 12.103(e) Overcrowding: The number of occupants of any building or portion thereof shall not exceed the permitted and posted capacity unless a specific, temporary increase is allowed per UFC 12.204 and 25.114.

80.060(42) Add 12.104(f) Blocking of Self or Automatic Closing Doors: Any door which is an integral part of a rated assembly and which is normally self or automatic closing, shall not be blocked, obstructed or otherwise impaired or made inoperative.

80.060(43) Add to Section 12.107(c): In the event of normal power supply failure, automatic emergency exit illumination consisting of minimum battery pack type units shall be provided in exit corridors, stairways, main aisles, and exit passageways when:

1) There are one or more floors above or below the principal grade of exit in any occupancy except R-3 or M unless all exits are exterior open balconies and/or stairs.

2) There is an occupant load in excess of 50 for assembly or educational occupancies.

80.060(45) Add Section 12.108(e): For an occupant load of less than 50, signs are required wherever necessary to clearly indicate the direction of exit travel and may be non-illuminated (internal or self) when approved by the Chief.

80.060(47) Add to 12.108(c): All exit sign letters shall be green on a contrasting background.

80.060(55) Amend the last sentence of the exception under 25.106(b)2 to read as follows: (last sentence) The use of this exception may be revoked for due cause by the Chief.

80.060(64) Add 79.105(f) Secondary Containment: Secondary containment shall be provided for all new installations of above ground and underground storage tanks and associated piping.

80.060(66) Add to 80.301(b)5 last sentence: "and associated piping".

80.060(68) Add to 80.301(b)6: Secondary containment shall be provided for all new installations of above ground storage tanks and associated piping.

80.060(70) Add to 82.104(a): Portable containers used for LPG, propane or similar gas of 15 gallons or less may be used inside of buildings with the approval of the Chief. Such a tank, all tubing, fittings, etc. shall be legibly and clearly labeled, secured against physical damage, maintained in a safe condition and used according to safe practices.

20E.80.070 DELETIONS

The following portions cited from the Uniform Fire Code, 1988 Edition, as adopted in 20E.80.020, are hereby deleted:

80.070(5) Section 10.302(a) "Exception".

80.070(7) Section 10.307; Refer to Section 20E.80.080(30)

80.070(8) Article 11 Section 11.101b, 11.105, 11.106, 11.107, 11.108, 11.109 and 11.110.

80.070(10) Section 11.403(b) "Exception".

80.070(15) Article 14 Fire Alarm System. Refer to Section 20E.80.080 "Fire Detection Systems".

80.070(25) Article 78 - "Fireworks". Refer to Redmond Municipal Code Chapter 9.26 (Fireworks) and to RCW 70.77.120 et seq. (State Fireworks Law).

20E.80.080 FIRE DETECTION SYSTEMS

The following regulations constitute general requirements of fire alarm systems and supervisory requirements for sprinklered buildings. Specific requirements may be found in the Redmond Fire Department Standards.

80.080(05) General Requirements: An approved supervised fire detection system shall have detectors sensitive to any of the products of combustion or fixed temperature and rate of rise detectors, a fire alarm panel, audible devices for evacuating occupants, continuous central station monitoring, contractual arrangements for maintenance and repair, and exterior audible and visual signaling as required by Redmond Fire Department Standards for the particular occupancy.

80.080(10) Maintenance: All approved systems shall be maintained and shall be under supervision of a responsible and qualified person or organization having a specialty low voltage license issued by the State of Washington, having a City of Redmond business license, and satisfying the requirements of the Redmond Fire Department Standards. Inspections, tests, repairs, notifications of trouble and alarm, records of all notifications and work done shall be as required in the Redmond Fire Department Standards.

80.080(15) Where Required: An approved supervised and maintained fire detection system shall be required in the following structures. For the purposes of this section, an area separation or occupancy separation wall or a distance of 10' or less shall not constitute a separation between two structures on the same property.

(a) Throughout every structure used for residential occupancy containing five or more dwelling units, and not having an approved sprinkler system.

(b) Throughout every structure used for any purpose where the total area is 6,000 square feet or more and there is not an approved sprinkler system. Computation of square footage shall be according to Redmond Fire Department Standards.

(c) Throughout any structure where the total area is 3,000 square feet or more and there is not an approved sprinkler system except R-3 single family residences, and provided that this section shall have no application to any structure for which a building permit application was on file with the City as of July 1, 1986. Computation of square footage shall be according to Redmond Fire Department Standards.

(d) When the option referenced in U.B.C. 3305(g) exception 5 is used and a smoke detection system is to be used in lieu of one-hour corridor construction, then it shall be installed per Redmond Fire Department standards for "one-hour corridor smoke detection."

(e) Group H Division 2 or 3 occupancies over 1,500 square feet in addition to an approved sprinkler system required under provisions of U.B.C. 3802(f) 1988 edition.

(f) Where required elsewhere by the Redmond Fire Code, U.B.C. or State of Washington.

80.080(16) Retroactive Application of Regulations: The requirements set forth in Section 20E.80.080(15) are intended to apply retroactively to those existing structures identified below. The date by which all such structures are required to be in compliance is as indicated below:

Use/ Structure	Compliance Date
A. Repealed by Ord. 1720	
B. Repealed by Ord. 1720	
C. Any occupancy except residential with a total area of six thousand square feet or more.	1/1/88

Notwithstanding the foregoing provisions, structures in areas annexed to the City shall not be required to comply with this chapter until the expiration of one year from the date of annexation. Except as provided above, Section 20E.80.080(15) shall apply prospectively only, commencing upon the effective date of this ordinance.

80.080(20) Approval Requirements:

(a) Prior to the installation of a fire alarm system, specifications, calculations and a minimum of three copies of plans per Redmond Fire Department Standards shall be submitted to the fire department for approval and permit. The plans shall indicate the layout of all equipment to be used and an accurate representation of floor scaled and dimensioned representation of floor and ceiling plans, with wall, ceiling, attic and roof support configurations. The manufacturer and model number of each component of the system shall be indicated.

(b) Prior to occupancy of the building, the fire alarm system shall be tested and/or inspected in the presence of, and shall be approved by, the Chief.

80.080(25) Modifications:

(a) When a building remodel or addition creates spaces which would otherwise be required to have detectors, the system shall be modified in an approved manner so that the building in its entirety will meet all the requirements for an approved system.

(b) Prior to modifications, plans shall be submitted as per 20E.80.080(20)(a) for approval and permit.

(c) Prior to occupancy of the remodeled or added portion the modified alarm system shall be tested and/or inspected in the presence of, and approved by, the Chief as outlined in Redmond Fire Department Standards.

80.080(30) Supervisory Requirements for Sprinkler Systems: Any structure which has installed an approved sprinkler system shall have the flow and control valves supervised per Redmond Fire Department Standards.

Exceptions:

1. Approved domestically supplied local systems with ten heads or less, if not otherwise required.
2. Approved residential sprinkler systems, if not otherwise required.

(a) The supervisory system shall also monitor all above ground exterior control valves for tamper and monitor low/high air pressure on dry systems, as required in the Redmond Fire Department Standards.

(b) All monitored systems shall have an approved alarm panel and transmitter. All panels shall have battery back up. Refer to Redmond Fire Department Standards.

80.080(35) Non-Conforming Buildings:

(a) The use of any building not conforming to the provisions of 20E.80.080 and to which the provisions of this section would apply shall be terminated on or before January 1, 1988, unless the building has been made to comply with the requirements of 20E.80.080. Buildings in portions of the City annexed subsequent to January 1, 1986, shall not be subject to the provisions of this section until the expiration of one year from the date of annexation. See 80.080(18) for retroactive application regulations.

Exception: Alarm systems which are required under 20E.80.080(15)(c) until such time as the occupancy use changes.

(b) Except as provided in Section 20E.80.080(35)(a) structures which are non-conforming to these requirements shall be required to meet current standards when alteration or expansion of the structure takes place and the following takes place within any three-year period. The gross floor area of the structure is increased by 100% or more; or the costs stated on all approved building permit applications for the structure equal or exceed the assessed value of the structure at the beginning of that three-year period. When such a non-conforming structure has been destroyed, damaged or has incurred a loss equal to or greater than fifty percent (50%) of its assessed or appraised value, whichever is greater, it shall thereafter conform to current requirements.

80.080(40) Smoke Detection Devices: Compliance with state law is required. Compliance with the requirements of this section 20E.80.080 shall not relieve the owner or tenant of any structure governed by Chapter 50, Laws of the State of Washington, 1980, relating to installation and maintenance of smoke detection devices, from the duty to comply with said statute. Chapter 50, Laws 1980, one copy of which has been and is on file with the office of the City Clerk for public inspection, is hereby adopted by this reference and incorporated herein as if fully set forth.

20E.80.090 SPRINKLER SYSTEMS

The following regulations constitute general requirements for sprinkler systems.

80.090(05) General Requirements: All approved sprinkler systems shall meet the requirements of the Redmond Fire Department Standards and the Redmond Fire Code. All systems shall have an adequate water supply, system of piping, and sprinkler heads designed to discharge water on a fire at an appropriate time and in an effective manner and when applicable, a DSHS backflow preventer installed in either an exterior vault or inside the building at the riser. All underground sprinkler supply piping shall be included on civil drawings and shall be approved by the water supplier and the Redmond Fire Department.

80.090(10) Maintenance: All approved systems shall be maintained per Redmond Fire Department Standards. Additionally, those who perform required maintenance and repair shall keep accurate records of all notifications and work done and shall make such reports to the fire department as required by the Redmond Fire Department Standards.

80.090(15) Where Required: An approved sprinkler system shall be required in the following structures. For the purposes of this section an area separation or occupancy separation wall or a distance of 10' or less shall not constitute a separation between two structures on the same property.

(a) All highrise buildings constructed in Redmond shall be provided with an approved sprinkler system throughout.

(b) In any structure where the total area is 10,000 square feet or more. Computation of square footage shall be according to the Redmond Fire Department Standards.

(c) In any structure where the required fire flow as determined by the Chief in accordance with Redmond Fire Department Standards is 3,500 gallons per minute or more.

(d) When required by the Chief for the protection of exposures, etc., exterior sprinklers may be required when combustible materials are stored next to a fully sprinklered building.

(e) When in an R-1 occupancy there are more than 4 dwelling units or over 8 guest units in a hotel or motel. (Ord. 1537)

(f) When in an assembly occupancy the occupant load is over 200.

(g) When any non-sprinklered structure adds square footage so that the total area exceeds 10,000 square feet.

(h) Where required elsewhere by the Redmond Fire Code or the Uniform Building Code.

80.090(20) Approval Requirements:

(a) Prior to the installation of a sprinkler system, specifications, calculations and a minimum of three copies of plans per Redmond Fire Department Standards shall be submitted to the fire department for approval. The plans shall indicate the layout of all equipment to be used and an accurate representation of floor and ceiling plans, with wall, ceiling, attic and roof support configurations. The manufacturer and model number of each component or type component of the system shall be indicated.

(b) Prior to the occupancy of the building, the sprinkler system shall be tested and/or inspected in the presence of, and shall be approved by, the Chief. This applies to both the flow and supervision portions of the systems where applicable.

80.090(25) Modifications:

(a) When the remodel of, or addition to a building to which this code applies creates spaces which would otherwise be protected by sprinkler heads the system shall be modified in an approved manner so that the building in its entirety will meet all the requirements for an approved system.

(b) Prior to modifications, plans shall be submitted as per 20E.80.090(20)(a) for approval.

(c) Prior to occupancy of the remodeled or added portion, the modified sprinkler system shall be tested in the presence of, and approved by, the Chief as per 20E.80.090(20)(b).

80.090(35) Non-conforming Buildings: Except as provided in the Uniform Fire Code, Section 1.103(b) requirements for non-conforming uses and structures shall be as provided in Chapter 80.090(15)(g) of the Redmond Community Development Guide.

20E.80.100 RESTRICTED ACCESS BUILDINGS

Where a building or portion of a building is so located or constructed with grades, elevations, vegetation or other natural or man-made obstacles which make exterior or interior access and/or use by fire apparatus, equipment or personnel unduly difficult, unsafe or impossible, additional safeguards shall be required by the Chief. Safeguards shall consist of the following applicable items or alternates suitable for firefighting and rescue operations as specified by the Chief.

1. Automatic fire sprinkler throughout.
2. Smoke detection system.
3. Automatic fire alarm systems.

4. Communication systems.
   a. Voice alarm system.
   b. Public address system.
   c. Fire department communication system.

5. Central control station.
6. Smoke control systems.
7. Emergency elevator systems.
8. Emergency exits.
9. Emergency areas of refuge including horizontal exits and smoke-proof enclosures.
10. Vertical and horizontal standpipes.
11. Standby power, light and emergency systems.

All systems shall meet the design requirements set forth in the Redmond Fire Department Standards and Redmond Fire Code.

20E.80.120 NEW MATERIALS, PROCESSES OR OCCUPANCIES WHICH MAY REQUIRE PERMITS

The Director of Public Works, the Chief of the Fire Department and the Chairman of the Board of Appeals shall act as a committee to determine and specify, after giving the affected person an opportunity to be heard, any new materials, processes or occupancies which may require permits, in addition to those now enumerated in said code. The Chief of the Fire Department shall cause such list to be posted in a conspicuous place in his office and distribute copies thereof to interested persons.

20E.80.130 APPEALS

Whenever the Chief of the Fire Department disapproves an application or refuses to grant a permit applied for, or when it is claimed that the provisions of the code do not apply or that the true intent and meaning of the code has been misconstrued or wrongly interpreted, the applicant may appeal from the decisions of the Chief to the Board of Appeals (Section 2.303, Uniform Fire Code, 1988 Edition) within thirty days of the decision appealed.

20E.80.140 PENALTIES AND ENFORCEMENT:

80.140(05) Penalties for Violations: Any person who violates any of the provisions of the Redmond Fire Code or fails to comply therewith, or who violates or fails to comply with any order made thereunder, or who builds in violation of any detailed statement of specifications or plans submitted and approved thereunder, and from which no appeal has been taken, or who fails to comply with such an order as affirmed or modified by the board of appeals or by a court of competent jurisdiction, within the time fixed herein, shall severally for each and every such violation and noncompliance respectively, be subject to the penalties for violations provided in Section 1.01.110 of The Redmond Municipal Code. The imposition of one penalty for any violation shall not excuse the violation or permit it to continue; and all such persons shall be required to correct or remedy such violations or defects within a reasonable time.

The imposition of penalties upon conviction shall not preclude the City and the Chief from taking further appropriate legal action to cause compliance with the provisions of the Fire Code or to remove prohibited conditions.

20E.80.150 BUILDING PERMIT ISSUANCE AND OCCUPANCY

The passage of the ordinance codified in this chapter is necessary for the protection of the public health, safety and welfare of the citizens of the City. No building permit shall be issued until plans, which are in compliance with this chapter, have been submitted and approved. No building shall be occupied until such approved systems have been inspected and are operational.

20E.120.025 APPLICATION FOR PERMIT

Determinations of whether a building permit application is complete for purposes of administering Section 20F.10.055(05) shall be made by the Building Official, and shall be based upon the Uniform Building Code as adopted. (Ord. 1734)

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20F.00 ADMINISTRATION AND PROCEDURES

20F.10.010 PURPOSE

The purpose of this chapter is to define the responsibilities, rules, procedures and requirements for the interpretation, administration and enforcement of the Development Guide.

20F.10.020 INTERPRETATION AND CONFLICTS

10.020(05) Responsibility for Interpretation. Responsibility for interpreting the Development Guide shall be as follows: The Code Administrator shall interpret Article 20C, "Land Use Regulations," other than those interpreted by the Director of Public Works; the Building Official shall interpret Article 20E, "Building and Construction Codes"; the Director of Fire and Emergency Medical Services shall interpret the "Fire Codes," and "Requirements for Sprinkler Systems"; the Director of Public Works shall interpret those portions of Article 20D, "Public Development Programs," prepared by his department, and those portions of Chapter 20C.20.000, "General Development Requirements" administered by his department; the Director of Planning and Community Development shall interpret Articles 20A, "Preface," 20B, "Goals, Policies, Plans," and 20F, "Administration and Procedures."

10.020(10) Interpretation Generally - The provisions of the Development Guide shall be the minimum requirements adopted for the promotion and protection of the public health, safety and general welfare. The Development Guide is not intended to interfere with, abrogate or annul any easements, covenants, or other agreements between parties, except where the agreements may conflict with the enforcement of the Development Guide.

10.020(15) Conflict of Provisions - In the case of conflicts between parts of the Development Guide and other rules, regulations, resolutions, ordinances or statutes lawfully adopted by other authority having jurisdiction with the City, the most restrictive shall govern. In the case of conflicts between the text, maps and charts of the Development Guide, the text shall govern unless otherwise stated.

10.020(20) Map Interpretation - Where uncertainties exist as to the location of any boundaries of the zoning districts shown in Section 20C.10.030, "Zoning Map," the following rules shall apply:

(a) Where boundaries are indicated as following approximately the centerline of the streets, alleys, highways, railroads or watercourses, the actual centerlines shall be considered the boundaries;

(b) Where boundaries are indicated as follows approximate lot lines and are map scaled at not more than twenty (20) feet from the lines, the actual lot lines shall be considered the boundaries;

(c) Where the land is unsubdivided or where a zoning district boundary divides a lot, the boundary shall be determined by map scaling unless the actual dimensions are noted on the map;

(d) Where boundaries are indicated as following lines of ordinary high water, government or meander line, the lines shall be considered to be the actual boundaries, and if they should change, the boundaries shall be considered to move with them;

(e) Where a public right-of-way is vacated, the vacated area shall have the zoning district classification of the adjoining property that it merges with;

(f) Where an area in one ownership is divided into more than one zoning district, each portion of the property shall have the zoning district designation indicated, unless subparagraph (b) applies.

10.020(25) Plan Interpretation - The interpretation of the Land Use Plan, Section 20B.90.000, is to be made recognizing that the boundaries of the Plan categories are not exact but illustrate general relationships and locations.

20F.10.030 JURISDICTION

The Development Guide shall not limit the legislative discretion of the City Council in further restricting permitted uses, or in withholding or revoking permits for uses where those actions are found necessary for the promotion and protection of the public peace, health, safety and general welfare.

20F.10.040 ADMINISTRATIVE STANDARDS

All administrative officials, departments and employees of the City of Redmond responsible for approving or issuing permits, certificates or licenses shall require compliance with the Development Guide.

20F.10.050 ENFORCEMENT

10.050(05) Development Guide Compliance Required - All land use, construction and structural alterations and improvements shall comply with the Development Guide. Compliance shall be accomplished by the issuance of permits in compliance with the Guide as required in Chapter 20F.20.000, "Permits and Procedures."

10.050(10) Development Restrictions - Repealed.

10.050(15) Moratoriums - Repealed.

10.050(20) Violations - Any building, structure or land use not in conformance with the Development Guide and not a legal nonconformance is declared to be unlawful, substandard, and a public nuisance, and is subject to the enforcement and abatement procedures set forth in Chapter 1.14, Code Compliance, of the Redmond Municipal Code.

10.050(25) Abatement Order

Repealed.

10.050(30) Stop Work Order - Whenever any work or use violation is being done contrary to the provisions of the Community Development Guide, the Code Administrator may order all or a portion of the work on the project stopped by notice in writing served on any person engaged in or causing such work to be done, and any such person shall forthwith stop such work until authorized by the Code Administrator to proceed with the work. Service of the stop work order may be in person or by certified mail. The determination of the scope of work covered by the stop work order shall be discretionary with the Code Administrator based upon the seriousness of the violation, its relationship with the remainder of the project, and the degree to which the responsible party has demonstrated ability and willingness to remedy prior violations and/or comply with applicable governmental procedures and regulations.

10.050(40) Penalties - Repealed.

10.050(45) Additional Legal Action - Repealed.

10.050(50) Compliance Enforced - Repealed.

10.050(55) Complaints - Whenever a violation of the Development Guide is alleged to have occurred, any person may file with the Code Administrator a written or verbal complaint stating the basis of the complaint. The Code Administrator shall record the complaint, investigate, and take appropriate action as provided in the Development Guide within thirty (30) days.

10.050(60) Alternative Methods of Enforcement - Enforcement of the Development Guide shall follow the procedures of this section unless otherwise specified.

20F.10.055 VESTED RIGHTS

10.055(05) Changes to Land Use Regulations - Application to Pending Projects

(a) Purpose. The purpose of this subsection is to identify certain points in the land use approval process at which an applicant's rights become "vested." Vested rights is defined as the guarantee that an application will be reviewed and a project can be developed (if a permit is issued) under regulations and procedures existing at one moment in time and regardless of changes that may have been made later and prior to final completion of a project or use.

(b) Scope. This subsection governs the effect of any amendment to the Community Development Guide or Redmond Municipal Code which affects land development, land use or the land development approval process. The Community Development Guide and Redmond Municipal Code are hereinafter referred to as the "Municipal Code".

(c) Land Use Actions Requiring a Building Permit

(1) Subject to the exceptions stated in Subsection (h) below and part (2) of this paragraph, the

paragraph, the proponent of a land use action requiring a building permit shall be vested against enforcement of an ordinance implementing a change in the Municipal Code if a complete building permit application is submitted to the City prior to the effective date of the ordinance. A vested right shall not arise by virtue of an application for a clearing and grading permit, Special Development Permit, General Development Permit, Site Plan Review, Variance, Development Guide Amendment, Right-of-Way Vacation, Annexation, Temporary Use Permit or Zoning Map Amendment submitted prior to application for a building permit. (Site plan review and approval is encouraged but not required prior to submission of a building permit application, however, it must be completed prior to issuance of the building permit.)

(2) An applicant must specifically identify a proposed land use or uses in the building permit application as the intended use of the proposed structure in order to vest the right to engage in a specific land use against an ordinance implementing a change in permitted land uses. Building permit applications which do not specifically identify the proposed use of the proposed structure shall not vest a right to engage in a specific land use against an ordinance prohibiting the use. Applications which depict a structure clearly appropriate for only a single land use shall be deemed to satisfy the requirement of identifying the proposed use.

(d) Land Use Actions Requiring a Subdivision

(1) An applicant for approval of a subdivision shall be vested against enforcement of an ordinance implementing a change in the Municipal Code and other regulations affecting land development, which would change subdivision regulations, upon expiration of the statutory time limit for action on the proposed subdivision established by RCW 58.17.140.

(2) When an application for a subdivision is returned to the applicant for modification or correction, the applicable statutory time period shall be tolled and shall begin running again upon resubmission of the corrected or modified application. When an environmental impact statement is required, the time required for preparation of the EIS shall not be included in the statutory period.

(e) Land Use Actions Requiring a Shoreline Permit. An application for approval of a land use action requiring a shoreline permit, but not a building permit, shall be vested against enforcement of an ordinance implementing a change in shoreline regulations set forth in the Redmond Shoreline Master Program if a complete substantial development permit application is submitted prior to the effective date of the ordinance. Land use actions requiring a building permit and a shoreline permit are governed by Subsection 20F.10.055(05)(c).

(f) Land Use Actions - Change in Administration and Procedures. An applicant for approval of a land use action requiring a Subdivision, Special Development Permit, General Development Permit, Right-of-Way Vacation, Annexation, Temporary Use Permit, Site Plan Review, Variance, Development Guide Amendment or Zoning Map Amendment shall be vested against enforcement of an ordinance implementing a change in Section 20F.00 Administration and Procedures as to any of such approval processes if a complete application for such approval is submitted to the City prior to the effective date of the ordinance, provided that the applicant may consent to the application being processed in accordance with the change.

(g) Land Use Actions Not Requiring a Building Permit. The application of changes in land use regulations to land uses not requiring a building permit shall be governed by Community Development Guide Section 20F.10.060 Legal Nonconformances. Proposed land uses requiring a shoreline permit are governed by Section 20F.10.055(05)(e).

(h) Certain Regulatory Authority Not Affected. An application for a land use approval may be denied or approved with conditions under the authority of the City to protect and enhance the public safety, health and welfare, and under the State Environmental Policy Act, notwithstanding the fact that the applicant has attained a vested right against enforcement of an ordinance implementing changes in regulations, codes or procedures affecting that land use action.

(i) Complete Application. Means an application which contains all required information and signatures, and which is accompanied by payment of all fees required to be submitted by the Redmond Municipal Code, or any formal written rule or procedure adopted by, and in force in the City.

(j) Termination of Vested Rights

(1) The vesting of rights with respect to a land use action which requires a building permit against the enforcement of a change in regulations and codes of the Redmond Municipal Code shall terminate upon the expiration of 180 days following the date of application for a building permit, unless the application is extended in writing by the Building Official pursuant to authority granted by the Uniform Building Code, or the permit is issued. The duration of vested rights acquired after issuance of a building permit shall be governed by the Uniform Building Code provision regulating validity of an issued building permit. An extension of a permit or expiration of the permit shall have like effect upon vested rights.

(2) The applicant may request the Building Official to extend the time for action by the applicant for a period not exceeding 180 days upon a showing that circumstances beyond the control of the applicant have prevented action from being taken. No application shall be extended more than once. Preparation of environmental document required by the City under the authority of the State Environmental Policy Act (SEPA) and the processing of related applications required by Section 20F.00 Administration and Procedures may constitute circumstances warranting extension of a building permit application if the applicant is found to be acting in a timely manner to achieve approval of a proposed land use action.

(3) The vesting of rights with respect to a land use action requiring a shoreline permit, but not a building permit, shall terminate 90 days following application for a Shoreline permit, unless the shoreline permit is issued, provided that the Planning Director may, upon receipt of an application for extension, extend time for expiration of vesting due to circumstances beyond the control of the applicant as set forth in the preceding subsection for a period not to exceed an additional 180 days.

10.055(10) Moratoriums. Nothing in this section shall prevent the City Council from establishing development moratoriums or other interim land use regulations upon a finding by the City Council that, due to unforeseen circumstances or other emergency, such a moratorium or temporary regulation is necessary in order to protect the purpose and effectiveness of the City's land use plan and regulations pending completion of the procedures necessary to adopt permanent land use controls. Any such moratorium or interim land use regulation shall be effective only for a period of time necessary to complete adoption of the permanent land use control, which time shall be specified by the City Council in the ordinance adopting the moratorium or other temporary regulation. No moratorium or temporary regulation shall remain in effect for a period longer

than 45 days unless the City Council conducts a public hearing and, after hearing public testimony concerning the duration of the moratorium, finds that continuation of the moratorium in excess of 45 days is necessary and warranted under the circumstances, in which case the City Council may specify that the moratorium shall continue for a period of not in excess of 180 days, including the initial 45 day period. Upon a subsequent finding that an extension beyond 180 days is required, the City Council may extend the moratorium for one additional period not to exceed 90 days.

20F.10.060 LEGAL NONCONFORMANCES

10.060(05) Purpose and Intent - The city recognizes that land, structures, and uses of land and structures which do not conform to the Development Guide can become nuisances, can disrupt the orderly development of the City, and can create unsafe, hazardous, and unhealthful conditions. The City also recognizes that the eventual elimination of existing nonconforming uses and structures benefits the health, safety and welfare of the community. It is the intent of this chapter to establish regulations and procedures which ensure that the elimination of nonconforming uses and structures occurs as expeditiously and as fairly as possible and with justice to property owner(s) and business operator(s). (Ord. 1756)

10.060(06) Definitions For the purpose of this chapter, the following definitions apply:

(a) "Demolish" means to remove more than fifty percent (50%) of the exterior walls of an existing building or structure, as measured by the linear length of the walls. Windows, doors and/or deteriorated wall sections are all considered part of a wall.

(b) "Rebuild" means to undertake construction within and/or on an existing building which has a valid construction permit with construction value greater than fifty percent (50%) of the replacement cost of the existing building being rebuilt. The permit value is valid for a twelve-month period beginning on the date of permit issuance. (Ord. 1756)

10.060(07) Continuance of Nonconforming Rights - Nonconformities, as defined in Section 20A.60 Definitions, may continue to be used and maintained in accordance with the provisions of this chapter. The use and maintenance is permitted as a result of vested rights obtained through the legal establishment of the nonconforming use or structure. (Ord. 1756)

10.060(10) Uses – Abandonment of Nonconforming Rights - All nonconforming rights to a use are lost if the use is changed or if the use is abandoned for twelve months or if the structure housing the use is demolished or rebuilt as defined above, except as provided in Section 20.F.10.060(20) Restoration, and 20F.10.060(25) Expansion. (Ord. 1756)

10.060(12) Illegal Uses or Structures - Illegal uses or structures have no vested rights. Illegal uses and structures shall either be brought into legal conforming status or shall be removed. (Ord. 1756)

10.060(14) Special Uses and Structure - Nothing in this chapter shall prohibit the establishment of special regulations for specific nonconforming uses and structures regulated by other sections of the Community Development Guide. Such regulations may provide for the retirement or amortization of those specific uses and structures. (Ord. 1756)

10.060(15) Nonconforming Lots of Record - Lots of record that do not conform to the dimensional requirements of the Development Guide may be used as otherwise permitted by the Development Guide if they were legally created and were in conformance with the prior zoning code or were a legal nonconformance under that code. (Ord. 1756)

10.060(20) Restoration - Any building containing a nonconforming use or any nonconforming structure may be repaired and restored to its nonconforming state if the need for repairs or restoration shall be the result of fire, explosion, earthquake, imminent public hazard, replacement of underground fuel tanks, vandalism or other accidental destruction. Such restoration shall comply with the following conditions:

(a) Level of Restoration. The damaged use or structure may be repaired to the area and footprint of the previous use or building. In the case of total destruction or need for underground fuel tank replacement, a new structure may be established to the same area or footprint of the previous use or building. Alternatively, the structure may be built to a more conforming area or footprint.

(b) Additional Floor Area Added. Floor area may be added to the existing nonconforming use per Section 20F.10.060(25).

(c) Time Limit. The repairs must be commenced within one year of the event causing damage to the structure, and the repairs must be diligently pursued until completed. (Ord. 1756)

10.060(23) Improvements - Any nonconforming structure or any structure containing a nonconforming use may be improved provided that nonconforming landscaping and Pedestrian System Improvements

are brought into conformance per Section 20C.10.060(F) Landscaping. (Ord. 1756)

10.060(25) Alteration or Expansion of a Nonconformance -

(a) General. The alteration or expansion of a nonconformance is prohibited unless it does not enlarge or increase the degree of nonconformity, does not enlarge the area of occupancy of the non-conformance, or unless it is specifically permitted through an official action as stated in Chapter 20F.20.000, "Permits and Procedures", or as stated below.

1. Nonconforming Structures. A nonconforming structure may not be expanded or altered in any way so as to increase that nonconformity. A nonconforming structure shall be brought into full compliance with the Development Guide when alteration or expansion of the structure takes place and the following takes place within any three year period: The gross floor area of the structure is increased by 100% or more; or the costs stated on all approved building permit applications for the structure equal or exceed the assessed value of the structure at the beginning of that three year period.

2. Landscaping. A nonconforming landscaping or pedestrian system area shall be brought into compliance with Section 20C.20.090 and 20C.10.230(25) based on the following criteria:

When improvements to the building or parking areas, on any lot, do not exceed $5,000, in any three year period, no improvements are required; for improvements to the building or parking area which exceed $5,000, on any lot, in a three year period, the percentage (by value) of the required landscaping or pedestrian system, to be installed shall be established by dividing the value of the proposed improvement by the assessed value of the existing lot improvements up to 100 percent; the Design Review Board or the Technical Committee shall have the authority to specify the location and phasing sequence of the landscaping or pedestrian system improvements which fall under this section.

3. Nonconforming Uses In the City Center. The City recognizes that some existing, vital businesses of value to the community in the City Center may have been rendered nonconforming as a result of land use plan changes. The intent of this section is to encourage retention of existing businesses and to allow continued investment and upgrades to the business structures in the City Center. Nonconforming uses in the City Center may expand as described below.

(b) Conditional Uses. Any use which was originally established in a zone district by right and has since been reclassified as a use requiring a general or special development permit in that district shall obtain a general development permit or a special development permit prior to expansion of the use of any structure related to the use.

(c) Nonconforming Residential Uses.

1. General. A nonconforming residential use may not be expanded to create additional dwelling units.

2. Single-family Dwellings. A single-family dwelling on a single lot may be expanded up to four hundred fifty square feet of floor area.

3. Two-family and Multi-family Dwellings. Two or more dwellings may be expanded up to four hundred fifty square feet of floor area per unit, provided that parking for all units is brought into conformance with existing regulations.

(d) Nonconforming Commercial, Institutional, and Park. Nonconforming commercial, institutional, and park uses in the City Center Neighborhood may expand and/or, rebuild in conjunction with restoration per Section 20F.10.060(20) to occupy a greater area of building, but shall not be expanded beyond the original parcel(s) occupied at the time the use or structure became nonconforming. Parking for the expansion shall be provided in accordance with current parking standards. Nonconforming landscaping and Pedestrian System Improvements shall be brought into conformance with current standards per Section 20F.10.060(F) Landscaping.

(e) Industrial Uses.

1. General. Nonconforming industrial uses in the City Center Neighborhood not deemed unsafe, hazardous, unhealthful, or obnoxious due to noise, odor, air quality or visual blight may expand to occupy a greater area of building, but shall not be expanded beyond the original parcel(s) occupied at the time the use or structure became nonconforming. Parking

for the expansion shall be provided in accordance with current parking standards. Nonconforming landscaping and Pedestrian System Improvements shall be brought into conformance with current standards per Section 20F.10.060(F) Landscaping.

2. Outside Uses. Outside nonconforming equipment and machinery may be relocated or altered, provided the equipment or machinery is not relocated any closer to the nearest residential district or street.

3. Volumes. Increased sales, production or throughput volume shall not be considered as an expansion, provided the use does not expand to occupy additional land or another building. (Ord. 1756)

10.060(30) Parking - The following shall apply to uses with nonconforming parking:

(a) Abandonment of Nonconforming Rights. All nonconforming rights related to parking shall be lost if the primary structure on the lot is demolished or rebuilt. Rights shall not be lost if a building is merely vacated.

(b) Expansion of Conforming Residential Use with Nonconforming Parking.

1. No New Units. A conforming residential use with nonconforming parking may be expanded by up to four hundred fifty square feet, provided no new dwelling unit is created by the expansion. Any expansion beyond four hundred fifty square feet shall require the provision of one parking space for each four hundred fifty square foot addition not to exceed the total number of parking spaces required by current parking standards. However, for single-family residential uses outside of parking impacted areas, no additional parking is required on lots with driveways twenty feet or more in length.

2. New Units Added. A conforming residential use with nonconforming parking may be expanded to create additional conforming units only if the parking for all units, old and new, is brought into conformance with current parking standards.

(c) Expansion of Nonresidential Use with Nonconforming Parking. A conforming nonresidential use with nonconforming parking may be expanded or intensified, provided that parking is provided for the expansion or intensification in accordance with current parking standards. (Ord. 1756)

10.060(35) Change In Use -

(a) To a Conforming Use. A nonconforming use may be changed to a conforming use.

(b) To Another Nonconforming Use. A nonconforming use in the City Center Neighborhood may be changed to another nonconforming use if a general development permit is granted as provided for in this title and provided:

1. A special building inspection is conducted to ensure the building conforms or is repaired to conform to minimum building, plumbing, fire, housing, electrical and earthquake code provisions as necessary to protect public health and safety.

2. The proposed change of use will provide a service or will be beneficial to the neighborhood, and will more closely conform to the zoning of the site than the existing use.

3. The proposed use is compatible with the goals of the design area as specified in Sections 20B.85.130 and 20C.10.230(10), and zone in which it is located as specified in Section 20C.10.230(05).

4. The proposed use is compatible with the surrounding uses. For example, compatible uses next to existing residential uses might include complementary retail services such as dry cleaning, pharmacies, cafes, newsstands, hair salons. Incompatible uses in, and adjoining, areas designated for office and residential uses might include strip retail centers, and auto oriented services or drive-through facilities.

5. The proposed use will not pose or create greater negative impacts than uses which are permitted within the design area or zone in which it is located.

6. The proposed use will not pose or create unsafe, unhealthful, or hazardous conditions upon surrounding properties. (Ord. 1756)

10.060(40) Maintenance - Ordinary maintenance and repair of a building containing a nonconforming use, such as painting, plumbing repair, shall be permitted as necessary to ensure the protection of general health, safety and welfare. All nonconforming uses

and structures are subject to all applicable property maintenance and substandard building laws. (Ord. 1756)

10.060(45) Reserved

10.060(50) Abatement of Public Nuisances - Regardless of any provisions in this section, any nonconformance found to be a public nuisance shall be terminated. (Ord. 1756)

10.060(55) Prior Nonconformance - Any nonconformance which under the prior zoning ordinance was nonconforming and was required to terminate by a certain date shall continue to be subject to the amortization provisions of the prior zoning ordinance. (Ord. 1756)

20F.10.070 CODE ADMINISTRATOR

10.070(05) Office of the Code Administrator. The office of the Code Administrator is established to enforce the Development Guide unless otherwise specified. The Code Administrator shall be the Director of Planning and Community Development or his designated representative.

10.070(10) Authority and Duties - The Code Administrator shall have the authority to enter and inspect buildings and land during reasonable hours with permission of the occupant or owner, to issue abatement orders and citations and to cause the termination and abatement of violations of the Development Guide unless otherwise specified. The duties of the Code Administrator shall include, but not be limited to the following: Enforce and administer the Development Guide unless otherwise specified; investigate complaints and initiate appropriate action; and keep adequate records.

10.070(15) Appeals - Final decisions of the Code Administrator made in the course of interpretation or administration of the Development Guide shall be governed by Section 20F.20.200. Code Enforcement actions pursuant to Section 20F.10.050 are not "final decisions" for the purpose of this Section.

10.070(20) Dereliction of Duties - No oversight or dereliction of duties by the Code Administrator shall legalize, allow, or excuse a violation of the Development Guide.

10.070(25) Liability of Code Administrator - When acting on behalf of the City, the Code Administrator is relieved of all personal liability for damage that may occur to person or property as a result of any act required of him by the Development Guide or because of any act or omission in discharging his duties. Any suit or claim brought against the City or Code Administrator by reason of such act or omission in performing his duties under this Development Guide shall be defended by the City.

20F.10.080 HEARING EXAMINER

10.080(05) Creation and Purpose - The office of the Hearing Examiner is created independently from the legislative functions of developing and adopting basic goals, policies, plans, programs and regulatory codes. The purpose of establishing an Examiner is to separate the application of land use regulations from planning and policy making; to provide a level of expertise to conduct administrative and quasi-judicial hearings arising from the application of the Development Guide and the rules and procedures developed under it; to better protect and promote the interests of the community; and to expand the principles of fairness and due process in public hearings.

10.080(10) Authority and Duties - The Hearing Examiner shall conduct public hearings on behalf of and make recommendations to the City Council as described in Chapter 20F.20.000, "Permits and Procedures," or as delegated by the Council. In carrying out his duties, the Examiner shall review available information, maintain an accurate record of the proceedings, determine findings of fact from the record, and form conclusions in support of recommendations and decisions. The findings and conclusions shall also set forth the manner in which the recommendation or decision carries out and conforms to the Development Guide. The Examiner shall have the power to issue summons to compel the appearance of witnesses, to preserve order, to reconsider decisions, and shall be free from the interference of individual City Councilmembers, Planning Commission members, City Officials, or any other person. The Hearing Examiner may also exercise administrative powers and such other quasi-judicial powers as may be granted by the City Council. On a periodic basis or as the need arises, the Examiner shall report to the Planning Commission on changes to the Development Guide, the resolution of conflicts within it, and additions that address omissions. (Ord. 1734)

10.080(15) Composition - The Hearing Examiner shall be one (1) person.

10.080(20) Appointment and Qualifications - After advertising and accepting applications for the position, the Hearing Examiner shall be appointed by the Mayor and confirmed by a majority vote of the City Council.

The qualifications shall include, but not be limited to, knowledge of land development, design, land use, law, engineering, planning and economics and the ability to make broad and impartial judgments and to conduct administrative and quasi-judicial hearings. The Examiner shall hold no additional City office or position.

10.080(25) Vacancies - Vacancies shall be filled in the same manner as initial appointments.

10.080(30) Removal - Removal proceedings may be initiated by the Mayor or the City Council, but removal shall only occur after a majority vote of the Council.

10.080(35) Rules - The Hearing Examiner shall adopt rules to govern proceedings and hearings conducted by that office. The rules shall provide for, but are not limited to, the date, time, place and format of proceedings and hearings, a record of proceedings and reports, summons to compel the appearance of witnesses, administration of oaths, preservation of order, and cross examination of witnesses. The rules of the Examiner shall be approved by the City Council and included in an appendix of the Development Guide.

10.080(40) Staff Services - The Hearing Examiner may avail himself of staff services from the Department of Planning and Community Development and the Technical Committee as the need arises.

10.080(45) Conflict of Interest - The Hearing Examiner shall disqualify him/herself from involvement in actions in which she/he has an interest. If she/he disqualifies him/herself or is otherwise unable to serve, the hearing shall be held by a Hearing Examiner Pro Tem.

10.080(50) Appeals from Final Decisions - Appeals from final decisions of the Hearing Examiner shall be governed by Section 20F.20.200.

10.080(55) Should the Hearing Examiner disqualify him/herself or be disqualified, the Hearing Examiner Pro Tem shall conduct all hearings and duties involved in the hearing process. The Hearing Examiner Pro Tem shall meet the terms of appointment and qualifications required of the Hearing Examiner as outlined in 20F.10.080(20). Procedure for removal of the Hearing Examiner Pro Tem will be the same procedure as used for the Hearing Examiner.

20F.10.090 PLANNING COMMISSION

10.090(05) Purposes - A Planning Commission, hereinafter called the Commission, is hereby created to involve residents of the City in advising the City Council on matters of community development. Wherever the term Policy Advisory Commission appears in the Community Development Guide being Title 20 of the Redmond Municipal Code, the same shall mean the Planning Commission.

10.090(10) Authority and Duties - The Commission may make recommendations to the City Council based on its findings and conclusions and on those of its committees. It shall prepare the elements of the Development Guide for adoption or modification, advise the Council regarding comprehensive park, land use and development policy, special area concerns, investigate and make recommendations on matters suggested by the Council, the Mayor, Redmond citizens, or upon its own initiative. Ad hoc committees may be created for special studies. The Commission and its committees are not delegated any executive or legislative power, authority or responsibility. The Commission shall monitor the growth and development of the City and the areas surrounding the City and shall continually reevaluate and recommend revisions to the elements of the Development Guide. The Commission shall forward to the Council a semi-annual report on the status of the Development Guide. The Commission shall monitor the hearings of the Hearing Examiner in order to stay abreast of development activities and the concerns of the public.

10.090(15) Composition - The Commission shall be composed of seven (7) members.

10.090(20) Public Hearings - The Commission shall hold public hearings as described in Chapter 20F.20.000, "Permits and Procedures." The Commission may hold additional hearings and meetings as it sees fit to conduct its business.

10.090(25) Appointments and Qualifications - Members of the Commission shall be appointed by the Mayor and confirmed by a majority vote of the City Council. Appointments to available positions shall be made in the following manner: notice of the availability of the position shall be published in a local newspaper of general circulation; notice shall be published no later than two weeks after the effective date of the availability or vacancy of the position; interested persons may apply for the position to the City Clerk who shall accept applications no later than two weeks after the notice of publication date; positions may be filled from the list of applicants. They shall be residents of

the City during their tenures of office, and shall not hold any other City office or position. Consideration should be given to appointments that result in a broad geographic and demographic representation of interested and knowledgeable people.

10.090(30) Term of Office - The regular term of office for Commission positions shall be for four (4) years. Initial terms shall be staggered with two members appointed for two years, two members appointed for three years, and three members for four years. Members whose present terms expire on December 31 shall serve until March 31 and all successive terms shall commence on April 1. No member shall serve more than two consecutive terms. Each member shall hold office until a successor is appointed and confirmed.

10.090(35) Vacancies - Vacancies shall be filled in the same manner as initial appointments and members appointed to fill a vacancy shall serve for the duration of the unexpired term.

10.090(40) Removal - Any member of the Commission may be removed for inefficiency, neglect of duty, or malfeasance in office. Removal proceedings may be initiated by the Mayor or the City Council. A public hearing and a two-thirds vote of the Council is required for removal for the above reasons. When a member misses three (3) consecutive regular business meetings the position may be declared vacant by the Mayor unless waived by the Commission by majority vote.

10.090(45) Rules - The Commission shall adopt rules for the transaction of its business. The rules shall provide, but not be limited to, the date, time, place and format of regular meetings and hearings; a record of proceedings, reports, studies, findings, conclusions and recommendations; election of a Commission Chair and Vice Chair to a one-year term each; and a procedure for handling citizen proposals and requests for plan preparation or modification. The rules of the Planning Commission shall be approved by the City Council and included in an appendix to the Development Guide.

10.090(50) Staff Services - The Director of Planning and Community Development shall be responsible for the general administration of the Commission and may request staff services from the other City departments.

10.090(55) Voting - Decisions of the Planning Commission shall be made by a majority vote of the Commission.

10.090(60) Conflict of Interest - Members of the Commission shall disqualify themselves from involvement in Commission actions in which they have an interest.

10.090(65) Quorum - A majority of the appointed and qualified members shall constitute a quorum for the transaction of business, provided that at least four (4) shall be required to constitute a quorum, excluding any disqualifications. Any action taken by a majority of those present, when those present constitute a quorum, at any regular or special meeting of the Commission, shall be deemed and taken as the action of the Commission. Any number less than a quorum shall be authorized to convene a meeting at the time set and to adjourn, recess or continue a regular or special meeting to a date and time certain and entered upon the minutes without the necessity of further notice.

20F.10.100 TECHNICAL COMMITTEE

10.100(05) Purpose and Creation - A staff Technical Committee is created to bring multi-disciplinary knowledge and judgment to situations that emerge through the application of the Development Guide and other matters of community development.

10.100(10) Authority and Duties - The Technical Committee shall review all applications noted in Chapter 20F.20.000, "Permits and Procedures," and report its findings, conclusions and recommendations to the appropriate body prior to that authority making its decision or recommendation. The Technical Committee shall be responsible for site plan review, City implementation of the State Environmental Policy Act including the assessment of impacts and the issuance of impact statements, for issuance of Shoreline Development Permits and for Short Subdivision approval. It shall act in an advisory capacity to the City Council, Mayor, Hearing Examiner, and Planning Commission. It shall also perform other duties as provided by the Development Guide and the City Council. It shall act in an advisory capacity to the other City departments, agencies, boards and bodies.

10.100(15) Composition - The Technical Committee shall consist of the Director of Public Works and the Director of Planning and Community Development, or their designated representative(s), and at their discretion when the situation warrants, may include the City Attorney and other City department heads.

10.100(20) Rules - The Technical Committee shall determine its own operational rules and procedures. Such rules shall include the guidelines for the review of permit applications and projects if not provided for in

the Development Guide. The rules shall be attached to the Development Guide as an appendix after approval by the City Council.

10.100(25) Staff Services - The Director of Planning and Community Development shall be responsible for the general administration of the Technical Committee's duties and may request staff services from the other City departments.

10.100(30) Appeals from Final Decisions - Appeals from final decisions of the Technical Committee shall be governed by Section 20F.20.200.

20F.10.110 BUILDING OFFICIAL

The Office of the Building Official is established to administer and enforce the building and construction codes. The rules, regulations and procedures under which the Building Official shall operate are established in Title 20E.00.000, "Building and Construction Codes." The Building Official shall be the Director of Planning or his/her designee. (Ord. 1734)

20F.10.120 DESIGN REVIEW BOARD

10.120(05) Purposes - Intent - The Design Review Board is created independent from the legislative and staff functions to review and make urban design decisions that will promote visual quality throughout the City. The purpose of the design review procedure includes but is not limited by this reference to the following:

(a) To encourage and promote the public health, safety and general welfare of the citizens of said city including the development and coordination of municipal growth and services;

(b) To supplement land use regulation, to encourage the most appropriate use of land throughout the municipality, lessen traffic congestion and accidents, secure safety from fire, provide light and air, prevent the overcrowding of land, avoid undue concentration of population, promote a coordinated development of the unbuilt areas and conserve and restore natural beauty and other natural resources;

(c) To encourage originality, flexibility, innovation in site planning and development, including the architecture, landscaping and graphic design of proposed developments in relation to the City or design area as a whole;

(d) To discourage monotonous, drab, unsightly, dreary and inharmonious developments and to promote the orderliness of community growth, the protection and enhancement of property values for the community as a whole and as they relate to each other, the minimization of discordant and unsightly surroundings and visual blight, the avoidance of inappropriate and poor quality of design and other environmental and aesthetic consideration which generally enhance rather than detract from community standards and values for the comfort and prosperity of the community and the preservation of its natural beauty and other natural resources which are of proper and necessary concern of local government, and to promote and enhance construction and maintenance practices that will tend to prevent visual blight and enhance environmental and aesthetic quality for the community as a whole;

(e) To aid in assuring that structures, signs and other improvements are properly related to their sites and the surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping and that proper attention is given to exterior appearances of structures, signs and other improvements;

(f) To protect and enhance the City's pleasant environments for living and working and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business and other properties;

(g) To stabilize and improve property values and prevent blight areas to help provide an adequate tax base to the City to enable it to provide required services to its citizens;

(h) To foster civic pride and community spirit by reason of the City's favorable environment and thus promote and protect the peace, health and welfare of the city and its citizens.

10.120(10) Authority and Duties -

(a) The Design Review Board shall review all applications requiring building permits except:

(i) One and/or two unit residential buildings;

(ii) Signs determined by the Code Administrator to comply with review criteria set forth in Section 20F.20.060;

(iii) Tenant improvements not encompassing modification to the exterior of an existing building;

(iv) Commercial buildings located within Light Industrial and Heavy Industrial zoning districts which

are determined by the Technical Committee to not be located upon sites considered sensitive due to the existence of significant natural features or location in areas of high public visibility adjacent to S.S.R. 520, Willows Road, Marymoor Park and the Sammamish River Trail;

(v) Applications encompassing a total valuation of less than $50,000.

The Technical Committee may refer any application requiring a building permit to the Design Review Board for review based upon a determination of non-compliance with review criteria set forth in Section 20F.20.060.

(b) The Design Review Board's decision following review of an application in accordance with the preceding subsection and the criteria referenced therein, shall be binding on the Technical Committee for matters encompassing building, site, landscape and sign design.

(c) A member of the Design Review Board may participate in Technical Committee meetings for the purpose of presenting the Board's findings, conclusions and decisions. The Board's findings, conclusions and decisions shall be a part of the Technical Committee's response to the applicants.

(d) The Design Review Board may create ad hoc committees for special studies. Neither the Review Board nor its committees are delegated any executive or legislative power, authority or responsibility. The Board and its members are to be free from the interference of individual City Council members, Planning Commission members, city officials or other persons.

10.120(15) Appointments and Qualifications -

(a) The Design Review Board shall consist of seven members which shall be appointed by the Mayor and confirmed by a majority vote of the City Council.

(b) Notice of availability of a position on the Board shall be published in a local newspaper of general circulation in the City with said notice to be published no later than two weeks after the effective date of the availability or vacancy of the position. Interested persons may apply for the position by submitting their application and qualifications to the City Clerk who shall accept applications no later than two weeks after the notice publication date. Positions may be filled from the list of applicants. In the event there are no applicants or there are an insufficient number of applicants for the positions available, the Mayor may appoint persons to positions who are not otherwise on the list of applicants.

(c) Five of the members of the Board shall be from the professions of architecture, landscape architecture, urban (design) planner or similar discipline and need not be residents of the City of Redmond. The remaining two members of the Board shall be residents of Redmond and need not be members of the afore set forth professions.

10.120(20) Term of Office - Regular term of office for Design Review Board Members shall be two years.

10.120(25) Vacancies - Vacancies shall be filled in the same manner as initial appointments and members appointed to fill a vacancy shall serve for the duration of the unexpired term.

10.120(30) Removal - Any member of the Design Review Board may be removed for inefficiency, neglect of duty or malfeasance. Removal proceedings may be initiated by the Mayor or the City Council. A two-thirds vote of the Council is required for removal for the above reasons.

When a member misses three consecutive meetings and is not excused by a majority vote of the Design Review Board, the position may be declared vacant by the Mayor.

10.120(35) Rules - The Design Review Board shall adopt rules for the transaction of its business. The rules shall provide for but are not to be limited to the date, time, place and format of regular meetings. Provision shall be made for a record of proceedings, reports, studies, findings, conclusions and recommendations. Said rules shall provide for the election of a Chairman of the Board and Vice Chairman for a one year term each. Said rules shall provide that the meetings of the Board shall be open to the public but that no special notice of the meetings need be given nor shall such meetings be public hearings although nothing shall prohibit the Board from soliciting explanations and additional input from the applicant or applicant's representatives and such other sources as the Board deems necessary to enable them to complete their review of the application. The proposed rules of the Design Review Board shall be forwarded to the City Council for their approval and upon receipt of said approval shall be included in an appendix to the Community Development Guide.

10.120(40) Staff Services - The Director of Planning and Community Development shall be responsi-

ble for the general administration of the Design Review Board and may request staff services from other City departments.

10.120(45) Voting - The decisions of the Design Review Board shall be made by a majority vote of the quorum present at the time of decision. A majority of the appointed and qualified members shall constitute a quorum for the transaction of business provided that at least four shall be required to constitute a quorum excluding any disqualifications. Action may be taken by a majority of those present when those present constitute a quorum at any regular or special meeting of the Design Review Board. Any number less than a quorum shall be authorized to convene a meeting at the time set and to adjourn, recess or continue a regular or special meeting to a date and time certain.

10.120(50) Conflict of Interest - Members of the Design Review Board shall disqualify themselves from sitting as a member of the Board and shall not otherwise participate on behalf of themselves or any applicant in any Design Review Board actions in which they have an interest. An interest shall be deemed to include, but not be limited to, their own interest or the interest of a client or employer.

10.120(55) Appeals of Design Review Board Decisions - Applicants, the Technical Committee, and any interested party may appeal decisions of the Board pursuant to Section 20F.20.200 Appeals.

20F.20.010 PURPOSE

It is the intent of this chapter to provide the procedures for the review, application of appropriate requirements, and approval or rejection of proposals for actions directly affecting the development of the City. This chapter also establishes and describes the planning process and the procedures for amending the Development Guide.

20F.20.020 ESTABLISHMENT OF PERMITS AND PROCEDURES

The following permits and procedures are established to implement the Development Guide:

- Subdivision
- Short Subdivision
- Special Development Permit
- General Development Permit
- Shoreline Development Approval
- Variance
- Administrative Appeal
  - Right-of-Way Vacation
  - Current Use Tax Assessment
  - Annexation
  - Development Guide Amendment
  - Zoning Map Amendment
  - Building and Construction Permits and Procedures

20F.20.030 DEVELOPMENT PERMIT PROCEDURES AND RESPONSIBLE AUTHORITY

Development Permit Applications and procedures shall follow the steps and requirements noted on the chart entitled, "Development Permit Procedures and Responsible Authority," which is incorporated as a part of this Section, and shall comply with the requirements of Article 20C.00.000, "Land Use Regulations."

20F.20.035 BUILDING AND DEVELOPMENT RELATED PERMIT FEE SCHEDULES

With respect to development permit applications, building inspection, electrical, mechanical and plumbing permit fees, the Director of Department of Planning and Community Development, and with respect to clearing and grading permit fees, the Director of the Department of Public Works is hereby authorized to promulgate fee schedules, and to periodically revise the same as needed in light of costs of administering said permit systems, subject to approval of the City Council by resolution. Said administrators may alternatively elect to utilize the fee schedule set forth in the applicable uniform code when such code has been adopted by ordinance. (Ord. 1734)

20F.20.040 PRE-APPLICATION CONFERENCE

Prior to submitting an application, the applicant may arrange a conference with the Technical Committee to review the proposed action, to become familiar with City policies, plans and development requirements, and to coordinate all necessary permits and procedures.

20F.20.050 FILING OF APPLICATION

Application for permits and procedures shall be made to the Department of Planning and Community Development, unless otherwise specified in Section 20F.20.030, "Development Permits and Procedures."

20.050(05) Forms - Application forms which provide the appropriate information, attachments, presentation, format and fees for the procedure or permit application, and for the environmental checklist required in Chapter 20F.30.000, "Environmental Impact Procedures," shall be supplied by the Department of Planning and Community Development.

20.050(10) Application Requirements - Submittal information required for each type of application can

be obtained in the Redmond Planning Department. Application requirements for building permit applications for the construction of a structure are contained in Chapter 3 of the Uniform Building Code.

20.050(15) Application and Inspection Fees

(a) Fee Schedule - The schedule of fees adopted pursuant to Section 20F.20.035 shall govern assessment of fees to cover costs incurred by the City in considering action on the land use and development applications.

(b) Fee Administration - An application fee consisting of the appropriate itemized costs from the fee schedule shall be collected from the applicant and receipted by the City prior to taking any action on an application. A final inspection fee, consisting of the appropriate components from the fee schedule, shall be collected from the applicant and receipted by the City prior to undertaking any steps to check plans of construction drawings, inspect improvements or authorize final project approval or occupancy. If at any time an applicant withdraws an application from the approval process prior to final approval, those itemized costs not incurred to any extent by the City shall be refunded as determined by the Code Administrator. In the event that actions of an applicant result in the repetition of the reviews, inspections and

other steps in the approval process, those items repeated shall be charged to and paid by the applicant according to the fee schedule prior to any further processing of the application by the City. Applicants seeking approval of multiple applications which are processed simultaneously, whereby single review costs are reduced, shall be charged the larger of the itemized costs from the fee schedule as determined by the Code Administrator. The fee for any inspection shall be the larger of the totals computed on a lot, per acre or per application basis. The fee for any single application shall be the smaller of the totals computed on a per lot, per acre, or per application basis.

(c) Fee Waivers - The fee for applications made by public agencies will be waived.

20.050(20) Filing Date - The filing date shall be the date on which the City receives the complete application, including all required information, attachments and fees. No application shall be deemed filed nor given a file name or number until all required information, attachments and fees are included.

20.050(25) Notice of Filings - When an application is filed for a General Development Permit, a notice of filing shall be given as required in Subsection 20F.20.070(15).

20F.20.055 Processing Inconsistent or Concurrent Applications - No hearing or deliberation upon an application for a special development permit, subdivision, variance, planned unit development, site plan approval, shoreline permit, or similar quasi-judicial or administrative action which are inconsistent with the existing zoning map shall be scheduled for the same meeting at which the required zoning map amendment will be considered by the Hearing Examiner or the City Council. This section is intended to be a "procedural requirement" applicable to such actions as noted in RCW 58.17.070.

20F.20.030 DEVELOPMENT PERMIT PROCEDURES AND RESPONSIBLE AUTHORITY

MAJOR STEPS IN PROCESSING APPLICATION		TYPE OF APPLICATION										
		PP	SDP	GDP	SP	SS	VA	RV	CU	A	DGA	ZMA*
Pre-Application Conference	20F.20.040	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC
Filing of Application	20F.20.050	DPCD	DPCD	DPCD	DPCD	DPCD	DPCD	DPCD	KCA	DPCD	DPCD	DPCD
Staff Review, SPR & Environmental Assessment	20F.20.060	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC
Public Hearing (Recommendation)	20F.20.070	HE	HE				HE	CC	RKC	CC	PC	HE
Preliminary Plat Approval	20F.20.150	HE										
Compliance Review and Plan Check	20F.20.090	AD	AD									
Pre-Construction Conference	20F.20.100	AD	AD									
Final Application Approval	20F.20.110	CC	CC	TC	TC	TC	HE	CC	RKC	CC	CC	CC
Compliance Review and Plan Check	20F.20.090	AD	AD	AD	AD	AD						
Pre-Construction Conference	20F.20.100	AD	AD	AD	AD	AD						
Modification of Final Order - Major	20F.20.120		CC	TC	TC	TC	HE	CC		CC	CC	CC
Modification of Final Order - Minor	20F.20.120		TC	TC	TC	TC	HE					
Revocation of Approval	20F.20.130	CC	CC	TC	TC	TC	HE	CC		CC	CC	CC
Appeals from Hearing Examiner	20F.20.200	CC					CC					

Use of the Chart - Sections 20F.20.040 through 20F.20.140 explain procedural steps, and Sections 20F.20.150 through 20F.20.260 explain each application. The sections describing the individual applications may contain paragraphs that modify or add special requirements to the procedures indicated on the chart. Procedural steps may be combined for projects requiring one or more applications where feasible, at the discretion of the Technical Committee. *ZMA's requiring a change to the Land Use Plan are processed as a DGA.

RESPONSIBLE AUTHORITY

TC: Technical Committee HE: Hearing Examiner PC: Planning Commission CC: City Council

DPCD: Dept. of Planning & Community Development RKC: Redmond-King County Council's Committee

KCA: King County Assessor AD: Appropriate City Department

LEGEND:

PP - Subdivision; SDP - Special Development Permit; GDP - General Development Permit; SP - Shoreline Permit; SS - Short Subdivision; VA - Variance; RV - Right-of-Way Vacation; CU - Current Use Tax; A - Direct Petition Annexation; DGA - Development Guide Amendment; ZMA - Zoning Map Amendment

20F.20.060 STAFF REVIEW, SITE PLAN REVIEW, AND ENVIRONMENTAL ASSESSMENT OF APPLICATIONS

20.060(05) Site Plan Review - As part of its review of applications the Technical Committee and Design Review Board and Code Administrator shall review site plans as follows to ensure compatibility with adjacent land uses and the community, and to enhance site layout and design:

(a) Site Plan Required - A site plan shall be submitted as a part of all permit and project approval applications with the information required in Section 20F.20.050, "Application Requirements" and as required by Appendix I, Exhibit A, "City of Redmond Site Plan Review Process". The Technical Committee and Design Review Board, and Code Administrator may require that additional information be provided to conduct an adequate review. The Technical Committee shall review applications for compliance with requirements of the Development Guide.

(b) Review Criteria - All site plans shall be reviewed by using the criteria of Section 20C.30 "Design Criteria".

(c) Site Plan Approval - The review and approval of site plans shall be made as a part of the application approval process unless otherwise provided in this section.

(d) Building and Construction Permits - Site Plan Review - Appeals - No building and construction permits, with the exception of permits for signs and for tenant improvements not encompassing modification to the exterior of an existing building, shall be granted unless a site plan has been reviewed and approved by the Technical Committee and Design Review Board. The Code Compliance Officer shall review building permit applications for signs and may, at that official's option, submit such applications to the Technical Committee and the Design Review Board for review and approval. Application for site plan review and approval is required for all multiple family, commercial, industrial, utility, shoreline and public development; signs; the expansion and remodeling of structures; parking and landscaping; or as otherwise specified in the Development Guide. Posting of performance bonds, conditions, compliance with dedication of land for public purposes, or other means to ensure compliance with site plan approval as defined in Subsection 20F.20.080(20), "Performance Assurance," may be required. Site plan review shall not be applied to single-family structures nor to site plans approved through a procedure established in Section 20F.20.020. For developments requiring site plan review, the Technical Committee, Design Review Board or Code Administrator shall take action on the site plan and render a decision within thirty days after completion of the SEPA appeal period, except as specified below. If the Technical Committee or Design Review Board requires additional information from the applicant, then the time limit shall apply from the date all the additional information is received. The applicant and any interested party may appeal site plan review decisions of the Technical Committee and Design Review Board pursuant to Section 20F.20.200. (Ord. 1734)

20.060(10) Site Plan Review for Applications Requiring a Recommendation - Upon the receipt of an application requiring a recommendation to a hearing and/or approval authority, the Technical Committee shall review the application for compliance with the requirements of the Development Guide, distribute copies to the Design Review Board and other agencies and jurisdictions for comment as required and as it deems appropriate and enter into the record a report of its findings, conclusions, and recommendations. The report, together with any required documents, shall be transmitted to the hearing authority and/or approval authority as appropriate, and to the parties of record at least one (1) week prior to the date of a public hearing and consideration of approval.

20.060(15) Environmental Assessment - As a part of its review of applications, the Technical Committee shall conduct an environmental impact review as required by Chapter 20F.30.000, "Environmental Impact Procedures." No application may be approved until environmental assessment is completed.

20F.20.070 PUBLIC HEARING AND NOTICE REQUIREMENTS

20.070(05) Purpose - The purpose of having hearings is to provide decision makers with an opportunity to obtain additional information and to provide the public an opportunity to introduce that information and to make their views known. When the Development Guide or state law requires a hearing, the following shall apply: A verbatim record shall be kept; those present shall be given the opportunity to testify; the hearing authority shall be allowed to ask questions of those testifying; the hearing shall be conducted to ensure fairness to all parties; and the hearing authority may subpoena witnesses.

20.070(10) Continuation of Public Hearing - A public hearing may be continued to a stated date and time by the hearing authority for good cause with no

further notice required other than verbal notice of the date, time and place given to those present. A continuation shall be recorded in the minutes of the proceedings.

20.070(15) Notice of Hearings and Filings - Notice of filings, as required by Section 20F.20.050, and public hearings shall be given in the following manner:

(a) Contents of Notice - A notice of filing shall contain the date of filing; the item being considered and the action being sought; if applicable, a legal description of the property; a statement that indicates that written comments and requests for a copy of the final action taken may be made thirty days of the last newspaper notice for shoreline permits and ten (10) days for short subdivisions and other General Development Permits; and how and where additional information may be obtained.

(b) Notice Requirements - The chart entitled "Notice Requirements," lists the required legal notices for the various applications and is included as part of this paragraph.

In the case of the following actions initiated by the City, which affect large areas of the City, the Planning Director may elect to use alternative means of public notification in addition to the newspaper publication required by RCW 35A.63.070, provided such notification is likely to achieve equal or greater actual public notification: (1) Adoption or amendment of a neighborhood or other area-wide community plan; (2) Zoning map amendments adopted on a neighborhood or other area-wide basis.

(c) Major Land Use Actions - All major land use actions as defined in Appendix O shall comply with the notice requirements of Appendix O and (b) of this section. (Ord. 1734)

(d) Failure to Provide Mail Notice - No proceeding of any procedure established in this chapter shall be found to be invalid for failure to provide mail notice as required in this paragraph as long as the other methods of notice have met their respective requirements and there was a good faith attempt to comply with the mail notice requirements.

(e) Responsibility for Notice - The Code Administrator is responsible for providing notice as required in paragraph (b) of this section. The applicant is responsible for complying with all notice requirements as contained in Appendix O if the application is defined as a major land use action as described in the Appendix and identified in paragraph (b) of this section. (Ord. 1734)

20.070(20) Written Recommendation or Decisions - A written report of findings, conclusions, and recommendations or decisions shall be forwarded to the City Council and the parties of record after the conclusions of a public hearing held by the Planning Commission. In the case of the Hearing Examiner the report shall be forwarded within ten (10) working days after the hearing is concluded. The findings, conclusions and recommendations shall indicate how the recommendations carry out the goals, policies, plans and requirements of the Development Guide and other policies and objectives of the City.

20.070(25) Record Keeping - The verbatim record required for a public hearing shall be kept on file by the City for either a period of one year or until the appeal period for which the record could be used has expired, whichever is greater.

20F.20.075(15)(b) NOTICE REQUIREMENTS

	NOTICE REQUIREMENTS											
	NUMBER OF DAYS PRIOR TO HEARING OR ACTION			FIRST CLASS MAILING		NEWSPAPER PUBLICATION			POSTING			REFER TO APPENDIX O
	30 days	20 days	10 days	subject & adjoining property owners	subject & adjacent property owners within 300 feet	Once	Once a week for two consecutive weeks	Once a week for 3 consecutive weeks	Post Office, City Hall, Library, 3 sites on or near property	Post Office, City Hall, Library, 1 site on or near property	Special* Romts.	Extraordinary Notice Required
TYPE OF APPLICATION												
SUBDIVISION			X		X	X			X		X	X
Special Development Permit			X		X	X			X			X
General Development Permit												
Short Plat/ Other			X	X	O	X			O	X	X	
Shoreline Permit	X			X	O	O	X		O	X		
Shoreline Variance			X	X			X			X		
Variance			X	X		X				X		
Right-of-Way Vacation		X			X	X			X			
Current UseTax			X		X	X			X			
Direct Petition Annexation			X		X	X			X			X
Land Use & Zoning Map Amendments			X		X**	X			X			X
Development Guide Amendment			X		X	X			X			
Shoreline Management Program Amendment		X			X			X	X			
EIS Procedure			O		O	O			O			
City Council			O		O	O			O			

LEGEND: X – Notice Required; O – Notice required if hearing held; * Vicinity location or written description other than legal description.

** See text under 20F.20.075(15)(b) Notice Requirements. (Ord. 1379; Ord. 1734)

20F.20.080 PERFORMANCE ASSURANCE

Any or all of the following shall be required by the City to assure that the applicant complies with all requirements for improvements and any conditions of preliminary and final approval by the appropriate method or methods below:

(a) The applicant shall provide a performance bond or other suitable collateral approved by the approval authority in an amount equal to or greater than the value of the improvement, whichever is deemed sufficient. This is to assure installation of public improvements. As improvements are completed, a corresponding partial release of the bond or collateral may be authorized.

(b) The applicant shall be required to provide a covenant to not oppose a future Local Improvement District for specified public improvements.

(c) The applicant shall install any improvements in accordance with City standards and under the supervision of the Director of Public Works.

(d) The applicant shall provide a bond or other collateral approved by the approval authority in an amount sufficient to cover the cost of maintenance of any public improvement for at least one year after installation.

20F.20.090 COMPLIANCE REVIEW AND PLAN CHECK

Upon the submittal of all required documents, plans, specifications, and fees for construction and/or final application approval, the appropriate City department shall review such submittals for compliance with all requirements, standards and conditions of preliminary approval. The City departments shall transmit their reports or recommendations to the final approval authority, and the parties of record at least one (1) week prior to the date of consideration of final approval.

20F.20.100 PRE-CONSTRUCTION CONFERENCES

Prior to undertaking any clearing, grading or construction or any other improvements authorized by preliminary or final approval, the applicant or his representative shall meet with the Technical Committee regarding City standards and procedures, conditions of approval and the proposed scheduling of development.

20F.20.110 FINAL APPLICATION APPROVAL

Upon receipt of the required submittals for final consideration, and the report of the Technical Committee, Hearing Examiner or Planning Commission, the approval authority shall consider final approval of the application. The approval authority shall approve, approve with conditions, remand for modification or disapprove the application. The grounds for the action taken shall be entered into the record, and a copy forwarded to the applicant.

20.110(05) Final Order - Upon final approval of the application, a Final Approval Order that describes the proposed action, contains any conditions of approval, and is signed by the approval authority shall be placed in the Planning Department's file. A copy shall be forwarded to the applicant who shall sign and return it to the City, acknowledging that the applicant understands the terms and conditions of the preliminary or final approval and the requirements of the Development Guide. Until the final approval order has been signed by the applicant, the application does not have final approval and is not complete.

20.110(10) Termination of Final Approval – For all the following approvals, which include site preparation, construction or remodelling, such approval shall expire one year from the date approval was granted unless significant action proposed in the application has been physically commenced and remains in progress. The one-year period shall apply to General Development Permits, Special Development Permits, Variances, Site Plans, unrecorded final plats, short plats, and Shoreline Permits. The period may be extended on a yearly basis by the approval authority upon showing proper justification. Proper justification consists of one or more of the following conditions:

(1) Economic hardship
(2) Change of ownership
(3) Unanticipated construction and/or site design problems
(4) Other circumstances beyond the control of the applicant determined acceptable by the Technical Committee.

All applications submitted, being processed or granted final approval prior to the enactment of the Development Guide, shall become subject to the time periods listed in this section as though submitted or approved on the date of enactment of the Development Guide. Once the time period and any extensions have expired, preliminary approval shall terminate and the application is void and deemed withdrawn. (Ord. 1734)

20.110(15) Performance Guarantee - The provisions of 20F.20.080, "Performance Assurance," shall apply to final application approval.

20.110(20) Conditions - The approval authority may grant final approval subject to any conditions it feels are necessary to protect and promote the health, safety and general welfare of the community.

(a) As a condition to final approval of applications, the approval authority may require that the applicant submit a site plan to the Technical Committee for review. When the site plan is approved by the Technical Committee, the application shall be forwarded to the approval authority for final consideration. The site plan shall be reviewed by the criteria set forth in Subsection 20F.20.060(15), "Site Plan Review."

(b) Other conditions may include, but are not limited to, the requirements of easements, covenants, dedications, "fees-in-lieu-of," the installation, maintenance and bonding of improvements such as streets, landscaping, sewer, water, storm drainage, underground wiring, sidewalks, trails, and the recording of any conditions to achieve the objectives of the Development Guide with the King County Auditor.

20.110(25) Exemptions - The following approvals of applications are exempt from the signing of a Final Approval Order:

(a) Site Plan Approvals

20F.20.120 MODIFICATION OF FINAL ORDER

(a) This section governs requests to modify any final approval granted pursuant to Chapter 20F.20 of the Community Development Guide, including PUDs but excluding all approvals granted by passage of an ordinance or resolution of the City Council and requests to revise a plat governed by Sec. 20F.20.150 "Subdivision".

(b) Requests for modifications of final approval orders shall be made in writing and shall be submitted to the Planning Department in the manner and form prescribed by the Planning Director.

(c) The Technical Committee shall determine whether the requested modification is major or minor. Modifications shall be deemed major unless the following criteria are satisfied:

(1) No new land use is proposed;
(2) No increase in density, number of dwelling units or lots is proposed;
(3) No changes in the location or number of access points is proposed;
(4) No reduction in the amount of landscaping is proposed;
(5) No reduction in the amount of parking is proposed;
(6) No increase in the total square footage of structures to be developed is proposed;
(7) No increase in height of structures is proposed.

Examples of minor modifications are lot line adjustments, minor relocations of buildings or landscaped areas, and minor changes in building elevations, however this list is not all inclusive.

(d) Proposals which satisfy the criteria set forth in this section may be acted upon by the Technical Committee without a public hearing.

(e) Proposals not satisfying these criteria shall be deemed major modifications and shall be acted upon by the Hearing Examiner. The Hearing Examiner shall render a final decision after conducting a public hearing in accord with the notice procedures specified in the case of the approval which is sought to be modified. If the application resulting in the approval which is the subject of the request for modification was reviewed by the Design Review Board, then the Board shall review the request for a major modification and make its recommendations to the Hearing Examiner.

(f) The criteria for approval of a request for a major or minor modification shall be those criteria governing original approval of the permit which is the subject of the proposed modification.

20F.20.130 REVOCATION OF APPROVAL

20.130(05) Revocation - Final approval of any application may be revoked by the City Council following reasonable notice to the party granted the approval and a public hearing before the City Council if it determines that the applicant intentionally gave false information, misrepresented the application or is not carrying out the terms of the final approval order.

20.130(10) Alternative - The City may use a board created under the rules of the American Arbitration Association to determine whether a material violation occurred. The City and applicant shall agree to the use of the Association prior to the City invoking this paragraph.

20F.20.150 SUBDIVISION AND SHORT SUBDIVISION PROCEDURES

20.150(05) Administration

(a) Purpose - The intent of this section is to identify processes to accomplish the orderly development of land within the City, and to provide for the expeditious review and approval of proposed land divisions which comply with this section, other city land use regulations and standards, and RCW Chapter 58.17 PLATS, SUBDIVISIONS, DEDICATIONS.

(b) Definitions - See Section 20A.60 DEFINITIONS of the Development Guide.

(c) Applicability - All divisions or redivisions of land into lots, tracts, parcels, sites or division for the purpose of sale, lease or transfer of ownership shall comply with the provisions of State law and the Redmond Community Development Guide. All contiguous parcels of land, regardless of date of acquisition or location in different lots, tracts, parcels, tax lots or separate government lots, that are to be subdivided shall constitute a single subdivision or short subdivision action. Multiple applications or applications and/or exemptions shall not be utilized as a substitute for comprehensive subdividing in accordance with the requirements of this section.

(d) Exceptions - The provisions of this section shall not apply to:

- Cemeteries and burial plats;
- Divisions made by testamentary provisions, or the laws of descent;
- Division for sale or lease of commercial or industrially zoned property provided a binding site plan has been approved and recorded;
- Divisions for purposes of lease when no residential structure other than mobile homes or travel trailers are permitted, provided a binding site plan has been approved and recorded;
- A division made for the purposes of alteration by adjusting boundary lines, between platted or unplatted lots or both, which does not create any additional lot, tract, parcel, site, or division, nor create any lot, tract, parcel, site or division which contains insufficient area and dimension to meet minimum requirements for width and area for a building site; and
- A division made under the provisions of the Horizontal Properties Regimes Act (RCW 64.32) provided a binding site plan has been approved.

(e) Subdivisions Processed Simultaneously - Unless the applicant requests otherwise, a subdivision or short subdivision application shall be processed simultaneously with application for variances, planned unit development, site plan review, street vacations, and similar quasi-judicial or administrative actions to the extent that procedural requirements applicable to these actions permit simultaneous processing in compliance with the provisions set forth in Section 20F.20.055 PROCESSING INCONSISTENT OR CONCURRENT APPLICATIONS.

(f) Deviation from Requirements - Subdivision and short subdivision development requirements may be modified by the approval authority only upon a showing by the applicant that the criteria of Section 20F.20.190, "Variances" can be complied with. Deviations shall not be allowed on the basis of economic hardship. A request by the applicant must be attached to the application and shall be processed in conjunction with the application. Action taken by an approval authority on the request shall be entered into the record.

20.150(10) Preliminary Plat Review -

(a) Application Submittal - Whenever it is proposed to subdivide land into 5 or more lots, tracts, parcels, sites or division, the applicant shall file

with the Planning Department a preliminary plat application packet in conformance with the provisions set forth in Appendix P of the Development Guide.

(b) Public Notice - Notice of the public hearing shall be provided by the City in compliance with Section 20F.20.070 PUBLIC HEARING AND NOTICE REQUIREMENTS of the Development Guide and by the applicant in compliance with Redmond Municipal Code Chapter 2.90 NOTICE OF MAJOR LAND USE ACTION. The sign required by said Chapter shall comply with the specifications and requirements set forth in Appendix O, POSTING OF PUBLIC NOTICES of the Development Guide.

(c) Public Hearing and Public Hearing Record - Upon completion of the public hearing notice period, the Hearing Examiner shall hold a public hearing to receive all relevant evidence to determine whether to approve, approve with conditions or deny the preliminary plat. Any hearing may be continued at the discretion of the Hearing Examiner. Records of the public hearing shall be kept by the Planning Department and they shall be open to public inspection.

(d) Criteria - As a basis for approval, approval with conditions or disapproval of a preliminary plat, the Hearing Examiner shall determine if appropriate provisions have been made for, but not limited to the purpose and criteria set forth in Section 20C.20.242 SUBDIVISION AND SHORT SUBDIVISION REGULATIONS

(e) Decisions by the Hearing Examiner - The final decision made by the Hearing Examiner shall be given the effect of an administrative decision and shall be provided in compliance with the provisions of Section 20F.10.080 HEARING EXAMINER and the Hearing Examiner Rules set forth in Appendix A of the Development Guide. The decision may be appealed in compliance with Section 20F.20.200 APPEALS. If the decision is appealed, the appeal shall stay the running of the ninety (90) day time period defined below in following Subsection 20F.20.150(10)(g) Time Limits.

(f) Effect of Preliminary Plat Approval - Approval of the preliminary plat shall constitute authorization for the applicant to develop the subdivision facilities and improvements in strict accordance with the plans and specifications as approved by the Public Works Department subject to any conditions imposed by the Hearing Examiner.

(g) Time Limits -

- Approval Within Ninety (90) Days. A preliminary plat shall be approved, approved with conditions, disapproved or returned to the applicant for modification or correction within ninety (90) days from the date of filing of a complete application unless the applicant agrees to an extension of the time period in writing. Provided, should an Environmental Impact Statement (EIS) be required per RCW Chapter 43.21C.030 Guidelines for state agencies, local governments, the ninety (90) day period shall not include the time sent in preparing and circulating the EIS by the City. A preliminary plat application shall not be deemed "filed" until all of the application requirements of this section have been met.

- Limitation on Approval. Final approval must be acquired within three (3) years of preliminary approval, after which time the preliminary subdivision approval is void. An extension may be granted by the Hearing Examiner for one (1) year if the applicant has attempted in good faith to submit the final plat within the three (3) year time period. Provided, however, the applicant must file a written request with the Hearing Examiner requesting the extension at least thirty (30) days before expiration of the three (3) year period.

20.150(15) Final Plat -

(a) Application Submittal - The final plat application packet shall include the application, documents, certification, survey data and improvement security or construction requirements as set forth in Section 20C.20.242 SUBDIVISION AND SHORT SUBDIVISION REGULATIONS and Appendix P SUBDIVISION & SHORT SUBDIVISION of the Development Guide.

(b) Review-Time Limits - Final plat shall be approved, disapproved or returned to the applicant for modification or correction within thirty (30) days from the date of filing unless the applicant consents to an extension of such time period.

(c) Review-City Engineer - The City Engineer or a licensed professional engineer acting on behalf of the City shall review the survey data, layout of lot lines,

streets, alleys and other rights-of-way, design of bridges, and utility systems improvements including storm drainage, water and sanitary sewer. The City Engineer or other professional engineer acting on behalf of the City shall convey his findings to the City Council, prior to approval, the engineer shall assure that:

1. The proposed final plat meets all standards established by state law and this section relating to the final plat's drawings and subdivision improvements;

2. The proposed final plat bears the certificates and statements of approval required by this section;

3. Current title insurance report furnished by the subdivider confirms the title of the land in the proposed subdivision is vested in the name of the owners whose signatures appear on the final plat;

4. The legal description of the plat boundary on the current title insurance report agrees with the legal description on the final plat;

5. The facilities and improvements required to be provided by the subdivider have been completed or, alternatively, that the subdivider has provided a security in an amount and with securities commensurate with improvements remaining to be completed, securing to the City the construction and installation of the improvements;

6. The surveyor has certified that all survey monument lot corners are in place and visible.

(d) Review-City Council - The City Council shall review the final plat as follows:

- At a public meeting, the City Council shall determine whether the subdivision proposed for final subdivision approval conforms to all terms of preliminary approval, and whether the subdivision meets the requirements of the Community Development Guide, applicable state laws and all other local ordinances adopted by the City which were in effect at the time of preliminary approval.
- If the conditions have been met, the City Council shall authorize the Mayor to inscribe and execute the written approval on the face of the plat map. If the City Council disapproves the plat, it will be returned to the applicant with reasons for denial and conditions for compliance.

(e) Recording - All final plats shall be recorded in compliance with the following:

- Recording Required. No final plat shall be recorded unless approved by the City Council. The original of an approved final plat shall be filed for record with the King County Auditor.
- Fees and Recording Procedure. Prior to recording, the applicant shall submit the original final plat drawings to the Public Works Department together with the plat checking fees and performance bond(s). After the City has approved said drawings, the applicant shall submit the City approved original final plat drawings to the King County Auditor together with the recording fees.

20.150(20) Valid Land Use - As required by RCW Chapter 58.17.170 Written Approval of Subdivision, a subdivision shall be governed by the terms of the approval of the final plat, and any lots created shall be a valid land use for a period of not less than five (5) years from date of filing, unless the City Council finds that a change in conditions in subdivision creates a serious threat to the public health or safety.

20.150(25) Subdivision Vacation - Any person interested in the vacation of any subdivision or part of a subdivision, or area dedicated for public use shall file an application for vacation with the Planning Department. The application shall set forth the reasons for vacation and shall contain signatures of all parties having an ownership interest in that portion to be vacated. If the subdivision is subject to restrictive covenants which are filed at the time of approval of the subdivision, and the vacation would result in the violation of a covenant, the application

shall contain an agreement signed by all parties subject to the covenants providing that the parties agree to terminate or alter the relevant covenants to accomplish the purpose of the vacation.

The approval authority shall conduct a public hearing on the application for a vacation and may approve or deny the application for vacation of the subdivision after determining the public use and interest to be served. If any portion of the land contained in the subdivision was dedicated to the public for public use or benefit, such land, if not deeded to the City, shall be deeded to the City unless the approval authority adopts written findings that the public use would not be served in retaining title to those lands. Title to vacated property shall be governed by Chapter 58.17 RCW Plats - Subdivision - Dedications.

20.150(30) Subdivision Alterations - Any person interested in the alteration of any subdivision, except as provided in 20F.20.150(45) Final Plat and Short Plat Corrections, that person shall submit an application for the alteration to the Planning Department. The application shall contain the signatures of the majority of those persons having an ownership interest of lots, tracts, parcels, sites, or divisions in the subject subdivision or portion to be altered and other application submittal materials as required. If the subdivision is subject to restrictive covenants which were filed at the time of the approval of the subdivision, and the alteration would result in the violation of a covenant, the application shall contain an agreement signed by all parties subject to the covenants providing that the parties agree to terminate or alter the relevant covenants to accomplish the purpose of the alteration.

The processing of the alteration application shall follow the procedures of the General Development Permit, Section 20F.20.030, DEVELOPMENT PERMITS PROCEDURES AND RESPONSIBLE AUTHORITY. After approval of the alteration, the applicant shall submit to the City a revised drawing of the approved alteration of the subdivision, which after signature of the approving authority, shall be filed with the County Auditor to become the lawful plat of the property. The revised drawing shall be surveyed and prepared by a Washington State licensed land surveyor.

20.150(40) Short Subdivision Review -

(a) Application Submittal - Whenever it is proposed to subdivide land into 4 or fewer lots, tracts, parcels, sites or division, the applicant shall file with the Planning Department a short subdivision application packet in compliance with the requirements as set forth in Section 20C.20.242 SUBDIVISION AND SHORT SUBDIVISION REGULATIONS and Appendix P SUBDIVISION & SHORT SUBDIVISION of the Development Guide.

(b) Public Notice - Notice of the filing of the short subdivision applicant shall be provided by the City in compliance with Section 20F.20.070 PUBLIC HEARING AND NOTICE REQUIREMENTS and RCW Chapter 58.17.155 Short Subdivision Adjacent to state highway - Notice to Department of Transportation.

(c) Criteria - As a basis for approval, approval with conditions or disapproval of a short subdivision, the Technical Committee shall determine if appropriate provisions have been made for, but not limited to the purpose and criteria set forth in Section 20C.20.242 SUBDIVISION AND SHORT SUBDIVISION REGULATIONS.

(d) Decision by the Technical Committee - Each final decision of the Technical Committee shall be in writing and shall include findings and conclusions based on the record to support the decision. The decision made by the Technical Committee shall be given the effect of an administrative decision and may be appealed in compliance with Section 20F.20.200 APPEALS.

(e) Effect of Short Subdivision Approval - Approval of the short subdivision shall constitute authorization of the applicant to develop the short subdivision facilities and improvements in strict accordance with the plans and specifications as approved by the Public Works Department subject to any conditions imposed by the Technical Committee.

(f) Recording - All short subdivisions shall be filed in compliance with the following:

- Recording Required - No short subdivision shall be filed unless approved by the Technical Committee and City Engineer. A copy of an approved short subdivision shall be filed for record with the King County Auditor and one reproducible copy shall be furnished to the City Engineer.

- Fees and Recording Procedure. Prior to recording, the applicant shall submit the original short subdivision drawings to the Planning Department for signatures together with the short subdivision application fee.

(g) Short Subdivisions - Restrictions - The area included in an approved and recorded short subdivision shall not be further divided within a period of five (5) years from the date of final approval without meeting the requirements for a subdivision or resubdivision. Except that when the short plat contains fewer than four parcels, nothing in this section shall prevent the owner who filed the short plat from filing an alteration within the five year period to create up to a total of four lots within the original short plat boundaries.

20.150(45) Final Plat and Short Plat Corrections -

(a) Public Dedication--not involved - Amendments, alterations, modifications and changes to recorded final plats and short plats not involving a public dedication shall be accomplished only by one of the following methods:

- File a new plat for the lots in question by following the full subdivision procedures of this chapter; or
- File a short plat for lots in question by following the procedures of this Chapter provided that short plats occurring in final subdivisions approved under the provisions of the Development Guide do not exceed the density allowed under the zoning existing at the time the plat was approved, or are not inconsistent with other provisions of the plats; or
- File a minor modification or lot line revision. This method may be used to correct or adjust short plats or final plats, provided the proposed changes are minor and do not create new lots. This method may be used to consolidate two or more existing lots. A final plat or short plat mylar shall be filed with the normal and required signature attachments and a cross-reference to the original final or short plat and fees only for technical review. Normal and required signatures shall mean only the signatures of owners of lots affected by a minor modification or lot line revision.

(b) Public Dedication--involved - Amendments, alterations, modifications and changes to recorded final plats and short plats involving a public dedication shall be accomplished by following the procedures of Subsections 20.150(25) Subdivision Vacation or 20.150(30) Subdivision Alteration.

20.150(50) Divisions Requiring Binding Site Plans - A subdivision of land which is exempt from the subdivision regulations, but requires that a binding site plan be approved, shall be processed through the General Development Permit procedure, Sections 20F.20.030 DEVELOPMENT PROCEDURES AND RESPONSIBLE AUTHORITY and 20F.20.170 GENERAL DEVELOPMENT PERMIT. The following requirements shall apply to proposals submitted under this section:

(a) Applications submitted shall comply with the requirements for subdivisions in Subsection 20F.20.050(10), "APPLICATION REQUIREMENTS";

(b) Binding site plans shall be drawn at a scale no smaller than one inch equals 100 feet and shall include the design of any lots or building envelopes and the areas designated for landscaping and vehicle use;

(c) Approved binding site plans shall be submitted for recording with the King County Auditor;

(d) Approved binding site plans shall be binding and shall be enforced as provided in Section 20F.10.050, "ENFORCEMENT". All provisions, conditions and requirements of the binding site plan shall be legally enforceable on the purchaser or any person acquiring a lease or other ownership interest of any lot, parcel or tract created pursuant to the binding site plan. A sale, transfer, or lease of any lot, tract or parcel created pursuant to the binding site plan that does not conform to the requirements of the binding plan approval, shall be considered a violation of this Chapter, and shall be restrained by injunctive action and shall be illegal as provided in RCW Chapter 58.17 PLATS -- SUBDIVISIONS -- DEDICATIONS.

(e) All development shall be in conformity with the approved binding site plan and any existing or subsequent applicable Site Plan Review approval in compliance with the provisions set forth in Section 20F.60 STAFF REVIEW, SITE PLAN REVIEW AND ENVIRONMENTAL ASSESSMENT OF THE APPLICATIONS. Each binding site plan document shall reference the requirement for compliance with any existing or subsequent Site Plan Review approval.

(f) Amendments to or vacations of an approved site plan shall be made through the process of this paragraph;

(g) Approved binding site plans may contain any easements, restrictions, covenants, or conditions as would a subdivision approved by the City.

20F.20.160 SPECIAL DEVELOPMENT PERMIT

20.160(05) Purpose - This section defines the procedure for considering special development permits and applying standards defined in the guidelines for special development permits.

20.160(10) Scope - The procedure in this section shall be used for planned unit developments and special uses. Special uses can be projects or non-projects as identified in Section 20C.10.240, "Permitted Land Uses", and Section 20C.10.230(05) "City Center Permitted Land Uses". The scope of review and approval is governed by Section 20C.20.235, Special Developments. Special review criteria are provided for in Section 20C.20.235(70) for some specific uses.

In addition to PUDs and special uses identified in the Permitted Land Use Chart and the City Center Permitted Land Uses Chart, the Technical Committee may require a Special Development permit when a permitted use by nature of its scale or type may create significant impacts such as increased traffic, loss of significant vegetation, nuisances, severe disruption of storm drainage and water quality, large increments of population, or other impacts identified by the Technical Committee in the environmental review process. (Ord. 1756)

20.160(15) Procedure - Applications for Special Development Permits shall follow the procedures defined in Section 20F.20.030, Development Permit Procedures.

20F.20.170 GENERAL DEVELOPMENT PERMIT

20.170(05) Purpose - This section defines the procedure for considering General Development permits and provides for the administrative staff approval for certain actions. (Ord. 1756)

20.170(10) Scope - The General Development Permit procedures shall apply where required by the Development Guide, by Section 20C.10.240, "Permitted Uses", Section 20C.10.230(05), "City Center Permitted Land Uses", and for short subdivisions and shoreline development approval. Criteria for the review of churches, temples, synagogues and accessory activities and uses with a seating capacity of less than 250 people are listed in Section 20C.20.063 "General Development Permit – Churches, Temples, Synagogues and Accessory Activities and Uses." (Ord. 1756; Ord. 1748)

20.170(15) Optional Hearing - When the Technical Committee determines that a public hearing is necessary because of the nature of the application, the Hearing Examiner shall hold the hearing and take final action on the application.

20F.20.180 SHORELINE DEVELOPMENT APPROVAL

20.180(05) Purpose - It is the purpose of this section to describe the procedures and requirements for development within specified areas related to lakes, rivers, streams, wetlands and flood plains as required to implement the Shoreline Management Act, as amended, RCW 90.58, and to aid in implementation of the Federal Flood Insurance program and the State Flood Control Zone program.

20.180(10) Procedure - Applications for Shoreline Development Approval shall follow the procedures for the General Development Permit, Section 20F.20.030, as modified by this Section 20F.20.180.

20.180(15) Scope - All development constitutes a substantial development and requires a permit as provided in this section if it materially interferes with the normal public use of the water or shorelines of the City or exceeds a total cost or fair market value of Two Thousand Five Hundred dollars ($2,500) and is located within the following areas:

(a) Shoreline Areas - Lake Sammamish, its underlying land, associated wetlands, and a line 200 feet landward at the line of ordinary high water (elevation 27 feet above sea level) plus the area within the 1% numerical probability flood plain (100-year flood plain) as defined by the best available data.

Bear, Evans and Cottage Creeks where the mean annual flow is 20.0 cubic feet per second or more, and the territory between 200 feet on either side of the tops of the banks, plus associated wetlands and the area within the 1% probability flood plain (100-year flood plain) as defined by the best possible data.

Sammamish River and the territory between 200 feet on either side of the tops of the banks plus associated wetlands.

(b) Adjacent Areas - Those parcels of land adjacent to the shoreline areas involving projects and developments that overlap into the shoreline areas.

20.180(20) Exceptions - The following types of developments are exempt from the requirements of a

Shoreline Development Permit but shall comply with all other policies, plans, codes and regulations of the City:

(a) Normal maintenance or repair of existing structures and development including damage by accident, fire or elements;

(b) Piers not exceeding two thousand five hundred dollars ($2,500) in total cost;

(c) Emergency construction necessary to protect property from damage by the elements;

(d) Construction on wetlands as defined in the Shoreline Management Act by an owner, lessee, or contract purchaser of a single family residence for his own use or the use of his family;

(e) Construction of a normal protective bulkhead common to a single family residence;

(f) Construction or modification of navigational aids such as channel markers and anchor buoys;

(g) Construction and practices normal or necessary for farming, irrigation and ranching activities. (Ord. 1693)

20.180(25) Special Requirements -

(a) No final action shall be taken until thirty (30) days after notice of the final action taken by the City is filed with the Department of Ecology.

(b) No construction shall occur until thirty (30) days after notice of the final action taken by the City is filed with the Department of Ecology.

(c) Within thirty (30) days of the date of the second notice of filing by publication, any person may submit written comments on the application.

20.180(30) Shoreline Variance

(a) A shoreline variance may be applied for and issued prior to the commencement of construction of any substantial developments in the shorelines. Applications for a shoreline variance shall follow the procedures for a variance established in Section 20F.20.030, Development Permit Procedures and Responsible Authority.

(b) Relief may be granted from specific provisions of the master program or shoreline use regulations, provided the applicant can demonstrate that the variance will meet the criteria outlined in Section 173-14-150 of the Washington Administrative Code.

20.180(35) Conditional Use Permit

(a) Uses which are not classified or set forth in the master program or use regulations, may be allowed provided the applicant can demonstrate that they meet the criteria outlined in Section 173-14-140 of the Washington Administrative Code.

(b) Applications for a conditional use permit in the shorelines shall follow the procedures for a variance established in Section 20F.20.030, Development Permit Procedures and Responsible Authority.

20.180(40) Final Action on Variance and Conditional Use Permits - Final action on a variance for substantial developments in the shorelines shall be made by the Department of Ecology within thirty (30) days after notice of the action taken by the City is filed with the Department of Ecology.

20F.20.190 VARIANCE

20.190(05) Purpose - The purpose of this section is to provide for the consideration of variances from the strict application requirements of Title 20C.20.000, "Land Use Regulations," when unique specified circumstances occur.

20.190(10) Scope - Variances may be approved only upon a finding that:

(a) The variance shall not be materially inconsistent with the limitation upon uses of other properties within the vicinity and land use district in which the subject property is located; and

(b) Such variance is reasonably necessary, only because of special physical circumstances relating to the size, shape, topography, location or surroundings of the subject property; and

(c) The conditions of situations giving rise to the variance application have not been created or caused by the applicant or recent prior owner of the subject property; and

(d) The granting of the variance constitutes an equitable application of the requirements of the Land Use Regulations where strict adherence in a

given situation would create unnecessary burdens and prevent a reasonable utilization of the Regulations as a whole is considered; and

(e) The granting of such variance will not be materially detrimental to the public welfare and the application of the Development Guide nor unduly injurious to property owners or improvements in the vicinity and land use district in which the subject land is located; and

(f) All approved variances otherwise comply with the requirements of the Development Guide.

20.190(15) Limitation - The variance procedures shall not be used to deviate from the permitted uses requirements of Section 20C.10.240, "Permitted Land Uses" and 20C.10.230(10) "City Center Land Use and Site Requirements". Instead the procedures for amending the Development Guide and the Land Use Map shall be utilized.

20.190(20) Exemptions - The variance procedure provided in this section shall not be used for the deviation of development requirements for subdivisions and planned developments which have their own modification procedures.

20.190(25) Special Requirements - Final action on a variance for developments requiring a Shoreline Development Permit is to be made by the Department of Ecology.

20.190(30) Recording of Variances - Where applicable, variances shall be recorded with the King County Auditor.

20F.20.200 APPEALS

20.200(05) Purpose/Scope - The purpose of this section is to provide for the review of decisions by the Technical Committee, other administrative officials, the Hearing Examiner, and the Design Review Board made in the course of interpretation and administering the Development Guide and the State Environmental Policy Act (RCW 43.21C). This section shall not govern appeals of actions taken by the City on Shoreline Development Permit applications which shall be governed by RCW Chapter 90.58, the Shoreline Management Act of 1971, as amended.

20.200(10) Right of Appeal - Any person adversely affected by any of the following actions shall have the right to appeal to the City Council:

(a) A final decision on a land use permit or other application for approval provided for by the Community Development Guide;

(b) A written interpretation of any provision of the Community Development Guide.

(c) Any other action for which a right of appeal is provided by another provision of the Community Development Guide or State Law.

20.200(12) City Council and Hearing Examiner to Hear Appeals.

(1) The Hearing Examiner shall hear and render a final decision in the case of appeals from the following actions:

(a) SEPA Threshold decisions
(b) Determination of the adequacy of a Final Environmental Impact Statement.

Pursuant to RCW 43.21C.075(3)(a) "Appeals", appeals from the decision of the Hearing Examiner on (a) and (b) above shall be made directly to the Superior Court.

(2) The City Council shall render a final decision in all other appeals. The Council may hear such appeals or delegate the hearing function to the Hearing Examiner as provided in Subsection (25)(b), below.

20.200(15) Time for Filing Appeals - All appeals filed pursuant to this Section must be filed in writing with the Department of Community Development within ten (10) working days of the date of the decision appealed from. In the case of appeals from a determination of non-significance, governed by WAC 197-11-340(2)(a), the "date of the decision appealed from" shall mean the date upon which the determination becomes final (WAC 197-11-340(2)(d) and 390(2)(a)). (Ord. 1734)

20.200(20) Form of Appeal - All appeals filed pursuant to this Section shall specify the error of law or fact, procedural error, or new evidence which could not have been reasonably available at the time of the public hearing or consideration of approval, which shall constitute the basis of the appeal.

20.200(25) Procedure

(a) On receipt of a timely written notice of appeal with respect to an action giving rise to a right of appeal as provided in Section 20F.20.200(10) "Right of Appeal", the Director of the Department of Community Development or his or her designee shall advise the City Council, or Hearing Examiner, as appropriate, of the pendency of the appeal and request that a date for considering the appeal be established.

(b) In appeals to be finally decided by the City Council, except appeals from the final decision of the Hearing Examiner, the City Council shall have the option of directing that the appeal be heard before the Hearing Examiner who shall forward a recommendation to the City Council which shall take final action on the appeal. Referral to the Hearing Examiner may be made by motion approved by a majority of the Councilmembers present at the time of voting.

(c) At the time of advising the City Council of the pendency of an appeal, the Department of Community Development shall make its recommendation to the City Council as to whether the appeal should be heard by the Hearing Examiner or the City Council. The recommendation and determination shall be based on relevant considerations including, but not limited to, the time expected to be required to hear the appeal and the need to create a full, formal record.

20.200(30) Standard of Review

(a) An appeal of a final decision of the Hearing Examiner shall be based upon the record of the hearing conducted by the Hearing Examiner. Testimony or other evidence and information not presented to the Hearing Examiner shall not be considered unless the Council finds there is good reason to take additional evidence, in which case the matter shall be considered at a public hearing before the City Council, with notice given in the same manner as required for the hearing before the Hearing Examiner. In the event the City Council elects to conduct a public hearing and take new evidence, its decision shall be made only on the basis of facts presented at the hearing (de novo). When the City Council has not conducted a public hearing it shall uphold the decision of the Hearing Examiner unless, based upon the record of the Hearing Examiner's proceedings, it is determined that the Hearing Examiner's decision is clearly erroneous.

(b) In the case of all appeals, other than appeals from a final decision of the Hearing Examiner, all relevant evidence shall be received during the hearing on the appeal.

(c) Unless substantial relevant information is presented which was not considered by the administrative official or official body whose decision has been appealed from, such decision shall be accorded substantial weight, but may be reversed or modified by the City Council if, after considering all of the evidence in light of the applicable goals, policies, and provisions of the City Code and Community Development Guide, the City Council determines that a mistake has been made. When substantial new relevant information which was not considered in the making of the decision appealed from has been presented, the City Council shall make its decision only upon the basis of the facts presented at the hearing of the appeal (de novo), or may elect to remand the matter for reconsideration by the decision maker in light of the additional information.

20.200(35) Record - For appeals to be decided on the basis of new evidence submitted at the hearing (de novo), the City shall provide for a record that shall consist of the following:

(a) Written findings and conclusions; and
(b) A taped or written transcript.

20.200(40) Judicial Review - Limitation on Time for Filing Action - Exemption of Administrative Remedy - Unless otherwise provided by State Statute, all actions seeking review of a final action of the City, whether in the form of an appeal, declaratory judgment action, petition for writ of review or other extraordinary writ or in any other form shall be filed with the court within fourteen (14) working days of the decision which is sought to be reviewed and otherwise shall be barred. In the case of quasi-judicial actions of the City Council subject to reconsideration pursuant to Redmond Municipal Code Section 2.04.280, the appeal period shall commence upon expiration of the reconsideration period.

No action to obtain judicial review may be commenced unless all rights of administrative appeal provided by the Development Guide or State Law have been exhausted. The cost of transcription of all records ordered certified by the court for such review shall be borne by the applicant. A copy of each transcript prepared by an appellant shall be submitted to the City for confirmation of its accuracy.

20F.20.210 RIGHT-OF-WAY VACATION

20.210(05) Purpose - The purpose of this section is to provide procedures and requirements for the vacation of public rights-of-way and streets by petition.

20.210(10) Scope - All citizen requests for Rights-of-Way Vacation shall follow the requirements of this section.

20.210(15) Special Requirements - For applications initiated by property owners, the application shall contain the signatures of the owners of at least two thirds (2/3) of the property abutting the portion of right-of-way proposed to be vacated.

20.210(20) Preliminary Action - Upon receiving a valid application, the City Council shall set a hearing date by resolution that is not more than sixty (60) days or less than twenty (20) days after the passage of the resolution. (Ord. 1734)

20.210(25) Final Action - Following the hearing, the City Council shall take final action on the Right-of-Way Vacation application. If the application is approved, the City Council shall vacate the right-of-way by ordinance. The ordinance of vacation may provide that the vacation shall not become effective until owners of property abutting the vacated right-of-way compensate the City in an amount which does not exceed one-half (1/2) of the appraised value of the area vacated. The ordinance enacted to vacate the right-of-way shall be recorded with King County.

20.210(30) Alternative Methods of Vacation - Right-of-Way Vacations may be processed under the alternative methods provided in RCW 35A.47. That chapter is incorporated by reference, and three copies are on file with the City Clerk.

20F.20.220 CURRENT USE TAX ASSESSMENT

20.220(05) Purpose - The purpose of this section is to provide the procedures and requirements for processing Current Use Tax Assessment applications.

20.220(10) Scope - This section applies only to those Current Use Tax Assessment applications required by RCW 84.34, "Current Use Assessment," to be acted upon jointly by the City and King County.

20.220(15) Preliminary Action - The City Council by resolution shall recommend the final action to be taken on the Current Use Tax Assessment application by the Redmond and King County Council's Committee.

20.220(20) Final Action - After a public hearing before the Redmond and King County Councils' Committee, comprised of three (3) members of the City Council and three (3) members of the King County Council, the Committee shall take final action on the Current Use Tax Assessment application after considering the factors set forth in RCW 84.34.037. The Councils' Committee has the option of placing only part of the requested land area under the Current Use Tax Assessment program. The Councils' Committee may also place conditions on its approval.

20.220(25) Alternative Methods of Current Use Tax Assessment - Current Use Tax Assessment may be processed under the alternative methods provided in RCW 84.34. That chapter is incorporated by reference, and three copies are on file with the City Clerk.

20F.20.230 ANNEXATION OF TERRITORY

20.230(05) Purpose - The purpose of this section is to provide procedures and requirements for the annexing of territory to the City.

20.230(10) Scope - This section shall apply only to the direct petition method of annexation provided in RCW 35A.14, "Annexation."

20.230(15) Requirements for Preliminary Approval - Within sixty (60) days of the filing of a written request by the owners of not less than 10 percent (10%) in assessed valuation of the property for which annexation is sought, the City Council shall meet with the initiating parties. The City Council shall take action on the request, and if it approves the annexation request, then an annexation petition may be circulated.

20.230(20) Conditions of Annexation - Territory annexed to the City shall comply with the Development Guide and shall assume its share of the existing City indebtedness.

20.230(25) Annexation Petitions - The annexation petition must be signed by owners of sixty percent (60%) of the assessed value of property within the area sought to be annexed. (Ord. 1734)

20.230(30) Pre-annexation Zoning - The City Council may establish zoning for territory effective upon the annexation of that territory.

20.230(35) Final Approval - If the City Council approves the application, it shall effect the annexation by ordinance following Boundary Review Board approval.

20.230(40) Alternative Methods of Annexation - Annexation may be processed under the alternative methods provided in RCW 35A.14. That chapter is

incorporated by reference, and three copies are on file with the City Clerk.

20F.20.240 DEVELOPMENT GUIDE AMENDMENTS

20.240(05) Purpose - The purpose of this section is to provide the procedures and requirements for amending the Development Guide. The term "Development Guide Amendment" means a revision, addition or deletion to the Redmond Community Development Guide except as exempted in Section 20C.20.240(15).

20.240(10) Scope - All Development Guide Amendments, including amendments and additions to the text, maps and charts of the Redmond Community Development Guide shall follow the process set up in Section 20F.20.030 titled "Development Permit Procedures and Responsible Authority."

20.240(12) Amendment Criteria - All amendments to the Development Guide processed under this section shall be in conformance with title 20B.00.000 "Goals, Policies and Plans" including the locational criteria specified in Section 20B.90.030 where applicable.

20.240(15) Exemptions -

(a) Amendments to the Zoning Map shall follow the procedures of Section 20F.20.250 "Zoning Map Amendments".

(b) Amendments to the water utilities element shall follow those procedures described in Section 20B.70.090(15).

(c) Changes in the organization, format, appearance, profiles, narrative, illustrations, examples or other non-material changes to the Development Guide may be made by the Department of Planning and Community Development and are exempt from this Section. (Ord. 1683)

20.240(20) Approval by Ordinance - All amendments shall be by ordinance.

20F.20.250 ZONING MAP AMENDMENTS

ORD 1901

20.250(05) Purpose - This section provides the procedures and requirements for amending Section 20C.10.030, "Zoning Map."

20.250(10) Scope - All Zoning Map Amendments to Section 20C.10.030 "Zoning Map" shall follow the process set up in Section 20F.20.030 titled Development Permit Procedures and Responsible Authority.

No amendments to the Zoning Map shall be made that are not in conformance with Article 20B.00.000, "Goals, Policies and Plans."

20.250(15) Exemptions - All zoning map amendments covered by Section 20F.20.240, "Development Guide Amendments," are exempt from this Section 20F.20.250, "Zoning Map Amendments," except for those criteria noted in Section 20F.20.250(30) Amendment Criteria.

20.250(20) Conditions to Amendment - The City Council may require the applicant to submit his project to the site plan review or the planned unit development procedures prior to final approval being granted on an amendment to the Zoning Map.

20.250(25) Special Application Requirements - No application shall be filed nor accepted for filing which, on its face will not comply with Chapter 20B.90.000, "Land Use Plan." No application without signatures of owners representing 75 percent (75%) of the subject area and signatures representing 75 percent (75%) of the owners of property in the subject area shall be filed or accepted for filing.

20F.20.270 REASONABLE ACCOMMODATION FOR PERSONS WITH DISABILITIES

20F.20.270(05) REASONABLE ACCOMMODATION PROCESS

The federal Fair Housing Act and Fair Housing Act Amendments require that reasonable accommodations be made in the rules, policies, practices, or services, when such accommodations may be necessary to afford disabled persons equal opportunity to use and enjoy a dwelling. The rights created by the statutes are requirements of federal law and shall be interpreted and applied in accordance with federal case law.

20F.20.720(10) ZONING RULES POLICIES, PRACTICES AND SERVICES ACCOMMODATION:

The Planning Director or his or her designee is therefore authorized to make reasonable accommodations in the provisions of the Redmond Community Development Guide as such provisions apply to dwellings occupied or to be occupied by disabled persons as defined by the federal Fair Housing Act and Fair Housing Act Amendments, when the Planning Director or his or her designee determines that such reasonable accommodations may be necessary in order to comply with such Acts. All such accommodations shall be personal to the applicant and shall expire immediately if the disabled applicant terminates occupancy at the subject site.

20F.20.270(15) MODIFICATION OF STATE BUILDING CODE

A request for a reasonable accommodation in the form of a modification of the state building code including, but not limited to, the group LI requirements may be made to the Planning Director or his or her designee. Such accommodation shall be reasonable, personal to the applicant and granted pursuant to the definitions and requirements of the Fair Housing Act and Fair Housing Act Amendments as the same exists or is hereafter amended.

20F.20.270(20) DECISION

The written decision of the Planning Director or his or her designee shall be provided to the applicant and copies of the

ORDINANCE NO. 1911

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, RELATING TO ZONING AND BUILDING CODES, AMENDING THE PROVISIONS OF TITLE 20F OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE TO ADD A NEW SECTION 20F.20.270 REASONABLE ACCOMMODATION PROCESS AND FIXING A TIME WHEN THE SAME SHALL BECOME EFFECTIVE.

WHEREAS, the federal Fair Housing Act, the Fair Housing Act Amendments, and implementing regulations require that a city make reasonable accommodation in its rules, policies, practices, and/or services in order to ensure the full enjoyment of federally protected housing rights of the disabled; and

WHEREAS, the City has entered into a conciliation agreement under which the City is obligated to adopt amendments to its Building Code providing for reasonable accommodations; and

WHEREAS, such adjustments of the City's practices and procedures are by their very nature accommodations personal to the disabled individual occupying the premises and must therefore be carefully tailored to meet the needs of the disabled person without the application of stereotypical assumptions regarding the disabled; and

WHEREAS, the City desires to enact a speedy, fair, and expeditious process to provide such reasonable accommodations; and

WHEREAS, the City adopted an emergency interim control pursuant to RCW 36.70A.390 to implement the conciliation agreement; NOW, THEREFORE,

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

Section 1. A new section 20F.20.270 is hereby added to Title 20F of the Redmond Municipal Code and Community Development Guide, to read as follows:

decision posted at the post office, city hall, library, and on or near the subject site, and mailed to all property owners within 300 feet of the subject site.

20F.20.270(25) RECORDING OF DECISION

Notice of the decision of the Planning Director or his or her designee shall be recorded with the King County Department of Records and Elections to apprise prospective purchasers of the reasonable accommodation granted hereunder. All such notices shall conspicuously state that all accommodations granted under this section are personal to the applicant and that they expire when the applicant terminates his or her occupancy at the subject site.

20F.20.270(30) APPEALS

The decision of the Planning Director or his or her designee shall be appealable only to King County Superior Court in accordance with the provisions of Section 20F.20.200(40) of the Redmond Community Development Guide. The appeal period for such appeals shall commence on the date the notice is deposited in the U.S. mail, postage paid, properly addressed to the applicant and owners of property as required in Section 20F.20.270(10) above.

Section 2. Severability. If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 3. Effective Date. This Ordinance, being an exercise of a power specifically delegated to the city legislative body, is not subject to referendum, and shall take effect five days after passage and publication of an approved summary thereof consisting of the title.

CITY OF REDMOND

Rosemarie Ives

MAYOR ROSEMARIE IVES

ATTEST/AUTHENTICATED:

Bonnie Mattson

CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

By: _____

FILED WITH THE CITY CLERK: October 11, 1996
PASSED BY THE CITY COUNCIL: October 15, 1996
SIGNED BY THE MAYOR: October 15, 1996
PUBLISHED: October 19, 1996
EFFECTIVE DATE: October 24, 1996
ORDINANCE NO. 1911

20.250(30) Amendment Criteria - The following factors are to be taken into account by the Hearing Examiner, Planning Commission, and the City Council when considering a map amendment:

1. Compliance with Title 20B.00.000, "Goals, Policies and Plans".

2. Changes in conditions which would warrant the amendment.

3. Mistake in map designation.

4. Comparison to zoning of surrounding area.

5. Comparison to surrounding land uses.

6. The demonstrated need for additional zoning as the type proposed.

7. Conformance of proposed development, if any, with applicable goals, policies, plans and regulations.

20.250(35) Pre-Annexation Amendment Criteria - The following factors are to be taken into account by the Hearing Examiner, Planning Commission and the City Council when considering a pre-annexation zoning map amendment, in addition to those criteria listed in 20F.20.250(30).

1. Is the proposed zoning in conformance with the City's Goals, Policies and Plans, Community Development Guide Title 20B, as they apply to the subject property? (Zoning which is inconsistent may not be approved pursuant to paragraph (10) above.)

2. Is the proposed zoning logically related to the zoning of surrounding areas?

3. Are the uses allowed by the proposed zoning compatible with surrounding land uses?

4. Is there need for additional zoning of the type proposed? Will the proposed zoning promote the public welfare?

20.250(40) Approval - All amendments shall be by ordinance.

20F.20.260 BUILDING AND CONSTRUCTION CODES AND PROCEDURES

20.260(05) Purpose - The purpose of this section is to establish procedures and requirements for administering and enforcing Building and Construction Codes.

20.260(10) Scope - This section shall govern all Building and Construction Code Procedures and shall control in the event there are conflicts with other administrative, procedural and enforcement sections of the Development Guide.

20.260(15) Procedures - The procedures for the administration and enforcement of the Building and Construction Code Procedures shall follow those described in Title 20E.00.000, "Building and Construction Codes," and in Subsection 20F.20.050(15), "Site Plan Review."

see next 20F.20.270 Reasonable Accommodations for Persons w/ Disabilities

20F.30.000 ENVIRONMENTAL IMPACT PROCEDURES

20F.30.010 PURPOSE

The purposes of this chapter are to establish procedures for implementing the State Environmental Policy Act (SEPA), RCW 43.21C, as amended, to provide environmental information to City decision makers, to create a process that is efficient, effective and promotes certainty with respect to the requirements of SEPA and integrates SEPA procedures with decision making.

20F.30.020 SCOPE

It is the intent that compliance with these procedures and requirements constitutes compliance with SEPA.

20F.30.030 ADOPTION BY REFERENCE

The City adopts the following sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference:

197-11-040	Definitions
197-11-050	Lead agency
197-11-055	Timing of the SEPA process
197-11-060	Content of environmental review
197-11-070	Limitations on actions during SEPA process
197-11-080	Incomplete or unavailable information
197-11-090	Supporting documents

197-11-100	Information required of applicants

20F.30.040 ADDITIONAL DEFINITIONS

In addition to those definitions contained within WAC 197-11-700 through 799, when used in this chapter the following terms shall have the following meanings, unless the content indicates otherwise:

30.040(05) "Department" - means any division, subdivision or organizational unit of the City established by ordinance, rule or order.

30.040(10) "SEPA Rules" - means Chapter 197-11 WAC adopted by the Department of Ecology.

30.040(15) "Early notice" - means the City's response to an applicant stating whether it considers issuance of the determination of significance likely for the applicant's proposal.

20F.30.050 DESIGNATION OF RESPONSIBLE OFFICIAL

For those proposals for which the City is a lead agency, the responsible official shall be the City of Redmond Technical Committee as defined in Section 20F.10.100 TECHNICAL COMMITTEE. For all proposals for which the City is a lead agency, the Technical Committee shall make the threshold determination, supervise scoping and preparation of any required EIS and perform any other functions assigned to the lead agency or responsible official by those sections of the SEPA rule that have been adopted by reference.

20F.30.060 LEAD AGENCY DETERMINATION AND RESPONSIBILITIES

The responsible official shall determine the lead agency for that proposal under WAC 197-11-050 and WAC 197-11-922 through 197-11-940, unless the lead agency has been previously determined or is aware that another agency is in the process of determining the lead agency.

20F.30.070 CATEGORICAL EXEMPTIONS AND THRESHOLD DETERMINATIONS - ADOPTION BY REFERENCE

The City adopts the following sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference as supplemented in this chapter:

197-11-300	Purpose of this part.
197-11-305	Categorical exemptions.
197-11-310	Threshold determination required.
197-11-315	Environmental checklist.
197-11-330	Threshold determination process.
197-11-335	Additional information.
197-11-340	Determination of non-significance (DNS)
197-11-350	Mitigated DNS.
197-11-360	Determination of significance (DS)/initiation of scoping.
197-11-390	Effect of threshold determination.

20F.30.080 CATEGORICAL EXEMPTIONS AND THRESHOLD DETERMINATIONS - TIME ESTIMATES

The time estimates contained in this section apply when the City processes licenses for all private projects and those governmental proposals submitted to the City by other agencies. The actual time may vary with the complexity of the project, availability of staff, cooperation of agencies with jurisdiction or expertise, etc. The time estimates contained herein shall not be construed to be mandatory. Days for the purpose of this section, shall mean a day upon which the City is open for business, except for 20F.30.080(10)(c) which shall mean a calendar day.

30.080(05) Categorical Exemptions. The City will normally identify whether an action is categorically exempt within seven (7) days of receiving a completed application.

30.080(10) Threshold Determinations.

(a) The City will normally complete threshold determinations that can be based solely upon review of the environmental checklist for the proposal within fifteen (15) days of the date an applicant's adequate application and completed checklist are submitted.

(b) When the Technical Committee requires further information from the applicant or consults with other agencies with jurisdiction:

- The City will normally request such further information within fifteen (15) days of receiving an adequate application and completed environmental checklist.
- The City will normally wait no longer than fifteen (15) days for a consulted agency to respond.

- The responsible official will normally complete the threshold determination within fifteen (15) days of receiving the requested information from the applicant or the consulted agency.

(c) When the City must initiate further studies, including field investigations, to obtain the information to make the threshold determination, the City will normally complete the studies within thirty (30) days of receiving an adequate application and a completed checklist.

(d) The City will normally complete threshold determinations on actions where the applicant recommends in writing that an EIS be prepared, because of the probable significant adverse environmental impacts described in the application, within fifteen (15) days of receiving an adequate application and completed checklist.

(e) The Technical Committee will normally respond to a request for early notice within ten (10) days. The threshold determination will normally be made within fifteen (15) days of receipt of the changed or clarified proposal, environmental checklist and/or permit application.

20F.30.090 CATEGORICAL EXEMPTIONS - ADOPTION BY REFERENCE

The City adopts the following rules for categorical exemption of Chapter 197-11, as now existing or hereinafter amended, by reference, as supplemented in this chapter:

197-11-800	Categorical exemptions.
197-11-880	Emergencies.
197-11-890	Petitioning DOE to change exemptions.

20F.30.100 CATEGORICAL EXEMPTIONS - DETERMINATION

30.100(05) Exemptions - When the City receives an application for a license or, in the case of governmental proposals a department initiates a proposal, the Technical Committee shall determine whether the license and/or the proposal is exempt. The determination that a proposal is exempt shall be final and not subject to administrative review. If a proposal is exempt, none of the procedural requirements of this chapter shall apply to the proposal.

30.100(10) Defined - When determining whether or not a proposal is exempt the responsible official shall make certain the proposal is properly defined and shall identify the governmental license required. If a proposal includes exempt and nonexempt actions, the responsible official shall determine the lead agency even if the license application that triggers the consideration is exempt.

30.100(15) Split Actions - If a proposal includes both exempt and nonexempt actions, the City may authorize exempt actions prior to compliance with the procedural requirements of this chapter, except that:

(a) The City shall not give authorization for:

- Any nonexempt action;
- Any action that would have an adverse environmental impact; or
- Any action that would limit the choice of reasonable alternatives.

(b) The City may withhold approval of an exempt action that would lead to modification of the physical environment, when such modification would serve no purpose if the nonexempt actions were not approved, and

(c) The City may withhold approval of exempt actions that would lead to substantial financial expenditures by a private applicant when the expenditures would serve no purpose if the nonexempt actions were not approved.

20F.30.110 THRESHOLD DETERMINATION - REVIEW AT CONCEPTUAL STAGE

If the City's only action on a proposal is a decision on a building permit or other licenses that requires detailed project plans and specifications, the applicant may request in writing that the City conduct environmental review prior to submission of the detailed plans and specifications.

30.110(05) Submittal Requirements - In addition to the environmental documents an applicant shall submit the following information for early environmental reviews:

(a) All items required for submittal for site plan review as noted in City handouts.

(b) Other information as the responsible official may determine.

20F.30.120 THRESHOLD DETERMINATIONS - ENVIRONMENTAL CHECKLIST

A completed environmental checklist shall be filed at the same time as an application for a permit, license, certificate or other approval not exempted by this chapter. The checklist shall be in the form of WAC 197-11-960 with such additions that may be required by the responsible official in accordance with WAC 197-11-906(4).

30.120(05) EIS Agreement - A checklist is not needed if the City and the applicant agree an EIS is required, SEPA compliance has been completed, or SEPA compliance has been initiated by another agency.

30.120(10) Lead Agency Determination - The City shall use the environmental checklist to determine the lead agency and, if the City is the lead agency for determining the responsible official and for making the threshold determination.

30.120(15) Preparation - For private proposals, the applicant is required to complete the environmental checklist. The City may provide assistance as necessary. For City proposals the department initiating the proposal shall complete the environmental checklist for that proposal.

30.120(20) Assistance - The City may decide to complete all or part of the environmental checklist for a private proposal, if either of the following occurs:

(a) The City has technical information on a question or questions that is unavailable to the private applicant; or

(b) The applicant has provided inaccurate information on previous proposals or on proposals currently under consideration.

20F.30.130 THRESHOLD DETERMINATION - MITIGATED DNS

The Technical Committee may issue a determination of nonsignificance (DNS) based on conditions attached to the proposal by the Technical Committee or on changes to, or clarifications of, the proposal made by the applicant.

30.130(05) Early Notice - An applicant may request in writing early notice of whether a DS is likely. The request must:

(a) Follow submission of a permit application and environmental checklist for a nonexempt proposal for which the department is lead agency; and

(b) Precede the City's actual threshold determination for the proposal.

30.130(10) Response - The Technical Committee's response to the request for early notice shall:

(a) State whether the City currently considers issuance of a DS likely and, if so, indicate the general or specific areas of concern that are leading the City to consider a DS; and

(b) State that the applicant may change or clarify the proposal to mitigate the indicated impacts, and may revise the environmental checklist and/or permit application as necessary to reflect the changes or clarifications.

30.130(15) Revisions - When an applicant submits a changed or clarified proposal, along with a revised environmental checklist, the City shall base its threshold determination on the changed or clarified proposal.

(a) If the City indicated specific mitigation measures in its response to the request for early notice, and the applicant changed or clarified the proposal to include those specific mitigation measures, the City shall issue and circulate a determination of nonsignificance if the City determines that no additional information or mitigation measures are required.

(b) If the City indicated areas of concern, but did not indicate specific mitigation measures that would allow it to issue a DNS, the City shall make the threshold determination, issuing a DNS or DS as appropriate.

(c) The applicant's proposed mitigation measures, clarifications, changes or conditions must be in writing and must be specific.

(d) Mitigation measures which justify issuance of a mitigated DNS may be incorporated in the DNS by reference to agency staff reports, studies or other documents.

30.130(20) Action - The City shall not act upon a proposal for which a mitigated DNS has been issued for fifteen (15) days after the date of issuance.

30.130(25) Mitigation Compliance - Mitigation measures incorporated in the mitigated DNS shall be deemed conditions of approval of the licensing decision and may be enforced in the same manner as any term or condition of the permit or enforced in any matter specifically prescribed by the City. Failure to comply with the designated mitigation measures shall be grounds for suspension and/or revocation of any license issued.

30.130(30) Tentative Decisions - If the City's tentative decision on a permit or approval does not include mitigation measures that were incorporated in a mitigation DNS for the proposal, the City should evaluate the threshold determination to assure consistency with WAC 197-11-340(3)(a) relating to the withdrawal of a DNS.

30.130(35) Previous Responses - The City's written response under subsection 30.130(05) Early Notice shall not be construed as a determination of significance. In addition, preliminary discussion of clarification or changes to a proposal, as opposed to a written request for early notice, shall not bind the City to consider the clarifications or changes in its threshold determination.

20F.30.140 ENVIRONMENTAL IMPACT STATEMENT (EIS) - ADOPTION BY REFERENCE. The City adopts the following sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference as supplemented by this chapter:

197-11-400	Purpose of EIS.
197-11-402	General requirements.
197-11-405	EIS types.
197-11-406	EIS timing.
197-11-408	Scoping.
197-11-410	Expanded scoping.
197-11-420	EIS preparation
197-11-425	Style and size.
197-11-430	Format.
197-11-435	Cover letter or memo.
197-11-440	EIS contents.
197-11-442	Contents of EIS on non-project proposals.
197-11-443	EIS contents when prior nonproject EIS.
197-11-444	Elements of the environment.
197-11-448	Relationship of EIS to other considerations.
197-11-450	Cost-benefit analysis.
197-11-455	Issuance of DEIS.
197-11-460	Issuance of FEIS.

20F.30.150 EIS - PREPARATION. Preparation of draft and final EISs and SEISs shall be under the direction of the Technical Committee. Before the City issues an EIS, the Technical Committee shall be satisfied that it complies with this chapter and Chapter 197-11-WAC.

30.150(05) Preparation Procedures - Preparation of an EIS is the responsibility of the Technical Committee. The Committee shall adopt rules for the method of choosing and paying a consultant for any EIS preparation involving a private applicant as long as the applicant pays for the EIS. If the Technical Committee requires an EIS for a proposal and determines that someone other than the City will prepare the EIS, the Technical Committee shall notify the applicant immediately after completion of the threshold determination. The Technical Committee shall also notify the applicant of the City's procedure for EIS preparation, including approval of the draft and final EIS prior to distribution.

30.150(10) - The City may require an applicant to provide information the City does not possess, including specific investigations. However, the applicant is not required to supply information that is not required under this chapter or that is being requested from another Agency; provided, however, this does not apply to information the City may request under another ordinance or statute.

20F.30.160 EIS - ADDITIONAL ELEMENTS. The Technical Committee may require additional elements as part of the environment for the purpose of EIS

content, however, these elements do not add to the criteria for threshold determinations or perform any other function of purpose under this chapter.

20F.30.170 EIS - COMMENTING - ADOPTION BY REFER-ENCE. The City adopts the following sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference as supplemented in this chapter:

197-11-500	Purpose of this Part.
197-11-502	Inviting comment.
197-11-504	Availability and cost of environmental documents.
197-11-508	SEPA Register.
197-11-535	Public hearings and meetings.
197-11-545	Effect of no comment.
197-11-550	Specificity of comments.
197-11-560	FEIS response to comments.
197-11-570	Consulted agency costs to assist lead agency.

20F.30.180 PUBLIC NOTICE. Whenever the City issues a threshold determination, or EIS requiring public notice, the City shall give public notice of the determination or the availability of the environmental documents and whether any public hearing will be held as follows:

30.180(05) Cases of Notice and Availability - Public notice will be given on the following situations:

(a) DNS involving another agency with jurisdiction.

(b) DNS involving demolition of any structure or facility not exempted by 197-11-800(2)(f) or 197-11-880.

(c) DNS involving issuance of clearing or grading permits not exempted under WAC Part Nine - Categorical Exemptions.

(c) DNS under WAC 197-11-350(2) Early Notice.

(e) DNS under WAC 197-11-350(3)(e) Mitigated DNS.

(f) DNS under WAC 197-11-360(4) change from DS to DNS.

(g) Availability of a DEIS.

30.180(10) Type of Notice - Under Section .030.170(05) notice will be given as follows:

(a) Posting in City Hall, post office and library.

(b) SEPA Register.

(c) Other methods as deemed necessary and appropriate by the Technical Committee.

(d) Agency with jurisdiction

30.180(15) DEIS Public Hearing and DS for Scoping - Whenever a public hearing on a DEIS is held or a DS for scoping is issued, notice shall be given.

30.180(20) Type of Notice - Under Section .30.170(15) notice will be given as follows:

(a) Posting on or near the property for site specific proposals.

(b) Mailing to property owners within 300 feet for site specific proposals.

(c) Posting in City Hall, post office and library.

(d) In the case of a DS for scoping purposes, notice shall also be given to the SEPA Register.

(e) Other methods as deemed necessary and appropriate by the Technical.

(f) Agency with jurisdiction

30.180(25) Scoping - Whenever the City issues a DS, the City shall state the scoping procedure for the proposal in the DS as required in WAC 197-11-408.

30.180(30) Compensation and Assistance - The City may require an applicant to compensate the City for the costs of compliance with the public notice requirements for the applicant's proposal or provide services and materials to assist.

20F.30.190 CONSULTED AGENCY RESPONSIBILI-TIES. The Technical Committee shall be responsible for preparation of written comments for the City in response to a consultation request prior to a threshold determination, participation in scoping and reviewing of a draft EIS. The Technical Committee

shall be responsible for the City's compliance with WAC 197-11-550 whenever the City is a consulted agency and is authorized to develop operating procedures that will ensure that responses to consultation requests are prepared in a timely fashion and include data from all appropriate departments of the City.

20F.30.200 USE OF EXISTING ENVIRONMENTAL DOCUMENTS - ADOPTION BY REFERENCE. The City adopts the following sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference:

197-11-600	When to use existing environmental documents.
197-11-610	Use of NEPA documents.
197-11-620	Supplemental environmental impact statements.
197-11-625	Addenda--Procedures.
197-11-630	Adoption--Procedures.
197-11-635	Incorporation by reference--Procedures.
197-11-640	Combining documents.

20F.30.210 SEPA DECISIONS - ADOPTION BY REFERENCE. The City adopts the following sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference:

197-11-650	Purpose of this Part.
197-11-655	Implementation.
197-11-660	Substantive authority and mitigation.
197-11-680	Appeals.
197-11-700	Definitions.

20F.30.220 SEPA DECISIONS. The following bodies shall receive mitigated DNS's and draft and final EIS's prior to forwarding recommendations or making decisions.

Technical Committee
Hearing Examiner
Planning Commission
City Council

20F.30.230 SEPA DECISIONS - SUBSTANTIVE AUTHORITY.

30.230(05) Conditioning - The City may attach conditions to a license or approval for a proposal so long as:

(a) Such conditions are necessary to mitigate specific adverse environmental impacts clearly identified in an environmental document prepared pursuant to this chapter; and

(b) Such conditions are in writing; and

(c) Such conditions are reasonable and capable of being accomplished; and

(d) The City has considered whether other local, state or federal mitigation measures applied to the proposal are sufficient to mitigate the identified impacts; and

(e) Such conditions are based on one or more policies in Section 20F.30.230 SEPA - POLICIES and cited in the permit, approval, license or other decision document.

30.230(10) Denial - The City may deny a permit or approval for a proposal on the basis of SEPA so long as:

(a) A finding is made that approving the proposal would result in probable significant adverse environmental impacts that are identified in a final EIS or final supplemental EIS; and

(b) A finding is made that there are no reasonable mitigation measures insufficient to mitigate the identified impact; and

(c) The denial is based on one or more policies identified in Section 20F.30.230 SEPA-POLICIES and identified in writing in the decision document.

20F.30.240 SEPA - POLICIES. The City accepts the policies in the following City codes, ordinances, resolutions and plans, as now existing or hereinafter amended, by reference:

(a) Chapter 43.21C. RCW STATE ENVIRONMENTAL POLICY ACT

(b) SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

(c) TITLE 6 HEALTH AND SANITATION, REDMOND MUNICIPAL CODE

(d) TITLE 7 ANIMALS, REDMOND MUNICIPAL CODE

(e) TITLE 10 VEHICLES AND TRAFFIC, REDMOND MUNICIPAL CODE

(f) TITLE 12 STREETS AND SIDEWALKS, REDMOND MUNICIPAL CODE

(g) TITLE 13 WATER AND SEWERS, REDMOND MUNICIPAL CODE

(h) TITLE 15 BUILDINGS AND CONSTRUCTION, REDMOND MUNICIPAL CODE

(i) TITLE 20 COMMUNITY DEVELOPMENT GUIDE, REDMOND MUNICIPAL CODE

20F.30.250 SEPA APPEALS - Any interested person may appeal a threshold determination, adequacy of a final EIS and the conditions or denials of a requested action made by a non-elected City Official pursuant to the procedures set forth in Section 20F.20.200 APPEALS. No other SEPA appeals shall be allowed.

30.250(05) Notice - Whenever there is a final action by the City Council for which compliance with SEPA is required and for which a statute or ordinance establishes a time limit for commencing judicial appeal, the City shall give official notice as required by WAC 197-11-680(5).

20F.30.260 DEFINITIONS - ADOPTION BY REFERENCE. The City adopts the following sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference, as supplemented in this chapter:

197-11-700	Definitions.
197-11-702	Act.
197-11-704	Action.
197-11-706	Addendum.
197-11-708	Adoption.
197-11-710	Affected tribe.
197-11-712	Affecting.
197-11-714	Agency.
197-11-716	Applicant.
197-11-718	Built environment.
197-11-720	Categorical exemption.
197-11-722	Consolidated appeal.
197-11-724	Consulted agency.
197-11-726	Cost-benefit analysis
197-11-728	County/city.
197-11-730	Decision maker.
197-11-732	Department.
197-11-734	Determination of non-significance (DNS).
197-11-736	Determination of significance (DS).
197-11-738	EIS.
197-11-740	Environment.
197-11-742	Environmental checklist.
197-11-744	Environmental document.
197-11-746	Environmental review.
197-11-748	Environmentally sensitive area.
197-11-750	Expanded scoping.
197-11-752	Impacts.
197-11-754	Incorporation by reference.
197-11-756	Lands covered by water.
197-11-758	Lead agency.
197-11-760	License.
197-11-762	Local agency.
197-11-764	Major action.
197-11-766	Mitigated DNS.
197-11-768	Mitigation.
197-11-770	Natural environment.
197-11-772	NEPA.
197-11-774	Nonproject.
197-11-776	Phased review.
197-11-778	Preparation.
197-11-780	Private project.
197-11-782	Probable.
197-11-784	Proposal.
197-11-786	Reasonable alternative.
197-11-788	Responsible official.
197-11-790	SEPA.
197-11-792	Scope.
197-11-793	Scoping.
197-11-794	Significant.
197-11-796	State agency.
197-11-797	Threshold determination.
197-11-799	Underlying governmental action.

20F.30.270 COMPLIANCE WITH SEPA - ADOPTION BY REFERENCE. The City adopts the following sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference, as supplemented in this chapter:

197-11-900	Purpose of this part.
197-11-902	Agency SEPA policies.
197-11-916	Application to ongoing actions.
197-11-920	Agencies with environmental expertise.
197-11-922	Lead agency rules.
197-11-924	Determining the lead agency.

197-11-926	Lead agency for governmental proposals.
197-11-928	Lead agency for public and private proposals.
197-11-930	Lead agency for private projects with one agency with jurisdiction.
197-11-932	Lead agency for private projects requiring licenses from more than one agency, when one of the agencies is a county/city.
197-11-934	Lead agency for private projects requiring licenses from a local agency, not a county/city, and one or more state agencies.
197-11-936	Lead agency for private projects requiring licenses from more than one state agency.
197-11-938	Lead agencies for specific proposals.
197-11-940	Transfer of lead agency status to a state agency.
197-11-942	Agreements on lead agency status.
197-11-944	Agreements on division of lead agency duties.
197-11-946	DOE resolution of lead agency disputes.
197-11-948	Assumption of lead agency status.

20F.30.280 ENVIRONMENTALLY SENSITIVE AREAS. The Shoreline Environments map and the Sensitive Areas maps adopted pursuant to Section 20C.40 designate the location of environmentally sensitive areas within the City and are adopted by reference. For each environmentally sensitive area, the exemptions within WAC 197-11-800 that are inapplicable for that area are (1), (2)(d), (2)(e), (6)(a), (24)(a)-(g), and (25)(f)(i). Unidentified exemptions shall continue to apply within environmentally sensitive areas of the City. (Ord. 1693)

30.280(05) Lands Covered by Water - Certain exemptions do not apply on lands covered by water, and this remains true regardless of whether or not lands covered by water are mapped.

30.280(10) Treatment - The City shall treat proposals located wholly or partially within an environmentally sensitive area no differently than other proposals under this chapter, making a threshold determination for all such proposals. The City shall not automatically require an EIS for a proposal merely because it is proposed for location in an environmentally sensitive area.

20F.30.290 FORMS - ADOPTION BY REFERENCE. The City adopts the following forms and sections of Chapter 197-11 WAC, as now existing or hereinafter amended, by reference:

197-11-960	Environmental checklist.
197-11-965	Adoption notice.
197-11-970	Determination of non-significance (DNS).
197-11-980	Determination of significance and scoping notice (DS).
197-11-985	Notice of assumption of lead agency status.
197-11-990	Notice of action.

February 9, 2018

RE: RTC APARTMENTS IMPACT FEE APPEAL; BLDG-2016-09558
Appeal Hearing before the Hearing Examiner

Sarah,

Please find included for your files:

Appeal Hearing Notice

Certification of Appeal Notice

Please let me know if you need anything further for this matter.

Thank you,

CITY OF REDMOND
MICHELLE M. HART, MMC, City Clerk

Cheryl Xanthos

CHERYL XANTHOS, Deputy City Clerk

Certification of Appeal Notice

FILE: RTC Apartments Impact Fee Appeal

NO.: BLDG-2016-09558

CERTIFICATE OF MAILING

A **Notice of an Appeal Hearing** to be held on February 26, 2018, was sent to the Parties of Record whose name and addresses appear below by first class mail, or email for City Staff, on or before February 9, 2018.

I hereby certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

Signed: Cheryl Xanthos Title: Deputy City Clerk

Date: February 9, 2018 Place: Redmond City Hall

PARTIES TO THE APPEAL:

APPELLANT:
RTC 74th Street Property; LLC G&I VII Redmond Town Center LLC; G&I VII Redmond Retail LLC; and G&I VII Redmond Development LLC

REPRESENTATIVE:
Larry Martin, Davis Wright Tremaine LLP
777 108th Avenue NE Suite 2300
Bellevue, WA 98004

CITY STAFF:
Sarah Pyle
Planner
MS: 2SPL
425-556-2426
spyle@redmond.gov

APPLICANT:
RTC 74th Street Property
1424 4th Ave Suite 1030
Seattle WA 98101

CITY OF REDMOND NOTICE OF APPEAL HEARING

PROJECT INFORMATION

APPEAL FILE NUMBER: LAND-2017-01165

PROJECT NAME: RTC IMPACT FEE APPEAL; PR-2016-01122 **FILE NUMBER:** BLDG-2016-09558

PROJECT DESCRIPTION: APPEAL OF IMPACT FEES PAID FOR PROJECT KNOWN AS REDMOND TOWN CENTER APARTMENTS

PROJECT LOCATION: 7405 168TH AVE NE

SITE ADDRESS, IF APPLICABLE: 7405 168TH AVE NE REDMOND, WA 98052 **PARCEL NUMBER:** 7202410132

NEIGHBORHOOD: DOWNTOWN: REDMOND TOWN CENTER **SIZE OF SUBJECT AREA IN ACRES:** 2.10 ACRES

PROCESS TYPE: TYPE II, APPEAL OF TECHNICAL COMMITTEE DECISION

REGULATORY INFORMATION

ZONING: MP **COMPREHENSIVE PLAN DESIGNATION:** DOWNTOWN - **CONSISTENT WITH COMPREHENSIVE PLAN:** YES
APPLICABLE DEVELOPMENT REGULATIONS: REDMOND MUNICIPAL CODE & ZONING CODE

IMPORTANT DATES

APPLICATION DATE: 1/6/2017

NOTICE OF APPLICATION ISSUED DATE: N/A

SEPA DNS ISSUANCE DATE: N/A

APPEAL DEADLINE: NOVEMBER 30, 2017 **APPEAL FILED:** NOVEMBER 30, 2017

NOTICE OF DECISION ISSUED DATE: NOT ISSUED **APPEAL OF NOTICE OF DECISION:** NONE

APPEAL HEARING DATE AND TIME: FEBRUARY 26, 2018 AT 9:00AM

PLACE: CITY COUNCIL CHAMBERS, CITY HALL 15670 NE 85TH STREET, REDMOND WA 98052

BY: HEARING EXAMINER, SHARON RICE, THE OFFICES OF SHARON RICE HEARING EXAMINER, PLLC

DATE OF NOTICE: FEBRUARY 9, 2018

ATTENDANCE AT APPEAL HEARINGS: PER RZC 21.76.060(I) THE APPELLANT, APPLICANT, OWNER(S) OF PROPERTY SUBJECT TO THE APPLICATION, AND THE CITY SHALL BE DESIGNATED PARTIES TO THE APPEAL. EACH PARTY MAY PARTICIPATE IN THE APPEAL HEARING BY PRESENTING TESTIMONY OR CALLING WITNESSES TO PRESENT TESTIMONY. ALL INTERESTED PERSONS ARE INVITED TO ATTEND THE HEARING ON **FEBRUARY 26, 2018** TO OBSERVE THE PROCEEDINGS. INTERESTED PERSONS, GROUPS, ASSOCIATIONS, OR OTHER ENTITIES WHO HAVE NOT APPEALED MAY PARTICIPATE ONLY IF CALLED BY ONE OF THE PARTIES TO PRESENT INFORMATION. THE HEARING EXAMINER'S RESOLUTION OF THIS APPEAL MAY RESULT IN MODIFICATION OF PROJECT CONDITIONS.

INFORMATION AVAILABLE: A COPY OF THE STAFF REPORT TO THE HEARING EXAMINER, IF SUCH A REPORT IS PREPARED, WILL BE AVAILABLE FOR REVIEW AT LEAST 7 DAYS PRIOR TO THE HEARING, AND COPIES WILL BE PROVIDED AT THE REQUESTOR'S COST. THE REPORT WILL ALSO BE AVAILABLE AT WWW.REDMOND.GOV/GOVERNMENT/HEARINGEXAMINER. THE APPLICATION AND ALL DOCUMENTS FILED BY THE APPELLANT ARE AVAILABLE FOR INSPECTION OR COPYING (AT THE COST OF THE REQUESTOR) AND ARE ON FILE IN THE DEVELOPMENT SERVICES CENTER DURING BUSINESS HOURS; AND IS LOCATED AT 15670 NE 85TH STREET, REDMOND, WA 98073-9710 (425-556-2473).

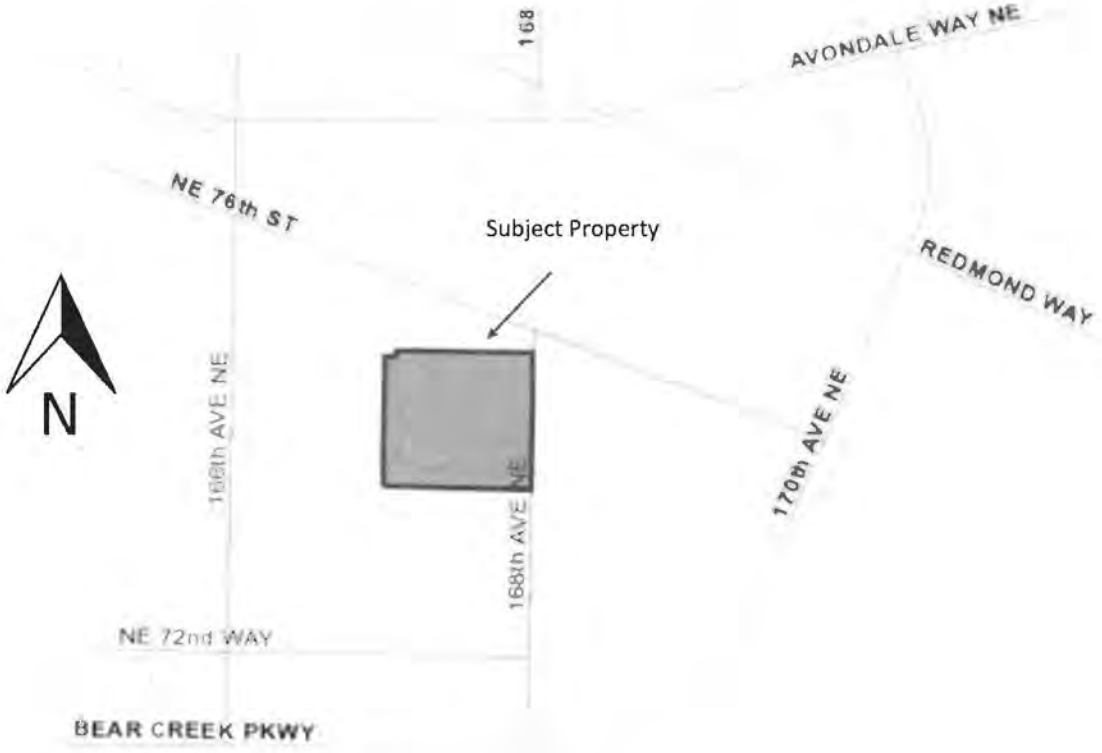
HEARING INFORMATION AVAILABLE: FOLLOWING THE HEARING TO BE HELD ON **FEBRUARY 26, 2018**, A COPY OF THE HEARING EXAMINER'S DECISION WILL BE SENT TO THE PARTIES TO THE APPEAL AND CAN BE OBTAINED BY CONTACTING THE OFFICE OF THE HEARING EXAMINER, CITY OF REDMOND, MS: 3NFN, P.O. BOX 97010, REDMOND, WA 98073-9710. PHONE: 425-556-2191, AND WILL BE AVAILABLE AT WWW.REDMOND.GOV/GOVERNMENT/HEARINGEXAMINER. THE APPEAL PROCEDURES WILL BE SET FORTH IN THE HEARING EXAMINER'S REPORT ISSUED IN THIS MATTER. IF YOU ARE HEARING OR VISUALLY IMPAIRED, NOTIFY THE OFFICE OF THE HEARING EXAMINER AT 425-556-2191 ONE WEEK IN ADVANCE OF THE HEARING IN ORDER TO BE PROVIDED ASSISTANCE.

CITY CONTACT INFORMATION

PROJECT PLANNER NAME: SARAH PYLE
PHONE NUMBER: 425-556-2426
EMAIL: SPYLE@REDMOND.GOV

VICINITY MAP

Project Name: Redmond Town Center

Address: 7405 168th Ave NE

Parcel #: 7202410132