

CITY OF REDMOND
ORDINANCE NO. 2482

AN ORDINANCE OF THE CITY OF REDMOND,
WASHINGTON, AMENDING THE REDMOND MUNICIPAL
CODE AND THE REDMOND COMMUNITY DEVELOPMENT
GUIDE (RCDG) TO REVISE PORTIONS OF RCDG
20D.210.10 TRANSPORTATION MANAGEMENT CODE TO
ADOPT PLAN-BASED TRANSPORTATION CONCURRENCY
REGULATIONS AND AMENDING RCDG 20A.20
DEFINITIONS, PROVIDING FOR SEVERABILITY, AND
ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the Growth Management Act of 1990 (GMA) requires that the City of Redmond adopt a Comprehensive Plan containing certain required elements, including a Transportation Element; and

WHEREAS, Ordinance No. 2230, adopted on October 19, 2004, by the Redmond City Council updated the Comprehensive Plan Transportation Element to include policies for a Plan-based transportation concurrency approach and level-of-service standard; and

WHEREAS, the Plan-based transportation concurrency approach is intended to ensure that the funding of programs, construction of facilities, and provision of services occur in proportion to the needs of the City and the pace of growth, and explicitly support achievement of the community vision and policies set forth in the Comprehensive Plan; and

WHEREAS, the Growth Management Act (36.70A RCW) stipulates that development regulations must implement Comprehensive Plans; and

WHEREAS, the City needs to establish regulations to implement the adopted Plan-based transportation concurrency policies and transportation LOS standard; and

WHEREAS, state agencies received 60-day notice of the proposed amendments to the Redmond Community Development Guide for the Plan-based concurrency regulations on June 18, 2008; and

WHEREAS, a State Environmental Policy Act Checklist was prepared and a Determination of Non-Significance was issued on June 23, 2008, for the proposed amendments; and

WHEREAS, the Planning Commission conducted study sessions beginning in June 2008 and public hearings beginning in July 2008 to gather public input on the proposed Plan-based transportation concurrency regulations, and on September 24, 2008, completed its unanimous recommendation that the City Council approve these regulations; and

WHEREAS, the City Council considered the recommendation of the Planning Commission, and held public meetings on September 16, 2008, September 23, 2008, October 7, 2008, and October 14, 2008, to review the proposed Plan-based concurrency regulations; and

WHEREAS, the City Council adopted Resolution No. 1282 on November 18, 2008, expressing the Council's intent to adopt Plan-based transportation concurrency regulations following adoption of updates to Redmond's 2022 Comprehensive Plan growth targets and 2022 Transportation Facilities Plan; and

WHEREAS, on August 18, 2009, the City Council is scheduled to adopt updates to Redmond's 2022 Comprehensive Plan growth targets and 2022 Transportation Facilities Plan; and

WHEREAS, the City of Redmond desires to amend the Redmond Municipal Code, Redmond Community Development Guide to enact Plan-based concurrency regulations in order to carry out the City's adopted policies and provide an approach to concurrency that is superior to the City's current system.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY ORDAINS AS FOLLOWS:

Section 1. Findings, Conclusion, and Analysis. The City Council hereby adopts the findings and conclusions contained in the Planning Commission Report dated September 24, 2008, including all related attachments and exhibits to that report.

Section 2. Amendments to the Transportation Management Code of the Redmond Community Development Guide.

RCDG 20D.210.10 Transportation Management Code is amended as

shown in Part 1 of Exhibit 1 to this ordinance, incorporated herein by this reference as if set forth in full.

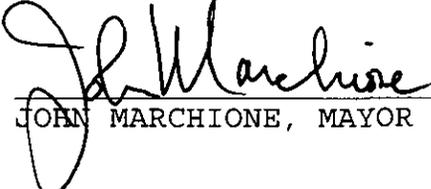
Section 3. Amendments to Definitions in Redmond Community Development Guide. Definitions in RCDG A.20 are amended as shown in Part 2 of Exhibit 1 to this ordinance, incorporated herein by this reference as if set forth in full.

Section 4. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

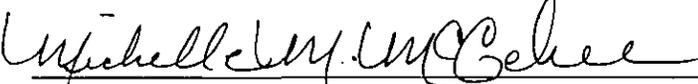
Section 5. Effective Date. This ordinance shall take effect five days after passage and publication of an approved summary thereof consisting of the title.

ADOPTED by the Redmond City Council this 18th day of August,
2009.

CITY OF REDMOND

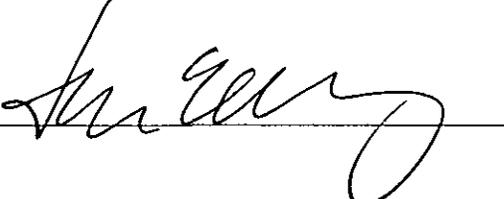

JOHN MARCHIONE, MAYOR

ATTEST:


MICHELLE M. MCGEHEE, CMC, CITY CLERK

(SEAL)

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

BY: 

FILED WITH THE CITY CLERK:	August 12, 2009
PASSED BY THE CITY COUNCIL:	August 18, 2009
SIGNED BY THE MAYOR:	August 18, 2009
PUBLISHED:	August 24, 2009
EFFECTIVE DATE:	August 29, 2009
ORDINANCE NO. <u>2482</u>	

APPROVED 7-0: Allen, Carson, Cole, Margeson, McCormick, Myers and Vache

Redmond Community Development Guide

20D.210.10 Transportation Management Code

20D.210.10-010 Overview: Transportation Concurrency and Impact Fees.

Transportation Concurrency

20D.210.10-020 Plan-Based Concurrency: Purpose and Intent.

20D.210.10-030 Application.

20D.210.10-040 Relationship to the State Environmental Policy Act (SEPA).

20D.210.10-050 Administration.

20D.210.10-060 Concurrency and the Transportation Level-of-Service (LOS) Standard.

20D.210.10-070 Review of Development Proposals – Concurrency Testing.

20D.210.10-080 Available Options When the Mobility Unit (MU) Supply is Insufficient to Serve a Proposed Development.

Transportation Impact Fees

20D.210.10-090 Purpose and Intent.

20D.210.10-100 Imposition of the Transportation Impact Fee.

20D.210.10-110 Computation of the Transportation Impact Fee and Administrator Decision.

20D.210.10-120 City of Redmond Adopted Transportation Impact Fees – Fee Schedule.

20D.210.10-130 Impacts to King County Transportation Facilities.

20D.210.10-140 Adopted Impact Fees to Mitigate Impacts on Transportation Facilities in Unincorporated King County.

20D.210.10-150 Payment of the Transportation Impact Fee.

20D.210.10-160 Use of Funds.

20D.210.10-170 Refund of Fees Paid.

20D.210.10-180 Exemptions from Payment of Transportation Impact Fees.

20D.210.10-190 Credits Against Payment of Transportation Impact Fees.

- 1 20D.210.10-200 Appeals.
- 2 20D.210.10-210 Review.
- 3 20D.210.10-220 Administration and Appeals.

1 **20D.210.10-010 Overview: Transportation Concurrency and Impact Fees.**

2 Prior to submitting a development application, the developer of a project subject to
3 this division may submit a request for a certificate of concurrency to the Department of
4 Planning and Community Development. The request shall be on a prescribed
5 transportation certificate of concurrency request form developed by the Administrator,
6 and shall contain questions concerning the nature of the development, including a
7 description, location, uses, intensities, and trip generation characteristics.

8 The Administrator shall, with the assistance of other City departments, use the
9 information to determine the net trips, person miles of travel (PMT) and the mobility unit
10 (MU) demand generated by the proposed development. The Administrator will consider
11 the design, density, diversity of the development, including commute-trip reduction
12 strategies, internal, diverted, and pass-by trips from existing traffic in evaluating the MU
13 demand. This information will be used to determine compliance with this division, and
14 whether enough MUs from the six year program and the Transportation Facility Plan
15 (TFP) can be supplied to meet travel demand from the development at the time of
16 opening, or within six years. If the MU supply is available to serve the MU demand from
17 the development, the Administrator shall issue a certificate of concurrency that shall
18 expire if a complete application for the development for which concurrency is reserved
19 is not applied for within 120 days of issuance of the certificate of concurrency. The City
20 shall only approve a development application that has a certificate of concurrency
21 meeting the requirements of this division.

22 If the proposed development does not pass the concurrency test, the developer
23 may provide supplemental mitigation to meet concurrency requirements. The cost of
24 supplemental mitigation may be credited towards the developer's impact fee obligation,
25 subject to certain limitations.

26 The Administrator shall determine the transportation impact fee for the proposed
27 development based on information provided pursuant to RCDG 20D.210.10-090
28 through 20D.210.10-210, after the developer submits a complete development
29 application. Requests for an impact fee exemption or credit against payment of the
30 impact fee shall be reviewed pursuant to RCDG 20D.210.10-180 and 20D.210.10-190,
31 respectively.

1 Impact fees shall be used to pay for transportation improvements identified in the
2 City's TFP, and shall not duplicate any mitigation provided under the State
3 Environmental Policy Act (SEPA).

4 The developer may appeal the Administrator's decision on concurrency and/or
5 impact fees according to the process described in RCDG 20D.210.10-220,
6 Administration and Appeals.

7 For the administration of this division only, the Administrator shall be the Directors
8 of the Department of Planning and Community Development and the Department of
9 Public Works, the Directors' authorized representative(s), or any representative
10 authorized by the Mayor. (Ord. 1928; Ord. 1908 (20C.100.010))

1 **Transportation Concurrency**

2 **20D.210.10-020 Plan-Based Concurrency: Purpose and Intent.**

3 RCDG 20D.210.10-020 through 20D.210.10-080 sets forth specific standards
4 providing for City compliance with the concurrency requirements of the State Growth
5 Management Act (GMA) and for consistency between City and County-wide planning
6 policies under the GMA. The GMA requires that the City of Redmond,

7 “must adopt and enforce ordinances which prohibit development approval if the
8 development causes the level-of-service on a transportation facility to decline below
9 the standards adopted in the transportation element of the Comprehensive Plan,
10 unless transportation improvements or strategies to accommodate the impacts of
11 development are made concurrent with the development”.

12 In response to the mandates of the GMA, the City of Redmond has established a
13 transportation level-of-service (LOS) standard that seeks to balance mobility, circulation
14 and access¹ demands from existing and future development, with the City’s future
15 vision, framework policies and policies in the various elements of the Comprehensive
16 Plan. Transportation Element Policy TR-4 is the City’s transportation LOS standard²,
17 establishing the specific relationship between implementation of the Transportation
18 Facility Plan (TFP) and future development.

19 To examine development impacts and determine whether a proposed development
20 meets the requirements of RCDG 20D.210.10-020 through 20D.210.10-080,
21 concurrency “testing” should occur prior to the submittal of a development application,
22 consistent with the requirements of this division. If a proposed development passes the
23 concurrency test, the City shall issue a certificate of concurrency, which shall expire if a
24 complete application for the development for which concurrency is reserved is not
25 applied for within 120 days of the issuance of the certificate of concurrency. The
26 requirements contained in RCDG 20D.210.10 shall apply to all development
27 applications as specified below. (Ord. 1928; Ord. 1908 (20C.100.030 (10)))

¹ The Redmond *Comprehensive Plan*, Transportation Element describes these demands as follows:
“To achieve Redmond’s transportation vision, the policies have been developed with a common
understanding of the concepts of mobility, circulation, and access. “Mobility” is the ability to travel over
distances; “circulation” is the ability to move about within an area, connecting different localized land
uses; and “access” is the ability to get to individual destinations.

² Redmond Comprehensive Plan, Transportation Element, p. 9-3.

1 If a proposed development does not pass the concurrency test, RCDG 20D.210.10-
2 080 lists available options for consideration by the developer and the City. The
3 Administrator shall have final approval authority over any options proposed by the
4 developer.

5 **20D.210.10-030 Application.**

6 This section applies to:

- 7 (1) All development approval applications filed after its effective date that generate
8 demand for more than 25 mobility units (MU).
- 9 (2) Phased Development. A phased development is any development involving
10 multiple buildings where issuance of building permits could occur for individual
11 buildings. The requirements of this section shall be applied at the time of
12 approval of the initial phase and may be adjusted for each subsequent phase
13 based on the cumulative impact of all the phases.
- 14 (3) Single Projects. All development applications which have been submitted by
15 the same developer on the same or contiguous parcel of land as a single
16 project within the one-year period immediately prior to a current application will
17 be considered along with the current application as being a single application
18 for purposes of determining under subsection (1) above, whether this section
19 applies.
- 20 (4) Change in Occupancy. This section will apply to applications for tenant
21 improvements if a proposed new use or an expanded existing use will
22 generate demand for more than 25 additional MU.
- 23 (5) Concomitant Agreements. Unless the agreement specifically provides
24 otherwise, this section applies to any development application that is subject to
25 an existing concomitant agreement.
- 26 (6) Reconstruction of Destroyed Buildings. If a building is destroyed by fire,
27 explosion or act of God or war, or is demolished and is reconstructed in
28 accordance with the RCDG, it will not be required to comply with this section
29 unless the reconstructed building generates demand for more than 25 MU in
30 excess of those produced by the destroyed building prior to its destruction.
- 31 (7) Development Agreements. A development agreement may include a provision
32 whereby the City may grant a certificate of concurrency for a proposed

1 development that meets the requirements of this division. In the development
2 agreement, the City may also specify the length of time for which a certificate
3 of concurrency is valid.

4 **20D.210.10-040 Relationship to the State Environmental Policy Act (SEPA).**

5 This division establishes minimum requirements applicable to all developments and
6 is not intended to eliminate the use of the State Environmental Policy Act (SEPA). An
7 analysis of development specific impacts, particularly transportation safety and
8 operational issues will occur, with mitigation identified as allowed under the authority of
9 SEPA.

10 **20D.210.10-050 Administration.**

11 The Administrator shall be responsible for the administration of this division and
12 may adopt rules for its implementation, provided the Administrator shall first hold a
13 public hearing. The Administrator shall publish notice of intent to adopt any rule and the
14 date, time and place of the public hearing thereon in a newspaper of general circulation
15 in the City at least 20 days prior to the hearing date. Any person may submit written
16 comment to the Administrator in response to such notice, and/or may speak at the
17 public hearing. Following the public hearing the Administrator shall adopt, adopt with
18 modifications, or reject the proposed rules. (Ord. 1928; Ord. 1908 (20C.100.030 (50))

19 **20D.210.10-060 Concurrency and the Transportation Level-of-Service (LOS)**
20 **Standard.**

21 The City shall issue a certificate of concurrency only if the City is able to
22 determine that the unallocated mobility unit (MU) supply necessary to provide for the
23 MU demand from a proposed development is available at the time of opening or within
24 six years, consistent with the City's transportation level-of-service (LOS) standard.

25 To calculate the MU supply available to serve proposed development, the City
26 shall include complete and fully committed Transportation Facility Plan (TFP) or six-year
27 program improvements.

28 **20D.210.10-070 Review of Development Proposals – Concurrency Testing.**

29 The Administrator will use the Comprehensive Plan's land use growth target and
30 Transportation Facility Plan (TFP) to determine the mobility unit (MU) demand expected
31 from the growth target and MU supply provided by the TFP. The MU demand shall be
32 determined by calculating the person miles of travel (PMT) generated by development,

1 and shall consider the design, density, diversity of the development, including commute-
2 trip reduction strategies, internal, diverted, and pass-by trips from existing traffic in
3 evaluating the MU demand. The PMT shall be translated into MU demand such that
4 such that one unit of PMT is equal to one unit of MU demand.

5 The MU supply provided by the TFP will be implemented through the six year
6 program. The Administrator shall calculate the MU supply available in each year of the
7 six year program and determine transportation concurrency for each new development
8 by ensuring that the MU demand from a development does not exceed the MU supply
9 that the City is able to provide for that development under the six-year plan. This
10 analysis of the MU demand and MU supply relationship is a concurrency testing
11 requirement to maintain the City's transportation level-of-service (LOS) standard under
12 the Plan-Based concurrency system.

13 The concurrency testing process is divided into the following steps:

- 14 (1) Application. Any proposed development which is subject to this division shall
15 be tested for transportation concurrency by the Administrator to determine
16 compliance with the City's transportation concurrency policies and regulations;
- 17 (2) Certificate of Concurrency. A proposed development passes the transportation
18 concurrency test if the mobility unit (MU) demand from the proposed
19 development is less than or equal to the unallocated MU supply from TFP. The
20 Administrator shall issue a certificate of concurrency to a proposed
21 development that passes the concurrency test. A valid certificate of
22 concurrency is necessary for development approval.

23 A certificate of concurrency shall include an adequate description of the
24 development proposal to which the certificate applies, and any further
25 information necessary to administer this division. The certificate may not be
26 transferred to another proposed development unless approved by the
27 Administrator.

28 A certificate of concurrency shall be valid for 120 days. The certificate of
29 concurrency will remain valid if a complete development application is received
30 by the City within 120 days of the certificate being issued and subsequently for
31 the duration that development application is under review by the City. A
32 certificate of concurrency will continue to be valid for the same period of time
33 as the development approval granted by the City. If the development approval

1 does not have an expiration date, the certificate of concurrency shall be valid
2 for one year, and then up to two one- year extensions upon approval by the
3 Administrator.

4 (3) Certificate of Concurrency Denial. A certificate of concurrency will be denied if
5 the unallocated MU supply is less than the MU demand from the proposed
6 development.

7 (4) Administrator's Decision and Appeal Process. Decisions made by the
8 Administrator pursuant to this division may be appealed as specified in
9 20D.210.10-220.

10 (5) Expiration. A certificate of concurrency shall expire:

11 a. If a complete application for the development for which concurrency is
12 reserved is not made within 120 days of issuance of the concurrency
13 certificate. If a certificate of concurrency expires before a complete
14 development application is submitted to the City, the developer must wait
15 14 days before submitting another concurrency application request for
16 the same development; or

17 b. If either the related development application expires or is denied, or if the
18 related development approval expires or is revoked by the City.

19 **20D.210.10-080 Available Options When the Mobility Unit (MU) supply is**
20 **Insufficient to Serve a Proposed Development.**

21 (1) If a development is tested for transportation concurrency, and does not pass,
22 the developer may:

23 a. Reduce the size of the proposed development until the MU demand is
24 equal to or less than the MU supply that is available;

25 b. Delay the proposed development until the City or others increase the MU
26 supply;

27 c. Obtain supplemental mitigation by purchasing sufficient MUs to serve the
28 MU demand of the proposed development;

29 d. Upon approval by the Administrator, a developer may implement TDM
30 strategies as supplemental mitigation provided that the MU demand from
31 a proposed development is reduced due to the elimination of trips, and

1 the TDM strategies become a legal project approval condition of the
2 development. The Administrator will determine, consistent with accepted
3 engineering and planning practice, the appropriate reduction in trips and
4 mode split to be applied to the proposed development, and shall review
5 and approve the TDM strategies proposed by the developer, provided
6 that:

- 7 i. These strategies shall be prenegotiated and approved by the
8 Administrator;
- 9 ii. There shall be methods to monitor and enforce TDM performance,
10 and a fallback plan which would be implemented if the
11 development fails to achieve TDM goals within two years;
- 12 iii. The TDM strategies become a condition tied to all future owners of
13 the development and property; and,
- 14 iv. The TDM strategies meet the criteria of subsection (3) below.

15 (2) Payment for and Timing of Supplemental Mitigation. If allowed by the
16 Administrator, a developer may provide funding in an amount equal to the
17 City's estimated cost of the necessary MUs. The cost per MU supplied shall be
18 indexed for inflation using the same method used to update transportation
19 impact fees. The Administrator, with the concurrence of other affected City
20 departments, may provide for latecomer agreements as provided by state law
21 or for other reimbursement from properties benefited by the improvements
22 unless the City Council finds reimbursement to be inappropriate. The
23 Administrator may require that a developer build or implement a transportation
24 improvement, rather than provide funding.

25 Funds for transportation improvements must be paid by the developer to the
26 City prior to issuance of a building permit, final plat approval or other approval
27 requiring improvements under this section; provided that the developer may, at
28 the Administrator's option, submit an assurance device in a form approved by
29 the Administrator.

30 A developer providing supplemental mitigation may receive credit towards
31 payment of required transportation impact fees. Credit determination shall be
32 made according to RCDG 20D.210.10-190, Credits Against Payment of
33 Transportation Impact Fees.

1 (3) Supplemental Mitigation Decision Criteria – Acceptable Supplemental
2 Mitigation requires a finding by the Administrator that:

- 3 (a) The supplemental mitigation meets the definition outlined in Chapter
4 20A.20 RCDG; or if a developer proposes as supplemental mitigation a
5 transportation improvement that is not identified in the City's
6 Transportation Facility Plan (TFP), the transportation improvement must
7 first be considered and approved as an amendment to the Comprehensive
8 Plan before the supplemental mitigation is approved.
- 9 (b) The MU supply is available concurrent with the development or that a
10 financial commitment is in place to complete the improvement that
11 provides the MU supply within six years.
- 12 (c) The effect of the improvement would not result in a reduction or the loss of
13 another transportation objective, including but not limited to maintaining
14 high occupancy vehicle lanes, sidewalks, paths, trails, or bicycle lanes.
- 15 (d) Any adverse environmental impacts of the proposed transportation
16 improvement can be reasonably mitigated.
- 17 (e) The improvement is consistent with accepted engineering and planning
18 standards and practices.
- 19 (f) Where practical, transportation improvements required as part of
20 supplemental mitigation, should be made at locations most impacted by
21 the development.
- 22 (g) A developer proposing TDM strategies demonstrates that the MU demand
23 is reduced. The developer must have additional strategies to address a
24 situation where the reduction in MU demand is not met by the developer's
25 initial TDM strategies.
- 26 (h) Notwithstanding the foregoing, the Administrator has the authority to
27 require correction of a documented safety-related deficiency.

28 (5) Supplemental Mitigation Denial Process. If the Administrator determines that
29 the proposed supplemental mitigation does not meet the requirements of this
30 section, the Administrator may deny the issuance of a certificate of
31 concurrency. (Ord. 1928; Ord. 1908 (20C.100.030 (80)))

1 **Transportation Impact Fees**

2 **20D.210.10-090 Purpose and Intent.**

3 This section is intended to assist in the implementation of the Comprehensive Plan
4 consistent with the requirements of the GMA, and:

- 5 (1) To regulate the use and development of land so as to assure that new
6 development bears a proportionate share of the cost of transportation
7 improvements that are necessary to support planned land uses and to comply
8 with the City's transportation level-of-service (LOS) standard;
- 9 (2) To allow the City the option to impose transportation impact fees to pay for
10 previously incurred transportation improvement costs, to the extent that new
11 growth and development will be served by these improvements. Such fees
12 shall not be imposed to make up for any transportation deficiencies. (Ord. 1908
13 (20C.100.040(10)))

14 **20D.210.10-100 Imposition of the Transportation Impact Fee.**

- 15 (1) Any person who seeks City approval for a development that will generate
16 additional travel demand, is hereby required to pay a transportation impact fee
17 in the manner and amount set forth in this section.
- 18 (2) No new development permit for any activity requiring payment of an impact fee
19 pursuant to RCDG 20D.210.10-110 through 130 shall be issued unless and
20 until the transportation impact fee hereby required has been paid.
- 21 (3) No extension of a development permit issued prior to the effective date of this
22 section, for any activity requiring payment of an impact fee pursuant to RCDG
23 20D.210.10-110 through 130, shall be granted unless and until the
24 transportation impact fee hereby required has been paid. (Ord. 1908
25 (20C.100.040(20)))

26 **20D.210.10-110 Computation of the Transportation Impact Fee and Administrator**
27 **Decision.**

28 The City uses transportation impact fees from new development to fund part of the
29 Transportation Facility Plan (TFP) consistent with the goals and policies of the
30 Comprehensive Plan. The transportation improvements in the TFP are intended to
31 maintain, provide and improve mobility in Redmond.

1 Credit for future transportation related taxes has been applied to the cost of the
2 TFP to determine the net amount which is funded through impact fees. The method to
3 be used to calculate the impact fee for a particular development is described in
4 subsection (1) below. The impact fee determination shall be issued by letter from the
5 Administrator to the applicant for a development permit.

6 (1) The amount of the transportation impact fee is calculated by using the
7 Transportation Impact Fees – Fee Schedule in RCDG 20D.210.10-120The fee
8 schedule includes credit for future specifically dedicated transportation taxes
9 imposed for the purpose of improving the transportation system.

10 (a) If a development permit is requested for a mixed use development, the fee
11 shall be determined by apportioning the space committed to uses
12 specified on the applicable schedule.

13 (b) For applications for a development permit approval extension:

14 The amount of the fee is the net positive difference between the fee
15 currently applicable, and the fee applicable at the time of original permit
16 application, pursuant to this section. If the extension is for a development
17 permit originally issued prior to the effective date of this section, the fee
18 currently applicable shall be collected.

19 (c) For applications for a change of use, redevelopment, expansion, or
20 modification of an existing use, which requires the issuance of a
21 development permit:

22 The amount of the fee is the net positive difference between the fee
23 currently applicable for the use after redevelopment, expansion, or
24 modification, compared to the fee that is currently applicable for the use
25 prior to redevelopment, expansion, or modification, pursuant to RCDG
26 Sections 20D.210.10-110 through 130. The same fee calculation shall
27 apply if an application was originally issued prior to the effective date of
28 these regulations.

29 In determining the transportation impact fee, the Administrator shall
30 be guided by appropriate technical analysis and information contained in
31 the Transportation Master Plan (TMP), other City technical reports and
32 functional plans, and the most recent edition of Trip Generation, published
33 by the Institute of Transportation Engineers.

1 (d) If the type of development activity proposed in a development application
2 is not specified on the applicable fee schedule, the Administrator shall use
3 the fee applicable to the most nearly comparable type(s) of land use on
4 the fee schedule. The Administrator shall be guided in this selection by the
5 most appropriate technical and professional data. If the Administrator
6 determines that there is no comparable type of land use on the applicable
7 fee schedule, the Administrator shall determine the fee by:

8 (i) Using person trip generation data provided by City staff, the
9 developer and data contained in the most recent edition of Trip
10 Generation, published by the Institute of Transportation Engineers;
11 and

12 (ii) Applying the formula set forth in RCDG 20D.210.10-110(2) below.

13 (2) A fee payer may prepare and submit an independent transportation impact fee
14 study to the Administrator, with documentation as specified in paragraphs (a),
15 (b), and (c) below, following the prescribed methodologies and formats
16 established as an appendix to the Redmond Community Development Guide.
17 Along with the study, the developer shall submit an administrative processing
18 fee in an amount specified by separate ordinance. Based upon the
19 documentation provided by the fee payer in the impact fee study, the cost per
20 person mile of travel (PMT) shall be determined by the Administrator.

21 Documentation by the fee payer shall include:

22 (a) Documentation of person trip generation rate(s) appropriate for the
23 proposed land development activity.

24 (b) Documentation of average trip length appropriate for the proposed land
25 development activity.

26 (c) Documentation of any other trip data appropriate for the proposed land
27 development activity.

28 Independent documentation, including any studies, shall be prepared and
29 presented by professionals qualified in their respective fields. The
30 Administrator shall consider the documentation submitted by the fee payer, but
31 is not required to accept such documentation as he/she shall reasonably deem
32 to be inaccurate or not reliable, in the Administrator's determination of the
33 impact fee. The Administrator may, in the alternative, require the fee payer to

submit additional or different documentation for consideration. If acceptable independent documentation is not presented, the fee payer shall pay transportation impact fees based upon the schedules shown in RCDG 20D.210.10-120 above.

Upon acceptance of independent documentation, the following formula shall be used by the Administrator to determine the impact fee per unit of development:

$$\text{New Person Miles Traveled} = \text{Person Trip Generation Rate} \times \% \text{ New Trips} \times \text{Average Trip Length}$$

$$\text{Impact Fee} = \frac{\text{New Person Miles Traveled}}{\text{Person Trip Generation Rate}} \times \frac{\text{Cost per Person Mile of Travel (PMT) (from RCDG 20D.210.10-120, City of Redmond Adopted Transportation Impact Fees – Fee Schedule, or its successor)}}{\text{Person Trip Generation Rate}}$$

(Ord. 2016; Ord. 1954; Ord. 1940; Ord. 1928; Ord. 1908 (20C.100.040(30)); Ord. 1907)

20D.210.10-120 City of Redmond Adopted Transportation Impact Fees – Fee Schedule.

Maintain the current City of Redmond transportation impact fee schedule in RCDG 20D.210.10-125 – no change other than the section number

20D.210.10-130 Impacts to King County Transportation Facilities.

(1) Collection of Fees. In addition to the transportation impact fees established under RCDG 20D.210.10-110 and 120, the City shall collect impact fees for those King County transportation facilities identified in the most current list of County growth-related projects adopted by the City, provided that such fees shall be collected only during the term of any interlocal agreement between the City and the County providing for the reciprocal collection of each other's impact fees.

(2) Fee Imposed.

(a) Any person who, after the effective date of this section, seeks to develop land within the City of Redmond, by applying for development approval for

1 a development which will generate additional travel demand, is hereby
2 required to pay, in addition to the impact fee provided in RCDG
3 20D.210.10-110 and 120, a fee for impacts to King County transportation
4 facilities as set forth in this section.

5 (b) No new development permit for any activity requiring payment of any
6 impact fee under this section shall be issued unless and until the
7 transportation impact fee hereby required has been paid.

8 (c) No extension of a development permit issued prior to the effective date of
9 this section, for any activity requiring payment of an impact fee under this
10 section, shall be granted unless the transportation impact fee hereby
11 required has been paid.

12 (3) Computation of Fees – Fee Schedule. The City will calculate impact fees for
13 County transportation facilities in accordance with the County methodology
14 described in King County Code Chapters 14.65 and 14.75 (“the County MPS
15 System”), as the same now exist or as the same may be amended or
16 superseded, and development impact data supplied by the County and City.
17 The impact fee so calculated shall be referred to as the County MPS Fee for
18 purposes of this section.

19 (4) Payment of Fees. The fee payer shall pay the County MPS Fee required by
20 this section to the Administrator, or the Administrator’s designee, prior to the
21 issuance of a building permit consistent with a development approval.

22 (5) County MPS Fee Account. There is hereby established a separate County
23 MPS Fee account into which all fees collected pursuant to this section shall be
24 deposited. The account shall be interest bearing and the funds deposited in the
25 account shall be disbursed only as provided in this section.

26 (6) Use of Funds – Transfer to County.

27 (a) The City will transfer the principal amount of all County MPS Fees
28 collected by the City to the County at such intervals as may be provided in
29 the interlocal agreement. The City will retain all interest earned on the
30 funds collected for the County MPS Fees while the same remain in the
31 City’s accounts in order to compensate the City for its handling of the
32 funds. The City will not pay interest to the County on such fees.

1 (b) All funds transferred to the County under this section shall be expended or
2 encumbered by the County within six years after the date of collection and
3 may only be so expended or encumbered for County transportation
4 facilities which reasonably benefit the new development which paid said
5 fees. In the event that the County does not so expend or encumber the
6 fees within the six-year period, the County will return such fees to the City,
7 unless the County Council makes a written finding pursuant to RCW
8 82.02.070(3) that there exists an extraordinary or compelling reason for
9 the fees to be held longer than six years.

10 (7) Refund of Fees Paid. Fee payers may apply for refunds of County MPS Fees
11 collected pursuant to this section in the same manner and for the same
12 reasons as are set forth in RCDG 20D.210.10-170 with respect to impact fees
13 related to City transportation facilities.

14 (8) Exemptions. Those development activities which are exempt from the payment
15 of transportation impact fees under the County's MPS system shall be exempt
16 from the payment of impact fees under this section.

17 (9) Adjustments. Pursuant to RCW 82.02.060(4) and (5), the County MPS Fees
18 collected under this section may be adjusted based upon unusual
19 circumstances or based upon studies and data provided by developers of
20 individual projects. Such adjustments shall be made utilizing the process and
21 criteria described in RCDG 20D.210.10-110.

22 (10) Credits. Those fee payers who are entitled to credits against impact fees under
23 the County MPS System shall be entitled to credits against the County MPS
24 Fees imposed under this section.

25 (11) Payments Under Protest and Appeals. Impact fees paid under this section may
26 be paid under protest in order to obtain a building permit or other approval or
27 permit. Determinations made by the Administrator pursuant to this section may
28 be appealed as specified in RCDG 20D.210.10-200 and 20D.210.10-220.
29 (Ord. 2057)

30 **20D.210.10-140 Adopted King County Transportation Impact Fees to Mitigate**
31 **Impacts on Transportation Facilities in Unincorporated King County.**

32 Maintain the current King County transportation impact fee schedule in RCDG
33 20D.210.10-127 – no change other than the section number

1 **20D.210.10-150 Payment of the Transportation Impact Fee.**

2 (1) The fee payer shall pay the transportation impact fee required by this section to
3 the Administrator or designee prior to the issuance of a building permit
4 consistent with a development approval.

5 (2) All funds collected shall be promptly transferred for deposit in the appropriate
6 transportation impact fee accounts and used solely for the purposes specified
7 in this chapter. (Ord. 1928; Ord. 1908 (20C.100.040(40)))

8 **20D.210.10-160 Use of Funds.**

9 (1) Transportation impact fee receipts shall be earmarked specifically and retained
10 in special interest-bearing accounts. All interest shall be retained in the
11 account and expended for the purpose or purposes for which the impact fees
12 were imposed. The Administrator shall annually provide a report to the Mayor
13 and City Council on each impact fee account showing the source and amount
14 of all moneys collected, earned, or received and transportation system
15 improvements that were financed in whole or in part by transportation impact
16 fees.

17 (2) Impact fees for transportation system improvements shall be expended only in
18 conformance with the Transportation Facility Plan (TFP).

19 (3) Impact fees shall be expended or encumbered for a permissible use within six
20 years of receipt, unless there exists an extraordinary and compelling reason for
21 fees to be held longer than six years. Such extraordinary or compelling
22 reasons shall be identified in written findings by the City Council as provided in
23 RCDG 20D.210.10-170.

24 (4) Impact fees may be paid under protest in order to obtain a permit or other
25 development approval of development activity. Protest must be submitted in
26 writing to the City within 30 days of payment of the fee.

27 (5) Funds may be used to provide refunds as described in RCDG 20D.210.10-
28 170.

29 (6) The City shall be entitled to retain not more than three-tenths percent of the
30 funds collected as compensation for the expense of collecting the fee and
31 administering this section. (Ord. 1928; Ord. 1908 (20C.100.040(70)))

32

1 **20D.210.10-170 Refund of Fees Paid.**

2 (1) The owner of the property on which the impact fee was paid may receive a
3 refund of such fees if the City fails to expend or encumber the impact fees
4 within six years of when the fees were paid or such other period of time
5 established pursuant to RCW 82.02.070(3), on transportation facilities intended
6 to benefit the development for which the transportation impact fees were paid,
7 unless the City Council finds that there exists an extraordinary and compelling
8 reason for fees to be held longer than six years.

9 The request for a refund must be submitted by the applicant to the City in
10 writing within one year of the date the right to claim the refund arises. Any
11 transportation impact fees that are not expended or encumbered within six
12 years, and for which no application for a refund has been made within one year
13 of the date the right to claim the refund arises, shall be retained and expended
14 on projects identified in the adopted TFP. Refunds of transportation impact
15 fees under this subsection shall include interest earned on the impact fees.

16 (2) Should the City terminate any or all impact fee requirements, all unexpended
17 or unencumbered funds, including interest earned, shall be refunded pursuant
18 to this section. Upon the finding that any or all fee requirements are to be
19 terminated, the City shall place notice of such termination and the availability of
20 refunds in a newspaper of general circulation at least two times and shall notify
21 all potential claimants by first class mail to the last known address of claimants.
22 All funds available for refund shall be retained for a period of one year. At the
23 end of one year, any remaining funds shall be retained by the City, but must be
24 expended for projects identified in the adopted TFP. This notice requirement
25 shall not apply if there are no unexpended or unencumbered balances within
26 an account or accounts being terminated.

27 (3) A developer may request and shall receive a refund, including interest earned
28 on the transportation impact fees, when the developer does not proceed with
29 the development activity and no impact has resulted. The City shall be entitled
30 to retain not more than three-tenths percent of the funds collected as
31 compensation for the expense of collecting the fee and administering this
32 section. (Ord. 2130; Ord. 1928; Ord. 1908 (20C.100.040(80)))

33

1 **20D.210.10-180 Exemptions from Payment of Transportation Impact Fees.**

2 See RCDG 20D.60.10-040, Exemptions to the Requirement to Pay Impact Fees, or
3 its successor, and 20D.60.10-050, Exemptions to the Requirement to Pay Impact Fees
4 for Low- and Moderate-Income Housing, or its successor, for the transportation impact
5 fee exemptions. (Ord. 2072; Ord. 1928; Ord. 1908 (20C.100.040(90)))

6 **20D.210.10-190 Credits Against Payment of Transportation Impact Fees.**

- 7 (1) No credit shall be given for project improvements and/or right-of-way
8 dedications classified as project improvements.
- 9 (2) Credit shall be given by the Administrator for supplemental mitigation provided
10 by a developer when the following conditions are met:
- 11 (a) To avoid the duplicate collection of money for a particular transportation
12 improvement, credit given to a fee payer for payment or construction of
13 supplemental mitigation shall be equal to the cost of the improvement or
14 impact fee amount allocated by the City towards that portion of the
15 improvement, whichever is less;
- 16 (b) The developer's supplemental mitigation offer must specifically request a
17 transportation impact fee credit. Construction of transportation
18 improvements must be in accordance with City of Redmond design
19 standards as applicable;
- 20 (c) The supplemental mitigation is constructed in accordance with City design
21 standards.
- 22 (3) After determining the amount of impact fees a developer is required to pay
23 towards particular impact fee projects, the Administrator shall provide the
24 developer with a letter or certificate setting forth the dollar amount of the credit
25 a developer shall receive for dedication and/or construction of a supplemental
26 mitigation project. The Administrator shall further state the reason for the
27 credit, and the legal description or other adequate description of the project or
28 development to which the credit may be applied. The developer must sign and
29 date a duplicate copy of such letter or certificate indicating his agreement to
30 the terms of the letter or certificate and return such signed document to the
31 Administrator before credit will be given. The failure of the applicant to sign,
32 date, and return such document within 60 days shall nullify the credit.

1 (4) Credit against impact fees otherwise due will not be provided until:

2 (a) The construction, dedication or implementation is completed and accepted
3 by the City of Redmond, or a jurisdiction which has an interlocal agreement
4 with the City under the terms of this section, or the State, whichever is
5 applicable;

6 (b) Acceptable financial security is received and approved by the Administrator
7 of the City of Redmond, when applicable; and

8 (c) All design, construction, inspection, testing, financial security, and
9 acceptance procedures are in strict compliance with the then current City of
10 Redmond design and construction standards, when applicable.

11 (5) Credit may be provided before completion of specified transportation
12 improvement(s) if adequate assurances are given by the applicant that the
13 standards set out in RCDG 20D.210.190(3)(b) above will be met and if the
14 developer posts security as provided below for the costs of such construction.
15 The Administrator shall determine:

16 (a) Security amount;

17 (b) Form of the security, such as a performance bond, irrevocable letter of
18 credit, or escrow agreement.

19 (6) If the transportation improvement(s) will not be constructed, dedicated or
20 implemented within one year of the acceptance of the offer by the
21 Administrator, the amount of the security shall be increased by 10 percent
22 compounded for each year of the life of the security. The revised security shall
23 be reviewed and approved by the Administrator prior to acceptance of the
24 security by the Administrator. If the transportation improvement(s) is not to be
25 completed or implemented within five years of the date of the fee payer's offer,
26 the City Council must approve the transportation improvement(s) and its
27 scheduled completion date prior to the acceptance of the offer by the
28 Administrator.

29 (7) Any claim for credit must be made prior to approval of an application for a
30 development permit. Any claim not so made shall be deemed waived.

31 (8) Credits shall not be transferable from one development to another without the
32 approval of the Administrator.

1 (9) The amount of credit granted to a developer shall not exceed the amount of
2 the impact fee the developer is required to pay. (Ord. 1928; Ord. 1908
3 (20C.100.040(100)))

4 **20D.210.10-200 Appeals.**

5 Determinations made by the Administrator pursuant to this division may be
6 appealed as specified in RCDG 20D.210.10-220. (Ord. 1928; Ord. 1908 (20C.100.040
7 (110)))

8 **20D.210.10-210 Review.**

9 (1) The Planning Commission and City Council shall review the fee schedule in
10 RCDG 20D.10.120 prior to December 31, 2008. If this review does not occur,
11 the City shall continue to collect impact fees at the rate in effect, but shall not
12 continue to index impact fees for subsequent years until the required impact
13 fee review by the Planning Commission and City Council occurs. (Ord. 2298;
14 Ord. 2297; Ord. 1908 (20C.100.040 (120)))

15 (2) The Administrator shall prepare the following reports to the City Council:

- 16 a. An annual mobility unit (MU) demand forecast and supply estimate;
- 17 b. Quarterly updates once the mobility unit (MU) threshold of 2,500 MU or
18 5% of the MU supply remains in the Transportation Facility Plan (TFP)
19 whichever is greater. Immediate notice shall be provided when the
20 threshold is initially reached or exceeded.
- 21 c. An evaluation of the Plan-Based concurrency regulations, including
22 comments from developers.

23 **20D.210.10-220 Administration and Appeals.**

24 (1) The Administrator is authorized to prepare documents, forms and guidelines
25 necessary for the implementation of this chapter. These should include a
26 "Transportation Concurrency Certificate Request", and "Concurrency
27 Certificate" forms.

28 (2) Any appeal of the administration and decisions made pursuant to this chapter
29 shall follow the process specified in RCDG Title 20F. The Administrator's
30 decisions in this chapter that are subject to appeal are:

- 31 (a) Concurrency determination;

- 1 (b) Impact fee determination.
- 2 (3) An appeal must be filed with the Department of Planning and Community
- 3 Development within 10 working days of the determination. (Ord. 1928; Ord.
- 4 1908 (20C.100.050))
- 5

Redmond Community Development Guide

20A.20 Definitions

Note - Proposed updates, additions and deletions to terms in RCDG 20A.20 are indicated below with strikes and underlines. Some existing RCDG definitions that will not change are also included to add clarity to Plan-Based transportation concurrency related terms.

Administrator.

Also, Code Administrator. Unless otherwise specified, the Administrator shall be the Director of Planning and Community Development or his/her designated representative. (Ord. 1954)

Average Trip Distance.

The average length of a trip measured in miles that is generated by a land use.

Average Weekday Vehicle Trips.

The number of all vehicles entering or leaving a site during a 24-hour period Monday through Friday.

Background Traffic.

The volume of traffic that is projected to occur on the street system as of the anticipated date of occupancy of a project. (Ord. 1908)

Buildout Transportation Facility Plan (BTFP).

The transportation plan that serves the buildout land use scenario, and is contained in the Appendix of the Transportation Master Plan.

Capacity.

The level of mobility provided by a transportation improvement, including facilities, projects, programs or services. Mobility is calculated and measured in terms of mobility units (MU) for the purpose of determining transportation concurrency and is based on the number of person trips generated by a land use multiplied by the average trip length, and reported as person miles of travel (PMT).

~~Affected Intersection.~~
A signalized system intersection within a transportation management district (TMD) in the City; or over which the City has operational responsibility under an interlocal agreement, as authorized by Chapter 39.34 RCW or other law; or where there is such an interlocal agreement to apply Chapter 20D.210 RCDG, Transportation Standards, to the intersection; and to which a proposed development is projected to add 30 or more total p.m. peak-hour trips. (Ord. 1908)

~~Affected Transportation Management District (TMD).~~
A transportation management district which contains one or more affected intersections. (Ord. 1908)

~~Average Arterial Intersection Level-of-Service (LOS).~~

The sum of the critical volumes at signalized arterial intersections, divided by the sum of the capacity of the signalized arterial intersections within a transportation management district (TMD), using the Planning Application ("Planning Method"), as defined in "Transportation Research Circular Number 212", Transportation Research Board, January, 1980. (Ord. 1908)

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~~The maximum traffic volume using the Planning Application ("Planning Method"), that can pass through an intersection during a given peak hour as defined in "Transportation Research Circular Number 212", Transportation Research Board, January, 1980. (Ord. 1908)~~

1 **Capital Facilities Plan (CFP).**

2 A section of the Comprehensive Plan which contains a discussion and an
3 inventory of significant publicly owned capital facilities which provide service to
4 Redmond citizens and businesses, in support of plan goals and policies. The CFP
5 includes the transportation facility plan (TFP). (Ord. 1908)

6 **Capital Investment Program (CIP).**

7 The Capital Investment Program is a six-year program of capital improvements,
8 including facilities, programs, projects and services that include fire, park, transportation
9 and other improvements necessary to serve the current and future needs of those who
10 live and work in Redmond. The CIP is a six-year financial programming document of
11 City revenues and expenditures for these improvements.

12
13 **Certificate of Concurrency.**

14 A written document prepared by the Administrator stating that a particular
15 development meets the concurrency requirements of RCDG 20D.210.10,
16 Transportation Management Code. (Ord. 1928; Ord. 1908)

17 **City.**

18 The City of Redmond, Washington. (Ord. 1908)

19 **Comprehensive Plan.**

20 The long-range plan used as a guide for the physical, economic, and social
21 development of Redmond. The Comprehensive Plan is contained in the Community
22 Development Guide. (Ord. 1908)

23 **Concurrency, Transportation.**

24 A requirement of the 1990 Growth Management Act (RCW 36.70A.070(6)) that
25 the City must enforce an ordinance precluding development approval if a development
26 would cause the transportation LOS to fall below the City's adopted LOS standard,
27 unless revenues are secured to complete mitigating transportation improvements or
28 strategies within six years. If a development fails to meet the concurrency test,
29 supplemental mitigation in the form of transportation improvements or strategies will be
30 required to accommodate the impacts of the development and allow it to achieve
31 concurrency. Transportation demand management (TDM) and other mobility strategies
32 may be used. (Ord. 1908)

Deleted: standards

Deleted: noncapacity

1 Maintaining transportation concurrency means implementing transportation
2 improvements in proportion to the level of new development as required by
3 Comprehensive Plan Transportation Policy TR-3 and regulations in RCDG 20D.210.10.

4 **Degradation/Degraded.**

5 A deterioration in the level-of-service (LOS).

Deleted: , where the volume/capacity ratio (V/C ratio) increases. (Ord. 1908)

6 **Demand Management Strategies.**

7 See Transportation Demand Management. (Ord. 1908)

8
9
10 **Department.**

11 For the purposes of RCDG Title 20F, any division, subdivision or organizational
12 unit of the City established by ordinance, rule or order. (Formerly 20F.30.040(05))

13 **Developer.**

14 See Fee Payer. (Ord. 1908)

15 **Development.**

16 The division of a parcel of land into two or more parcels; the construction,
17 reconstruction, conversion, structural alteration, relocation, or enlargement of any
18 structure; any mining, excavation, grading, landfill, drainage, removal of vegetation, or
19 disturbance of land or water; and use of land or water or the intensification or extension
20 of the use of land or water. (Ord. 1901)

21 For the purposes of administering Chapter 20D.60 RCDG, Impact Fees and
22 RCDG 20D.210.10, Transportation Management Code, "development", shall mean in
23 addition to the activities in the previous paragraph, any change in the use of a building
24 or structure, or any changes in the use of land, where the construction, expansion, or
25 change, when occupied or used for its intended purpose, has adverse impacts on, and
26 may create additional demand and need for public facilities, programs, projects or
27 services including fire, park, school or transportation facilities, programs, projects or
28 services. (Ord. 1954; Ord. 1913; Ord. 1909)

Deleted: Development or Development Activity.¶

Deleted: or development activity"

Deleted: any construction or expansion of a building, structure, or use,

Deleted: will

29 **Development Application.**

30 A written request completed by a developer, seeking City approval for a
31 development.

1 **Development Approval.**

2 Any authorization issued by the City of Redmond which approves a development.
3 (Ord. 1908)

4 **Development Permit.**

5 Any written authorization from the City of Redmond which authorizes the
6 commencement of development. (Ord. 1908)

7 **Dwelling Unit.**

8 A single unit providing complete, independent living facilities for not more than
9 one family and permitted roomers and boarders including permanent provisions for
10 living, sleeping, eating, cooking and sanitation. A mobile home, manufactured home,
11 modular home, apartment, condominium, townhouse, single-family attached or
12 detached house, or accessory dwelling unit is considered to be a dwelling unit. (Ord.
13 1901)

14 **Fee Payer.**

15 A person proposing a development which generates travel demand on the
16 transportation system, for which development approval is required. (Ord. 1928; Ord.
17 1908)

18 **Fully Funded Project.**

19 A project in the most recently adopted transportation portion of the transportation
20 capital improvement program (TCIP) for the City or similar capital program of another
21 jurisdiction which has sufficient revenues secured for construction. Unsecured revenues
22 include those from unformed local improvement districts, insufficient developer fees or
23 contributions, or revenues not yet programmed for expenditure by outside agencies.
24 (Ord. 1928; Ord. 1908)

25 **Gross Floor Area (GFA).**

26 The area included within the surrounding exterior walls of a building or portion
27 thereof, exclusive of vent shafts, elevator shafts, stairwells, courts, second story atriums
28 and lobbies. Usable area under a horizontal projection of a roof or floor above, not
29 provided with surrounding exterior walls shall be included within the total gross floor
30 area. (Ord. 1901)

31 **Gross Leasable Area (GLA).**

~~Dwelling, Single-Family (Attached).¶~~
A building designed for occupancy by one family on an individually owned lot where the building abuts one or more lot lines and shares a common wall with an adjacent dwelling unit(s). Also known as a "row house" or "townhouse". (Ord. 1901)¶
~~Dwelling, Single-Family (Detached).¶~~
A detached building surrounded by open space and yards and which contains but one dwelling unit and up to one accessory dwelling unit. No more than one single-family dwelling may occupy a lot except where otherwise provided by this code. Modular and manufactured homes are considered to be single-family dwelling units under this definition. (Ord. 1901)¶

1 The total floor area for which a tenant pays rent and that is designated for the
2 tenant's occupancy and is exclusive of common areas shared with other tenants such
3 as utility rooms, stairwells and malls.¹

4 **Growth.**

5 See "New Development" definition.

6 **Growth Management Act (GMA).**

7 The Washington State Growth Management Act enacted in 1990, and
8 amendments in succeeding years. (Ord. 1908)

9 **Impact Fee – Fire, Park, School – Land Uses.**

10 For the purposes of administering Chapter 20D.60 RCDG, Impact Fees, the land
11 uses in the Impact Fee Schedule are defined as follows:

12 (1) Single-Family Dwelling Unit. See "Single-Family Dwelling Unit" definition.

13 (2) Multi-Family Dwelling Unit. See "Multi-Family Dwelling Unit" definition.

14 (3) **Manufacturing Uses.** Land or structures that will have manufacturing facilities
15 for firms or uses which have Standard Industrial Classifications (SIC) of Major
16 Group 20 through Major Group 39, SIC Major Group 40 through Major Group
17 49, SIC Major Group 15 through Major Group 17, SIC Major Groups 50 and 51
18 and warehouses.

19 (4) **Office Uses.**

20 (a) A structure, room or series of rooms where the affairs of a business,
21 professional person, or branch of government are carried out. Uses which
22 would be primarily classified as one of the other defined uses shall not be
23 classified as office uses.

24 (b) Land or structures used by firms or uses that have SICs of Major Group
25 60 through Major Group 97, excluding Major Groups 75, 76, 78 and 88.

26 (5) **Retail Uses.** Land or structures used by firms or uses that have SICs of Major
27 Group 52 through Major Group 59 and SIC Major Groups 75, 76 and 78. (Ord.
28 2298; Ord. 2297; Ord. 2216; Ord. 1954)

29 **Impact Fee – Transportation.**

¹ The New Illustrated Book of Development Definitions, The Center for Urban Policy Research, Harvey S. Moskowitz and Carl G. Lindbloom. 1993, p. 130.

~~Deleted: Impact Fee Amount for a Facility Type.~~

The impact fee established for each use for each facility type. There are two facility types addressed by Chapter 20D.60 RCDG: (1) fire and (2) park, recreation, open space or trail facilities. The amount of the impact fee is contained in RCDG 20D.60.10-060 and 20D.60.10-070. (Ord. 1913; Ord. 1909)

~~Deleted: Single-Family, Single-family detached unit.~~

~~Deleted: Multi-Family. A building or buildings designed to house two or more families living independently of each other. Includes apartments, condos, attached residential PUDs, and attached townhouses.~~

1 A payment of money required from development as a condition of development
2 approval to pay for transportation improvements needed to serve new growth and
3 development, and is:

Deleted: facilities

4 (1) Reasonably related to the new development that creates additional demand
5 and need for transportation improvements;

Deleted: that is reasonably

Deleted: facilities

6 (2) A proportionate share of the cost of the public improvements; and,

Deleted: , that is a

7 (3) Is used for improvements that reasonably benefit the new development.

Deleted: facilities, and that is

Deleted: facilities

8 A transportation impact fee may be used to pay for a portion of the cost of
9 transportation improvements contained in the Transportation Facility Plan (TFP)

Deleted: system

Deleted: costs

10 previously incurred by the City, to the extent that new growth and development will be
11 served by the previously funded and completed improvements, provided such fee shall
12 not be imposed to make up for any deficiencies. A transportation impact fee does not
13 include a reasonable permit or application fee. (Ord. 1908)

Deleted: constructed improvements

Deleted: system improvement

14 **Impact Fee – Transportation – Land Uses.**

15 For the purposes of administering RCDG 20D.210.10, Transportation Management
16 Code, the land uses in the Transportation Impact Fee Schedule are defined as follows:

17 (1) Administrative Office Building. An administrative office building houses one or
18 more tenants and is the location where affairs of a business, commercial or
19 industrial organization, professional person or firm are conducted. The building
20 or buildings may be limited to one tenant, either the owner or lessee, or contain
21 a mixture of tenants including professional services, insurance companies,
22 investment brokers, and company headquarters. Services such as a bank or
23 savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and
24 fitness facilities for building tenants may also be included.

25 (2) Bank/Savings and Loan. A freestanding building, with or without a drive-up
26 window, for the custody, loan, or exchange of money; for the extension of
27 credit; and for facilitating the transmission of funds.

28 (3) Car Sales (New and Used). Facilities are generally located as strip
29 development along major arterial streets which already have a preponderance
30 of commercial development. Generally included are auto services and parts
31 sales along with a sometimes substantial used-car operation. Some
32 dealerships also include leasing activities and truck sales and servicing.

- 1 (4) Car Wash. Manual operations where the driver parks and washes the vehicle
2 in a stall, or an automated facility for the same purpose.
- 3 (5) Church. A building providing public worship facilities. Generally houses an
4 assembly hall or sanctuary, meeting rooms, classrooms, and occasionally
5 dining facilities.
- 6 (6) Congregate Care/Assisted Living. One or more multi-unit buildings designed
7 for the elderly or those who are unable to live independently due to physical or
8 mental handicap. Facilities may contain dining rooms, medical facilities, and
9 recreational facilities.
- 10 (7) Convenience Store. A use which combines retail food sales with fast foods or
11 take-out food service; generally open long hours or 24 hours a day.
- 12 (8) Day Care. A facility for the care of infant and preschool age children during the
13 daytime hours. Generally includes classrooms, offices, eating areas, and a
14 playground.
- 15 (9) Discount/Department Store. Freestanding store with off-street parking. Usually
16 offers centralized cashiering and a wide range of products. Often is the only
17 store on a site, but can be found in mutual operation with its own or other
18 supermarkets, garden centers and service stations, or as part of community-
19 sized shopping centers.
- 20 (10) Elementary School. Serves students between the kindergarten and high school
21 levels.
- 22 (11) Fast Food and Take-Out Restaurant. An eating establishment which offers
23 quick food service and a limited menu of items. Food is generally served in
24 disposable wrappings or containers, and may be consumed inside or outside
25 the restaurant building. Usually has a drive-up window.
- 26 (12) Furniture Store. Furniture stores specialize in the sale of furniture and
27 carpeting. The stores are generally large and include storage areas.
- 28 (13) Health Club/Racquet Club. Privately owned facilities with tennis courts,
29 swimming pools, racquet ball courts, handball courts, other minor gymnastic
30 facilities. Features exercise, sports, and other active physical conditioning, as
31 well as a broader range of services such as juice bars and meeting rooms.
- 32 (14) High School. Ninth, tenth, eleventh, and twelfth grades.

- 1 (15) High Turnover Restaurant. Sit-down eating establishment where customers
2 general stay less than one hour. Usually, moderately priced and frequently
3 belongs to chains; is sometimes open 24 hours per day. Usually serves
4 breakfast, lunch, and dinner; generally does not have a drive-up window.
- 5 (16) Hospital. A building or buildings designed for the medical, surgical diagnosis,
6 treatment and housing of persons under the care of doctors and nurses. Rest
7 homes, nursing homes, convalescent homes and clinics are not included.
- 8 (17) Hotel/Motel. A place of lodging providing sleeping accommodations,
9 restaurants, cocktail lounges, meeting and banquet rooms or convention
10 facilities.
- 11 (18) Industrial Park/Research and Development. Industrial parks are areas
12 containing a number of industrial or related facilities. They are characterized by
13 a mix of manufacturing, service and warehouse facilities with a wide variation
14 in the proportion of each type of use from one location to another. Many
15 industrial parks contain highly diversified facilities, some with a large number of
16 small businesses and others with one or two dominant industries. Research
17 centers are facilities or groups of facilities devoted nearly exclusively to
18 research and development activities. While they may also contain offices and
19 some light fabrication areas, the primary function is that of research and
20 development.
- 21 (19) Library. A public facility for the use, but not sale, of literary, musical, artistic, or
22 reference materials.
- 23 (20) Light Industrial/Manufacturing. A facility where the primary activity is the
24 conversion of raw materials or parts into finished products. Generally also has
25 offices and associated functions. Typical light industrial uses are printing
26 plants, material testing laboratories, assemblers of data processing equipment,
27 and power stations.
- 28 (21) Medical Office/Clinic. A facility which provides diagnoses and outpatient care
29 on a routine basis but which is unable to provide prolonged in-house
30 medical/surgical care. A medical office is generally operated by either a single
31 private physician/dentist or a group of doctors and/or dentist.
- 32 (22) Miscellaneous Retail. A store which sells retail goods to the ultimate consumer
33 for direct consumption and not for resale.

- 1 (23) **Movie Theater.** Consists of audience seating, one or more screens and
- 2 auditoriums, and a lobby and refreshment stand.
- 3 (24) ~~Multi-Family.~~ See "Multi-Family Dwelling Unit" definition,
- 4 (25) **Nursing Home.** A facility whose primary function is to provide chronic or
- 5 convalescent care for persons who by reason of illness or infirmity are unable
- 6 to care for themselves. Applies to rest homes, chronic care, and convalescent
- 7 homes.
- 8 (26) **Post Office.** Houses service windows for mailing packages and letters, post
- 9 office boxes, offices, vehicle storage areas, and sorting and distribution
- 10 facilities for mail.
- 11 (27) **Restaurant.** An eating establishment with turnover rates generally of at least
- 12 one hour or longer. Generally, does not serve breakfast and may or may not
- 13 serve lunch.
- 14 (28) **Retirement Community.** Residential units similar to apartments or
- 15 condominiums, restricted to adults or senior citizens.
- 16 (29) **Service Station with Minimart.** A facility which combines elements of a
- 17 convenience store and a gas station. Convenience food items are sold along
- 18 with gasoline and other car products; gas pumps are primarily or completely
- 19 self-service.
- 20 (30) **Service Station without Minimart.** A facility used for the sale of gasoline, oil,
- 21 and lubricants. May include areas for servicing, repairing, and washing
- 22 vehicles.
- 23 (31) **Shopping Center.** An integrated group of commercial establishments which is
- 24 planned, developed, owned, or managed as a unit. On-site parking facilities
- 25 are provided, and administrative office areas are usually included.
- 26 (32) ~~Single-Family.~~ See "Single-Family Dwelling Unit, Attached" and "Single-Family
- 27 Dwelling Unit, Detached" definitions,
- 28 (33) **Supermarket.** Retail store which sells a complete assortment of food, food
- 29 preparation and wrapping materials, and household cleaning and servicing
- 30 items.

Deleted: Multi

Deleted: A building or buildings designed to house two or more families living independently of each other. Includes apartments, condos, attached residential PUDs, and attached townhouses.

Deleted: Single

Deleted: Single-family detached unit

1 (34) Warehousing/Storage. Facilities which are primarily devoted to the storage of
2 materials. They may also include office and maintenance areas. (Ord. 1954;
3 Ord. 1907)

4 **Implementation, Transportation.**

5 To build, fund, operate or regulate a transportation facility, program, project and
6 service.

7 **Improvement, Transportation.**

8 An enhancement that has a beneficial impact on the level of mobility for people
9 and goods, through the operation or construction of a transportation facility, program,
10 project and service.

11 **Independent Documentation Study.**

12 The traffic engineering documentation prepared by a fee payer to allow the
13 determination of a nonstandard transportation impact fee by the city, rather than by the
14 use of the transportation impact fee schedule contained in RCDG 20D.210.10,
15 Transportation Management Code. (Ord. 1908)

16 **Infrastructure.**

17 Facilities and services needed to sustain industry, residential, commercial, and
18 all other land use activities, including water, sewer lines, and other utilities, streets and
19 roads, communications, and public facilities such as fire stations, parks, schools, etc.
20 (Ord. 1901)

21 **Level-of-Service (LOS), Transportation.**

22 A measure that:

23 (1) Is used to define the implementation rate for building, funding, operating or
24 regulating transportation improvements; or

25 (2) Defines the performance of these transportation improvements that are
26 necessary to provide mobility for those who live and work in Redmond.

28 **Level-of-Service Standard (LOS), Transportation.**

29 Comprehensive Plan Transportation Policy TR-4 establishes the City's
30 transportation LOS standard. RCDG 20D.210-Transportation Standards, regulates
31 compliance with the LOS standard using the concept of a mobility unit (MU). To
32 determine compliance with the transportation LOS standard, the City annually measures

Deleted: A measure of street arterial intersection performance which includes eight levels representing the best through the worst operating conditions. The basis for the measurement is the Planning Application ("Planning Method"), found in "Transportation Research Circular Number 212", published by the Transportation Research Board in January, 1980. The Administrator may allow a modification to the Planning Method to establish a more accurate measurement based upon actual operations if appropriate. LOS categories and their respective numerical definitions under the maximum arterial intersection volume to capacity (V/C) ratio are as follows:¶
LOS Letter Designation

... 111

1 the MU demand from new development and the MU supply available from the City's six-
2 year program and the TFP. The transportation LOS standard is met when the MU
3 demand is equal to the MU supply.

4 **Mandatory or Required Right-of-Way Dedications and/or Transportation**
5 **Improvements.**

6 Such noncompensated dedications and/or transportation facility improvements
7 required of a development by the City of Redmond as a condition of development
8 approval. (Ord. 1908)

9 **Mitigation – Transportation Management.**

10 For the purposes of administering RCDG 20D.210.10, Transportation Management
11 Code, "mitigation" shall have either of the following definitions:

12 (1) Transportation demand management (TDM) strategies including facilities,
13 programs, projects and services financed, constructed or operated by a
14 developer and identified as part of the Transportation Facility Plan (TFP), or
15 the Buildout Transportation Facility Plan (BTFP), contained in the
16 Transportation Master Plan (TMP).

17 (2) Mitigation as defined in the SEPA Rules, and found in WAC 197-11-768:

- 18 (a) Avoiding the impact altogether by not taking a certain action or parts of an
19 action;
- 20 (b) Minimizing impacts by limiting the degree or magnitude of the action and
21 its implementation, by using appropriate technology, or by taking
22 affirmative steps to avoid or reduce impacts;
- 23 (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected
24 environment;
- 25 (d) Reducing or eliminating the impact over time by preservation and
26 maintenance operations during the life of the action;
- 27 (e) Compensating for the impact by replacing, enhancing, or providing
28 substitute resources or environments; and/or
- 29 (f) Monitoring the impact and taking appropriate corrective measures. (Ord.
30 1954; Ord. 1908)

Deleted: or transportation facility improvements constructed or financed by a developer which improve a degraded average arterial intersection LOS to the adopted standard of the transportation management district (TMD). If the average arterial intersection LOS in a district already exceeds the adopted LOS standard prior to a development proposal, mitigation shall mean transportation demand management strategies or facility improvements constructed or financed by a developer to improve the degraded district LOS to at least the LOS of the district prior to the development proposal.

31 **Mobility.**

1 The movement of people and goods. The two mobility measures that are used in
2 the transportation concurrency system are (1) Mobility Units (MU) and (2) Person Miles
3 of Travel (PMT).

4 **Mobility Unit (MU).**

5 A measurement unit that is used to express the level of travel demand on the
6 transportation system generated by a land use(s), or the unit increase in the ability to
7 travel on the transportation system due to the increased supply of transportation
8 improvements, such as those on the City's six-year plan, Transportation Facility Plan
9 (TFP), or Buildout Transportation Facility Plan (BTFP).

10 **Multi-Family Dwelling Unit.**

11 A dwelling unit within a building which accommodates two or more families in
12 individual, primary dwelling units. Also known as flats, or apartments. Normally rented or
13 leased, but may also be condominiums. The building is normally located on a single lot.
14 (Ord. 1901)

15 **New Development.**

16 A project proposed on vacant land or a project that is a modification or expansion
17 to any existing improvements where the value of the proposed modification is of equal
18 or greater value than the existing improvements. If a project is considered a new
19 development the entire site shall be brought into compliance with the current code. See
20 also Re-Development. (Ord. 1877 (145))

21 **Peak Hour.**

22 The consecutive 60-minute period during a 24-hour period which experiences the
23 highest sum of traffic volumes as determined by the City on a roadway segment,
24 passing through a roadway intersection, or entering or leaving a development. The peak
25 hour typically takes place between 4:00 p.m. and 6:00 p.m. on a work day. (Ord. 1954;
26 Ord. 1940; Ord. 1908)

27 **Peak Hour Vehicle Trips.**

28 Total vehicular trips entering and leaving a development project during the
29 consecutive 60-minute period between 4:00 p.m. and 6:00 p.m. which experiences the
30 highest sum of traffic volumes entering or leaving the development. This typically
31 corresponds to the definition of "peak hour of the generator" in the most recent edition of
32 Trip Generation, published by the Institute of Transportation Engineers. Other trip

1 generation sources may be used, at the discretion of the City, where ITE data are based
2 on a limited survey base or where there may be special trip-generating characteristics of
3 the proposal. (Ord. 1954; Ord. 1940; Ord. 1908)

4 **Person Miles of Travel (PMT).**

5 The number of person trips generated by a land use multiplied by the average
6 trip distance.

Deleted: - Transportation Management.

7 **Project Improvements, Transportation,**

8 For the purposes of administering RCDG 20D.210.10, Transportation
9 Management Code, "project improvements" shall mean site improvements and facilities
10 that are planned and designed to provide service for a particular development project,
11 are necessary for the use and safety of the occupants or users of the project, and are
12 not transportation system improvements. No improvement included in the City's
13 Transportation Facility Plan (TFP) or Buildout Transportation Facility Plan (BTFP),
14 approved by the City Council shall be considered a project improvement. Project
15 improvements shall include but are not limited to the following:

Deleted: or facility

Deleted: transportation facility plan

16 (1) Access driveways, paths, trails, and streets leading to or within the
17 development;

Deleted: roads

18 (2) Driveways, paths, trails, and streets within the development;

Deleted: roads

19 (3) Acceleration and deceleration lanes, and right and left turn lanes leading to
20 those streets, and driveways; and/or

Deleted: roads

21 (4) Traffic control measures for those driveways, paths, trails, and streets, such as
22 traffic signals, signs, lane markings, etc.;

Deleted: roads

23 (5) Standard frontage improvements not specifically defined in the City's Six-Year
24 Program, or TFP, (Ord. 1954; Ord. 1928; Ord. 1908)

Deleted: or TCIP.

25 **Pro-Rata or Proportionate Share.**

26 That portion of the cost of transportation improvements that are reasonably
27 related to the service demands and needs of new development. (Ord. 1908)

Deleted: facility

28 **Right-of-Way.**

29 Land owned by a public agency and used or planned to be used as a public
30 thoroughfare. (Ord. 1901)

31 **SEPA Rules.**

1 Chapter 197-11 WAC adopted by the Department of Ecology. (Formerly
2 20F.30.040(10))

3 **Single-Family Dwelling Unit, Attached.**

4 A building designed for occupancy by one family on an individually owned lot
5 where the building abuts one or more property lines and shares a common wall with an
6 adjacent dwelling unit(s), also known as a "row house" or "townhouse". For
7 transportation impact fee, trip generation, and concurrency purposes, a townhouse use
8 will be considered as a multi-family use.

9 **Single-Family Dwelling Unit, Detached.**

10 A separate unconnected building surrounded by open space and yards and
11 which contains one dwelling unit and up to one accessory dwelling unit. No more than
12 one single-family dwelling unit may occupy a lot except where provided by this code.
13 Modular and manufactured dwellings are considered to be single-family dwelling units in
14 this definition.

15 **Six-Year Program.**

16 A term of reference that includes the Transportation Improvement Program (TIP)
17 and the Capital Investment Program (CIP). The TIP and CIP are the six-year funded list
18 of transportation improvements, including facilities, programs, projects and services
19 adopted by the City, which serves to implement the adopted Transportation Facilities
20 Plan (TFP) and thus maintain the City's adopted transportation level-of-service (LOS)
21 standard.

Deleted: or

Deleted: is

22 **State Environmental Policy Act (SEPA).**

23 Contained in Chapter 43.21C RCW, this Washington State law is intended to
24 minimize environmental damage. SEPA requires that State agencies and local
25 governments consider environmental factors when making decisions on activities, such
26 as development proposals over a certain size and comprehensive plans. As part of this
27 process, environmental checklists are prepared to disclose impacts and propose
28 mitigation. This process also provides an opportunity for public comment. (Ord. 1877
29 (250))

30 **Strategy.**

31 An approach or method that when used for transportation purposes, incorporates
32 the use of transportation facilities, projects, programs and services to provide mobility

1 for people and goods, and thus maintain the City's adopted transportation level-of-
2 service (LOS) standard.

3 **Street.**

4 Any thoroughfare which affords the principal means of access to abutting
5 properties, access corridors, or driveways, which has been dedicated or deeded to the
6 public for public use. (Ord. 1901)

7 **Supplemental Mitigation.**

8 Mitigation required by the City which is necessary for a proposed development to
9 meet concurrency requirements of RCDG 20D.210.10, Transportation Management
10 Code. "Supplemental mitigation" shall mean unfunded facilities, programs, projects and
11 services that are in the City's Transportation Facility Plan (TFP) or Buildout
12 Transportation Facility Plan (BTFP).

14 **System Improvements, Transportation.**

15 For purposes of administering RCDG 20D.210.10, Transportation Management
16 Code, system improvements are those facilities, programs, projects and services that
17 are included in the Transportation Facility Plan (TFP), are designed to maintain mobility,
18 and meet the transportation level-of-service (LOS) standard established Redmond
19 Comprehensive Plan Transportation Policy TR-4, . Costs for these facilities, programs,
20 projects and services may include funding for transportation demand management
21 (TDM), transportation planning, preliminary engineering, engineering design studies,
22 land surveys, right-of-way acquisition, engineering, permitting, and construction of all
23 the necessary features for any transportation construction project. System
24 improvements include, but not limited to:

- 25 (1) Construction of new travel lanes, paths, sidewalks, trails, and terminal facilities
26 for a variety of travel modes, including motor vehicles, bicycles, pedestrians,
27 transit and high occupancy vehicles;
- 28 (2) Construction of new bridges;
- 29 (3) Construction of new drainage and utility facilities as a result of new travel
30 lanes, streets, paths, sidewalks, and trail construction;
- 31 (4) Purchase and installation of traffic signalization (including new and upgraded
32 signalization, signal interconnection, and supporting hardware and software)

~~Deleted: which are not funded in the City's transportation capital improvement program (TCIP) six-year program, but are planned projects identified in the transportation facilities plan (TFP), transit plan, bikeway plan, and the arterial functional classification and street plan and summary, all of which are contained in the transportation element of the Comprehensive Plan. (Ord. 1928; Ord. 1908)~~

~~Deleted: transportation-related capital facilities that are included in the TFP component of the City's capital facilities plan (CFP) and are designed to provide service to areas within~~

~~Deleted: the community at large.~~

~~Deleted: improvements~~

~~Deleted: including,~~

~~Deleted: roads~~

necessary to serve a variety of travel modes using travel lanes, paths, sidewalks, and trails;

(5) Construction of curbs, medians, shoulders, and sidewalks;

(6) Relocating, including undergrounding, utilities to accommodate construction of new travel lanes, streets, paths, sidewalks, and trails. (Ord. 1928; Ord. 1908)

Deleted: roads

(7) Other strategies, including programs and services such as TDM that reduce the demand to travel by motor vehicles.

(8) Provision of transit service.

System Improvements, Excluding Transportation System Improvements.

For purposes of administering Chapter 20D.60 RCDG, Impact Fees, any public facilities that are included in the Comprehensive Plan Capital Facilities Element and functional plans, and are designed to provide service to service areas within the community at large, in contrast to project improvements. (Ord. 1913; Ord. 1909)

Deleted: capital facilities plan

Townhouse.

See "Single-Family Dwelling Unit, Attached".

Deleted: System interaction. An intersection which contributes to the system function within each transportation management district (TMD). (Ord. 1908)

Transportation.

The various travel modes as discussed in the Transportation Element of the Redmond Comprehensive Plan. (Ord. 1908)

Deleted: Dwelling, Single-Family (Attached). (Ord. 1901)

Deleted: transportation element

Transportation – Certificate of Concurrence Request.

A form prepared by the Administrator which contains questions concerning the nature of a development, including a description, location, use, intensity, and trip generation characteristics. The questions on this form are to be answered by a development applicant, and submitted to the City as part of a complete application for a development permit. (Ord. 1928; Ord. 1908)

Deleted: Transportation Capital Improvement Program (TCIP). The six-year funded list of transportation facilities adopted by the City of Redmond, which serves to implement the adopted transportation facility plan (TFP). (Ord. 1928; Ord. 1908)

Transportation Demand Management (TDM).

Public and/or private programs designed to reduce the demand and are ongoing substitutes for additional motor vehicle traffic lanes and traffic signals. These public and/or private programs include but are not limited to, transit, bicycling and ridesharing incentives, flexible working hours, parking management, and supporting pedestrian enhancements to decrease single occupancy vehicle trips. (Ord. 1908)

Deleted: for existing transportation facilities. These include.

1 **Transportation Facility Plan (TFP).**

2 The long-range plan identifying transportation facilities, programs, projects and
3 services that are necessary to provide for the mobility of people and goods from new
4 development allowed by the Redmond Comprehensive Plan and the Redmond
5 Community Development Guide. The planning horizon of the TFP typically ranges
6 between 12 to 20 years. (Ord. 1908)

~~Deleted:~~ needed to assure compliance with the City of Redmond's adopted LOS standards in each of the transportation management districts (TMDs) and which further supports growth projected in the land use element of the Comprehensive Plan.

7 **Transportation Impact Fee.**

8 See Impact Fee – Transportation.

9 **Transportation Improvement.**

10 See "Improvement, Transportation".

11 **Transportation Improvement Program (TIP).**

12 The Transportation Improvement Program is a six-year program of transportation
13 capital facilities, programs, projects and services intended to serve the current and
14 future needs of those who live and work in Redmond. The TIP is a six-year planning
15 document that is focused exclusively on transportation revenue and expenditures from
16 the City and from other sources for both funded and unfunded transportation
17 improvements.

18 **Transportation Level-of-Service (LOS) Standard.**

19 See "Level-of-Service (LOS), Transportation".

20 **Travel Demand.**

21 Trips generated by a land use(s).

~~Deleted: Transportation Management Districts (TMD).~~ Distinct geographical areas throughout the City which are formed in recognition of the variety of land use, travel, and development objectives within Redmond's subareas and neighborhoods. LOS service standards are established consistent with the land use and transportation objectives in each TMD, as formally adopted in the Comprehensive Plan. Some TMDs may include land and transportation facilities outside the City's jurisdiction. (Ord. 1908)

22 **Vehicle.**

23 An operable or inoperable self-propelled device used for the transportation of
24 people or goods over land, air, or water surfaces. (Ord. 1850)

~~Formatted: Font: Not Bold~~

25 **Weekday.**

26 Any day, Monday through Friday, which is not a legal holiday. (Ord. 2006)

~~Formatted: Font: Not Bold~~

27 **Weekend.**

28 The days of Saturday, Sunday, and any legal holiday. (Ord. 2006)

~~Deleted: Volume/Capacity Ratio (V/C Ratio).~~ The proportion of expended intersection capacity using the Planning Application ("Planning Method"), used by vehicles passing through an intersection as defined in "Transportation Research Circular Number 212", Transportation Research Board, January 1980. (Ord. 1908)

A measure of street arterial intersection performance which includes eight levels representing the best through the worst operating conditions. The basis for the measurement is the Planning Application ("Planning Method"), found in "Transportation Research Circular Number 212", published by the Transportation Research Board in January, 1980. The Administrator may allow a modification to the Planning Method to establish a more accurate measurement based upon actual operations if appropriate. LOS categories and their respective numerical definitions under the maximum arterial intersection volume to capacity (V/C) ratio are as follows:

LOS Letter Designation	Maximum Arterial Volume/Capacity Ratio
A	Less than or equal to 0.600
B	0.700
C	0.800
D+	0.850
D-	0.900
E+	0.950
E-	1.000
F	Above 1.000

(Ord. 1928; Ord. 1908)