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JEH/are  
06/22/93

**ORIGINAL**

**ORDINANCE NO. 1730**

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING SECTIONS OF AND ADDING SECTIONS TO THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE IN ORDER TO PROVIDE FOR A NEW GATEWAY DESIGN DISTRICT, ADOPTING FINDINGS AND CONCLUSIONS, AMENDING THE LAND USE MAP DESIGNATION FOR CERTAIN PROPERTY COMMONLY KNOWN AS THE COSTCO/KEMPER PROPERTY FROM BUSINESS PARK TO DESIGN DISTRICT AND REZONING THE SAME PROPERTY FROM BUSINESS PARK (BP) TO GATEWAY DESIGN DISTRICT (GDD), DGA/ZMA 90-003.

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WHEREAS, Costco Wholesale and Kemper Real Estate Management have proposed to amend the City's Land Use Plan and zoning regulations to create a new design district to be known as the Gateway Design District, and to amend the Land Use Plan Map and Zoning Map to redesignate a 62 acre property legally described on Exhibit B to Design District and Gateway Design District, respectively, and

WHEREAS, the Planning Commission held public hearings on the proposed changes on April 14, 1993, and April 21, 1993, and at the conclusion of the public hearings adopted findings, conclusions and a recommendation to approve the proposal, and

WHEREAS, the City Council held an additional hearing on May 18, 1993, which was continued on May 25, 1993, June 1, 1993, June 7, 1993, June 8, 1993 and

WHEREAS, the City of Redmond supports the SR520/202 interchange project and will urge the State Department of

Transportation to fund this vital project via a joint letter from the City of Redmond and King County, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Development Guide Amended. Those sections of the Redmond Community Development Guide and Redmond Municipal Code shown as amended on Exhibit A attached hereto and incorporated herein by this reference as if set forth in full, are hereby amended to read as shown on the said exhibit. Those sections shown as new sections on Exhibit A are hereby added to the Redmond Community Development Guide and Redmond Municipal Code to read as shown on the Exhibit. The purpose of the regulations is to amend the City's Land Use Plan and zoning regulations in order to provide for a new Gateway Design District.

Section 2. Land Use Plan Map Amended. The official Land Use Plan Map of the City of Redmond, as adopted by Section 20B.90.040 of the Redmond Community Development Guide and Redmond Municipal Code, is hereby amended to revise the designation of the property commonly known as the Costco/Kemper property and more particularly described on Exhibit B attached hereto and incorporated herein by this reference as if set forth in full, from Business Park to Design District.

Section 3. Findings and Conclusions Adopted. The Findings and Conclusions contained in the report of the

Redmond staff dated April 14, 1993, as modified by the Planning Commission's Decision dated May 5, 1993, and as amended by the City Council on June 22, 1993 as set forth herein, are hereby adopted as the City Council's findings and conclusions for the actions taken by this ordinance:

1. Regional retail/wholesale uses are in high demand among consumers, yet Redmond zoning does not provide potential locations that meet their trucking and parking needs.
2. Bulk retail/wholesale uses are not appropriate for other retail districts in Redmond. These other districts are designed to develop as pedestrian oriented shopping districts which are not compatible with operation and traffic generation requirements of such stores.
3. The expanded definition of retailing does not significantly change the intent of the surrounding districts, which currently allow industrial and office uses, and uses appropriate for warehouse buildings, including bulk sales of building materials.
4. Appropriate mitigation has been identified to reduce impacts upon traffic and the environment.
5. The City of Redmond fully intends to urge the State Department of Transportation to reinstate funding for the SR520/202 interchange project which is a vital improvement needed to support

adequate traffic circulation and retail traffic generators in the future.

Section 4. Zoning Map Amended. The official zoning map of the City of Redmond, as adopted by Section 20C.10.030 of the Redmond Municipal Code and Community Development Guide is hereby amended to change the zoning designation of the property commonly known as the Costco/Kemper property and more particularly described on Exhibit B from Business Park (BP) to Gateway Design District (GDD).

Section 5. Direction Regarding Subsequent Approvals. It is understood that additional approvals will be required for development of the Costco/Kemper property under the Gateway Design District Regulations. The City staff is hereby directed to condition all such development approvals upon fulfillment of those conditions set forth on Exhibit C, attached hereto and incorporated herein by this reference as if set forth in full.

Section 6. 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 or constitutionality of any other section, sentence, clause or phrase of this ordinance.


Section 7. Effective Date. This ordinance, being in part the exercise of a power specifically delegated to the legislative body and in part an administrative action, is not subject to referendum, and shall take effect five (5)

days after publication of the attached summary, which is hereby approved.

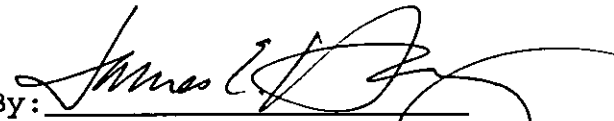
CITY OF REDMOND

  
MAYOR ROSEMARIE IVES

ATTEST/AUTHENTICATED:

  
CITY CLERK, DORIS SCHAIBLE

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY:

By: 

FILED WITH THE CITY CLERK:	June 15, 1993
PASSED BY THE CITY COUNCIL:	June 22, 1993
SIGNED BY THE MAYOR:	June 28, 1993
PUBLISHED:	June 27, 1993
EFFECTIVE DATE:	July 02, 1993
ORDINANCE NO. <u>1730</u>	

**EXHIBIT A**  
**GOALS AND POLICIES FOR THE GATEWAY DESIGN DISTRICT**  
as amended by the Redmond City Council  
6-15-93

**20A.60.000 DEFINITIONS**

**20A.60.523 REGIONAL RETAIL/WHOLESALE USES:** Regional Retail/Wholesale uses are businesses which occupy no less than 75,000 square feet of gross floor area, typically require high parking to building area ratios and have regional markets. Regional Retail/Wholesale uses can include, but are not limited to, membership warehouse clubs which emphasize bulk sales, such as Costco Wholesale, discount stores and department stores.

**SECTION 20B.85: NEIGHBORHOODS**

**20B.85.150 Gateway Design District**

This Design District represents a unique land resource. Its location at a major entry to the City makes it important that development be designed to provide a high-quality, aesthetically pleasing gateway into the City's corporate limits. Design features should include preservation of significant trees to the maximum extent practical, an aesthetically pleasing transition between trees and open areas, and screening of parking and service areas through use of berms, landscaping and other means. Because of its size, the nature of surrounding development, and proximity to transportation corridors, the Design District provides an appropriate location for a mix of business and commercial uses which may include regional retail/wholesale uses; general, professional and mixed offices; business park uses; hotels/motels; corporate headquarters offices; and support services.

**85.150(05) General Land Use Policies Goal**

Provide for the location of high-technology research and development facilities; associated light assembly and warehousing; other manufacturing uses with similar character, intensity and impact; support services; regional retail/wholesale uses; office uses, including corporate headquarters and regional offices; and hotels/motels.

(a) Policy - Provide a land resource for the City that can accommodate a mixed-use development with regional retail/wholesale uses which is compatible with the existing mix of uses in the surrounding areas, including the downtown.

(b) Policy - Minimize interference with growth and vitality of the downtown by restricting uses which tend to locate in smaller commercial spaces and do not require large parking areas and large warehouse space. Typical small footprint retail businesses should be encouraged to locate downtown or in other appropriate areas of the City

(c) Policy - Provide for an aesthetically pleasing entryway into the City's corporate limits.

**85.150(10) Natural Features/Aesthetics Goal**

Encourage development which is sensitive to natural features and which will enhance the entryway to the City.

(a) Policy - Maintain significant trees to the maximum extent practical in order to preserve the character of the existing tree stand, enhance the entryway to the City and control erosion and storm water runoff.

(b) Policy - Development should employ high quality design to integrate development with the natural setting and surrounding development.

(c) Policy - Service areas should be located away from major public viewpoints.

(d) Policy - Building materials should provide a pleasing transition from trees and other natural features through use of color and texture which blend with, or provide appropriate contrast to, the natural features.

(e) Policy - Views of large areas of asphalt should be reduced through use of landscaping, berms, building placement or other effective techniques.

(f) Policy - site plans should incorporate one or more significant architectural entry features which will serve as landmarks, consistent with the gateway function of the area. This shall include an area(s) for public art and a feature recognizing the Snoqualmie Tribe for their historic use of this property.

**85.150(15) Economics Goal**

Encourage a mix of research and development, office, hotel/motel and regional retail/wholesale uses to diversify and increase the employment and revenue base of the community.

(a) Policy - Encourage joint promotional projects between uses in the district and downtown merchants designed to enhance the retail climate in both areas.

**85.150.(20) Parks and Recreation Goal**

Provide recreation space within the district for both residents and employees.

(a) Policy - Provide a coordinated system of passive and active recreation opportunities within the district, utilizing the native tree stand area for jogging trails, bicycle trails, natural park and picnic areas.

**85.150(25) Circulation/Public Transportation Goal**

Provide an integrated, well-coordinated circulation system which minimizes adverse traffic impacts and enhances circulation within the District and with surrounding areas.

(a) Policy - Provide access to SR 202, Avondale Road N.E., N.E. Union Hill Road and 178th Place N.E./180th Avenue N.E. at those points which are consistent

with traffic safety and other planned improvements such as the 520/202 interchange project, and which minimize disruptions to circulation.

(b) Policy - Provide a street plan that will enhance circulation within the District and with surrounding areas.

(c) Policy - Site design should incorporate facilities for public transit such as bus pull-outs and transit shelters.

(d) Policy - To help reduce traffic impacts, require all District uses to provide transportation management plans (TMP) and have them approved by the City. The City should allow on site child care facilities among other measures as part of the TMP(s)

#### 85.150(30) Pedestrian Circulation Goal

Provide a network of accessible and safe paths, sidewalks and other pedestrian routes throughout the district.

(a) Policy - Provide pedestrian routes from major parking areas to buildings and other destinations which are clearly delineated.

(b) Policy - Provide pedestrian connections between major areas of development within the District to facilitate internal pedestrian circulation.

(c) Policy - Provide for connections between internal pedestrian circulation routes and major pedestrian facilities outside of the District.

### Section 20C.10: Land Use Regulations and Zoning Designations

#### 20C.10.236 GATEWAY DESIGN DISTRICT (GDD)

10.236(10) Purpose. The Gateway Design District provides an area for the location of:

- (a) high-technology research and development facilities;
- (b) associated light assembly and warehousing;
- (c) other manufacturing uses with similar character, intensity and impact;
- (d) support services;
- (e) regional retail/wholesale uses;
- (f) service and professional office uses;
- (g) corporate headquarters and regional offices;
- (h) hotels/motels; and



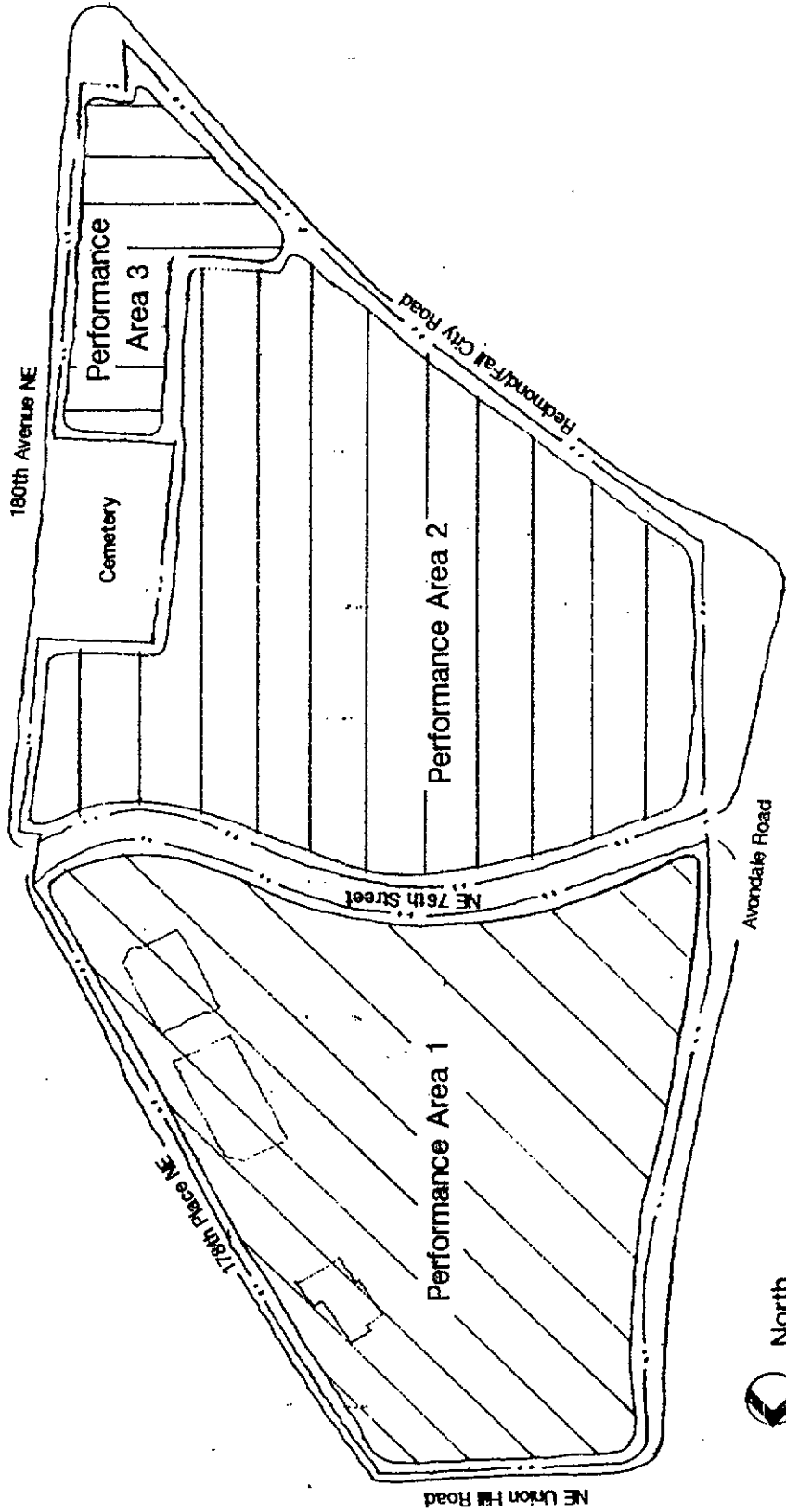
10.236(12) Site Planning and Design Objectives. Site plans and architectural designs for development within the Gateway Design District shall be consistent with the objective of achieving a high quality, aesthetically pleasing entry into the corporate limits of the City. Site plans shall comply with the requirements of subsection 20C.10.236(30).

10.236(15) Boundaries and Performance Areas. The boundaries of the Gateway Design District are delineated by the City's official zoning map. [See Design District boundary Map, attached. Performance Area 1 is the Kemper Site. The Costco site is Performance Area 2. The remainder of the Design District is Performance Area 3.] The Design District is divided into performance areas as shown on the Performance Area Map included in this section. All provisions of the Community Development Guide relating to The Gateway Design District govern the entire District unless the provision expressly states the intent to govern only one or more performance areas. See attached Performance area map.

10.236.(20) Gateway Permitted Land Uses. The chart entitled Gateway Permitted Land Uses indicates the permitted land uses and required review procedure for each use.

A Part of Subsection 20C.10.236(20)  
Gateway Permitted Land Uses

<u>Land Uses</u>	<u>Gateway Permitted Uses</u>
Scientific, electronic and communications research and development; high technology; light manufacturing; wholesale trade; light warehousing in conjunction with manufacturing and office uses; light assembly, design, processing, light fabrication and any combination thereof; together with indoor storage and offices associated with such uses (2) (3)	P
General, professional, and government offices (4) (5) (10)	P
Corporate headquarters and regional offices (4) (5) (10) (13) Business services, government services and educational services (12)	P
Regional retail/wholesale (1)(6)(11)	P
Hotel/Motel (7)	P
Restaurant: sitdown, carryout, or combination (8)(11)	P
Bank	P



Gateway Design District Performance Areas

Land Uses Con't

Limited Support Services (4)(9)	P
Daycare	P

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- (1) As defined in Section 20A.60.523
  - (2) No accessory or subordinate retail activity is permitted.
  - (3) No outside storage is permitted; provided this does not exclude secured areas for overnight employee vehicle parking or storage of materials used on site in conjunction with construction activity for a permitted uses use, as long as such storage does not face the perimeter of the district and is screened and meets fire and other applicable codes.
  - (4) No financial, insurance, real estate, securities or title services are permitted unless the activity internally services the company of which the activity is a part and does not provide walk-in service to the general public.
  - (5) No medical, dental, individual, or family social services are permitted.
  - (6) No outdoor storage or sales is permitted unless contained fully by screening, excluding storage of shopping carts, sales from foodstands or carts, and sale of bulk items in areas immediately adjacent to a sales building. In no case shall outdoor storage or sales be oriented to the perimeter of the District.
  - (7) Includes associated conference center, meeting rooms, auditorium.
  - (8) Drive-through restaurants are not permitted.
  - (9) These uses shall not abut or be oriented to the exterior perimeter of the District and no signs for such uses shall be oriented to the perimeter of the District. The total uses under this category shall not exceed 30,000 square feet. These uses are intended to service persons who are on site in connection with other permitted uses.
  - (10) Storage, employee health club facilities, employee cafeterias or other employee food service, and other customary accessory uses associated with the permitted uses are allowed.
  - (11) No more than a total of 20,000 gsf of restaurant uses nor more than two separate restaurants are permitted. Food stands or carts and areas used for sales of food for take out or consumption on premises as part of a regional retail/wholesale use, and on-site employee food service for employees of any permitted use, are excluded from this provision.
  - (12) Educational services shall only include special vocational and trade.
  - (13) As defined by RCDG Section 20A.60.202

10.236(25) Site Plan Review

(a) General: Any structure within the Gateway Design District that has external walls or is an external addition to an existing structure must be approved by the Technical Committee through the Site Plan Review Process. Site plan contents and review procedure are specified in Development Guide Appendix I.

(b) Conditions: The Technical Committee and Design Review Board will require mitigation based upon the SE Redmond EIS and may impose other conditions

on development in the Gateway Design District in order to ensure that the standards and intent of the Design District, and the Community Development Guide are met, and to mitigate potential adverse environmental impacts.

10.236(30) Site and Design Requirements

(a) **Conflict in Regulations:** Except as otherwise provided in this Section, all applicable provisions of the Community Development Guide and other applicable codes and ordinances apply to development in the Gateway Design District. Where there is a conflict between the regulations of the Gateway Design District and other portions of the Community Development Guide or other City Codes or ordinances, the Design District regulations govern.

(b) **General Design Requirements:**

Site planning must take into account the objectives of maintaining significant natural features, providing a pleasing aesthetic appearance as a gateway to the city, providing high quality site and building design, and providing a comfortable atmosphere for customers, employees and tenants.

Site buildings to create an interesting and attractive appearance at the streetscape and along building facades with significant visibility.

Provide a coordinated entry theme at District entry street points, with one entry receiving major recognition.

A historical/cultural interpretive area shall be incorporated within development plans in a highly visible and pedestrian-orientated section of the district recognizing the historical importance of the Snolqualmie Tribe. Design and features of this recognition shall be developed with input from the tribe. The final product shall be satisfactory to the tribe and applicant. Indication of such agreement shall be required prior to installation of improvements.

Include varied architectural features in building facades and varied heights and surface treatments throughout the site to create design interest in this multi-use district.

Screen service areas with "below grade" designs or site obscuring walls and or vegetative barriers.

Coordinate architectural design of adjacent structures within the District.

Provide separation, with the use of landscaping and plantings, between incompatible land uses or activities, when separation of land uses of varying intensities is an appropriate site planning objective taking joint ownership and/or joint parking usage into consideration.

Provide planting and/or architectural features to soften the visual impact of less desirable structures, such as large blank walls and large areas of pavement. Particular attention should be devoted to landscape design

along the perimeter of the District, including areas adjacent to SR202, Avondale Road N.E. and 180th Avenue N.E.

(c) **Site Requirements:** The Site Requirements Chart numbered 20C.10.236(30)(c) sets forth the dimensional and site requirements for the Gateway Design District. Each structure, development or activity in the District must comply with these requirements except when expressly limited to one or more performance areas, in which case each structure, development or activity within each regulated performance area shall comply with such regulations.

(d) **Standards - Project Limits:** The application of standards in the Gateway Design District shall be on a project limit (as defined in Chapter 20A.60) basis and not on a lot basis unless the project limit and the lot are the same. Project limits shall be as designated on the approved site plan for the project. A project limit may include property in two or more performance areas.

(e) **Building Setbacks:** Setbacks in the Gateway Design District shall be the smaller of the two distances shown in the site requirements chart, Subsection 20C.10.256(30)(c), if parking or outdoor storage within the reduced setback area is prohibited; if parking or outdoor storage within the setback area is not prohibited, then the larger setback distance shall apply.

20C.10.236(30)(c) Site Requirements

<u>District</u>	<u>Gateway Design</u>
<b>Minimum Setback of Structures (in feet):</b>	
Perimeter Streets (Avondale Rd. N.E., N.E. Union Hill Road, 178th Place N.E., SR 202, 180th Avenue N.E.)	60'/35'(1)
Internal Streets	35'/20' (1)
Rear	35'/20' (1)
Side	35'/20' (1)
<b>Maximum Height of Structures</b> (in feet/stories, whichever is greater, excluding HVAC, elevator, parapet and other roof-top structures per 20C.10.250(70))	40'/3 (2)(3)
<b>Maximum Floor Area Ratio:</b>	
Regional Retail/Wholesale	.25
Other	.50
<b>Maximum Site Footprint (percentage of building footprint to land area):</b>	
Regional Retail/Wholesale	.25

Maximum Site Footprint Con't

Other .35

- (1) See Subsection 20C.10.236(30)(e).
- (2) The maximum height for one corporate headquarters or regional office building located in Performance Area 2 is the greater of five stories, or 70 feet, excluding HVAC, elevator parapet and other roof-top structures per 20C.10.250(70).
- (3) The maximum height of structures or portions of structures located above parking shall not include the distance between the finished grade of the parking surface and the structure, or the stories of the structure devoted to parking.

(f) Design Requirements:

Parking:

The number of parking spaces shall be governed by the chart numbered 20C.10.236(30)(f) titled "Parking Requirements".

Major public views of surface parking shall be reduced through use of berms, landscaping, building placement and/or other effective techniques.

Landscaping design and other site design shall incorporate a coordinated plan for minimizing monotonous, and otherwise undesirable views of parking areas.

20C.10.236(30)(f) Parking Requirements

	<u>Minimum Required</u>	<u>Maximum Allowed</u>
Research and Development/other Manufacturing or Assembly, Professional, Business & Governmental Services, Office, Wholesale Trade (3)	2.0:1000gsf	3.0:1000gsf
Corporate Headquarters and Regional Office (3)	3.0:1000gsf	4.0:1000gsf
Regional Retail/Wholesale	4.0:1000gsf	5.0:1000(1)
Other Service/Personal Services (3)	2.0:1000gsf	3.0:1000gsf
Hotel/Motel (per room/per staff)	1.5/1.5	1.5/1.5
Restaurant	9.0:1000gsf	9.0:1000gsf

## Parking Con't

### Other Uses (3) (2)

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- (1) The maximum allowed parking for one regional retail/wholesale use located in Performance Area 2 shall be 8.0:1000gsf.
- (2) The parking requirement for uses not specifically listed will be determined by the Technical Committee based on the adopted parking section in the Redmond Community Development Guide for the BP zone.
- (3) See section 20B.85.150(25) for TMP requirement

#### Circulation:

Circulation plans shall be coordinated with other properties in the District in order to provide an efficient transportation system, and to minimize unnecessary paved area.

When practical, site plans shall provide joint access ways designed to serve multiple structures or other destinations within the District.

Site plan review shall ensure that parking lots, service areas and other similar areas are designed in a manner which will minimize negative aesthetic impacts from major public viewpoints through use of berms, landscaping which provides screening, location of facilities and/or other effective techniques.

#### Landscaping and Vegetation Preservation:

The applicant must provide landscaping as a setting for structures within and around parking areas. This landscaping must enhance the coordinated project design. All pervious surface must be landscaped, except those areas specified under other provisions of this Code for natural vegetation. A minimum of 25% of the district shall be landscaped. This may include natural areas and as an incentive, up to 5% may be met by providing pedestrian plazas for gathering. A minimum of 22% of any one parcel within the district must be landscaped.

The appearance of all blank wall areas 144 square feet or greater (areas without windows or service doors) shall be softened by landscaping or architectural treatment.

If landscaping is located between incompatible uses, the type and intensity of planting must reflect the variation in use category and intensity. The greater the incompatibility, the more the planting must serve as a solid screen.

A significant number of trees at least 12' to 14' in height and 2" to 2-1/2" in caliper measured 6" above the ground, as specified in the *American Standard Nursery Stock*, and predominantly evergreen, must be included in planted areas, especially around the perimeter of the District.

35 percent of the existing healthy trees at least 6" in caliper must be retained adjacent to front streets and the cemetery. Caliper of existing trees is measured 4' above existing grade. Tree protection techniques as specified in the Landscape Standards, CDG Appendix N, must be utilized during construction. If a significant amount of trees to be retained are found to be hazardous due to disease or death, which leads to their removal, then a City-approved revegetation plan will be required and approved by the City.

A tree survey which identifies the location of all significant trees (6" or greater in caliper measured four feet above ground) shall be provided with the site plan.

The applicant must install street trees at least 3" in caliper along all street frontage. Caliper of new trees is measured 6" above finished grade. The location and species installed are subject to approval of the Technical Committee. The applicant must also install interior parking area landscaping equal to at least 7% of the area devoted to parking and circulation. Planting areas must be a minimum of 100 square feet in area. Each planting area must contain at least one tree combined with shrubs and ground cover which meet City landscape standards.

**Utilities:**

All utility distribution lines, other than electrical lines of 115 kV or greater, must be placed underground and shielded based on latest technology.

**Signs:**

Signs must be coordinated within each performance area.

Each sign must be architecturally compatible with the structures with which it is associated.

Only major complex identification signs may be located at entrances to the Design District.



# EXHIBIT B

## GATEWAY DESIGN DISTRICT

### LEGAL DESCRIPTION

#### ATL

Lot 2 of Short Plat No. 82-10, King County Recording No. 820622-0635, and revised under Recording No. 830608-0779;

#### REDMOND SCIENCE CENTER

Lots 1,2,3,4,5,6,7,8,9,10 Redmond Science Center Plat Recording No. 720240, Volume 124, Pages 70 and 71.

#### REDMOND TRAILER PARK

South Parcel - THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER WITH THE NORTHEASTERLY MARGIN OF STATE ROAD NO. 2;  
THENCE NORTH TO A POINT 200 FEET NORTH OF SOUTH LINE OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER;  
THENCE EAST PARALLEL TO AND 200 FEET NORTH OF SAID SOUTH LINE TO THE EAST LINE OF SAID SECTION;  
THENCE SOUTH ALONG SAID SECTION LINE TO THE SOUTH LINE OF SAID SUBDIVISION;  
THENCE WEST ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING;  
EXCEPT THE EAST 30 FEET FOR COUNTY ROAD.

North Parcel - THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER;  
THENCE NORTHERLY ALONG THE EAST SECTION LINE OF SAID SECTION, 200 FEET TO THE POINT OF BEGINNING;  
THENCE WESTERLY PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER 223 FEET;  
THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID NORTHEAST QUARTER 400.5 FEET;  
THENCE EASTERLY PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER 223 FEET MORE OR LESS TO THE EAST LINE OF SAID SECTION;  
THENCE SOUTHERLY ALONG SAID LINE 400.5 FEET TO THE TRUE POINT OF BEGINNING;  
EXCEPT THE EAST 30 FEET FOR COUNTY ROAD.

ALL SITUATE IN THE CITY OF REDMOND, COUNTY OF KING, STATE OF WASHINGTON.

#### SUPER RENT

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, WITH THE NORTHEASTERLY MARGIN OF STATE ROAD NO. 2  
THENCE EAST ALONG SAID SOUTH LINE TO THE EAST LINE OF SAID SECTION;  
THENCE SOUTH ALONG SAID SECTION LINE TO THE NORTHEASTERLY MARGIN OF STATE ROAD NO. 2;  
THENCE NORTHWESTERLY ALONG SAID MARGIN OF STATE ROAD NO. 2 TO THE POINT OF BEGINNING;  
EXCEPT THE EAST 30 FEET THEREOF FOR ROAD AND EXCEPT THE FOLLOWING DESCRIBED TRACT:

BEGINNING AT A POINT 30 FEET WEST OF AND 175 FEET SOUTH OF THE EAST QUARTER CORNER OF SECTION 12, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;

THENCE WEST 98 FEET;  
THENCE SOUTH 100 FEET, MORE OR LESS, TO THE NORTHEASTERLY MARGIN  
OF STATE ROAD NO. 2;  
THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY MARGIN OF STATE  
ROAD NO. 2 TO A POINT 30 FEET WEST OF THE EAST SECTION LINE OF  
SAID SECTION 12;  
THENCE NORTH TO THE POINT OF BEGINNING.

## EXHIBIT C

### CONDITIONS OF APPROVAL FOR DGA/ZMA90-003

1. The Gateway Design district is subject to the regulatory language shown in Exhibit A, "GOALS AND POLICIES FOR THE GATEWAY DESIGN DISTRICT" as amended by the Planning Commission and City Council and as included in the June 22, 1993 memo to the City Council.
2. Conditions based upon mitigation identified in the SE Redmond EIS will be incorporated into approval of any development in the Gateway Design District.
3. Site plan approval for development within the Gateway Design District shall incorporate comprehensive traffic mitigation based upon the SE Redmond EIS and addendum to the FEIS. A binding contractual agreement which specifies the required mitigation shall be executed by the City and the owner(s) of the property covered by the site plan prior to final plan approval. Agreement shall not preclude fair share participation in any future transportation improvement plan for the SE Redmond Subarea including any bicycle facilities.
4. The connection of NE 76th Street to Avondale Road from 180th Ave NE must be in place prior to occupancy of any allowed use.
5. The City of Redmond intends to pursue state funding for completion of the SR 520/202 interchange improvements. However, Council directs staff to
  - 1), proceed with schedule of improvements and funding plan as outlined in exhibit D (attached), except for improvements at SR 520/202 and;
  - 2) report back to Council in May 1995 regarding the status of state funding for the SR 520/202 interchange. Council shall then decide whether to pursue alternative improvements (in blue) at the SR 520/202 intersection, as outlined in exhibit D.

The City of Redmond will also send a letter to the State Department of Transportation urging approval of funding for the SR 520/202 interchange and related improvements.

6. Development of the design district is conditioned upon the provision of a designated area(s) to allow both mass transit and/or other shuttles to safely and efficiently drop off or pick up pedestrians and shoppers. Such area(s)

shall be established through separate recorded easement or other instrument approved by the City Attorney or maintained within City Right of Way.

7. As a condition of site plan and other development approvals, a "Post-Construction Water Quality Management Plan" shall be submitted and approved by the City prior to occupancy permits. The Plan(s) shall include the following elements and information:

- a. Monitoring Element:

- Station type, description, specifications
- Sampling parameters, frequency and type
- Sample handling procedures
- Laboratory methods
- *Format, timing, content and distribution of reports*
- Maintenance, calibration, servicing of monitoring station
- Identification of organizations and/or individuals involved in the monitoring work

NOTE: For surface water runoff from parking areas, parameters shall include at a minimum Total Suspended Solids, Oil and Grease (TPH), selected heavy metals, turbidity, bio-available phosphorus, total phosphorous, and any parameters related to parking surface maintenance (resurfacing, painting, snow/ice control, general cleaning).

The Monitoring Element must be operational prior to issuance of any Occupancy Permits.

- b. Analysis Element:

- Identification of current standards, thresholds, and criteria and basis for determining the need for further action.
- Format, content, timing, and distribution of reports.
- Identification of organizations and/or individuals to perform work under this element.

- c. Investigation/Decision Element

The Plan shall outline steps to be followed where further action is found to be needed (under Element 2). Steps shall include the following or their equivalent:

- Detailed source investigation.
- Identification of applicable structural and non-structural management options.
- Identification and explanation of management options to be implemented.
- Identification and explanation of management options which could be considered, on a city-wide basis to address situations where further action is found to be needed.
- Format, timing, and distribution of reports.
- Identification of organizations and individuals to perform work under this element.

The information provided under this element shall be subject to approval by the City which may require reasonable changes.

d. Implementation Element

The Plan shall commit to providing an implementation schedule when further work is found to be needed (under Element 2). The schedule shall, at a minimum, address: plan submittal (if applicable), start of work, and completion of work. This schedule shall be subject to approval by the City which may require reasonable changes.

The Plan shall be subject to revision periodically and shall incorporate reasonable changes requested by the City. All changes proposed by the property owners shall be approved by the City.

For each major storm drain outfall and each separate ownership, a monitoring station shall be provided. The surface water quality management plan shall be specifically developed for the site and use and shall contain the elements and information listed under A above.

For each type of landscape area and each separate ownership a subsurface collection and monitoring facility to intercept percolating water shall be provided. The water quality management plan for these areas shall contain the same elements and information as the surface water quality management plan described above (although virtually all specific details may be different).

For each type of roofing surface and each separate ownership for which an infiltration system is to be used, a subsurface collection and monitoring facility to intercept percolating water shall be provided. The water quality management plan for these systems shall contain the same elements and

information as the surface water quality management plan described above (although virtually all specific details may be different).

The applicant/property owners shall execute all necessary instruments to bind themselves and any subsequent property owners to comply with the plan. Said instruments shall provide for specific enforcement of the plan conditions by the City. All costs and Attorney's fees incurred by the City to enforce the plan conditions shall be paid for by the applicant/property owner.

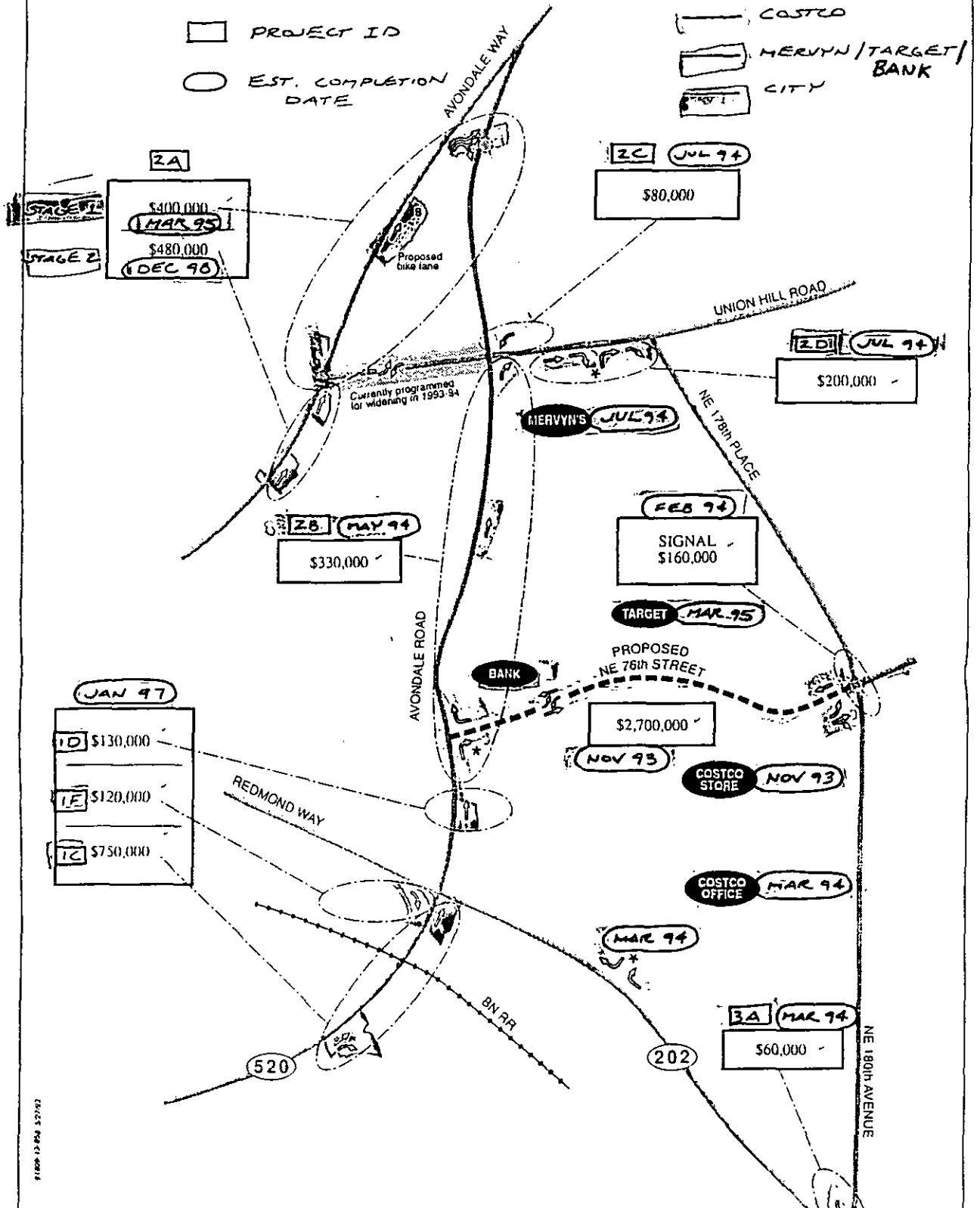
8. All site plan and other development approvals shall require the applicable conditions listed for the Bedford North Fill (copies in the SE Redmond Final EIS) and require similar agreements and monetary security as were required for that project (see Final EIS).

In addition, during construction all refueling areas and other potentially hazardous operations and chemicals shall be located on the west side of the site, and shall occur in designated areas which shall have an underlying impermeable liner or soil later. Runoff shall be routed through an oil water separator and be discharged to the trunk drain.

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# EXHIBIT

## IMPROVEMENT PROJECTS AND COSTS



NOTE: Improvements at SR 520/SR 202 interchange applicable only if WSDOT's proposed interchange here is delayed

