Exhibit 1

CityofRedmond
WASHINGTON

Planning Commission Report

To: City Council

From: Planning Commission

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Date: November 28, 2018

File Numbers: LAND-2017-00023; SEPA-2017-01113

Title: Proctor Comprehensive Plan Amendment and Rezone

Planning Commission Recommendation: Approval

Recommended Action: Adopt the proposed Comprehensive Plan policies and Zoning Code regulations for the Northwest Design District (*Exhibit A*) and amend the land use and zoning designations on the Proctor site from Business Park to Northwest Design District.

Summary: The proposed amendments would establish the Northwest Design District and associated policies and zoning regulations to allow standalone residential uses such as townhomes and multifamily structures, as well as continued nonresidential uses such as professional office and neighborhood-scaled services.

Reasons the Proposal Should be Adopted:

The recommended Comprehensive Plan and Zoning Code amendment should be adopted as it:

- Is consistent with the land use designation criteria, including the Design District criteria,
- Provides consistency with the Willows/Rose-Hill Neighborhood Plan,
- Creates flexible policies and regulations that respond to the unique characteristics of the site,
- Allows for the creation of a horizontally-integrated mixed-use site,
- Creates opportunity for a range in housing types such as apartments and townhomes, and
- Creates site-specific Green Development Incentives that require more than the current Green Building Program

Recommended Findings of Fact

1. Public Hearing and Notice

a. Public Hearing Date

The Planning Commission held a public hearing on the proposal on October 24, 2018, and the hearing was left open for oral and written comment and testimony until November 7, 2018. Oral testimony was given by the Applicant, represented by Bonnie Geers of Quadrant and Courtney Flora of McCullough, Hill, Leary. The meeting minutes for the October 24, 2018, and November 7, 2018, Planning Commission meetings are shown in *Exhibit B* and *Exhibit C*. A previous public hearing was held on the Applicant's original proposal on June 27, 2018, and was left open until July 11, 2018.

b. Notice

The public hearing notice was published in *The Seattle Times* on October 3, 2018. Public notices were posted in City Hall and at the Redmond Library. Notice was also provided by announcing the hearing in the Planning Commission agendas and extended agendas, distributed to property and business owners in the vicinity of the site, various members of the public, and various agencies. Additionally, hearing notification was posted on the City's website.

Recommended Conclusions

1. *Key Issues Discussed by the Planning Commission*

Planning Commission began discussion of this topic on June 13, 2018. After three study sessions and a public hearing on the proposal the Planning Commission passed a motion on July 11, 2018, directing Staff and the Applicant to provide additional analysis. In the proceeding weeks, the Applicant submitted a modified land use proposal resulting in substantive changes to their original proposal – resulting in a new Technical Committee Recommendation, issued October 19, 2018.

Planning Commission began discussion of the modified proposal on October 24, 2018. Key discussion issues are summarized below. *Exhibit D* includes the Planning Commission's issues matrix.

Design District Designation

Commissioners discussed the suitability of the use of a Design District designation for the site and particularly whether use of such a designation could create the flexibility in regulations necessary to realize development of the site while remaining consistent with existing policies and the Willows/Rose-Hill Neighborhood Plan. The Commission reviewed the adopted vision for the neighborhood and several policies from throughout the Comprehensive Plan that were grouped into the categories of "supportive" and "less supportive." The Commission found the proposal was adequately supported by policies and is in alignment with the Willows/Rose-Hill Neighborhood Plan.

Site Constraints

Commissioners discussed site constraints related to the topography and the existing Business Park (BP) zoning designation. A slope analysis for the site and surrounding area was provided for the Commission's review and discussion. The analysis illustrated the topography on the south, east, and northeast portions of the site which the Applicant noted is not conducive to the development requirements of the BP zone. The Commission concurred with development limitations related to the topography and BP zone regulations on the site which have contributed to it remaining undeveloped.

Transit Service

Commissioners reviewed in detail the existing transit service and potential future transit service being considered as part of King County Metro's North Eastside Mobility Plan (NEMP). The Commission expressed concern with the ability for existing transit to provide adequate service to future residents and employees on the site. It was noted, however, that both vertical residential mixed-use and commercial uses are already allowed under the current zoning designation and the Commission did not feel transit service in and of itself was grounds to limit the proposal. The Commission expressed optimism with the potential for future service revisions that could increase transit service to the site and the Willows Corridor at large.

Affordable Housing

Commissioners reviewed the affordable housing provisions included as part of the proposed zoning regulations – 10% of townhomes provided at 80% of Area Median Income (AMI), and 10% of apartments at 70% AMI. The proposed affordable housing provisions meet or exceed the current standards applicable on the site (10% of all units at 80% AMI). The Commission inquired on requiring even deeper levels of affordability, noting that one of the key arguments cited by proponents of this zoning amendment is that it will help increase the supply of more affordable housing in Redmond. Staff noted that existing policy supports seeking additional affordable housing requirements in areas where an increase in residential capacity is granted (HO-38); in this instance, the residential capacity is not proposed to increase and therefore the proposed regulations are mostly consistent with the current affordable housing requirement on the site, with a slightly deeper level of affordability for apartment units. The Commission noted that citywide review and analysis of affordable housing, and ways to achieve more of it, would be necessary to determine the appropriate level of changes to the proposed affordable housing provisions if they were to consider recommending different targets in this case. Therefore, that recommendation was determined to be beyond the scope of the proposal before them. However, the Commission noted that once this comprehensive affordable housing analysis has been done, it should be used as a guide in similar cases to this one to ensure the City pushes for strong enough affordability standards when making zoning changes. The Commission noted they would like to be briefed in the future on City efforts about affordable housing policy.

2. *Recommended Conclusions of the Technical Committee*

The Commission also agrees with the findings of the Technical Committee Report *(Exhibit E)* regarding the recommendation to adopt the proposed policies and zoning regulations for the Northwest Design District and to amend the land use and zoning designation on the Proctor site from Business Park to Northwest Design District are adopted.

3. *Planning Commission Recommendation*

At the November 7, 2018, Commission meeting, the Commission voted to recommend approval of the application for proposed Comprehensive Plan policies and Zoning Code regulations for the Northwest Design District *(Exhibit A)* and proposed amendments to the land use and zoning designations on the Proctor site from Business Park to Northwest Design District.

List of Attachments

Exhibit A: **Recommended Northwest Design District Policies & Regulations**

Exhibit B: **Planning Commission Meeting Minutes, October 24, 2018**

Exhibit C: **Planning Commission Meeting Minutes, November 7, 2018**

Exhibit D: **Final Planning Commission Issue Matrix**

Exhibit E: **Technical Committee Report with Exhibits**

Erika Vandenbrande, Planning and Community Development Director — Date 11/30/18

Roy Captain, Planning Commission Chairperson — Date 11/30/2018

Approved for Council Agenda — John Marchione, Mayor — Date 11/30/2018

Northwest Design District: Draft Comprehensive Plan Policies

Revised 11/7/2017

New Section and Policies:

Northwest Design District

The purpose of the Northwest Design District is to encourage residential uses within a variety of housing types while also providing neighborhood-scaled commercial and service uses that meet the daily needs of nearby residents and employees working within the Willows employment corridor. The Northwest Design District will provide opportunity for coordinated development through a master plan that recognizes the unique context and natural features of the site.

N-WR-F-6: Permit a variety of housing types such as attached dwellings, multifamily, and mixed use residential, as well as neighborhood-scaled commercial service uses to meet the daily needs of nearby residents and employees.

N-WR-F-7: Require a master plan for new development in order to facilitate development which acknowledge the unique context and natural features of the site.

21.XX.XXX Northwest Design District: Draft Regulations

Revised 10/8/2018

A. Purpose Statement

The purpose of the Northwest Design District is to encourage residential uses within a variety of housing types while also providing neighborhood-scaled commercial and service uses that meet the daily needs of nearby residents and employees working within the Willows employment corridor. The Northwest Design District will provide opportunity for coordinated development through a master plan that recognizes the unique context and natural features of the site.

B. Maximum Development Yield

Table 21.XX.XXXA
Maximum Development Yield

	Base	Residential Bonuses Available, and Quantity	Maximum	Illustrations
Floor area ratio (FAR)	1.13	TDRs or NWDD Green Incentives: 0.87	2.00	To be provided

C. Allowed Uses and Basic Development Standards

Table 21.XX.XXXB
Allowed Uses and Basic Development Standards

§	Use	Maximums: Height (stories) w/o TDR or NWDD Green Incentives; w/TDR or NWDD Green Incentives	Maximums: FAR w/o TDR or NWDD Green Incentives; w/TDR or NWDD Green Incentives	Parking Ratio: unit of measure (min req, max allowed)	Special Regulations
RESIDENTIAL					
1	Attached dwelling unit, 2-4 units	4	.68; 1.0	Studio (1.2, 1.2) 1 bedroom (1.5, 1.5) 2 bedrooms (1.8, 1.8) 3+ bedrooms (2.0, 2.0) Guest (1 per 4 units)	See RZC 21.08.260, Attached Dwelling Units, for specific regulations related to design, review and decision procedures. See RZC 21.20, *Affordable Housing*.
2	Multifamily structure	5; 6	.68; 1.0		See RZC 21.20, *Affordable Housing.*
3	Mixed-use residential structure				Non-residential uses shall be included, but not limited to, the ground floor street level. See RZC 21.20, *Affordable Housing*.
GENERAL SALES OR SERVICES					

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4	Consumer goods sales or service, other than heavy or durable	4; 5	.45; 1.0	1,000 sq ft gfa (2.0, 3.0)	
5	Grocery, food, beverage, and dairy				Maximum 15,000 sq ft gfa.
6	Health and personal care				
7	Finance and insurance				
8	Real estate services				Self-storage facilities prohibited
9	Professional services				
10	Full-service restaurant			1,000 sq ft gfa (9.0, 9.0)	
11	Cafeteria or limited-service restaurant			1,000 sq ft gfa (10.0, 10.0)	
12	Personal services			1,000 sq ft gfa (2.0, 3.0)	
TRANSPORTATION, COMMUNICATION, INFORMATION, AND UTILITIES					
13	Road, ground passenger, and transit transportation	4; 5	.45; 1.0	1,000 sq ft gfa (2.0, 3.0)	
14	Rapid charging station			Adequate to accommodate peak use	
15	Wireless Communication Facilities				See RZC 21.56, *Wireless Communication Facilities*, for specific development requirements.
16	Local utilities				
17	Regional utilities				Conditional Use Permit required.
ARTS, ENTERTAINMENT, AND RECREATION					
18	Amusement, sports, or recreation establishment	4; 5	.45; 1.0	1,000 sq ft gfa (2.0, 3.0)	Fitness and athletic clubs only. Max 10,000 sq ft gfa.
19	Natural and other recreational park			1,000 sq ft gfa (0, adequate to accommodate peak use)	
20	Community indoor recreation				
21	Parks, open space, trails and gardens				
EDUCATION, PUBLIC ADMINISTRATION, HEALTH CARE, AND OTHER INSTITUTIONS					
22	Day care center	4; 5	.45; 1.0	Employee on maximum shift (1.0, 1.0)	See RZC 21.08.310.
23	Associations and nonprofit organizations			1,000 sq ft gfa (2.0, 3.0)	

D. Regulations Common to All Uses

Table 21.XX.XXXC Regulations Common to All Uses		
Regulation	**Standard**	**Exceptions**
Setback: NE 124th Street	15 feet; stories 4 and higher shall be setback a minimum of 20 feet	Parking areas shall be located outside of setbacks on NE 124th St and Willows Road. Parking shall be setback a minimum of 10 feet from
Setback: Willows Road	100 feet average; in no instance may be less than75 feet	

Setback: All other property lines	20 feet	all other property lines with approval of a landscape plan. Features allowed within all setbacks may include recreational open space, trails and pathways, natural looking stormwater facilities, retaining walls with an 8 foot maximum height, City gateway features and signage, and similar features or amenities. Underground stormwater detention facilities are allowed within setbacks provided they are located no closer than 15 feet to the planned right-of-way line for Willows Road.
Landscape Area	20%, see RZC 21.16.020.G	
Impervious Surface Area	60%, see RZC 21.16.020.D	
Residential Usable Open Space	20% of gross site area	Environmentally critical areas and their buffers shall not be included to satisfy open space requirement.

1. A Master Plan is required for all development within the Northwest Design District. Master Plan developments shall provide:
    a. A minimum of 22,000 square feet of gross floor area of nonresidential land uses. Leasing offices and resident amenities shall not be counted toward the nonresidential land use requirement.
    b. Nonresidential land uses shall be located in the northwest portion of the site and adjacent to NE 124th Street. Nonresidential land uses shall not be located on the hillside sloping up from Willows Road.
    c. Phasing plan. The phasing plan shall provide for completion of no more than 30 percent of the dwelling units without first completion of the minimum gross floor area of nonresidential land uses.
2. Drive-through facilities are prohibited in the Northwest Design District.
3. Deviations from the parking ratio requirements in Table 21.XX.XXXB above shall comply with RZC 21.40, *Parking Standards.*

E. Residential Usable Open Space

1. General Requirement. The minimum residential usable open space requirement establishes the minimum percentage of a development that must be set aside to provide usable open space for residents.
2. Alternatives for configuration of the total amount of usable open space.
    a. Common open space is open space that is available to all residents. It includes landscaped courtyards or decks, gardens with pathways, children's play areas, and other multipurpose recreational or green spaces providing a mixture of passive and active open space areas.

b. Common open space shall be large enough to provide functional leisure or recreational activity as determined by the Technical Committee. The average minimum dimension shall be 20 feet, with no dimension less than 12 feet.
c. Common open space areas shall be located in at least three separate locations and dispersed in a manner to provide proximity to all residents within a development. For phased development, a minimum of one open space area shall be provided for each phase of development.
d. Private open space is open space that is *not* available to all residents. It includes balconies, patios, and other multi-purpose recreational or green spaces. It may be used to meet up to 50 percent of the usable open space requirement. Private open spaces shall be at least 50 square feet, with no dimension less than five feet.
e. Rooftop open space available to all residents may be used to meet up to 50 percent of the usable open space requirement.

3. 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 any pedestrian path or walkway traversing through the open space if the total width of the common usable open space is 18 feet or wider.

F. Supplemental Standards

1. Purpose. The purpose of this section is to implement Willows/Rose Hill Neighborhood policies and to retain the following features of the Willows Corridor:
    a. Important natural features of the hillside corridor;
    b. A pastoral and parkway appearance;
    c. Visual compatibility between buildings and the forested hills and open pastures of the Willows Corridor; and
    d. High-quality site and building design.
2. Design Standards. Development in the Northwest Design District is subject to RZC 21.60, *Citywide Design Standards.* In addition to the Citywide Design Standards, the following shall apply:
    a. Requirements.
        i. Parking shall be screened by buildings or trees from Willows Road.
        ii. A Type II landscape screen, as defined in RZC 21.23.080, shall be provided along property lines abutting non-residential uses. The landscape screen shall be a minimum 10 feet wide, with an average width of 15 feet. Other features such as topography or existing trees which provide a visual buffer meeting or exceeding a Type II landscape screen may be used to satisfy this requirement.
        iii. A minimum 15 foot wide Type II landscape screen, as defined in RZC 21.23.080, shall be provided to visually buffer the development from Willows Road. Features such as forested gullies, wetlands, old pastures and existing treed areas which provide a visual buffer meeting or exceeding a Type II landscape screen may be used to satisfy this requirement.

iv. Any portion of an underground stormwater detention facility, such as a vault, extending above-grade shall be screened with features such as berms or landscaping.

v. A master plan's circulation concept shall demonstrate that non-residential uses are located to encourage access by walking or bicycling.

G. NWDD Green Development Incentives

1. Purpose. The purpose of the green development incentives is to implement green development techniques in an effort to reduce the carbon footprint of proposed development by promoting energy efficient design and construction methods.

2. The maximum height and FAR pursuant to Table 21.XXX.XXX may be achieved on a project-wide basis provided the development demonstrates the ability to meet a minimum of LEED Gold, Built Green 4-Star, or an equivalent in alternative certification program, on 100 percent of buildings within the development, and two of the following:

    a. 100 percent of ground-oriented residential units are "electric vehicle charging ready," a minimum of one electrical vehicle charging station is available per 20 apartment residential units, and a minimum of one electrical vehicle charging station is available per 10,000 square feet of nonresidential land uses.
    b. Green roof(s) encompassing a minimum size of 25 percent of the roof area on all multifamily and mixed use buildings of 20 units or more. Green roofs shall be designed according to the guidelines of the Redmond Stormwater Technical Notebook. Compliance with this technique shall require review and approval by the Building Official.
    c. Solar Panels on 25 percent of all ground-oriented dwelling units as described in RZC 21.XX.XXX.
    d. Community solar opportunity to serve residential and/or nonresidential tenants within the development.

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21.20.060 Supplemental Requirements

A. **Willows/Rose Hill Neighborhood.**

1. As provided for in Comprehensive Plan policy N-WR-E-7, the allowed density shall be seven units per acre for a demonstration project in which at least 20 percent of the total dwelling units are affordable. Other bonuses allowed by the RZC may be used in addition to this bonus.
2. Consistent with Comprehensive Plan policy HO-38, new development in the Northwest Design District shall provide affordable housing as follows:
   a. At least 10 percent of new dwelling units that are ground oriented containing exterior ground level access to the outside with one or more shared walls and without any unit located over another unit must be affordable to a household having an annual income of 80 percent of the median income, adjusted for household size.
   b. At least 10 percent of new dwelling units within a multifamily or mixed use building and which are not ground oriented, as described above, must be affordable to a household having an annual income of 70 percent of the median income, adjusted for household size.
   ~~a.~~c. The provisions of RZC 21.20.030.C, D, E, and H shall not apply in the Northwest Design District.

B. **Southeast Redmond Neighborhood.**

1. Consistent with policy HO-38 and N-SE-22, properties rezoned from GC or R-12 to R-30 as part of the Southeast Redmond Neighborhood Plan Update (Ord. 2753) shall be required to provide 10% of units in developments of 10 units or more as low-cost affordable housing units. The bonus provisions of RZC 21.20.030.E shall apply.
2. Marymoor Design District.
   a. MDD3 Zone
      i. At least 10 percent of the units in new housing developments of 10 units or more must be affordable units.
      ii. Pursuant to RZC 21.20.030.H, the bonus for required affordable housing is an additional FAR of .09 above the base FAR. No other density bonuses shall be given for affordable housing.
   b. Other Zones in the Marymoor Design District.
      i. At least 10 percent of the units in new owner-occupied housing developments of 10 units or more must be affordable to a household having an annual income of 70 percent of the median income, adjusted for household size.
      ii. At least 10 percent of the units in the new renter-occupied housing developments of 10 units or more must be low-cost affordable units.
      iii. The provisions of RZC 21.20.030.C, D, E, and H shall not apply.

C. **Education Hill Neighborhood**.

1. Consistent with policies HO-38 and N-EH-15, properties rezoned from R-5 to R-18 shall be required to provide 10% of units as affordable housing units if eight or fewer homes are developed. If more than eight homes are developed, 10% of units shall be low-cost affordable units. The bonus provisions of RZC 21.20.030.E shall not apply. (Ord. 2785)

D. **Urban Centers.**

1. In portions of Overlake where density limits are expressed as a Floor Area Ratio, the bonus above the maximum residential FAR expressed in RZC 21.12, *Overlake Regulations*, is two times the equivalent floor area for each affordable unit provided. The bonus residential floor area may be used to increase buildingheight by up to one story above the base standards shown in RZC 21.12, *Overlake Regulations*. The bonuses granted under this provision are in addition to any bonuses granted for senior housing under RZC 21.20.070, *Affordable Senior Housing*.
2. Downtown. Development in Downtown will receive a square footage density credit equal to the square footage of the affordable housing units provided on-site, or the square footage of the affordable housing units provided off-site pursuant to RZC 21.20.050, *Alternative Compliance Methods*. This square footage credit can be converted to TDRs pursuant to RZC 21.48.010.G, *Affordable Housing Bonus*. The bonus is subject to the limitations of RZC 21.10.110.B, *Downtown Height Limit Overlay*.

CITY OF REDMOND PLANNING COMMISSION
MINUTES

October 24, 2018

COMMISSIONERS PRESENT: Chairman Captain, Vice Chairman Miller, Commissioners East, Kritzer and Nichols

STAFF PRESENT: Andrew Bauer and Jae Hill, Planning Department

EXCUSED ABSENCE: Commissioners Rajpathak and Rodriguez

RECORDING SECRETARY: Carolyn Garza, LLC

CALL TO ORDER:
The meeting was called to order at 7:00 p.m. by Chairman Captain.

APPROVAL OF THE AGENDA
MOTION to approve the Agenda by Commissioner Nichols. MOTION seconded by Vice Chairman Miller. The MOTION passed unanimously.

APPROVAL OF MEETING SUMMARY FOR OCTOBER 10, 2018
MOTION to approve the Meeting Summary by Commissioner Nichols. MOTION seconded by Vice Chairman Miller. The MOTION passed unanimously.

ITEMS FROM THE AUDIENCE: None

Public Hearing and Study Session, Proctor Willows Comprehensive Plan Amendment

Public Hearing

Chairman Captain opened the Public Hearing but temporarily closed to allow for a presentation first.

Mr. Bauer explained that the Public Hearing held at this meeting would be new as there was a new Technical Committee recommendation to approve the applicant's request.

For background, the issue at hand was a privately initiated, site specific request to change the Comprehensive Plan and Zoning Designations. The proposal had been presented in Summer 2018 and the Planning Commission had requested more information. Staff and the applicant have been working collaboratively and ongoing discussions have resulted in a modified proposal from the applicant in September 2018. On October 19, 2018, the Technical Committee issued a recommendation to approve the modified request.

The proposal is a Comprehensive Plan Amendment and zoning code change from the current zoning of Business Park to Design District, intended to create flexible regulations that more accurately respond to the site constraints. These regulations include allowing horizontally integrated mixed-use, more diversity in housing types and a range of commercial uses that respond better to the site. The Proctor site at the corner of 124th and Willows Road was displayed. On the north side, the City of Kirkland zoning is Industrial and the east side is unincorporated King County, zoned Agricultural. Within the City of Redmond limits the surrounding zoning is Business park and a mixture of single-family and multi-family designations.

The original proposal and modified proposal were displayed side by side. The regulations for consideration require a minimum level of non-residential uses on the site. Increasing the commercial side reduces residential apartments, balancing what the site can handle from an impact standpoint. The townhome total has remained the same.

There was now a recommendation to approve the request with a set of Comprehensive Plan policies creating the Design District at the policy level. The designation change on the site from Business Park to Design District would be called the Northwest Design District, with zoning regulations that future development would be required to adhere to.

The proposed Northwest Design District zoning regulations are intended to have flexibility and to respond to the site. There is an affordable housing component for 10 percent of townhome units be restricted to 80 percent of area median income, deeper on apartment units providing 70 percent area median income. A Master Plan would be required; 22,000 square feet for non-residential uses and no more than 30 percent of overall residential units to be completed prior to non-residential space, the intention being to encourage a mixed-use site. Non-residential uses must be located in the northwest portion of the site where access to the site would be located, moving away from the steeper topography. A minimum of 20 percent of gross site area is to be residential open space; under current zoning there are no standards and this would create a higher level of additional design and amenities. Unchanged from current zoning is building height, floor area ratio, general landscaping and impervious surface. The Willows Corridor requires a minimum average 75-foot setback and this would remain the same.

A set of unique Green Development incentives have been created specifically for the Northwest Design District to be used in lieu of the current City Green Building Program. Should the applicant want to achieve maximum building height and/or floor area ratios, the Green Development incentives would be required to be applied to the project. All buildings on the site must be built to either LEED Gold or Built Green 4 Star, and two of four items that include electrical vehicles, green roofs and solar energy generation must be utilized as well. These requirements are more extensive than the current City program.

There are many constraints on the property; these are factors which were considered by the Technical Committee that led to a recommendation to approve the proposal.

Vice Chairman Miller asked what percentage of the site was not developable due to topography. Mr. Bauer replied that the southern area is the steepest. Vice Chairman Miller asked if this would

be 15 percent and Mr. Bauer replied potentially, but this would need to be verified. Vice Chairman Miller commented that this would help to understand the 20 percent Open Space dedication if 15 percent is not developable.

Mr. Bauer continued the presentation with a map of the topography. The site would be challenging to develop under current zoning regulations. Business Park zoning has been in place since 1979 and the site has been vacant for decades potentially because of the zoning designation. A Design District would provide the opportunity to look at the site itself and craft regulations that will allow more flexibility and respect site constraints such as topography. Other existing land use designations would present further issues. The Design District is more appropriate to create the flexibility this site requires and could potentially serve an under-served housing market with owner-occupied townhome units.

There are some new developments related to transit, but not much has changed from the original proposal regarding bicycle and pedestrian infrastructure. The Redmond Central Connector phase three will connect as well as the Cross Kirkland Connector. The site will provide a linkage. King County Metro has continued work on the North Eastside Mobility Planning effort and a potential result is a bus route restructure, and community input is being compiled now with a proposal to the County Council planned for the first part of 2019. Should the County Council act on recommendations, the changes could go into effect in Fall 2019. Options on the table would increase transit service to the 930 route which runs adjacent to the site. Under one proposed change, there would be all-day weekday service to the site where currently there is only peak-hour service.

In concept, there would be a lower level of trip generation in terms of generalized land uses. A table comparing a maximum development scenario under current zoning versus the previous proposal from Summer 2018 and the current proposal was shown. Specific traffic impacts would be assessed in more detail and mitigated at the time of a development proposal.

No school boundaries have changed with the new school year. All schools are over a mile away and students would most likely require busing or other transportation.

Design District regulations require a level of Parks and Open Space. Each phase of development would require a minimum of one Open Space completed. A minimum of three areas must be dispersed throughout the site.

Mr. Bauer concluded by noting that the Technical Committee issued a recommendation to approve the modified proposal as well as the recommended policies and draft zoning regulations for the Northwest Design District. The Technical Committee report provides decision criteria in more detail. Public testimony would now occur followed by Planning Commission discussion and a request for recommendation to City Council.

Chairman Captain opened the Public Hearing.

Public Hearing

Ms. Bonnie Geers, 15900 SE Eastgate Way, Bellevue, thanked the Planning Commission for asking the Quadrant team and City to collaborate, and thanked staff for working diligently to arrive at an agreed modified proposal as well as draft zoning regulations for consideration. Quadrant fully supported the revised Technical Committee Report and was excited about development on this site. The Quadrant team was present to address any questions from the Commissioners. The third page of draft zoning regulations addresses the Open Space question.

Chairman Captain stated that the Public Hearing should remain open and the Commission agreed.

Study Session

Commissioner Kritzer asked for clarification that the townhomes placed on sloping would fit better or if this was about environmental impact. Mr. Bauer displayed a graphic and replied that at a conceptual level, townhomes can be terraced up the hillside as opposed to a large footprint building with more grading, cutting and filling.

Commissioner Kritzer asked if there was a precedent for requiring an even larger affordable housing percentage or if what is being presented was the maximum level expected for an area of this type. Mr. Bauer replied that there have been areas where the City has required more and those have typically been in upzone areas. In this instance, this proposal creates more flexibility, is not an upzone and townhome ownership is viewed as positive from an affordability standpoint. Commissioner Kritzer was interested in finding out more about the other robust areas in order to consider opportunities to increase affordable housing access. Mr. Bauer asked for clarification that if what was needed was what the City of Redmond has done in recent rezones, and Commissioner Kritzer replied something that might be comparable to this type of development.

Mr. Hill replied that in the Marymoor District there is a 70 percent AMI (Area Median Income) requirement for 10 percent of residential units. In Issaquah there is a 70 percent AMI requirement for 15 percent of residential units in the new downtown area. Examples can be brought to the next presentation.

Commissioner Kritzer asked what the incentive is for developers to achieve Green Building requirements. Mr. Bauer replied that this is found on the first page of zoning regulations, sub-section C. Maximums for height and FAR (Floor Area Ratio) rather than base can be allowed with Green Development Incentives. Commissioner Kritzer asked if the incentive was that the developer would be able to build taller buildings, in example, if green features are included in the building and Mr. Bauer replied yes.

Commissioner East stated that if people would be cutting through the site to get from one bus line to another, this may be a negative for families whose children are playing in those residential neighborhoods. Metro will hopefully have ideas around opportunities for people to use buses without walking through neighborhoods. Mr. Febus, Civil Engineer for the applicant, came from the audience and replied that the City Transportation Master Plan shows a trail that would connect the two between Willows Road and the Northwest edge of the site where the Cross

Kirkland Connector comes down. What the project proposes is to construct the Comprehensive Plan Trail so that there is a multi-modal trail along 124th.

Commissioner East asked if incentives for Green Building are currently offered or intended for future growth. Mr. Bauer replied that the City has a Green Building program point system currently as an optional incentive but the set of regulations has not been recently updated and some of the Green Building features that may have been cutting edge at the time have become industry standard, in example, Stormwater. Commissioner East asked if this project would set a new standard and Mr. Bauer replied yes.

Commissioner Nichols asked what the relationship was between the Northeast Side Mobility Plan and the Redmond Transportation Master Plan. Mr. Bauer replied that the Northeast Side Mobility Plan was a King County Metro Plan, and as far as known this project would not result in immediate changes to the Redmond Transportation Master Plan. Any policies or goals already set in the adopted Transportation Master Plan could provide direction in how the City may provide input into Metro's proposed restructure.

Commissioner Nichols asked when the Transportation Master Plan might be revisited to examine more robust requirements for transit, particularly with light rail coming. Mr. Hill replied that an update to the Transportation Master Plan has been identified as a need, but there isn't a specific timeline or funding at this time. Background data research and fact finding will need to be completed prior and timing may be around the Comprehensive Plan Process due in 2023. Minor updates may occur before then.

Vice Chairman Miller was delighted at the progress of collaboration between the applicant and staff. The process issue has been met. An assessment of the community vision for the property, however, will not occur if the project is exempt from the Comprehensive Plan. To what degree the proposal deviates from an adopted community vision was the next question.

Vice Chairman Miller stated having done rough calculations regarding the natural area excluded percentage and asked how this compared to standards established in the Parks Plan for similar types of development. The benefit of the quantity of two charging stations for commercial onsite in relation to other sites was unknown. Vice Chairman Miller asked how the percentage for required solar panels had been arrived at compared to other practices in the community and region. There was a similar concern to the issue of Commissioner East regarding bus users moving through the site. A higher altitude graphic showing how the parcel would relate to surrounding neighborhoods was desired as cut through traffic from parks and trails will most likely come from other residential areas that are not very close.

Precise language regarding transit was appreciated. The King County Metro Northeast System Restructure proposal in process would be a significant change on Willows with the loss of the 243 and 244 routes which provide peak hour service at 15-minute frequencies, to be replaced by a new 930 running every half hour over a longer span of service. The Technical Committee Report tended to confuse language on frequency and span of service. The question was how commercial, corporate and industrial employees currently working in the Willows Corridor served by the 243 and 244 lines would be impacted.

Vice Chairman Miller asked for more information regarding the kinds of topographic restraints similar to this site that have existed elsewhere in the Willows Business Park corridor, and the extent to which this has prevented development on that Corridor. Another question was when intervening projects developed and if this is truly a situation where the site is not developable or simply not profitable as a Business Park.

Vice Chairman Miller stated that there was a comment in the Report in the supporting argument that the proposal had not been considered within the last four updates to the Comprehensive Plan and asked when the last proposal of any kind had been made for site. The argument was being made to set aside the Comprehensive Plan because the applicant has not been able to develop but more information was needed because others have developed in the Corridor. The Report did not cite testimony from One Redmond, nor any policies in the economic vitality section or policies in the Willows-Rose Hill Neighborhood section of the plan regarding capacity of single-family development.

Vice Chairman Miller stated that a written list of questions would be given to Staff for clarity. Many policies relate to this proposal that were not part of the Technical Committee analysis according to the Report. The concept of the Design District can be problematic in that it can allow development a way out of policies adopted by the community for the site. There is not an urban zoned vacant parcel in the community that could not be the subject of a similar application. The Neighborhood Plan and the issue of affordability needs to be examined. Policies consistently state that residential should be developed in areas that are not auto dependent and this proposal defines auto dependent. The median price offered for housing would require an income of $200,000 per year with a 20 percent down payment.

All questions come back to one issue; does this proposal support the interest of the community.

Chairman Captain stated that the major questions had been asked. Clarification was requested regarding the cut through of the property and if this would simply provide the ability to take a short cut whether taking a bus or not in the modified proposal from the applicant in September 2018. Mr. Bauer stated that these issues would be addressed with more graphics at the next Study Session.

Chairman Captain was happy with the potential that has come from the process since Summer 2018.

Commissioner Kritzer also asked for clarification regarding the question of Vice Chairman Miller, if the will of the community would be dismissed. Also, the amount of housing mandated to be 70 percent to 80 percent AMI is important because there is housing in Redmond only accessible by car and also with very little inventory and affordability. Expanding the amount of inventory is important.

Mr. Bauer asked for clarification around what information would be helpful to bring back regarding existing policy context around the adopted community vision. Vice Chairman Miller replied that this was a big question for the community and stated being more concerned with the

general application in the future of the Design District tool. The kind of analysis put together by the Technical Committee did not consider a multitude of policies. The Neighborhood Plan is missing from the proposal. One Redmond gave a very different opinion regarding economic vitality and this was not even mentioned in the Report. The site is not near schools and may have only minimally acceptable transit in the future.

Mr. Hill asked what should be brought back around the point made regarding the cost of owning an automobile, and Vice Chairman Miller replied that this was a discussion point but fair to ask specifically if there would be any low-income funding support in this project. Mr. Bauer replied not being aware of any but that the proposal was preliminary. Vice Chairman Miller stated needing to have assurance that the housing labeled *affordable* was actually affordable. Mr. Hill replied that ownership and rental costs per HUD for AMI categories could be brought back. Vice Chairman Miller hoped to understand the differences between building a certain density of Affordable Housing near a transit hub versus on Willows with limited transit which would take an element of choice out of the equation for the consumer.

Commissioner Kritzer stated that the broader picture of housing stock available in Redmond was important, and was more interested in actual housing prices without the transportation piece.

Commissioner Nichols thanked the applicant and staff for doing the work and was excited about the possibility of more affordable ownership opportunities.

Reports/Scheduling/Topics for Next Meeting(s)

Mr. Hill stated that the Study Session would continue on November 7 and 14, 2018, and that the Comprehensive Plan Docket for 2019 would come to the Commission in November.

Chairman Captain thanked members of the audience for their contribution and help.

Mr. Hill continued that the Marymoor Design Guidelines Visioning Workshop would be held on October 25, 2018, at the Redmond Community Center in Marymoor Village from 5-7 p.m. Mr. Hill stated that Chairman Captain would be opening and closing the meeting.

At the time that the Proctor -Willows project was added to the docket, the City also added a study of housing and uses in the Business Park zone, and this reevaluation of the zone would be brought to the Planning Commission.

Communication with Staff

Mr. Hill stated that the Commission should have received a KNOWBE4 cyber security training email and link. Please complete the training by November 1, 2018, which will take approximately 30 minutes.

ADJOURNMENT:

MOTION to adjourn by Vice Chairman Miller. MOTION seconded by Commissioner Nichols. The MOTION passed unanimously.

The meeting adjourned at 8:24 p.m.

Minutes Approved On:

11/28/2018

Planning Commission ~~Chair~~

Roy Captain

CITY OF REDMOND PLANNING COMMISSION
MINUTES

November 7, 2018

COMMISSIONERS PRESENT: Chairman Captain, Vice Chairman Miller, Commissioners East, Kritzer, Nichols, Rajpathak and Rodriguez

STAFF PRESENT: Andrew Bauer, Judy Fani, Jae Hill, and Erika Vandenbrande, Planning Department

EXCUSED ABSENCE: None

RECORDING SECRETARY: Carolyn Garza, LLC

CALL TO ORDER:

The meeting was called to order at 7:00 p.m. by Chairman Captain.

APPROVAL OF THE AGENDA

Mr. Hill requested a change to the Agenda, postponing Item 6 - Study Session for the 2018-19 Comprehensive Plan Docket, as staff has identified additional analysis and re-ordering. The Item will be moved to the November 14, 2018, Agenda.

MOTION to approve the amended Agenda, by Commissioner Miller. MOTION seconded by Commissioner Kritzer. The MOTION passed unanimously.

ITEMS FROM THE AUDIENCE: None

APPROVAL OF MEETING MINUTES FOR SEPTEMBER 12, 2018

MOTION to approve the Meeting Minutes for September 12, 2018, by Commissioner Nichols. MOTION seconded by Vice Chairman Miller. The MOTION passed unanimously.

Continued Public Hearing and Study Session, Proctor Willows Comprehensive Plan Amendment

Public Hearing

Ms. Bonnie Geers, 15900 SE Eastgate Way, Bellevue, with Quadrant Homes thanked the Planning Commission and reiterated from the Quadrant standpoint that the location will be excellent for the community between proximity to Totem Lake redevelopment, currently open businesses, access to recreation, employment along Willows Road and planned on-site amenities.

A slideshow was presented. The community will be a highly desirable place to live. Safe and controlled access into the site will be achieved through the newly proposed traffic signal at NE 124th Street as well as signal timing improvements at other nearby intersections helping the traffic flow. Development will bring frontage improvements to the intersection. There will be safety in the protected intersection to cross and connect between the Redmond Central Connector and Kirkland Corridor trails which completes the regional system. Hard and soft surface trails, new bus shelters and $2.5 million in impact fees to the City of Redmond are other benefits.

The affordable housing proposed exceeds City requirements; an income-eligible family making $82,000 per year will be able to buy a three-bedroom townhome for $310,000. Green Building incentives exceed current City code; all structures on site will need to meet LEED Gold or Build Green Four-Star certification which is not a part of City code today.

The Puget Sound Regional Council published an article "Missing Middle" Housing in the Region on October 31, 2018, that concluded that more housing that meets the "middle" (such as townhomes) is beneficial. These types of attached developments are generally 31 percent more affordable than single-family detached. Townhomes are a benefit to Redmond in providing more affordability and more choices.

Vice Chairman Miller asked Ms. Geers if the conclusion was that a housing supply scarcity existed in Redmond. Ms. Geers replied that a statistical analysis had not been conducted, but new applications of townhome-style communities were tracked and there was not a significant number of new townhome developments being proposed.

Vice Chairman Miller asked Ms. Geers what the market sales price would be of an affordable townhome. Ms. Geers replied this would vary and depend on what the particular buyer is wanting to purchase and what the market charges.

Ms. Courtney Flora, 701 5th Avenue, Seattle, Land Use Counsel for Quadrant, thanked the Planning Commission and staff for working so closely with Quadrant to improve the project. Many productive meetings were held with staff where Quadrant was challenged to reconsider aspects of the site plan, and Quadrant is proud of the current proposal.

A comment from the last Public Hearing, that the proposal somehow represents an exemption from compliance with the Comprehensive Plan, was surprising and Quadrant believes that the current proposal is absolutely consistent and the Plan and purpose of the Design District designation. Staff did a very good job in outlining the policies complied with in the report. Ms. Flora referred the Commission to the Quadrant revised Comprehensive Plan analysis submitted to the record with the revised proposal, which outlines, in particular the Willows Road policies the proposal supports.

Quadrant initiated the proposal in early 2016 and has shown extraordinary diligence and commitment to the process, working for two and a half years with many challenges. At every step, Quadrant has been responsive and receptive. There have been numerous Public Hearings held and the record fully supports this proposal in terms of Comprehensive Plan consistency.

Mr. Fred Proctor has also been extremely patient throughout the process and while he was not able to be present at this Hearing, Mr. Proctor wished to express gratitude to the Planning Commission as well. Mr. Proctor has waited for decades for the property to be put to productive use, and Quadrant is offering that opportunity not only to Mr. Proctor but to the citizens of Redmond who will benefit from the diverse affordable housing.

In conclusion, Quadrant respectfully requested that the Planning Commission vote to support the proposal at this meeting.

Chairman Captain stated that the Public Hearing would remain open until the Commission was comfortable closing it.

Study Session

Chairman Captain asked Mr. Bauer, Senior Planner, to present the Issues Matrix.

Mr. Bauer began with the first issue, how the proposal is consistent with community vision for the Neighborhood Plan and Comprehensive Plan policies. The Design District is adopted as a component of the Comprehensive Plan and as part of any designation change, criteria are adopted. The Technical Committee report reviews the change against different designation criteria and the report found that the proposal is consistent with those criteria. The Design District designation notes that any Design District created, needs to be consistent with the adopted Neighborhood Plan and community vision for that area. The Comprehensive Plan is not being deviated from.

Commissioner Kritzer appreciated the information and commented that the Willows Rose Hill Neighborhood Vision document was compelling and when compared against what is being proposed there is a great match particularly in terms of the types of residential areas that the community hopes to see.

Vice Chairman Miller agreed with the Attorney for Quadrant that the Design District is a part of the rules as they exist currently. However, the Design District may not be a good tool. In the Technical Committee report, the response to Policy LU-63, Subpoint #1 speaks to providing flexibility to allow a horizontally-integrated mixed-use site is true but Vice Chairman Miller asked if the same argument about flexibility could be made for almost any proposed Design District. His concern with the Design District was that it was an escape hatch, a variation on a subset of use on a Business Park zone. Vice Chairman Miller did not think the proposal was bad, but was concerned about precedent. There are similar proposals that will be coming to the Planning Commission in the future and Vice Chairman Miller stated that as a Commission, duty should be fulfilled not only to the applicant but to the citizens and the Comprehensive Plan. There are three options at this meeting; approve, deny or condition Technical Committee's recommendation. Vice Chairman Miller asked how to ensure that the level of performance needed will occur from this project, and was proud of the Commission for insisting on an appropriate process. The product has been improved dramatically but fundamental arguments presented in the Technical Committee recommendation are still questionable. Vice Chairman Miller was willing to close the item.

Chairman Captain noted that there would be other opportunities for discussion on this subject. Issue One was closed.

Mr. Bauer continued with Issue Two, affordable housing and other rezones throughout the City, relating directly to an existing housing policy. Commissioner Kritzer asked if there would be more flexibility as the proposal would change the overall zoning to allow for building residential housing options and Mr. Bauer replied yes, the draft regulations before the Commission could be modified. Commissioner Kritzer asked the Commissioners if the proposal might be amended to have more ambitious affordability targets.

Vice Chairman Miller agreed with Commissioner Kritzer. Affordability for engineers versus affordability for other members of the community could be a different threshold. This proposal is not expected to solve all problems, but consideration should be given to whether the Comprehensive Plan should be modified to allow housing where constraints exist.

Commissioner Nichols stated that while more affordable housing is needed, requesting higher performance in the amount of affordable housing that meet certain income limits would likely drive the price up of remaining housing in that development, making this less affordable above those thresholds. There are trade-offs to making those requests and more housing is needed at all levels of affordability.

Vice Chairman Miller appreciated the comment and added that the Comprehensive Plan is clear that density and multifamily housing should be focused in urban centers because there is a very expensive transit system to not only make the actual unit affordable but living there affordable overall. The location of this project is unique being adjacent to agriculture, industrial and previously noted retail operations and the question is what will the community get in return for making the exception. The best possible deal for both applicant and community is desired.

Commissioner Nichols replied that given the challenges of the location in regard to transit accessibility, care should be taken around pushing lower income housing there while there are also concerns about the affordability of a car, for example. Increasing the amount of affordable housing in this location may not be the best choice.

Commissioner Kritzer asked how much would having more housing available at a lower price drive the price of homes or apartments. Commissioner Nichols replied that it would drive up the price of all remaining sites because whenever the market is restricted, the price goes up. Demand is well in excess of the market and some of the housing that would have been available becomes unavailable as more homes are ear-marked as affordable households. Chairman Captain stated that there was a cost of building that has to be covered from somewhere; if the cost drops on one commodity, another commodity increases.

Chairman Captain stated that the applicant is a business part of the community and not separate. Based on evolution, the Comprehensive Plan will need to be amended at some point and currently, this is coming up on a semi-regular basis. The Comprehensive Plan can't hide behind if it is flawed or outdated. An applicant or property owner shouldn't be penalized for those

fundamental challenges and the Commission is responsible for deciding what changes need to be made. There are challenges of this location, in addition to accessibility and transportation, including the physical property itself. There is a cost of doing business. More housing is needed but the reality is baristas, etc. may not have an income level that allows them to meet what the market demands for housing.

Commissioner Kritzer was satisfied with closing Item Two. Commissioner Rajpathak asked if a change in AMI (Area Medium Income) percentage had been proposed regarding affordable housing and Commissioner Kritzer replied in example, 70 percent AMI for owner-occupied townhome units and a lower AMI for renter-occupied units. The proposal is compelling as is.

Commissioner Rodriguez asked what year the AMI regulation was agreed on as the threshold and Mr. Bauer replied many years ago, possibly in the 1990s. Commissioner Rodriguez stated that significant economic analysis would be required before a change should be proposed to the 10 percent number, considering market realities of today versus the 1990s. Commissioner Rodriguez stated being in agreement with Commissioners Kritzer and Miller regarding the need for affordable housing, with a responsible approach toward that impulse. Economic analysis in a range of statistical probability was needed to understand if markets go one way or another, and what the upper and lower limits would be to reach the goal of appropriate supply and mix of affordability.

Commissioner Kritzer appreciated the suggestion of Commissioner Rodriguez. Mr. Hill asked Commissioner Rodriguez if what was being referred to was the 10 percent or area median incomes, and Commissioner Rodriguez assumed that area median income would be updated more frequently, so in question would be the 10 percent figure.

Commissioner Rajpathak asked what the thought process was behind different percentages and Mr. Hill replied that by a substantial increase in the number of units that could be built on the site, an extra grant of density would provide profitability and a deeper level of affordability. Commissioner Rajpathak asked if the same logic would be applicable for this project in lieu of significant economic research at this time. Mr. Bauer referred to policy HO-38 from the Comprehensive Plan and replied that this project did not increase the number of units on site, but that the mix was being shifted from mixed-use to a combination of townhomes and mixed-use structures. The policy would not apply. The same logic could apply, however, as the flexibility is with the Commission in a Design District. More information could be requested from staff on the subject. Standards to be set in the zone are minimum performance standards, 10 percent of units at 80% AMI and 10 percent of units at 70% AMI, but there is potential for deeper affordability.

Commissioner Nichols asked for clarification that the proposal already has requirements beyond the affordable housing standard for the City of Redmond for 10 percent of units at 70% AMI for apartments and Mr. Bauer replied yes.

Chairman Captain stated that Commissioner Kritzer closed Issue two.

Mr. Bauer moved on to Item Three, relating to affordable housing and how other household expenses such as transportation are factored into the AMI calculation. The standard convention is

that housing expenses should be 30 percent or less of a household's income, allowing the remainder of income to be used toward other expenses. Vice Chairman Miller stated that the actual request was for a specific assessment of the cost of vehicle ownership and how this would affect affordability. AMI does not address this directly but transportation dependency was pointed out in the Technical Committee report that residents of the proposed project are likely to be car-dependent or transit-dependent.

Vice Chairman Miller asked how the obligation to own an automobile would affect affordability. Variable by region are depreciation, cost of gasoline, maintenance, and insurance. In Washington State, the average is $1,200 to $1,400 per month to own one automobile. There is a reason that the Comprehensive Plan specifies that density belongs in urban centers and near frequent, reliable transit. This location meets neither test. The affordability component is affected by the location and reality that auto ownership will be mandated at this location, driving the threshold of who will be able to afford to live here even further up. Vice Chairman Miller closed Item three.

Commissioner Kritzer commented that housing is needed and the site would still provide housing for people who want to live close to where they work. The fact that some people cannot afford a car shouldn't keep the City from providing more housing. Vice Chairman Miller replied that what the Commission was being asked to do was to approve a variation on the Comprehensive Plan and while not being opposed to the development, the Commission needed to be realistic about how that development performs and what is asked of it. This is not a typical development in a typical location. Commissioner Kritzer stated the that housing supplies for ownership are already in outlying areas and that more options in the market will drive down prices. People who aren't able to afford to own a home close to where they work probably need to spend a portion of income on a car. Commissioner Nichols commented that the Commission should be cautious around only looking at numbers for car ownership and applying middle class car owning filters without delving into the actual lived experience of how low-income people move around the area. Vice Chairman Miller stated that the Comprehensive Plan has policies that put a premium on housing development that does not require car ownership. If the Comprehensive Plan is varied from, the performance of the development must address global concerns. An exception is being asked for from the global policies relating to housing and multi-family of the Comprehensive Plan.

Chairman Captain suggested that comments be made prior to an Issue being closed as the last two Items had been closed and then discussed.

Issue Four had been generated by Vice Chairman Miller. Vice Chairman Miller appreciated the data on jobs. The Northeast Mobility Plan proposes to remove bus routes 233 and 234 currently providing peak service with 30-minute headways. Research into headway time today showed the actual number was 24 minutes, not insignificant in transit. Mr. Hill asked if the 30 minutes was for the 233/234 routes and Vice Chairman Miller replied yes, that the number actually averages out to 24 minutes. Service with 30-minute headway is minimally supportive. A question was if the Commission was happy with the prospect of 30-minute service, leaving behind the service designed to serve the whole of the Willows employment corridor. Another question for staff was if the City had taken a position on the Northeast Mobility Plan as to which option is desired, a

choice of peak hour service at 24 minutes or all-day service at 30 minutes. Mr. Hill replied that this has not been done.

Commissioner Nichols stated confusion regarding the relevance of the Issue. The Northeast Mobility Plan is by King County Metro and not a part of the proposal. Vice Chairman Miller replied that the Technical Committee report stated both that the site would be car and transit dependent, and that the site would be well served by transit, bike lanes, and trails which have not yet been built. Actions around the conflict in policy intent would affect the lives of people now. Commissioner Nichols stated not being sure that what the Commission would decide would make this choice.

Chairman Captain commented that things happen as time passes, i.e. the prospect of light rail versus the reality now of light rail coming to Redmond.

Commissioner Rodriguez asked for clarification that first, an exemption to the Comprehensive Plan was in fact requested; second, from a performance perspective, that the site was currently an unusable space; and third, that specific income levels are not mandated to move to the space but rather an opportunity is being offered for the market to respond to additional capacity, in an area that has not been available for capacity. The proposal should be reviewed with a scope of optimization in light of the larger challenges faced by Redmond in affordable housing and accessibility to transit. Is the choice being made to move from zero performance from the site today to some performance in the future, or from some performance to optimal performance. Chairman Captain spoke as a citizen and not Chairman that the assessment of Commissioner Rodriguez was well described.

Vice Chairman Miller asked how many development proposals had been submitted for the Proctor property before 2016 and Mr. Bauer replied not being aware of any. Vice Chairman Miller stated that holding onto an investment until it has ripened is different than having zero utility.

Chairman Captain stated not agreeing with Vice Chairman Miller because most interested developers would have walked away upon seeing the challenges of the site. Commissioner Kritzer stated that this had been addressed in the initial study, that specifically developers had not been interested because of the zoning restrictions. Commissioner Rodriguez stated that there is a difference between economic utility from an ownership perspective and economic utility to the City; Commissioner Rodriguez stated having referred to utility to the City. Vice Chairman Miller closed Item four.

Vice Chairman Miller believed that the answer to Issue Five was sufficient and closed.

Chairman Captain felt satisfied in closing Issue Six; Commissioner Rodriguez stated that questions were answered by Quadrant at the last meeting and was satisfied to close. Vice Chairman Miller asked if the elements presented in the slide presentation by Ms. Geer were generated by staff as conditions for the parcel or if the elements were being offered by the applicant as part of the development proposal. Mr. Bauer replied that the list of improvements was required as a component of frontage improvements. There has been coordination between

Redmond and Kirkland on, in particular, the Northeast 124th Street connection. Vice Chairman Miller believed that much of the improvements seemed to accrue more to Kirkland than Redmond and asked if there was a signed and adopted agreement on the Northeast 124th Street corridor by both jurisdictions. Mr. Hill replied that the actual street of Northeast 124th was entirely in the jurisdiction of Kirkland, but is Redmond jurisdiction off the right-of-way. There are working agreements for similar issues such as 132nd Avenue NE. Vice Chairman Miller asked if the elements of direct benefit to Redmond are on Willows Road, and Mr. Hill replied south of the intersection with Northeast 124th Street. Vice Chairman Miller asked if the City contention was that this was an impacted intersection at Northeast 124th Street and Willows Road in terms of the level of service and City standards, and Mr. Bauer replied that this was a question that would be assessed at the development stage more than at this level.

Vice Chairman Miller reiterated that when the Commission is being asked to make an exception, if the decision is yes, more than only trust needs to be established on what will make performance a functioning reality. Many items in the Technical Committee report are identified as when design review occurs, this will happen. In the normal context of a development proposal, this is fine, but when the City is being asked to change the Comprehensive Plan, more specificity in terms of what will be required is needed but not to the point of design and cost. Vice Chairman Miller asked if the impact contribution would be targeted to specific improvements at this site, and Mr. Bauer replied that typically, at the time a development proposal is filed, there is a more specific and robust traffic analysis; at that point, mitigations to intersections or additional improvements would be assessed based on what the traffic impact is at that point. This stage is conceptual and projects should not be boxed in at this stage.

Chairman Captain stated liking the statement that projects shouldn't be boxed in at this stage and called for a five-minute break.

Chairman Captain returned with Issue Seven. Vice Chairman Miller stated being satisfied with the response. The question of whether trails are parks or transportation continued. Specificity regarding potential contributions to trail access and development besides traffic signals should be addressed later. Signals are part of transportation and the signal in this project is being viewed as a trail amenity. Enhancement of the Redmond Connector could address concerns being raised and is within the community interest as well as consistent with the Comprehensive Plan. Vice Chairman Miller closed Issue Seven.

Chairman Captain asked for confirmation that Vice Chairman Miller had closed Issue Six and Vice chairman Miller replied yes.

Chairman Captain continued to Issue Eight. Mr. Bauer provided a brief comparison between proposed incentives in the proposed zoning regulations versus the existing Green Building program for electric car charging stations. The proposal attempts to go further than existing regulations and does provide more stations both for apartments and the commercial area. All townhomes would be charging-station ready. Vice Chairman Miller asked if this, in staff's opinion, would be the most advanced development of the type in the City and if there are other cities that have gone beyond. Mr. Bauer was not aware of other cities that have gone beyond. Vice Chairman Miller was satisfied to close Issue Eight.

Chairman Captain was pleased that the charging stations would go above and beyond in this project and encouraged any kind of applications to follow this lead in terms of exceeding requirements as the norm.

Chairman Captain stated that all matrix items had been closed and asked the Commission if a final decision was ready. Commissioner Rodriguez was satisfied to move forward. Commissioner Kritzer stated, that if nothing further would be available regarding the affordability question, being comfortable moving forward. Chairman Captain believed some requests for more research had been brought around affordability and a vote could be held at this meeting, attached to which could be a comment write-up to the final decision by Commissioner Kritzer after further analysis. Ms. Erika Vandenbrande, Planning Director, stated that in the coming year there would be a significant emphasis placed on affordable housing and methods to achieve this. The analysis asked for could not feasibly be completed in the next weeks or even months. The information would not be in front of the Commission in a timely manner to be able to address this project. Commissioner Rodriguez asked if input around affordability statistics could be updated during the process and Ms. Vandenbrande replied that for this specific application, the Commission could add to notes that affordable housing had been identified in discussions and that more information and discussion as a policy issue was requested.

Chairman Captain stated that commentary has been attached to decisions in the past. Commissioner Kritzer was comfortable with adding a note for City Council consideration. Commissioner Nichols was glad to hear the City would be studying affordable housing further holistically and not piece-meal. Commissioner East was prepared to vote. Commissioner Rajpathak was ready to vote.

Chairman Captain closed the Public Hearing, both written and verbal.

MOTION to approve the Technical Committee report on the Proctor Comprehensive Plan amendment and rezone application and to recommend approval to City Council by Vice Chairman Miller. MOTION seconded by Commissioner Nichols.

Chairman Captain asked for any further discussion. Commissioner Rajpathak stated he hoped that future reviews would include similar and consistent considerations about transportation and schools as reflected in the Technical Committee Report. Commissioner East concurred. Commissioner Kritzer appreciated the work and detail done and again asked that a note included to the Planning Commission Report for City Council that there is a need for a broader review of affordability. Mr. Hill replied that this would be included in the report for approval and there would be an opportunity for Commissioners to amend language and make changes at the time of approval. Commissioner Nichols thanked staff and the applicant for their hard work. Commissioner Rodriguez believed that the Comprehensive Plan allows flexibility for a property such as this and appreciated the thoughtful examination by Vice Chairman Miller.

Vice Chairman Miller thanked staff and the applicant for hard work and persistence in a strenuous and extended process and had faith in the potential for follow-through. Because the project is very different there were concerns and impacts. Available land for development in

Redmond is shrinking and the ability to maintain focus from the Comprehensive Plan is narrowing. This project will be cited in the future by other projects seeking an exemption. The Commissioners who will deal with those requests in the future should take seriously the bigger picture of the Comprehensive Plan. With so many policies, Design Districts could be used to justify almost any project. There is no question that Business Park was not an appropriate use for this site and those typically advocating for retention of zoning for these uses have been absent. Design Districts require follow-up in three to five years and the Commission should receive a report to monitor results.

Chairman Captain stated being proud of the Commissioners, staff, and applicant and believed a fair agreement had been reached.

The MOTION passed unanimously.

Reports/Scheduling/Topics for Next Meeting(s)

Ms. Fani stated that the Comprehensive Plan Docket would be brought to the Commission at the next meeting with a Study Session first and Public Hearing following. There is no meeting Thanksgiving week. The Docket and Planning Commission Report on the Proctor-Willows recommendation to Council are agenda items for November 28, 2018.

Chairman Captain thanked Mr. Bauer for his patience with the Commission and stated that Mr. Bauer had done a great job.

Communication with Staff

Mr. Hill stated while there will also be an online survey, the Marymoor Visual Preference Survey event would be held Thursday, November 15, 2018, from 5-7:30 p.m. at City Hall. Chairman Captain asked if the event would use the same format as the previous public meeting and Mr. Hill replied yes if there is a quorum of the Commissions; this will be confirmed with Ms. Dietz.

The Planning Commission is able to request that staff bring items forward for analysis. Staff is available for a specific topic related to Planning or follow-ups on projects. Staff will be coming to the Planning Commission in December 2018 with a work program study to evaluate multi-family housing in the Business Park zone, and additionally looking at available uses in the Business Park and Manufacturing Park zones, for discussion and refinement.

Chairman Captain reiterated that briefings can be asked for and the offer by staff should be used.

Chairman Captain thanked everyone again for rising to the challenge of the project and also thanked Vice Chairman Miller for pushing issues often to help the Commission think in different directions.

ADJOURNMENT:

MOTION to adjourn by Vice Chairman Miller. MOTION seconded by Commissioner Nichols. The MOTION passed unanimously.

The meeting adjourned at 8:48 p.m.

Minutes Approved On:

11/28/2018

Planning Commission Chair

Roy Captain

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Discussion Issues

Issue	Discussion Notes	Status
1) To what degree is the proposal consistent with the community vision, Neighborhood Plan, and Comprehensive Plan policies? (Miller, Kritzer)	Planning Commission Discussion 10/24: Commissioner Miller inquired about the proposal's consistency with the Comprehensive Plan, including the Willows-Rose Hill Neighborhood Plan, and the community's vision. He inquired whether a Design District designation is a mechanism to grant relief from complying with adopted plans or policies. Commissioner Kritzer expressed further concern over whether a Design District is exempt from complying with the Comprehensive Plan. Staff Response/Recommendation 11/7: The Design District land use designation is adopted in the Land Use Element of the Comprehensive Plan. The plan notes the Design District designation "is intended to encourage coordinated development of an area and provide flexibility in regulations, while achieving neighborhood and community objectives" (Comprehensive Plan, page 5-23). The proposal has been reviewed, and determined to be consistent with, not only the Comprehensive Plan in general, but also the eight criteria which must be satisfied when considering a Design District designation (LU-63). Furthermore, the criteria for considering any Comprehensive Plan amendment, including a land use designation change, includes a review for consistency with the Comprehensive Plan policies and the designation criteria (RZC 21.76.070.J.3.b). The Technical Committee Report finds the proposal is consistent with the Comprehensive Plan policies and provides a response to each of the criteria in more detail. Attachments A and B provide the Willows-Rose Hill neighborhood vision as well as a broad list of policies applicable to the proposal.	Open 10/24/18 Closed 11/7/18
2) Are there examples of other rezones throughout the City that included affordable housing? (Kritzer)	Planning Commission Discussion 10/24: Commissioner Kritzer inquired whether there is an opportunity to require more affordable housing or deeper levels of affordability beyond what the proposed regulations include. She requested more information to understand how the proposed regulations compare to other recent rezones. Staff Response/Recommendation	Open 10/24/18 Closed 11/7/18

<table>
<tr><th>Issue</th><th>Discussion Notes</th><th>Status</th></tr>
<tr><td></td><td>11/7: The City's affordable housing regulations are in RZC 21.20 and require all new developments of 10 units or more provide 10% of the units at 80% of Area Median Income (AMI) in most areas.

Policy HO-38 states: "As part of any rezone that increases residential capacity, consider requiring a portion of units to be affordable to low- and moderate-income households." There are three examples of recent rezones which included increases in residential capacity, and as a result, additional affordability requirements:

<table>
<tr><th>Property Location</th><th>Previous Zoning</th><th>New Zoning</th><th>Housing Affordability</th></tr>
<tr><td>NE 85th St & 167th Ave NE (Education Hill)</td><td>R-5</td><td>R-18</td><td>10% of units at 50% AMI for developments of 9 units or more</td></tr>
<tr><td>6160 East Lake Samm Pky NE (Southeast Redmond)</td><td>GC / R-12</td><td>R-30</td><td>10% of units at 50% AMI for developments of 10 units or more</td></tr>
<tr><td>Marymoor Village (Southeast Redmond)</td><td>MP</td><td>MDD ZONES (excludes MDD3)</td><td>10% of owner-occupied units at 70% AMI
10% of rental units at 50% AMI</td></tr>
</table>

The proposed NWDD regulations will not increase the residential capacity on the site, and therefore, policy HO-38 has not been applied. The proposed regulations, however, will require 10% of townhome units (owner-occupied) to be provided at 80% AMI, and 10% of apartments (renter-occupied) to be provided at 70% AMI.</td><td></td></tr>
<tr><td>3) How are other household expenses such as vehicle ownership factored into housing affordability? (Miller, Kritzer)</td><td><u>Planning Commission Discussion</u>
10/24: Commissioners Miller and Kritzer requested information related to household expenses such as vehicle ownership that may affect the affordability of housing.

<u>Staff Response/Recommendation</u>
11/7: Housing expenses should not exceed 30% of one's income when determining the appropriate costs to meet affordability guidelines for renting. Limiting housing expenses to 30% of income allows for other expenses such as food, transportation, etc.

For example, to qualify for a one-bedroom rental at 70% AMI, a two-person household annual income must not exceed $57,880 ($4,823 per month). The maximum allowable rent (including utilities and parking) would be $1,447 (30% of monthly income).</td><td>Open 10/24/18

Closed 11/7/18</td></tr>
</table>

Issue	Discussion Notes	Status
	Owner-occupied housing expenses include the mortgage payment (principal and interest), as well as mortgage insurance, property taxes, and homeowner association dues. The total of these expenses should not exceed 35% of the buyer's income. See Attachment C for income and housing affordability guidelines.	
4) How many employees work on the Willows corridor, and how will the potential transit restructure impact them? (Miller)	<u>Planning Commission Discussion</u> 10/24: Commissioner Miller inquired on the number of employees that work on the Willows corridor and the many that may rely on transit service. <u>Staff Response/Recommendation</u> 11/7: 2015 data from PSRC shows 7,245 jobs in the Willows-Rose Hill neighborhood at large – which includes the Willows corridor employment area. Metro's North Eastside Mobility Plan (NEMP) proposes removing routes 243 and 244 currently providing peak service with 30-minute headways, and improving the 930 DART to all day service with 30-minute headways. See Attachment D for more information on existing and proposed transit service. More information on the NEMP is online at: https://kingcounty.gov/depts/transportation/metro/programs-projects/routes-and-service/north-eastside-mobility.aspx	Open 10/24/18 Closed 11/7/18
5) What kinds of topographic constraints exist on other properties on the Willows corridor, and have they also impacted the ability to develop? (Miller)	<u>Planning Commission Discussion</u> 10/24: Commissioner Miller noted that other properties on the Willows corridor may have had similar topographic conditions as the Proctor site and inquired on how those conditions may have impacted their ability to develop. <u>Staff Response/Recommendation</u> 11/7: Provided in Attachment E is the Slope Analysis presented at a previous meeting. The analysis illustrates the general topography on the Willows Corridor and confirms that many of the developed sites likely had to contend with cutting/filling into the hillside along the corridor. Other variables are difficult to account for and to compare, such as site development costs, regulations under which the site was developed, and other site characteristics which may not be obvious upon initial observation.	Open 10/24/18 Closed 11/7/18

Issue	Discussion Notes	Status
6) How does circulation of all modes function in and around the site? (East, Miller, Captain)	Planning Commission Discussion 10/24: Commissioners East, Miller, and Captain inquired how the site relates to the broader circulation network for pedestrian, bikes, and vehicles. Staff Response/Recommendation 11/7: See Attachment F for information related to circulation.	Open 10/24/18 Closed 11/7/18
7) How does the usable open space requirement relate to the PARCC Plan? (Miller)	Planning Commission Discussion 10/24: Commissioner Miller referenced the standards in the adopted Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan and inquired how they may relate to the usable open space requirement in the proposed NWDD regulations. Staff Response/Recommendation 11/7: The usable open space created as part of future development in the NWDD would be defined in the PARCC Plan as "Private Parks." The PARCC Plan notes: "Private Parks are typically created by a developer in conjunction with residential development. In most circumstances, this land is controlled by the developer or homeowner association and the parks remain as private property. These parks may be classified as neighborhood parks, or resource parks. Typically, these parks are developed to comply with zoning regulations, to provide public open space, and as attractive amenities for the development. These parks are recognized in this plan and counted toward parks level of service (LOS) because they serve a portion of the population and/or protect sensitive habitat, just as public parks do" (PARCC Plan, Section 4.0.1).	Open 10/24/18 Closed 11/7/18
8) How does the electric vehicle charging station for commercial space and solar panel requirements for townhomes compare to existing City & region requirements? (Miller)	Planning Commission Discussion 10/24: Commissioner Miller inquired as to how the green development incentives compare to the City's existing Green Building Incentive Program (GBP), as well as other cities in the area. Staff Response/Recommendation 11/7: The GBP (RZC 21.67) is an optional program in which developers may incorporate green building techniques into their development in exchange for development incentives such as additional height, floor area, etc. Building techniques are assigned "points" which are then used to achieve a desired development bonus. The proposed NWDD Green Development Incentives were developed to go beyond the City's existing GBP and to employ techniques with the potential for greater environmental benefit.	Open 10/24/18 Closed 11/7/18

<table>
<tr><th>Issue</th><th>Discussion Notes</th><th>Status</th></tr>
<tr><td></td><td>Below is a comparison of the proposed incentive techniques, compared with the comparable GBP techniques related to Electric Vehicle (EV) charging and solar energy:

<table>
<tr><th>Proposed NWDD Green Incentives</th><th>Existing GBP</th></tr>
<tr><td>All townhomes EV charging ready;
One EV charging station per 20 apartments;
One EV charging station per 10,000 sq ft commercial</td><td>2 EV Charging Stations;
or 5% of parking reserved for low emission vehicles</td></tr>
<tr><td>Solar panels on 25% of all townhome units</td><td>Alternative energy: Buildings design with alternative energy systems that provide the building with 50% of its energy needs through forms such as solar, wind, geothermal, biomass, or other forms of alternative energy sources</td></tr>
<tr><td>Community solar opportunity to serve tenants within development</td><td>None</td></tr>
</table>

The NWDD Green Development Incentives described above are a subset of the techniques which must be incorporated into a development to achieve the height and FAR bonuses on a project-wide basis.

Redmond is one of a handful of cities in the Puget Sound region with a green incentive program. Comparing programs between cities would require additional effort due to the fact that each is structured in a different format and seek to achieve different goals.</td><td></td></tr>
</table>

CityofRedmond
WASHINGTON

TECHNICAL COMMITTEE REPORT

To:	Planning Commission
From:	Technical Committee
Staff Contacts:	Erika Vandenbrande, Planning Director, 425-556-2457 Jae Hill, Long-Range Planning Manager, 425-556-2414 Andrew Bauer, Senior Planner, 425-556-2750
Date:	October 19, 2018
Project File Number:	LAND-2017-00023
Project Name:	Proctor Comprehensive Plan Amendment and Rezone
Related File Numbers:	SEPA-2017-01113
Applicant:	Quadrant Corporation
Applicant's Contact:	Bonnie Geers, Quadrant Corporation
Reason for Recommendation:	The proposal, as modified in September 2018, should be approved because it is consistent with adopted Comprehensive Plan policies and the land use designation criteria and creates flexible policies and regulations that respond to the unique characteristics of the site.

I. APPLICANT PROPOSAL

The Quadrant Corporation (Applicant) proposes a Comprehensive Plan amendment and rezone to designate the property at the SW corner of NE 124th Street and Willows Road from "Business Park" to "Design District" in order to allow standalone residential uses such as attached dwelling units (i.e. townhomes) and multifamily structures.

II. RECOMMENDATION

The Technical Committee recommends approval of the proposal to change the Comprehensive Plan and zoning designation on the Proctor site to "Northwest

Design District" and to adopt the proposed policies and zoning regulations (Exhibit G) to implement the proposal, as modified in September 2018 (Exhibits A, B).

III. BACKGROUND:

The site is located at the SW corner of NE 124th Street and Willows Road (parcels 272605-9026; 9024). It consists of two parcels for a total size of approximately 15.38 acres and is designated as "Business Park" (BP) in the Comprehensive Plan and current zoning.



Residential uses are permitted in the BP zone as part of a mixed-use residential structure. Standalone multifamily uses (without ground floor commercial area) and attached dwelling units (e.g. townhomes) are not permitted in the BP zone.

The proposal is to revise the Comprehensive Plan designation to Design District and adopt associated Comprehensive Plan policies and zoning regulations which would allow townhomes and multifamily structures, while also continuing to allow a range of compatible commercial and non-residential uses.

The Applicant filed a request for Comprehensive Plan amendment in April 2016. The request was reviewed as part of the docketing process and subsequently recommended by the Planning Commission and approved by the City Council for further review and consideration as part of the 2016-17 Comprehensive Plan

Docket (Ord. 2848). Staff review of the proposal began in 2017 and it was continued onto the 2017-18 Comprehensive Plan Docket (Ord. 2908).

The Technical Committee issued to the Planning Commission on 5/31/2018 a recommendation to deny the Applicant's request. The Technical Committee recommendation was presented to the Planning Commission on 6/13/2018. A public hearing was held on 6/27/2018 and was continued to 7/11/2018, with study sessions on the proposal occurring on the same dates. On 7/11/2018 the Planning Commission passed a motion, directing Staff and the Applicant to analyze site constraints in more detail and to present that information on or before 10/11/2018.

In the proceeding weeks, the Applicant submitted a modified land use proposal (Exhibits A, B) resulting in substantive changes to their original proposal. However, the original request – to change the Comprehensive Plan and zoning designation from BP to Design District remains the same.

The primary differences between the original land use proposal and the modified land use proposal are as follows:

- The commercial/mixed-use area of the site has been relocated to the northwest portion of the site. Relocating these uses prohibits more intensive non-residential uses from being established on the steep hillside adjacent to Willows Road and provides for better access from what will likely be the primary access into the site on NE 124th Street.

- The minimum requirement for non-residential gross floor area has increased from 10,000 square feet to 22,000 square feet, thereby creating opportunity for a horizontally-integrated mixed-use site.

- The site plan development concept (Exhibit B) has decreased the total apartments from a maximum of 300 units to 195 units. The increase of commercial floor area is one factor resulting in a decrease in the number of apartments due to overall floor area allowances, traffic generation, and the ability to mitigate likely traffic impacts at the time of a future development proposal.

In total, the revisions resulting from the modified land use proposal were determined substantial enough for review – and a new recommendation – from the Technical Committee. This Technical Committee Recommendation replaces the recommendation issued 5/31/2018 on the Applicant's original land use proposal.

IV. REASON FOR PROPOSAL, FACTORS CONSIDERED, ALTERNATIVES

A. REASON FOR PROPOSAL

As the Applicant states in their application, the site's unique characteristics related to location and topography have left it vacant and underutilized. The BP zoning designation has been on the site since at least 1979, but has not resulted in development.

The City and the Applicant have worked collaboratively to create draft policies and regulations which are flexible and that respond to the unique characteristics of the site. The key outcomes of the policies and regulations are:

1. Horizontally-integrated, mixed-use site: Proposed regulations create flexibility for residential and non-residential land uses to be located on the site in a manner that best integrates with the site and its context.

2. Opportunity for expanded housing types: Residential land uses are proposed to be expanded to allow a broader range of housing types, including townhomes and apartments (part of a mixed-use structure or standalone). Allowing a range of housing types creates needed flexibility to integrate with the site and its context and creates more variation in housing affordability.

3. Opportunity for more commercial uses and increased flexibility: Proposed regulations include a broad range of allowable commercial uses intended to serve the surrounding neighborhood and the future employees and residents living and working on the site.

4. Green development incentives specific to the site: Proposed regulations include provisions for green development incentives which must be utilized to achieve the maximum development potential. The incentives were developed specific to the site and are intended to be used in lieu of the existing Green Building Incentive Program.

B. FACTORS CONSIDERED

Several factors were considered during the review of the proposal. Below are some of the key factors informing the Technical Committee's recommendation:

1. Site Constraints: Varying degrees of constraints exist on the site, which have resulted in it being vacant and undeveloped today. For purposes of review of the Applicant's request, the City focused on the site's constraints related to topography and zoning.

a. Topography: As illustrated in the Slope Analysis (Exhibit D) the site slopes moderately from Willows Road and transitions to more gentle topography on the western portion of the site. The most severe slopes include the southeastern portion of the site (stream corridor) and the retaining walls abutting NE 124th Street. As the Applicant has noted, development of the site with mixed use structures or an office park (as encouraged under the BP zone) could result in extensive grading of the site and may necessitate the need for numerous deviations from engineering standards such as retaining wall height. The proposed amendments require non-residential land uses be located in the northwest portion of the site – away from the moderate and severely sloped topography. Meanwhile, allowing for less intense residential development in the form of townhomes allows for less grading in some areas and better integration with the existing topography.

b. Zoning: The site has been zoned BP since at least 1979, but has not resulted in development. The BP zoning regulations provide a "one size fits all" zoning that applies to numerous properties throughout the City – without having the flexibility to adequately respond to unique site characteristics.

2. Most Appropriate Land Use Designation: Besides Design District, other land use designations were considered and determined to be inappropriate for the site. Designations such as "Multifamily Urban" or "Neighborhood Commercial" apply to multiple properties citywide and do not provide the flexibility necessary to adequately respond to the unique characteristics and context of the site. Furthermore, other designations have limitations on mixed use development (horizontal or vertical), or prohibit them entirely. See Table 1 below for a summary of land use designations.

Table 1

Land Use Designation	Res.	Comm.	Mixed Use	Issue
Design District	P	P	P	Create flexibility to mix uses throughout site horizontally & vertically Zoning standards that respond to site characteristics
Business Park (BP)	X	P	P	Allows multifamily uses in a vertical mixed-use building

				Does not respond to site characteristics as evidenced by lack of site development
MF Urban (R12-R30)	P	X	X	Allows only residential uses Does not respond to site characteristics
Neighborhood Commercial (NC-1; NC-2)	P	P	P	Intended to establish small-scale shopping districts serving nearby neighborhoods Residential uses secondary to commercial/retail Does not respond to site characteristic
General Commercial (GC)	X	P	P	Allows big-box retail and warehouse retail – undesirable and/or infeasible uses on the site Allows multifamily in a vertical mixed-use building Does not respond to site characteristics

P = Permitted
X = Unpermitted

Comprehensive Plan Policy LU-63 states the purpose of the "Design District" designation is to:

"Take advantage of opportunities for appropriate mixes of uses in suitable locations, such as large parcels (totaling at least five acres in size) in a common ownership, or the sites of major institutions, such as hospitals. Provide for preparation of master plans to promote unified development of an area or to meet the special needs of institutions, while managing impacts on nearby uses" (LU-63).

The site fits not only the prescriptive criteria for a Design District (i.e. under common ownership, more than five acres in size), but also presents an opportunity to provide for cohesive development of the site through a master plan. The modified land use proposal provides for more non-residential uses – creating a mix of uses that will be compatible and complement one another. Whereas the current BP zoning on the site allows only for vertical mixed use, the modified land use proposal will allow for horizontally-integrated mixed use. A master

plan will be a requirement of development on the site, ensuring an appropriate level of public involvement, site design, phasing, and a cohesive development.

3. Land use compatibility: The site is bordered by existing office park, light manufacturing, and agricultural land uses. The proposed regulations will provide for property line setbacks and landscaping to create separation from adjacent uses; the pipeline corridor to the west and the protected stream corridor to the southeast provide additional separation.

   The proposed regulations also outline allowable land uses that take into consideration land use compatibility internal to the site. The required minimum of 22,000 square feet of non-residential uses is intended to create a site that includes a mix of uses that serve the surrounding neighborhood and the future development. Non-residential land uses will be required to be located in the northwest portion of the site abutting NE 124th Street (Exhibit B). Specific design and mitigation related to land use compatibility can be further identified and addressed as part of a master plan process.

4. Housing: Current zoning on the site allows residential uses when located within a vertical mixed-use structure. Proposed regulations will create more flexibility for housing by allowing a range of housing types such as standalone apartments, townhomes, in addition to vertical mixed-use structures. City policies encourage a diverse range of housing types to support affordability (HO-12). Attached ownership housing such as townhomes also represent a type of housing which is increasingly becoming scarce and has taken on the term "Missing Middle Housing" (www.missingmiddlehousing.com).

   Existing City regulations will require that 10 percent of townhomes built on the site be restricted to residents earning no more than 80 percent of the Area Median Income (AMI). Meanwhile, proposed regulations for apartments/mixed use structures require 10 percent of the units be restricted to residents earning no more than 70 percent of the AMI. Combined, the proposed regulations represent flexibility to create more diversity in housing options, opportunity for more ownership townhome housing, and more housing designated for moderate income households.

5. Transportation: Willows Road NE and NE 124th Street—the east and north boundaries of the project—are congested vehicular corridors and are not focused toward pedestrians and casual bicyclists, acting as potential barriers to non-motorized modes of transportation for most

people. As a result, it is likely that occupants of the site would be reliant on personal vehicles or transit.

a. Vehicle Trip Generation: The Applicant provided a Vehicle Trip Generation Comparison (Exhibit E) to assess potential trip generation between development scenarios under current and proposed zoning regulations. The current proposal would result in the fewest number of vehicle trips when compared to development scenarios under the current zoning.

Table 2

Vehicle Trip Generation Comparison

Development Scenario	Weekday	AM Peak Hour	PM Peak Hour
Current Zoning: Mixed Use[1]	5,400	320	390
Current Zoning (0.45 FAR): Business Park[2]	3,700	420	380
Current Zoning (1.00 FAR): Business Park[3]	8,500	950	860
Proposed Zoning: Townhomes & Mixed Use[4]	3,500	240	290
Proposed Zoning (Revised): Mixed Use & Townhomes[5]	2,700	240	270

[1] Assumes 604 apartments and 45,000 sq. ft. of retail
[2] Assumes 300,000 sq. ft. of business park
[3] Assumes 680,000 sq. ft. of business park with green building incentives
[4] Assumes 175 townhomes, 300 apartments, and 15,000 sq. ft. of retail
[5] Assumes 175 townhomes, 195 apartments, 9,000 sq. ft. of office, 8,500 sq. ft. of daycare, and 5,000 sq. ft. of retail

The full range of trip generation and traffic impact would be assessed and mitigated at the time a development application is filed, and is dependent on several variables that cannot always be quantified at a conceptual level. It is likely however that any future development of the site, whether under existing zoning or Design District, would likely require significant transportation improvements such as a signalized intersection at the entrance to the site on NE 124th Street, frontage improvements on the perimeter of the site, and improvements providing internal circulation throughout the site. Other potential transportation improvements would be assessed during a project review and would be determined based on the level of impact the project has on the transportation network.

b. Transit Service: A bus stop fronting the site on NE 124th Street serves the site with Metro routes 243, 244 (partner routes between Kenmore P&R and Overlake TC) and 930 (DART service between Kingsgate P&R and Redmond Town Center).

Route 244 is funded through a partnership between the City and Microsoft. Funding for this route is anticipated to continue, but there is no long-term commitment from either funding partner.

The existing bus routes primarily serve the morning and afternoon peak hours. However, there is ongoing evaluation by Metro as part of the North Eastside Mobility Plan (NEMP) which could result in increased levels of bus service on the Willows corridor, including continuous daily service. Changes proposed as a result of the NEMP are anticipated to be determined by Spring 2019.

6. Parks: Parks and usable open space are not readily accessible from the site. However, the proposed regulations include provisions for creation of on-site usable open space that must be phased-in commensurate with development. Furthermore, the future Cross Kirkland Corridor trail is located to the north and the future extension of the Redmond Central Connector (Phase III) is to the east. Once completed, both trails will provide access to the regional trail network, but will be separated by NE 124th Street and Willows Road which could represent a barrier for some to access the trails. However, signalized intersections will provide crossings for trail users.

7. Schools: New residents on the site would be served by the Lake Washington School District (LWSD). Schools serving the site, or potentially serving if boundaries are revised in the future, are all more than one mile away. It is likely students would need to be bussed or rely on other means of transportation to-and-from school.

8. Sammamish-Juanita Transmission Line: Puget Sound Energy (PSE) is in the process of refining the route alignment for the Sammamish-Juanita 115 kV project, which includes a new 115 kilovolt (kV) transmission line from the Sammamish Substation in Redmond to just south of the Juanita Substation in Kirkland in order to increase capacity and improve system reliability to the electrical system serving northern Kirkland and Redmond. The new overhead transmission lines are proposed to be routed on the east side of Willows Road and be routed to the west along NE 124th Street. Current plans propose for the transmission lines to be routed on the south side of NE 124th Street, abutting the site. However, PSE is in the process of evaluating the feasibility of routing the transmission lines on the north side of NE 124th Street. Any future development of the site, whether under current zoning or a future zoning designation, will need to assess impacts related to the transmission lines and design improvements accordingly.

C. ALTERNATIVES

1. Technical Committee Recommendation: Amend the Comprehensive Plan and zoning designation on the site to "Northwest Design District" and adopt the associated policies and zoning regulations that would implement the Applicant's modified land use proposal allowing a variety of housing types such as attached dwelling units, multifamily, mixed use, as well as commercial uses.

2. Condition or modify the Applicant's land use proposal, associated policies, or zoning regulations.

3. Deny the proposed Comprehensive Plan amendment and rezone.

V. SUPPORTING ANALYSIS

A. COMPLIANCE WITH CRITERIA FOR PLAN AMENDMENTS

Redmond Comprehensive Plan Policy PI-16, as adopted by RZC 21.76.070.J.3, outlines the criteria for which proposed comprehensive plan amendments shall be evaluated. The following is an evaluation of the proposal for consistency with each criteria:

1. Consistency with Growth Management Act (GMA), State of Washington Department of Commerce Procedural Criteria, VISION 2040 or its successor, and the King County Countywide Planning Policies.

The Comprehensive Plan is consistent with the GMA, Vision 2040, and King County Countywide Planning Policies.

Broadly stated, the GMA and plans such as VISION 2040 and the King County Countywide Planning Policies are intended to accommodate growth within Urban Growth Areas, provide for a variety of housing types, and prevent an auto-centric sprawling land use pattern. The proposal is to adopt site-specific Design District policies and regulations which are flexible and that respond to the unique characteristics of the site, thereby establishing an opportunity to create a horizontally-integrated mixed-use site with a range of housing types and commercial uses which will serve the surrounding area – consistent with the goals of the GMA and those plans created under it.

The proposal has been reviewed consistent with procedures required by the GMA.

2. Consistency with the Comprehensive Plan policies and the designation criteria.

The proposal is consistent with the Comprehensive Plan policies, as well as both the general land use designation criteria (LU-26) and the Design District designation criteria (LU-63).

The proposal will create flexible policies and regulations that respond to the unique characteristics of the site, thereby resulting in a horizontally-integrated mixed-use site with opportunity for a range of housing types and commercial uses that serve the development as well as the surrounding area. More specifically, the proposal is consistent with both the general and Design District designation criteria listed in policies LU-26 and LU-63 as follows:

- LU-26, Subpoint #1: The proposal is generally consistent with the City's land use and community character objectives (CC-14, CC-20, CC-22).

- LU-26, Subpoint #2: Future development will be directed away from environmentally critical areas such as the steep slopes and stream on the site. Green development incentives are incorporated into the proposed regulations and will minimize the carbon footprint of new development and ensure energy efficiency in design.

- LU-26, Subpoint #3: The site is served by a multimodal transportation network consisting of roads, multipurpose trails, and Metro bus routes. Plans call for future improvements to the trail network, providing connections through Kirkland, Redmond, and north through the Sammamish Valley to Woodinville. Meanwhile, Metro is in the process of evaluating as part of the NEMP the existing routes serving the site and may take action in the near future to improve transit frequency serving the site.

- LU-26, Subpoint #4: The proposal will not result in a decrease in capacity for housing or commercial space – rather, the regulations will create more flexibility to create a horizontally-integrated mixed-use site consisting of residential and commercial uses, similar to what current BP zoning allows through vertical mixed-use structures. Housing types will be expanded to allow townhomes – a type of housing for which there is strong demand, yet is rarely being developed in Redmond.

- LU-26, Subpoint #5: The proposed regulations will continue to allow a broad range of commercial and residential uses and therefore will disrupt the balance between employment and housing. More importantly however, the proposed regulations will

allow more variety in housing types and more flexibility for commercial uses to respond to the unique site constraints with the goal of realizing a master planned development on a currently vacant site.

- LU-26, Subpoint #6: The site is suitable for the proposal, which will create opportunity for housing and commercial services in close proximity to the Willows employment area as well as the nearby Totem Lake and Downtown Redmond Urban Centers.

- LU-26, Subpoint #7: Incompatible uses should be largely minimized due to existing natural separation with a wooded ravine and utility corridor between the site and adjacent uses to the west and south.

- LU-63, Subpoint #1: The proposed Design District will provide the needed flexibility to establish a horizontally-integrated mixed-use site that cannot be achieved through existing zoning designations.

- LU-63, Subpoint #2: The proposal includes draft policies and zoning regulations that will apply to the site.

- LU-63, Subpoint #3: As noted above, Metro routes currently serve the site and are in the process of evaluating the existing routes as part of the NEMP. Future action may be taken to improve transit frequency serving the site.

- LU-63, Subpoint #4: The Applicant has prepared a Land Use Concept and Conceptual Site Plan (Exhibit B) to illustrate potential development of the site under proposed regulations.

- LU-63, Subpoint #5: Proposed regulations provide allowable land uses, densities, and development standards.

- LU-63, Subpoint #6: Public involvement to date has included two neighborhood meetings, a public hearing, and outreach to the surrounding property and business owners. An additional public hearing is scheduled for October 24, 2018 (Exhibit K).

- LU-63, Subpoint #7: The Applicant's request has been reviewed and processed consistent with the Type VI legislative review process, as outlined in RZC 21.76.050.K.

- LU-63, Subpoint #8: To the extent necessary, the proposed Northwest Design District will be reviewed and updated within the necessary 5-10 years.

3. Consistency with the preferred growth and development pattern in Section B of the Land Use Element of the Comprehensive Plan.

The proposal is consistent with the preferred growth and development pattern in Section B of the Land Use Element of the Comprehensive Plan. The proposal will create policies and regulations which are flexible and that respond to the unique characteristics of the site, resulting in a horizontally-integrated mixed-use development. Housing and commercial uses, already allowed under the current zoning, will now be allowed to be re-organized throughout the site as part of a master plan. Housing types will be expanded to allow townhomes and other standalone multifamily uses to better integrate with the site's topography and anticipated commercial areas.

4. The capability of the land, including the prevalence of critical areas.

As depicted on the Slope Analysis Map (Exhibit D), the site is constrained by the existing topographic features including the moderately sloped hillside adjacent to Willows Road and the ravine near the southeast portion of the site. Proposed regulations will limit all non-residential uses to the northwest portion of the site adjacent to NE 124th Street. This area is more conducive to higher-intensity uses and will limit the amount of grading in other areas where lower-intensity residential uses, such as townhomes, would be allowed.

Furthermore, green development incentives are provided as part of the proposed regulations and are intended to reduce the carbon footprint and promote energy efficient design in new development.

The proposal would not change citywide regulations that protect the environment. Future development will be required to comply with adopted environmental regulations such as critical areas, stormwater, and energy code.

5. The capacity of public facilities and whether public facilities and services can be provided cost-effectively at the intensity allowed by the designation.

The site is served by necessary infrastructure such as roads and utilities. Future development will be required to mitigate development-specific

impacts as determined at the time of a master plan and/or site plan entitlement.

The proposal will allow townhomes and standalone apartments. It is likely the proposal will result in a development which is less intense than allowed under current zoning, due to the topographic constraints on the site and the ability to develop medium-density townhomes (as opposed to high-intensity mixed use structures and/or an office park).

Public facilities and services currently in place to serve the site will not be detrimentally affected by the proposal.

6. **Whether the allowed uses are compatible with nearby uses.**

   Incompatible uses should be largely minimized due to the wooded stream corridor to the south and the utility corridor to the west. Compatibility between land uses on the site would be addressed during the master planning process. See also land use compatibility discussion in Section IV.B.3 above.

7. **If the purpose of the amendment is to change the allowed use in an area, the need for the land uses that would be allowed by the Comprehensive Plan amendment and whether the amendment would result in the loss of capacity to meet other needed land uses, especially whether the proposed amendment complies with the policy on no net loss of housing capacity (HO-17).**

   The proposal will allow a range of land uses similar to what is currently allowed under existing zoning. Manufacturing uses, which are currently allowed on the site would be prohibited. However, the proposal would create more flexibility that does not exist under current zoning, and is necessary to adequately respond to the unique site characteristics. The proposed regulations will allow more housing types in the form of townhomes and apartments (standalone or in a mixed-use structure). Existing affordable housing requirements will apply to townhome units, while the proposal requires 10 percent of apartments be restricted to 70 percent of AMI.

   Proposed regulations will also allow compatible commercial uses that will serve residents living on the site as well as the surrounding area.

8. **For issues that have been considered within the last four annual updates or Comprehensive Land Use Plan 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 proposal has not been considered within the last four annual updates to the Comprehensive Plan.

VI. AUTHORITY AND ENVIRONMENTAL, PUBLIC AND AGENCY REVIEW

A. AMENDMENT PROCESS

RZC 21.76.070.AE and RZC 21.76.050.K require that amendments to the Comprehensive Plan or Zoning Code (except zoning map amendments consistent with the Comprehensive Plan) be reviewed under the Type VI process. Under this process, the Planning Commission conducts a study session(s), an open record hearing(s) on the proposed amendment, and makes a recommendation to the City Council. The City Council is the decision making body for this process.

B. SUBJECT MATTER JURISDICTION

The Redmond Planning Commission and the Redmond City Council have subject matter jurisdiction to hear and decide whether to adopt the proposed amendment.

C. WASHINGTON STATE ENVIRONMENTAL POLICY ACT (SEPA)

A SEPA threshold determination was issued on February 28, 2018 (Exhibit H). The comments (Exhibit I) submitted during the SEPA comment period have been reviewed and do not change the SEPA threshold determination. The Applicant's modified proposal was reviewed and determined to be consistent with the SEPA threshold determination. The City concurs with the Applicant's conclusions related to SEPA consistency (Exhibit J).

D. 60-DAY STATE AGENCY REVIEW

State agencies were sent 60-day notice of the modified proposal and associated draft policies and regulations (Exhibit L).

E. PUBLIC INVOLVEMENT

Two neighborhood meetings were held in 2017 to gather input on the proposal and to identify potential issues and topics to consider. A public hearing was held on June 27, 2018, and was continued to July 11, 2018.

There will be more opportunities to comment on the proposal, and the September 2018 modifications, during the Planning Commission review process and the public hearing scheduled October 24, 2018 (Exhibit K).

F. APPEALS

Comprehensive Plan amendments are a Type VI legislative action pursuant to RZC 21.76.050. The proposal shall be reviewed by the Planning Commission, who makes a recommendation to the City Council. The City Council is the final decision making body. The Council's decision is appealable to the Growth Management Hearings Board.

VII. LIST OF EXHIBITS

Exhibit A:	Applicant's Comp. Plan Amendment Proposal (Sept 2018)
Exhibit B:	Proposed Land Use Concept & Conceptual Site Plan (Sept 2018)
Exhibit C:	Comprehensive Plan Designation Context Map
Exhibit D:	Slope Analysis Map
Exhibit E:	Vehicle Trip Generation Comparison Memo (Sept 2018)
Exhibit F:	Regulation Comparison
Exhibit G:	Draft Northwest Design District Policies & Regulations
Exhibit H:	SEPA Threshold Determination
Exhibit I:	SEPA Comments
Exhibit J:	SEPA Compliance Letter, September 20, 2018
Exhibit K:	Public Hearing Notice
Exhibit L:	60-Day Notice of Proposed Amendment

Conclusion in Support of Recommendation: The Technical Committee finds the proposal has been reviewed in compliance with the City's Type VI process, as well as with the procedural requirements of SEPA. Based on the above analysis and findings, the Technical Committee concludes the proposal complies with the Redmond Comprehensive Plan and recommends the proposal be approved.

Erika Vandenbrande

ERIKA VANDENBRANDE
Director
Planning and Community Development

MTPatel

MARTIN PASTUCHA
Director
Public Works

EXHIBIT A



General Application

City of Redmond

Office Use Only

DATE: 01/12/2017 PROJ: 2017-00039 LAND: LAND-2017-00023 ACCEPTED BY: LC

Type of Review Process I II III IV V VI Plan Type: Comp Plan Amendment

NOTICE: Materials delivered by courier or by mail **will not be accepted.**

Project Name: Comprehensive Plan amendment and rezone from "Business Park" to "Design District" for Proctor Willows property

Site Address: Southwest corner of NE 124th and Willows Road NE

Parcel Number(s): 2726059026/2726059024 Acres: 15.57 Zoning: BP

Additional Project Information

Project Description:

Applicant is seeking a Comprehensive Plan Amendment and rezone to "Design District," which will allow a variety of housing types and include a commercial component.

Type of Proposed Use: Residential/Multifamily/Commerical

Please identify the square footage of each use below:

☑ Residential 300,000 ☐ Retail 10,000 ☐ Office ☐ Manufacture ☐ Other

# of Existing Dwelling Units: 0 # of Proposed Residential Dwelling Units: 350-400

Existing Building Sq. Ft. (non-residential): 0 Proposed Building Sq. Ft. (non-residential) ~10,000

# of Existing Lots: 1 Number of Proposed Lots: Exact number to be determined during Site Entitlement process

Will any buildings be demolished: ☑ No ☐ Yes. If yes, size in sq. feet ____; or # of dwelling units ____

Owner Information

Name: Fred Proctor

Company Name: Willows Northwest I, LLC

Mailing Address: 15325 NE 95TH ST

City: REDMOND

State: WA Zip: 98052

Phone: Fax:

Email: dfproctor@proctorinc.com

Applicant Information

Name: Bonnie Geers

Company Name: The Quadrant Corporation

Mailing Address: 14725 SE 36th Street, Suite 100

City: Bellevue

State: WA Zip: 98006

Phone: 425.836.1054 Fax: 425.836.1050

Email: bonnie.geers@quadranthomes.com

Select Billing Contact: ☑ Applicant ☐ Owner

Authorization to File Signature (all persons with an ownership interest in property)

By my signature, I certify that the information and exhibits herewith submitted are true and correct to the best of my knowledge.

☐ Property Owner ☑ Individual authorized to sign on behalf of property owner

Name: Bonnie Geers Address: 14725 SE 36th Street, Suite 100 Phone: 425.836.1054

Signature

QUADRANT HOMES

AGENT AUTHORIZATION, ACKNOWLEDGEMENT, AND CONSENT

Property:

Tax Parcels 2726059027; 2726059026 (SW corner of intersection of NE 124th Street and Willows Road NE)

Property Owner: Willows Northwest I, LLC, a Washington limited liability company

The undersigned is the record owner of the above-described property, and hereby authorizes The Quadrant Corporation, a Washington corporation dba Quadrant Homes, attn: Bonnie Geers, Vice President, Community Development, to act on behalf of the undersigned with respect to the application(s) for a Comprehensive Plan Amendment and Rezone, and to take all actions it deems to be necessary or appropriate for the processing, modification, or withdrawal of the application(s), and the issuance and acceptance of any permit, approval, or entitlement resulting from the processing of the application(s), and any and all standard and special conditions attached.

Property Owner's Address:

15325 NE 95th Street
Redmond WA 98052
Telephone: (425) 881-7000 ext. 6400

Without limiting any of the foregoing, the undersigned consents to the execution and submission by Quadrant Homes on its behalf of the application for Comprehensive Plan Amendment to which this Authorization, Acknowledgement, and Consent is attached.

The undersigned certifies the above information submitted in this application is true and accurate to the best of the undersigned's knowledge

WILLOWS NORTHWEST I, LLC

By: _____

Name: FRED PROCTOR

Title: MANAGER

Date: APRIL 29 2016

Proctor Willows Comprehensive Plan Amendment Application
Revised 9/20/2018

A. Description of Proposed Amendment (Property Specific Amendment)

1. *What is the current Comprehensive Plan land use designation and zoning?*

   The current Comprehensive Plan land use designation and zoning for the Property is Business Park ("BP").

2. *What is your desired Comprehensive Plan land use designation and zoning?*

   The Applicant is proposing that the Property be designated with a new "Northwest Design District," with Design District zoning, similar to the Design District designations and zoning the City has adopted for the Bear Creek, Marymoor, and Northeast areas of the City. The new Northwest Design District designation and zoning would promote horizontal mixed-use development with a variety of housing types, including for-sale townhomes, triplex and traditional for-rent apartment style dwellings. It would also require a minimum of 20,000 sq. ft. of non-residential uses, to include neighborhood-oriented commercial, office, and/or day care center uses.

3. *Describe what type of development is envisioned for the area proposed for the amendment. A conceptual drawing of the proposed development may be required.*

   The Property is located at the intersection of NE 124th Street and Willows Road in the northernmost portion of the Willows Corridor Subarea of the Willows/Rose Hill Neighborhood. The Applicant is proposing a mixed-use development consisting of approximately 370 residential units with a variety of housing types that may include for-sale townhomes, triplex and traditional for-rent apartment style dwellings. The development would also include a minimum of 20,000 sq. ft. of ground-level or stand-alone retail or commercial space, to include neighborhood-scale commercial uses, office, and/or day care center uses. The development would include open space tracts, landscaped active and passive recreation, a trail network, and potentially, a gateway/bike rest stop feature on the northeast corner of the site. A revised conceptual site plan developed in coordination with City staff is included with this revised application.

4. *What land uses are located on and adjacent to the area proposed for amendment?*

   The Property is currently vacant and partially constrained by critical areas, including steep slopes. Commercial, office, multi-family and single-family residential uses are located to the north, west and south of the Property. Agricultural uses are located to the east of the Property across Willows Road NE. The Property is located at the far northwest boundary of the City limits; it adjoins the unincorporated County to the north.

B. Comprehensive Plan Amendment Questions

1. *What is your proposed amendment intended to accomplish?*

The Applicant is proposing a property-specific Comprehensive Plan Amendment and concurrent rezone as part of the City's annual Growth Management Act ("GMA") docket process in RCW 36.70A.130. Specifically, the proposal is to redesignate and rezone the Property from BP to a new "Northwest Design District" with Design District zoning.

Despite increased commercial and residential development in the Property's general vicinity over the past few decades, and aggressive attempts to market the Property locally and globally, the Property has remained vacant and underutilized. This is primarily due to site conditions, including topographical challenges and critical area restraints, which make the site infeasible for large floor-plate development. In addition, the Property's location, on the northwest border of City limits, is not conducive to large-scale retail or office park development. Current BP zoning promotes highly intensive use of the Property, including dense mixed-use residential structures, but it does not allow for a variety of housing types necessary to meet market demand, achieve the City's affordable housing goals, and provide housing proximate to employment centers, which will reduce traffic trips on City streets. Without a redesignation and rezone to Design District, which will allow greater development flexibility while reducing intensity, the Property will likely remain vacant and underutilized for the foreseeable future

A redesignation and rezoning of the Property from BP to Design District would permit development of a compatible and context-sensitive mixed-use residential development with neighborhood-supporting commercial uses. The current BP land use zoning requires residential units to be contained in a "mixed-use structure," which does not allow stand-alone residential buildings. RMC Table 21.14.030C. In contrast, Design District zoning would permit a variety of residential product types including detached, attached (2-4 units) and multifamily structures. This allowance for a variety of housing types results in increased flexibility and enables buildings to be clustered away from critical areas. Design District zoning would facilitate a context-appropriate development of the Property, which will preserve the Property's environmentally sensitive features.

Design District zoning will result in a development that is less intense than what is allowed under BP zoning. With respect to traffic, the difference in intensity is significant. A preliminary estimate by Transpo Group has indicated that a 300,000 sq. ft. business park, which would be allowed under the existing BP zoning (taking critical areas into account), would result in 3,700 new daily vehicle trips and 380 new PM peak hour trips. In contrast, the mixed-use residential project proposed under the new Design District zoning (175 residential townhomes, 195 apartment units, and approximately 20,000 sq. ft. of retail space) would result in approximately 2,700 new daily trips and 270 new PM peak hour trips. Accordingly, a rezone from BP to Design District would result in a significant reduction of daily vehicle trips and PM peak hour trips. *See* attached revised memorandum from The Transpo Group dated September 11, 2018, which compares and summarizes the trip generation associated with several BP and Design District development scenarios.

2. *How will your proposal support the goals contained in Redmond's Comprehensive Plan? Goals are shown on page 6.*

The proposal supports the following goals contained in the Comprehensive Plan, as shown on page 6 of the Comprehensive Plan Amendment Application:

- To conserve agricultural lands and rural areas, to protect and enhance the quality of the natural environment, and to sustain Redmond's natural resources as the City continues to accommodate growth and development.

By permitting a mixed-use residential development that clusters a variety of multifamily product types on developable (non-critical) areas of the Property, the Property will protect and enhance the quality of the natural environment and sustain Redmond's natural resources.

- To retain and enhance Redmond's distinctive character and high quality of life, including an abundance of parks, open space, good schools and recreational facilities.

This proposal will allow a property which has been vacant for decades to be put to productive use, providing affordable, high-quality housing options for Redmond residents, while protecting critical areas and providing for a variety of on-site open space and recreational opportunities, including trails and trail connections.

- To emphasize choices and equitable access in housing, transportation, stores and services.

The proposal will maximize the housing choices available to City residents by providing townhomes, triplex and traditional apartment style dwellings. Including a provision for ground floor or stand-alone retail and commercial will allow for neighborhood services and retail that is easily accessed by future residents. In accordance with the City's affordable housing requirements, at least 10 percent of the proposal's residential units will be below market-rate units, which ensures enhanced access to residences from all economic sectors including low to moderate income residents. The Property is located near existing retail, services and employment centers, which will reduce traffic trips on City streets. NE 124th Street and Willows Road NE are both serviced by King County Metro Bus Routes 930 and 244, which will further decrease traffic impacts.

- To maintain a strong and diverse economy and to provide a business climate that retains and attracts locally owned companies, as well as internationally recognized corporations.

The creation of affordable, diverse housing options in the Willows Corridor will benefit the entire Willows Road corridor by providing housing options for nearby employees and implementing transportation improvements and trail connections that will improve traffic conditions in the area.

- To provide opportunities to live a healthy lifestyle, enjoy a variety of community gathering places and celebrate diverse cultural opportunities.

Sensitive treatment of the Property's critical areas will provide residents will ample green and open spaces, which support a healthy lifestyle. The proposed development will include sidewalks and a trail network, active and passive parks and gathering areas for residents in the community.

- To provide convenient, safe and environmentally friendly transportation connections within Redmond and between Redmond and other communities for people and goods.

The proposal would include regional trail connections to enhance and expand Redmond's existing network.

- To cultivate a well-connected community, working together and with others in the region to implement a common vision for Redmond's sustainable future.

The proposal allows the City to work with a long-time property owner who has tried unsuccessfully, for several decades, to market his property under the current BP zoning. The proposal represents an opportunity for the City to put a vacant property to productive use, providing diverse housing options for its residents.

3. *How will your proposal support other applicable policies and provisions from Redmond's Comprehensive Plan? Plan can be accessed at www.redmond.gov/compplan.*

The proposal complies with the following Comprehensive Plan and Willows/Rose Hill Neighborhood policies and provisions:

- Framework "FW" Policy-3: Ensure that the land use pattern in Redmond meets the following objectives:
  - Takes into account the land's characteristics and directs development away from environmentally critical areas and important natural resources;
  - Encourages redevelopment of properties that are underutilized or inconsistent with the Comprehensive Plan designation;
  - Provides for attractive, affordable, high-quality and stable residential neighborhoods that include a variety of housing choices;
  - Maintains and enhances an extensive system of parks, trails and open space; and
  - Advances sustainable land development and best management practices, multimodal travel and a high-quality natural environment.
- Land Use ("LU") Policy-4: Encourage sustainable development of both public and private lands in Redmond through the use of techniques, such as green building and green infrastructure.
- LU-6: Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels. Ensure that the height, bulk and design of infill and redevelopment projects are compatible with their surroundings.
- LU-7: Provide opportunities for shops, services, recreation and access to healthy food sources within walking or bicycling distance of homes, work places and other gathering places.
- LU-20: Promote use of techniques, such as current use taxation programs, stormwater utility funds, conservation easements, sensitive site planning, best land management practices and flexible regulations, to help retain and protect open space, environmentally critical areas, unique natural features and small farms.
- LU-24: Ensure that uses adjacent to designated agricultural lands do not interfere with farm uses. Prevent interference through techniques, including but not limited to:
  - Separating uses with buffers, setbacks, topography or other means;
  - Promoting uses that are compatible and prohibiting uses that are not compatible with agricultural uses; and

    - Giving notice on plats, plans, and development and building permits issued on properties within 500 feet of designated agricultural lands that a variety of agricultural activities may occur that are not compatible with some development.
- LU-25: Create and maintain Redmond as a place distinct from adjacent communities by establishing, where practical, green buffers, habitat corridors, preserved natural areas and distinctive gateways with features, such as native landscaping, art and markers in other locations.
- LU-28: Promote attractive, friendly, safe, quiet and diverse residential neighborhoods throughout the city, including low- and moderate density single-family to high density residential neighborhoods.
- LU-29: Designate allowed residential densities and housing types to provide for a housing stock that includes a range of choices to meet all economic segments and household types, including those with special needs related to age, health or disability.
- LU-63: Design District Designation
  Purpose.
  Take advantage of opportunities for appropriate mixes of uses in sustainable locations, such as large parcels (totaling at least five acres in size) in a common ownership, or the sites of major institutions, such as hospitals. Provide for preparation of master plans to promote unified development of an area . . . , while managing impacts on adjacent uses.
- Housing ("HO") -1: Zone sufficient buildable land, create adequate usable development capacity and allow for an appropriate mix of housing types to accommodate Redmond's projected share of King County's population growth over the next 20 years.
- HO-2: Promote a mix of new residential units and use other strategies that are designed to at a minimum meet the targets called for in the King County Countywide Planning Policies for creating residences that are affordable to low and moderate-income households.
- HO-11: Encourage the development of a variety of housing types, sizes and densities throughout the city to accommodate the diverse needs of Redmond residents through changes in age, family size and various life changes, including
    - Developments that provide smaller units with a mix of attached and detached housing units,
    - Homes with ground floor master suites, and
    - Homes with living areas on one floor.
- HO-12: Create opportunities for ownership housing in a variety of settings, styles, sizes and affordability levels throughout Redmond.
- HO-34: Promote a mix of housing for all income levels, including a portion of housing that is affordable to households earning 80 percent of less of the King County Median Income, as well as housing that is affordable to households earning between 80 to 120 percent of median income and above. . .
- HO-36: Encourage the dispersal of affordable housing throughout the city. . .
- HO-39: Encourage housing ownership or rental opportunities for all economic segments of the Redmond community.

- Natural Environment ("NE")-21: Conserve and protect environmentally critical areas from loss or degradation. Maintain as open space hazardous areas and significant areas of steep slopes, undeveloped shorelines, and wetlands.
- NE-23: Avoid, where possible, the creation of new parcels with building sites entirely within wetlands, streams, steep slopes, frequently flooded areas, and their associated buffers. Configure future parcels to have a building site outside of these areas.
- NE-24: Encourage use of creative and appropriate site design and housing types to balance environmental protection and achievable density. Encourage clustering and density transfers for both commercial and residential development to help retain significant natural features and critical areas as open space.
- Neighborhood, Willows/Rose Hill ("N-WR") A-1: Preserve the natural character of the Willows/Rose Hill Neighborhood, while providing for compatible residential and business growth in appropriate areas. Among the features that define the neighborhood's natural character are the ravines and steep slopes, trees and forested areas, concentrations of open space, streams, wetlands and wildlife diversity.
- N-WR-A-2: Maintain the character of the Willows Corridor, including well-designed building clusters surrounded by trees and open space, parkway setbacks, and high proportions of open space relative to the area developed.
- N-WR-A-3: Ensure that new residential development blends with and helps maintain the existing character in each neighborhood subarea, including sense of community, variety in lot sizes and house styles, small to moderately sized homes, abundance of trees and other greenery, nearness to open space and wildlife, and feeling of spaciousness throughout the neighborhood.
- N-WR-C-3: Development proposed for sites with significant natural features shall preserve those features. Reduction in the scale and intensity of proposed development may be required to accomplish effective preservation of natural features.
- N-WR-C-7: Critical wildlife habitat throughout the Willows/Rose Hill Neighborhood shall be protected.
- N-WR-C-8: Wildlife diversity in the Willows/Rose Hill Neighborhood shall be protected and enhanced. Adverse impacts from new development on critical wildlife habitat shall be avoided subject to reasonable use provisions in the Redmond Zoning Code.
- N-WR-C-9: Wildlife corridors in the Willows/Rose Hill Neighborhood that link critical wildlife habitats and provide for movement of wildlife, particularly in the forested slopes and between the neighborhood and nearby areas, such as the Sammamish River and Valley, shall be protected and enhanced.
- N-WR-C-10: Developments upon the Willows/Rose Hill hillside shall be required to preserve open space in locations that are contiguous to existing or possible future open space areas of adjoining properties for the purpose of providing a continuous band of open space and wildlife habitat across the hillside.
- N-WR-G-1: Developments within the Willows Corridor north of the Puget Sound Energy transmission line right-of-way shall be designed to ensure the following:
    - Important natural features of the hillside corridor are preserved;
    - The area maintains a pastoral and parkway appearance;

    - Buildings are visually compatible with the forested hills and open pastures of the Willows Corridor;
    - Buildings and parking do not dominate views of the Willows Corridor;
    - Developments are visually separated from each other and Willows Road with areas of open space;
    - High-quality site and building designs are maintained;
    - Pedestrian and bicycle links to Willows Road are provided; and
    - Nearby residential uses to the west are visually buffered from the development through screening by topography, trees or other measures.
- N-WR-G-2: New residential developments shall provide a variety of home designs, sizes, types and site design features, such as setbacks or lot sizes, to maintain variety and visual interest, to avoid repetitive style and to avoid a bulky and massive appearance.

4. *What impacts might your proposal have on the natural environment, such as critical areas or other natural areas?*

   The proposed change in land use designation and rezoning will have a beneficial impact on the natural environment, as compared to what could be development under the current BP zoning. Adopting a Design District designation and zoning for the Property will help protect the Property's critical areas, steep slopes and other environmentally sensitive features, and it is expected to be less intensive than a purely mixed-use residential structure permitted under the BP, which will result in less net traffic and other environmental impacts. It will locate residential uses closer to existing office parks and retail uses in the BP zone, shortening commute distances and decreasing car trips. The proposed retail, office and/or daycare uses along 124th Street will offer neighborhood services and retail that is easily accessed by Willows Road employees and future residents. Finally, the proposed Project will incorporate Low Impact Development ("LID") and conservation measures, which will further reduce environmental impacts.

5. *What economic impacts might your proposal have, such as impacts for businesses, residents, property owners, or Redmond City Government?*

   The proposal will facilitate the development of a vacant and underutilized parcel, which will create positive economic impacts through increased property tax revenue and the purchase of goods and services at local businesses by the Property's residents. The proposal will also permit workers to live close to major employment areas in the Redmond area. Employees in the Willows Corridor will now be able to live within walking distance to their work.

6. *How will your proposal address the long-term interests and needs of the community as a whole?*

   The proposal addresses the long-term interests and needs of the community as a whole. The overall community will benefit from the development of the vacant Property. The proposal facilitates much needed multifamily development while preserving the Property's environmentally critical areas.

7. *Are you aware of any public support for your proposed amendment?*

The Comprehensive Plan resulted from significant public input from residents, employees and property owners in the Willows/Rose Hill Neighborhood. As stated in Question 3 above, the Comprehensive Plan recommends, *inter alia*, infill development on suitable vacant parcels, which preserves natural open space and wildlife habitat. Quadrant has reached out to many employers in the Willows Road area, many of whom have expressed concern about the lack of affordable housing for their employees. Aerojet, the owner immediately adjacent to the property, has expressed support for the proposal.

8. *If your proposal has been considered within the last four years, what circumstances have changed to make the proposed amendment appropriate?*

   The Applicant is unaware of any recent similar Comprehensive Plan Amendment Application proposals for the Property.

C. Land Use Map Questions

9. *Describe the suitability of the area for the proposed designation, considering the adjacent land uses and the surrounding development pattern, and the zoning standards under the potential zoning classification.*

   The Property is well-suited for the proposed Design District designation and zoning. The City has adopted Design District designation/zoning in other unique neighborhoods, including Bear Creek, Marymoor, and the Northeast District. A Design District designation will allow the City and Applicant to work together to adopt tailored development regulations with enhanced design and landscaping standards, that will allow the proposed mixed-use Project to be compatible with site characteristics. Design District zoning would preclude the heavy industrial and manufacturing uses permitted by the current BP designation, which are incompatible with the (1) agricultural uses located directly to the east of the Property and (2) single family and multi-family developments located to the west of the Property. Instead, Design District zoning would permit a wide variety of residential development types, along with limited retail and commercial use, which would be compatible with the Property's adjacent agricultural, residential and office uses.

   Design District zoning would also maximize compatibility between the Applicant's proposed mixed use residential development on the Property and the purely commercial and office development located to the north, west and south of the Property.

   It is important to note that multifamily residential is a permitted use category in the BP zone – the Property's current designation (but under BP zoning, the multifamily units must be contained within a "mixed-use structure"). Therefore, the proposed Design District zoning would not introduce a new permitted use category to the Property. Instead, Design District zoning would allow a variety of residential product types, including detached, attached and multifamily structures, to be developed on the Property, with enhanced design and landscaping standards that will ensure compatibility with surrounding land uses.

10. *What is the potential for the uses allowed under the proposed designation to be incompatible with uses or property in the immediate vicinity of the subject property? How would adverse impacts be mitigated?*

It is not anticipated that any uses allowed under the proposed designation would be incompatible with uses or property in the immediate vicinity of the Property. In general, the uses permitted by a Design District designation would be less intensive and noxious as compared to the uses permitted by the BP designation. Heavy industrial and manufacturing uses permitted by the current BP designation are incompatible with the agricultural, residential and office uses located in the immediate vicinity of the Property.

11. *Describe the extent to which the proposal supports: a) Redmond's preferred land use pattern as described in the Comprehensive Plan Land Use Element, and b) the community character object contained in Redmond's Comprehensive Plan. See the Community Character or Land Use Element of the Comprehensive Plan or the elements specific to neighborhoods.*

    The proposal supports Redmond's preferred land use pattern as described in the Comprehensive Plan Land Use Element. Comprehensive Plan Framework Policy FW-3 summarizes the City's preferred land use pattern. FW-3 aims to ensure that the land use pattern in Redmond meets certain objectives including:

    - Takes into account the land's characteristics and directs development away from environmentally critical areas and important natural resources;
    - Encourages redevelopment of properties that are underutilized or inconsistent with the Comprehensive Plan designation;
    - Provides for attractive, affordable, high-quality and stable residential neighborhoods that include a variety of housing choices;
    - Maintains and enhances an extensive system of parks, trails and open space; and
    - Advances sustainable land development and best management practices, multimodal travel and a high-quality natural environment.

    More specifically, the proposal supports the community character objectives in the Willows/Rose Hill Neighborhood framework policies:

    - N-WR-A-1: Preserve the natural character of the Willows/Rose Hill Neighborhood, while providing for compatible residential and business growth in appropriate areas. Among the features that define the neighborhood's natural character are the ravines and steep slopes, trees and forested areas, concentrations of open space, streams, wetlands and wildlife diversity;
    - N-WR-A-2: Maintain the character of the Willows Corridor, including well-designed building clusters surrounded by trees and open space, parkway setbacks, and high proportions of open space relative to the area developed; and
    - N-WR-A-3: Ensure that new residential development blends with and helps maintain the existing character in each neighborhood subarea, including sense of community, variety in lot sizes and house styles, small to moderately sized homes, abundance of trees and other greenery, nearness to open space and wildlife, and feeling of spaciousness throughout the neighborhood.
    - N-WR-G-1: Developments within the Willows Corridor north of the Puget Sound Energy transmission line right-of-way shall be designed to ensure the following:

- Important natural features of the hillside corridor are preserved;
- The area maintains a pastoral and parkway appearance;
- Buildings are visually compatible with the forested hills and open pastures of the Willows Corridor;
- Buildings and parking do not dominate views of the Willows Corridor;
- Developments are visually separated from each other and Willows Road with areas of open space;
- High-quality site and building designs are maintained;
- Pedestrian and bicycle links to Willows Road are provided; and
- Nearby residential uses to the west are visually buffered from the development through screening by topography, trees or other measures.

The proposal is also consistent with the Design District designation policies because it will ensure an appropriate mix of uses (a diverse array of housing types, in addition to at least 20,000 sq. ft. of office/commercial and/or daycare uses), it proposes Design District regulations to ensure compatibility with adjacent land uses, and it will be subject to a master plan process, which will facilitate development of a unified site plan that respects the unique topography of the site.

Finally, the proposal will advance the City's affordable housing goals by providing a range of affordable housing types in an area of the City that currently lacks affordable housing.

12. *Describe any probable adverse environmental impacts that might result from the proposed change in land use designation. How would any adverse impacts be mitigated?*

The proposed change in land use designation will not result in adverse environmental impacts. The proposal will be required to comply with the City's critical areas regulations, which will ensure mitigation of impacts. Design District zoning will better protect the critical areas located on the Property as compared to the Property's current BP land use designation and zoning because there is more flexibility related to the placement of residential units on the site. The proposed site plan will largely preserve the property's natural character, including ravines and steep slopes, trees and forested areas, concentrations of open space, wetlands and wildlife diversity. The revised conceptual site plan will maintain the character of the Willows Corridor by including well-designed building clusters surrounded by trees and open space and high proportions of open space relative to the developed area.

13. *Describe the extent in which adequate public facilities and services are likely to be available to serve the development allowed under the proposed land use designation.*

Adequate public facilities and services are available to serve the development allowed under the proposed land use designation. The Property contains adequate water, sewer, fire protection and other utility services and provides direct access to NE 124th Street and Willows Road. The Applicant will pay all required impact fees related to the Property's development in accordance with RMC Chapter 3.10.

14. *If a change in allowed uses is proposed, discuss the need for the land use which would be allowed and whether the change would result in loss of capacity to accommodate other needed uses. Consider especially, whether the*

proposed change complies with the City policy HO-16, which would prohibit any rezone that reduces capacity for residential development without first approving another rezone that at least replaces the lot capacity elsewhere in the City.

The proposed rezone would increase the Property's capacity for residential development, consistent with City goals and policies.

Finally, the proposal complies with RZC 21.76.070(2)(b):

- Amending the Comprehensive Plan is the only mechanism available to permit a rezone that would allow an economically-viable mixed use, multi-family project to be developed on the Property;
- The proposed amendment is best addressed as an individually docketed item because it is held under common ownership, and there is no indication it will be reviewed as part of a larger City, regional, or state effort;
- The proposed amendment is consistent with existing local, state and federal laws, including the GMA and the City's Comprehensive Plan;
- The proposed amendment is timely and appropriately considered as part of the annual GMA docket process;
- The amendment proposal is not complex, and the Applicant has submitted a conceptual site plan and SEPA checklist in order to assist staff in evaluating the proposal. City Council, Planning Commission and staff will have adequate information to evaluate it;
- The proposed amendment is consistent with the City's overall vision, policies, and plans, as explained above; and
- The proposed amendment has not been considered or rejected by the City within the last two years.

EXHIBIT B

CROSS KIRKLAND CONNECTOR (FUTURE)

REDMOND CONNECTOR (FUTURE)

WALKING TRAIL

ACCESS

MIXED USE

RESIDENTIAL

108,131.7 sf

REC. SPACE

REC. SPACE

ACCESS

OPEN SPACE PRESERVATION

WALKING TRAIL

REDMOND CONNECTOR (FUTURE)

N

Proctor Willows Land Use Concept

Sept 2018

kpff

EXHIBIT B



KEY PLAN LEGEND

- ATTACHED DWELLING UNIT
- MULTIFAMILY RESIDENTIAL
- MIXED-USE APARTMENTS
- RETAIL / COMMERCIAL
- CREATIVE / TECH OFFICE
- DAY CARE / COMMERCIAL
- BIKE GATEWAY

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Architecture + Planning
888.456.5849
ktgy.com

QUADRANT HOMES
15900 SE EASTGATE WAY
SUITE 300
BELLEVUE, WA 98008

PROCTOR WILLOWS
REDMOND, WA # 2017-1084

CONCEPTUAL SITE PLAN
SEPTEMBER 06, 2018

SCALE 1" = 50'-0" @ 24X36
0 15 50 100

SITE PLAN

A - 2

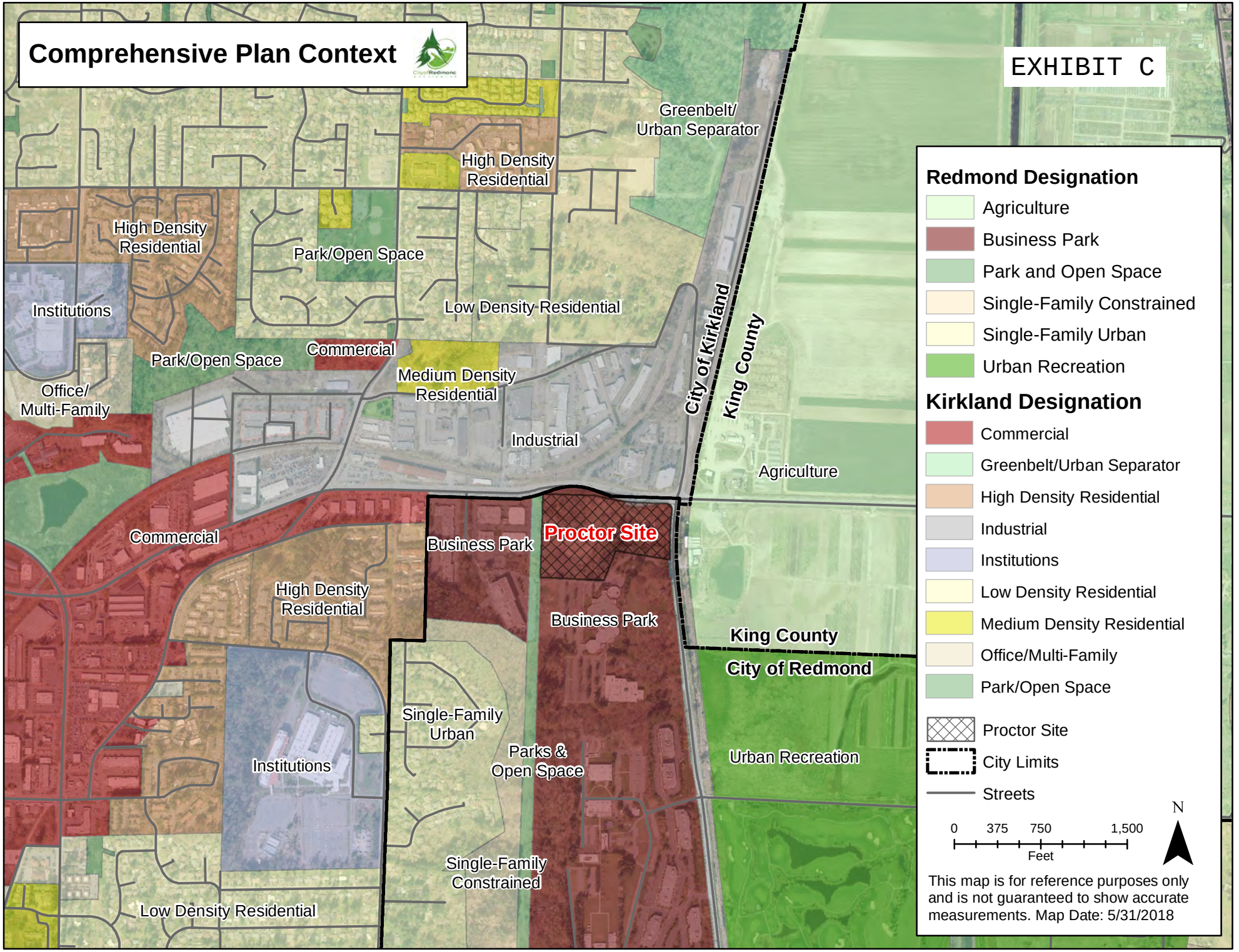

Comprehensive Plan Context
EXHIBIT C
Greenbelt/
Urban Separator
High Density
Residential
High Density
Residential
Park/Open Space
Institutions
Low Density Residential
Commercial
Park/Open Space
Medium Density
Residential
Office/
Multi-Family
Industrial
City of Kirkland
King County
Agriculture
Commercial
Business Park
Proctor Site
High Density
Residential
Business Park
King County
City of Redmond
Single-Family
Urban
Parks &
Open Space
Institutions
Urban Recreation
Single-Family
Constrained
Low Density Residential
Redmond Designation
Agriculture
Business Park
Park and Open Space
Single-Family Constrained
Single-Family Urban
Urban Recreation
Kirkland Designation
Commercial
Greenbelt/Urban Separator
High Density Residential
Industrial
Institutions
Low Density Residential
Medium Density Residential
Office/Multi-Family
Park/Open Space
Proctor Site
City Limits
Streets
N
0
375
750
1,500
Feet
This map is for reference purposes only and is not guaranteed to show accurate measurements. Map Date: 5/31/2018

EXHIBIT D



Topography:

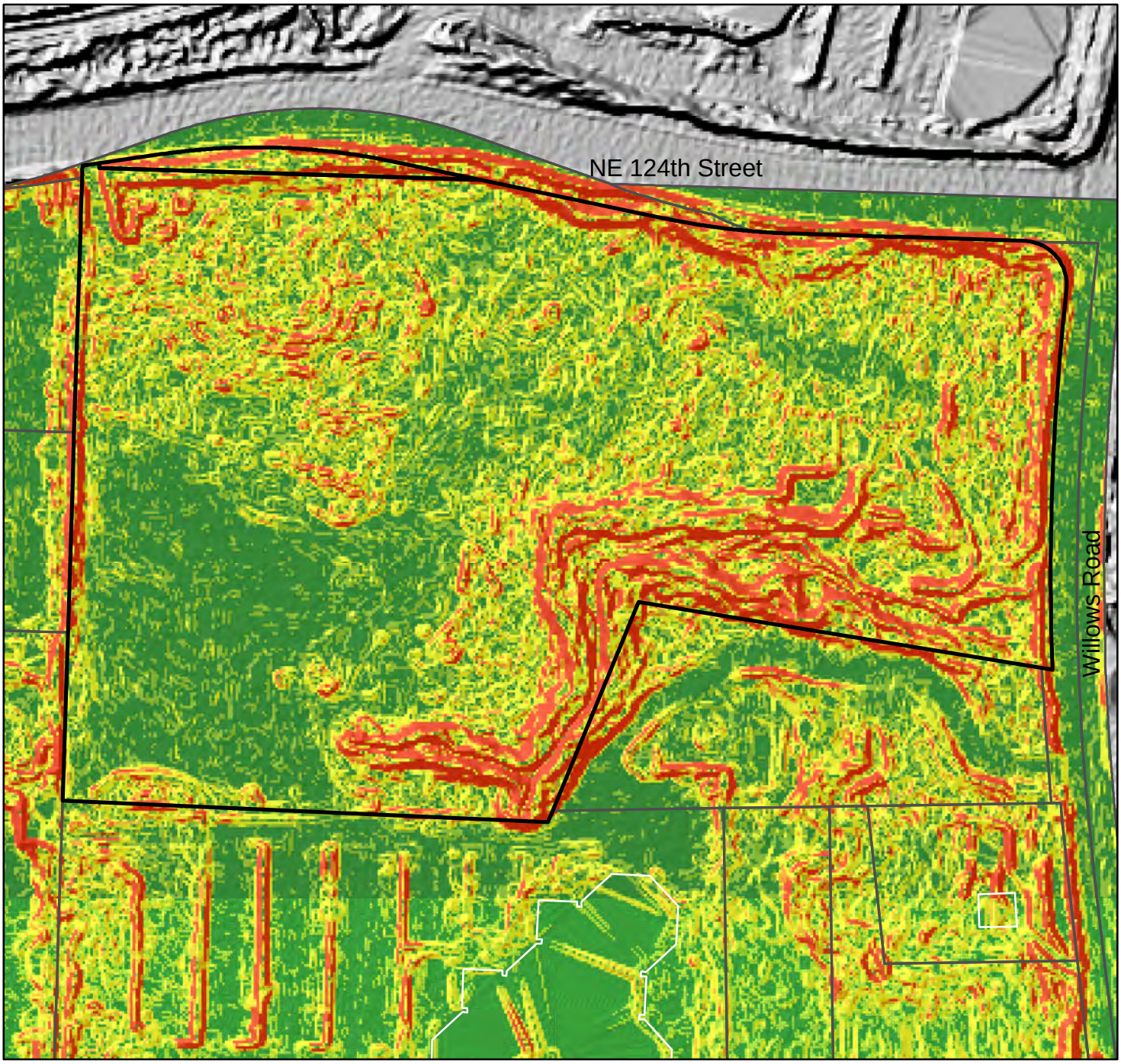
Parcel 2726059025, 2726059024

Location: Willows Road and 124th Street
Source: Redmond Lidar 2014, 2-Ft Contours
Note: This parcel currently has a landslide hazard zone along the Southern and SE portion, where the slope is caclulated to be 50% or higher.

Legend

Elevation
Value
High : 254
Low : 0

2,112 Feet
(0.4 Miles)



Slope Analysis:

Parcel 2726059025, 2726059024

Location: Willows Road and 124th Street
Source: Redmond Lidar 2014
Note: This parcel currently has a landslide hazard zone along the Southern and SE portion, where the slope is caclulated to be 50% or higher.

Legend

Slope Values

- 0%-10%
- 10%-20%
- 20%-30%
- 30%-40%
- 40%-50%
- 50%-89%

Elevation

Value

High : 254

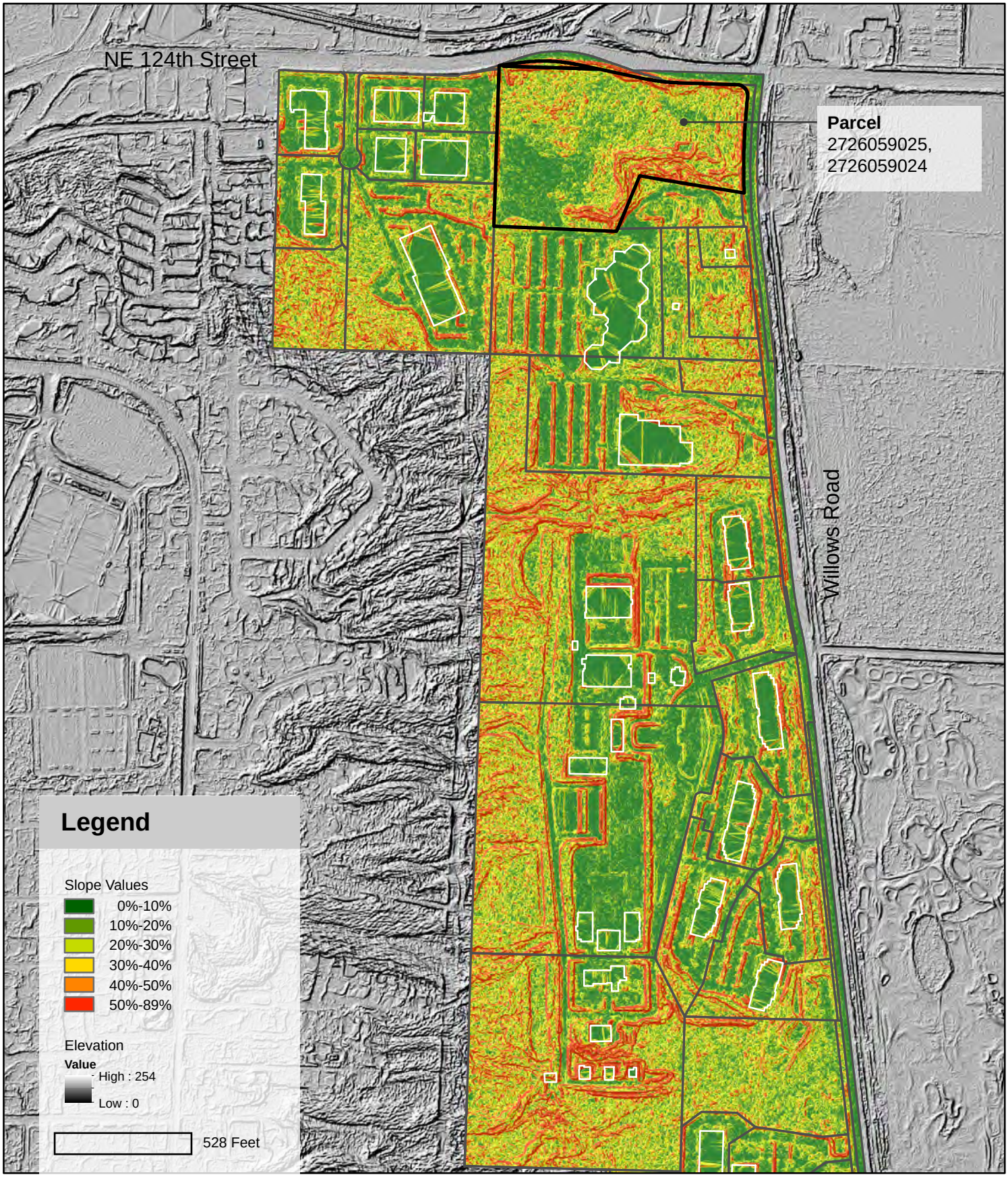
Low : 0

2,112 Feet
(0.4 Miles)

Context:

Business Park Zoned Parcels Along Willows Rd.

Location: Willows Road and 124th Street, **Source:** Redmond Lidar 2014 **Note:** Cut or fill slopes may not exceed 33% (RMC 15.24.080); slopes of 40% or steeper with vertical relief exceeding 10 ft. are Landslide Hazard Zones (RZC 21.64.060)



transpogroup
WHAT TRANSPORTATION CAN BE.

REVISED MEMORANDUM

Date:	September 11, 2018	**TG:**	16159.00
To:	Bonnie Geers and Erik Enstrom, P.E. – Quadrant Homes		
From:	Kevin L. Jones, P.E., PTOE – Transpo Group		
Subject:	Proctor Willows Site – Vehicle Trip Generation Comparison		

This memo revises the information in our memo to Quadrant's Erik Enstrom dated March 27, 2017 and summarizes trip generation estimates for five possible land use scenarios associated with the subject site. This site is located on the southwest corner of NE 124th Street and Willows Road NE in the northernmost portion of the Willows Corridor Subarea of Redmond's Willows/Rose Hill Neighborhood. Three of the scenarios address potential development under the existing "Business Park" zoning and the other two address the possibility of rezoning the property to "Design District" and constructing a mix of residential and commercial development. These two "Design District" scenarios include (1) the previously contemplated development: 175 townhomes, 300 apartments and 15,000 square feet (sf) of retail space and (2) the currently contemplated development: 175 townhomes, 195 apartments, 9,000 sf of office space, 8,500 sf of daycare space, and 5,000 sf of retail space.

Under the existing "Business Park" zoning, we estimate the site would generate approximately 3,700 to 8,500 new daily trips and 380 to 860 new PM peak hour trips. This assumes construction of 604 apartment units and 45,000 sf of retail space; or 300,000 to 680,000 sf of business park within the site's developable area[1]. These trip generation estimates were derived by multiplying the number of units and/or commercial square footage by average/effective trip rates published in the *Trip Generation Manual* for "Apartment," "Specialty Retail" and/or "Business Park" and adjusting for internal and pass-by trips per guidelines described in the *Trip Generation Handbook*.

We estimate the site would generate approximately 2,700 new daily trips and 270 new PM peak hour trips based on the currently contemplated development. These trip generation estimates were derived by multiplying the number of units and commercial square footage by average/effective trip rates published in the *Trip Generation Manual* for "Multifamily Housing," "Office," "Daycare" and "Shopping Center" and adjusting for internal and pass-by trips per guidelines described in the *Trip Generation Handbook*. (No adjustments were made to the trips generated by the daycare space because the *Handbook* does not provide information for such adjustments. Since it is likely that some of the daycare trips would be internal and/or pass-by in nature, these trip generation estimates are likely conservative.) In contrast, we estimated the site would generate approximately 3,500 new daily trips and 290 new PM peak hour trips based on the previously contemplated development. Derivation of these trip generation estimates were documented in our March 2017 memo.

In comparing these trip generation estimates, (1) the site would generate fewer trips if the underlying zoning was changed from "Business Park" to "Design District," including approximately 1,000 to 5,800 fewer daily trips and 110 to 590 fewer PM peak hour trips and (2) the currently contemplated development would generate fewer trips than the previously contemplated development, including approximately 800 fewer daily trips and 20 fewer PM peak hour trips.

Please let me know if you have any questions or would like to discuss.

[1] This area excludes existing wetlands, critical areas, and the required buffers to protect such areas.

Vehicle Trip Generation Comparison

Development Scenario	Weekday	AM Peak Hour	PM Peak Hour
Current Zoning: Mixed Use[1]	5,400	320	390
Current Zoning (0.45 FAR): Business Park[2]	3,700	420	380
Current Zoning (1.00 FAR): Business Park[3]	8,500	950	860
Proposed Zoning: Townhomes & Mixed Use[4]	3,500	240	290
Proposed Zoning (Revised): Mixed Use & Townhomes[5]	2,700	240	270

[1] Assumes 604 apartments and 45,000 sq. ft. of retail

[2] Assumes 300,000 sq. ft. of business park

[3] Assumes 680,000 sq. ft. of business park with green building incentives

[4] Assumes 175 townhomes, 300 apartments, and 15,000 sq. ft. of retail

[5] Assumes 175 townhomes, 195 apartments, 9,000 sq. ft. of office, 8,500 sq. ft. of daycare, and 5,000 sq. ft. of retail

Proctor-Willows Comprehensive Plan Amendment
Regulation Comparison
October 1, 2018

EXHIBIT F

Regulation	Existing Zoning: Business Park	Proposed Zoning: Northwest Design District	Implications of Proposed Zoning
Permitted Residential Uses	• Mixed Use Residential	• Mixed Use Residential • Multifamily Residential • Attached Dwellings (townhome)	***Pro:*** • More variety of housing types • Townhomes likely to be owner-occupied (Redmond has small supply of townhomes relative to apartments and single-family homes) • Allows more flexibility in site design and type of housing, creating an opportunity for a horizontally-integrated mixed-use development vs. a vertically-integrated mixed-use development with only one housing type • Could result in an overall less intense scale of development ***Con:*** • Expansion of a variety of residential uses could result in a predominantly residential development in an already established office park setting • Residential uses will be heavily reliant on personal vehicles due to lack of frequent peak/off-peak transit
Permitted Nonresidential Uses	• Rental & repair of heavy and durable consumer goods • Finance & insurance; convenience use; personal services (must be secondary use on site, limits on size and hours of operation) • Professional office • Restaurant, cafeteria, bar (must be accompanied with other uses on site, limits on size and hours of operation)	• Consumer goods sales or service, other than heavy or durable • Grocery (15,000 sq ft max) • Health and personal care • Finance and insurance • Real estate services (except self-storage facilities) • Professional & personal services • Restaurant, cafeteria, bar • Athletic clubs (limit to 10,000 sq ft) • Day care center	***Pro:*** • More flexibility for uses that could cater to employees and future residents in the area (restaurants, personal services, grocery, retail) by eliminating operational restrictions such as hours of operation and size limits • Retains allowances for professional office and similar uses ***Con:*** • Prohibits manufacturing in a location that would be compatible with adjacent uses

	• Manufacturing (limits on outdoor activities and retail sales) • Athletic clubs (limit to 30,000 sq ft) • Schools (conditional use for 150 students or greater) • Day care center • Associations & nonprofits	• Associations & nonprofits	
Affordable Housing	10% of residential units (if any) restricted to 80% AMI	• 10% of townhome units restricted to 80% AMI • 10% of apartment units restricted to 70% AMI	***Pro:*** • Variety in affordable housing types (e.g. townhomes) • Townhome units likely to be ownership units • Apartment units at a deeper level of affordability than current standard ***Con:*** • Residential uses will be heavily reliant on personal vehicles due to lack of frequent peak/off-peak transit
Height & Bulk	• Base FAR 1.13 • Max FAR 2.0 (with TDR or GBP) • Base height 4 stories • Max height 6 stories (with TDR or GBP)	• Base FAR 1.13 • Max FAR 2.0 (with TDR or Green Incentives) • Base height 4 stories • Max height 6 stories (with TDR or Green Incentives)	***Pro:*** • Zone-specific Green Development Incentives developed that must be utilized to achieve maximum FAR and height (see Green Development Incentives below) ***Con:*** None
Setbacks	• NE 124th Street: 30 feet • Willows Road: 100 feet average; no less than 75 feet in any instance • Rear: 20 feet • Side: 40 feet	• NE 124th Street: 15 feet; building stories 4 and higher shall be setback 20 feet • Willows Road: 100 feet average; no less than 75 feet in any instance • All other property lines: 20 feet	***Pro:*** • Setbacks are developed taking site location and characteristics into consideration (as opposed to BP standards which apply to dozens of properties citywide) • Existing Willows Road setback incorporated to continue the large vegetated buffer along the corridor

Proctor-Willows Comprehensive Plan Amendment
Regulation Comparison
October 1, 2018

			Con: None
Landscape Area	20%	20%	***Pro:*** Not applicable, no change from existing standard ***Con:*** Not applicable, no change from existing standard
Impervious Surface Area	60% (as it relates to the subject site)	60%	***Pro:*** Not applicable, no change from existing standard ***Con:*** Not applicable, no change from existing standard
Residential Usable Open Space	None	20% of gross site area (environmentally critical areas and buffers not included to satisfy requirement)	***Pro:*** • Establishes requirement for residential uses whereas there is currently no standard in the BP zone • Requirement for common open space in at least 3 locations throughout the site to serve all residents • Requirement to phase in open space as development is phased • Will serve residents/employees on site, supplementing existing open space opportunities in the area ***Con:*** None
Master Plan	No requirement for a Master Plan	• Master Plan required for development • Minimum 22,000 sq ft of GFA required for nonresidential uses • Nonresidential uses shall be located in the NW portion of the site adjacent to NE 124th St • Nonresidential uses are not allowed to be sited on the	***Pro:*** • Master Plan may establish a more coordinated development of the site • Ensures a minimum size of nonresidential uses • Requires nonresidential uses be located in an area that will be most visible and accessible from NE 124th St • Additional opportunity for public involvement in the Master Planning process

		hillside sloping up from Willows Road • Phasing plan required which ensures nonresidential uses are completed before more than 30% of planned residential units	***Con:*** None
Willows/Rose Hill Neighborhood Supplemental Standards	• Standards intended to implement neighborhood planning policies • Parking shall be screened by trees or buildings from Willows Road • Buffer with topography or trees adjacent residential development to the west • Convenience uses should be located to minimize walking distance between them and to serve employees in BP zone • Convenience uses should be located to encourage employee access by walking or biking • Developments should be separated from one another and from Willows Road with forested gullies, wetlands, etc. • No more than 35% of significant trees may be removed without an approved planting plan	• Standards intended to implement neighborhood planning policies • Parking shall be screened by trees or buildings from Willows Road • Type II landscape screen on property lines abutting nonresidential uses • Type II landscape screen on property lines abutting Willows Road; may include forested gullies, wetlands, etc. • Portions of underground stormwater facilities, such as vaults, extending above-grade shall be screened with berms, landscaping, etc. • Master Plan's circulation concept shall demonstrate that nonresidential uses are located to encourage access by walking or biking	***Pro:*** • Majority of the applicable supplemental standards are incorporated into proposed zoning • Specific landscape screen standards are provided for clarity • Tree removal standards would be deferred to existing citywide standards in RZC 21.72 (retention of 35% of significant trees) ***Con:*** • Requirement for retaining significant trees decreased – however existing BP standard lacks standards or criteria by which an applicant may deviate from the standard

Proctor-Willows Comprehensive Plan Amendment
Regulation Comparison
October 1, 2018

Green Development Incentives	• Green Building Incentive Program (GBP) applies (RZC 21.67)
	• Required to achieve maximum height and FAR
		• Green Development Incentives specific to the site
		• Required to achieve maximum height and FAR
		• All buildings required to be LEED Gold, Built Green 4-Star, or equivalent ***and*** two additional features from the following:
		  • All townhomes must be "electric vehicle charging ready" and a min. of 1 charging station per 10,000 sq ft of nonresidential land uses
		  • Green roof(s) encompassing a minimum size of 25% of the roof area on all multifamily/mixed use buildings of 20 units or more
		  • Solar panels on 25% of all townhome units
		  • Community solar opportunity to serve residential and/or nonresidential tenants within the development
			Pro:
			• Proposed site-specific incentives may result in more green development techniques than citywide standard
			
			Con:
			None

EXHIBIT G

Northwest Design District: Draft Comprehensive Plan Policies

Revised 11/7/2017

New Section and Policies:

Northwest Design District

The purpose of the Northwest Design District is to encourage residential uses within a variety of housing types while also providing neighborhood-scaled commercial and service uses that meet the daily needs of nearby residents and employees working within the Willows employment corridor. The Northwest Design District will provide opportunity for coordinated development through a master plan that recognizes the unique context and natural features of the site.

N-WR-F-6: Permit a variety of housing types such as attached dwellings, multifamily, and mixed use residential, as well as neighborhood-scaled commercial service uses to meet the daily needs of nearby residents and employees.

N-WR-F-7: Require a master plan for new development in order to facilitate development which acknowledge the unique context and natural features of the site.

21.XX.XXX Northwest Design District: Draft Regulations

Revised 10/8/2018

A. Purpose Statement

The purpose of the Northwest Design District is to encourage residential uses within a variety of housing types while also providing neighborhood-scaled commercial and service uses that meet the daily needs of nearby residents and employees working within the Willows employment corridor. The Northwest Design District will provide opportunity for coordinated development through a master plan that recognizes the unique context and natural features of the site.

B. Maximum Development Yield

Table 21.XX.XXXA
Maximum Development Yield

	Base	Residential Bonuses Available, and Quantity	Maximum	Illustrations
Floor area ratio (FAR)	1.13	TDRs or NWDD Green Incentives: 0.87	2.00	To be provided

C. Allowed Uses and Basic Development Standards

Table 21.XX.XXXB
Allowed Uses and Basic Development Standards

§	Use	Maximums: Height (stories) w/o TDR or NWDD Green Incentives; w/TDR or NWDD Green Incentives	Maximums: FAR w/o TDR or NWDD Green Incentives; w/TDR or NWDD Green Incentives	Parking Ratio: unit of measure (min req, max allowed)	Special Regulations
RESIDENTIAL					
1	Attached dwelling unit, 2-4 units	4	.68; 1.0	Studio (1.2, 1.2) 1 bedroom (1.5, 1.5) 2 bedrooms (1.8, 1.8) 3+ bedrooms (2.0, 2.0) Guest (1 per 4 units)	See RZC 21.08.260, Attached Dwelling Units, for specific regulations related to design, review and decision procedures. See RZC 21.20, *Affordable Housing*.
2	Multifamily structure	5; 6	.68; 1.0		See RZC 21.20, *Affordable Housing.*
3	Mixed-use residential structure				Non-residential uses shall be included, but not limited to, the ground floor street level. See RZC 21.20, *Affordable Housing*.
GENERAL SALES OR SERVICES					

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4	Consumer goods sales or service, other than heavy or durable	4; 5	.45; 1.0	1,000 sq ft gfa (2.0, 3.0)	
5	Grocery, food, beverage, and dairy				Maximum 15,000 sq ft gfa.
6	Health and personal care				
7	Finance and insurance				
8	Real estate services				Self-storage facilities prohibited
9	Professional services				
10	Full-service restaurant			1,000 sq ft gfa (9.0, 9.0)	
11	Cafeteria or limited-service restaurant			1,000 sq ft gfa (10.0, 10.0)	
12	Personal services			1,000 sq ft gfa (2.0, 3.0)	
TRANSPORTATION, COMMUNICATION, INFORMATION, AND UTILITIES					
13	Road, ground passenger, and transit transportation	4; 5	.45; 1.0	1,000 sq ft gfa (2.0, 3.0)	
14	Rapid charging station			Adequate to accommodate peak use	
15	Wireless Communication Facilities				See RZC 21.56, *Wireless Communication Facilities*, for specific development requirements.
16	Local utilities				
17	Regional utilities				Conditional Use Permit required.
ARTS, ENTERTAINMENT, AND RECREATION					
18	Amusement, sports, or recreation establishment	4; 5	.45; 1.0	1,000 sq ft gfa (2.0, 3.0)	Fitness and athletic clubs only. Max 10,000 sq ft gfa.
19	Natural and other recreational park			1,000 sq ft gfa (0, adequate to accommodate peak use)	
20	Community indoor recreation				
21	Parks, open space, trails and gardens				
EDUCATION, PUBLIC ADMINISTRATION, HEALTH CARE, AND OTHER INSTITUTIONS					
22	Day care center	4; 5	.45; 1.0	Employee on maximum shift (1.0, 1.0)	See RZC 21.08.310.
23	Associations and nonprofit organizations			1,000 sq ft gfa (2.0, 3.0)	

D. Regulations Common to All Uses

Table 21.XX.XXXC Regulations Common to All Uses		
Regulation	**Standard**	**Exceptions**
Setback: NE 124th Street	15 feet; stories 4 and higher shall be setback a minimum of 20 feet	Parking areas shall be located outside of setbacks on NE 124th St and Willows Road. Parking shall be setback a minimum of 10 feet from
Setback: Willows Road	100 feet average; in no instance may be less than75 feet	

Setback: All other property lines	20 feet	all other property lines with approval of a landscape plan. Features allowed within all setbacks may include recreational open space, trails and pathways, natural looking stormwater facilities, retaining walls with an 8 foot maximum height, City gateway features and signage, and similar features or amenities. Underground stormwater detention facilities are allowed within setbacks provided they are located no closer than 15 feet to the planned right-of-way line for Willows Road.
Landscape Area	20%, see RZC 21.16.020.G	
Impervious Surface Area	60%, see RZC 21.16.020.D	
Residential Usable Open Space	20% of gross site area	Environmentally critical areas and their buffers shall not be included to satisfy open space requirement.

1. A Master Plan is required for all development within the Northwest Design District. Master Plan developments shall provide:
    a. A minimum of 22,000 square feet of gross floor area of nonresidential land uses. Leasing offices and resident amenities shall not be counted toward the nonresidential land use requirement.
    b. Nonresidential land uses shall be located in the northwest portion of the site and adjacent to NE 124th Street. Nonresidential land uses shall not be located on the hillside sloping up from Willows Road.
    c. Phasing plan. The phasing plan shall provide for completion of no more than 30 percent of the dwelling units without first completion of the minimum gross floor area of nonresidential land uses.
2. Drive-through facilities are prohibited in the Northwest Design District.
3. Deviations from the parking ratio requirements in Table 21.XX.XXXB above shall comply with RZC 21.40, *Parking Standards.*

E. Residential Usable Open Space

1. General Requirement. The minimum residential usable open space requirement establishes the minimum percentage of a development that must be set aside to provide usable open space for residents.
2. Alternatives for configuration of the total amount of usable open space.
    a. Common open space is open space that is available to all residents. It includes landscaped courtyards or decks, gardens with pathways, children's play areas, and other multipurpose recreational or green spaces providing a mixture of passive and active open space areas.

b. Common open space shall be large enough to provide functional leisure or recreational activity as determined by the Technical Committee. The average minimum dimension shall be 20 feet, with no dimension less than 12 feet.
c. Common open space areas shall be located in at least three separate locations and dispersed in a manner to provide proximity to all residents within a development. For phased development, a minimum of one open space area shall be provided for each phase of development.
d. Private open space is open space that is *not* available to all residents. It includes balconies, patios, and other multi-purpose recreational or green spaces. It may be used to meet up to 50 percent of the usable open space requirement. Private open spaces shall be at least 50 square feet, with no dimension less than five feet.
e. Rooftop open space available to all residents may be used to meet up to 50 percent of the usable open space requirement.

3. 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 any pedestrian path or walkway traversing through the open space if the total width of the common usable open space is 18 feet or wider.

F. Supplemental Standards

1. Purpose. The purpose of this section is to implement Willows/Rose Hill Neighborhood policies and to retain the following features of the Willows Corridor:
    a. Important natural features of the hillside corridor;
    b. A pastoral and parkway appearance;
    c. Visual compatibility between buildings and the forested hills and open pastures of the Willows Corridor; and
    d. High-quality site and building design.
2. Design Standards. Development in the Northwest Design District is subject to RZC 21.60, *Citywide Design Standards.* In addition to the Citywide Design Standards, the following shall apply:
    a. Requirements.
        i. Parking shall be screened by buildings or trees from Willows Road.
        ii. A Type II landscape screen, as defined in RZC 21.23.080, shall be provided along property lines abutting non-residential uses. The landscape screen shall be a minimum 10 feet wide, with an average width of 15 feet. Other features such as topography or existing trees which provide a visual buffer meeting or exceeding a Type II landscape screen may be used to satisfy this requirement.
        iii. A minimum 15 foot wide Type II landscape screen, as defined in RZC 21.23.080, shall be provided to visually buffer the development from Willows Road. Features such as forested gullies, wetlands, old pastures and existing treed areas which provide a visual buffer meeting or exceeding a Type II landscape screen may be used to satisfy this requirement.

iv. Any portion of an underground stormwater detention facility, such as a vault, extending above-grade shall be screened with features such as berms or landscaping.

v. A master plan's circulation concept shall demonstrate that non-residential uses are located to encourage access by walking or bicycling.

G. NWDD Green Development Incentives

1. Purpose. The purpose of the green development incentives is to implement green development techniques in an effort to reduce the carbon footprint of proposed development by promoting energy efficient design and construction methods.

2. The maximum height and FAR pursuant to Table 21.XXX.XXX may be achieved on a project-wide basis provided the development demonstrates the ability to meet a minimum of LEED Gold, Built Green 4-Star, or an equivalent in alternative certification program, on 100 percent of buildings within the development, and two of the following:

    a. 100 percent of ground-oriented residential units are "electric vehicle charging ready," a minimum of one electrical vehicle charging station is available per 20 apartment residential units, and a minimum of one electrical vehicle charging station is available per 10,000 square feet of nonresidential land uses.
    b. Green roof(s) encompassing a minimum size of 25 percent of the roof area on all multifamily and mixed use buildings of 20 units or more. Green roofs shall be designed according to the guidelines of the Redmond Stormwater Technical Notebook. Compliance with this technique shall require review and approval by the Building Official.
    c. Solar Panels on 25 percent of all ground-oriented dwelling units as described in RZC 21.XX.XXX.
    d. Community solar opportunity to serve residential and/or nonresidential tenants within the development.

DRAFT

21.20.060 Supplemental Requirements

A. **Willows/Rose Hill Neighborhood.**

1. As provided for in Comprehensive Plan policy N-WR-E-7, the allowed density shall be seven units per acre for a demonstration project in which at least 20 percent of the total dwelling units are affordable. Other bonuses allowed by the RZC may be used in addition to this bonus.
2. Consistent with Comprehensive Plan policy HO-38, new development in the Northwest Design District shall provide affordable housing as follows:
   a. At least 10 percent of new dwelling units that are ground oriented containing exterior ground level access to the outside with one or more shared walls and without any unit located over another unit must be affordable to a household having an annual income of 80 percent of the median income, adjusted for household size.
   b. At least 10 percent of new dwelling units within a multifamily or mixed use building and which are not ground oriented, as described above, must be affordable to a household having an annual income of 70 percent of the median income, adjusted for household size.
   ~~a.~~c. The provisions of RZC 21.20.030.C, D, E, and H shall not apply in the Northwest Design District.

B. **Southeast Redmond Neighborhood.**

1. Consistent with policy HO-38 and N-SE-22, properties rezoned from GC or R-12 to R-30 as part of the Southeast Redmond Neighborhood Plan Update (Ord. 2753) shall be required to provide 10% of units in developments of 10 units or more as low-cost affordable housing units. The bonus provisions of RZC 21.20.030.E shall apply.
2. Marymoor Design District.
   a. MDD3 Zone
      i. At least 10 percent of the units in new housing developments of 10 units or more must be affordable units.
      ii. Pursuant to RZC 21.20.030.H, the bonus for required affordable housing is an additional FAR of .09 above the base FAR. No other density bonuses shall be given for affordable housing.
   b. Other Zones in the Marymoor Design District.
      i. At least 10 percent of the units in new owner-occupied housing developments of 10 units or more must be affordable to a household having an annual income of 70 percent of the median income, adjusted for household size.
      ii. At least 10 percent of the units in the new renter-occupied housing developments of 10 units or more must be low-cost affordable units.
      iii. The provisions of RZC 21.20.030.C, D, E, and H shall not apply.

C. **Education Hill Neighborhood**.

1. Consistent with policies HO-38 and N-EH-15, properties rezoned from R-5 to R-18 shall be required to provide 10% of units as affordable housing units if eight or fewer homes are developed. If more than eight homes are developed, 10% of units shall be low-cost affordable units. The bonus provisions of RZC 21.20.030.E shall not apply. (Ord. 2785)

D. **Urban Centers.**

1. In portions of Overlake where density limits are expressed as a Floor Area Ratio, the bonus above the maximum residential FAR expressed in RZC 21.12, *Overlake Regulations*, is two times the equivalent floor area for each affordable unit provided. The bonus residential floor area may be used to increase buildingheight by up to one story above the base standards shown in RZC 21.12, *Overlake Regulations*. The bonuses granted under this provision are in addition to any bonuses granted for senior housing under RZC 21.20.070, *Affordable Senior Housing*.
2. Downtown. Development in Downtown will receive a square footage density credit equal to the square footage of the affordable housing units provided on-site, or the square footage of the affordable housing units provided off-site pursuant to RZC 21.20.050, *Alternative Compliance Methods*. This square footage credit can be converted to TDRs pursuant to RZC 21.48.010.G, *Affordable Housing Bonus*. The bonus is subject to the limitations of RZC 21.10.110.B, *Downtown Height Limit Overlay*.

EXHIBIT H

STATE ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION OF NON-SIGNIFICANCE

For more information about this project visit www.redmond.gov/landuseapps

PROJECT INFORMATION

PROJECT NAME: Proctor Site Specific Comprehensive Plan Amendment and Rezone Request

SEPA FILE NUMBER: SEPA-2017-01113

PROJECT DESCRIPTION:
Applicant is seeking a Comprehensive Plan Amendment and rezone from "Business Park" to "Design District," which will allow a variety of housing types including attached townhomes, stand alone multifamily uses as well as commercial uses. Draft policies and regulations may be reviewed at:
www.redmond.gov/residents/neighborhood_projects/willowsrosehill

PROJECT LOCATION: SW corner of Willows Road and NE 124th Street

SITE ADDRESS: 12241 WILLOWS RD NE
REDMOND, WA 98052

APPLICANT: Quadrant Homes

LEAD AGENCY: City of Redmond

The lead agency for this proposal has determined that the requirements of environmental analysis, protection, and mitigation measures have been adequately addressed through the City's regulations and Comprehensive Plan together with applicable State and Federal laws.

Additionally, the lead agency has determined that the proposal does not have a probable significant adverse impact on the environment as described under SEPA.

An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. **This information is available to the public at the link above and upon request.**

CITY CONTACT INFORMATION

PROJECT PLANNER NAME: Andrew Bauer
PHONE NUMBER: 425-556-2750
EMAIL: abauer@redmond.gov

IMPORTANT DATES

COMMENT PERIOD

Depending upon the proposal, a comment period may not be required. An **"X"** is placed next to the applicable comment period provision.

There is no comment period for this DNS. Please see below for appeal provisions.

'X' This DNS is issued under WAC 197-11-340(2), and the lead agency will not make a decision on this proposal for 14 days from the date below. Comments can be submitted to the Project Planner, via phone, fax (425)556-2400, email or in person at the Development Services Center located at 15670 NE 85th Street, Redmond, WA 98052. **Comments must be submitted by 03/14/2018.**

APPEAL PERIOD

You may appeal this determination to the City of Redmond Office of the City Clerk, Redmond City Hall, 15670 NE 85th Street, P.O. Box 97010, Redmond, WA 98073-9710, **no later than 5:00 p.m. on 03/28/2018**, by submitting a completed City of Redmond Appeal Application Form available on the City's website at www.redmond.gov or at City Hall. You should be prepared to make specific factual objections.

DATE OF DNS ISSUANCE: February 28, 2018

For more information about the project or SEPA procedures, please contact the project planner.

RESPONSIBLE OFFICIAL: Karen Anderson
Planning Director

SIGNATURE: Karen Anderson

RESPONSIBLE OFFICIAL: Maxine Whattam
Interim Public Works Director

SIGNATURE: Maxine Whattam

Address: 15670 NE 85th Street Redmond, WA 98052

EXHIBIT I

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

March 14, 2018

Mr. Andrew Bauer
City of Redmond
Redmond, WA

In future correspondence please refer to:
Project Tracking Code: 2016-12-09043
Property: Cultural Resources Assessment for the Proctor Willows Project, Redmond, King County, Washington
Re: Archaeology - Concur with Survey, Proctor Homestead Temp Number Archaeology# 676985 Determined Not Eligible for Listing in the National Register of Historic Places (NRHP)

Dear Mr. Bauer:

Thank you for contacting the State Historic Preservation Officer (SHPO) and the Department of Archaeology and Historic Preservation (DAHP) with documentation regarding the above referenced project. A historic archaeological site, Temp Number Archaeology# 676985, was identified. We agree that the Temp Number Archaeology# 676985 is not eligible for listing in the NRHP and does not require any further information or DAHP permitting to disturb. We concur with the report and recommendation that no further archaeological oversight is required at this time for this project. We also agree with the recommendation for an Inadvertent Discovery Plan.

Thank you for the opportunity to review. Should you have any questions, please feel free to contact me.

Sincerely,

Gretchen Kaehler
Assistant State Archaeologist Local Governments
(360) 586-3088
gretchen.kaehler@dahp.wa.gov

cc. Kerry Lyste, Cultural Resources, Stillaguamish Tribe
Dennis Lewarch, THPO, Suquamish Tribe
Steven Mullen Moses, Cultural Resources, Snoqualmie Tribe
Laura Murphy, Archaeologist, Muckleshoot Tribe
Richard Young, Cultural Resources Director, Tulalip Tribes
Sonja Kassa Kleinschmidt, Archaeologist, CRC

From:	Andrew Bauer
To:	"Karen Walter"
Subject:	RE: City of Redmond, SEPA-2017-01113 Proctor Site Specific Comprehensive Plan Amendment and Rezone Request
Date:	Monday, April 2, 2018 9:04:00 AM
Attachments:	Report_Critical Areas.pdf

Hi Karen,

Thank you for the comments. There is a critical areas report that was filed as part of the master plan application, however, that application is on hold and further review is not anticipated to start again until approval of the Comprehensive Plan policies and zoning regulations. A separate environmental review under SEPA will occur for the master plan and subsequent site plan entitlements and additional opportunity for comment will be provided at that time. I'm attaching the report for your information, but it is subject to change at such time the master plan and site plan entitlement review begins once again.

Let me know if you have any questions. Thanks,

Andrew Bauer, AICP
Senior Planner ¦City of Redmond
S: 425.556.2750 |:: abauer@redmond.gov | Redmond.gov
MS: 4SPL ¦ 15670 NE 85th St ¦ Redmond, WA 98052

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

-----Original Message-----
From: Karen Walter [mailto:KWalter@muckleshoot.nsn.us]
Sent: Wednesday, March 14, 2018 1:07 PM
To: Andrew Bauer <abauer@redmond.gov>
Subject: FW: City of Redmond, SEPA-2017-01113 Proctor Site Specific Comprehensive Plan Amendment and Rezone Request

Andrew,

We have reviewed the Proctor Site Specific Comprehensive Plan Amendment and Rezone Request referenced above the available information on Redmond's website. The checklist indicates that there is a Critical Areas Report and Stormwater report for this site. Is this correct? These materials were not available on the City's website. If they are available, we request copies for our review.

If these materials are not yet available, then we offer the following comments:

A portion of York Creek is found onsite. It is essential that any future development at this site ensure the opportunity to restore this stream, including replacing existing culverts that are currently fish passaage barriers (either under Willows Road or NE 124th). The City should provide documentation that these actions will not be precluded and will be completed when this site develops, regardless of the comp plan amendment and rezoning outcome.

The City should also document that the stormwater generated by a future project will be managed to maximize infiltration and treatment, again regardless of the comp plan amendment and rezoning outcome.

We appreciate the opportunity to review this proposal and may have additional comments if the documents requested above are available.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116

From: Gloria Meerscheidt [GMeerscheidt@REDMOND.GOV]
Sent: Wednesday, February 28, 2018 10:37 AM
To: Adam; andy.swayne@pse.com; Chris Jenkins; connie.blumen@kingcounty.gov; Dan Sokol; dbeadle@ci.sammamish.wa.us; Elaine Somers; Elizabeth.Elliott@kingcounty.gov; Erika Harris; Fisheries Fileroom; fmiller@lwsd.org; gary.kriedt@kingcounty.gov; genick@tulaliptribes-nsn.gov; Gretchen.Kaehler@dahp.wa.gov; Heidi Bedwell; Ivy Freitag; Jennifer Meisner; Johnson Meninick; Jon Regala; Karen Walter; Kate Valdez; klyste@stillaguamish.com; Laura Murphy; Mark.Wilgus@kingcounty.gov; mattb@snoqualmietribe.us; Peter Rosen; Philippe D. LeTourneau; Puget Sound Clean Air Agency; Ramin Pazooki; robert.nunnenkamp@kingcounty.gov; rrod; ryoung@tulaliptribes-nsn.gov; sepacenter@dnr.wa.gov; sepadesk@dfw.wa.gov; sepaunit@ecy.wa.gov; Steve Mullen-Moses; Steve.Bottheim@kingcounty.gov; Steven Mullen-Moses; tina.morehead@kingcounty.gov; tlavender2@frontier.com; tmcgruder@gmail.com; Tom Hinman-citizen; wendy klahr
Cc: Andrew Bauer; Gloria Meerscheidt; bonnie.geers@quadranthomes.com
Subject: City of Redmond, SEPA-2017-01113 Proctor Site Specific Comprehensive Plan Amendment and Rezone Request

To review documents related to this project visit:

http://www.redmond.gov/development/CodesandRules/LandUseActionNotices

Click the neighborhood: Willows/Rose Hill.

and scroll to the project name listed alphabetically.

Project name: Proctor Site Specific Comprehensive Plan Amendment and Rezone Request

To keep current on future developments for this project,
additional information can be found on the Neighborhood Project Web Page<http://www.redmond.gov/Residents/neighborhood_projects/WillowsRoseHill>.

This message has been scanned for malware by Websense. www.websense.com<http://www.websense.com/>

Lake Washington School District

Support Services Center
15212 NE 95TH Street • Redmond, WA 98052
Office: (425) 936-1100 •Fax: (425) 883-8387
www.lwsd.org

March 14, 2018

VIA EMAIL:
abauer@redmond.gov

City of Redmond
ATTN: Andrew Bauer
15670 NE 85th Street
Redmond, WA 98052

RE: SEPA Non-Project DNS for Proctor Site Specific Comprehensive Plan Amendment and Rezone Request

Dear Mr. Bauer:

The Lake Washington School District (the "District") appreciates the opportunity to submit comments regarding the above referenced non-project proposal (the "Proposal"). The property subject to the Proposal sits within the District's educational service boundaries and within approximately two miles of the District's Support Services and Transportation Services Centers. The District has concerns regarding the potential impacts of new residential development on school capacity and related impacts on the transportation system.

The District is one of the fastest growing school districts in Washington. Over the last six years, the District has grown by over 4,600 students. The District expects, based on recent enrollment projects, to grow by an additional 3,000 students over the next six years. At the same time, the District lacks the permanent capacity needed to house the existing student population. Currently, approximately 12% of our student capacity is in portable facilities. Many of our current schools are at maximum capacity for portable siting. In addition to funding constraints, we face challenges in providing new school capacity due to the lack of property within our District and inside the urban growth boundary available for new school construction.

The District would be hard pressed to serve new development on the subject property under its present zoning and the proposed modification. While we understand that any residential development on the subject property would be subject to the payment of school impact fees, impact fees fund only a small portion of the total costs of new capacity and do not, in any manner, address the challenge of locating land appropriate for new school capacity.

The District and the City must work together in collaboration to address the District's school siting needs so that the City can meet the Growth Management Act requirement to ensure the timely delivery of public facilities and services necessary to support new development. This planning concept is supported by the King County Countywide Planning Policy PF-19A, which "commit[s] jurisdictions to working together to identify future school sites with the [urban growth area and] direct[s] jurisdictions to use zoning and other land use tools to ensure a sufficient supply of land for siting schools." The District appreciates the City's recent participation in a joint jurisdictional planning meeting pursuant to Policy PF-19A. However, we need the City to now go further to fulfill our shared school planning obligations as the City plans for additional residential growth.

In addition to school capacity concerns, the District also believes that any additional traffic from the subject property would impact District transportation activities in the project area. The District's school bus transportation base is located nearby and provides service from that base throughout the District.

Thank you for your consideration of the District's comments. Please contact me directly if you have any questions. Thank you.

Sincerely,



Forrest Miller
Director, Support Services

cc: Karen Anderson, City of Redmond Planning Director

EXHIBIT J

September 20, 2018

VIA ELECTRONIC MAIL

Andrew Bauer, AICP
Senior Planner, City of Redmond
15670 NE 85th Street
Redmond, WA 98052

Re: Proctor Willows Property – Comprehensive Plan Amendment/Rezone, SEPA Compliance

Dear Andrew:

Quadrant Homes is proposing a Comprehensive Plan Amendment ("CPA") and rezone from "Business Park" to "Design District" on an approximately 15.57-acre property located at the southwest corner of NE 124th Street and Willows Road in the City of Redmond ("City"). The purpose of the CPA and rezone proposal is to allow a mixed-use development with a variety of housing types and a significant commercial component.

In February 2018, the City issued a non-project State Environmental Policy Act ("SEPA") threshold Determination of Non-Significance ("DNS") for Quadrant's CPA/rezone proposal. Since the DNS was issued, Quadrant has revised the conceptual site plan for the proposal to improve its consistency with the City's Comprehensive Plan. The purpose of this letter is to document that the revised conceptual site plan is substantially similar to the original site plan with respect to SEPA impacts. Accordingly, no additional SEPA analysis is required. *See* Washington Administrative Code ("WAC") 197-11-600.

To recap, Quadrant filed its original CPA and rezone request in 2016. The application included a conceptual site plan and SEPA checklist, in addition to other items required by City Code. On February 2, 2018, City staff recommended that the City's Technical Committee authorize issuance of a non-project SEPA threshold DNS, pursuant to WAC 197-11-797 and Chapter 21.70 of the Redmond Zoning Code ("RZC"). This recommendation was based on staff's conclusion that the proposed CPA/rezone would not pose significant adverse environmental impacts. The staff recommendation noted that additional, project-level SEPA review would be required if/when Quadrant sought entitlements for a specific project on the subject property. *See Memorandum from Andrew Bauer to Karen Anderson and Maxine Whattam, State Environmental Policy Act Determination, Proctor Comprehensive Plan and Zoning Code Amendment Request, dated February 2, 2018.*

Consistent with the staff recommendation, the City issued a DNS for the CPA/rezone request on February 28, 2018. Public notice was provided to the State Department of Ecology, agencies with jurisdiction, and all parties of record. No appeals were filed, so the DNS became final.

Since the DNS was issued, Quadrant has been working collaboratively with City staff on a revised conceptual site plan which increases the non-residential square footage and decreases the residential square footage, consistent with the City's "Design District" designation. Specifically, Quadrant has presented a revised conceptual site plan that envisions approximately 195 apartments, 175 townhomes, and 22,500 sq. ft. of non-residential space. In comparison, the original site plan upon which the DNS is based proposed 175 townhomes, 300 apartments, and 10,000 sq. ft. of non-residential uses.

The revised site plan has a similar overall square footage, footprint, and development intensity as the original site plan presented with the CPA/rezone request. Accordingly, impacts related to land use, critical areas, stormwater, tree protection, air, noise, public services and utilities are anticipated to the same as the impacts evaluated in the original proposal and in the City's DNS.

In order to assess potential traffic impacts associated with the revised site plan, Quadrant asked Transpo Group to estimate trip generation for the revised proposal in comparison to the existing Business Park zoning, in addition to the original site plan evaluated in the DNS. Transpo presented that analysis in a September 11, 2018 memorandum, attached for reference. The memorandum concludes that (1) the revised proposal would generate fewer trips than a proposal under the current Business Park zoning (approximately 1,000 to 5,800 fewer daily trips and 110 to 590 fewer pm peak hour trips); and (2) the revised proposal would generate fewer trips than the original proposal upon which the DNS was based (approximately 800 fewer daily trips and 20 fewer pm peak hour trips).

Accordingly, the existing non-project DNS is sufficient for the revised proposal. The CPA/rezone request from Business Park to Design District is unchanged, and the impacts anticipated to result from the revised site plan are substantially similar to those in the original site plan. *See* RZC 21.70.140; WAC 197-11-600 (agencies acting on the same proposal shall use existing environmental documents unchanged unless "substantial changes" to a proposal indicate the likelihood of probably significant adverse environmental impacts). Additional SEPA review is not warranted. And again, impacts associated with a specific development proposal will be addressed in a future, project-specific SEPA review.

We appreciate your attention to this letter. Please let us know if you have any questions. Quadrant looks forward to working with you to bring this proposal to the City Council for consideration.

Sincerely,

Courtney E. Flora

EXHIBIT K

NOTICE OF PUBLIC HEARING
CITY OF REDMOND

Comprehensive Plan & Zoning Amendment: Proctor Request for Site-Specific Amendment

The City of Redmond Planning Commission will hold a Public Hearing in the **Council Chambers, 15670 NE 85th Street, Redmond, Washington** on ***October 24, 2018, at 7:00 p.m.*** or as soon thereafter as possible, on:

SUBJECT: Proposed Comprehensive Plan and Zoning Code amendment to designate the site at the SW corner of 124th Street NE and Willows Road (parcels 272605-9026; 9024) from "Business Park" to "Design District" in order to allow standalone residential uses such as attached dwelling units (e.g. townhomes) and multifamily structures. More information can be found at www.redmond.gov/willowsrosehill or is available upon request at the contact info below.

REQUESTED ACTION: Planning Commission recommendation on the proposed Comprehensive Plan and Zoning amendment.

All persons are invited to comment in person at the hearing, or in writing prior to the hearing, to the Planning Department at City Hall, P.O. Box 97010, Redmond, Washington, 98073-9710. Telephone number: (425) 556-2440, Fax Number: (425) 556-4242, or e-mail planningcommission@redmond.gov. **Contact Andrew Bauer (425-556-2750, abauer@redmond.gov) for more information.**

A copy of the Technical Committee Recommendation to the Planning Commission will be available no later than October 19, 2018 from the Planning Department, 4th Floor of City Hall and on the City's web site at www.redmond.gov/planningcommission

If you are hearing or visually impaired, please notify the Planning Department at (425) 556-2440 one week in advance of the hearing in order to be provided assistance.

LEGAL NOTICE: October 3, 2018

EXHIBIT L

Department of Commerce

Notice of Intent to Adopt Amendment
60 Days Prior to Adoption

Indicate one (or both, if applicable):

☒ **Comprehensive Plan Amendment**
☒ **Development Regulation Amendment**

Pursuant to RCW 36.70A.106, the following jurisdiction provides notice of intent to adopt a proposed comprehensive plan amendment and/or development regulation amendment under the Growth Management Act.

Jurisdiction:	City of Redmond
Mailing Address:	PO Box 97010 Redmond, WA 98073-9710
Date:	October 11, 2018

Contact Name:	Andrew Bauer
Title/Position:	Senior Planner
Phone Number:	425-556-2750
E-mail Address:	abauer@redmond.gov

Brief Description of the Proposed/Draft Amendment: *If this draft amendment is provided to supplement an existing 60-day notice already submitted, then please provide the date the original notice was submitted **and** the Commerce Material ID number located in your Commerce acknowledgement letter.*	The proposed amendment is to designate the property at the SW corner of NE 124th Street and Willows Road (parcels 272605-9026; 9024) from "Business Park" to "Design District" and to adopt policies and zoning regulations in order to allow standalone residential uses such as attached dwelling units (e.g. townhomes) and multifamily structures.
Is this action part of the scheduled review and update? *GMA requires review every 8 years under RCW 36.70A.130(4)-(6).*	Yes:____ No: _X_
Public Hearing Date:	Planning Commission: 10/24/2018 Council: N/A
Proposed Adoption Date:	Anticipated Jan-Feb 2019