



Planning Commission Report

To: City Council

From: Planning Commission

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Date: July 27, 2016

File Numbers: LAND-2016-01105, SEPA-2016-01107

**Planning
Commission
Recommendation:** Approval

Title: Mobile Services Zoning Code Amendment

**Recommended
Action:** Adopt the Redmond Zoning Code Amendments as shown in *Exhibit A*.

Summary: This amendment allows for the legal operation of mobile service uses without requiring a temporary use permit provided that such uses:

- Are located outside the public right-of-way and not located on on-street parking;
- Are located at a site for no more than seven total days over a period of three months;
- Are not located in required drive aisles or any area that would impede emergency or ADA access; and
- Are limited to two mobile service vehicles per lot at any one time.

**Reasons the
Proposal Should be
Adopted:** The proposed amendment should be adopted because it allows for the operation of mobile services in a manner that:

- Protects public health, safety and welfare;
- Prioritizes scarce public resources for their intended uses;
- Mitigates impacts on neighbors;
- Is in line with the anticipated impacts of such uses;

- Aligns temporary use regulations with business operation patterns; and,
- Is consistent with the Redmond Comprehensive Plan.

Recommended Findings of Fact

1. *Public Hearing and Notice*

a. Public Hearing Date

The City of Redmond Planning Commission held a public hearing on the proposed amendment on July 3, 2016. Both oral and written testimony was received at the public hearing. The public testimony is summarized in the Commission's Issues Matrix and in *Exhibits C and D*.

b. Notice

Both public hearings were published in the Seattle Times. Public notices were posted in City Hall and at the Redmond Library. Notice was also provided by including the hearing in Planning Commission agendas and extended agendas mailed to various members of the public and various agencies. Additionally, hearing notification was posted on the City's web site.

Recommended Conclusions

1. *Key Issues Discussed by the Planning Commission*

Exhibit B summarizes the Planning Commission's discussion issues and staff responses. Below are key issues discussed by the Planning Commission.

Preventing Assembly of Mobile Services

The Technical Committee recommendation contained a provision to prohibit the creation of de facto mobile service malls on unimproved property. The Planning Commission concluded that rather than prohibit such services from locating on "vacant" lots, it would be more effective to limit the number of mobile service uses to two per lot at any one time. The Commission concluded that this was a clearer rule since "vacant" is not a defined term in the Redmond Zoning Code.

Mobile Service Locations in Relation to Brick-and-Mortar Services

The Commission discussed whether there should be any restriction on where mobile services could locate in relationship to like brick-and-mortar service locations. For example, should a hair salon operating out of a vehicle be allowed to locate near a brick-and-mortar hair salon? The Commission considered several alternatives, including allowing mobile services only in zones that contain like stationary services,

and allowing mobile services only a certain distance from like stationary services. The Commission concluded that it was not evident that mobile services would directly compete with brick-and-mortar services and that this issue could be monitored over time.

Mobile Services in Residential Zones

The Commission discussed the likelihood of mobile services operating in residential zones, and whether such operation should be allowed. The Commission concluded that most mobile services would be unlikely to operate in residential zones for lack of customer density. The Commission also concluded that some mobile services – mainly charitable services – may desire to temporarily locate in church parking lots or at similar non-residential uses that are permitted in residential zones. The Commission concluded that such uses would continue to be appropriate (they already occur today), and so concluded that mobile services that meet the recommended criteria be allowed in residential zones.

2. Recommended Conclusions of the Technical Committee

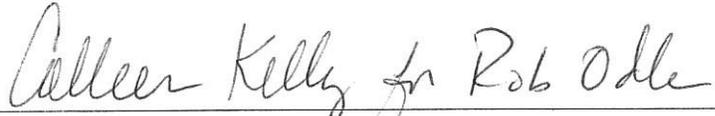
The recommended conclusions in the Technical Committee Report (*Exhibit E*) should be adopted as conclusions.

3. Planning Commission Recommendation

The Planning Commission adopted a motion to recommend approval of amendments to the Redmond Zoning Code by a vote of 6-0 at its July 20, 2016 meeting.

List of Attachments

- Exhibit A: Recommended Amendments to the Redmond Zoning Code
- Exhibit B: Planning Commission Final Issues Matrix
- Exhibit C: Written Public Testimony
- Exhibit D: Planning Commission Meeting Minutes, July 13, 2016
- Exhibit E: Technical Committee Report with Exhibits



Robert G. Odle, Planning Director

7-22-16
Date



Scott Biethan, Planning Commission Chairperson

7-27-16
Date

Approved for Council Agenda 

John Marchione, Mayor

8-1-16
Date

Exhibit A: Recommended Amendments to the Redmond Zoning Code

RZC 21.46 TEMPORARY USES

21.46.010 Purpose

The following provisions authorizing and regulating certain temporary uses are intended to permit temporary uses and structures when consistent with the Zoning Code and when safe and compatible with the general vicinity and adjacent uses.

21.46.020 Scope

- A. A short-term temporary use permit shall be required for any temporary use of no more than six months in duration. The six months need not run consecutively. The six months may occur at any time within a calendar year as long as each day of operation is designated and approved. A day of operation shall mean any or part of any day in which the business is conducted. Applications for a short-term temporary use permit (six months or less) shall follow the procedures for a Type I review pursuant to RZC 21.76.050.F or as modified herein. Short-term temporary use permits shall not be renewed, and any temporary use that will extend beyond six months shall be conducted only after approval of a long-term temporary use permit.
1. Temporary uses that occur seasonally on an annual basis may be processed over the counter upon their subsequent year's renewal provided the first year's business was processed under a Type I review and the proposal is substantially the same as the previous year.
- B. A long-term temporary use permit shall be required for any temporary use longer than six months in duration. A long-term temporary use permit shall be valid for a maximum of two years from the date the permit is issued or the end of the permit activity, whichever comes first. Applications for a long-term temporary use permit (longer than six months) shall follow the procedures for a Type V review pursuant to RZC 21.76.050.J.
- C. A long-term temporary use permit may be renewed, provided that:
1. The permit renewal must be applied for in advance of the expiration of the original term;
 2. The permit renewal shall follow the procedures for a Type V review pursuant to RZC 21.76.050.J;
 3. The applicant shall pay a renewal fee equal to that prescribed by Council resolution for a new long-term temporary use permit; and
 4. The application for renewal meets the decision criteria outlined in RZC 21.46.030.A;

5. The renewal may be conditioned upon the construction or installation of such improvements that are necessary to serve the temporary use and to mitigate impacts of the temporary use, taking into account the duration of the use.
 6. A long-term temporary use permit may be renewed for one or more additional two-year renewal terms if the conditions of this subsection are met at the time of such renewal.
- D. Upon expiration of the initial term of a short- or long-term temporary use permit or upon the expiration of any renewal term of a long-term temporary use permit, either:
1. The temporary use shall immediately cease, and the property on which the use was located shall be restored as nearly as practicable to the state it was in prior to commencement of the temporary use; or
 2. If the applicant has applied for and received all permits necessary to make such temporary use permanent, the temporary use may continue until any necessary construction under such permits is completed and the use meets all requirements for a permanent use of the property as long as the applicant diligently pursues completion of the improvements and compliance with the requirements.
- E. The following types of temporary uses, activities and associated structures may be authorized, subject to specific limitations noted herein and as noted in RZC 21.46.030, *Decision Criteria*, and as may be established by the Administrator:
1. Outdoor art and craft shows and exhibits;
 2. Retail sales such as Christmas trees, seasonal retail sale of agricultural or horticultural products, firewood, seafood, etc.;
 3. Mobile services such as veterinary services for purposes of giving shots, unless exempted under subsection F.11 below;
 4. Vending cart. No mechanical, audio or noise-making devices, nor loud shouting or yelling will be permitted to attract attention;
 5. Group retail sales, such as swap meets, flea markets, parking lot sales, Saturday Market, auctions, etc.;
 6. Temporary encampments that comply with the conditions outlined in this chapter;
 7. Temporary parking lots used during construction or site development;
 8. The Administrator may authorize additional temporary uses not listed in this subsection, when it is found that the proposed uses are in compliance with the provisions pursuant to this chapter.
- F. **Exemptions.** The following activities and structures are exempt from requirements to obtain temporary use approval:

1. Portable units or modular structures when used to provide temporary classrooms at schools, provided that adequate sewer and water service is available.
2. Manufactured homes, portable units, modular structures, travel trailers when used as a dwelling while a residential building on the same lot is being constructed or when a damaged residential building is being repaired, when adequate sewer and water is available.
3. Manufactured homes when used for housing elderly or disabled relatives of the occupant of an existing residence, when such relatives require constant supervision and care, and when adequate sewer and water is available.
4. Manufactured homes, portable units, modular structures, or travel trailers when used to support construction or site development.
5. Guests of Redmond residents in recreational vehicles when in compliance with RZC [21.40.010.G, *Parking and Storage of Recreational, Utility, and Commercial Vehicles and Vessels in Residential Neighborhoods.*](#)
6. Recycling and collection centers that meet all of the following requirements:
 - a. Containers and structures shall be located on private property and not on public rights-of-way. The property owner's approval must be obtained, and the Planning Department notified that the structure will be located at that site;
 - b. Structures shall not interfere with traffic circulation or visibility at intersections;
 - c. The owner's name and telephone number shall be clearly posted on the structure or container; and
 - d. If located in a parking area, the structures or containers shall take up no more than three parking stalls. One collection structure and associated staff booth are allowed in parking lots of 200 stalls or less and one additional container and staff booth for every additional 200 stalls;
7. Model homes or apartments and related real estate sales and display activities located within the subdivision or residential development to which they pertain;
8. Garage sales, moving sales, and similar activities for the sale of personal belongings when operated not more than three days in the same week and not more than twice in the same calendar year. Allowed in all residential zoning districts;
9. Fund-raising car washes that meet the requirements for discharge of wastewater established by the City of Redmond Natural Resources Division;
10. Motorized catering that remains at one location for no more than three hours per day;
11. Mobile services that:
 - a. Are located outside the public right-of-way and not located on on-street parking;

b. Are located at a site for no more than seven total days over a period of three months;

c. Are not located in required drive aisles or any area that would impede emergency or ADA access; and,

a.d. Are located on a lot with no more than one other mobile service vehicle at any given time.

~~10.12.~~ Circuses, carnivals, fairs, or similar transient amusement or recreational activities. Such uses are subject to RMC Chapter 5.28, *Shows, Carnivals and Circuses*;

~~11.13.~~ Activities, vendors and booths associated with City of Redmond-sponsored or authorized special events;

~~12.14.~~ Individual booths in an approved temporary use site for group retail identified under subsection E.5 of this section;

~~13.15.~~ Weekend (Saturday and Sunday) only, warehouse sales in Business Park, Manufacturing Park, and Industry zones, when held no more than once a month in an existing facility.

21.46.30 Decision Criteria

No changes

ARTICLE VII DEFINITIONS

RZC 21.78 DEFINITIONS

M DEFINITIONS

new definition

Mobile services. Service uses as defined in General Sales or Services that operate out of a motor vehicle and/or attached trailer. This definition excludes motorized catering.

Mobile Services Zoning Code Amendment (LAND-2016-01105)

Exhibit B: Planning Commission Final Issues Matrix

Issue	Discussion Notes	Status
<p>1. Should mobile services that would be exempt from obtaining a temporary use permit be allowed on vacant lots? (Nichols)</p>	<p><u>Planning Commission Discussion</u></p> <p><u>7/20</u>: Commissioners concluded that rather than prohibiting mobile services from vacant lots it would be more effective to limit the number of mobile service vehicles to two per lot. Commissioners discussed the definition of “lot” and whether “lot” was the appropriate unit of land to use in the regulations, recognizing that lots vary widely in size. The Commission concluded that “lot” was appropriate for now and that the issue could be monitored over time. The Commission closed the issue.</p> <p><u>7/13</u>: Commissioners were concerned that “vacant” land would not include paved parking lots and so prohibiting mobile services from locating on vacant lots might not achieve the desired outcome. Commissioners asked staff to consider other means of achieving the desired outcome, and suggested that limiting the number of mobile services on a given lot at any one time could be an option.</p> <p><u>6/29</u>: Commissioners desired to discuss the rationale for prohibiting mobile services that would be exempt from obtaining a temporary use permit from locating on vacant lots and to consider potential alternatives.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>7/20</u>: “Vacant” is undefined in the RZC and so the common, dictionary definition would apply. A parking lot would not be considered vacant land for zoning purposes because “automobile parking facilities” are permitted uses in some zones. As Commissioners suggested, limiting the number of mobile service vehicles occupying a single lot would discourage the formation of de facto mobile service malls. Staff recommends a limit of two mobile service vehicles per lot to allow for – in a limited fashion –offering complementary services.</p> <p><u>7/13</u>: The Technical Committee recommends against allowing mobile services that would be exempt from obtaining a temporary use permit to locate on vacant lots. Allowing them to do so may result in de facto mobile service malls that are not temporary (uses could rotate through the site) and not in keeping with Redmond community character and design goals.</p> <p><u>Public Comment</u></p> <p><u>7/13</u>: The applicant testified that his business vehicle would not remain on vacant land, but rather would be parked in a paid stall at the end of each day.</p>	<p>Opened 6/29</p> <p>Closed 7/20</p>

Mobile Services Zoning Code Amendment (LAND-2016-01105)

Exhibit B: Planning Commission Final Issues Matrix

Issue	Discussion Notes	Status
<p>2. Should not-for-profit and for-profit mobile services be regulated the same or differently? (Miller)</p>	<p><u>Planning Commission Discussion</u> <u>7/13</u>: Commissioners were satisfied with the staff response and closed this issue.</p> <p><u>6/29</u>: Commissioners desired to discuss whether for-profit and not-for-profit mobile services should be regulated the same or differently, and if differently, how.</p> <p><u>Staff Response/Recommendation</u> <u>7/13</u>: Mobile services are currently regulated without regard for tax status. The Technical Committee recommends maintaining that because the impacts of mobile services are largely the same whether the use is operated by a for-profit or not-for-profit entity.</p> <p><u>Public Comment</u></p>	<p>Opened 6/29</p> <p>Closed 7/13</p>
<p>3. Does the recommended amendment adequately account for unintended consequences? (Haverkamp)</p>	<p><u>Planning Commission Discussion</u> <u>7/13</u>: Commissioners were satisfied with the staff response and closed this issue.</p> <p><u>6/29</u>: Commissioners identified potential unintended consequences as an issue to further discuss.</p> <p><u>Staff Response/Recommendation</u> <u>7/13</u>: The Technical Committee recommendation is built in part on the City’s experience with motorized catering (food trucks). Since 2011, motorized catering businesses have been able to legally operate throughout Redmond without a land use or temporary use permit (but with a business license) provided they move every three hours. This approach has been successful in allowing food trucks to operate legally without significant administrative burden or complaints.</p> <p>The recommended definition of mobile services is, “Service uses as defined in General Sales or Services that operate out of a motor vehicle and/or attached trailer. This definition excludes motorized catering.” The definition of general sales or services specifically excludes lodging, mail order/direct sales, membership wholesale/retail warehouses, convention/trade show services, and marijuana retail sales. Further, RZC 21.41 requires that all marijuana uses operate in a permanent structure.</p> <p>Even so, it is possible that there could be unintended consequences of the recommended amendment. Staff recommends monitoring how these regulations work – such as by monitoring complaints – and</p>	<p>Opened 6/29</p> <p>Closed 7/13</p>

Mobile Services Zoning Code Amendment (LAND-2016-01105)

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Issue	Discussion Notes	Status
	<p>returning to the Planning Commission with refinements if necessary.</p> <p><u>Public Comment</u> <u>7/13</u>: The applicant testified that state and other requirements greatly reduce the likelihood of unintended consequences.</p>	
<p>4. Should a mobile service that is exempt from obtaining a temporary use permit only be allowed in the zone(s) where the same brick-and-mortar service would be allowed? (MacNichols)</p>	<p><u>Planning Commission Discussion</u> <u>7/20</u>: Commissioners concluded that competition between brick-and-mortar and mobile services was something to monitor, but that no additional regulations were warranted at this time. The Commission closed the issue.</p> <p><u>7/13</u>: Commissioners noted that at least one other community with an ordinance addressing mobile services included a minimum distance between retail businesses and the mobile service. Commissioners described this issue as being about fairness. For example, stationary businesses must adhere to various site and design requirements while mobile businesses are not required to do so. In Commissioner MacNichols’s absence, the Commission deferred discussion of this issue to July 20.</p> <p><u>6/29</u>: Commissioners identified potential zone-based restrictions for mobile services as an issue to further discuss.</p> <p><u>Staff Response/Recommendation</u> <u>7/20</u>: Mobile services can operate today in any zone <u>with</u> a temporary use permit. Policy options for mobile services that would be <u>exempt</u> from obtaining a temporary use permit include:</p> <ul style="list-style-type: none"> • Allowing mobile services to operate in any zone – this is the Technical Committee recommendation • Allowing mobile services to operate only in zones that permit similar stationary services • Allowing mobile services to operate only in non-residential zones • Allowing mobile services to operate only at a minimum distance from similar stationary services <p>As Commissioners noted, relatively few communities have regulations that govern the provision of mobile services. Of those that do, some have distance or zone requirements that impact how close a mobile business is to a similar brick-and-mortar business. Examples include:</p> <ul style="list-style-type: none"> • Edmonds: street vendors allowed in many commercial zones; policy review when number of 	<p>Opened 6/29</p> <p>Closed 7/20</p>

Mobile Services Zoning Code Amendment (LAND-2016-01105)

Exhibit B: Planning Commission Final Issues Matrix

Issue	Discussion Notes	Status
	<p>permits reaches 15</p> <ul style="list-style-type: none"> • Austin, TX: allowed in all commercial-industrial zones except neighborhood office, limited office, and general office; 50-ft buffer from residential uses; 20-ft buffer from retail uses • Portland, OR: allowed on private property; no clear guidance for mobile retail in right-of-way • St. Paul, MN: only allowed on public streets in downtown; not allowed during rush hour or at night • Pittsburgh, PA: may not sell goods similar to a brick-and-mortar store within 500 ft; not allowed at night <p>The staff recommendation is described in the Technical Committee Report and in the 7/13 issue matrix responses below.</p> <p><u>7/13</u>: The Technical Committee recommends allowing mobile services that would be exempt from obtaining a temporary use permit to be temporarily located in any zone provided they meet the recommended conditions. By their nature, temporary uses are those that are usually <u>not</u> otherwise allowed in the underlying zone. The Zoning Code provides that temporary uses must be, “safe and compatible with the general vicinity and adjacent uses” (RZC 21.46.010). Staff sees brick-and-mortar and mobile businesses as occupying different market spaces. Staff did not see a compelling reason to recommend limiting mobile services to those zones where like brick-and-mortar businesses are allowed.</p> <p>In practice, mobile services are only likely to succeed where there is a critical mass of customers: mixed-use/commercial areas and potentially multifamily zones. In addition, a mobile service could only locate with the permission of the property owner, and then only for a limited duration.</p> <p><u>Public Comment</u> <u>7/13</u>: The applicant testified that his business model is to approach mid- to large-size companies to bring mobile services on site to serve employees.</p>	
<p>5. Should a mobile service that is exempt from obtaining a temporary use</p>	<p><u>Planning Commission Discussion</u> <u>7/20</u>: Commissioners discussed potential consequences of prohibiting mobile services without temporary use permits in residential zones. Commissioners concluded that few services would venture into residential zones for lack of customers, and that services like bloodmobiles or other charitable services may temporarily locate in church parking lots, which are often in residential zones.</p>	<p>Opened 7/13 Closed 7/20</p>

Mobile Services Zoning Code Amendment (LAND-2016-01105)

Exhibit B: Planning Commission Final Issues Matrix

Issue	Discussion Notes	Status
<p>permit undergo design review or be prohibited in residential zones? (Miller)</p>	<p>Commissioners did not desire to foreclose those opportunities. Commissioners concluded that mobile service vehicle design was an issue to monitor but that no additional regulations were warranted at this time. The Commission closed the issue.</p> <p><u>7/13</u>: Commissioners desired to discuss measures to mitigate potential impacts residential zones, such as requiring design review or prohibiting mobile services without temporary use permits from certain zones.</p> <p><u>Staff Response/Recommendation</u> <u>7/20</u>: Staff approached the questions of design review and zone restrictions separately. The risk of <u>not</u> requiring design review is that an unsightly vehicle could occupy a portion of a private lot for a limited amount of time. This is similar in nature to the risk that an unsightly recreational vehicle would occupy a residential driveway. According to code enforcement staff, this has occurred twice in 16 years. Administratively, design review would require establishing design standards for mobile services vehicles and a design review process. Staff believes that the burden of developing and complying with design standards is not warranted by the risk of an unsightly vehicle, and that if the property owner believed the vehicle was unsightly, the owner could demand its immediate departure.</p> <p>Regarding zone restrictions, staff anticipates low demand for mobile service vehicles in residential areas due to limited density, and therefore did not recommend restricting mobile services from those zones. Alternatively, to ensure that such uses could not legally locate in residential zones the Commission could recommend zone-based restrictions. Staff sees little risk in adding such a provision.</p> <p><u>Public Comment</u></p>	

Hello Planning Commission,

My name is Daniel and my brother Joe, are the entities that are wanting to start this mobile salon business. We were able to attend the planning commission study session in regards to our request and wanted to answer some questions that were addressed.

Environmental Impacts: There is very little to no environmental impact due to all the water tanks being a closed system within the trailer. We will not be offering color services due to the amount of time that service requires. Aside from washing hair with shampoos and conditioners, there will be no other types of harmful solvents and chemicals used. All disposed water will return to a black water tank designated for water waste. All waste disposal will be done at RV campsites with designated waste removal units.

Creative uses for Mobile Businesses (i.e. Marijuana Cart/Trailer): There are very strict regulations for any mobile units that have the general public coming into a facility for services rendered. All businesses will have to get approved through the state of Washington and meet all requirements. Everything from the size of restrooms to ADA compliance will be under review. Due to these restrictions, I do believe that any businesses that are mobile will be under heavy review and may not qualify if they do not meet a plethora of requirements.

Effect on brick and motor businesses: I believe that this is of great concern for pre-existing businesses. As it was discussed, we would not park on a residential street due to the lack of demand. Instead, we would be approaching corporations and larger businesses, parking on their private lots to conduct our business. Our target audience would be mid to large level businesses with over 250 employees and where we can add onto their current compensation packages. We would be working with their HR departments to bring our business to their doorstep. We would not park on lots with pre-existing businesses like salons or barbershops due to the difficulty in competing against established businesses and also that those businesses do not hold enough of our target audience.

Parking on vacant land: The trailer will be removed at the end of day and parked at a paid stall. We would never leave the trailer on vacant property due to the security of the trailer.

For Profit vs. Non-Profit: Currently we are a for profit entity. We currently own a brick and mortar business in Bellevue and have done a lot of charity and community work like a woman's battered shelter and back to school cuts for kids. We look to continue this in Redmond through this trailer. Due to it being mobile there are a lot more opportunities to serve the community in various ways.

[staff note: received July 7, 2016 from Daniel Bae]

**CITY OF REDMOND PLANNING COMMISSION
MINUTES**

July 13, 2016

COMMISSIONERS PRESENT: Vice Chairman Captain; Commissioners Baker, Haverkamp, Miller and Nichols

STAFF PRESENT: Patrick McGrath, Jeff Churchill, Judy Fani and Sarah Stiteler, Redmond Planning Department

EXCUSED ABSENCE: Chairman Biethan, Commissioner MacNichols

RECORDING SECRETARY: Lady of Letters, Inc.

CALL TO ORDER:

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

APPROVAL OF THE AGENDA:

MOTION to approve the agenda by Commissioner Nichols, MOTION seconded by Commissioner Baker. The MOTION passed unanimously.

Vice Chairman Captain introduced the newest member of the Commission, Ms. Sara Baker, who was appointed by the Mayor and City Council on July 5, 2016,.

ITEMS FROM THE AUDIENCE: None

APPROVAL OF MEETING SUMMARY FOR JUNE 29, 2016:

MOTION to approve the June 29, 2016 Meeting Summary by Commissioner Nichols, MOTION seconded by Vice Chairman Captain. The MOTION passed unanimously.

Public Hearing and Study Session, Amendment to the 2013-30 Transportation Facilities Plan, presented by Mr. Patrick McGrath, Redmond Planning Department

Mr. McGrath explained that the issue before the Commission was whether or not three specific projects should be considered funded system improvements and therefore moved from Transportation Master Plan's Unfunded Buildout Plan chapter to the 18-Year Transportation Facilities Plan (TFP) chapter. The projects were a westbound right turn lane on Redmond Way, the completion of a northbound through lane on 148th from Bel-Red Road to SR 520 and a streetscape improvement including cycle tracks, improved pedestrian facilities and a planter strip on 152nd Avenue NE in Overlake.

The Redmond Way right turn lane, from 166th to 164th, was a part of the Couplet Conversion design constructed in association with the Redmond Triangle Development. The other two

projects were associated with the Limited Edition master plan and development agreement approved by Council in April, 2016.

Commissioner Miller asked if the through lane on 148th currently continued, and Mr. McGrath replied that the northern portion from 22nd to 26th was in the TFP and the portion presented at this meeting was missing from the TFP.

The reasons for adding the projects as funded system improvements were to keep the TFP up to date, to maintain the concurrency system that tracks delivery of transportation improvements in respect to growth, and as a fairness issue to developers as developers are obligated to construct the projects whether they are added to the TFP or not; if the projects are not added to the TFP the developers would continue to be liable to pay the transportation impact fees.

Mr. McGrath stated that an error had been found in the proposed revisions given to the Commission at the last meeting. In the project description NE 26th Street should read NE 22nd. All other maps and project costs were correct.

Vice Chairman Captain opened the Public Hearing and having received no comments and no one wishing to speak, the verbal portion of the Public Hearing was closed, but the written portion was left open until a final recommendation by the Planning Commission.

Commissioner Miller asked Mr. McGrath to describe the City Complete Streets ordinance and how it was applied to the three projects, as well as how the ordinance in content and application differed from the many policies that exist between the Comprehensive Plan and the Transportation Master Plan. Mr. McGrath explained that the Complete Streets ordinance was a Municipal Code that requires that roadway improvements include accommodations for all modes unless an exception is granted consistent with the criteria in the code. Mr. McGrath stated that he was not personally involved in design of the projects, and that an individual who had been involved in the discussions and modal considerations during design would be the person to answer questions. Mr. McGrath was comfortable stating that the 152nd project was substantially non-motorized in nature, the 148th project was an isolated component of a vehicular thoroughfare, and the Redmond Way right turn lane was an isolated component of the Couplet Conversion.

Commissioner Miller stated that the 148th project had been expanded multiple times, seemed to be a capacity adding project and had not been pedestrian friendly for years. Commissioner Miller requested more information regarding the Redmond Way project as the Couplet had been justified to the Commission over the years as improving the pedestrian environment Downtown, and an explanation of the application or waiver of the Complete Streets ordinance was important towards any Commission decision. Commissioner Miller stated being in favor of the 152nd project.

Mr. McGrath asked if the issue was associated with the proposal or an issue independent of the proposal, because the projects were already in the adopted TMP and would be constructed regardless of a Planning Commission recommendation on this amendment. Commissioner Miller asked what was being asked of the Planning Commission outside of bookkeeping if the

project was to be built regardless, and Mr. McGrath replied that what was being asked was if the three projects should be funded system improvements to be defined later in the presentation, or to be held as the developer responsibility. Commissioner Miller asked again for more information and regarding staff capacity. Mr. McGrath explained that City inspections to ensure Redmond construction standards are met would be performed whether the projects were added to the TFP or not. Commissioner Miller asked if public meetings and environmental review had been included, and Mr. McGrath believed they had been as the development agreement had been approved by Council.

Vice Chairman Captain asked Mr. McGrath to bring answers regarding Downtown business community involvement in a memorandum and to have a person able to answer the questions of Commissioner Miller as well. Commissioner Nichols asked for the relevance of the questions of Commissioner Miller in relation to what was being asked of the Commission, and Commissioner Miller replied that the projects should be discussed individually and not as a package and that application of the policies and ordinances the Commission provides oversight for should be ensured. Commissioner Nichols stated that the City would be able to increase the transportation impact fee to developers with these projects and whether or not the projects were system improvements for City streets was what was being asked. Commissioner Miller stated that projects providing temporary traffic relief were not necessarily a system improvement, and the process that brought the projects to the Commission needed to be understood beyond the fact that the projects are shovel ready.

Vice Chairman Captain asked Commissioner Miller if the other projects would be understood if the process for the Redmond Way right turn lane could be evaluated, in order to avoid staff having to verify that the process was repeatedly the same. Commissioner Miller asked that the 148th project be the project to be reviewed. Mr. McGrath clarified that project development history for the 148th project was requested and Commissioner Miller replied yes, to include how the Complete Streets ordinance was applied and that responding with a memorandum was acceptable.

Mr. McGrath answered the first question on the matrix by explaining the definition of System Improvement; those facilities, programs, projects and services that are included in the TFP designed to maintain mobility and meet the transportation level of service standard established in the Redmond Comprehensive Plan, referring to the concurrency section. The level of service section reference states that investments should support the land use vision, keep pace with growth and serve to expand travel choices achieving a multi-modal travel environment. Impact fee eligible projects are defined by state law as improvements on public streets and roads, and the City of Redmond takes the full street into consideration including everything within the right-of-way. The TFP omits projects from impact fees that are off-street such as a trail or programmatic. Pedestrian and bicycle bridges to be built in association with light rail stations, off street but contributing to the system, are counted toward the concurrency system. Mr. McGrath asked if the explanation answered the question, Commissioner Miller stated in the affirmative. Vice Chairman Captain closed the issue on the matrix.

Mr. McGrath presented a project site plan view with relationship to surrounding parcels and transportation improvements in response to the second question. Commissioner Miller stated that

the presentation was helpful. Mr. McGrath stated that the Couplet Conversion was designed to make downtown more of a main street environment and was not intended to be a throughput enhancing project. Vice Chairman Captain stated belief that most downtown businesses would appreciate traffic slowing past them, and Mr. McGrath stated that many businesses will not even consider locating on a one-way street. Vice Chairman Captain closed the second issue on the matrix.

Commissioner Miller stated that Complete Streets ordinances have generated questions by friends and neighbors, and understanding what has been captured on the 148th project was important. Commissioner Miller asked about the timing of bringing the issue to the Commission so late in the planning and Mr. McGrath replied that the timing was dictated by the fact that developers had come forward representing funding and, while previously considered unfunded, could now be considered funded.

Mr. McGrath stated that an additional study session had been scheduled for July 20, 2016 and Vice Chairman Captain asked that the study session remain in anticipation of the memorandum. Mr. McGrath continued that report approval would be requested on August 10, 2016, a Council Study Session on October 11, 2016 and action two weeks afterward. Vice Chairman Captain reiterated that written comments would remain open.

Public Hearing and Study Session, Mobile Services Zoning Code Amendment, presented by Mr. Jeff Churchill, Redmond Planning Department

Mr. Churchill summarized that the applicant request was to modify the maximum dimensions for kiosks or vending carts to allow services such as a mobile hair salon. The Temporary Use chapter addresses mobile services. The Technical Committee recommendation was to exempt mobile services from a Temporary Use Permit requirement if certain conditions are met such as locating outside of the right-of-way, no longer than a seven day stay within three months at the same location, not being located in drive aisles that would impair public safety or access, and that are not located on vacant property.

The Technical Committee examined the protection of on-street parking, limiting impacts to neighbors, protecting public safety and an approach on par with anticipated impact. The applicant has been in support.

Vice Chairman Captain opened the Public Hearing.

Mr. Daniel Bae, 4619 NE 18th Street, Renton, WA, 98059 represented the idea of bringing a mobile hair salon to Redmond. Customers would be mid-size to larger companies, with parking on the company lots and working with human resource departments to become an incentive for employees on a weekly or bi-weekly basis. The service would be different from a food truck in that the population would be coming into a trailer or truck and considered a commercial coach by the State. Every City has different ordinances. Redmond was a desirable location because of contacts at local major corporations. All components would be contained within the vehicles eliminating pollution and would not be left overnight on City property.

Commissioner Baker thanked Mr. Bae for coming and for the submitted letter. She asked staff if time constraints, a three-hour limitation, applied to mobile services in the same way as to food trucks. Mr. Churchill replied that the limitation would not apply to mobile services. The proposed time constraint was not more than seven days and three months at the same location, all day.

Vice Chairman Captain closed the Public Hearing, but left written comments open until a decision would be made. Mr. Churchill asked for any new issues from the Commission and Commissioner Miller asked if there in the Technical Committee's recommendation, would be a code developed to govern the appearance of the facilities. Mr. Churchill replied that, the Design Review Board would not be involved, and if exempt from a Temporary Use Permit, there would be no mechanism to review design as a permanent use permit allows.

Vice Chairman Captain began review of the issues matrix. The first question was whether mobile services should be allowed on vacant lots. Commissioner Nichols asked for the definition of a vacant lot as far as a paved or not paved parcel and asked if language was needed to be added around restrictions on the number of services in a lot. Commissioner Nichols asked that the issue be left open until language could be added or changed.

Vice Chairman Captain read the second question regarding profit or non-profit services. Commissioner Miller stated that the issue could be closed. Vice Chairman Captain asked Commissioner Haverkamp to comment on the third issue regarding the recommended amendment, as the recommendation had been provided. Commissioner Haverkamp asked for the issue to be closed.

Vice Chairman Captain asked for any discussion regarding the fourth issue. Commissioner Miller expressed that Mr. Bae's idea was very good, but the concern was possible unintended consequences of allowing the business to locate anywhere and use any appearance. Commissioner MacNichols had authored the question and was not present. Commissioner Miller desired to investigate slight tightening of rules to protect neighborhoods. Vice Chairman Captain agreed that the applicant of the current project did not present concern, but later applications may become problematic. Commissioner Nichols suggested that a different issue be created regarding neighborhood issues as the question of Commissioner MacNichols seemed to be around protecting brick and mortar businesses only. Commissioner Nichols noted distance restrictions in place in Louisiana that could be researched. Commissioner Miller stated that a discussion about residential areas was relevant and, that because brick and mortar businesses are asked to meet a series of regulations in order to do business including around the appearance of the building, a question of fairness needed to be addressed. Commissioner Baker suggested adding a new separate issue regarding residential neighborhoods to the matrix and Mr. Churchill replied in the affirmative.

Mr. Churchill stated that at the meeting next week issues one, four and five would be discussed. If the Commission makes a recommendation next week, a Council review and action would be anticipated later this summer.

Five Minute Break

Vice Chairman Captain excused Commissioner MacNichols who was unavoidably detained.

Study Session, Scope for 2016-2017 Comprehensive Plan Docket, presented by Ms. Judy Fani

Ms. Fani explained that the docketing process for proposed amendments to the Comprehensive Plan occurs once per year. Exhibit A in the Technical Committee Report provided a short summary of all proposals recommended for the docket. Exhibit B described the one privately-initiated proposal from Quadrant Homes.

The annual docketing process has five milestones: public outreach to inform the community and City staff of an opportunity to submit proposals for revisions to the Comprehensive Plan, the Technical Committee then provides a recommendation on the scope of the docket to the Planning Commission, the Commissioners hold an initial Study Session followed by a Public Hearing and second Study Session to provide a recommendation to Council, listing which proposals should appear on the docket. The Council reviews and approves a docket, and this sets the Planning Commission's work plan for the next year.

During the course of the following year, every proposal on the docket is studied in depth by the Technical Committee and then by the Planning Commission with Study Sessions and Public Hearings, and then reviewed by Council.

The Zoning Code lists criteria for proposed amendments to be given further consideration to be included in the docket scope, asking, for instance, if this is the appropriate process, if the proposal is consistent with the Redmond overall vision and if the proposal is consistent with state, federal and local laws. Another evaluation tool listed on page 10 of Exhibit A analyzes the cumulative impact of each proposal.

There are twenty-seven proposals on the proposed docket; twenty-one are carry-overs from prior dockets, five are new City-initiated proposals and one is a privately-initiated proposal. Some carryover proposals are not on the Commission agenda yet because they are awaiting study results or on hold for timing. The new City-initiated proposals from staff were described as follows: NE Rosehill Sub Area Transportation Policies, Preparation for Light Rail between East Lake Sammamish and Redmond Way, Policy and Regulatory Updates to Multi-Family Housing in Business Park Zones, the Cultural Resources Management Plan, and Updates to the Capital Facilities Element of the Comprehensive Plan.

The privately initiated proposal from Quadrant Homes is to amend the Comprehensive Plan and Zoning Code for an estimated 15½ acre site located at the SW corner of NE 124th Street and Willows Road in the northern most portion of the Willows Rosehill neighborhood. The proposal would change the land use designation and zoning from Business Park to Design District. A Design District land use designation is desired where zoning flexibility can enable context or appropriate mix of uses and structure types with site specific policies and regulations. There are already two Design Districts, one in Bear Creek and a second in SE Redmond. Challenges would be transportation access, addressing critical area constraints within the site, using site design and

other techniques to achieve transitions between the property and adjacent business parks, meeting affordable housing requirements and providing on-site recreational open space. The Quadrant Homes proposal would be reviewed as a quasi-judicial proposal, as it would consider the Comprehensive Plan designation of a single parcel. Ms. Fani reviewed the implications of a quasi-judicial action.

The Technical Committee found that the proposed amendment met the seven Zoning criteria for inclusion on the docket and merits further analysis and recommendation as a docketed topic. Quadrant's proposal also met the Design District criteria. The Technical Committee recommended that all twenty-seven proposals be included in the docket for 2016-17. The Public Hearing and Study Session will be held at the meeting next week. City Council activity on the docket is scheduled for September 6, 2016 with an anticipated October 18, 2016 approval.

Commissioner Miller asked how obligations or thresholds might factor into consideration when reviewing the Quadrant Homes proposal in light of its close proximity to Kirkland's zone and use designations.

Ms. Fani replied that effective transitions between properties were a requirement and that Design District zoning offers flexibility and through negotiation standards would be determined for the applicant to follow. Commissioner Miller offered an example of the question how Redmond Codes and Policies, in regard to distances, could be affected by another border jurisdiction with no control by Redmond over that zoning and land use.

Reports/Scheduling/Topics for Next Meeting(s)

Ms. Stiteler stated that there were no reports. Vice Chairman Captain stated that topics for the next meeting had been reported throughout the meeting.

ADJOURNMENT:

MOTION by Vice Chairman Captain to adjourn, MOTION seconded by Commissioner Nichols. The meeting adjourned at approximately 8:45 p.m.

Minutes Approved On:

Planning Commission Chair



TECHNICAL COMMITTEE REPORT

To: Planning Commission

From: Technical Committee

Staff Contacts: Jeff Churchill, AICP, Senior Planner, 425-556-2492

Date: June 17, 2016

Project File Number: LAND-2016-01105

Project Name: Mobile Services Zoning Code Amendment

Related File Numbers: SEPA-2016-01107

Applicant: Bae Enterprises

Applicant's Contact: Daniel Bae

Reasons the Proposal should be Adopted: The Technical Committee's recommendation should be adopted because it allows for the operation of mobile services in a manner that:

- Protects public health, safety and welfare;
- Prioritizes scarce public resources for their intended uses;
- Mitigates impacts on neighbors;
- Is in line with the anticipated impacts of such uses;
- Aligns temporary use regulations with business operation patterns; and,
- Is consistent with the Redmond Comprehensive Plan.

I. APPLICANT PROPOSAL

The applicant seeks to operate a mobile hair salon in Redmond. Currently the Redmond Zoning Code (RZC) allows vending carts and kiosks, which are the most similar land uses to the proposed land use. However, vending carts and kiosks are limited to 6 feet x 10 feet in size; the applicant's proposed trailer is 8 feet x 28 feet and so could not be categorized as a vending cart or kiosk.

A mobile hair salon could be considered a “mobile service,” and mobile services are allowed in Redmond as temporary uses. However, temporary use permit requirements are not designed to allow for a mobile service that operates continuously but at different sites that are not known in advance.

II. RECOMMENDATION

The Technical Committee recommends amending RZC 21.46, Temporary Uses, to create a temporary use permit exemption for mobile services that meet the following criteria:

- Are located outside the public right-of-way and not located on on-street parking;
- Are located at a site for no more than seven total days over a period of three months;
- Are not located in required drive aisles or any area that would impede emergency or ADA access; and
- Are not located on vacant property.

The Technical Committee’s recommendation is shown in Exhibit A.

III. BACKGROUND, FACTORS CONSIDERED, AND ALTERNATIVES

A. BACKGROUND

The RZC regulates both permanent uses and temporary uses. Each zone contains a list of allowed permanent uses. These are the uses that are customary for such zones and typically operate on a continuous basis. The RZC also contains provisions for temporary uses, which are uses that are not otherwise allowed, but are safe and compatible with the general vicinity and adjacent uses (RZC 21.46.010). Examples of temporary uses include school portables, recreational vehicles, garage sales, carnivals, and – relevant to this proposed amendment – mobile services.

Mobile services include but are not limited to mobile veterinary clinics, blood donation centers, and in the applicant’s case, hair salons. The RZC currently requires a temporary use permit for any mobile service, a requirement that the Technical Committee recommends modifying as described later in this report. Food trucks, called motorized catering in the RZC, are exempt from the requirement of obtaining a temporary use permit.

B. FACTORS CONSIDERED

The primary factors considered in reaching this recommendation were:

- Protecting public health, safety and welfare
- Prioritizing scarce public resources for their intended uses
- Mitigating impacts on neighbors
- Developing regulatory approach in line with anticipated impact
- Aligning temporary use regulations with business operation patterns

Protecting public health, safety and welfare. The applicant’s business model involves parking on private property. The recommended amendments protect drive aisles, sidewalks, walkways and emergency access areas for their intended use.

Prioritizing scarce public resources for their intended uses. Absent any operating criteria, mobile services could conduct business from on-street parking spaces where such spaces are designed and needed for retail customers. The Technical Committee concluded that such use would be in conflict with on-street parking management goals.

Mitigating impacts on neighbors. Temporary uses are generally allowed when they are “compatible with the general vicinity and adjacent uses” (RZC 21.46.010). The Technical Committee believed it was both fair and prudent to require time and location limits in light of the recommendation that certain mobile services not be required to obtain a temporary use permit. Redmond’s experience with food trucks is that there have been very few complaints. While mobile services are similar to food trucks, they differ in two ways: 1) the potential range of uses is much broader, and 2) their business hours are less “peaky,” meaning they could attract customers for several consecutive hours.

Developing regulatory approach in line with anticipated impact. Existing regulations only allow mobile services as temporary uses. As is discussed in more detail below, such a use that intends to operate in Redmond for more than six months would require City Council approval. Food trucks, which are the use most similar to mobile services in terms of impact and operations, do not require any zoning approval at all. (They are required to have a business license and meet health and safety codes.) The Technical Committee is recommending an approach that it believes is more in line with the potential impacts of mobile services – an approach that is more similar to the approach to food trucks since they are similar uses.

Aligning temporary use regulations with business operation patterns. Regardless of the applicant’s proposal, the Technical Committee believes it is important to align temporary use permit requirements for mobile services with the way that such uses actually operate. Temporary use regulations are designed for uses that exist at a certain location for a short period of time. Mobile services are, for the most part, mobile. It is not practical to mandate pre-approval for all operating days, provide written authorization from property owners, and demonstrate how such uses will abide by site planning restrictions at all sites at which the use will operate. Moreover, the City has not been issuing temporary use permits for mobile services and so the code is in conflict with current practice. Most of the time it is appropriate to align operations with the code, but in this case the Technical Committee believes the code should change to reflect how businesses operate.

C. ALTERNATIVES

The Technical Committee considered several alternatives described below.

No RZC changes. In this alternative a mobile hair salon could only be allowed as a temporary use provided the applicant met all of the temporary use permit requirements.

The principal drawback to this alternative is that temporary use permit requirements are not designed with the proposed use in mind. For example, an applicant must designate and receive approval for all operating days and show written authorization of the property owner for the proposed use. Both conditions are impractical for mobile uses. Moreover, short-term temporary use permits expire after six months without the possibility for extension. That means that any mobile service business wishing to operate as a temporary use would need a long-term temporary use permit, which requires City Council approval. This process seems burdensome compared to the proposed use.

No RZC changes and enforce existing temporary use regulations. As noted above, the RZC allows mobile services as temporary uses. However, the City is not consistently enforcing the requirement to obtain a temporary use permit for mobile services. For example, several health-related services such as blood donation centers operate out of motor vehicles in Redmond (and elsewhere). These trucks typically park in a parking lot for a few hours offering services to employees of nearby businesses. In the last six years the City has not issued a temporary use permit for any of these uses. If the City were to enforce existing regulations, the same drawbacks identified above would apply: that temporary use permit requirements are not a good fit for mobile services, and that the permit process seems disproportionate to the kinds of mobile services that operate in Redmond.

Change maximum dimension for vending cart or kiosk (applicant's proposal). The Technical Committee believes that the applicant's use is qualitatively different than what qualifies as a vending cart or kiosk and amending the maximum size of either would confuse the purpose of such uses. A typical vending cart business would be someone selling hot dogs or ice cream from a push cart. A typical kiosk would be a news or coffee stand. The applicant proposes a vehicle that is more than four times the area of the largest allowable vending cart or kiosk.

Regulate mobile services the same as food trucks. Food trucks, called "motorized catering" in the RZC, are exempt from obtaining a temporary use permit provided they move at least every three hours. These regulations took effect in 2011 and have succeeded in allowing food trucks while limiting their impacts on neighbors. The Technical Committee is recommending a similar, though not identical, approach for mobile services. One reason for a modified approach is concern about on-street parking. In Redmond's busiest mixed-use areas on-street parking is intended for retail customers and is managed to that end. Allowing large motor vehicles to occupy scarce on-street customer parking would be in conflict with Redmond's on-street parking management goals. A second concern is that several mobile service vehicles could convene and open for business on vacant land to attract the general public. While this should not necessarily be prohibited, the Technical Committee recommends continuing to require a temporary use permit for that kind of land use.

Regulate mobile services similar to food trucks. In this alternative some mobile services, including the kind that the applicant proposes to operate, would be exempt from temporary use requirements. To address concerns about impacts to neighbors and

public safety the Technical Committee recommends exempting mobile services from temporary use requirements if they meet the following criteria:

- Are located outside the public right-of-way and not located on on-street parking;
- Are located at a site for no more than seven total days over a period of three months;
- Are not located in required drive aisles or any area that would impede emergency or ADA access; and
- Are not located on vacant property.

The first criterion addresses the concern that mobile services could occupy scarce on-street parking intended for retail customers. The second and fourth mitigate potential concerns from neighbors by limiting how long a mobile services can occupy any one location and by continuing to require a temporary use permit for mobile services that intend to conduct their business on vacant land. The third protects public safety. The Technical Committee recommends this approach because it responds to the potential impacts of mobile services with a regulatory burden that the Committee believes is proportionate. The approach can be modified in the future if experience demonstrates a need to refine it.

IV. ADDITIONAL SUPPORTING ANALYSIS

A. COMPLIANCE WITH CRITERIA FOR CODE AMENDMENTS

Redmond Comprehensive Plan Policies PI-16 direct the City to take several considerations, as applicable, into account as part of decisions on proposed amendments to the Comprehensive Plan. Items 1 through 6 apply to all proposed amendments. The following is an analysis of how this proposal complies with the requirements for amendments.

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 proposal is consistent with the economic development and permit processing goals of the GMA by streamlining the process for allowing a non-traditional business model. The proposal meets procedural criteria found in WAC 365-196 for adopting development regulations by providing for public input and providing certain notices to the State of Washington. The proposal is consistent with Department of Commerce procedural criteria concerning public participation: a public hearing will be held on this proposal.

The proposal is consistent with VISION 2040 goals calling for focusing development in urban areas and supporting a prospering and sustainable economy by streamlining regulations for mobile services. The proposal is consistent with King County Countywide Planning Policies such as EC-5 that call for transparency, efficiency and predictability in local regulations and policies.

2. Consistency with the Redmond Comprehensive Plan.

The proposal is consistent with the following Comprehensive Plan policies:

LU-5: Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for predictability in decision making. Achieve this through measures such as clustering that preserve open space and administrative variances for minor variations.

The proposal allows mobile services to using existing developed land to operate mobile businesses. This promotes the efficient use of land. The proposal streamlines the approval process for non-traditional service uses in a way that does not conflict with other community goals.

PI-19: Prepare and maintain development regulations that implement Redmond's Comprehensive Plan and include all significant development requirements. Ensure that the development regulations are clearly written, avoid duplicative or inconsistent requirements, and can be efficiently and effectively carried out.

The proposal amends temporary use regulations that are not well-suited to mobile services and replaces them with requirements that can be efficiently and effectively implemented.

3. Potential general impacts to the natural environment, such as impacts to critical areas and other natural resources, including whether development will be directed away from environmentally critical areas and other natural resources.

The proposal is unlikely to have an impact to the natural environment or cause development patterns to change with respect to critical areas and other natural resources.

4. Potential general impacts to the capacity of public facilities and services. For land use related amendments, whether public facilities and services can be provided cost-effectively and adequately at the proposed density/intensity.

The proposal is unlikely to impact the capacity of public facilities and services.

5. Potential general economic impacts, such as impacts for business, residents, property owners, or City Government.

The proposal would positively impact mobile service businesses wishing to operate in Redmond by providing a streamlined way to operate consistent with zoning code regulations. The proposal is unlikely to economically impact residents. The proposal is unlikely to have any significant impacts to property owners. The proposal may modestly increase business license revenue and tax revenue to city government.

- 6. For issues that have been considered within the last four annual updates, whether there has been a change in circumstances that makes the proposed amendment appropriate or whether the amendment is needed to remedy a mistake.**

This issue has not been considered in the last four annual updates.

V. AUTHORITY AND ENVIRONMENTAL, PUBLIC AND AGENCY REVIEW

A. Amendment Process

Redmond Zoning Code (RZC) 21.76 requires that amendments to the Zoning Code and 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 checklist was prepared and a Determination of Non-Significance is expected to be issued for this non-project action on June 22, 2016 (see Exhibit C).

D. 60-Day State Agency Review

State agencies were sent 60-day notice of this proposed amendment on June 17, 2016.

E. Public Involvement

The public has opportunities to comment on the proposed amendment through the Planning Commission review process and public hearing which will be held on July 13, 2016. Public notice of the hearing was published in the Seattle Times on June 22, 2016 (see Exhibit B). Notice of the Planning Commission hearing was posted in City Hall and the Redmond Library. Notice of the hearing is given on the Planning Commission agendas and extended agendas.

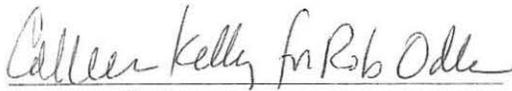
F. Appeals

RZC 21.76 identifies Zoning Code and Comprehensive Plan Amendments as a Type VI permit. Final action is by the City Council. The action of the City Council on a Type VI proposal may be appealed by filing a petition with the Growth Management Hearing Board pursuant to the requirements of the Board.

VI. LIST OF EXHIBITS

- Exhibit A: Recommended Zoning Code Amendments
- Exhibit B: Public Hearing Notice
- Exhibit C: SEPA Threshold Determination

Conclusion in Support of Recommendation: The Technical Committee has found the proposal to be in compliance with the Redmond Zoning Code, Redmond Comprehensive Plan, Redmond Municipal Code, and State Environmental Policy Act (SEPA).



ROBERT G. ODLE,
Director of Planning and Community
Development



LINDA DE BOLDT,
Director of Public Works

Exhibit A: Recommended Zoning Code Amendments

RZC 21.46 TEMPORARY USES

21.46.010 Purpose

The following provisions authorizing and regulating certain temporary uses are intended to permit temporary uses and structures when consistent with the Zoning Code and when safe and compatible with the general vicinity and adjacent uses.

21.46.020 Scope

- A. A short-term temporary use permit shall be required for any temporary use of no more than six months in duration. The six months need not run consecutively. The six months may occur at any time within a calendar year as long as each day of operation is designated and approved. A day of operation shall mean any or part of any day in which the business is conducted. Applications for a short-term temporary use permit (six months or less) shall follow the procedures for a Type I review pursuant to RZC 21.76.050.F or as modified herein. Short-term temporary use permits shall not be renewed, and any temporary use that will extend beyond six months shall be conducted only after approval of a long-term temporary use permit.
1. Temporary uses that occur seasonally on an annual basis may be processed over the counter upon their subsequent year's renewal provided the first year's business was processed under a Type I review and the proposal is substantially the same as the previous year.
- B. A long-term temporary use permit shall be required for any temporary use longer than six months in duration. A long-term temporary use permit shall be valid for a maximum of two years from the date the permit is issued or the end of the permit activity, whichever comes first. Applications for a long-term temporary use permit (longer than six months) shall follow the procedures for a Type V review pursuant to RZC 21.76.050.J.
- C. A long-term temporary use permit may be renewed, provided that:
1. The permit renewal must be applied for in advance of the expiration of the original term;
 2. The permit renewal shall follow the procedures for a Type V review pursuant to RZC 21.76.050.J;
 3. The applicant shall pay a renewal fee equal to that prescribed by Council resolution for a new long-term temporary use permit; and
 4. The application for renewal meets the decision criteria outlined in RZC 21.46.030.A;

5. The renewal may be conditioned upon the construction or installation of such improvements that are necessary to serve the temporary use and to mitigate impacts of the temporary use, taking into account the duration of the use.
 6. A long-term temporary use permit may be renewed for one or more additional two-year renewal terms if the conditions of this subsection are met at the time of such renewal.
- D. Upon expiration of the initial term of a short- or long-term temporary use permit or upon the expiration of any renewal term of a long-term temporary use permit, either:
1. The temporary use shall immediately cease, and the property on which the use was located shall be restored as nearly as practicable to the state it was in prior to commencement of the temporary use; or
 2. If the applicant has applied for and received all permits necessary to make such temporary use permanent, the temporary use may continue until any necessary construction under such permits is completed and the use meets all requirements for a permanent use of the property as long as the applicant diligently pursues completion of the improvements and compliance with the requirements.
- E. The following types of temporary uses, activities and associated structures may be authorized, subject to specific limitations noted herein and as noted in RZC 21.46.030, *Decision Criteria*, and as may be established by the Administrator:
1. Outdoor art and craft shows and exhibits;
 2. Retail sales such as Christmas trees, seasonal retail sale of agricultural or horticultural products, firewood, seafood, etc.;
 3. Mobile services such as veterinary services for purposes of giving shots, unless exempted under subsection F.11 below;
 4. Vending cart. No mechanical, audio or noise-making devices, nor loud shouting or yelling will be permitted to attract attention;
 5. Group retail sales, such as swap meets, flea markets, parking lot sales, Saturday Market, auctions, etc.;
 6. Temporary encampments that comply with the conditions outlined in this chapter;
 7. Temporary parking lots used during construction or site development;
 8. The Administrator may authorize additional temporary uses not listed in this subsection, when it is found that the proposed uses are in compliance with the provisions pursuant to this chapter.
- F. **Exemptions.** The following activities and structures are exempt from requirements to obtain temporary use approval:

1. Portable units or modular structures when used to provide temporary classrooms at schools, provided that adequate sewer and water service is available.
2. Manufactured homes, portable units, modular structures, travel trailers when used as a dwelling while a residential building on the same lot is being constructed or when a damaged residential building is being repaired, when adequate sewer and water is available.
3. Manufactured homes when used for housing elderly or disabled relatives of the occupant of an existing residence, when such relatives require constant supervision and care, and when adequate sewer and water is available.
4. Manufactured homes, portable units, modular structures, or travel trailers when used to support construction or site development.
5. Guests of Redmond residents in recreational vehicles when in compliance with RZC [21.40.010.G, *Parking and Storage of Recreational, Utility, and Commercial Vehicles and Vessels in Residential Neighborhoods.*](#)
6. Recycling and collection centers that meet all of the following requirements:
 - a. Containers and structures shall be located on private property and not on public rights-of-way. The property owner's approval must be obtained, and the Planning Department notified that the structure will be located at that site;
 - b. Structures shall not interfere with traffic circulation or visibility at intersections;
 - c. The owner's name and telephone number shall be clearly posted on the structure or container; and
 - d. If located in a parking area, the structures or containers shall take up no more than three parking stalls. One collection structure and associated staff booth are allowed in parking lots of 200 stalls or less and one additional container and staff booth for every additional 200 stalls;
7. Model homes or apartments and related real estate sales and display activities located within the subdivision or residential development to which they pertain;
8. Garage sales, moving sales, and similar activities for the sale of personal belongings when operated not more than three days in the same week and not more than twice in the same calendar year. Allowed in all residential zoning districts;
9. Fund-raising car washes that meet the requirements for discharge of wastewater established by the City of Redmond Natural Resources Division;
10. Motorized catering that remains at one location for no more than three hours per day;
11. Mobile services that:
 - a. Are located outside the public right-of-way and not located on on-street parking;

b. Are located at a site for no more than seven total days over a period of three months;

c. Are not located in required drive aisles or any area that would impede emergency or ADA access

In no case shall a mobile service located on vacant property be exempt from a temporary use permit.

~~10.12.~~ Circuses, carnivals, fairs, or similar transient amusement or recreational activities. Such uses are subject to RMC Chapter 5.28, *Shows, Carnivals and Circuses*;

~~11.13.~~ Activities, vendors and booths associated with City of Redmond-sponsored or authorized special events;

~~12.14.~~ Individual booths in an approved temporary use site for group retail identified under subsection E.5 of this section;

~~13.15.~~ Weekend (Saturday and Sunday) only, warehouse sales in Business Park, Manufacturing Park, and Industry zones, when held no more than once a month in an existing facility.

21.46.30 Decision Criteria

No changes

ARTICLE VII DEFINITIONS

RZC 21.78 DEFINITIONS

M DEFINITIONS

new definition

Mobile services. Service uses as defined in General Sales or Services that operate out of a motor vehicle and/or attached trailer. This definition excludes motorized catering.



CITY OF REDMOND NOTICE OF PUBLIC HEARING

PROJECT INFORMATION

File Number: LAND-2016-01105

Zoning Code Amendment

Topic: Mobile Services Zoning Code Amendment

Subject: Amend the Redmond Zoning Code (RZC) to allow for the more efficient regulation and operation of mobile services. The proposal includes amendments to RZC 21.46, Temporary Uses and RZC 21.78, Definitions.

Requested Action: Planning Commission recommendation on the proposed Zoning Code Amendments

IMPORTANT DATES

Public Hearing Date & Time: July 13, 2016 at 7:00pm or as soon thereafter as possible

Place: City Council Chambers, City Hall 15670 NE 85th Street, Redmond WA 98052

By: City of Redmond Planning Commission

Legal Notice: June 22, 2016

CITY CONTACT INFORMATION:

Project Planner Name: Jeff Churchill, AICP

Phone Number: 425-556-2492

Email: jchurchill@redmond.gov

PUBLIC COMMENT

All interested persons are invited to comment at the public hearing to express their views or to submit written testimony, or, written comments may be sent to the Planning Department prior to the hearing to be received no later than **July 13, 2016 at 5:00pm**. Written comments may be sent to the Project Planner via phone, email or in person to the Planning Department located at City Hall, 15670 NE 85th Street, P.O. Box 97010, Redmond, WA, 98073-9710.

INFORMATION AVAILABLE:

A copy of the proposal is available from the Planning Department, 4th Floor of City Hall and on the City's website at www.redmond.gov/planningcommission

HEARING INFORMATION

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.



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

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

PROJECT INFORMATION

PROJECT NAME: Mobile Trailer Dimension Amendment

SEPA FILE NUMBER: SEPA-2016-01107

PROJECT DESCRIPTION:

Creating a text amendment for allotment of trailers up to a size of 8'X30' in length. Alternative proposal is regulating such uses as "mobile services" and exempting some mobile services from the requirement to obtain temporary use permits.

PROJECT LOCATION: Citywide

SITE ADDRESS:

APPLICANT: Daniel Bae

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 on request.

CITY CONTACT INFORMATION

PROJECT PLANNER NAME: Jeff Churchill

PHONE NUMBER: 425-556-2492

EMAIL: jchurchill@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 07/06/2016.**

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 07/20/2016, 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: June 22, 2016

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

RESPONSIBLE OFFICIAL: Robert G. Odle
Planning Director

SIGNATURE: _____

RESPONSIBLE OFFICIAL: Linda E. De Boldt
Public Works Director

SIGNATURE: _____

Address: 15670 NE 85th Street Redmond, WA 98052



CITY OF REDMOND

ENVIRONMENTAL CHECKLIST

Non-Project Action

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Redmond identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply" and indicate the reason why the question "does not apply". It is not adequate to submit responses such as "N/A" or "does not apply"; without providing a reason why the specific section does not relate or cause an impact. Complete answers to the questions now may avoid unnecessary delays later. If you need more space to write answers attach them and reference. The references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively due to the fact this is a non-project action.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. When you submit this checklist the City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

For Agency Use Only

Planner Name

Date of Review

To be completed by applicant	Evaluation for Agency Use only
<p>A. BACKGROUND</p> <p>1. Name of proposed project, if applicable: Mobile Trailer Dimension Amendment</p> <p>2. Name of applicant: Daniel Young Bae</p> <p>3. Address and phone number of applicant and Contact person: 4619 NE 18th Street Renton, WA 98059 214-228-6221</p> <p>4. Date checklist prepared: 5/25/15</p> <p>5. Agency requesting checklist: Developmental Services</p> <p>6. Give an accurate, brief description of the proposal's scope and nature:</p> <p>i. Acreage of the site: <u>N/A</u></p> <p>ii. Number of dwelling units/ buildings to be constructed: <u>N/A</u></p> <p>iii. Square footage of dwelling units/ buildings being added: <u>240 Sq ft</u></p> <p>iv. Square footage of pavement being added: <u>N/A</u></p> <p>v. Use or Principal Activity: <u>Mobile Hair Salon</u></p> <p>vi. Other information: <u>Providing hair services within a 8'X30' Trailer</u></p>	

To be completed by applicant	Evaluation for Agency Use only
<p>7. Proposed timing or schedule (including phasing, if applicable):</p> <p>Cannot conduct business until amendment is approved by City of Redmond.</p> <p>8. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, explain</p> <p>9. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.</p> <p>The trailer will have very minimal environmental impact. The black water tank will be discharged appropriately at RV/Trailer Park that has the necessary outlets for safe disposal. The trailer will be powered by an energy efficient generator that will be powering the trailer only during business operations.</p> <p>10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, explain.</p>	

To be completed by applicant	Evaluation for Agency Use only
<p>11. List any government approvals or permits that will be needed for your proposal, if known.</p> <p>N/A.</p> <p>12. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)</p> <p>Creating a text amendment for allotment of trailers up to a size of 8'X30' in length. Currently under the RMC Title 21 zoning code the closest trailer type unit is a vending cart or kiosk that only allows a maximum size of 6'X10' in length. The mobile salon trailer we are renovating is 8'X28' in length and so that is why we are asking for a text amendment for this new type of mobile business. The increase in trailer size will allow our mobile salon to work with businesses to provide hair services for their employees. It would allow our business to park on business property with their approval as well as the city in a specific location to provide these services. The size of the project will be approximately 240Sq Feet that will be needed.</p> <p>13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.</p> <p>Within the City of Redmond zoning codes for businesses. We will not be providing our services in residential zoning unless approval is given.</p>	

To be completed by applicant	Evaluation for Agency Use only
<p style="text-align: center;"><input type="checkbox"/> Other</p> <p>b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.</p>	

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Daniel Young Bae Digitally signed by Daniel Young Bae
DN: cn=Daniel Young Bae, o, ou,
email=danielyoungbae@gmail.com, c=US
Date: 2015.05.27 16:53:12 -07'00'

Date Submitted: 5/25/15

Relationship of signer to project: Owner

To be completed by applicant	Evaluation for Agency Use only
<p data-bbox="136 331 557 365">D. <u>SUPPLEMENTAL SHEET</u></p> <p data-bbox="201 443 1149 510">Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.</p> <p data-bbox="201 556 1149 695">When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.</p> <p data-bbox="201 730 1149 831">1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise:</p> <p data-bbox="258 852 1149 991">There would be minimal discharge to water and emissions to air due to the storage tanks capacity as well as the generators capacity. No toxins or hazardous substances would be released; only shampoo and conditioners.</p> <p data-bbox="264 1037 964 1066">Proposed measures to avoid or reduce such increases are:</p> <p data-bbox="258 1096 1062 1125">No color or dyeing of any kind that has hazardous chemicals.</p> <p data-bbox="201 1272 1149 1339">2. How would the proposal be likely to affect plants, animals, fish, or marine life?</p> <p data-bbox="258 1365 922 1394">No affect due to safe and legal disposal methods.</p> <p data-bbox="269 1545 1149 1612">Proposed measures to protect or conserve plants, animals, fish or marine life are:</p> <p data-bbox="258 1638 1149 1705">Disposal of discharged water at RV/Trailer parks that have proper accommodations for removal of dirty water.</p>	

To be completed by applicant	Evaluation for Agency Use only
<p>3. How would the proposal be likely to deplete energy or natural resources?</p> <p>Gas and water will be needed to power and provide services.</p> <p>Proposed measures to protect or conserve energy and natural resources are:</p> <p>Strict water usage measures will be implemented. Turning off water/electricity when not in use. Energy efficient generators and electrical units within trailer.</p> <p>4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands:</p> <p>No affect.</p> <p>Proposed measures to protect such resources or to avoid or reduce impacts are:</p> <p>Will not be conducting services in these areas.</p> <p>5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?</p> <p>No affect.</p>	

To be completed by applicant	Evaluation for Agency Use only
<p>Proposed measures to avoid or reduce shoreline and land use impacts are: Will not be conducting services in these areas.</p> <p>6. How would the proposal be likely to increase transportation or public services and utilities? Will actually decrease public services and utilities by discouraging employees to drive to their hair appointment.</p> <p>Proposed measures to reduce or respond to such demand(s) are: By providing services on site of employees workplace, this will reduce transportation and utilitie</p> <p>7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. Will have very minimal impact on the environment on all levels including local, state and federal.</p>	

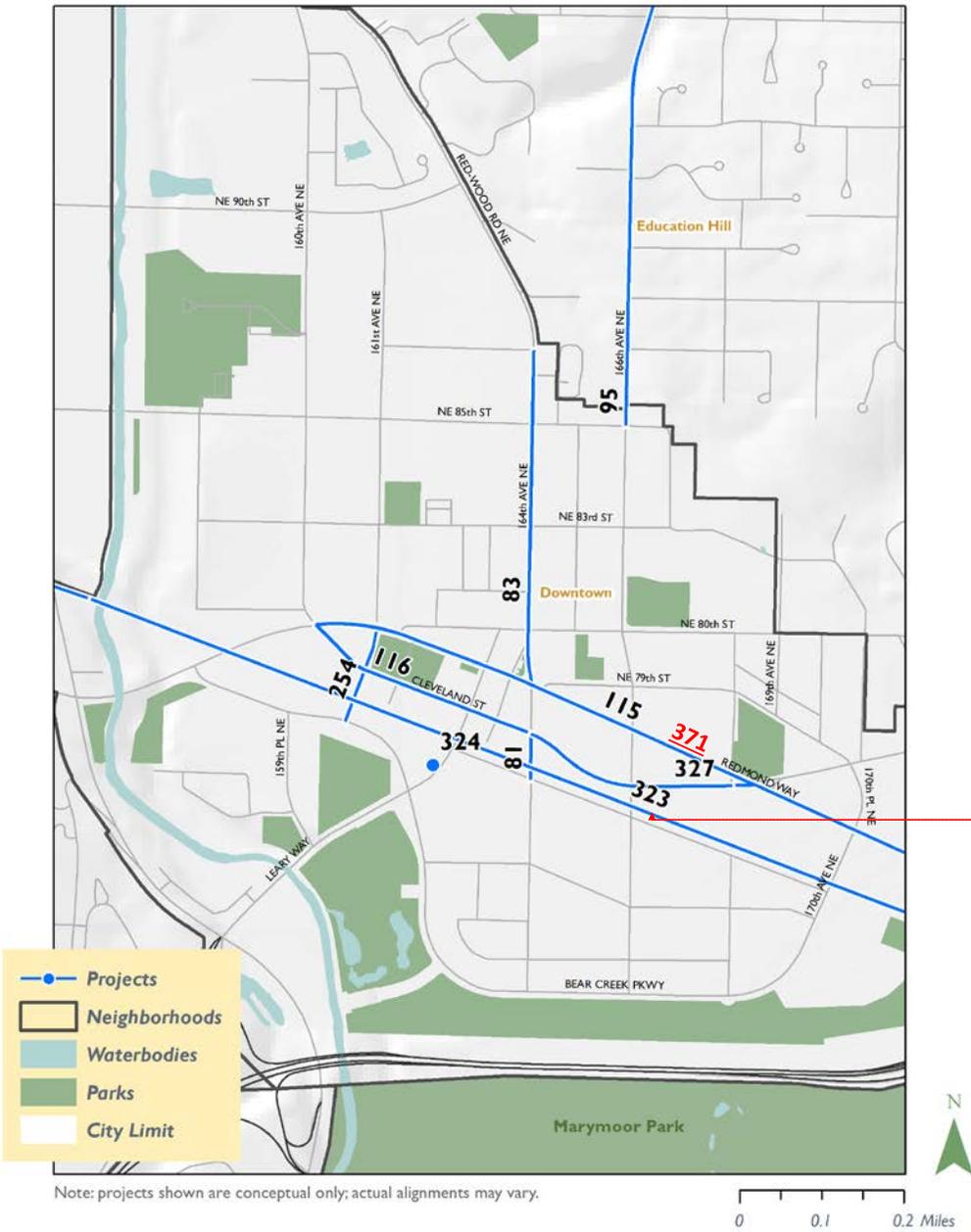


Figure 5. Downtown Transportation Facilities Plan projects.

DOWNTOWN						
ID	Name	Description	Expected Implementation Time Period	Significant Support For These Strategies	Cost Estimate	Source
327	Cleveland Street Sidewalk Rehabilitation	Replace sidewalks between 164th Avenue NE and 168th Avenue NE.	Near-Term	3, 1, 4	\$271,000	Staff and community input
<u>371</u>	<u>Redmond Way Widening</u>	<u>Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 164th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements</u>	<u>Near-Term</u>	<u>1,3,4,5</u>	<u>\$4,624,421</u>	<u>Downtown East-West Corridor Study</u>
					\$	
Downtown TFP Project Cost					<u>\$45,746,185</u>	
					<u>41,121,764</u>	

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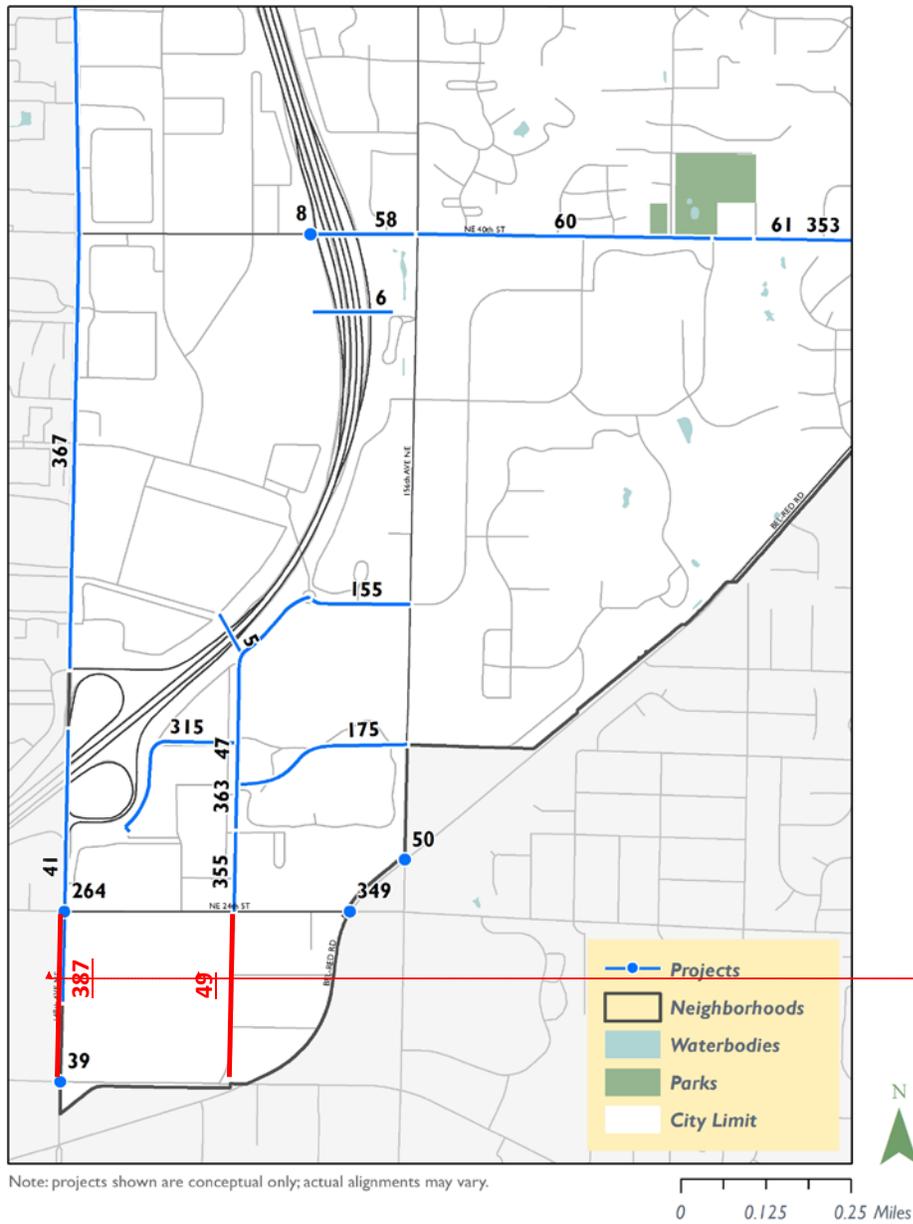


Figure 6. Overlake Transportation Facilities Plan projects.

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OVERLAKE						
ID	Name	Description	Expected Implementation Time Period	Significant Support For These Strategies	Cost Estimate	Source
39, 41, 264	148th Corridor From NE 20th Street to SR 520	Improve intersections on 148th Avenue NE at NE 20th Street and NE 24th Street; Create third northbound through lane on 148th Ave NE from NE 22nd St to SR 520 westbound on-ramp	Long-Term	1, 2, 3, 5	\$9,007,000	39 & 41: previous TFP, 264: Overlake Residential Area neighborhood plan, Overlake Master Plan
47	152nd Ave. NE Main Street - Phase 1 (East)	Main Street improvements between NE 26th Street and NE 31st Street (half street improvements)	Middle-Term	1, 2, 3, 4	\$7,100,000	Previous TFP updated by Ordinance No. 2575, Overlake Master Plan
<u>49</u>	<u>152th Ave NE Main Street South of NE 24th Street</u>	<u>Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities.</u>	<u>Middle-Term</u>	<u>1, 3, 4</u>	<u>\$19,902,837</u>	<u>Overlake Master Plan</u>

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OVERLAKE						
ID	Name	Description	Expected Implementation Time Period	Significant Support For These Strategies	Cost Estimate	Source
355, 363	152nd Avenue NE Main Street - Phase 2 (PSBP and Between 24th and 31st)	Main Street improvements between NE 26th Street and NE 31st Street (half street improvements) and between NE 24th Street and NE 26th Street	Long-Term	1, 2, 3, 4	\$14,000,000	Overlake Residential Area neighborhood plan, Overlake Master Plan
367	148th Avenue NE Arterial Pavement Reconstruction	Reconstruct portions of and provide overlay of 148th Avenue from SR 520 to Redmond Way . Make drainage improvements where needed. Examine roadway channelization for improved efficiencies.	Middle-Term	1, 2, 3, 4, 5	\$2,873,000	Pavement Management Program
<u>387</u>	<u>148th Ave NE Northbound Through Lane</u>	<u>Add northbound through lane on 148th Ave NE between Bel-Red Road and NE 26th St.</u>	<u>Middle-Term</u>	<u>1, 3, 4, 5</u>	<u>\$10,002,823</u>	<u>Unfunded Buildout Plan</u>
					\$	
					Overlake TFP Project Cost	<u>\$147,675,660</u>
						<u>116,870,000</u>

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