

**Proctor Willows Master Plan and Development Agreement (LAND-2019-00349/351)**

City Council Issues Matrix / Updated October 1, 2019

Issue	Discussion Notes	Status
1. Is there affordable commercial space(s) for the businesses in the mixed-used building (Margeson)	<p><u>City Council Study Session Discussion</u></p> <p>The City Council asked staff whether or not there is (or will be) commercial spaces dedicated to local businesses or affordable commercial space available in the Proctor Willows mixed-use building?</p> <p><u>Staff Response/Recommendation</u></p> <p>Currently, no space will be dedicated to local businesses in the mixed-use building. Additionally, no subsidized or “affordable commercial space(s)” are being proposed as a part of this development. The Redmond Zoning Code does not contemplate, nor require, affordable commercial units/space like the ones required by residential developments.</p> <p><u>10/1/19 Staff Update</u></p> <p>The idea of exploring affordable commercial space was reviewed during the Seritage project, but was not further studied for incorporation into the Zoning Code as a requirement or incentive. The previous research during Seritage included the following: A search of comparable King County jurisdictions did not yield any city mandated affordable commercial regulations. However, the City of Seattle recognized this as an issue and launched a Commercial Affordability Advisory Committee and produced a recommendations report in 2016. The document can be found in the following link:</p> <p><a href="https://www.seattle.gov/Documents/Departments/economicDevelopment/commercial_affordability_advisory_committee_report_lo_res.pdf">https://www.seattle.gov/Documents/Departments/economicDevelopment/commercial_affordability_advisory_committee_report_lo_res.pdf</a></p> <p>Unlike LMC Marymoor, no commercial space is reserved for local business in the Proctor Willows project because the context is different. The Proctor Willows site is not a redevelopment that will displace existing established businesses, and recommended public benefits were proposed to align uniquely to the site and its current conditions. The existing zoning (Northwest Design District) was intended to provide neighborhood-scaled commercial and service uses that meet the daily needs of nearby residents and employees working within the Willows employment corridor. The 22,000 square feet of proposed commercial space is sized so that it would support “neighborhood-scaled commercial and service uses” such as; daycare and smaller retail uses (coffee shops, hair salons, boutiques).</p> <p>This site is constrained by critical areas that are located on the southeast portion of the site and is adjacent to well-travelled arterials. The proposed public benefits for the Proctor Willows Development Agreement were developed to align with the unique opportunities presented by the project site. Two examples are: significant restoration and</p>	Opened 9/24/19 Updated 10/1/19

**Proctor Willows Master Plan and Development Agreement (LAND-2019-00349/351)**

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	<p>enhancement to low functioning buffer habitat and degraded streams on-site, as well as, transportation improvements to support flow of traffic.</p> <p><u>Public Comment</u> N/A</p>	
<p>2. What conversations have occurred with City of Kirkland for transportation and trails? What are the known concerns and proposed outcomes? (Birney)</p>	<p><u>City Council Study Session Discussion</u> The City Council asked staff about what conversations have occurred with the City of Kirkland regarding transportation and trails? What are the known concerns and proposed outcomes?</p> <p><u>Staff Response/Recommendation</u> The City began coordinating with City of Kirkland and the applicant's team in 2016. Most recently, City of Redmond staff (Andy Chow, Transportation Engineer) has been working with City of Kirkland staff (Thang Ngyen, Transportation Engineer). Andy Chow and Thang Ngyen have been coordinating and reviewing transportation issues raised by the proposed development. The City of Kirkland Department of Public Works completed their review of "Proctor Willows Transportation Impact Analysis on August 31, 2019. The attached memo provides the City of Kirkland staff assessment of transportation impacts anticipated for the proposed project. This was formalized in a memo from the City of Kirkland Transportation Engineer, Thang Nguyen and has been attached for Council review as: <a href="#">"Proctor Transportation Impact Analysis Review"</a>. Impacts of the proposed project were identified by both City of Redmond and the City of Kirkland staff, and mitigation measures have been added as conditions in the Notice of Decision letter.</p> <p>The known concerns related to the proposed project are the impacts on existing right-of-way and LOS (level-of-service) on the existing roadways. The following items are the result of the coordination between the staff from both cities and the applicant's commitments:</p> <ul style="list-style-type: none"> <li>• The proposed project will impact level of service at the intersection of Slater Avenue NE/NE 124<sup>th</sup> Street and NE 124<sup>th</sup> Street and Willows Road. A condition of approval is included in the Technical Committee's recommendation to City Council that requires continued coordination with the City of Kirkland to re-program the proposed signal, which would improve the LOS from F to E. This would result in improved traffic flows on both NE 124<sup>th</sup> Street and Willows Road.</li> <li>• The applicant will be required to improve the frontage along 124<sup>th</sup> Street to meet City of Kirkland standards.</li> </ul>	<p>Opened 9/24/19 Updated 10/1/19</p>

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	<ul style="list-style-type: none"> <li>○ These improvements will result in redirecting both pedestrians and non-motorized traffic off of the vehicle lanes located on NE 124<sup>th</sup> Street.</li> <li>○ The existing turn lane on NE 124<sup>th</sup> Street will also be extended. This will result in better queueing and ultimately a better flow of traffic.</li> <li>● The applicant will also be required to improve the Willows Rd NE frontage to meet City of Redmond standards. This improvement will accommodate additional traffic volumes and improve traffic flows. This is cited in the Traffic Study on both pages 20 and 21.</li> <li>● The existing Metro bus top on the south side of 124<sup>th</sup> Street will be relocated west of the project entrance towards the far side of the new signalized intersection. This will improve the bus stop functionality, by allowing transit users to safely board and disembark the bus.</li> <li>● Future trail connections and enhancements will also be provided. These connections will be provided through new crosswalks, which will connect to the future Redmond Connector and Cross Kirkland Connector trails.</li> </ul> <p>Coordination that occurred between City of Redmond transportation staff, City or Kirkland staff and the applicant in-person, via e-mail or telephone is summarized below:</p> <ul style="list-style-type: none"> <li>● September 26, 2016</li> <li>● Dec. 2016</li> <li>● Jan. 2017, Mar. – Apr. 2017, Jun. 2017 and Aug. 2017</li> <li>● Nov. – Dec. 2018</li> <li>● Jan. 2019 and May – Sep. 2019</li> </ul> <p><u>Public Comment</u> N/A</p>	
Lake Washington School District requested advance notice regarding the anticipated student	<p>The applicant has been coordinating with Lake Washington School District (Jeff Miles, Transportation Manager) on safe walk routes and potential school bus pick-up and drop-off locations. The school district has provided staff with information on their process and timelines for facility planning and locations of bus stops and pick-up route development. This coordination will continue through the Site Plan Entitlement (SPE) process and the Coordinated Civil Review (CCR) process.</p> <p>A three and a half year build out of townhomes is expected, while the mixed-use building is anticipated to be occupied in 2023. The site will be required to accommodate fire trucks, City vector trucks for maintenance of stormwater facilities and school buses.</p>	Opened 10/1/19 Updated 10/2/19

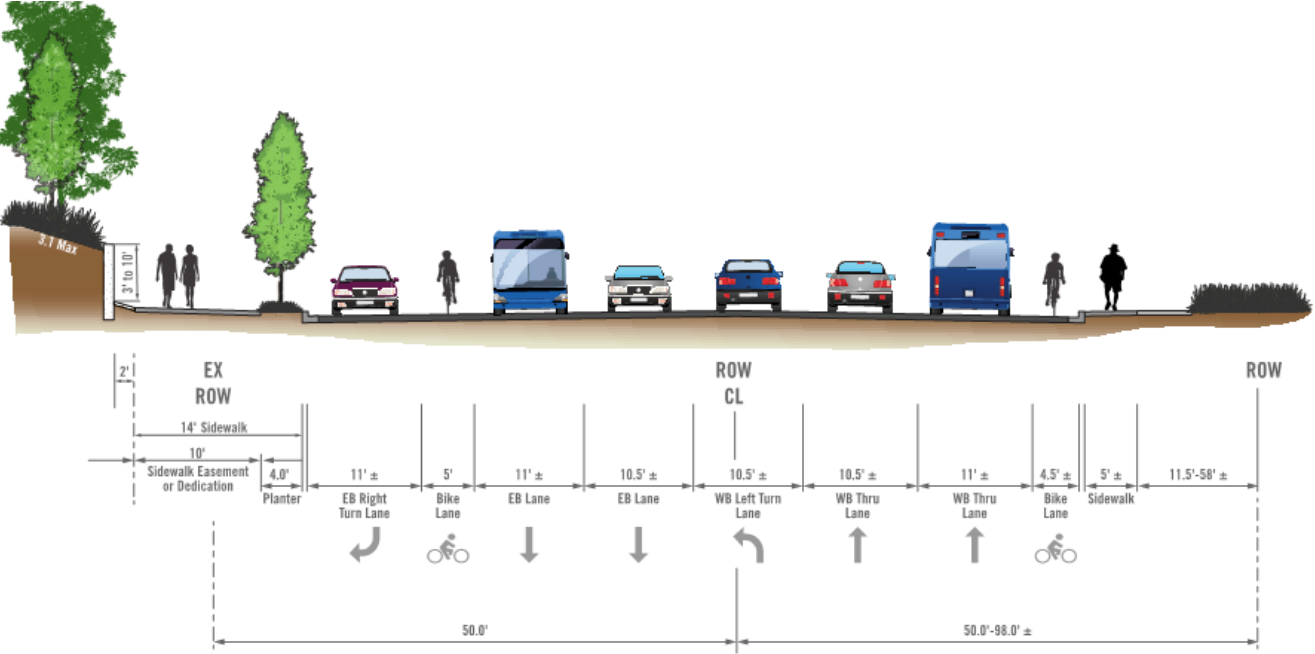
**Proctor Willows Master Plan and Development Agreement (LAND-2019-00349/351)**

*City Council Issues Matrix / Updated October 1, 2019*

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population in the project to enable planning for schools and bus pick-up routes. How will coordination occur with the School District and when will it happen? (Carson)	<p>A safe walk route was also required as a condition of the Technical Committee's recommendation to City Council. This will be shown in each phase, prior to approval and will be reviewed by City of Redmond, transportation engineering staff, as well as Lake Washington School District to ensure it is Code compliant.</p> <p>The first residents are not expected to take occupancy prior to mid-2020.</p>	
What are the next steps in the permit approval process? When will the project begin construction? How many more applications or steps are required before the project will be built. (Meyers)	<p>The proposed Master Plan and Development Agreement are tentatively scheduled for a Council Hearing on November 19<sup>th</sup>. At that time, the Council may take action on the consolidated Type V application (Master Plan and Development Agreement). The applicant must then obtain approval by the Technical Committee for their Site Plan Entitlement application, which was submitted to the City on June 19, 2019 and is currently in its second round of review.</p> <p>The Site Plan Entitlement for Phase I was considered by the Design Review Board on August 15, 2019 and is tentatively scheduled for the second DRB review in November. Staff anticipate that this project will be reviewed by the Technical Committee in December/January. The Civil Review process would begin shortly thereafter and conclude in April/May. Construction is anticipated to begin in the summer of 2020.</p> <p>The standard process for projects seeking Master Plan approval is:</p> <ol style="list-style-type: none"><li>1. Master Plan Approval</li><li>2. Site Plan Entitlement</li><li>3. Civil Construction and Building Permits</li><li>4. Construction</li></ol>	Opened 10/1/19 Updated 10/2/19

**Proctor Willows Master Plan and Development Agreement (LAND-2019-00349/351)**

City Council Issues Matrix / Updated October 1, 2019

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<p>What will be included and constructed as part of the multimodal pathway. Will it be buffered? How does the current traffic analysis align with the previous analysis? (Fields)</p>	<p>A multimodal pathway is being included as a part of the NE 124<sup>th</sup> Street frontage improvements. A cross section of the multimodal pathway has been included below. The purpose of the multimodal pathway is to remove both pedestrians and nonmotorized traffic (bicycles) off of NE 124<sup>th</sup> Street vehicular lanes, which will create a safer vehicular, pedestrian and biking experience. This will support a safer and more efficient way for traffic to proceed along NE 124<sup>th</sup> Street.</p>  <p>The “Development Scenario” table below displays average total daily traffic volumes and both AM and PM peak hour volumes based upon: 1) Original zoning of the site, 2) Zoning as it was proposed during Council’s review from Business Park to Northwest Design District, and 3) The proposed project “actuals” using data from the applicant’s Transportation Impact Analysis. The table illustrates that the site as originally zoned could have allowed for up to 5,400 total weekday trips, while the current proposed project indicates 2,562 total weekday trips. This demonstrates that the proposed project falls below the planned projections for the site as part of the adoption of the NWDD. Below the table is a list of transportation improvements associated with the development. The transportation improvements will result in better levels of service and improved vehicular, pedestrian and bicycle safety on both NE 124<sup>th</sup> Street and Willows Road.</p>	<p>Opened 10/1/19 Updated 10/2/19</p>

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	<table><tr><th>Development Scenario</th><th>Weekday</th><th>AM Peak Hour</th><th>PM Peak Hour</th></tr><tr><td>1.) Previous Zoning: Mixed Use</td><td>5,400</td><td>320</td><td>390</td></tr><tr><td>2.) Proposed Zoning: Townhomes &amp; Mixed Use</td><td>3,500</td><td>240</td><td>290</td></tr><tr><td>3.) Project Proposal Actuals (March 2019 TIA and SEPA)</td><td>2562</td><td>240</td><td>264</td></tr></table> <p><u>Summary of Project Transportation Improvements:</u></p> <ul style="list-style-type: none"><li>• Second southbound through lane on Willows Road<ul style="list-style-type: none"><li>○ This will increase vehicular capacity of Willows Road.</li></ul></li><li>• Wider southbound bicycle lane on Willows Road<ul style="list-style-type: none"><li>○ Increases existing separation between motorists/bicyclists.</li></ul></li><li>• New sidewalk on west side of Willows Road<ul style="list-style-type: none"><li>○ Enhances pedestrian safety (vs. existing shoulder)</li></ul></li><li>• Longer eastbound right-turn lane at NE 124th Street/Willows Road<ul style="list-style-type: none"><li>○ Increases vehicular capacity of intersection</li><li>○ Prevents eastbound through traffic from blocking this lane</li></ul></li><li>• New traffic/pedestrian signal at NE 124th Street/site access<ul style="list-style-type: none"><li>○ Enhances vehicular safety for all left-turning movements</li><li>○ Provides protected crossing for north-south pedestrians/bicyclists</li><li>○ Maintains east-west vehicle progression along the corridor</li></ul></li><li>• Improved traffic signal timing along NE 124th Street corridor<ul style="list-style-type: none"><li>○ Reduces peak hour vehicular delay at three existing intersections</li></ul></li><li>• Eastbound bicycle lane on section of NE 124th Street<ul style="list-style-type: none"><li>○ Increases existing separation between motorists/bicyclists</li></ul></li><li>• Wider sidewalk on south side of NE 124th Street<ul style="list-style-type: none"><li>○ Provides link between protected crossings and regional multi-purpose trails</li><li>○ Enhances pedestrian safety</li></ul></li><li>• Relocated transit stop on south side of NE 124th Street<ul style="list-style-type: none"><li>○ Reduces walking distance between stop and new pedestrian signal at site access and enhances rider safety</li></ul></li></ul>	Development Scenario	Weekday	AM Peak Hour	PM Peak Hour	1.) Previous Zoning: Mixed Use	5,400	320	390	2.) Proposed Zoning: Townhomes & Mixed Use	3,500	240	290	3.) Project Proposal Actuals (March 2019 TIA and SEPA)	2562	240	264	
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Expand on stream classification public comments and the City's response. (Margeson)	<p>The following is a summary related to review of the Critical Areas reports, SEPA issuance and communications with the Muckleshoot Tribe. Emails from the Muckleshoot Tribe and responses from the City staff and applicant have also been included.</p> <ul style="list-style-type: none"><li>• In May 2019, the Muckleshoot Tribe submitted comments on the Master Plan related to classification of Streams 1 and 2, noting that they appeared to meet the physical criteria in the WAC for presumed fish habitat. The Tribe emailed additional comments to the City on September 20, 2019.</li><li>• The applicant responded to the Tribe's comments in three separate documents: (1) a comprehensive response to review staff's comments submitted on July 11, 2019; (2) an independent response to the Tribe provided on September 16, 2019; and (3) a supplemental response to the Tribe's September 20 email provided on September 24, 2019.</li><li>• The applicant's response stated that three independent biologists have concluded that the on-site streams meet the criteria for a Type IV stream in the Redmond Zoning Code. This determination was based on evidence that the streams cannot support fish due to their very shallow depths and lack of habitat. The determination is supported by numerous stream surveys conducted by Washington Trout, Muckleshoot Tribe, and King County, which confirmed that no fish have been observed within 1,600 feet downstream of the site. The City has not adopted the WAC provision referenced by the Tribe, and if it had, it would not be appropriate to apply here because the bankfull width conditions on Stream 1 were artificially created as a result of extensive land clearing and uncontrolled stormwater runoff from adjacent properties (and Stream 2 does not meet the WAC criteria).</li><li>• The applicant further responded that it is voluntarily providing an increased stream buffer with voluntary enhancement in excess of what the RZC requires for Class IV streams. These buffers and enhancements will protect shading and improve other characteristics of the buffer, improving habitat for fish.</li><li>• On October 2, 2019, Karen Walter, Watersheds and Land Use Team Leader for the Muckleshoot Indian Tribe Fisheries Division, stated via email to City staff that the Tribe does not agree with the stream classification, but appreciates the voluntary buffer and enhancements and has no further questions. The email concluded that "with this change and the information regarding the extent of the road frontage work vis-à-vis the culvert, we have no further questions."</li></ul>	10/1/19 Updated 10/2/19

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	<ul style="list-style-type: none"><li>No other comments related to stream classification were received during the SEPA comment period, and the SEPA determination is now final (with no appeal).</li></ul>	