

LMC Marymoor Masterplan (LAND-2018-00868/869)

Comment Response Matrix – Last Neighborhood Meeting 11/7/18 - Next Neighborhood Meeting Scheduled 6/25/19

Issue	Summary & Response	Status
<p>1. Traffic</p>	<p><u>Subject</u> Transportation</p> <p><u>Summary of Comments</u> Concern About Impacts To Transportation</p> <p><u>Response</u> As a part of the Masterplan/Site Plan Entitlement (SPE) review, a comprehensive transportation review must be completed. The applicant has submitted a Phase 1 and Phase 2 Traffic Study that outlines projected trip generations, proposed intersection studies based on likely impacts, and trip distribution models.</p> <p>The Phase 2 traffic study analyzed the impacts and proposed mitigation to:</p> <ol style="list-style-type: none"> 1. NE 76TH ST / Redmond Way 2. SR 520 Eastbound Off-Ramp / Redmond Way 3. 176TH Ave NE / NE 70th ST 4. Redmond Way / NE 70th ST 5. 180th Ave NE / NE 76th ST 6. 180th Ave NE / Redmond Way / East Lake Sammamish Pkwy 7. East Lake Sammamish Pkwy / NE 65th ST 8. 185th Ave NE / Redmond Way <p>The Phase 2 report is now available on the City's project page website at: https://www.redmond.gov/989/LMC-Marymoor</p>	<p>Updated 6/12/19</p>
<p>2. Parking</p>	<p><u>Subject</u> Parking</p> <p><u>Summary of Comments</u> Concern regarding the availability of adequate parking</p> <p><u>Response</u> The applicant has proposed to meet code required parking ratios of RZC 21.13.080 and is not seeking a reduction in the amount of retail/commercial parking required. The residential parking component is proposed to meet the</p>	<p>Addressed</p>

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	King County Right Sized Parking Calculator which takes into account such things as rent, inclusive vs. paid parking, location, unit counts/type, and/or mass transit availability. Street parking will also be developed as a part of this development where none exists. The proposal calls for a total of 524 parking stalls which includes the stalls for retail/commercial and the residential units. 17 of these stalls will be for electric vehicle charging stations.	
3. Small Business & Non-Profits	<p><u>Subject</u> Small Businesses & Non-Profits</p> <p><u>Summary of Comments</u> Concern regarding keeping small businesses and non-profits in Redmond.</p> <p><u>Response</u> The current proposed accompanying Development Agreement (DA) is to require a retail space to be allocated for Local Commercial Use. This would be similar to the DA requirement in the recently passed Seritage project where commercial space was limited to business owners who lived within Redmond/Bellevue/Woodinville/Kirkland, not a national franchise, and has three locations or less.</p>	Addressed
4. Sustainability	<p><u>Subject</u> Sustainability</p> <p><u>Summary of Comments</u> Questions regarding the sustainability/green building approaches being used for the project</p> <p><u>Response</u> The project proposes 11,070 square feet of bio-retention planters for rain water, a .30-U-value or better for residential windows, low permeability vapor barrier primer for residential units, 240 solar panels on the roof (covering 418,000 square feet), 100% roof coverage with high-reflectivity TPO membrane, LED fixtures throughout the site (90% of light fixtures), and 17 total electric vehicle charging stations.</p>	Addressed
5. Transportation	<p><u>Subject</u> Transportation</p>	

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	<p><u>Summary of Comments</u></p> <p>“The Sound Transit analysis suggests that traffic eastbound on NE 70TH St will back up from SR202 past our site access point prohibiting left turn ingress/egress into the Whole Foods shopping center.” And “The LMC Marymoor traffic study suggests that the northbound right-turning volume on 176TH Ave turning onto NE 70TH St and the overlap signal phase is supporting bypass-traffic from East Lake Sammamish Pkwy trying to avoid the SR202/East Lake Sammamish Pkwy intersection. This travel path should not be encouraged as it creates more trail crossing conflicts, negatively impacts existing commercial accesses on 70TH and impacts ingress/egress to the new Park and Ride”. The commenter also commented that a U-turn at 70th/176TH and at 70TH/SR202 is warranted because of the study.</p> <p><u>Response</u></p> <p>The project’s (LMC Marymoor) traffic study reviewed and concluded that the impacts that this development creates has been adequately mitigated through the improvements listed in the transportation study. The transportation study has been reviewed by the City’s transportation engineers and traffic operations engineers and concurs with the study’s findings. The study does not support the addition of a U-turn at 70TH/176TH and at 70TH/SR202. The project is responsible for mitigating the impacts that it creates.</p> <p>The project will be providing the following mitigation:</p> <p>NE 70th Street:</p> <ul style="list-style-type: none"> • 19’ dedication for Type I street. • Curb set to accommodate planned Sound Transit layout of NE 70th Street. • New curb, gutter, sidewalk, landscaping with street trees, and street lighting along project frontage. <p>176th Ave NE:</p> <ul style="list-style-type: none"> • 21’ dedication for Type I street. • Removal of one existing driveway and replace with one new driveway curb-cut at approximately NE 69th Street. • New curb, gutter, sidewalk, landscaping with street trees, street lighting, cycle track, and on-street parking along project frontage. <p>NE 68th Street:</p> <ul style="list-style-type: none"> • 36’ dedication for new Type II street. • New curb, gutter, sidewalk, landscaping with street trees, and street lighting along project 	

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	<p>frontage.</p> <p>The applicant will construct a northbound right-turn lane at the intersection of NE 70TH St & 176TH Ave NE along the project frontage. No other project specific off-site transportation mitigation is proposed.</p> <p>Additionally the project will be providing non-motorized improvements. The LMC Marymoor project is designing NE 69th Street as a Type III woonerf Street that will provide a 40-foot shared space on-site for east/west non-motorized (pedestrian and bicycle) access through the site. Additionally, in the center of the project, a public multi-purpose trail connector is planned in the north/south direction between NE 69th Street and NE 68th Street through the site. Both of these on-site non-motorized improvements will provide pedestrian and bicycle connections to local and regional destinations, including Marymoor Park to the south, the East Lake Sammamish Trail and adjacent retail center to the east, and the future Sound Transit Light Rail Station to the northwest. In addition to the on-site non-motorized improvements, the LMC Marymoor project proposes to construct two new crosswalks from their site to the regional East Lake Sammamish Trail through the existing King County parking lot located directly east of the LMC Marymoor site. One crosswalk would be located at approximately NE 69th Street and would connect to both the trail and the existing pathway to/from the Whole Foods retail shopping center and the second crosswalk would be located at approximately NE 68th Street. The project is also constructing a cycle track on 176th Ave NE along the project frontage and new sidewalks on NE 70th Street, 176th Ave NE, and NE 68th Street along the project frontages. The on-site non-motorized connections through the LMC site, the new crosswalks through the King County parking lot, the new cycle track on 176th Ave NE, and the new sidewalks that will be constructed along the project frontage will provide a pedestrian/bicycle grid connection to and through the site and the Marymoor Village area as intended by the City and will accommodate all pedestrian and bicycle trips between the LMC site, the East Lake Sammamish Trail, and the adjacent Whole Foods retail shopping center.</p>	