

Issue	Discussion Notes	Status
<p>1. Are there opportunities to notice public hearings in the City's newsletter and social media platforms? (Kritzer)</p>	<p><u>City Council Discussion</u></p> <p>The City Council asked staff if there are opportunities to notice public hearings in the City newsletter and social media platforms. Public hearing notices are posted to the project site, mailed to property owners within 500 feet of the project site, posted at City Hall and the Redmond branch of the King County Library, and advertised in a newspaper. With the Stay at Home Order, due to the Covid-19 pandemic, residents are not likely to see the posted notices if the Order is still in place.</p> <p><u>Staff Response</u></p> <p>The State Open Public Meetings Act requires the agenda of a regular meeting be posted to the City's website at least 24 hours prior to the scheduled meeting. If the meeting is held online due to Covid-19, other online notification options may be expanded temporarily. In accordance with the Open Public Meetings Act General Guidance Regarding the Coronavirus Disease Event, a public notice will be posted on the City website agenda with instructions to remotely attend a meeting.</p> <p>The Redmond Zoning Code requires the noticing of the public hearing to include; notice of public hearing to be mailed to property owners within 500 feet of the project site and parties of record, notice posted at City Hall and at least one other public building, published in a newspaper, and a four-foot by eight-foot notice sign posted at the site.</p> <p>Other forms which the public was notified of the project and invited to participate include the City Project Viewer Map, neighborhood project list, and the project web page. Two neighborhood meetings and one neighborhood presentation were held for the project, their notices were sent to residents within 1,000 feet of the project site as agreed to voluntarily by the applicant. This is 500 feet beyond the RZC requirement. At the meetings, attendees and viewers were informed of the permit process and how they can participate in the process. The notice of application sign and the SEPA determination sign posted to the site, at City Hall, and the Redmond Public Library, and mailed to residents within 1,000 feet of the project site, inviting residents to provide comments on the project.</p> <p>The City would need to review policies in more depth for all Land Use actions to determine the limits of expanded notification beyond those anticipated by applicants within the adopted zoning code. Staff will work with department leadership to have this looked into further going forward.</p> <p><u>5/5/2020 Staff Update</u></p>	<p>Opened 4/14/2020 Updated 5/5/2020 Closed 5/26/2020</p>

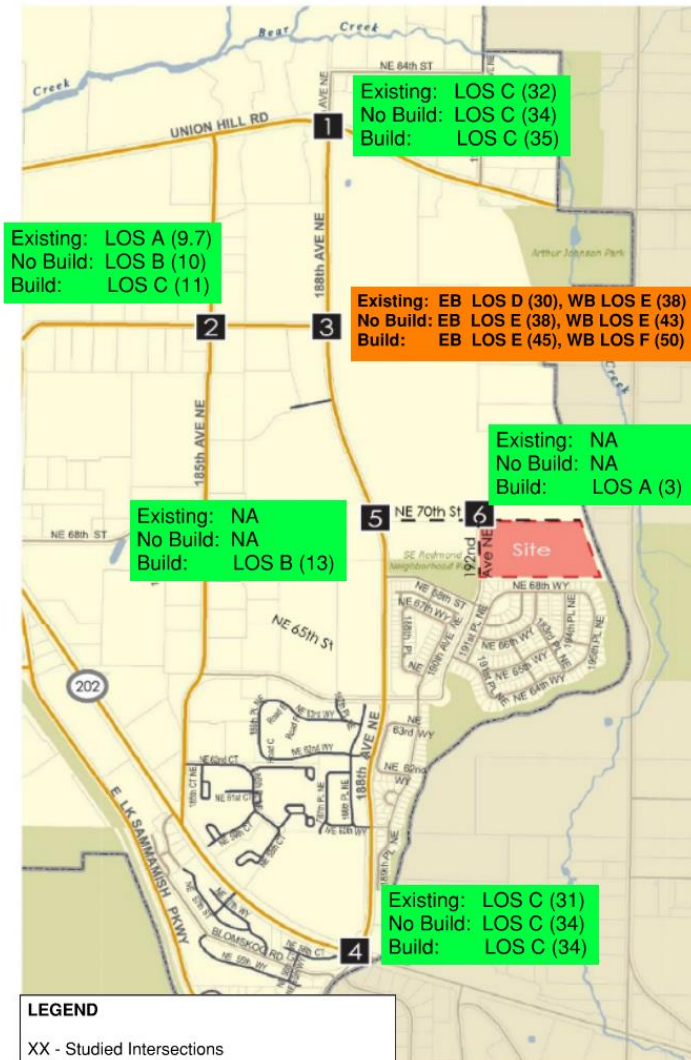
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	<p>The project's noticing is consistent with the requirements of the Redmond Zoning Code for the public hearing. The adherence to public notification standards should be consistent across all project types to ensure equity among all similar permit types and not become a subjective standard. The applicant has voluntarily agreed to increase the notification range from 500' to 1000' to ensure the entirety of Woodridge was contacted on three separate outreach occasions. The noticing includes (Per RZC 21.76.080.E):</p> <ul style="list-style-type: none"> • Notice of public hearing to be mailed to property owners within 1000 feet of the project site and parties of record, • Notice posted at City Hall and the King County Redmond Library; • Published in a newspaper of record; • And a four-foot by eight-foot notice sign posted at the site. <p>These forms of noticing are consistent with how similar project permits have been noticed based on conformance with the Redmond Zoning Code.</p>	
<p>2. What are the traffic impacts? What type of traffic study is required for the project? When does the traffic study get reviewed in the permitting process? (Forsythe)</p>	<p><u>City Council Discussion</u></p> <p>The City Council asked staff about the traffic impacts of this project and what type of traffic study is required for the project? When does the traffic study get reviewed in the permitting process?</p> <p><u>Staff Response</u></p> <p>The applicant submitted the Phase I traffic study on November 5, 2018 and Phase II traffic study on February 15, 2019. Those traffic studies were reviewed during the Master Plan and Site Plan Entitlement review process and the final traffic study including phase I traffic study and Phase II traffic study was submitted on August 26, 2019. The final traffic study followed the City's traffic study requirement and guidelines and it was reviewed and approved by City transportation review staff.</p> <p>The proposed Woodside is estimated to generate 960 weekday trips, 64 new trips in the AM peak hour (Typically between 7 AM and 9 AM) and 83 new trips in the PM peak hour (Typically between 4 PM and 6 PM). Per the traffic study, the majority of the PM project trips (76 PM peak hour trips or 92%) will access to and from the new proposed NE 70th Street between 188th Ave NE and 192nd Ave NE. About 8% or 7 PM peak hour trips will travel to and from 191st Avenue NE south of NE 70th St.</p> <p>A Phase I Traffic Study and phase II Traffic Study were required for the Woodside project. The Phase I Traffic Study provided the trip generation and trip distribution for the proposed project. The Phase II Traffic Study was</p>	<p>Opened 4/14/2020 Updated 5/5/2020 Closed 5/26/2020</p>

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	<p>required because this project will generate 20 or more PM peak hour trips. The Phase II traffic study evaluated the level of service at those intersections with 20 or more PM peak hour project trips under the existing and future no-build and build conditions.</p> <p>Level of Service (LOS) generally refers to a degree of congestion on a roadway or intersection. It is measured of vehicle operating speed, travel time, travel delays, and driving comfort. Intersection LOS usually scales from A to F. LOS A represents motorists experience little or no delays, while LOS F represents a motorist's experiencing an average delay of more than 80 seconds per vehicle for signalized intersections and 50 seconds per vehicle for unsignalized intersection. The City determined the scope of the Phase II traffic study and study intersections. The City's intersection LOS is LOS D or better.</p> <p>For the existing conditions, the intersection LOS analysis of the four studied intersections at 188th Ave NE/Union Hill Rd, 185th Ave NE/76th St, 188th Ave NE/SR 202 and 188th Ave NE/NE 76th St shows that all these intersections operate at LOS D or better during the weekday PM peak hour with exception to the intersection at 188th Ave NE/NE 76th St, which currently operates at LOS E with delay of about 37 seconds per vehicle.</p> <p>For the future conditions without and with the project, , the intersection LOS analysis of the six studied intersections at 188th Ave NE/Union Hill Rd, 185th Ave NE/76th St, 188th Ave NE/SR 202, 188th Ave NE/NE 76th St, 188th Ave NE/NE 70th St (new intersection), and 192nd Ave NE/NE 70th St (new intersection) shows that all of these intersections would operate at LOS D or better during the weekday PM peak hour with exception to the unsignalized intersection of 188th Ave NE/NE 76th St. The unsignalized intersection of 188th Ave NE/ NE 76th St. would operate at LOS E (or delay 43 seconds/vehicle) without the project conditions in the PM peak hour and it would operate at LOS F (or delay of <u>50 seconds</u>/vehicle) with the project condition in the PM peak hour.</p> <p>The Woodside project is estimated to add 54 PM peak hour trips that accounts for 5 percent of the total traffic at 188th Ave NE/NE 76th St, which results in delay increase approximately 7 seconds from 43 seconds without the project condition to 50 seconds with the project condition at this intersection. The applicant has evaluated alternative improvement options including an all-way stop or signalization at this intersection; however, neither of which is warranted at this time. No further mitigation is required at this intersection due to a small increase of the delay, minor project traffic added and an all-way stop or signalization not warranted. The Woodside project will be required to provide substantial street improvements along NE 70th St and 192nd Ave NE and will pay transportation impact fees for systematic street improvements.</p>	

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	<p><u>5/5/2020 Staff Update</u> <u>For better context, is there additional data or benchmarks to understand the traffic impacts? What are the overall impacts of traffic flow to accessing the area?</u></p> <p>The Phase II traffic study shows that the intersection LOS and delay meets the City's intersection LOS standard (LOS D or better) at intersection #1, #2, #4, #5, and #6 in the PM peak hour. In the Southeast Redmond Neighborhood, the existing condition (Existing), future 2022 without the Woodside project condition (Future No Build), and future 2022 with the Woodside project condition (Future Build), are shown in the table and map below. These five intersections will be minimally impacted with a zero to one second of delay in the Future Build condition compared to the Future No Build condition, with the exception of the intersection at 188th Avenue NE and NE 76th Street, closest to the project. The intersection at 188th Avenue NE and NE 76th Street is the most impacted intersection, with a delay of seven seconds per vehicle for the Future Build condition compared to the Future No Build condition. As you move further from the project site, vehicle travel disperses, and the intersections experience no impacts greater than a one second delay. There will be no impacts getting in or out of the area triggered by the project. All impacts are localized, impacting only the above-mentioned intersection with a maximum delay of seven seconds.</p> <p>The most straightforward method to quantify traffic impacts is to compare new trips generated from a project. A project with similar sizes in other neighborhoods in the City would expect to generate similar new trips. Determining how a project's impacts compare overall alongside other projects or city-wide is difficult due to the number of variables and factors that comprises each traffic analysis. Some variables include but are not limited to:</p> <ul style="list-style-type: none"> • Background traffic levels • Land uses • Neighborhood density • Type of intersections and current improvements • Road and intersection capacity • Intersection control types • Signalized intersection timing and phasing • Adjacent jurisdictional boundaries • Street classification • Number of crossings • Turning patterning and radii 	

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	<div><ul style="list-style-type: none">Curb cuts and access pointsRoad network connectivity</div> <p>Due to these variables, it is difficult to compare the scale of the impacts in terms of LOS or delay by a project of similar sizes in one area to another area in the City. However, the City has planned and anticipated traffic impacts in this area when planning for the increased density and adoption of the land uses as part of both the Comprehensive Plan and Redmond Zoning Code. The Redmond Transportation Master Plan is an element of the City’s Comprehensive Plan and is the document that guides Redmond’s transportation investment and activities. The City uses nine dashboard measures including connectivity, network completion, mode share, vehicular congestion, transit ridership, concurrency, safety, air and water quality, and street preservation. These dashboard measures help inform the City’s transportation goals, plans, and vision. The concurrency dashboard measure is of particular importance to this project as the street improvements and features such as the roundabout, mitigate not only for this project’s impacts, but add to the City’s street system. The Transportation Master Plan was last updated in 2013 and is currently in the beginning stages of being updated once more.</p> <table><tr><th rowspan="2">#</th><th rowspan="2">Intersection</th><th colspan="2">Existing</th><th colspan="2">Future No Build</th><th colspan="2">Future Build</th></tr><tr><th>LOS</th><th>Delay (sec)</th><th>LOS</th><th>Delay (sec)</th><th>LOS</th><th>Delay (sec)</th></tr><tr><td>1</td><td>188th Ave NE/ Union Hill</td><td>C</td><td>32</td><td>C</td><td>34</td><td>C</td><td>35</td></tr><tr><td>2</td><td>185th Ave NE/ NE 76th ST</td><td>A</td><td>9.7</td><td>B</td><td>10</td><td>C</td><td>11</td></tr><tr><td>3</td><td>188th Ave NE/ NE 76th ST Eastbound (EB)</td><td>D</td><td>30</td><td>E</td><td>38</td><td>E</td><td>45</td></tr><tr><td>3</td><td>188th Ave NE/ NE 76th ST Westbound (WB)</td><td>E</td><td>38</td><td>E</td><td>43</td><td>F</td><td>50</td></tr><tr><td>4</td><td>188th Ave NE/ SR 202</td><td>C</td><td>31</td><td>C</td><td>34</td><td>C</td><td>34</td></tr><tr><td>5</td><td>188th Ave NE/ NE 70th ST (new)</td><td>-</td><td>-</td><td>-</td><td>-</td><td>B</td><td>13</td></tr><tr><td>6</td><td>192nd Ave NE. NE 70th ST (new)</td><td>-</td><td>-</td><td>-</td><td>-</td><td>A</td><td>3</td></tr></table>	#	Intersection	Existing		Future No Build		Future Build		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	1	188 th Ave NE/ Union Hill	C	32	C	34	C	35	2	185 th Ave NE/ NE 76 th ST	A	9.7	B	10	C	11	3	188 th Ave NE/ NE 76 th ST Eastbound (EB)	D	30	E	38	E	45	3	188 th Ave NE/ NE 76 th ST Westbound (WB)	E	38	E	43	F	50	4	188 th Ave NE/ SR 202	C	31	C	34	C	34	5	188 th Ave NE/ NE 70 th ST (new)	-	-	-	-	B	13	6	192 nd Ave NE. NE 70 th ST (new)	-	-	-	-	A	3	
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2022 with Woodside Intersection LOS (Delay)



LEGEND

XX - Studied Intersections
 Weekday PM Peak Hour
 Existing - Existing Condition
 No Build - 2022 without Woodside
 Build - 2022 with Woodside
 LOS (xx): Level of Service (Delay in seconds)

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3. How will transportation choices be improved? What other transit opportunities will be available? (Anderson)	<p><u>City Council Discussion</u> City Council asked staff how transportation choices will be improved and what other transit opportunities will be available.</p> <p><u>Staff Response</u> The project will construct new NE 70th Street between 188th Avenue NE and 192nd Avenue NE and to the sites main entrance with sidewalk on the south side of NE 70th Street; and 192nd Avenue NE will also be constructed and will be shared by vehicle/bike users and includes sidewalks on both sides. Furthermore, a one-lane roundabout at NE 70th Street/192nd Avenue NE and the regional trails on the north side and east side of the property will be constructed. These improvements enhance the streets, sidewalks, bike lanes and trails connectivity in the area and provides alternative routes/paths for people to drive, bike, or walk to park, recreation area or commercial destinations.</p> <p>Transit service to and from the project vicinity is provided by King County Metro Transit. The nearest public transit stops are approximately 0.5 mile away and located on NE 65th Street just west of 188th Avenue NE. The transit stops provide access to Metro Transit routes 216,268 and 269. Riders can reach destinations such as downtown Seattle, Sammamish, Issaquah via one of those transit routes.</p>	Opened 4/14/2020 Closed 05/5/2020
4. What is the path forward on this applicant? (Carson)	<p><u>Staff Response</u> The project is scheduled to go to the City Council Staff Report meeting on May 5, 2020. The City Council Study Session meeting is currently scheduled for June 9, 2020, followed by the City Council Public Hearing anticipated on August 18, 2020. It is expected at that time that the public hearing will be in the typical City Council forum in the Council Chambers. Following the approval of the project, it will then go through the Coordinated Civil Review process, followed by the building permit review for each structure. Construction is anticipated to start in late 2020 if approved.</p>	Opened 4/14/2020 Closed 05/5/2020
5. Will there be any impacts to the development of SE	<p><u>Staff Response</u> Project is required to pay park impact fees; park impact fees will go into development of City parks. The current 2020 impact fee for Parks would be \$3,424,50 per dwelling unit. SE Redmond Park is not included in the Capital Improvement Program, which is currently being processed internally. SE Redmond Park does not have a master plan and was not prioritized as high as other projects within the Parks, Art, Recreation, Culture and Conservation (PARCC) Plan.</p>	Opened 5/26/2020 Closed 5/26/2020

Woodside Master Plan, Development Agreement, and Site Plan Entitlement (LAND-2018-01323, LAND-2018-01322)

City Council Issues Matrix / Updated May 26, 2020

Attachment D

Issue	Discussion Notes	Status
Redmond Park? (Fields)		
6. How will updated design standards (Marymoor Design District Design Standards) be applied to a project like this? Are the design standards being updated? (Fields)	<p><u>Staff Response</u></p> <p>If the project were in the Overlake or Downtown zones (areas receiving more density) the Urban Center Design Standards would apply. The project is in the Northeast Design District (NDD1) and the SE Redmond neighborhood and the project will adhere to the Citywide Design Standards (RZC 21.60), however the SE Redmond neighborhood does not have specific neighborhood design requirements. There are no current plans to update the Citywide Design Standards (RZC 21.60) soon.</p> <p>The application includes the Site Plan Entitlement where the elevations went before the Design Review Board four times for their review, and received approval on April 23, 2020, and then received approval from the Technical Committee on April 29, 2020. Once the project is approved, the building permits will be required to be consistent with the approved elevations. If any changes are proposed, they will be required to be reviewed by staff, the Design Review Board, and the Technical Committee.</p>	<p>Opened 5/26/2020 Closed 5/26/2020</p>
7. Can we do more enhanced notification? (Fields and Kritzer)	<p><u>Staff Response</u></p> <p>Notice is a legal construct between the applicant, the City and public. For consistency between projects, the Redmond Zoning Code requires minimum requirements for noticing. For this project the applicant decided to increase the mailing distance to 1,000 feet to include all of Woodbridge due to the proximity to the project. The City cannot force the applicant to expand their noticing requirements for specific development projects on an ad hoc basis.</p> <p>Staff will continue to use newspaper and physical postings at City Hall and the library as required by State law. Planning Staff has updated the Notice of Application flyer and continues to update the City's project website as a resources for the public, and can look into additional ways to enhance the notification. If the Council feels that notice requirements are ineffective, the City can consider a broader reconsideration of the required noticing requirements in the Redmond Zoning Code for all developments.</p>	<p>Opened 5/26/2020 Closed 5/26/2020</p>

Woodside Master Plan, Development Agreement, and Site Plan Entitlement (LAND-2018-01323, LAND-2018-01322)

City Council Issues Matrix / Updated May 26, 2020

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8. Will the design of the buildings be locked in once Council makes a decision? (Kritzer)	<u>Staff Response:</u> The application includes the Site Plan Entitlement, where each elevation has been recommended for approval by the Design Review Board and the Technical Committee to the City Council. The elevations that are shown are what are required to be built. If any modifications are proposed during the building permit review, the application is required to be re-reviewed and approved by the Design Review Board and Technical Committee.	Opened 5/26/2020 Closed 5/26/2020
9. What public transit options are available? (Kritzer)	<u>Staff Response</u> There are currently three bus routes 0.5 miles from the project site on NE 65 th Street and 188 th Avenue NE. This includes routes 216, 268, and 269. Bike lanes will also be included on 192 nd Avenue NE and NE 70 th Street.	Opened 5/26/2020 Closed 5/26/2020
10. Is three months from now the next time we will hear about this? (Anderson)	<u>Staff Response</u> Public hearing was originally anticipated for August 18, 2020 but has been moved up to July 21, 2020 based on City Council feedback.	Opened 5/26/2020 Closed 5/26/2020
11. Can we get the project to a 4 Star Built Green or Silver LEED rating? (Anderson)	<u>Staff Response</u> The Development Agreement is a contract between the developer and the City. Any additional considerations, such as increases to sustainability are in response to requesting increases in the developability of the site such as additional building height. The applicant is not requesting any additional considerations. A development agreement is being pursued simply because it is a requirement of the Northeast Design District (NDD1) zone. The townhomes and carriage flats are geared more toward middle incomes, to keep homes at a more comparatively affordable price, certification costs need to be balanced.	Opened 5/26/2020 Closed 5/26/2020
12. How does the Redmond Zoning Code align with LEED and Built Green	<u>Staff Response</u> The Zoning Code does not currently include general standards to require a development to meet LEED or Built Green Standards for this type of development. The Zoning Code does include LEED or Green Building Certifications as a part of the Green Building Incentive Program to increase the developability of the site if the developer chooses to participate in the program. The Green Building Incentive Program is currently under review and will be updated over the next 12-18 months as a part of a Zoning Code Amendment.	Opened 5/26/2020

Woodside Master Plan, Development Agreement, and Site Plan Entitlement (LAND-2018-01323, LAND-2018-01322)

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Standards? (Anderson)		
13. What other undeveloped pieces of property like this are out there? (Anderson)	<p><u>Staff Response</u></p> <p>Based on recent aerial views of the area there appear to be two vacant parcels to the west of Woodside, the Cadman site. The parcel directly west of the Woodside is approximately 5.8 acres, and south of that parcel is a 3.15-acre parcel for SE Redmond Park to be developed in the future, however master planning for the park has not begun. In general, residential uses are limited to the NDD1 zone in this area. the parcel that is not designated as SE Redmond Park is zoned NDD2 and NC1 (Neighborhood Commercial) both of which do not permit residential as an allowed use at this location.</p> <p>. The Cadman property without the development of Woodside is approximately 83 acres in size. Approximately 56 acres of the Cadman site is zoned NDD2 and NDD3 which does not allow residential uses but does have the potential to develop projects with uses such as general sales and services, and manufacturing and wholesale trade. The remaining 27 acres is zones Industrial, with the potential to develop projects including manufacturing uses, industrial uses, mineral and resource extraction and processing, wholesale trade and warehouse and storage uses, residential is generally prohibited.</p> <p>There is not a complete list of vacant or buildable properties within the area, but we will have more clarity from work being done on buildable lands forecasting as part of the City's periodic update to the Comprehensive Plan.</p>	Opened 5/26/2020
14. Have there been any noise complaints or concerns about noise? Have we found the berm to be effective? (Anderson and Kumar)	<p><u>Staff Response</u></p> <p>There is an existing a noise berm on the south edge of the project site. A new noise berm will be constructed on the north side of the subject site during Phase 1 of the development. The berm will be relocated north of NE 70th Street and will run the length of the project. The City has not received noise complaints in the last year from the industrial use to the north.</p>	Opened 5/26/2020 Closed 5/26/2020
15. How has the City	<u>Staff Response</u>	Opened 5/26/2020

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coordinated with the Lake Washington School District (LWSD)? What tools do we have to work with the LWSD to ensure that they can keep up with the growth? (Fields)	The applicant has been in contact with the School District since the project was first submitted for City review. The School District has been contacted on multiple occasions to inform them of the project, receive input on the school bus shelter, and to determine when these homes would be assigned schools. The City has been working closely with the Lake Washington School District. Staff provides annual permit counts for residential projects to the school district to assist in their forecasting and will be notifying them as construction begins on the housing units for the project as they have requested.	Closed 5/26/2020
16. Are there plans for an additional traffic light at 188 th Avenue NE? (Forsyth)	<p>Along the 188th Avenue NE corridor between Union Hill Road and Redmond Way (SR 202), there are currently two traffic lights at the intersection of 188th Avenue NE and Union Hill Road in the north end and at the intersection of 188th Avenue NE and SR 202 (Redmond Way) at the south end, respectively. All other intersections along 188th Avenue NE such as at NE 76th Street, at NE 68th Street and at NE 65th Street have a stop sign on the side streets. The intersection at NE 76th Street and 188th Avenue NE would receive most project trips (approximately 54 trips, accounting for 5% of the total traffic) from the Woodside project, but the traffic volumes do not warrant a traffic light at this intersection per the guidelines stated in the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration. All other intersections with stop signs would receive less than 2 percent of the Woodside project trips and the traffic volumes are much lower compared to the traffic volumes at the intersection of NE 76th Street and 188th Avenue NE; therefore, a traffic light is not warranted at any of those intersections.</p> <p>Staff has verified with the Transportation Facility Program (TFP) and the Unfunded Buildout Plan in the City's Transportation Master Plan and the City's Comprehensive Plan and confirmed that there are no additional traffic lights planned along the 188th Avenue NE corridor. Staff will monitor the traffic conditions along 188th Avenue NE as new developments occur in the area and will provide input for future plan update as needed if traffic conditions along the 188th Avenue NE corridor will dramatically change. Both the TFP and the Unfunded Buildout Plan will be updated as part of the Transportation Master Plan, which is currently being updated, and is expected to be complete at the end of 2022. As part of the TMP update, Long Range Transportation Planning staff will also solicit capital project ideas from the community.</p>	Opened 5/26/2020 Closed 5/26/2020

