

**PROJECT ADMINISTRATION AGREEMENT
BETWEEN THE CITY OF REDMOND AND SOUND TRANSIT
FOR THE DOWNTOWN REDMOND LINK EXTENSION**

GA 0154-17

This Agreement is entered into between the City of Redmond (City), a Washington municipal corporation, and Sound Transit, a regional transit authority of the State of Washington, for the purposes set forth below.

RECITALS

- A. The City is a non-charter municipal code city incorporated under the laws of the State of Washington, with authority to enact laws and enter into agreements to promote the health, safety, and welfare of its citizens and for other lawful purposes.
- B. Sound Transit is a regional transit authority created pursuant to Chapters 81.104 and 81.112 RCW with all powers necessary to implement a high capacity transit system within its boundaries in King, Pierce, and Snohomish Counties.
- C. The City is responsible for administering land use laws and development regulations that will apply to Sound Transit projects located within the City jurisdiction. The City is also responsible for managing streets and municipal utilities within its jurisdiction and for providing municipal services such as public safety.
- D. The Sound Transit Regional Transit Long-Range Plan identifies the Downtown Redmond Link Extension (DRLE) Project (Project) within the City's jurisdiction.
- E. The Project is an approximately 3.4-mile light rail extension of East Link from Redmond Technology Center Station (currently called Overlake Transit Center) to downtown Redmond with two stations.
- F. Sound Transit issued a Final Environmental Impact Statement (EIS) for East Link, including this Project, in July 2011 and subsequent Addenda, and the Sound Transit Board identified the "Project to be Built" by adopting Resolution R2013-09 on April 25, 2013. The Federal Transit Administration (FTA) issued a Record of Decision (ROD) on November 16, 2011 and Federal Highway Administration issued a ROD on November 17, 2011. In August 2018, the FTA approved the NEPA Re-Evaluation and the SEPA Addendum was published
- G. In early 2017, the City completed a Downtown bus-rail transit integration (TRAIN) study that recommended refinements to the Project to be built. On June 22, 2017 The Sound

Transit Board approved Motion M2017-92 identifying proposed refinements to the Project for further study and authorizing staff to complete additional environmental review as appropriate on the proposed project refinements and to complete preliminary engineering on the Project. On September 27, 2018, the Sound Transit Board adopted Resolution No. R2018-32 thereby refining the route, profiles and station locations for the Project and superseding portions of the Project selected under Resolution No. R2013-09.

- H. The City and Sound Transit executed a Term Sheet in January 2018 to document and confirm a common understanding of general terms and conditions to advance the implementation of the Project.
- I. The Project will be constructed using a design/build contracting methodology.

1. General

- 1.1. Purpose. The purpose of this Agreement is to establish roles and responsibilities with regard to the Project and a process for Sound Transit to pay the City for the costs of providing design, permitting, and public right-of-way review and approval services that will be required for the construction of Sound Transit facilities within the City.

2. Designated Representatives

- 2.1. The City and Sound Transit have designated formal points of contact and coordination for this Agreement who shall be responsible for coordinating the input and work of its agency, consultants, and staff as it relates to the objectives of this Agreement. Each Party's Designated Representative is identified in the attached **Exhibit A**. The Parties may change designated representatives by written notice to the other Party during the term of this Agreement.

2.2. Designated Representative Authority and Responsibilities

2.2.1. Designated Representatives will be authorized by their respective organizations to direct, coordinate, and review Project work. Designated Representatives will assemble, direct, coordinate and manage the respective organization's staff and consultants assigned to the Project to achieve key project milestones within the project budget.

2.2.2. Designated Representatives are responsible for coordinating their respective teams, resolving disputes that may arise between departments and/or consultants reporting to the agency, and developing review schedules that allow for simultaneous review by multiple departments. Project coordination may require the development of future agreements between the Parties. **Exhibit A** provides a

description of roles and responsibilities to be performed by both Designated Representatives.

3. Cooperation and Good Faith Efforts

3.1. The Parties will incorporate the following principles of cooperation in the execution of this Agreement and the Project:

- a) Support an open and transparent decision-making process.
- b) Recognize the constraints and obligations of each Party's regulatory framework.
- c) Provide for a proactive and collaborative working relationship to increase Project benefits and understand each other's goals and strive to support those goals wherever practicable.
- d) Commit the Parties to work in good faith to deliver the Project within scope, schedule, and budget.

3.2. The Parties understand and agree that completing the activities described in this Agreement depend upon timely and open communication and cooperation between the Parties. In this regard, communication of issues, changes, or problems that arise with any aspect of the work should occur as early as possible in the process, and not wait for explicit due dates or deadlines. Each Party agrees to work cooperatively and in good faith toward resolution of any such issues.

3.3. The Parties acknowledge that this Agreement contemplates the execution and delivery of a number of future documents, instruments and permits, the final form and contents of which are not presently determined. The Parties agree to provide the necessary resources and to work in good faith to develop the final form and contents of such documents, instruments and permits, and to execute and deliver the same promptly.

3.4. The Parties agree to be transparent in their respective decision-making processes and agree to avoid postponing difficult decisions until a critical deadline. The Parties will maintain a list of unresolved topics and discuss upcoming decisions by either Party that may affect Project scope, schedule, or budget and will strive to reach concurrence before decisions are made. The Parties will use letters of concurrence to document and track specific Project details, decisions, and issue resolution. Executed letters of concurrence will be included as attachments to the Development Agreement, anticipated to be executed in 2019. Any letters of concurrence executed after that will have the same standing as those included in the Development Agreement

4. Commitment to Project Schedule and Budget

- 4.1. The Parties acknowledge the importance of meeting Project schedule milestones and objectives in order to begin light rail operations on time. Sound Transit will provide regular project updates, including detailed scope, schedule, and budget information. The Parties will work in good faith toward meeting the target dates identified in the schedule attached as **Exhibit B**. The Parties will regularly review staffing plans and levels of effort with the intent to maintain adequate staffing for timely delivery of the Project.
- 4.2. The Sound Transit Board established a Project cost estimate in the ST3 Plan, which could include future federal grants. The Sound Transit Board updated this cost estimate in October 2018, which is now called a “Baseline Budget”. The Parties agree to work in good faith to deliver the Project within the Baseline Budget and schedule as established or subsequently amended by the Sound Transit Board. The Project Baseline Budget includes funds for environmental review, staff costs, design, transit-oriented development, transit integration, station access, property acquisition and relocation costs, construction, mitigation, third-party agreements, and contingencies.

5. Project Definition

- 5.1. The Project alignment is as described in the ROD along with the refinements identified in Sound Transit Board Resolution No. R2018-32, as shown in **Exhibit C**.
- 5.2. The Parties will share information on existing conditions and planned projects within the Project area with the intent to identify opportunities for coordination and resolve conflicts as early as possible during Project development, and to reduce risks to Project development and delivery.
- 5.3. Sound Transit will provide the City opportunities to review and comment on various design and procurement documents associated with the Design-Build project including, but not limited to, the request for qualifications, request for proposal, project requirements, general and special conditions, requests for information and alternative technical concepts. The contents of the Design-Build Documents will define the detailed project definition (Project Scope) and may include items not listed above, in which case the City will be notified and provided an opportunity to review and comment. The City and Sound Transit may document Project Scope decisions using the letters of concurrence process described in Section 3.4.
- 5.4. Upon completion of environmental review of proposed refinements and a decision by the Sound Transit Board regarding the Project to be built, if necessary, the Parties will develop and execute an agreement to confirm the Project’s scope.

6. Environmental Review

- 6.1. Sound Transit is the lead agency for compliance with the State Environmental Policy Act ("SEPA"). In coordination with the City and other agencies with jurisdiction, Sound Transit has completed the additional environmental review for the Project refinements in accordance with SEPA. The goal is for the Parties to work together to ensure that there are no surprises later in the Project permitting process regarding environmental impacts or mitigation measures.
- 6.2. The City participated in the environmental review process as a consulted agency under SEPA and contributed to the review of the additional environmental documents for the Project. The environmental review covers the City's issuance of all permits for the Project as well as agreed upon environmental mitigation for Project impacts. The City will use and rely on the Project's completed environmental documents and agreed upon mitigation measures to satisfy its SEPA responsibilities, consistent with WAC 197-11-600.

7. Property Acquisition

- 7.1. Sound Transit Authority and Regulations Regarding Temporary and Permanent Property Acquisitions
 - 7.1.1. Sound Transit will require use of City rights-of-way to design, build and operate transit service envisioned in this Project. Sound Transit will also acquire permanent and temporary property rights from private individuals and commercial interests to implement the Project.
 - 7.1.2. Sound Transit will continue to consult with the City on property acquisition needs of the Project to determine right-of-way access and code compliance implications for properties to be acquired.
 - 7.1.3. The City will notify Sound Transit of potential development activities that the City is aware of from formal applicant meetings or permit applications submitted to the City on parcels along the Project alignment.
- 7.2. The Parties acknowledge that to satisfy federal continuing control requirements it is necessary to enter into a transit way agreement that provides Sound Transit the right to own, operate, and maintain transit facilities in the public right-of-way. The Parties will work together in good faith to develop the appropriate terms and conditions and obtain the necessary approvals.

8. Permitting Framework

- 8.1. The Parties have developed the Permitting Framework attached as **Exhibit D** to describe the processes that each Party will follow to facilitate the timely review and

processing of permits in a way that supports the design/build construction approach and the revenue service date listed in **Exhibit B**.

- 8.2. The Permitting Framework includes timelines and milestones that: a. support the ST3 Plan goal of issuing any discretionary land use decisions within one hundred twenty (120) days of City acceptance of a complete application, b. secure approvals of non-discretionary construction permits within mutually agreed timeframes, and c. define approaches for preparing and closing out construction, including the issuance of certificates of occupancy certificates as applicable, all in support of the achieving the revenue service date listed in **Exhibit B**. The Permitting Framework also specifies the submittal requirements and review process for all permits. Staff roles for implementing the Permitting Framework are outlined in the Permitting Framework.
- 8.3. The Designated Representatives are authorized to administratively amend **Exhibit D** as mutually agreed and by providing written notice as provided in this Agreement.
- 8.4. Nothing in this Agreement will be deemed a waiver of the City's regulatory authority or a predetermination of Project compliance with applicable codes and regulations.

9. Financial Compensation for City Services

- 9.1. Sound Transit will pay the City an amount not to exceed Five Million Seven Hundred Eleven Thousand Nine Hundred Thirty-three dollars (\$5,711,933) for the RFP development, procurement, design review, permitting, and construction support services covered by this Agreement. Such payment shall be in lieu of the permit fees that the City would ordinarily charge for the permits designated as covered by this agreement, unless exceptions have been explicitly made within the Permitting Framework. The City agrees that it will not separately charge Sound Transit the permit fees that it would ordinarily charge for the permits specified within the Permitting Framework.

Actual staffing levels and timing may vary as the project progresses. The City reserves its authority to manage the financial resources provided for in this Agreement in the manner it believes will most effectively fulfill the City's commitments in this Agreement.

Compensable tasks include those that:

- a) Benefit project design, permitting, construction, and project closeout activities, such as documentation of project commitments, development of project requirements, documented decisions including land use and construction permit approvals, construction inspection, record drawings, and other types of agreements furthering implementation of the Project; or

- b) Respond to requests made by Sound Transit to provide Project-related technical information such as data, reports, or studies or to provide engineering or design services for City-owned utilities or other public works affected by the Project; or
- c) Sound Transit asks the City to complete on a shorter schedule than the City would otherwise follow (i.e. expedited services).

In general, Sound Transit will not pay the City for the costs associated with the following:

- a) Coordination between Sound Transit and the City normally provided as between government agencies (for example, interagency coordination meetings, briefing elected officials, representing City interests at community outreach activities, providing information on City processes, plans and procedures, legal costs for negotiating agreements with Sound Transit, and/or representing City interests at stakeholder meeting, events and charrettes, etc.).
- b) City services provided in the ordinary course of business and on the City's usual time and schedule for which the City does not ordinarily charge fees.
- c) City services that Sound Transit is required to pay for under existing land use, permitting, or other fee schedules. An exception to this exclusion would occur if a task order or other agreement establishes a different payment structure or timeline in lieu of the established payments, fees, and timelines.
- d) City services or costs associated with improvements not identified in the Project scope, which may be addressed through other agreements.
- e) City services or costs associated with improvements requested and funded by the City ("betterments").
- f) The City's normal capital and operating expenses such as buildings, office equipment, maintenance, security, utilities, or vehicles, unless such expenses have been agreed upon and included in the staffing plan and cost in Exhibit E.

This Agreement does not include real estate services such as consultant services, appraisals or legal review. The Parties may enter into a separate agreement to address such services.

9.2. Staffing Compensation. A staffing plan and cost have been developed for City costs associated with the above services and is included in Exhibit E. The not-to-exceed amount in Section 9.1 includes payment for City services beginning July 1, 2017 through the completion of the construction support phase, defined herein as when the following three conditions are met: 1) construction inspection activities end, 2) punch

list items are accepted via a letter from the City, and 3) building inspection services end and the last Certificate of Occupancy is issued.

9.3. Payments to the City pursuant to this Agreement shall be divided into four phases and align with the Staffing Plan and Cost in **Exhibit E**:

1. **RFP Development**: This phase covers staffing services between July 1, 2017 through the issuance of the Request for Qualifications (“RFQ”). These costs are estimated at \$411,975.
2. **Procurement**: This phase covers staffing services between when the Statement of Qualifications (“SOQ”) evaluation period begins until the Sound Transit Board authorizes the CEO to execute the design-build contract. These costs are estimated at \$423,809.
3. **Design and Permitting**: This phase covers staffing services from design-builder Notice to Proceed (“NTP”) until the final City permit is issued. These costs are estimated at \$1,917,923.
4. **Construction Support**: This phase covers staffing services from when the first complete building or civil site construction permit application is filed until the following three conditions are met: 1) construction inspection activities end, 2) punch list items are accepted via a letter from the City, and 3) building inspection services end and the last Certificate of Occupancy is issued. These costs are estimated at \$2,666,971.

Payments will be made on a quarterly basis according to the payment plan and achievement milestones outlined in **Exhibit F** and phases may overlap.

9.4. If the City does not perform the services described in this Agreement, and if the failure to perform is in full or in part attributable to the City's actions or inactions, appropriate corrective action will be discussed and agreed to by the City and Sound Transit Designated Representatives. If agreement is not reached on a corrective action or does not resolve the problem within three (3) weeks, the dispute resolution process may be commenced and Sound Transit may request specific resolutions, including a reduction in the fees owed by Sound Transit to the City.

10. Invoicing

10.1. The City shall submit quarterly invoices and supporting progress reports accordingly to the payment plan and achievement milestones documented in **Exhibit F**. The invoices must include a cover memo including a description of services provided by the City during the payment period, progress made towards agreed upon achievement

milestones, and supporting documentation detailing the work completed and associated costs.

10.2. The City shall submit its invoices with the required documentation via email or mail to AccountsPayable@SoundTransit.org, or Sound Transit, Accounts Payable, 401 S. Jackson St., Seattle, WA 98104-2826. Invoices must be paid within thirty days of Sound Transit's receipt of the invoice and acceptable documentation.

10.3. If Sound Transit determines that an invoice lacks sufficient documentation to support payment, Sound Transit will notify the City of its determination and request that the City provide additional documentation. Sound Transit may withhold payment of the invoice until supporting documentation is provided; however, such approval will not be unreasonably withheld.

11. Audits

11.1. Sound Transit and the City shall maintain accounts and records, including contract and financial records that sufficiently and properly reflect all direct and indirect costs of any nature expended for work performed under this Agreement so as to ensure proper accounting for all monies paid to the City by Sound Transit. These records will be maintained for a period of six (6) years after termination or expiration of this Agreement unless permission to destroy the records is granted by the Office of the Archivist pursuant to RCW Chapter 40.14 and agreed to by the City and Sound Transit.

12. Suspension and Termination

12.1. If the City has not received payment from Sound Transit as provided in Section 10, the City may suspend performance of all or any part of the associated work after giving Sound Transit thirty days' notice of the City's intent to do so. Such suspension will remain in effect until payment is made in full, at which time the suspension will be lifted.

12.2. Either Party may terminate this Agreement for cause in the event that the other Party fails to fulfill its material obligations under this Agreement in a timely manner or breaches any material provision of this Agreement and the dispute resolution process described in Section 13 and has failed to reach resolution within the timelines described therein. The Party wishing to terminate this Agreement for cause shall provide the other Party with notice of its intent to terminate and shall give the other Party an opportunity to correct the failure to perform or breach within thirty (30) days of the notice or within such longer period as may be necessary in the event that correction cannot reasonably be accomplished within thirty (30) days. If the failure or breach is not corrected or cured, this Agreement may be terminated by the aggrieved party by giving ninety (90) days' notice to the other Party.

12.3. This Agreement will also terminate with the mutual consent of both parties.

12.4. Except as provided in this Section, a termination by either Party will not extinguish or release either Party from liability for costs or obligations existing as of the date of termination. Any costs incurred prior to proper notification of termination will be borne by the Parties in accordance with the terms of this Agreement.

13. Dispute Resolution

13.1. The Parties agree to work cooperatively and in good faith to resolve issues. Neither party shall take or join any action in any judicial or administrative forum to challenge actions of the other party associated with this Agreement or the Project, except as set forth herein.

13.2. The Parties will use their best efforts to prevent and resolve potential sources of conflict at the lowest level possible.

13.3. Any disputes or questions of interpretation of this Agreement or the performance of either Party under this Agreement that may arise between Sound Transit and the City will be governed under the dispute resolution provisions in this Section. The Parties agree that cooperation and communication are essential to resolving issues efficiently.

13.4. Either Party may refer a dispute to the dispute resolution process by providing written notice of such referral to the other Party's Designated Representative. The Parties agree to use their best efforts to resolve disputes arising out of or related to this Agreement or Project using good faith negotiations by engaging in the following dispute resolution process should any such disputes arise:

13.4.1. Level One - Sound Transit's Designated Representative and the City's Designated Representative shall meet to discuss and attempt to resolve the dispute in a timely manner. If they cannot resolve the dispute within fourteen (14) days after referral of that dispute to Level One, either party may refer the dispute to Level Two.

13.4.2. Level Two - Sound Transit's Project Director, and the City's Public Works Director or Planning Director, depending on the dispute, shall meet to discuss and attempt to resolve the dispute, in a timely manner. If they cannot resolve the dispute within fourteen (14) days after referral of that dispute to Level Two, either party may refer the dispute to Level Three.

13.4.3. Level Three - Sound Transit's Chief Executive Officer or designee and the City's Mayor or Designee shall meet to discuss and attempt to resolve the dispute in a timely manner.

13.5. Except as otherwise specified in this Agreement, in the event the dispute is not resolved at Level Three within fourteen days after referral of that dispute to Level Three, the Parties may file suit, seek any available legal remedy, or agree to alternative dispute resolution methods such as mediation. At all times prior to resolution of the dispute, the Parties shall continue to perform any undisputed obligations and make any undisputed required payments under this Agreement in the same manner and under the same terms as existed prior to the dispute. Notwithstanding anything in this Agreement to the contrary, neither party has an obligation to agree to refer the dispute to mediation nor other form of dispute resolution following completion of Level Three of the process described herein. Such agreement may be withheld for any reason or no reason.

14. Duration of Agreement

14.1. This Agreement will take effect upon the last date of signature by the Parties as set forth below and the Parties may terminate for convenience at any time after December 31, 2026. This Agreement will remain in effect until the Project contemplated by this Agreement is completed and open to the public, unless this Agreement is extended by mutual agreement of the Parties pursuant to Section 22, superseded by a future agreement, or suspended or terminated pursuant to Section 11.

15. Warranties

15.1. By execution of this Agreement, the City warrants:

15.1.1. That the City has the full right and authority to enter into and perform this Agreement, and that by entering into or performing this Agreement the City is not in violation of any law, regulation or agreement; and

15.1.2. That the execution, delivery and performance of this Agreement by the City has been duly authorized by all requisite corporate action, that the signatories for the City hereto are authorized to sign this Agreement.

15.2. By execution of this Agreement, Sound Transit warrants:

15.2.1. That Sound Transit has the full right and authority to enter into and perform this Agreement, and that by entering into or performing this Agreement Sound Transit is not in violation of any law, regulation or agreement; and

15.2.2. That the execution, delivery and performance of this Agreement by Sound Transit has been duly authorized by all requisite corporate action, that the signatories for Sound Transit hereto are authorized to sign this Agreement.

16. Administration of Agreement

16.1. This Agreement will be jointly administered by Sound Transit's Designated Representative and the City's Designated Representative.

16.2. Each Party will bear its own costs of administering this Agreement.

17. Assignment and Beneficiaries

17.1. Neither Party may assign all or any portion of this Agreement without the express written consent of the other Party. There are no third-party beneficiaries to this Agreement.

18. Notices

18.1. Unless otherwise provided herein, all notices and communications concerning this Agreement will be in writing and addressed to the Designated Representative.

18.2. Unless otherwise provided herein, all notices will be either: (i) delivered in person, (ii) deposited postage prepaid in the certified mails of the United States, return receipt requested, (iii) delivered by a nationally recognized overnight or same-day courier service that obtains receipts, or (iv) delivered electronically to the other party's Designated Representative as listed herein; however, notice under Section 11, Suspension and Termination, must be delivered in person or by certified mail, return receipt requested.

19. Federal Provisions

19.1. Sound Transit's design and construction of the Project may become subject to a financial assistance contract between Sound Transit and the FTA. Both Parties recognize that changes to this Agreement may be necessary to comply with FTA funding requirements.

20. General Provisions

20.1. The Parties shall not unreasonably withhold requests for information, approvals, or consents provided for in this Agreement; provided, however, that approvals or consents required to be given by vote of the Sound Transit Board or Redmond City Council are recognized to be legislative actions. The Parties agree to take further actions and execute further documents, either jointly or within their respective powers and authority, to implement the intent of this Agreement provided, however, that where such actions or documents must be first approved by vote of the Sound Transit Board or Redmond City Council, such actions are recognized to be legislative actions. The City and Sound Transit agree to work cooperatively with each other to achieve the mutually agreeable goals as set forth in this Agreement.

- 20.2. This Agreement will be interpreted, construed and enforced in accordance with the laws of the State of Washington. Each Party consents to the personal jurisdiction and venue of the state and federal courts in King County, Washington and waives any objection that such courts are in inconvenient forum.
- 20.3. Time is of the essence in every provision in this Agreement. Unless otherwise set forth in this Agreement, the reference to “days” will mean calendar days unless otherwise noted. Any reference to “working days” will exclude any City holidays and weekend days. If any time for action occurs on a weekend or legal holiday, then the time period will be extended automatically to the next business day.
- 20.4. No joint venture or partnership is formed as a result of this Agreement. No employees, agents or subcontractors of one party will be deemed, or represent themselves to be, employees of any other party.
- 20.5. Neither Party shall be relieved of its obligations to comply promptly with any provision of this Agreement by reason of any failure by the other Party to enforce prompt compliance, and such failure to enforce will not constitute a waiver of rights or acquiescence in the other Party’s conduct.
- 20.6. Each Party shall be responsible for its own costs, including legal fees, incurred in negotiating or finalizing this Agreement, unless otherwise agreed in writing by the Parties. If either Party brings any claim or lawsuit arising from this Agreement, each Party shall pay all its legal costs and attorney’s fees and expenses incurred in defending or bringing such claim or lawsuit, including all appeals, in addition to any other recovery or award provided by law; however, nothing in this paragraph will be construed to limit the Parties’ rights to indemnification.
- 20.7. This Agreement and related task orders may be amended only by a written instrument executed by each of the Parties hereto. The Designated Representatives may by mutual agreement amend the Exhibits and such amendments will be binding upon the parties without the need for formal approval by the Sound Transit Board and the Redmond City Council, as long as the amendments are generally consistent with this Agreement and do not exceed the authority granted by the Sound Transit Board and City Council.
- 20.8. This Agreement may be executed in several counterparts, each of which will be deemed an original, and all counterparts together will constitute but one and the same instrument.

21. Severability

21.1. In case any term of this Agreement is held to be invalid, illegal, or unenforceable in whole or in part, neither the validity of the remaining part of such term nor the validity of the remaining terms of this Agreement will in any way be affected thereby.

IN WITNESS WHEREOF, each of the Parties has executed this Agreement by having its authorized representative affix his/her name in the appropriate space below:

SOUND TRANSIT

THE CITY OF REDMOND

By: _____
Peter M. Rogoff, Chief Executive Officer

By: _____
John Marchione, Mayor

Date: _____

Date: _____

Authorized by Motion No. M2018-XX

Authorized by City Council
Motion on _____, 2018.

Approved as to form:

Approved as to form:

By: _____
Stephen G. Sheehy, Senior Legal Counsel

By: _____
James E. Haney, City Attorney

Exhibits

- A. Role of Designated Representatives
- B. Schedule Milestones
- C. Project Alignment
- D. Permitting Framework
- E. Staffing Plan and Cost
- F. Payment Plan and Achievement Milestones

Exhibit A

DESIGNATED REPRESENTATIVES

City of Redmond

Jeff Churchill
Transportation Strategic Advisor
City of Redmond
15670 NE 85th Street
Redmond, WA 98052
(425) 556-2492
jchurchill@redmond.gov

Sound Transit

Becca Aue
Project Manager, East Corridor
Sound Transit
401 S Jackson Street
Seattle, WA 98104
(206) 398-5358
Becca.aue@soundtransit.org

ROLES OF DESIGNATED REPRESENTATIVES

In order to proactively work through planning and design issues, and facilitate expedited project delivery, key City staff will continuously coordinate with Sound Transit. Regular coordination meetings with the City Designated Representative as well as periodic coordination meetings with key technical staff at various City departments are anticipated from the outset of project development. The Designated Representative, in conjunction with Sound Transit, will also identify appropriate check-in points with both the Mayor and City Council as appropriate.

Key responsibilities of the City Designated Representative

Serve as City's point of contact and coordinate involvement of other City staff

- Oversee the City's fulfillment of the obligations of this agreement.
- Serve as City's single point of contact facilitating Sound Transit coordination efforts with the various City departments, Council, and Mayor.
- Manage internal coordination efforts among various City departments.
- Attend regular management coordination meetings with Sound Transit.
- Coordinate City staff involvement in periodic technical coordination meetings with Sound Transit staff and consultants.
- Participate in interagency meetings and coordinate involvement by other City staff as necessary.
- Coordinate City involvement in stakeholder workshops focused on TOD or other issues.

Respond to requests for technical input and facilitate resolving issues

- Respond to Sound Transit and consultant staff requests for technical input related to land use/zoning, traffic/parking, sensitive areas, hazmat, historic/archeological, parks/open space, or similar environmental concerns.
- Respond to Sound Transit and consultant staff requests for technical input related to utility, roadway/traffic, drainage, structural/building, fire/life safety, construction staging, property acquisition/right-of-way vacation, maintenance, or similar design and permitting issues.
- Identify City projects or proposals (e.g. utility projects, transportation projects, private development projects) that have the potential to interfere with the expeditious design and construction of the Project, facilitate conflict resolution, and identify opportunities for coordinated delivery or joint development.

Coordinate City review of technical work and resolve potential inconsistencies

- Coordinate appropriate City staff review of design options as well as design-build procurement documents including but not limited to bridging documents, project requirements, specifications, plans, alternative technical concepts and requests for information, and resolve inconsistencies among review comments between departments.
- Coordinate appropriate City staff review of design submittals for stations, guideway and associated facilities and resolve inconsistencies among review comments between departments.

Facilitate development of agreements

- Facilitate development of staff level agreements documenting mutual concurrence on analysis/design approaches and proposed solutions.
- Facilitate administration of interagency agreements, legislation, and ongoing reporting and financial management.

Key responsibilities of the Sound Transit Designated Representative

Serve as a single point of contact to coordinate Project inquiries and communications

- Oversee Sound Transit’s fulfillment of the obligations of this agreement.
- Serve as Sound Transit’s single point of contact facilitating Sound Transit coordination efforts with the various Sound Transit departments, consultants, and the Sound Transit Board
- Manage internal coordination efforts among various Sound Transit departments and consultants.
- Attend regular management coordination meetings with the City

- Coordinate Sound Transit staff and consultant involvement in periodic technical coordination meetings
- Participate in interagency meetings and coordinate involvement by other Sound Transit staff and consultants as necessary
- Coordinate Sound Transit staff and consultant involvement in stakeholder workshops focused on TOD or other issues

Facilitate development of agreements

- Facilitate development of staff level agreements documenting mutual concurrence on analysis/design approaches and proposed solutions.
- Facilitate administration of interagency agreements, legislation, and ongoing reporting and financial management.

Design Development and Permitting

- Implement Sound Transit's responsibilities under the permitting framework

Other

- Provide timely response to inquiries.
- Establish practicable timelines for review of Project documents by the City to the extent such timelines are not established in other agreements.
- Coordinate with the City Designated Representative to discuss status of tasks to be performed, identify upcoming Project discussions and any information or input necessary to inform those decisions, and support City staff in Council interactions.

EXHIBIT B
SCHEDULE MILESTONES

Project Milestones	Estimated Date
Sound Transit Board of Directors baselines the Project	October 2018
Issue design-build Request for Proposals	November 2018
Authorize Execution of Project Administration Agreement	November 2018
Review design-build alternative technical concepts	January 2019
Authorize Execution of Development Agreement	March 2019
Construction Notice to Proceed	August 2019
Develop operations and maintenance agreements	By 2023
Revenue Service	December 2024

**The dates shown are draft and targets for the parties to work towards*

DRAFT

EXHIBIT C PROJECT ALIGNMENT

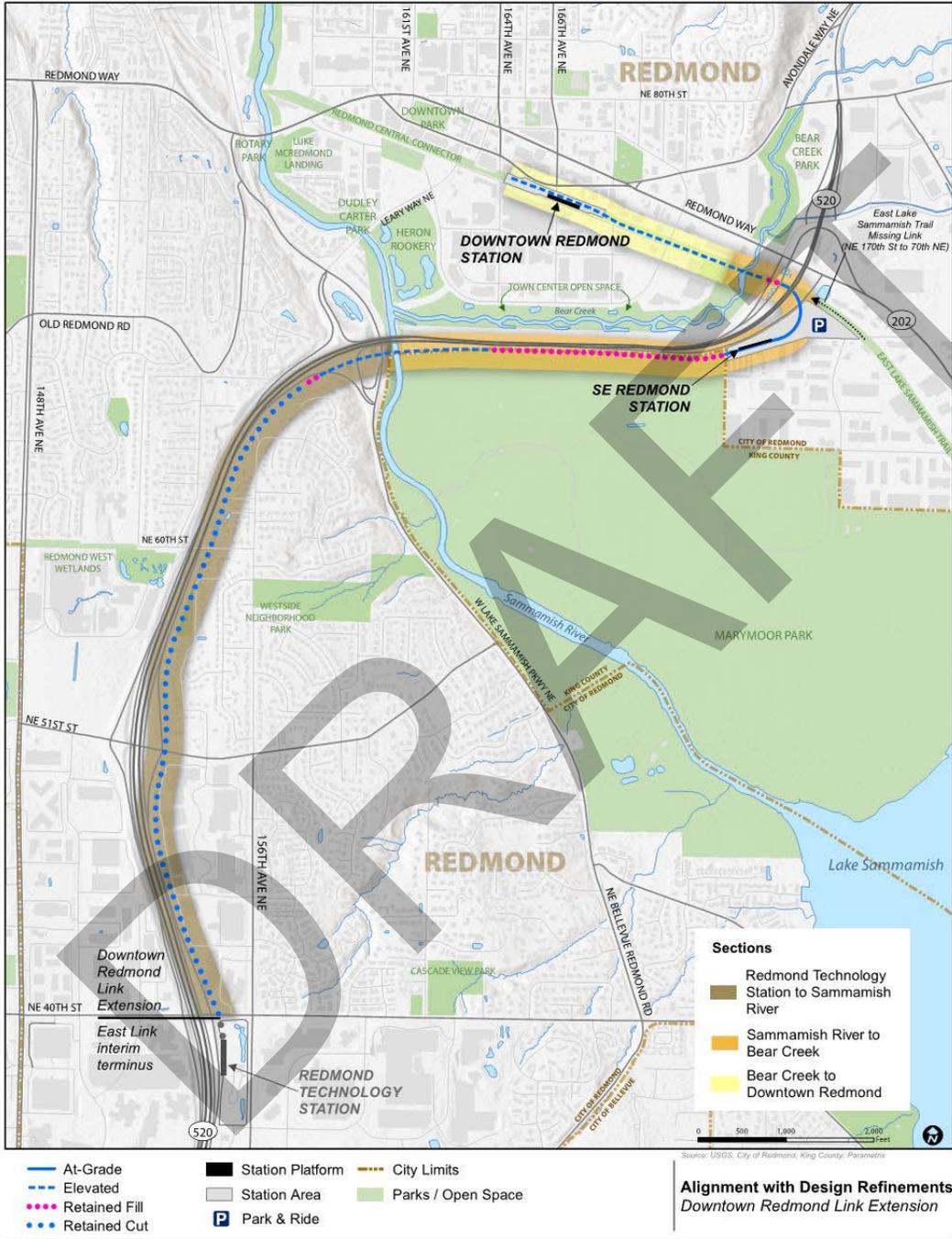


Exhibit D
Downtown Redmond Link Extension (DRLE) Project
Permitting Framework
City of Redmond

Purpose. As provided in this Agreement, this Permitting Framework documents the Parties’ agreed upon permitting strategy for the Project that satisfies the City’s permitting requirements, while supporting the Project schedule by providing greater certainty and predictability. Sound Transit will incorporate the key elements into the Project Requirements for the Design-Build Request for Proposals, as appropriate.

A permitting flow chart (Attachment A) is provided for a general overview of the process. An alignment map (Attachment B) showing the permits that may be needed for the Project is also provided for reference.

The following are the governing checklists for the Project and will supersede checklists on the City’s website:

- DRLE Design Standards checklist (Attachment C)
- DRLE Site Plan Entitlement checklist (Attachment D)
- DRLE Civil Site Construction checklist (Attachment E)
- DRLE Building Permit checklist (Attachment F)
- DRLE Alteration of Geologic Hazard Area checklist (Attachment H)
- DRLE Administrative Modification checklist (Attachment I)

Section 1 – Applicable Codes

The City enforces the codes detailed in Table 1. Within 30 calendar days of Notice to Proceed, the design-build contractor (hereinafter, DBC) shall be required to develop their code basis of design documentation, incorporate these applicable codes into said documentation and provide the documentation to the City for approval.

Table 1: City of Redmond Applicable Codes*, **

Discipline	Code Reference
Building	<ul style="list-style-type: none"> • International Building Code • WAC 51-50 IBC Amendments • Redmond Municipal Code (RMC) Chapter 15.08 • ASCE 7-10 Minimum Design Loads for Buildings and Other Structures • ACI 318-14 Building Code Requirements for Structural Concrete • TMS 402-13/ACI 530-13/ASCE 5-13 Building Code Requirements for Masonry Structures

Table 1: City of Redmond Applicable Codes*,**

Discipline	Code Reference
	<ul style="list-style-type: none"> • AISI S100-12 North American Specification for the Design of Cold-Formed Steel Structural Members • ANSI/AISC 360-10 Specification for Structural Steel Buildings • ANSI/AISC 341-10 Seismic Provisions for Structural Steel Buildings • ACI 350-06 Code Requirements for Environmental Engineering Concrete Structures and Commentary • AWS D1.1/D1.1M 2015 Structural Welding Code - Steel
Energy	<ul style="list-style-type: none"> • Washington State Energy Code, WAC 51-11 • WAC 51-11C & 51-11R State Building Code Adoption and Amendment of the 2015 edition of the International Energy Conservation Code, Commercial/Residential • RMC Chapter 15.18
Mechanical	<ul style="list-style-type: none"> • International Mechanical Code • WAC 51-52 IMC Amendments • RMC Chapter 15.14
Electrical	<ul style="list-style-type: none"> • NFPA National Electric Code • WAC 296-46B Electrical Safety Standards, Administration, & Installation • RMC Chapter 15.12
Plumbing	<ul style="list-style-type: none"> • Uniform Plumbing Code • WAC 51-56 UPC Amendments • RMC Chapter 15.16
Accessibility	<ul style="list-style-type: none"> • IBC Chapter 11 as Amended by Washington State Building Code (WSB, WAC 51-50), Appendix E • RCW 35.68.075 for ADA Curb Ramp Requirements • Department of Transportation ADA Standards for Accessible Design and US Access Board Proposed Guidelines for Pedestrian Facilities (PROWAG) • International Code Council/American National Standards Institute (ICC/ANSI) A117.1 • Department of Justice ADA Standards – Accessibility Guidelines for Buildings and Facilities • Bicycle Facilities Design Manual Guidelines for the City of Redmond • AASHTO Guide for the Development of Bicycle Facilities • NFPA 130 <i>Standard for Fixed Guideway Transit and Passenger Rail Systems</i> • RMC Chapter 15.08 • City of Redmond Zoning Code (RZC) Title 21, Appendices 2 and 7 • City of Redmond ADA Program Policy #1 – Companion Ramps
Fire	<ul style="list-style-type: none"> • International Fire Code • WAC 51-54A Washington State Fire Code (IFC) • City of Redmond Fire Department Standards and Fire Code interpretations • Design Standards for Streets RZC – Appendix 2 • RMC Chapter 15.06, including the following documents as amended: <ul style="list-style-type: none"> ○ 2013 NFPA 10 <i>Standard for Portable Fire Extinguishers</i> ○ 2013 NFPA 13 <i>Standard for the Installation of Sprinkler Systems</i> ○ 2013 NFPA 14 <i>Standard for the Installation of Standpipe and Hose System</i> ○ 2014 NFPA 25 <i>Standard for Water Based Fire Protection Systems</i> ○ 2013 NFPA 72 <i>National Fire Alarm and Signaling Code</i> ○ 2013 NFPA 110 <i>Standard for Emergency and Standby Power Systems</i> ○ 2015 NFPA 2001 <i>Standard for Clean Agent Fire Protection Systems</i>

Table 1: City of Redmond Applicable Codes*,**

Discipline	Code Reference
	<ul style="list-style-type: none"> • Applicable NFPA standards per Chapter 80 of the IFC
General Life Safety	<ul style="list-style-type: none"> • 2014 NFPA 130, <i>Standard for Fixed Guideway Transit and Passenger Rail Systems</i>
Elevators & Escalators	<ul style="list-style-type: none"> • ASME A17.1 <i>Safety Code for Elevators and Escalators as adopted and amended by WAC 296-96</i>
Comp Plan	<ul style="list-style-type: none"> • Comprehensive Plan - Redmond 2030 • City of Redmond Transportation Master Plan
Land Use	<ul style="list-style-type: none"> • RZC (RMC Title 21)
Site Development	<ul style="list-style-type: none"> • RMC Chapter 15.24, Clearing, Grading, and Stormwater Management • RMC, Title 10 Vehicles and Traffic • RMC, Title 12 Streets and Sidewalks • RMC, Title 13 Water and Sewers • RZC, Title 21 • American Standard for Nursery Stock ANSI Z60.1 • City of Redmond, Stormwater Technical Notebook • Washington State Department of Ecology, Stormwater Management Manual for Western Washington • City of Redmond Design Requirements – Water and Wastewater System Extensions • City of Redmond, Standard Specifications and Details • Washington State Department of Ecology Criteria for Sewage Work Design
Geotechnical	<ul style="list-style-type: none"> • WSDOT <i>Geotechnical Design Manual M46-03 (GDM) (May 2015)</i> • AASHTO LRFD Bridge Design Specifications 2015 International Building Code – Section 1803, as adopted by City of Redmond
Structural (See Building section for building structures)	<ul style="list-style-type: none"> • WSDOT <i>Design Manual M22-10.13</i> • WSDOT <i>Bridge Design Manual M23-50.16</i> • WSDOT <i>Bridge Inspection Manual M36-64 (December 2015)</i> • AASHTO Guide Specifications for the Design of Pedestrian Bridges • Setra Technical Guide for Footbridges, October 2006 • AASHTO LRFD Bridge Design Specifications AASHTO Guide Specifications for LRFD Seismic Bridge Design • ACI 318-14 Building Code Requirements for Structural Concrete, 2014 • AISC Specification for Structural Steel Buildings, 2010 • WSDOT Standard Specification for Road, Bridge and Municipal Construction, 2016
Civil (See separate section for Utilities)	<ul style="list-style-type: none"> • WSDOT <i>Design Manual</i> • WSDOT <i>Standard Plans, M 21-01</i> • WSDOT <i>Standard Specifications for Road, Bridge and Municipal Construction, M 41-10</i> • City of Redmond, Standard Specifications & Details • City of Redmond (COR) Zoning Code Title 21 and Appendices 2 and 8A • City of Redmond Traffic Signal Design Manual • City of Redmond Transportation Master Plan • City of Redmond Work Zone Traffic Control Manual • City of Redmond Bicycle Facilities Design Manual

Table 1: City of Redmond Applicable Codes*,**

Discipline	Code Reference
	<ul style="list-style-type: none"> • City of Redmond Illumination Design Manual • City of Redmond Roundabout Design Manual • AASHTO Guide to Bicycle Facilities • FHWA Manual of Uniform Control Devices • NACTO Urban Bikeway Design Guide • Redmond ADA Program Policy#1 – Companion Ramps
Environmental	<ul style="list-style-type: none"> • RMC, Chapter 6.36 Noise Standards • RZC, Article I, Zone Based Regulations • RZC, Article II, City Wide Regulations • RZC (RMC Title 21), Article III Environmental Regulations • Safety Standards for Construction Work (Chapter 296-155 WAC) • Washington Industrial Safety and Health Act (Chapter 49.17 RCW) • General Occupational Health Standards (Chapter 296-62 WAC) • SEPA Procedures (Chapter 173-802 WAC) • RZC Ch. 21.64 – Critical Areas Regulations • City of Redmond, Stormwater Technical Notebook • Washington State Department of Ecology, Stormwater Management Manual for Western Washington • City of Redmond Design Requirements – Water and Wastewater System Extensions • City of Redmond, Standard Specifications and Details • Washington State Department of Ecology Criteria for Sewage Work Design
Utilities	<ul style="list-style-type: none"> • National Pollutant Discharge Elimination System permit program (Chapter 173-220 WAC) • Washington State Department of Ecology, Stormwater Management Manual for Western Washington • City of Redmond, Stormwater Technical Notebook • WSDOT <i>Highway Runoff Manual</i>, M31-16.04, February 2016 • American Standards, prepared by the American Water Works Association (AWWA) • American National Standards, prepared by the American National Standards Institute (ANSI) • Standard Specifications, prepared by the American Society for Testing and Materials (ASTM) • Federal Specification, prepared by the Federal Government (FS) • Guide Book for Determination of Required Fire Flow and Grading Schedule for Municipal Fire Protection, prepared by the Insurance Services Office (ISO) • Standard Specifications for Road, Bridge and Municipal Construction, prepared by the Washington State Chapter, American Public Works Association (APWA) as modified by the Water/Wastewater Division • Rules and Regulations of the State Board of Health Regarding Public Water Systems, prepared by the Water Supply and Waste Section, Health Services Division, State of Washington Department of Health (DOH), latest edition • Criteria for Sewage Works Design prepared by the State of Washington Department of Ecology • City of Redmond, Standard Specifications and Details • City of Redmond Design Requirements – Water and Wastewater System Extensions • City of Redmond Water Systems Plan • City of Redmond General Sewer Plan

*Building, Electrical, Mechanical, Plumbing, and Fire permits are vested on the date of accepted complete permit application.

**The DBC shall obtain WSDOT's applicable codes/standards for state highways or roadways in the City of Redmond that are within WSDOT's Limited Access.

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Section 2 – Required Permits & Associated Permit Fees

Permits are required from the City for various aspects of the Project. Table 2 provides an estimation of required permits based on known elements described in procurement documents. Other or additional permits may be required due to changes in project scope, or other design changes due to the nature of the design-build process.

Aspects of the permit process are described in subsequent sections. Permit fees are described in Table 3.

Table 2: City of Redmond Required Permits

Project Element	Administrative Modification	Site Plan Entitlement****	Building and Trade*	Civil**	Clear & Grade	Right-of-Way Use	Shoreline Substantial Development	Alteration of Geologic Hazard	Notes
Geotechnical boring and sampling in the ROW						✓			Used for early work prior to civil site construction permit issuance. Once issued, civil site construction permit covers work in ROW
Site survey, field investigation									
Demolition of existing structures > 200 sq. ft.			✓						
Clearing, grubbing, and grading at station or other construction sites					✓				Clear and grade used for early site prep work before civil site construction permit is issued. Once issued, civil site construction permit covers clearing and grading activities. Clear and Grade permits issued before Site Plan Entitlement (SPE) must demonstrate compliance with City tree preservation requirements.

Table 2: City of Redmond Required Permits

Project Element	Administrative Modification	Site Plan Entitlement****	Building and Trade*	Civil**	Clear & Grade	Right-of-Way Use	Shoreline Substantial Development	Alteration of Geologic Hazard	Notes
Disconnect/cap sewer, power, water			✓	✓					This activity is approved as part of demo permit OR civil site construction permit. Services related to building that are getting demolished require a building permit
Installation and relocation of water, sewer, storm, power, communication, and other utility systems				✓					This activity is part of civil site construction permit
Retaining walls over 4 feet high or holding a surcharge			✓	✓				✓	Alteration of Geologic Hazard permit only required for work within a landslide hazard area. See Building Permit Requirements for Light Rail Projects Interpretation for details.
Accessory structures			✓						Accessory structures include walls, canopies, and permanent fences over 7 feet. See Building Permit Requirements for Light Rail Projects Interpretation for details.
Improvements to 40th, 51st, and 60th St, including utilities			✓	✓					
Tenant improvements for construction field office(s)			✓						

Table 2: City of Redmond Required Permits

Project Element	Administrative Modification	Site Plan Entitlement****	Building and Trade*	Civil**	Clear & Grade	Right-of-Way Use	Shoreline Substantial Development	Alteration of Geologic Hazard	Notes
Modifications to parking, landscaping, circulation at MS Building 50 and Liberty Mutual sites	✓								
Work within the shoreline jurisdiction				✓			✓		Sound Transit is obtaining the Shoreline Substantial Development Permit
Work within a landslide hazard area				✓				✓	City Council approval required to allow Sound Transit or DBC to apply for Alteration of Geologic Hazard Area permit.
Site Grading for SE Redmond station, plaza, parking and trackway for areas not in WSDOT limited access				✓	✓				Clear and grade used for early site prep work before civil site construction permit is issued. Once issued, civil site construction permit covers clearing and grading activities.
Installation and relocation of NE 70th St in SE Redmond		✓		✓					
Installation of 173rd Ave NE				✓					
SE Redmond Station platform		✓	✓	✓					In SPE footprint, but not subject to design review
70 th St. crosswalk at SE Redmond Station		✓	✓	✓					Per customized SPE checklist
SE Redmond station plaza		✓	✓	✓					Building and Trade permits may be required depending on scope of improvements

Table 2: City of Redmond Required Permits

Project Element	Administrative Modification	Site Plan Entitlement****	Building and Trade*	Civil**	Clear & Grade	Right-of-Way Use	Shoreline Substantial Development	Alteration of Geologic Hazard	Notes
SE Redmond Garage		✓	✓	✓					Including transit area
SE Redmond garage foundations		✓	✓	✓					Including piles, spread footings, etc. This can be issued before SPE
SE Redmond Garage Vertical Circulation Towers and walkway		✓	✓	✓					
SE Redmond utility improvements at station		✓	✓***	✓					Requirements for SPE are per customized SPE checklist. Early utility work within the SPE footprint will require a Civil permit, which can be issued before SPE is approved.
SE Redmond TPSS		✓	✓	✓					For SPE- screening and enclosure only For building permit - foundations only
Improvements to NE 70th St from 176 th Ave NE to Redmond Way				✓					
Improvements to 70th/Redmond Way intersection				✓					
Improvements to Redmond Way/76th St				****					Improvements in WSDOT limited access will be permitted by WSDOT with City review

Table 2: City of Redmond Required Permits

Project Element	Administrative Modification	Site Plan Entitlement****	Building and Trade*	Civil**	Clear & Grade	Right-of-Way Use	Shoreline Substantial Development	Alteration of Geologic Hazard	Notes
Improvements to Redmond Way/SR 520 ramps				****					Improvements in WSDOT limited access will be permitted by WSDOT with City review Improvements outside WSDOT limited access require a City permit, such as if a temporary ramp exists within City permitting jurisdiction
ELST at SE Redmond station		✓		✓					A small portion of ELST is within SPE limits at SE Redmond garage. Requirements for SPE are per customized SPE checklist
RCC reconstruction (away from Downtown station)				✓					
Downtown station and vertical circulation towers		✓	✓	✓					SPE includes review of the exterior elements of the station (e.g., noise walls, façades, etc.) and elements of circulation to reach the platform. The station platform is excluded from SPE design review. Refer to SPE checklist for requirements
Downtown station plaza (including RCC)		✓	✓	✓					Building and Trade permits may be required depending on scope of improvements

Table 2: City of Redmond Required Permits

Project Element	Administrative Modification	Site Plan Entitlement****	Building and Trade*	Civil**	Clear & Grade	Right-of-Way Use	Shoreline Substantial Development	Alteration of Geologic Hazard	Notes
Downtown street improvements at station		✓		✓					Requirements for SPE are per customized SPE checklist
Downtown street improvements away from station				✓					
Downtown station ancillary spaces		✓	✓	✓					
Downtown utility improvements at station		✓	✓***	✓					Utility work within the SPE footprint will require a Civil permit which can be issued before SPE is approved.
Downtown station guideway foundations and substructure (shaft, columns, bent caps and piers)			✓	✓					This can be issued before SPE
Downtown utility improvements away from station				✓					

Note: This matrix estimates necessary permits based on information provided to date. Other permits may be required based on changes in project scope.

* Building and Trade includes building, demolition, fire-related, electrical, mechanical, plumbing, sewer connection, and water meter permits

** Actual permits may vary depending on Project element

*** Need for building permit depends on facility type

****Improvements in WSDOT limited access will be permitted by WSDOT with City review. WSDOT and City reach agreement on final design prior to WSDOT issuing the permit. The City and WSDOT will work to resolve their comments before submitting to the DBC.

Table 3: City of Redmond Permit Fees

ID	Permits	Covered by PAA*	Notes
1	3% Technology Fee	✓	
2	Building Permit Issuance Fees	✓	
3	Civil Inspection Fees	✓	Includes Clear & Grade, Stormwater, Water & Sewer and Transportation inspection
4	Civil Plan Review Fees	✓	Includes Clear & Grade, Stormwater, Water & Sewer and Transportation engineering review
5	Construction Noise Variance or Exemption	✓	
6	Demolition Permits	✓	
7	Electrical Permits	✓	
8	Fees for Right-Of-Way Use Permits	✓	
9	Fees the City would ordinarily collect for the State Building Code Council on any permits	✓	
10	Fire Alarm Permits	✓	
11	Fire Impact Fees	N/A, no fees due	No expansion of existing office space allowed.
12	Fire Installation Permits	✓	
13	Fire Sprinkler Permits	✓	
14	Fixed Fire Suppression Fees	✓	
15	Mechanical Permits	✓	
16	Park Impact Fees	N/A, no fees due	
17	Payments Due Under Latecomer or Reimbursement Agreements	Not covered	These fees will be the responsibility of Sound Transit's contractor
18	Plan Review Fees Associated with Building Permit Applications	✓	
19	Plumbing Permits	✓	
20	Peer Review	✓	
21	Right-of-Way Vacation Fees	✓	
22	School Impact Fees	N/A, no fees due	
23	Development Agreement Fees	✓	
24	Shoreline Substantial Development Permit Fees	✓	
25	Alteration of Geologic Hazard Fees	✓	
26	Administrative Modification Fees	✓	
27	Site Plan Entitlement Fees	✓	
28	State Environmental Policy Act Review Fees	✓	
29	Special Inspection	N/A, no fees due	ST is responsible for special inspections

Table 3: City of Redmond Permit Fees

ID	Permits	Covered by PAA*	Notes
30	Stormwater Capital Facility Charges	Not covered	These fees will be the responsibility of Sound Transit's contractor
31	Temporary Use Permits (Long and Short Term)	✓	
32	Tenant Improvement Permits	✓	
33	Transportation Impact Fees	N/A, no fees due	No expansion of existing office space allowed.
34	Tree Removal Permits	✓	
35	Water & Sewer System Meter and Connection Charges	Not covered	These fees will be the responsibility of Sound Transit's contractor
	Other land use permits not listed above	✓	

* Sound Transit, the DBC or any associated subcontractor shall note the PAA on all permit application submittals that are covered by said PAA.

Section 3 – City of Redmond Permit Package Review and Approval Process

The DBC shall submit a permit packaging plan no later than 30 calendar days after Notice to Proceed to the City, followed by a meeting request to the City Project Manager to discuss permit packages, permit requirements and scheduling of coordination meetings and submittals. The City and Sound Transit have approval authority over the permit packaging plan. The DBC shall conduct regular, discipline-specific permit coordination meetings at City Hall during design development to ensure that elements of the design comply with City-enforced codes and regulations. The City will make staff available to attend and provide feedback to the DBC.

Permit coordination meetings have the following requirements:

- Notice of a meeting shall be provided a minimum seven (7) calendar days in advance and include the main topic for discussion
- Agenda shall be provided two (2) working days in advance of the scheduled meeting

Permit Package Parameters

In general, permit packages must allow the City to see how different systems will work together; especially those the City will own. The following parameters are specified:

- Permit packages must allow the City to see how different systems work together. For example, a package addressing subsurface infrastructure must illustrate how utilities interact with each other, with structure foundations, streets, and surface features. In many cases this requirement will be best accomplished by arranging packages geographically.
- The DBC shall prepare one SPE permit package for each station area as required by the Site Plan Entitlement process (see Section 4).

Permit package Submittals

The number of submittals required for a given permit package depends on the complexity of the permit package. The permitting flow chart (Attachment A) provides an example of the anticipated process for a station area. Less complex packages may require fewer reviews. The number of reviews will be determined by the City after the permit packaging plan is submitted.

The City uses Bluebeam® Revu® Studio sessions for submittal review and management of comments for major permits. The DBC shall provide submittals in a format compatible with this software, and include the code basis of design with each submittal.

Permit packages submitted to the City for review and permit approval must meet City requirements. All submittals require advance notice of 14 calendar days. City review of a submittal consists of a completeness check and permit review period (Table 4) conducted over the listed number of City working days.

- Day 1 of the completeness check will be the next working day for submittals received before 12:00 pm and will be the second working day of the receipt for submittals received after 12:00 pm.
- The day count for the review period will begin the next working day after notification to the contractor of a complete package.

Table 4 provides guidance to the DBC in preparing the permit packaging plan. Specific review times will be agreed to as part of the approval of the permit packaging plan and will supersede the timeframes provided in Table 4, including City commitment to review periods for simultaneous packages. However, if the DBC fails to follow the approved permit packaging plan, then the timeframes in Table 4 will control.

Table 4: Completeness Check and Permit Review Period in City Working Days for Major Permits*

Submittal for:	Completeness Check	Review Period for less than 100 plan drawing sheets	Review Period for 100-599 plan sheets**
Administrative Modification	3	10	15
Site Plan Entitlement	3	10	15
Civil Site Construction Permit	3	10	15
Building Permit Application	3	10	10

* Major Permits are defined as Site Plan Entitlement, Civil Site Construction and Building Permits having over 100 sheets of plan drawings excluding cover page, TOC and standard drawings. Over-the-counter permits have review periods defined by their permit applications.

** If a submittal contains more than 600 sheets of plan drawings, the review period may be extended to 20 working days at the discretion of the City

Review periods in Table 4 are based on a single package submittal of Major Permits. Additional simultaneous submittals, beyond those agreed to in the approved permit packaging plan, may be allowed during an active City review period under the following conditions:

- As part of the obligatory 14-day advance notice, the DBC shall identify the priority of the current and pending submittals as well as whether or not the active review may be suspended.
- The City will review the request for simultaneous package submission and respond to both the DBC and Sound Transit within 5 working days to accept or deny the request.
- If an active review is suspended due to a priority submittal, the duration of the suspension will be based on the scope and size of the priority submittal.

Completeness Check

The purpose of the completeness check (see Table 4 for duration) is to verify that the DBC has completed all submittal requirements so City staff can adequately assess design elements in terms of meeting City regulations and code requirements. Staff check the submittal against the governing checklists for the DRLE project and Letters of Concurrence, and verify that prior comments provided by the City have been adequately addressed as described below.

If the permit submittal is deemed complete, the City Project Manager notifies the DBC and the permit review period begins on the following work day. If items on the submittal checklists are missing or incomplete, or if any of the City's previous comments have not been adequately addressed, the City Project Manager will provide written notification to Sound Transit and the DBC the reasons for the submittal being deemed incomplete. The DBC will correct the submittal and resubmit, which starts another completeness check cycle.

The City shall provide comments to both the DBC and Sound Transit at the end of the review period, and the DBC shall review the comments and seek clarification where necessary to appropriately address comments for the next submittal.

Submittal Review Comments, Adequacy of Responses and Comment Resolution

The City commits to provide concise and coordinated comments to eliminate duplication and provide appropriate direction to the DBC. This will include citing the appropriate code, standard detail, specification, code basis of design requirement, letter of concurrence, project requirement or related agreement.

Within two weeks of receiving submittal comments, the DBC shall hold meetings to address all comments with the applicable reviewers. The DBC shall maintain a comment resolution log and provide an updated status with notes including actions required, scheduled meeting dates and final comment disposition with every design review submittal.

The DBC shall address all comments prior to the next submittal and commit to providing concise and coordinated responses that address issues noted by the City.

Issue Resolution

For all permit submittals, the City shall submit its comments to the DBC and Sound Transit at the end of the City's review period. The DBC shall request a meeting to review any comments that require additional clarification. The DBC shall notify both the City and Sound Transit immediately of comments/issues regarding conflicts with codes from other jurisdictions, project requirements or contract scope. Those comments will be immediately entered into the conflict resolution process

identified below. All comments must be either resolved or have an agreed upon action plan before the intake of the next submittal.

The City and Sound Transit will resolve any conflicts according to the following tiered approach:

- Level 1. Subject matter experts from the City and Sound Transit shall meet or otherwise communicate to resolve the comment within 2 working days of Sound Transit notifying the City of the need to resolve the comment.
- Level 2. If the subject matter experts are unable to resolve the comment within 2 working days, the City’s construction project manager and Sound Transit’s construction project manager shall seek to resolve the comment within 2 working days.
- Level 3. If still unresolved, the City Engineer and/or Building Official and Sound Transit’s Project Director shall resolve the comment within 2 working days.

Section 4 – Land Use Permits and Site Plan Entitlement Approval Process

Land use permits (Table 5) are required for specific elements of the project and require one or more public notices (RZC 21.76.080). A modified Site Plan Entitlement process has been developed for this project and is described in detail below.

Table 5: Land Use Permits

Permit Name	Applicable to:	Review Type & Decision Criteria	Required Notices	Decision Maker(s)	Information Required
Site Plan Entitlement	Station areas	Type II – Administrative RZC 21.76.070.Y	Notice of: 1) Application 2) Decision	Technical Committee, Design Review Board	Design Standards Checklist (Attachment C) DRLE Project SPE Checklist (Attachment D)
Administrative Modification	Changes to approved site plans along SR 520 between 40 th and 51 st	Type II – Administrative RZC 21.76.090.D	Notice of: 1) Application* 2) Decision*	Technical Committee, Design Review Board	Administrative Modification Checklist
Shoreline Substantial Development	Areas within shoreline jurisdiction	Type II – Administrative RZC 21.68.200.C	Notice of: 1) Application 2) Decision	Technical Committee	Shoreline Substantial Development Permit Submittal Checklist
Alteration of Geologic Hazard	Areas within landslide hazard areas	Type III – Quasi-Judicial RZC 21.76.070.E	Notice of: 1) Application 2) Public hearing 3) Decision	Hearing Examiner	Alteration of Geologic Hazard Area Submittal Checklist

* Notice requirements depend on factors listed in RZC 21.76.090.D.4.b.

Site Plan Entitlement Process

The DBC shall prepare one permit package for each station area. Station area extents will be defined in the design-build contract. A Site Plan Entitlement permit is required and must be obtained prior to Civil Site Construction and building permit issuance for each station area:

- SE Redmond Station and Parking Garage
- Downtown Redmond Station

At the Downtown Redmond station, the scope of the Site Plan Entitlement excludes elevated guideway structural elements such as drilled shafts, columns, bents and bent caps, tub girders, and structural deck. These elements are considered linear transportation infrastructure and so a Site Plan Entitlement permit is not required prior to their construction. Although these elements will not be required to issue a SPE, the Downtown station must include them as part of the SPE permit package.

The DBC shall meet all design standards and Site Plan Entitlement application submittal requirements by following and completing the associated checklists (see Table 5). As noted in the permitting flowchart the DBC has two (2) reviews available to complete the SPE process. General highlights of the SPE process are provided below.

Design Review Board Meetings. Sound Transit has the option of meeting the Design Review Board prior to the DBC's notice to proceed. Notice needs to be provided to the City fourteen (14) calendar days prior to a submittal so that the City can schedule the meeting.

Public Notice of Application. This process involves a public notice of application followed by a public comment period of twenty-one (21) calendar days. Refer to RZC 21.76.080.B for details.

Notice of Final Decision. This process involves a notice of final decision. Refer to RZC 21.76.080.G for details. The City will provide a draft Notice of Final Decision to Sound Transit prior to issuance for Sound Transit review.

Administrative Modification Process

Administrative Modifications are land use permits that are required when previously-approved projects are modified in a way that does not require a new land use entitlement application. The administrative modifications anticipated for this project are due to changes to landscaping, parking, and circulation shown on RFP plans.

The process for administrative modifications is generally the same as for Site Plan Entitlements, except that public notice and Design Review Board review is sometimes not required, depending on the scope of the administrative modification. Based on the RFP drawings, administrative modification permits for this project will not require Design Review Board review.

A custom checklist for the proposed Administrative modification has been included in the project and shall be used to meet the requirements of this permit.

Alteration of Geologic Hazard Area Process

Alteration of Geologic Hazard Area (AGHA) permits are required for work in a landslide hazard area. AGHA permits are quasi-judicial, Type III permits with a public hearing before the City hearing examiner.

The hearing examiner makes the permit decision based on the decision criteria in the Redmond Zoning Code.

The City issues a notice of application within 14 calendar days of permit application submittal. The notice of application triggers a 21-calendar-day public comment period on the permit. If the application requires no additional information, then the Technical Committee issues a SEPA determination, which triggers a 14-calendar-day public comment period and 14-calendar-day appeal period. The City then issues a notice of public hearing at least 21 calendar days in advance of the public hearing in front of the hearing examiner. The hearing examiner then issues a decision on the permit application. Decisions of the hearing examiner are appealable to King County Superior Court.

Section 5 – Civil Site Construction Permits and Approval Process

Civil Site Construction permits shall be required as defined in Table 2. The DBC shall meet all submittal requirements by following the Civil Site Construction checklist (Attachment E). Refer to the checklist and Section 3 for details on the workflow and design review process.

The DBC shall meet with the City Project Manager and civil review team shortly after the permit packaging plan and code basis of design submittal to review all the civil construction permits required for the project.

As noted in the permitting flowchart the DBC has three (3) reviews available to complete the Civil Site Construction Permit approval process.

SPE for station areas and Civil Site Construction permit review may run concurrently in accordance with permit package submission requirements defined in Section 3; however, SPE must be approved and issued prior to the issuance of Civil Site Construction permits for station areas.

Section 6 – Building Permits and Approval Process

Building permits shall be required as defined in Table 2. Depending on the DBC's permit packaging plan, there may be elements of the project that do not require civil site construction permits, but do require building permits. The DBC shall meet with the City Project Manager and Plans Examiner shortly after the permit packaging plan and code basis of design submittal to review building permit application requirements.

Where applicable, clear & grade and civil site construction permits are required to be issued prior to building permit issuance. The Plans Examiner and building permit staff will be part of the Civil Site Construction permit review process described in Section 5 to review architectural and structural drawings. The earliest a building permit application may be submitted is concurrently with the second civil site construction permit submittal.

The DBC shall complete building permit applications and meet all submittal requirements. Refer to Section 3 for details about the review process.

Section 7 – Staffing

The City of Redmond will provide adequate staffing to meet the permit review and approval processes described in this framework, construction submittal reviews including RFI's, request for change and construction inspection to support the project schedule. Details concerning staffing levels, roles and responsibilities, field office space and funding are provided in the Project Administration Agreement.

City staff will participate in permit-focused over-the-shoulder, discipline-specific meetings held at regular intervals between the DBC and City of Redmond as described in Section 3. City staff will also participate, at the request of the City project manager, at issue resolution or other meetings with Sound Transit parties as appropriate.

The City of Redmond will provide adequate staffing to meet the permit review and approval processes described in this framework, construction submittal reviews including RFI's, request for change and construction inspection to support the project schedule. City staff will be available for permit-focused over-the-shoulder, discipline-specific meetings held at regular intervals between the DBC and City of Redmond as described in Section 3. At the request of the City project manager, City staff will participate in issue resolution or other meetings with Sound Transit parties as appropriate. General descriptions of positions involved in project permitting follow.

City Engineer. The City Engineer is the City sponsor for the permitting framework. In conjunction with the Public Works Director and Building Official, the City Engineer supports the Construction Project Manager in his/her management of permitting activities and serves as the primary internal conflict resolution resource.

Construction Project Manager. The Construction Project Manager oversees project permitting activities for the City. The Construction PM is responsible and given the requisite authority to manage the City's review and implementation of project permits to meet the City's permitting commitments in this framework.

Design Project Manager. The Design Project Manager's responsibility during the design and permitting phase is to ensure that agreements between the City and Sound Transit executed prior to DBC notice to proceed are implemented, and generally to serve as institutional knowledge and a resource to the Construction PM and permit review team.

Permitting and Plan Review. A multidisciplinary review team will review permit package submittals. Reviewers will review submittals against all relevant regulations, codes, and standards, as well as letters of concurrence or other agreements made between the City and Sound Transit. The outcome of the permit review team's work is code-compliant plan sets for which City permits can be issued. The key positions on this review team are:

- Sr. Civil Utility Engineer: this position is responsible for review of all water, wastewater, and stormwater elements of project permits, including those water elements integral to fire protection. Duties for water-wastewater and stormwater review are anticipated to be split between multiple individuals who collectively constitute the Sr. Utility Engineer in the staffing plan.
- Traffic Engineer: this position is the lead for all traffic and transportation elements of project permits, including review of maintenance-of-traffic (MOT) plans. This position will call-upon supplemental resources at the City for specialized review, such as for nonmotorized elements, right-of-way elements, MOT plans, and traffic signal operations.

- **Sr. Planner:** this position is responsible for review of all land use planning elements of project permits. This position's primary role is in ensuring code compliance during review of all land use permits, and implementation of planning-related permit conditions. During SPE review this position will be the staff liaison to the City of Redmond Design Review Board.
- **Plans Examiner:** this position is responsible for ensuring that building permit applications comply with applicable building codes, which for this project include IBC and NFPA 130.
- **Sr. Structural Engineer:** this position will review structural calculations on building permit applications, such as for walls, columns supporting the Downtown elevated station, and structural elements of the parking structure at Southeast Redmond.
- **Deputy Fire Marshall:** this position is responsible for code compliance related to fire protection during permitting, and for required fire inspections during construction.

Building and Civil Construction Inspection. The City will assign inspection staff to ensure that construction by the DBC meets City permit and applicable code conditions. Building inspection staff will be responsible for inspecting buildings for compliance with applicable codes and permit conditions. Civil construction inspection staff will be responsible for inspecting civil construction for compliance with applicable codes and permit conditions. While one inspector each for building and civil is listed in the staffing plan, the City may assign multiple inspectors to take advantage of specialized knowledge or experience to benefit the project.

Section 8 – Interim Uses during Construction

Haul routes. Acceptable haul routes and specific haul route restrictions are identified on Proposed Truck Haul Route plan sheets in the RFP documents. Haul routes must be identified in civil construction plans.

Street closures. Street closure review and approval requirements are contained in the project requirements and letters of concurrence between the City and Sound Transit.

Staging Areas. Construction staging areas will be reviewed under a clear and grade permit or a civil site construction permit. No land use permit is required. The required maintenance of and repair after construction of staging areas is discussed in the project requirements.

Construction Parking. DBC parking is limited to approved staging areas and off-street private parking. The use of on-street parking and off-street public parking is prohibited. The DBC's use of off-street private parking must not create a non-conforming parking situation at the site. DBC parking areas must comply with critical aquifer recharge area regulations to protect the aquifer. DBC parking must be established prior to issuance of civil construction or building permits.

Field office. Manufactured homes, portable units, modular structures, and/or travel trailers used for construction or site development are exempt from the requirement to obtain a temporary use permit. Field offices must meet International Building Code standards for the occupancy type appropriate to the use, which may require obtaining building and trade permits for tenant improvements.

Section 9 – Construction Noise Impacts

Construction noise is regulated by RMC 6.36.050(5):

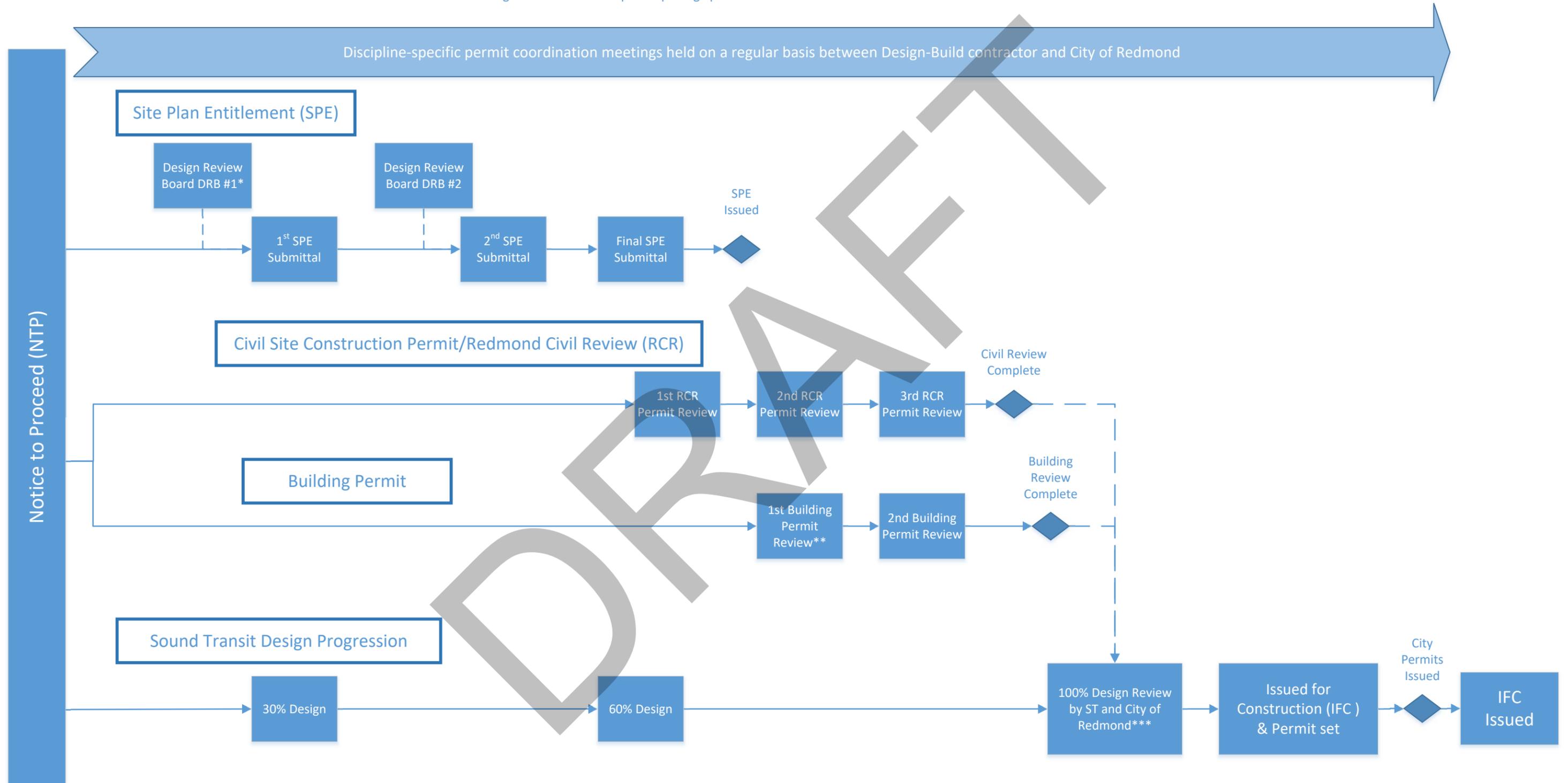
- Construction noise may exceed maximum permissible noise levels from 7am-10pm unless it impacts residential zones (Class A zones)
- Construction noise that impacts Class A zones is limited to: 7am-7pm Monday-Friday and 9am-6pm Saturday. Such noise is prohibited on Sunday

The design-builder may request authorization for expanded construction hours under the provisions of RMC 6.36.050(5)(d). Public notice of the scope and duration of the construction requiring expanded construction hours is required.

DRAFT

City of Redmond Permitting Flowchart for the Downtown Redmond Link Extension

This flowchart represents the anticipated permit process for a station area and does not cover all permits required. Permit requirements and workflows will be determined based on the design-build contractor's permit package plan.



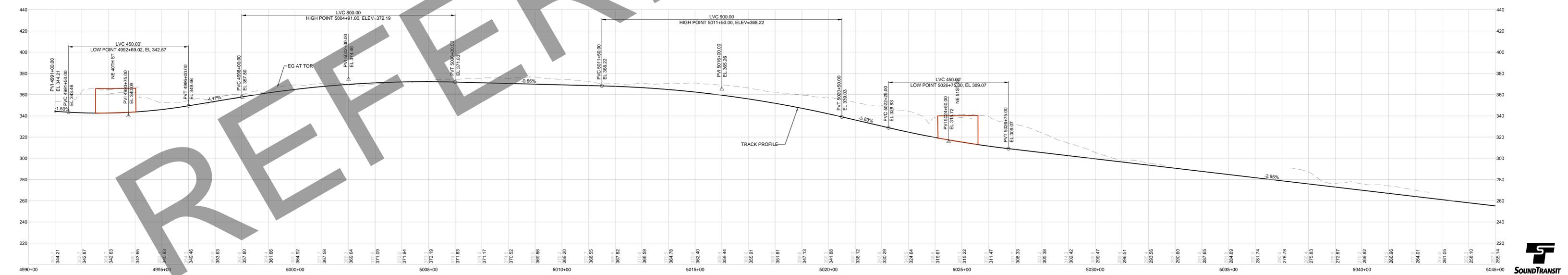
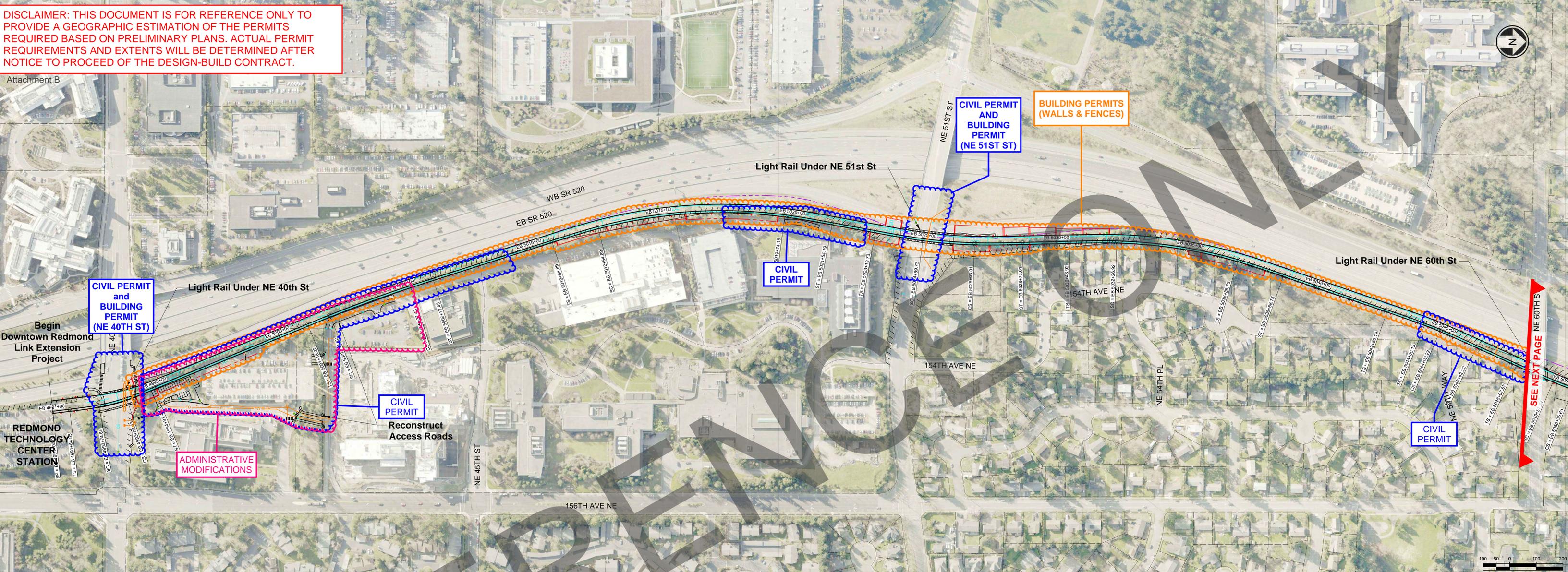
* Sound Transit has the option of meeting with the Design Review Board prior to NTP

** Building permit application shall be submitted no earlier than the 2nd RCR permit review submittal when an RCR is required

*** As stipulated in the project requirements, the design-build contractor shall meet all City permit requirements prior to the 100% submittal

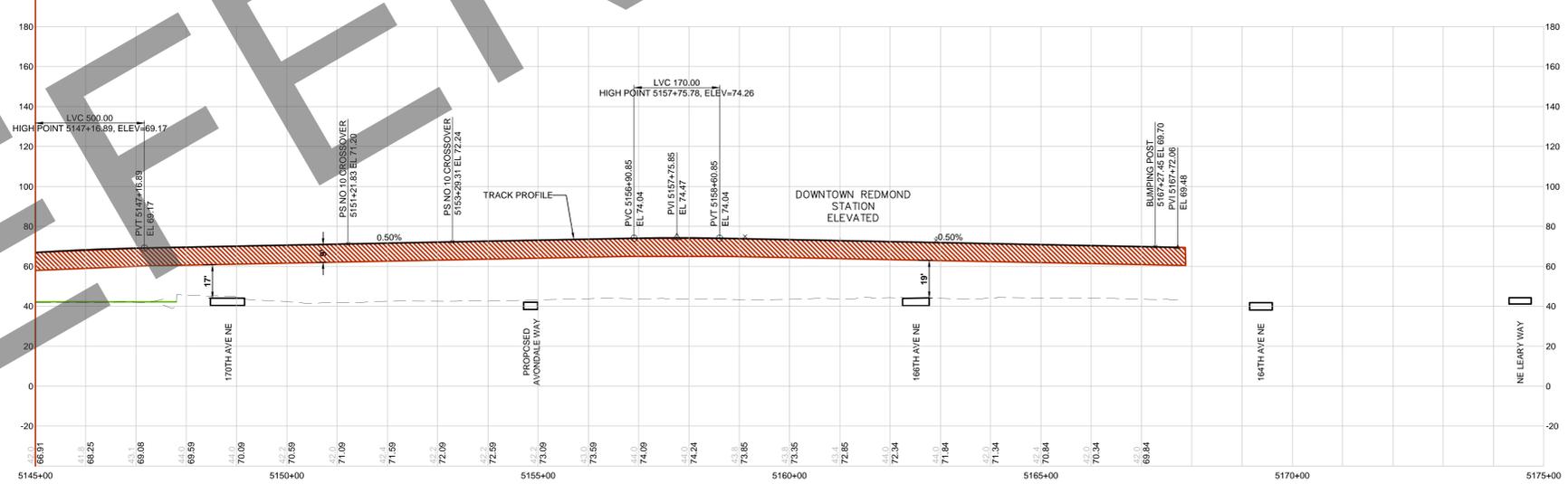
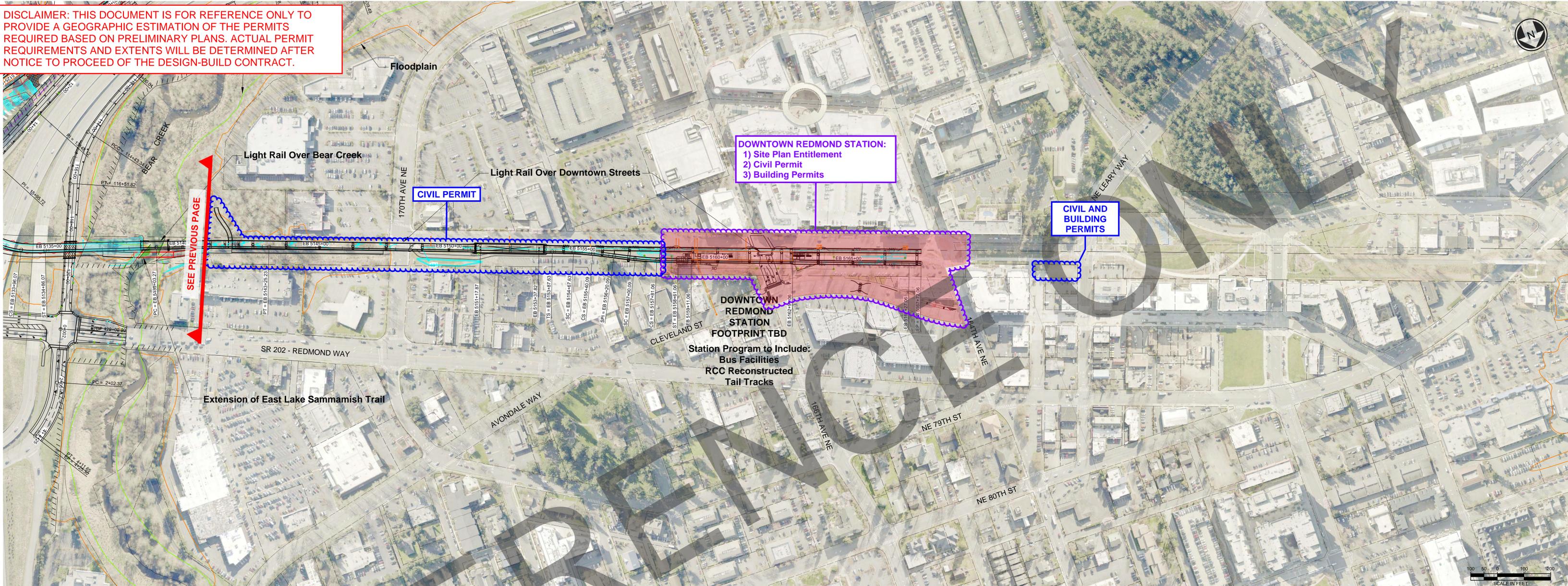
DISCLAIMER: THIS DOCUMENT IS FOR REFERENCE ONLY TO PROVIDE A GEOGRAPHIC ESTIMATION OF THE PERMITS REQUIRED BASED ON PRELIMINARY PLANS. ACTUAL PERMIT REQUIREMENTS AND EXTENTS WILL BE DETERMINED AFTER NOTICE TO PROCEED OF THE DESIGN-BUILD CONTRACT.

Attachment B



SEE NEXT PAGE NE 60TH S

DISCLAIMER: THIS DOCUMENT IS FOR REFERENCE ONLY TO PROVIDE A GEOGRAPHIC ESTIMATION OF THE PERMITS REQUIRED BASED ON PRELIMINARY PLANS. ACTUAL PERMIT REQUIREMENTS AND EXTENTS WILL BE DETERMINED AFTER NOTICE TO PROCEED OF THE DESIGN-BUILD CONTRACT.



Attachment C - Design Standards Checklists

DESIGN STANDARDS CHECKLIST - SE Redmond Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020 Context, Circulation, And Connections					
2160.020(B) Design Contexts					
(1) Intent					
(a) To provide contextual references that can be used to encourage creative and distinctive designs for new development and redevelopment projects while avoiding sameness in design					
(b) To create contexts that capture the community visions and values as reflected in the Comprehensive Plan, Redmond Zoning Code, and Design Review Handbook. Contextual elements could include the following:					
(i) Context Defined by Natural Forms and Patterns. These are natural landforms found in the Sammamish River Valley and other parts of the City. Examples include river contour forms; river bench terraces; multiple silhouette ridgelines; and panoramic vistas with associated mountain, lake, river, and ravine forms.					
(ii) Historic and Cultural Context. Historic landmarks and the section of Leary Way framed by older historic structures have been identified as contributing to the historic character of the City. In addition, Redmond's native peoples and Redmond's heritage as a logging and farming community, and as a historic urban crossroads, define the more general historic and cultural context of the City.					
(iii) Architectural Context. This includes buildings with articulated facades, pedestrian-friendly scale and detailing, historic building features or character, and interesting rooflines.					
(2) Design Criteria					
(a) Site development should not substantially alter natural landforms.	X		X		
(b) Developments that have a historic or cultural context should incorporate or enhance historic or cultural references with the use of symbolic design details, interpretive signs or informational plaques.		X			
(c) Developments within an area that is consistent with the goals and vision within the Comprehensive Plan, and have a distinctive common architectural context in terms of building height, roof type, base, cap, windows, entries, and other similar features should carry it forward with consistent architectural types, materials and detailing.	X		X		
21.60.020(C) Natural Features – Ridgelines and Hill Tops					
(1) Intent					
(a) To reduce natural hazards and impacts on the natural environment, and to minimize the visual impact of development on hillsides.					
(b) To respect natural landforms and to use them to provide definition between various parts of the community and to provide project identity.					
(2) Design Criteria					
(a) Development on hillsides should minimize visual and environmental impact by incorporating the following techniques as appropriate:		X			
(i) Except in Urban Centers, locate structures to ensure the tops of structures are located below prominent ridgelines or the vegetation along ridgelines.		X			
(ii) Retain existing wind-resilient vegetation along ridgelines.		X			

DESIGN STANDARDS CHECKLIST - SE Redmond Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020(D) Relationship to Adjacent Properties					
(1) Intent					
(a) To promote the functional and visual compatibility between adjacent neighborhoods and different land uses;					
(b) To encourage building designs which use natural, historical, traditional, or cultural context references to create elements which link the development to the neighborhood and community;					
(c) To use building design to create a transition between development and natural features;					
(d) To promote a gradual transition between different uses.					
(2) Design Criteria					
(a) Coordinate proposed development with surrounding site planning and development efforts on adjacent properties.	X		X		The station location has been coordinated with CoR's subarea planning and reconfigured 70th street which complies with the requirement.
(b) The site's zoning and other relevant Comprehensive Plan policies shall be considered as indicators of the desired direction for the area and project.	X		X		The station location has been coordinated with CoR's subarea planning and reconfigured 70th street which complies with the requirement.
(c) Properly link proposed development to existing and planned walkway, trail, street drainage and utility systems, and assure efficient continuation of such systems.	X		X		Location of bike network and trail connection to station site has been coordinated with CoR.
(d) Consider the impact of building mass, color, lighting, and design upon adjacent open spaces, continuity of identified public view corridors, public open spaces or parks, and recreation areas.	X		X		
(e) Designs shall minimize impacts to historic structures or sites, and mitigate impacts through such means as:			X		There are no known historic structures near the station.
(i) Developments adjacent to historic landmarks should ensure that significant features of historic landmarks are not obscured from public view. In cases where this is not fully possible, developments shall mitigate with photo documentation showing the significant features that will be obscured and the relationship of the structure to that adjacent site prior to construction of the obscuring structure.			X		There are no known historic structures near the station.
(ii) Use of color on developments adjacent to historic landmark structures that allow the existing historic landmarks to remain prominent within the immediate area.			X		There are no known historic structures near the station.
(iii) Use of materials or design that emulate existing historic landmarks but which can be differentiated in age from that of the landmark.			X		There are no known historic structures near the station.
(iv) Views from the new development may include views of significant features of the historic landmark.			X		There are no known historic structures near the station.

DESIGN STANDARDS CHECKLIST - SE Redmond Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020(E) Relationship to Street Front.					
(1) Intent					
(a) To create a relationship between a development and the street front that provides safety and amenities for a development's residents, employees, and customers, and for surrounding properties.					
(b) To relate residential development to the street front that helps define neighborhood character. For example, residential areas with porches and balconies can create a sense of community and improve safety along public sidewalks and streets.					
(c) To relate commercial development to the street front to ensure active street environments that encourage pedestrian activity, stimulate business, and encourage walking as a transportation mode. For example, commercial buildings with windows and entries oriented to the street can enhance pedestrian activity.					
(d) To create an attractive street edge and unified streetscape, and provide pedestrian access where it does not conflict with private property security issues.					
(2) Design Criteria.					
(a) Building setbacks from public streets should be minimized in commercial developments.			X		N/A
(b) Buildings should be arranged on site to minimize distances between buildings to create a walkable environment.			X		Building relationship to street and other buildings determined by track alignment.
(c) All development shall include site-planning measures to create an attractive street edge and accommodate pedestrian access.	X			X	
(i) Define the street edge with buildings, landscaping or other features.	X			X	
(ii) Provide for a sidewalk at least five feet wide if there is not space in the public right-of-way (ROW).	X			X	
(iii) Provide building entries that are accessed from the sidewalk. Preferably these access ways should be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised, clearly marked by a change in surface treatment, or both.	X			X	
(iv) For businesses which require outdoor display oriented to the street, such as nurseries and auto sales, the street edge shall be defined.			X		N/A
(d) Create a streetscape to allow for the safe movement of pedestrians. Wherever possible, relegate parking and drive-through passageways to the side and rear of all buildings.	X			X	Pedestrian circulation areas are separated from other vehicular paths. Crosswalks have been provided at bus load/unload islands.
(e) Provide site development features that are visible and pedestrian accessible from the street. These features could include plazas, open space areas, employee lunch and recreational areas, architectural focal points, and accent lighting.	X			X	A plaza space with amenities will be provided that will be shared by the station entry and the garage entry.
(f) Where nonresidential ground floor uses such as structured parking are permitted, windows, rather than blank walls, shall be provided on the street level in order to encourage a visual link between the business and passing pedestrians. A minimum of 60 percent of the length of the storefront area facing streets (between two feet and seven feet above the sidewalk) shall be in non-reflective, transparent glazing.			X		N/A

DESIGN STANDARDS CHECKLIST - SE Redmond Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020(F) Street Design.					
(1) Intent.					
(a) To balance the needs of vehicular, transit, pedestrian and bicycle uses, and to create attractive streetscapes, while maintaining safety as the top priority;					
(b) To create attractive connections that provide safe linkages to public facilities, shorelines, and other public open spaces, and that complement the aesthetics of adjacent natural features and buildings.					
(2) Design Criteria.					
(a) Design streets to be consistent with terrain, intersection configurations, and connections to streets or adjacent sites.	X		X		Design of 70th Street has be coordinated with CoR.
(b) Minimize steep gradients in circulation patterns to the extent allowed by site topography.	X		X		
(c) Promote safety through adequate sight distance, limited driveways on busy streets, and avoidance of difficult turning patterns.	X		X		
(d) Allow safe, efficient access for emergency vehicles	X		X		
(e) Discourage through-traffic and long curvilinear cul- de-sacs, while assuring adequate circulation between neighborhoods.			X		
(f) Accommodate transit on arterial streets and, where appropriate, within internal circulation systems. Width, geometry, slopes, and construction materials should be suitable for transit service. Transit stops should be included at appropriate intervals.	X		X		
(g) Where possible, streets and internal circulation systems should frame vistas of retail areas, public buildings, parks, open spaces, and natural features, especially Lake Sammamish, the Sammamish River, Bear and Evans Creeks, and forested slopes.			X		
(h) Intersections shall be designed to facilitate both pedestrian and vehicular movement.	X		X		
(i) Provide shade trees along all streets. Street trees spacing and tree species shall follow the City's street tree plan, and plantings techniques shall be selected to create a unified image for the street, provide an effective canopy, avoid sidewalk damage, and minimize water consumption. Drip irrigation systems and native drought tolerant landscaping are encouraged. Trees should vary along different streets to prevent excessive planting of any one species.	X			X	Plaza landscaping will be used to meet this requirement
(j) Within the shoreline jurisdiction, street decorative lighting, landscaping, public art or street graphics.ts and bridges shall be designed to enhance shoreline visual, physical and cultural access by incorporating special design features, such as viewpoints, gateway design elements, street furniture, decorative lighting, landscaping, public art or street graphics.			X		

DESIGN STANDARDS CHECKLIST - SE Redmond Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020(G) Transit					
(1) Intent.					
(a) To encourage transit use through building orientation and site design;					
(b) To provide safe and continuous pedestrian access to transit facilities;					
(c) To consider minimizing the distance between buildings and transit stops;					
(d) To encourage weather protection for those waiting for transit.					
(2) Design Criteria.					
(a) Provide transit stops and improvements where the intensity of use and expected demand supports transit use. Transit stops shall include space for shelters meeting King County standards and ten feet between the curb to the back of sidewalk, unless other site requirements require a larger sidewalk. The area devoted to shelters and wider sidewalks may be included in setbacks and may be counted toward required landscaping.	X		X		
(b) Along high traffic volume streets, a number of transit stop alternatives, such as building “passenger bulbs” or transit stops where sidewalks extend to the traffic sidewalk lane, should be installed. Bulbs allow transit to stop easily, and people are prevented from parking at the stop.			X		70th is not a high volume street. Transit on 70th COR prefers "in lane".
(c) Provide direct access to transit stops from buildings via defined, safe pathway systems.	X		X		
(d) Locate parking lots to the side and rear of buildings. Avoid making pedestrians walk across expansive parking lots to reach transit stops.	X		X		
(e) Consider a covered and lighted entrance outside the structure or other effective options where residents or patrons may wait for transit out of the weather.			X		
(f) Focus the location of buildings onsite to concentrate present and future transit use and to encourage residential use of transit.			X		
(g) Consider orienting buildings toward the street and locate them as close as practicable toward existing or proposed transit stops. Minimize walking distances between buildings and transit stops. Building entries should be within 1,000 feet of the transit stop.			X		
(h) If the development will have a retail use, locate the storefront close to the transit stop.			X		Currently no retail use planned.
(i) Security walls and fences should include gates that employees can open from both sides to provide access to and from transit stops.			X		
21.60.020(H) Pedestrian and Bicycle Circulation.					
(1) Intent.					
(a) To improve the pedestrian and bicycling environment by making it easier, safer, and more comfortable to walk or ride among residences, to businesses, to the street sidewalk, to transit stops, through parking lots, to adjacent properties, and connections throughout the City;					
(b) To enhance access to on- and off-site open space areas, shoreline access areas, and pedestrian/bicycle paths.					
(2) Design Criteria.					
(a) Provide pedestrian walkways that minimize walking distances from principal building entrances to all businesses, uses, and buildings on the development site; existing or planned sidewalks; and the street right-of-way.	X		X		
(b) Provide pedestrian walkways that connect to adjacent properties, except when adjacent properties are multi-family developments of fewer than three dwelling units, or when the pathway could connect a multi-family development to a manufacturing or industrial use, or a manufacturing or industrial use to another manufacturing or industrial use. Barriers that limit future pedestrian access are prohibited. Gates that limit access to employees are permitted.	X		X		

DESIGN STANDARDS CHECKLIST - SE Redmond Station

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	Yes	No	Yes	No	
21.60.020(I) Vehicle Entrances and Driveways					
(1) Intent.					
(a) To provide safe, convenient vehicular access to sites without diminishing pedestrian access and visual qualities					
(2) Design Criteria.					
(a) Minimize parking lot entrances, driveways, and other vehicle access routes onto private property from a public right-of-way.	X		X		
(b) Driveway lanes crossing a public sidewalk shall be no wider than the minimum required per entry or exit lane. The City may impose additional restrictions to parking lot and vehicle access point locations to reduce impacts to public safety, pedestrian movement, on-street vehicle circulation, and visual qualities.	X		X		
(c) Joint driveways between adjacent developments should be provided when the proposal meets the following:			X		
(i) Joint access is legally available;			X		
(ii) The proposal promotes safety for pedestrians and operators of automobiles minimizing the interaction of vehicles and pedestrians; and	X		X		
(iii) The proposal promotes proper dispersal of traffic mode and behavior to support traffic management objectives.	X		X		
(d) Minimize conflicts between entries and vehicle parking and maneuvering areas.	X		X		Entry into parking lot, not station.
21.60.020(J) Parking Lot and Structured Parking Location and Design					
(1) Intent.					
(a) To encourage parking design that provides for distribution of parking in a balanced manner across the project site plan, avoiding where possible a concentration of all of the parking in front of the building;					
(b) To provide for clear internal vehicle circulation patterns and consideration of pedestrian walkways in parking lots;					
(c) To set standards for paving, lighting, and other design elements;					
(d) To provide for joint entrances and exits;					
(e) To reduce the negative impacts of parking and circulation facilities on highly visible public open spaces, such as shorelines and other natural open spaces.					
(2) Design Criteria .					
(a) Locate parking where possible behind buildings and away from areas of public visibility and shorelines.			X		N/A
(b) Integrate parking area design with landscape design in a way that reduces the visual impact of impervious surfaces and provides adequate screening of parking from public view, while allowing sufficient visibility to enhance safety. Parking areas should provide for landscaping next to buildings and alongside walkways.			X		N/A
(c) Reduce pavement areas for vehicular use by avoiding the use of parking aisles with parking located only along one side.			X		N/A
(d) Convenient, clearly identified pedestrian access shall be provided from the interior of parking areas and street front walkways. See Figure 60.10 below.	X		X		
(e) Site layout for individual parcels should be designed to provide reciprocal vehicular and pedestrian access to and from adjoining lots in order to achieve a unified circulation plan which minimizes curb cuts and provides pedestrian connections between uses.			X		N/A
(f) Parking – Structured.					
(i) Structured parking should be designed to include articulated planes. The scale of parking structures shall be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade (where the water table allows) to reduce total height.			X		

DESIGN STANDARDS CHECKLIST - SE Redmond Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
(ii) Facades of parking structures shall include a landscape treatment in addition to architectural screening from the SR 520 corridor.		X			
(iii) Parking structures shall have landscaping around the perimeter which will correspond to that used by the adjacent land uses and activities. Landscaping shall include, but not be limited to, a combination of shade trees, evergreen trees, shrubs, groundcovers, deciduous native and ornamental shrubs, and vines to further screen the structures.		X			
(iv) The top floor of parking structures should include landscape screening in areas, such as along the cornice and on the deck, either by trees or a screening trellis treatment if visible from residential zones or SR520.		X			
(v) Provide walkways in parking floors which have curbs or other barriers to protect from vehicular intrusion.		X			
(vi) For security, pedestrian routes shall be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.		X			
(vii) Parking structures along the ground floor shall be enclosed with retail or office uses on the exterior, or where this enclosure is not feasible, the visual impact should be softened with landscaping or screening.		X			
21.60.030 Community Space					
21.60.030(B) Pedestrian Plazas.					
(1) Intent.					
(a) To provide plazas that attract shoppers to commercial areas. In heavily used pedestrian areas, or in areas where increased pedestrian activity is desired, the area shall be designed as a pedestrian plaza.					
(b) Where appropriate in the business park and industrial areas as well as residential projects within the moderate- and high-density residential zones, plazas shall be provided to enhance the employees' and public's use of the space for passive activities, such as resting, reading, and eating lunch.					
(2) Design Criteria.					
(a) A pedestrian plaza should provide pedestrian- oriented amenities and landscaping to enhance the public's use of the space for passive activities.	X		X		
(i) Use trees and other landscaping to provide some shaded areas and a visual amenity.	X		X		
(ii) To qualify as a "pedestrian plaza" an area must have:	X				
(A.) Pedestrian access (including handicapped access) into the plaza from the public right- of-way;	X		X		
(B.) Paved walking surfaces, such as concrete, brick pavers, or other type of paver;	X		X		
(C.) Security lighting on site or building mounted.	X		X		
(iii) A pedestrian plaza is encouraged to have:	X				
(A.) Site furniture. The design may use planters, rails, benches, retaining walls and other raised surfaces for seating. Cluster some seating for informal gathering and outside eating areas. Wherever possible, locate a majority of the seating for sun exposure, where views can be taken advantage of, and near to activity centers of a site such as at building entrances and at the intersection of walkways.	X		X		
(B.) Artwork, or amenities, such as fountains, kiosks, etc.	X		X		
(C.) Fountain		X			
(iv) A Pedestrian Plaza shall not have:	X				
(A.) Adjacent unscreened parking lots.		X			N/A
(B.) Adjacent unscreened chain link fences.	X		X		
(C.) Adjacent "blank walls" without "blank wall treatment," are not allowed such as landscaping, windows or murals. Treatments not allowed include landscaping, windows or murals.	X		X		

DESIGN STANDARDS CHECKLIST - SE Redmond Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.030(C) Pedestrian Facilities and Amenities.					
(1) Intent.					
(a) To enhance the visual character of buildings and to improve the pedestrian environment.					
(b) To provide a network of pedestrian connections, the level of facilities provided to support pedestrian activities can greatly encourage the use of the pedestrian network. These criteria outline the sufficient levels of pedestrian facilities and amenities to achieve safe, comfortable pedestrian circulation.					
(c) To enhance the visual character of buildings and to improve the pedestrian environment by using the architectural elements of a building and landscaping to highlight and define the entrance.					
(d) To encourage and facilitate the use of alternative modes of transportation.					
(2) Design Criteria.					
(a) Except on exclusively multi-family, manufacturing, or industrial use buildings, portions of buildings that are adjacent to a pedestrian walkway or sidewalk shall provide overhead weather protection as follows:		X			Building use precludes these requirements
(i) The protection should be at least 48 inches wide along at least 80 percent of the building's front face. The weather protection may be in the form of awnings, marquees, canopies, or building overhangs.		X			Building use precludes these requirements
(ii) Canopies or awnings shall have a minimum clearance of eight feet above sidewalks and should not be more than 15 feet above the sidewalk at its highest point.		X			Building use precludes these requirements
(iii) The color, material, and configuration of the pedestrian coverings shall carry forward the architectural theme of the building. All lettering and graphics on pedestrian coverings must conform to Chapter 21.44 RZC, Signs.		X			Building use precludes these requirements
(b) Street-facing, ground-floor facades of mixed-use and retail structures shall include one or more of the following characteristics:		X			Building use precludes these requirements
(i) Transparent window area or window displays along at least 60 percent of the length of the ground floor facade.		X			Building use precludes these requirements
(ii) Sculptural, mosaic, or bas-relief artwork over 50 percent of the length of the ground floor facade.		X			Building use precludes these requirements
(iii) Other similar building design or landscaping feature approved by the City.		X			Building use precludes these requirements
(c) Enhance the primary public entries of all buildings by two or more of the following means:		X			Building use precludes these requirements
(i) Providing weather protection, such as an awning, canopy, marquee, or other building element, to create a covered pedestrian open space.		X			Building use precludes these requirements
(ii) Providing at least 100 square feet of landscaping at or near the entry.		X			Building use precludes these requirements
(iii) Providing pedestrian facilities, such as benches, kiosks, special paving, bicycle racks, etc.		X			Building use precludes these requirements
(iv) Providing a trellis, canopy, porch, or other building element that incorporates landscaping.		X			Building use precludes these requirements
(v) Providing site designed pedestrian-scaled lighting.		X			Building use precludes these requirements
(vi) Providing artwork or site designed pedestrian- scaled signs.		X			Building use precludes these requirements
(d) Site design should avoid creating potential entrapment areas.	X		X		Avoid dark alleys and corners
(e) Buildings should be arranged on the site to overlook pedestrian routes and parking areas to allow for informal surveillance of these areas.		X			Building use precludes these requirements
(f) Housing units, offices or other uses that allow for informal surveillance should surround courtyards and open spaces.		X			Building use precludes these requirements
(g) Arrange a mixture of uses to minimize isolated areas that may be unsafe.		X			Building use precludes these requirements

DESIGN STANDARDS CHECKLIST - SE Redmond Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.040 Design Concepts.					
(B) Buildings.					
21.60.040(B)(1) Architectural Concepts.					
(a) Intent.					
(i) To ensure building design is based on a strong, unified, consistent architectural concept;					
(ii) To ensure that buildings portray a sense of high architectural integrity;					
(iii) To ensure that new buildings are appropriately designed for the site, address human scale, and become a positive element in the architectural character of the neighborhood;					
(iv) To ensure that new buildings use high-quality building materials and architectural finishes in a manner that exemplifies craftsman quality and durability;					
(v) Consider solar orientation and climate in siting buildings to promote energy conservation.					
(b) Design Criteria.					
(i) Building design should support the vision for the area as defined in the Comprehensive Plan, and development regulations.	X		X		
(ii) The architectural composition, scale, elements, and details of a building should relate to the site's natural features and the character of the surrounding area. A strong architectural concept will indicate this organizational scheme, and convey the project's architectural character, or the style of the development. The relationship required by this section between a building and the site's natural features and surrounding area is shown when the following concepts are incorporated into the design:		X			Building use precludes these requirements
(A.) Building Orientation. Buildings may be oriented around a courtyard, be terraced down a hillside, or respond in design to a prominent feature, such as a corner location, a street or the river. Other design alternatives include: Windows, breezeways and common areas should be oriented toward shorelines, scenic views, or natural or recreational amenities on the site. Buildings and site design should provide a readily identifiable building entry. Incorporate substantial areas of windows and outdoor seating areas and walkways oriented toward the shoreline. Outdoor use areas should include landscaping, lighting and street furniture. Design buildings so they do not turn their backs to the street or to shoreline public access areas.			X		Building use precludes these requirements
(B.) Architectural Composition. The composition of a building's larger masses and elements should create a unifying concept. The composition should be clear and appropriate to the building's function and context.			X		Building use precludes these requirements
(C.) Orient buildings to retain and offer views to, from, and through the site, where identified as public view corridors or shoreline views, by taking advantage of topography, building location, and style.			X		Building use precludes these requirements
(D.) Building Elements. Distinctive roof forms, entrances, an arcade or porch, or the articulation or arrangement of doors and windows or other building features should provide for compositional unity and convey a strong architectural concept. (See also RZC 21.60.040(B)(2), Building Scale.)			X		Building use precludes these requirements
(E.) Building Details, Materials, and Colors. Moldings, mullions, rooftop features, materials, and colors should display a distinctive architectural style. (See also RZC 21.60.040(B)(4), Building Details, Materials, and Colors.)	X		X		Compliance for only this portion - Color and materials coordinated in site design.

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	Yes	No	Yes	No	
21.60.040(B)(2) Building Scale.					
(a) Intent.					
(i) To ensure new development is compatible with the goals for the neighborhood and with the architectural scale (the scale of the building(s) in relation to surrounding development) and character of those surrounding developments that meet the intent of the City's design review criteria;					
(ii) To ensure buildings are based on human scale (the scale of the building and how it relates to the people that use it);					
(iii) To ensure that large buildings reduce their apparent mass and bulk on the elevations visible from streets or pedestrian routes;					
(iv) To create a skyline that is visually interesting.					
(b) Design Criteria.					
(i) The apparent mass and scale of large buildings should be reduced through the use of modulation and articulation that provides a pedestrian scale and architectural interest. The building envelope shall be designed to maintain shoreline view corridors from the site and nearby properties.		X			Building use precludes these requirements
(ii) Integration. Large buildings should integrate features along their facades visible from the public right-of-way and pedestrian routes and entries to reduce the apparent building mass and achieve an architectural scale consistent with other nearby structures.		X			Building use precludes these requirements
(iii) Facade Modulation. Building facades visible from public streets and public spaces shall be stepped back or projected forward at intervals to provide a minimum of 40 percent facade modulation unless the applicant demonstrates that an alternate design solution provides an equal or greater level of achieving the intent of the section. The minimum depth of modulation shall be one foot and the minimum width shall be five feet.		X			Building use precludes these requirements
(iv) Articulation. Buildings shall be articulated to reduce the apparent scale of buildings. Architectural details that are used to articulate the structure may include reveals, battens, and other three dimensional details that create shadow lines or intervals and break up the flat surfaces of the facade. The following are ways to achieve building articulation:		X			Building use precludes these requirements
(A.) Tripartite Articulation. Provide tripartite building articulation (building top, middle, and base) to provide pedestrian scale and architectural interest.		X			Building use precludes these requirements
(B.) Window Treatments. Provide articulated window treatments in facades visible from streets and public spaces for architectural interest and human scale with mullions, recesses, as well as applying complementary articulation around doorways and balconies. (See also RZC 21.60.040(B)(4), Building Details, Materials and Colors).		X			Building use precludes these requirements
(C.) Architectural Elements. The mass of long or large-scale buildings can be made more visually interesting by incorporating architectural elements, such as arcades, balconies, bay windows, dormers, or columns. (See also RZC 21.60.040(B)(4), Building Details, Materials and Colors).		X			Building use precludes these requirements
(D.) Materials. When there is a change in the building plane, a change in the building materials, colors, or patterns is appropriate. (See also RZC.60.040(B)(4), Building Details, Materials and Colors).		X			Building use precludes these requirements
(E.) Landscaping. Provide a trellis, tree or other landscape feature within each interval. (See also RZC 21.32, Landscape Design).		X			Building use precludes these requirements
(F.) Upper Story Setback. Setting back upper stories helps to reduce the apparent bulk of a building and promotes human scale.		X			Building use precludes these requirements
(G.) Small-Scale Additions. In retail areas, small- scale additions to a structure can reduce the apparent bulk by articulating the overall form. Clustering smaller uses and activities around entrances on street-facing facades also allows for small retail or display spaces that are inviting and add activity to the streetscape.		X			Building use precludes these requirements

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	Yes	No	Yes	No	
21.60.040(B)(3) Rooflines.					
(a) Intent.					
To promote detailed roof expression to create a variable roofline throughout and to create a skyline that is visually interesting.					
(b) Design Criteria.					
(i) Building rooflines visible from a public street, open space, or public parking area shall incorporate features to create a varied and visually distinctive roof form through features, such as prominent cornice or fascia, stepped roofs, emphasized dormers, chimneys, gables, or an articulated roofline.		X			Building use precludes these requirements
(ii) The width of any continuous flat roofline should not extend more than 100 feet without modulation. Modulation should consist of either one or a combination of the following treatments:		X			Building use precludes these requirements
(A.) For flat roofs or facades with a horizontal eave, fascia, or parapet with at least an eight-foot return, the minimum vertical dimension of roofline modulation is the greater of two feet or one-tenth multiplied by the wall height (finish grade to top of wall) if the segment is 50 feet or less, or at least four feet if the segment is more than 50 feet in length.		X			Building use precludes these requirements
(B.) A sloped or gabled roofline segment of at least 20 feet in width and no less than three feet vertical in 12 feet horizontal.		X			Building use precludes these requirements
(iii) Rooftops shall incorporate features which soften rectilinear forms and mechanical equipment and rooftop penthouses shall be architecturally incorporated into the design of rooflines or into the overall building design		X			Building use precludes these requirements
21.60.040(B)(4) Building Details, Materials and Colors.					
(a) Intent.					
To provide visual interest, distinct design qualities, and promote compatibility and improvement within surrounding neighborhoods and community development through architectural detailing and the use of sustainable and high-quality materials.					
(b) Design Criteria.					
(i) Use building materials of high durability and high quality. The use of brick is encouraged on walls or as accents on walls. Large areas of rough-cut wood, wide rough-cut lap siding, or large areas of T-111, plywood, or similar materials are prohibited. Vinyl siding is prohibited on the ground floor of commercial buildings. Wood-textured cementitious fiberboard products should be considered in lieu of wood siding for commercial buildings.	X		X		Building is designed for heavy use. DCM requires highly durable, maintenance free materials and well designed details.
(ii) Enhance buildings with appropriate details. The following elements are examples of techniques used on buildings to provide detail.	X		X		
(A.) Detailed Treatment of Windows and Doors. Examples include decorative lintels, sills, glazing, door design, molding or framing details around all windows and doors located on facades facing or adjacent to public streets or parks.			X		
(B.) Ornamentation. Decorative Examples include ornamental decorative railings, grillwork, landscape guard, and trellises.	X		X		Pony wall with picket fence on top is acceptable. Building is designed for heavy use. DCM requires highly durable, maintenance free materials and well designed details.
(C.) Distinctive Light Fixtures. Examples include lights with a decorative shade or mounting		X			ST standard for maintenance consistency.
(D.) Varied Building Materials. Examples include patterned masonry, shingle, brick, or stone. Also, individualized patterns or continuous wood details, such as shingles in a geometric pattern, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.		X			

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	Yes	No	Yes	No	
(E.) Artwork or Decorative Paving. The artwork may be freestanding or attached to the building, and may be in the form of mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, freestanding sculpture, art in pavement, or other similar artwork.	X		X		
(iii) Avoid the use of building features or design elements that incorporate corporate themes, logos, or colors which do not reflect the neighborhood and community context.		X			Using agency-wide design elements for consistency.
(iv) High-quality and natural materials and methods should be used to accent visible building features (i.e., wood, stone, brick, etc.). Building design should incorporate and display the natural grain or texture of materials. Wood-textured cementitious fiber board is also a preferred alternative to wood products for commercial buildings.	X		X		Building is designed for heavy use. DCM requires highly durable, maintenance free materials and well designed details.
(v) Colors used on building exteriors should integrate a building's various design elements or features.	X		X		
(vi) Accent colors should use color combinations that complement each other.	X		X		
(vii) Softer, muted or earth-toned colors are preferred; however, brighter colors may be approved when contextually appropriate.	X			X	Using agency-wide color scheme
(viii) Use accent colors in a way to enhance or highlight building design, and not in a manner that creates clutter or otherwise detracts from building design	X		X		
21.60.040(B)(5) Multiple Building Design					
(a) Intent.					
To promote integrated multiple-building development that is coordinated with and enhances the surrounding built and natural environment, and is organized to meet the goals of Redmond's development regulations.					
(b) Design Criteria					
(i) Orient buildings to retain and offer views to, from, and through the site, where identified as public view corridors or shoreline views, by taking advantage of topography, building location, and style.		X			Building use precludes this requirement
(ii) Buildings in groups should be related by common styles, materials, roof shapes, or other common or distinctive architectural element. Contrast should be provided by the use of varied materials, color, architectural detailing, building orientation, or building type.		X			Building use precludes this requirement
(iii) Consider solar orientation and climate in siting buildings to promote energy conservation.		X			Building use precludes this requirement
(iv) Consider site design that minimizes clearing and grading and other disruptions to the natural character of the site.		X			Building use precludes this requirement
(v) Use site and building design for safety techniques described in RZC 21.60.040(B)(7).	X		X		
(vi) Orient buildings, entries, and activities to encourage use of outdoor areas and streets.		X			Building orientation and entries based on track alignment
(vii) Maintain adequate space between buildings to allow for landscaping or buffering. Avoid creating fragmented and unrelated landscape strips and edging.	X		X		
(viii) In residential developments, incorporate open space, privacy, and separation, while maintaining safety, from adjacent units through careful location of building entrances, windows, fences, walls, and landscaping.		X			

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	Yes	No	Yes	No	
21.60.040(6) Blank Walls					
(a) Intent.					
To reduce the appearance and mass of large walls through the use of various architectural and landscaping treatments.					
(b) Design Criteria.					
(i) Avoid the use of large, blank walls.	X		X		
(ii) All blank walls shall be treated in one or more of the following ways:	X		X		
(A.) Installing windows or a vertical trellis in front of the wall with climbing vines or plant materials;		X			Uses preclude windows
(B.) Providing a landscaped planting bed at least five feet, zero inches, wide or raised planter bed at least two feet, zero inches, high and three feet wide in front of the wall, with plant materials that obscure or screen at least 50 percent of the wall's surface within three years;		X			Uses preclude windows
(C.) Providing artwork (mosaic, mural, sculpture, relief, etc.) façade articulation over at least 50 percent of the blank wall surface;	X		X		
(D.) Proposing alternative techniques or by providing an architectural justification for the blank wall as part of the Design Review process.	X		X		
21.60.040(7) Building Design for Safety					
(a) Intent					
To promote building designs which increase safety of employees, residents and visitors.					
(b) Design Criteria.					
(i) Building design should allow for informal observation of exterior semi-public and public areas including play areas, open spaces, pathways, and parking lots.	X		X		
(ii) Areas such as laundry rooms and fitness rooms should incorporate windows to increase visibility		X			
(iii) Doors to stairways, parking, and similar areas should be open or have windows to allow users to see through to the other side.		X			
(iv) Increase personal safety by considering the following in the design of building entries.		X			
(A.) Avoid hidden building entries and ensure good sight lines into entries.		X			
(B.) Sufficiently light doorways and alcoves.		X			
(v) When security surveillance devices are proposed, they should be designed to blend with the site and buildings to the extent possible.	X		X		

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	Yes	No	Yes	No	
(C) Landscaping					
21.60.040(C)(1) Planting Design					
(a) Intent.					
(i) Planting design is an integral part of the overall site and community design and should complement the architecture, other site elements and the visual appearance of the neighborhood, as well as the Northwest environment. The landscape plan should help reduce impacts to and create a transition to adjacent natural features, such as critical areas and shorelines. The landscape plan should be based on a well-defined concept addressing criteria for function, design, horticulture, maintenance, and irrigation.					
(ii) The planting design should be a composition of plant materials that creates an appropriate visual character, such as stylized, formal, informal, or natural. The design should include a suitable combination of trees, shrubs, groundcover plants, vines, lawns and herbaceous material, including native and Northwest-adapted plants. The number, size and arrangement should be carefully selected to balance color, texture, form, line, proportion, and scale in both the horizontal and vertical plane.					
(b) Design Criteria					
(i) Retention and Enhancement of Existing Vegetation. Preserve as much native noninvasive vegetation as possible, particularly adjacent to buffers of critical areas and shorelines. Replant developed areas with stands of non-dwarf evergreens in natural and random patterns where possible.	X			X	
(ii) Usable Open Space and Public View Corridors. Provide space on site for active or passive recreational purposes. When located in an identified public view corridor, this open space may also provide views through a development to important features, such as the Lake Sammamish, Sammamish River, and the river valley; Bear Creek; or panoramic mountain views.	X		X		
(iii) Transition. Provide plantings that provide a clear transition in design between adjacent sites, within a site, and from native vegetation areas. To lessen impacts and provide transitions to natural areas, use native plants as much as possible adjacent to the buffers of critical areas and shorelines. Design foundation plantings to create an effective change from public to private space and from the vertical to horizontal plane at building edges.	X		X		
(iv) Mitigation of Adverse Visual Impacts. Provide planting to soften the visual impact of less desirable development and structures, such as large blank walls, dumpster areas, service areas, and large areas of pavement.		X			Screening will be included, landscaping will not be the primary screening treatment.
(v) Definition or Emphasis. Use planting to highlight significant site features and to define site use areas and circulation corridors without interfering with the use of such areas. Examples include site and building entrances, pedestrian walkways, and focal points, such as gathering areas or plazas.		X			At buildings emphasis will be placed with other means, landscaping will not be the primary treatment. Emphasis will be placed in plaza and other gathering areas using landscaping and hardscaping.
(vi) Safety. Use planting landscaping which minimizes disruption of sight lines along pathways.	X		X		
(vii) Water Conservation. Plants and techniques that reduce water consumption are encouraged.	X		X		
(viii) Design. Plants should be selected and arranged according to the following design criteria:	X		X		
(A.) Variety. Select a variety of plants providing interest, accent and contrast, using as many native species as possible.	X		X		
(B.) Consistency. Develop a planting design conforming to the overall project design concept and adjoining properties.	X		X		
(C.) Appropriateness. Select plants with an awareness of their growth requirements, tolerances, ultimate size, preferences for soil, climate and sun exposure, and negative impacts.	X		X		
(D.) Density. Provide adequate plant quantity, size, and spacing to fulfill the functional and design objectives within the stipulated time.	X		X		

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	Yes	No	Yes	No	
21.60.040(C)(2) Parking Lot Landscaping					
(a) Intent.					
(i) To improve the aesthetic appearance of parking lots;					
(ii) To reduce the summertime heat and glare buildup within and adjacent to parking lots;					
(iii) To provide landscaped areas within parking areas in addition to landscape buffers around the perimeter of parking lots;					
(iv) To provide screening and break up the expanse of paved areas.					
(b) Design Criteria.					
(i) Cluster interior parking lot landscaping when possible to conserve significant portions of existing tree cover as an amenity to the site. (See also Chapter 21.30 RZC, Landscaping.)			X		N/A
(ii) Disperse interior parking lot landscaping throughout a parking lot when no significant existing vegetation exists.			X		N/A
(iii) Shade trees shall be used to shade parking lots and driveways to reduce summer heat loads.			X		N/A
(iv) Provide landscaped areas within parking areas in addition to landscape buffers around the perimeter of parking lots to effectively screen vehicles.			X		N/A
(v) All parking lots shall be planted with sufficient trees so that within 10 years 50 percent of the surface area of the lot is shaded. Additionally, parking lots shall be screened from streets by non-bermed landscaped treatments.			X		N/A

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	Yes	No	Yes	No	
(D) Accessory Standards.					
21.60.040(D)(1) Screening for Garbage/Recycling Enclosures and Rooftop Mechanical.					
(a) Intent.					
(i) To reduce the visual and physical impacts of service areas, mechanical equipment, trash and recycling containers, and other similar uses on other on-site uses, the street environment, adjacent shoreline areas and other public open spaces, and adjacent properties, while maintaining accessibility for service providers and users.					
(ii) To mitigate the off-site visual impacts of service and mechanical equipment areas when siting alone does not adequately mitigate impacts.					
(b) Design Criteria					
(i) Services and outdoor storage areas, large utility cabinets and mechanical equipment, and waste receptacles (trash dumpsters, compactors, and mechanical equipment) shall be located away from highly visible areas, such as streets, pedestrian walkways, and public shoreline areas, to minimize visual, noise, or physical impacts on the site, street environment, adjacent public open spaces, and adjacent properties.	X		X		Screening will be provided
(ii) All garbage receptacles and recycling bins not located within parking garages shall be enclosed by a freestanding enclosure that is architecturally consistent with the building. Locate waste receptacles in areas convenient for on-site use and accessible for collection.	X		X		Screening will be provided
(iii) Service elements and outdoor storage areas (dumpsters, refuse, and recycling collection areas) shall be screened from view with a solid visual barrier using materials and colors consistent with the design of the primary structure(s) on the site and at a minimum shall be as high as the service element being screened. Utility cabinets and small-scale service elements may be screened with landscaping or structures.	X		X		Screening will be provided
(iv) All mechanical equipment, including air conditioners, heaters, vents and similar equipment, rooftop and ground-mounted, shall be fully screened from public view both at grade and from higher buildings with the exception of solar panels and roof-mounted wind turbines. Screening shall be located so as not to interfere with operation of the equipment. All mechanical equipment shall meet the applicable requirements of the Uniform Mechanical Code and Uniform Plumbing Code and:			X		NA
(A.) The screening materials shall be of material requiring minimal maintenance and shall be as high as the equipment being screened.	X		X		
(B.) For ground-mounted equipment, landscaping may be used if a solid screen is provided at time of planting.	X		X		
(C.) For rooftop equipment all screening devices shall be well integrated into the architectural design through such elements as parapet walls, false roofs, roof wells, clerestories, or equipment rooms. Screening walls or unit-mounted screening is allowed but less desirable. Wood generally shall not be used. Louvered designs are acceptable if consistent with building design style.			X		NA
(v) Design screening with consideration of views from adjoining hillsides and from other areas of high public visibility, such as streets and shoreline areas, with special consideration for views from SR 520, Redmond Way, other major arterials, Marymoor Park, and the Sammamish River Trail.	X		X		
(vi) Design and select landscaping and structural materials of sufficient size, quantity, and height to effectively screen service elements and to make those elements meet the requirements of (c) above.	X		X		Screening will be provided, landscaping will not be the primary treatment
(vii) Screening should incorporate landscaping.			X		Screening will be provided, landscaping will not be the primary treatment
(viii) All utility meters shall be fully screened from view from a public right-of-way. If enclosed in cabinets visible from public rights-of-way, exterior surfaces shall be finished with material compatible and complementary to the architecture of the building.	X		X		Applies to private meters only.
(A.) Screening structures shall comply with the Building Code and a building permit may be required. Applicants may wish to contact the Building Division for all requirements.	X		X		

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	Yes	No	Yes	No	
21.60.040(D)(2) Storm Water Facilities.					
(a) Intent.					
(i) To provide options for storm water facilities that are visually attractive;					
(ii) To incorporate open storm water facilities into project site design and landscaping as a design amenity for active or passive recreation;					
(iii) To avoid potential hazards between persons and storm water facilities.					
(b) Design Criteria.					
(i) Design storm water facilities to appear as naturally occurring features.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(ii) Storm water facilities shall be designed to address the following:	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(A.) Incorporate screening elements and landscaping into biofiltration swale design so the swale is located and designed as an attractive landscaping feature.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(B.) The swale or pond shall be oriented so it does not impede pedestrian circulation or shared parking between two or more properties.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(C.) Trees may be planted near biofiltration swales as long as they are a minimum of eight feet from the swale and they will not inhibit vegetative growth within the swale.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(D.) Drainage swales shall be planted with shrubs or grasses (sedges, for example) which are tolerant to standing water or wet conditions.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(E.) Pedestrian bridges are acceptable where such crossings are necessary.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(F.) Incorporate landscaping and screening to visually enhance the swale without reducing maintainability and sun exposure.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(G.) Adjacent to natural shoreline areas, above-ground stormwater facilities shall be landscaped with native plants, and should include snags, nest boxes or other habitat features as appropriate for the scale, function and location of the facility.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020 Context, Circulation, And Connections					
2160.020(B) Design Contexts					
(1) Intent					
(a) To provide contextual references that can be used to encourage creative and distinctive designs for new development and redevelopment projects while avoiding sameness in design					
(b) To create contexts that capture the community visions and values as reflected in the Comprehensive Plan, Redmond Zoning Code, and Design Review Handbook. Contextual elements could include the following:					
(i) Context Defined by Natural Forms and Patterns. These are natural landforms found in the Sammamish River Valley and other parts of the City. Examples include river contour forms; river bench terraces; multiple silhouette ridgelines; and panoramic vistas with associated mountain, lake, river, and ravine forms.					
(ii) Historic and Cultural Context. Historic landmarks and the section of Leary Way framed by older historic structures have been identified as contributing to the historic character of the City. In addition, Redmond's native peoples and Redmond's heritage as a logging and farming community, and as a historic urban crossroads, define the more general historic and cultural context of the City.					
(iii) Architectural Context. This includes buildings with articulated facades, pedestrian-friendly scale and detailing, historic building features or character, and interesting rooflines.					
(2) Design Criteria					
(a) Site development should not substantially alter natural landforms.	X		X		
(b) Developments that have a historic or cultural context should incorporate or enhance historic or cultural references with the use of symbolic design details, interpretive signs or informational plaques.		X			
(c) Developments within an area that is consistent with the goals and vision within the Comprehensive Plan; and have a distinctive common architectural context in terms of building height, roof type, base, cap, windows, entries, and other similar features should carry it forward with consistent architectural types, materials and detailing.	X		X		Garage does not have a similar use as the rest of the mixed use proposed for the subarea planning in SE Redmond. The garage in SE Redmond will not have a roof or windows due to the associated use.
21.60.020(C) Natural Features – Ridgelines and Hill Tops					
(1) Intent					
(a) To reduce natural hazards and impacts on the natural environment, and to minimize the visual impact of development on hillsides.					
(b) To respect natural landforms and to use them to provide definition between various parts of the community and to provide project identity.					
(2) Design Criteria					
(a) Development on hillsides should minimize visual and environmental impact by incorporating the following techniques as appropriate:		X			Development is not on a hill side.
(i) Except in Urban Centers, locate structures to ensure the tops of structures are located below prominent ridgelines or the vegetation along ridgelines.		X			Development is not on a hill side.
(ii) Retain existing wind-resilient vegetation along ridgelines.		X			Development is not on a hill side.

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

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	Yes	No	Yes	No	
21.60.020(D) Relationship to Adjacent Properties					
(1) Intent					
(a) To promote the functional and visual compatibility between adjacent neighborhoods and different land uses;					
(b) To encourage building designs which use natural, historical, traditional, or cultural context references to create elements which link the development to the neighborhood and community;					
(c) To use building design to create a transition between development and natural features;					
(d) To promote a gradual transition between different uses.					
(2) Design Criteria					
(a) Coordinate proposed development with surrounding site planning and development efforts on adjacent properties.	X		X		Garage location has been coordinated with CoR's subarea planning and reconfigured 70th street.
(b) The site's zoning and other relevant Comprehensive Plan policies shall be considered as indicators of the desired direction for the area and project.	X		X		Garage location has been coordinated with CoR's subarea planning and reconfigured 70th street.
(c) Properly link proposed development to existing and planned walkway, trail, street drainage and utility systems, and assure efficient continuation of such systems.	X		X		Location of bike network and trail connection to station site has been coordinated with CoR.
(d) Consider the impact of building mass, color, lighting, and design upon adjacent open spaces, continuity of identified public view corridors, public open spaces or parks, and recreation areas.	X		X		Garage is sited close to SR 520 off-ramp to allow views from future development into Marymoor Park.
(e) Designs shall minimize impacts to historic structures or sites, and mitigate impacts through such means as:		X			There are no known historic structures near the garage.
(i) Developments adjacent to historic landmarks should ensure that significant features of historic landmarks are not obscured from public view. In cases where this is not fully possible, developments shall mitigate with photo documentation showing the significant features that will be obscured and the relationship of the structure to that adjacent site prior to construction of the obscuring structure.		X			There are no known historic structures near the garage.
(ii) Use of color on developments adjacent to historic landmark structures that allow the existing historic landmarks to remain prominent within the immediate area.		X			There are no known historic structures near the garage.
(iii) Use of materials or design that emulate existing historic landmarks but which can be differentiated in age from that of the landmark.		X			There are no known historic structures near the garage.
(iv) Views from the new development may include views of significant features of the historic landmark.		X			There are no known historic structures near the garage.

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

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	Yes	No	Yes	No	
21.60.020(E) Relationship to Street Front.					
(1) Intent					
(a) To create a relationship between a development and the street front that provides safety and amenities for a development's residents, employees, and customers, and for surrounding properties.					
(b) To relate residential development to the street front that helps define neighborhood character. For example, residential areas with porches and balconies can create a sense of community and improve safety along public sidewalks and streets.					
(c) To relate commercial development to the street front to ensure active street environments that encourage pedestrian activity, stimulate business, and encourage walking as a transportation mode. For example, commercial buildings with windows and entries oriented to the street can enhance pedestrian activity.					
(d) To create an attractive street edge and unified streetscape, and provide pedestrian access where it does not conflict with private property security issues.					
(2) Design Criteria					
(a) Building setbacks from public streets should be minimized in commercial developments.		X			
(b) Buildings should be arranged on site to minimize distances between buildings to create a walkable environment.	X		X		The garage is planned over transit bus use to meet this requirement. In addition, the garage is built over the light rail tracks so patrons in the garage have direct and quick access to the station.
(c) All development shall include site-planning measures to create an attractive street edge and accommodate pedestrian access.	X		X		An open pedestrian plaza is planned at the station entry which is shared by the garage entry. This will activate the plaza and will provide an attractive street edge.
(i) Define the street edge with buildings, landscaping or other features.	X		X		The garage is located on the street frontage. Landscaping buffers will be provided at the street edge.
(ii) Provide for a sidewalk at least five feet wide if there is not space in the public right-of-way (ROW).	X		X		Provided.
(iii) Provide building entries that are accessed from the sidewalk. Preferably these access ways should be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised, clearly marked by a change in surface treatment, or both.	X		X		Access to the parking garage elevator and stairs is directly from the plaza and is completely separated from vehicle circulation paths. Garage entry points have direct line of sight for light rail and bus transit patrons.
(iv) For businesses which require outdoor display oriented to the street, such as nurseries and auto sales, the street edge shall be defined.		X			N/A
(d) Create a streetscape to allow for the safe movement of pedestrians. Wherever possible, relegate parking and drive-through passageways to the side and rear of all buildings.	X		X		Pedestrian circulation areas are separated from other vehicular paths. Crosswalks have been provided at bus load/unload islands.
(e) Provide site development features that are visible and pedestrian accessible from the street. These features could include plazas, open space areas, employee lunch and recreational areas, architectural focal points, and accent lighting.	X		X		A plaza space with amenities will be provided that will be shared by the station entry and the garage entry.
(f) Where nonresidential ground floor uses such as structured parking are permitted, windows , perforated panels, rather than blank walls, shall be provided on the street level in order to encourage a visual link between the business and passing pedestrians. Where determined appropriate area-facing streets (between two feet and seven feet above the sidewalk) shall be in non-reflective, transparent glazing.	X		X		The first level of the parking garage is dedicated for bus transit use. Some of the area will be used for passenger loading/unloading and the rest of the space is proposed to have bus layover. At the lower level could be visual access can be provided for pedestrian areas screening materials can be used to screen the parked buses.

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

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	Yes	No	Yes	No	
21.60.020(F) Street Design.					
(1) Intent					
(a) To balance the needs of vehicular, transit, pedestrian and bicycle uses, and to create attractive streetscapes, while maintaining safety as the top priority;					
(b) To create attractive connections that provide safe linkages to public facilities, shorelines, and other public open spaces, and that complement the aesthetics of adjacent natural features and buildings.					
(2) Design Criteria					
(a) Design streets to be consistent with terrain, intersection configurations, and connections to streets or adjacent sites.	X		X		Design of 70th Street has been coordinated with CoR.
(b) Minimize steep gradients in circulation patterns to the extent allowed by site topography.	X		X		There are no steep gradients for streets, other than ramps to access the parking garage levels on levels 2 and 3.
(c) Promote safety through adequate sight distance, limited driveways on busy streets, and avoidance of difficult turning patterns.	X		X		
(d) Allow safe, efficient access for emergency vehicles	X		X		Fire department access has been coordinated with CoR FD. Fire access will be provided on the north side of the building.
(e) Discourage through-traffic and long curvilinear cul- de-sacs, while assuring adequate circulation between neighborhoods.		X			N/A
(f) Accommodate transit on arterial streets and, where appropriate, within internal circulation systems. Width, geometry, slopes, and construction materials should be suitable for transit service. Transit stops should be included at appropriate intervals.	X		X		Transit stops and circulation for bus load/unload has been reviewed with CoR and KCM. Bus program has been provided under parking garage.
(g) Where possible, streets and internal circulation systems should frame vistas of retail areas, public buildings, parks, open spaces, and natural features, especially Lake Sammamish, the Sammamish River, Bear and Evans Creeks, and forested slopes.		X			N/A
(h) Intersections shall be designed to facilitate both pedestrian and vehicular movement.	X		X		
(i) Provide shade trees along all streets. Street trees spacing and tree species shall follow the City's street tree plan, and plantings techniques shall be selected to create a unified image for the street, provide an effective canopy, avoid sidewalk damage, and minimize water consumption. Drip irrigation systems and native drought tolerant landscaping are encouraged. Trees should vary along different streets to prevent excessive planting of any one species.	X		X		Street trees will meet CoR requirements.
(j) Within the shoreline jurisdiction, street decorative lighting, landscaping, public art or street graphics and bridges shall be designed to enhance shoreline visual, physical and cultural access by incorporating special design features, such as viewpoints, gateway design elements, street furniture, decorative lighting, landscaping, public art or street graphics.		X			

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

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	Yes	No	Yes	No	
21.60.020(G) Transit					
(1) Intent					
(a) To encourage transit use through building orientation and site design;					
(b) To provide safe and continuous pedestrian access to transit facilities;					
(c) To consider minimizing the distance between buildings and transit stops;					
(d) To encourage weather protection for those waiting for transit.					
(2) Design Criteria					
(a) Provide transit stops and improvements where the intensity of use and expected demand supports transit use. Transit stops shall include space for shelters meeting King County standards and ten feet between the curb to the back of sidewalk, unless other site requirements require a larger sidewalk. The area devoted to shelters and wider sidewalks may be included in setbacks and may be counted toward required landscaping.	X		X		
(b) Along high traffic volume streets, a number of transit stop alternatives, such as building "passenger bulbs" or transit stops where sidewalks extend to the traffic sidewalk lane, should be installed. Bulbs allow transit to stop easily, and people are prevented from parking at the stop.			X		70th is not a high volume street. Transit on 70th COR prefers "in lane".
(c) Provide direct access to transit stops from buildings via defined, safe pathway systems.	X		X		
(d) Locate parking lots to the side and rear of buildings. Avoid making pedestrians walk across expansive parking lots to reach transit stops.			X		
(e) Consider a covered and lighted entrance outside the structure or other effective options where residents or patrons may wait for transit out of the weather.	X		X		Project provides for sheltered waiting areas.
(f) Focus the location of buildings onsite to concentrate present and future transit use and to encourage residential use of transit.	X		X		
(g) Consider orienting buildings toward the street and locate them as close as practicable toward existing or proposed transit stops. Minimize walking distances between buildings and transit stops. Building entries should be within 1,000 feet of the transit stop.	X		X		
(h) If the development will have a retail use, locate the storefront close to the transit stop.			X		Currently no retail use planned.
(i) Security walls and fences should include gates that employees can open from both sides to provide access to and from transit stops.			X		

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	Yes	No	Yes	No	
21.60.020(H) Pedestrian and Bicycle Circulation.					
(1) Intent					
(a) To improve the pedestrian and bicycling environment by making it easier, safer, and more comfortable to walk or ride among residences, to businesses, to the street sidewalk, to transit stops, through parking lots, to adjacent properties, and connections throughout the City;					
(b) To enhance access to on- and off-site open space areas, shoreline access areas, and pedestrian/bicycle paths.					
(2) Design Criteria					
(a) Provide pedestrian walkways that minimize walking distances from principal building entrances to all businesses, uses, and buildings on the development site; existing or planned sidewalks; and the street right-of-way.	X		X		
(b) Provide pedestrian walkways that connect to adjacent properties, except when adjacent properties are multi-family developments of fewer than three dwelling units, or when the pathway could connect a multi-family development to a manufacturing or industrial use, or a manufacturing or industrial use to another manufacturing or industrial use. Barriers that limit future pedestrian access are prohibited. Gates that limit access to employees are permitted.	X		X		
21.60.020(I) Vehicle Entrances and Driveways					
(1) Intent					
(a) To provide safe, convenient vehicular access to sites without diminishing pedestrian access and visual qualities					
(2) Design Criteria					
(a) Minimize parking lot entrances, driveways, and other vehicle access routes onto private property from a public right-of-way.	X		X		
(b) Driveway lanes crossing a public sidewalk shall be no wider than the minimum required per entry or exit lane. The City may impose additional restrictions to parking lot and vehicle access point locations to reduce impacts to public safety, pedestrian movement, on-street vehicle circulation, and visual qualities.	X		X		
(c) Joint driveways between adjacent developments should be provided when the proposal meets the following:					N/A
(i) Joint access is legally available;			X		N/A
(ii) The proposal promotes safety for pedestrians and operators of automobiles minimizing the interaction of vehicles and pedestrians; and	X		X		
(iii) The proposal promotes proper dispersal of traffic mode and behavior to support traffic management objectives.	X		X		
(d) Minimize conflicts between entries and vehicle parking and maneuvering areas.	X		X		

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	Yes	No	Yes	No	
21.60.020(J) Parking Lot and Structured Parking Location and Design					
(1) Intent					
(a) To encourage parking design that provides for distribution of parking in a balanced manner across the project site plan, avoiding where possible a concentration of all of the parking in front of the building;					
(b) To provide for clear internal vehicle circulation patterns and consideration of pedestrian walkways in parking lots;					
(c) To set standards for paving, lighting, and other design elements;					
(d) To provide for joint entrances and exits;					
(e) To reduce the negative impacts of parking and circulation facilities on highly visible public open spaces, such as shorelines and other natural open spaces.					
(2) Design Criteria					
(a) Locate parking where possible behind buildings and away from areas of public visibility and shorelines.		X			
(b) Integrate parking area design with landscape design in a way that reduces the visual impact of impervious surfaces and provides adequate screening of parking from public view, while allowing sufficient visibility to enhance safety. Parking areas should provide for landscaping next to buildings and alongside walkways.	X		X		Landscaping will not be the primary visual mitigation treatment.
(c) Reduce pavement areas for vehicular use by avoiding the use of parking aisles with parking located only along one side.	X		X		Garage design will be as efficient as possible
(d) Convenient, clearly identified pedestrian access shall be provided from the interior of parking areas and street front walkways.	X		X		
(e) Site layout for individual parcels should be designed to provide reciprocal vehicular and pedestrian access to and from adjoining lots in order to achieve a unified circulation plan which minimizes curb cuts and provides pedestrian connections between uses.		X			
(f) Parking – Structured.					
(i) Structured parking should be designed to include articulated planes. The scale of parking structures shall be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade (where the water table allows) to reduce total height.	X		X		
(ii) Facades of parking structures shall include a landscape treatment in addition to architectural screening from the SR 520 corridor.	X		X		Landscaping will not be the primary visual mitigation treatment.
(iii) Parking structures shall have landscaping around the perimeter which will correspond to that used by the adjacent land uses and activities. Landscaping shall include, but not be limited to, a combination of shade trees, evergreen trees, shrubs, groundcovers, deciduous native and ornamental shrubs, and vines to further screen the structures.	X		X		
(iv) The top floor of parking structures should include landscape screening in areas, such as along the cornice and on the deck, either by trees or a screening trellis treatment if visible from residential zones or SR520 be screened	X		X		Top floor will be higher than future residential zones. Landscaping on roof is a maintenance concern and will not be provided on garage roof top. Vehicle screening on the top deck will be provided. Landscaping will not be the primary screening treatment.
(v) Provide walkways in parking floors which have curbs or other barriers to protect from vehicular intrusion.	X		X		
(vi) For security, pedestrian routes shall be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.	X		X		
(vii) Parking structures along the ground floor shall be enclosed with retail or office uses on the exterior, or where this enclosure is not feasible, the visual impact should be softened with landscaping or screening-screened.	X		X		The surface level is bus program. Screening will be provided. Landscaping will not be the primary screening treatment.

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	Yes	No	Yes	No	
21.60.030 Community Space					
21.60.030(B) Pedestrian Plazas.					
(1) Intent					
(a) To provide plazas that attract shoppers to commercial areas. In heavily used pedestrian areas, or in areas where increased pedestrian activity is desired, the area shall be designed as a pedestrian plaza.					
(b) Where appropriate in the business park and industrial areas as well as residential projects within the moderate- and high-density residential zones, plazas shall be provided to enhance the employees' and public's use of the space for passive activities, such as resting, reading, and eating lunch.					
(2) Design Criteria					
(a) A pedestrian plaza should provide pedestrian- oriented amenities and landscaping to enhance the public's use of the space for passive activities.		X			
(i) Use trees and other landscaping to provide some shaded areas and a visual amenity.		X			
(ii) To qualify as a "pedestrian plaza" an area must have:		X			
(A.) Pedestrian access (including handicapped access) into the plaza from the public right- of-way;		X			
(B.) Paved walking surfaces, such as concrete, brick pavers, or other type of paver;		X			
(C.) Security lighting on site or building mounted.		X			
(iii) A pedestrian plaza is encouraged to have:		X			
(A.) Site furniture. The design may use planters, rails, benches, retaining walls and other raised surfaces for seating. Cluster some seating for informal gathering and outside eating areas. Wherever possible, locate a majority of the seating for sun exposure, where views can be taken advantage of, and near to activity centers of a site such as at building entrances and at the intersection of walkways.		X			
(B.) Artwork, or amenities, such as fountains, kiosks, etc.		X			
(C.) Fountain		X			
(iv) A Pedestrian Plaza shall not have: (A.) Adjacent unscreened parking lots.		X			
(A.) Adjacent unscreened parking lots.		X			
(B.) Adjacent unscreened chain link fences.		X			
(C.) Adjacent "blank walls" without "blank wall treatment," are not allowed such as landscaping, windows or murals. Treatments not allowed include landscaping, windows or murals.		X			

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	Yes	No	Yes	No	
21.60.030(C) Pedestrian Facilities and Amenities.					
(1) Intent					
(a) To enhance the visual character of buildings and to improve the pedestrian environment.					
(b) To provide a network of pedestrian connections, the level of facilities provided to support pedestrian activities can greatly encourage the use of the pedestrian network. These criteria outline the sufficient levels of pedestrian facilities and amenities to achieve safe, comfortable pedestrian circulation.					
(c) To enhance the visual character of buildings and to improve the pedestrian environment by using the architectural elements of a building and landscaping to highlight and define the entrance.					
(d) To encourage and facilitate the use of alternative modes of transportation.					
(2) Design Criteria					
(a) Except on exclusively multi-family, manufacturing, or industrial use buildings, portions of buildings that are adjacent to a pedestrian walkway or sidewalk shall provide overhead weather protection as follows:	X		X		Pedestrian canopies provided along the south face of the garage facing 70th.
(i) The protection should be at least 48 inches wide along at least 80 percent of the building's front face. The weather protection may be in the form of awnings, marquees, canopies, or building overhangs.	X		X		As shown in Prescriptive design
(ii) Canopies or awnings shall have a minimum clearance of eight feet above sidewalks and should not be more than 15 feet above the sidewalk at its highest point.	X		X		As shown in Prescriptive design
(iii) The color, material, and configuration of the pedestrian coverings shall carry forward the architectural theme of the building. All lettering and graphics on pedestrian coverings must conform to Chapter 21.44 RZC, Signs.	X		X		
(b) Street-facing, ground-floor facades of mixed-use and retail structures shall include one or more of the following characteristics:		X			N/A No retail program
(i) Transparent window area or window displays along at least 60 percent of the length of the ground floor facade.		X			N/A
(ii) Sculptural, mosaic, or bas-relief artwork over 50 percent of the length of the ground floor facade.		X			N/A
(iii) Other similar building design or landscaping feature approved by the City.		X			N/A
(c) Enhance the primary public entries of all buildings by two or more of the following means:	X		X		
(i) Providing weather protection, such as an awning, canopy, marquee, or other building element, to create a covered pedestrian open space.	X		X		
(ii) Providing at least 100 square feet of landscaping at or near the entry.		X			Landscaping distributed throughout the plaza and ROW area and not clustered at entries.
(iii) Providing pedestrian facilities, such as benches, kiosks, special paving, bicycle racks, etc.	X		X		Pedestrian facilities like benches, bike racks and lighting are included in the Project requirements.
(iv) Providing a trellis, canopy, porch, or other building element that incorporates landscaping.		X			Landscaping will not be the primary enhancement
(v) Providing site designed pedestrian-scaled lighting.	X		X		
(vi) Providing artwork or site designed pedestrian- scaled signs.	X		X		
(d) Site design should avoid creating potential entrapment areas.	X		X		
(e) Buildings should be arranged on the site to overlook pedestrian routes and parking areas to allow for informal surveillance of these areas.	X		X		
(f) Housing units, offices or other uses that allow for informal surveillance should surround courtyards and open spaces.		X			N/A
(g) Arrange a mixture of uses to minimize isolated areas that may be unsafe.		X			N/A

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	Yes	No	Yes	No	
21.60.040 Design Concepts.					
(B) Buildings.					
21.60.040(B)(1) Architectural Concepts.					
(1) Intent					
(i) To ensure building design is based on a strong, unified, consistent architectural concept;					
(ii) To ensure that buildings portray a sense of high architectural integrity;					
(iii) To ensure that new buildings are appropriately designed for the site, address human scale, and become a positive element in the architectural character of the neighborhood;					
(iv) To ensure that new buildings use high-quality building materials and architectural finishes in a manner that exemplifies craftsman quality and durability;					
(v) Consider solar orientation and climate in siting buildings to promote energy conservation.					
(2) Design Criteria					
(i) Building design should support the vision for the area as defined in the Comprehensive Plan, and development regulations.	X		X		
(ii) The architectural composition, scale, elements, and details of a building should relate to the site's natural features and the character of the surrounding area. A strong architectural concept will indicate this organizational scheme, and convey the project's architectural character, or the style of the development. The relationship required by this section between a building and the site's natural features and surrounding area is shown when the following concepts are incorporated into the design:	X		X		
(A.) Building Orientation. Buildings may be oriented around a courtyard, be terraced down a hillside, or respond in design to a prominent feature, such as a corner location, a street or the river. Other design alternatives include: Windows, breezeways and common areas should be oriented toward shorelines, scenic views, or natural or recreational amenities on the site. Buildings and site design should provide a readily identifiable building entry. Incorporate substantial areas of windows and outdoor seating areas and walkways oriented toward the shoreline. Outdoor use areas should include landscaping, lighting and street furniture. Design buildings so they do not turn their backs to the street or to shoreline public access areas.	X		X		Building use and site constraints precludes this requirement. The parking garage is sited to maximize future development for the SE Redmond sub-area. It is located closest to SR 520 so it can act as a buffer for the community and allow views to the park. Façade articulation and modulation will be provided by using various screening material.
(B.) Architectural Composition. The composition of a building's larger masses and elements should create a unifying concept. The composition should be clear and appropriate to the building's function and context.	X		X		
(C.) Orient buildings to retain and offer views to, from, and through the site, where identified as public view corridors or shoreline views, by taking advantage of topography, building location, and style.		X			N/A
(D.) Building Elements. Distinctive roof forms, entrances, an arcade or porch, or the articulation or arrangement of doors and windows or other building features should provide for compositional unity and convey a strong architectural concept. (See also RZC 21.60.040(B)(2), Building Scale.)	X		X		The parking garage will not have a roof. Stairs and elevators will have roofs and which will be reviewed in final design. Windows are not applicable for garage buildings. Stair and elevator towers will be enclosed with glass so they can be a beacon at night and serve as way finding element.
(E.) Building Details, Materials, and Colors. Moldings, mullions, rooftop features, materials, and colors should display a distinctive architectural style. (See also RZC 21.60.040(B)(4), Building Details, Materials, and Colors.)	X		X		The parking garage will not have a roof. Stairs and elevators will have roofs which will be reviewed in final design.

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.040(B)(2) Building Scale.					
(1) Intent					
(i) To ensure new development is compatible with the goals for the neighborhood and with the architectural scale (the scale of the building(s) in relation to surrounding development) and character of those surrounding developments that meet the intent of the City's design review criteria;					
(ii) To ensure buildings are based on human scale (the scale of the building and how it relates to the people that use it);					
(iii) To ensure that large buildings reduce their apparent mass and bulk on the elevations visible from streets or pedestrian routes;					
(iv) To create a skyline that is visually interesting.					
(2) Design Criteria					
(i) The apparent mass and scale of large buildings should be reduced through the use of modulation and articulation that provides a pedestrian scale and architectural interest. The building envelope shall be designed to maintain shoreline view corridors from the site and nearby properties.	X		X		
(ii) Integration. Large buildings should integrate features along their facades visible from the public right-of-way and pedestrian routes and entries to reduce the apparent building mass and achieve an architectural scale consistent with other nearby structures.	X		X		
(iii) Facade Modulation. Building facades visible from public streets and public spaces shall be stepped back or projected forward at intervals modulated to provide a minimum of 40 percent facade modulation unless the applicant demonstrates that an alternate design solution provides an equal or greater level of achieving the intent of the section. The minimum depth of modulation shall be one foot and the minimum width shall be five feet.	X		X		Stepping back parking garages will make the structure inefficient. Other design features shall be employed to demonstrate façade modulation.
(iv) Articulation. Buildings shall be articulated to reduce the apparent scale of buildings. Architectural details that are used to articulate the structure may include reveals, battens, and other three dimensional details that create shadow lines or intervals and break up the flat surfaces of the facade. The following are ways to achieve building articulation: (A.) Tripartite Articulation. Provide tripartite building articulation (building top, middle, and base) to provide pedestrian scale and architectural interest.	X		X		Articulation shall be achieved by various screening materials.
(B.) Window Treatments. Provide articulated window treatments in facades visible from streets and public spaces for architectural interest and human scale with mullions, recesses, as well as applying complementary articulation around doorways and balconies. (See also RZC 21.60.040(B)(4), Building Details, Materials and Colors).		X			There are no windows in the parking garage.
(C.) Architectural Elements. The mass of long or large-scale buildings can be made more visually interesting by incorporating architectural elements, such as arcades, balconies, bay windows, dormers, or columns. (See also RZC 21.60.040(B)(4), Building Details, Materials and Colors).	X		X		Parking garage functions are not conducive to these requirements. Other design features shall be employed to demonstrate façade modulation.
(D.) Materials. When there is a change in the building plane, a change in the building materials, colors, or patterns is appropriate. (See also RZC.60.040(B)(4), Building Details, Materials and Colors).	X		X		
(E.) Landscaping. Provide a trellis, tree or other landscape feature within each interval. (See also RZC 21.32, Landscape Design).		X			
(F.) Upper Story Setback façade modulation. Setting back Modulating upper stories helps to reduce the apparent bulk of a building and promotes human scale.	X		X		Façade modulation will be provided. Story setbacks will reduce stall counts, therefore not feasible
(G.) Small-Scale Additions. In retail areas, small- scale additions to a structure can reduce the apparent bulk by articulating the overall form. Clustering smaller uses and activities around entrances on street-facing facades also allows for small retail or display spaces that are inviting and add activity to the streetscape.		X			Retail is not part of the program.

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.040(B)(3) Rooflines.					
(1) Intent					
To promote detailed roof expression to create a variable roofline throughout and to create a skyline that is visually interesting.					The parking garage has no roof. Screens shall be modulated to create interest in the ridge line.
(2) Design Criteria					
(i) Building rooflines visible from a public street, open space, or public parking area shall incorporate features to create a varied and visually distinctive roof form through features, such as prominent cornice or fascia, stepped roofs, emphasized dormers, chimneys, gables, or an articulated roofline.		X			The parking garage has no roof. Screens shall be modulated to create interest in the ridge line.
(ii) The width of any continuous flat roofline should not extend more than 100 feet without modulation. Modulation should consist of either one or a combination of the following treatments:		X			The parking garage has no roof. Screens shall be modulated to create interest in the ridge line.
(A.) For flat roofs or facades with a horizontal eave, fascia, or parapet with at least an eight-foot return, the minimum vertical dimension of roofline modulation is the greater of two feet or one-tenth multiplied by the wall height (finish grade to top of wall) if the segment is 50 feet or less, or at least four feet if the segment is more than 50 feet in length.		X			The parking garage has no roof. Screens shall be modulated to create interest in the ridge line.
(B.) A sloped or gabled roofline segment of at least 20 feet in width and no less than three feet vertical in 12 feet horizontal.		X			The parking garage has no roof. Screens shall be modulated to create interest in the ridge line.
(iii) Rooftops shall incorporate features which soften rectilinear forms and mechanical equipment and rooftop penthouses shall be architecturally incorporated into the design of rooflines or into the overall building design		X			The parking garage has no roof. Screens shall be modulated to create interest in the ridge line.

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.040(B)(4) Building Details, Materials and Colors.					
(1) Intent					
To provide visual interest, distinct design qualities, and promote compatibility and improvement within surrounding neighborhoods and community development through architectural detailing and the use of sustainable and high-quality materials.					
(2) Design Criteria					
(i) Use building materials of high durability and high quality. The use of brick is encouraged on walls or as accents on walls. Large areas of rough-cut wood, wide rough-cut lap siding, or large areas of T-111, plywood, or similar materials are prohibited. Vinyl siding is prohibited on the ground floor of commercial buildings. Wood-textured cementitious fiberboard products should be considered in lieu of wood siding for commercial buildings.	X		X		Building is designed for heavy use. DCM requires highly durable, maintenance free materials and well designed details.
(ii) Enhance buildings with appropriate details. The following elements are examples of techniques used on buildings to provide detail.					
(A.) Detailed Treatment of Windows and Doors. Examples include decorative lintels, sills, glazing, door design, molding or framing details around all windows and doors located on facades facing or adjacent to public streets or parks.			X		N/A
(B.) Decorative. Examples include decorative railings, grillwork, landscape guard, and trellises.			X		N/A
(C.) Distinctive Light Fixtures. Examples include lights with a decorative shade or mounting			X		
(D.) Varied Building Materials. Examples include patterned masonry, shingle, brick, or stone. Also, individualized patterns or continuous wood details, such as shingles in a geometric pattern, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.			X		N/A
(E.) Artwork or Decorative Paving. The artwork may be freestanding or attached to the building, and may be in the form of mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, freestanding sculpture, art in pavement, or other similar artwork.	X		X		
(iii) Avoid the use of building features or design elements that incorporate corporate themes, logos, or colors which do not reflect the neighborhood and community context.			X		Using agency wide design elements that are consistent with ST standards through out the project.
(iv) High-quality and natural materials and methods should be used to accent visible building features (i.e., wood, stone, brick, etc.). Building design should incorporate and display the natural grain or texture of materials. Wood-textured cementitious fiber board is also a preferred alternative to wood products for commercial buildings.	X		X		Building is designed for heavy use. DCM requires highly durable, maintenance free materials and well designed details.
(v) Colors used on building exteriors should integrate a building's various design elements or features.	X		X		
(vi) Accent colors should use color combinations that complement each other.	X		X		
(vii) Softer, muted or earth-toned colors are preferred; however, brighter colors may be approved when contextually appropriate.	X		X		
(viii) Use accent colors in a way to enhance or highlight building design, and not in a manner that creates clutter or otherwise detracts from building design	X		X		

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.040(B)(5) Multiple Building Design					
(1) Intent					
To promote integrated multiple-building development that is coordinated with and enhances the surrounding built and natural environment, and is organized to meet the goals of Redmond's development regulations.					
(2) Design Criteria					
(i) Orient buildings to retain and offer views to, from, and through the site, where identified as public view corridors or shoreline views, by taking advantage of topography, building location, and style.		X			
(ii) Buildings in groups should be related by common styles, materials, roof shapes, or other common or distinctive architectural element. Contrast should be provided by the use of varied materials, color, architectural detailing, building orientation, or building type.		X			
(iii) Consider solar orientation and climate in siting buildings to promote energy conservation.		X			
(iv) Consider site design that minimizes clearing and grading and other disruptions to the natural character of the site.		X			
(v) Use site and building design for safety techniques described in RZC 21.60.040(B)(7).		X			
(vi) Orient buildings, entries, and activities to encourage use of outdoor areas and streets.		X			
(vii) Maintain adequate space between buildings to allow for landscaping or buffering. Avoid creating fragmented and unrelated landscape strips and edging.		X			
(viii) In residential developments, incorporate open space, privacy, and separation, while maintaining safety, from adjacent units through careful location of building entrances, windows, fences, walls, and landscaping.		X			N/A
21.60.040(6) Blank Walls					
(1) Intent					
To reduce the appearance and mass of large walls through the use of various architectural and landscaping treatments.					
(2) Design Criteria					
(i) Avoid the use of large, blank walls.	X		X		
(ii) All blank walls shall be treated in one or more of the following ways:					
(A.) Installing windows or a vertical trellis in front of the wall with climbing vines or plant materials;		X			
(B.) Providing a landscaped planting bed at least five feet, zero inches, wide or raised planter bed at least two feet, zero inches, high and three feet wide in front of the wall, with plant materials that obscure or screen at least 50 percent of the wall's surface within three years;		X			
(C.) Providing artwork (mosaic, mural, sculpture, relief, etc.) facade articulation over at least 50 percent of the blank wall surface;	X		X		
(D.) Proposing alternative techniques or by providing an architectural justification for the blank wall as part of the Design Review process.	X		X		
21.60.040(7) Building Design for Safety					
(1) Intent					
To promote building designs which increase safety of employees, residents and visitors.					
(2) Design Criteria					
(i) Building design should allow for informal observation of exterior semi-public and public areas including play areas, open spaces, pathways, and parking lots.	X		X		
(ii) Areas such as laundry rooms and fitness rooms should incorporate windows to increase visibility		X			N/A
(iii) Doors to stairways, parking, and similar areas should be open or have windows to allow users to see through to the other side.	X		X		
(iv) Increase personal safety by considering the following in the design of building entries.	X		X		
(A.) Avoid hidden building entries and ensure good sight lines into entries.	X		X		
(B.) Sufficiently light doorways and alcoves.	X		X		
(v) When security surveillance devices are proposed, they should be designed to blend with the site and buildings to the extent possible.	X		X		

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
(C) Landscaping					
21.60.040(C)(1) Planting Design					
(1) Intent					
(i) Planting design is an integral part of the overall site and community design and should complement the architecture, other site elements and the visual appearance of the neighborhood, as well as the Northwest environment. The landscape plan should help reduce impacts to and create a transition to adjacent natural features, such as critical areas and shorelines. The landscape plan should be based on a well-defined concept addressing criteria for function, design, horticulture, maintenance, and irrigation.					
(ii) The planting design should be a composition of plant materials that creates an appropriate visual character, such as stylized, formal, informal, or natural. The design should include a suitable combination of trees, shrubs, groundcover plants, vines, lawns and herbaceous material, including native and Northwest-adapted plants. The number, size and arrangement should be carefully selected to balance color, texture, form, line, proportion, and scale in both the horizontal and vertical plane.					
(2) Design Criteria					
(i) Retention and Enhancement of Existing Vegetation. Preserve as much native noninvasive vegetation as possible, particularly adjacent to buffers of critical areas and shorelines. Replant developed areas with stands of non-dwarf evergreens in natural and random patterns where possible.	X			X	
(ii) Usable Open Space and Public View Corridors. Provide space on site for active or passive recreational purposes. When located in an identified public view corridor, this open space may also provide views through a development to important features, such as the Lake Sammamish, Sammamish River, and the river valley; Bear Creek; or panoramic mountain views.	X		X		
(iii) Transition. Provide plantings that provide a clear transition in design between adjacent sites, within a site, and from native vegetation areas. To lessen impacts and provide transitions to natural areas, use native plants as much as possible adjacent to the buffers of critical areas and shorelines. Design foundation plantings to create an effective change from public to private space and from the vertical to horizontal plane at building edges.	X		X		
(iv) Mitigation of Adverse Visual Impacts. Provide planting to soften the visual impact of less desirable development and structures, such as large blank walls, dumpster areas, service areas, and large areas of pavement.		X			Screening will be provided, landscaping will not be primary screening treatment.
(v) Definition or Emphasis. Use planting to highlight significant site features and to define site use areas and circulation corridors without interfering with the use of such areas. Examples include site and building entrances, pedestrian walkways, and focal points, such as gathering areas or plazas.	X		X		
(vi) Safety. Use planting landscaping which minimizes disruption of sight lines along pathways.	X		X		
(vii) Water Conservation. Plants and techniques that reduce water consumption are encouraged.	X		X		
(viii) Design. Plants should be selected and arranged according to the following design criteria:	X		X		
(A.) Variety. Select a variety of plants providing interest, accent and contrast, using as many native species as possible.	X		X		
(B.) Consistency. Develop a planting design conforming to the overall project design concept and adjoining properties.	X		X		
(C.) Appropriateness. Select plants with an awareness of their growth requirements, tolerances, ultimate size, preferences for soil, climate and sun exposure, and negative impacts.	X		X		
(D.) Density. Provide adequate plant quantity, size, and spacing to fulfill the functional and design objectives within the stipulated time.	X		X		

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

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	Yes	No	Yes	No	
21.60.040(C)(2) Parking Lot Landscaping					
(1) Intent					
(i) To improve the aesthetic appearance of parking lots;					
(ii) To reduce the summertime heat and glare buildup within and adjacent to parking lots;					
(iii) To provide landscaped areas within parking areas in addition to landscape buffers around the perimeter of parking lots;					
(iv) To provide screening and break up the expanse of paved areas.					
(2) Design Criteria					
(i) Cluster interior parking lot landscaping when possible to conserve significant portions of existing tree cover as an amenity to the site. (See also Chapter 21.30 RZC, Landscaping.)		X			
(ii) Disperse interior parking lot landscaping throughout a parking lot when no significant existing vegetation exists.		X			
(iii) Shade trees shall be used to shade parking lots and driveways to reduce summer heat loads.		X			
(iv) Provide landscaped areas within parking areas in addition to landscape buffers around the perimeter of parking lots to effectively screen vehicles.		X			
(v) All parking lots shall be planted with sufficient trees so that within 10 years 50 percent of the surface area of the lot is shaded. Additionally, parking lots shall be screened from streets by non-bermed landscaped treatments.		X			

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
(D) Accessory Standards.					
21.60.040(D)(1) Screening for Garbage/Recycling Enclosures and Rooftop Mechanical.					
(1) Intent					
(i) To reduce the visual and physical impacts of service areas, mechanical equipment, trash and recycling containers, and other similar uses on other on-site uses, the street environment, adjacent shoreline areas and other public open spaces, and adjacent properties, while maintaining accessibility for service providers and users.					
(ii) To mitigate the off-site visual impacts of service and mechanical equipment areas when siting alone does not adequately mitigate impacts.					
(2) Design Criteria					
(i) Services and outdoor storage areas, large utility cabinets and mechanical equipment, and waste receptacles (trash dumpsters, compactors, and mechanical equipment) shall be located away from highly visible areas, such as streets, pedestrian walkways, and public shoreline areas, to minimize visual, noise, or physical impacts on the site, street environment, adjacent public open spaces, and adjacent properties.	X		X		
(ii) All garbage receptacles and recycling bins not located within parking garages shall be enclosed by a freestanding enclosure that is architecturally consistent with the building. Locate waste receptacles in areas convenient for on-site use and accessible for collection.	X		X		
(iii) Service elements and outdoor storage areas (dumpsters, refuse, and recycling collection areas) shall be screened from view with a solid visual barrier using materials and colors consistent with the design of the primary structure(s) on the site and at a minimum shall be as high as the service element being screened. Utility cabinets and small- scale service elements may be screened with landscaping or structures.	X		X		comply for private utility cabinets.
(iv) All mechanical equipment, including air conditioners, heaters, vents and similar equipment, rooftop and ground-mounted, shall be fully screened from public view both at grade and from higher buildings with the exception of solar panels and roof-mounted wind turbines. Screening shall be located so as not to interfere with operation of the equipment. All mechanical equipment shall meet the applicable requirements of the Uniform Mechanical Code and Uniform Plumbing Code and:	X		X		
(A.) The screening materials shall be of material requiring minimal maintenance and shall be as high as the equipment being screened.	X		X		
(B.) For ground-mounted equipment, landscaping may be used if a solid screen is provided at time of planting.	X		X		
(C.) For rooftop equipment all screening devices shall be well integrated into the architectural design through such elements as parapet walls, false roofs, roof wells, clerestories, or equipment rooms. Screening walls or unit- mounted screening is allowed but less desirable. Wood generally shall not be used. Louvered designs are acceptable if consistent with building design style.	X		X		
(v) Design screening with consideration of views from adjoining hillsides and from other areas of high public visibility, such as streets and shoreline areas, with special consideration for views from SR 520, Redmond Way, other major arterials, Marymoor Park, and the Sammamish River Trail.	X		X		
(vi) Design and select landscaping and structural materials of sufficient size, quantity, and height to effectively screen service elements and to make those elements meet the requirements of (c) above.		X			Landscaping will not be the primary visual mitigation treatment.
(vii) Screening should incorporate landscaping.		X			Landscaping will not be the primary visual mitigation treatment.
(viii) All utility meters shall be fully screened from view from a public right-of-way. If enclosed in cabinets visible from public rights-of-way, exterior surfaces shall be finished with material compatible and complementary to the architecture of the building.		X			Applies to private meters only.
(A.) Screening structures shall comply with the Building Code and a building permit may be required. Applicants may wish to contact the Building Division for all requirements.	X		X		

DESIGN STANDARDS CHECKLIST - SE Redmond Garage

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	Yes	No	Yes	No	
21.60.040(D)(2) Storm Water Facilities.					
(1) Intent					
(i) To provide options for storm water facilities that are visually attractive;					
(ii) To incorporate open storm water facilities into project site design and landscaping as a design amenity for active or passive recreation;					
(iii) To avoid potential hazards between persons and storm water facilities.					
(2) Design Criteria					
(i) Design storm water facilities to appear as naturally occurring features.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(ii) Storm water facilities shall be designed to address the following:	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(A.) Incorporate screening elements and landscaping into biofiltration swale design so the swale is located and designed as an attractive landscaping feature.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(B.) The swale or pond shall be oriented so it does not impede pedestrian circulation or shared parking between two or more properties.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(C.) Trees may be planted near biofiltration swales as long as they are a minimum of eight feet from the swale and they will not inhibit vegetative growth within the swale.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(D.) Drainage swales shall be planted with shrubs or grasses (sedges, for example) which are tolerant to standing water or wet conditions.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(E.) Pedestrian bridges are acceptable where such crossings are necessary.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(F.) Incorporate landscaping and screening to visually enhance the swale without reducing maintainability and sun exposure.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(G.) Adjacent to natural shoreline areas, above-ground stormwater facilities shall be landscaped with native plants, and should include snags, nest boxes or other habitat features as appropriate for the scale, function and location of the facility.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.

DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020 Context, Circulation, And Connections					
2160.020(B) Design Contexts					
(1) Intent					
(a) To provide contextual references that can be used to encourage creative and distinctive designs for new development and redevelopment projects while avoiding sameness in design					
(b) To create contexts that capture the community visions and values as reflected in the Comprehensive Plan, Redmond Zoning Code, and Design Review Handbook. Contextual elements could include the following:					
(i) Context Defined by Natural Forms and Patterns. These are natural landforms found in the Sammamish River Valley and other parts of the City. Examples include river contour forms; river bench terraces; multiple silhouette ridgelines; and panoramic vistas with associated mountain, lake, river, and ravine forms.					
(ii) Historic and Cultural Context. Historic landmarks and the section of Leary Way framed by older historic structures have been identified as contributing to the historic character of the City. In addition, Redmond's native peoples and Redmond's heritage as a logging and farming community, and as a historic urban crossroads, define the more general historic and cultural context of the City.					
(iii) Architectural Context. This includes buildings with articulated facades, pedestrian-friendly scale and detailing, historic building features or character, and interesting rooflines.					
(2) Design Criteria					
(a) Site development should not substantially alter natural landforms.	X		X		
(b) Developments that have a historic or cultural context should incorporate or enhance historic or cultural references with the use of symbolic design details, interpretive signs or informational plaques.		X			
(c) Developments within an area that is consistent with the goals and vision within the Comprehensive Plan, and have a distinctive common architectural context in terms of building height, roof type, base, cap, windows, entries, and other similar features should carry it forward with consistent architectural types, materials and detailing.	X		X		
21.60.020(C) Natural Features – Ridgelines and Hill Tops					
(1) Intent					
(a) To reduce natural hazards and impacts on the natural environment, and to minimize the visual impact of development on hillsides.					
(b) To respect natural landforms and to use them to provide definition between various parts of the community and to provide project identity.					
(2) Design Criteria					
(a) Development on hillsides should minimize visual and environmental impact by incorporating the following techniques as appropriate:		X			
(i) Except in Urban Centers, locate structures to ensure the tops of structures are located below prominent ridgelines or the vegetation along ridgelines.		X			
(ii) Retain existing wind-resilient vegetation along ridgelines.		X			

DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020(D) Relationship to Adjacent Properties					
(1) Intent					
(a) To promote the functional and visual compatibility between adjacent neighborhoods and different land uses;					
(b) To encourage building designs which use natural, historical, traditional, or cultural context references to create elements which link the development to the neighborhood and community;					
(c) To use building design to create a transition between development and natural features;					
(d) To promote a gradual transition between different uses.					
(2) Design Criteria					
(a) Coordinate proposed development with surrounding site planning and development efforts on adjacent properties.		X			
(b) The site's zoning and other relevant Comprehensive Plan policies shall be considered as indicators of the desired direction for the area and project.	X		X		
(c) Properly link proposed development to existing and planned walkway, trail, street drainage and utility systems, and assure efficient continuation of such systems.	X		X		
(d) Consider the impact of building mass, color, lighting, and design upon adjacent open spaces, continuity of identified public view corridors, public open spaces or parks, and recreation areas.	X		X		
(e) Designs shall minimize impacts to historic structures or sites, and mitigate impacts through such means as:		X			
(i) Developments adjacent to historic landmarks should ensure that significant features of historic landmarks are not obscured from public view. In cases where this is not fully possible, developments shall mitigate with photo documentation showing the significant features that will be obscured and the relationship of the structure to that adjacent site prior to construction of the obscuring structure.		X			
(ii) Use of color on developments adjacent to historic landmark structures that allow the existing historic landmarks to remain prominent within the immediate area.		X			
(iii) Use of materials or design that emulate existing historic landmarks but which can be differentiated in age from that of the landmark.		X			
(iv) Views from the new development may include views of significant features of the historic landmark.		X			

DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020(E) Relationship to Street Front.					
(1) Intent					
(a) To create a relationship between a development and the street front that provides safety and amenities for a development's residents, employees, and customers, and for surrounding properties.					
(b) To relate residential development to the street front that helps define neighborhood character. For example, residential areas with porches and balconies can create a sense of community and improve safety along public sidewalks and streets.					
(c) To relate commercial development to the street front to ensure active street environments that encourage pedestrian activity, stimulate business, and encourage walking as a transportation mode. For example, commercial buildings with windows and entries oriented to the street can enhance pedestrian activity.					
(d) To create an attractive street edge and unified streetscape, and provide pedestrian access where it does not conflict with private property security issues.					
(2) Design Criteria					
(a) Building setbacks from public streets should be minimized in commercial developments.		X			Building relationship to street and other buildings determined by track alignment.
(b) Buildings should be arranged on site to minimize distances between buildings to create a walkable environment.		X			Building relationship to street and other buildings determined by track alignment.
(c) All development shall include site-planning measures to create an attractive street edge and accommodate pedestrian access.	X		X		
(i) Define the street edge with buildings, landscaping or other features.	X		X		
(ii) Provide for a sidewalk at least five feet wide if there is not space in the public right-of-way (ROW).	X		X		
(iii) Provide building entries that are accessed from the sidewalk. Preferably these access ways should be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised, clearly marked by a change in surface treatment, or both.	X		X		Main sidewalk access is from 166th.
(iv) For businesses which require outdoor display oriented to the street, such as nurseries and auto sales, the street edge shall be defined.		X			NA
(d) Create a streetscape to allow for the safe movement of pedestrians. Wherever possible, relegate parking and drive-through passageways to the side and rear of all buildings.	X		X		
(e) Provide site development features that are visible and pedestrian accessible from the street. These features could include plazas, open space areas, employee lunch and recreational areas, architectural focal points, and accent lighting.	X		X		
(f) Where nonresidential ground floor uses such as structured parking are permitted, windows articulation, rather than blank walls, shall be provided on the street level in order to encourage a visual link between the business and passing pedestrians. A minimum of 60 percent of the length of the storefront area facing streets (between two feet and seven feet above the sidewalk) shall be in non-reflective, transparent glazing.	X		X		Ancillary spaces are back of house functions. Visual link is not desired due to security reasons.

DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.020(F) Street Design.					
(1) Intent.					
(a) To balance the needs of vehicular, transit, pedestrian and bicycle uses, and to create attractive streetscapes, while maintaining safety as the top priority;					
(b) To create attractive connections that provide safe linkages to public facilities, shorelines, and other public open spaces, and that complement the aesthetics of adjacent natural features and buildings.					
(2) Design Criteria.					
(a) Design streets to be consistent with terrain, intersection configurations, and connections to streets or adjacent sites.	X		X		
(b) Minimize steep gradients in circulation patterns to the extent allowed by site topography.	X		X		
(c) Promote safety through adequate sight distance, limited driveways on busy streets, and avoidance of difficult turning patterns.	X		X		
(d) Allow safe, efficient access for emergency vehicles	X		X		
(e) Discourage through-traffic and long curvilinear cul- de-sacs, while assuring adequate circulation between neighborhoods.		X			
(f) Accommodate transit on arterial streets and, where appropriate, within internal circulation systems. Width, geometry, slopes, and construction materials should be suitable for transit service. Transit stops should be included at appropriate intervals.	X		X		
(g) Where possible, streets and internal circulation systems should frame vistas of retail areas, public buildings, parks, open spaces, and natural features, especially Lake Sammamish, the Sammamish River, Bear and Evans Creeks, and forested slopes.		X			
(h) Intersections shall be designed to facilitate both pedestrian and vehicular movement.	X		X		
(i) Provide shade trees along all streets. Street trees spacing and tree species shall follow the City's street tree plan, and plantings techniques shall be selected to create a unified image for the street, provide an effective canopy, avoid sidewalk damage, and minimize water consumption. Drip irrigation systems and native drought tolerant landscaping are encouraged. Trees should vary along different streets to prevent excessive planting of any one species.	X		X		Landscaping is provided in the plaza/open areas not necessarily street trees. Look for areas for street trees in area between 170th and 164th on 76th Street
(j) Within the shoreline jurisdiction, street decorative lighting, landscaping, public art or street graphics and bridges shall be designed to enhance shoreline visual, physical and cultural access by incorporating special design features, such as viewpoints, gateway design elements, street furniture, decorative lighting, landscaping, public art or street graphics.		X			
21.60.020(G) Transit					
(1) Intent					
(a) To encourage transit use through building orientation and site design;					
(b) To provide safe and continuous pedestrian access to transit facilities;					
(c) To consider minimizing the distance between buildings and transit stops;					
(d) To encourage weather protection for those waiting for transit.					
(2) Design Criteria					
(a) Provide transit stops and improvements where the intensity of use and expected demand supports transit use. Transit stops shall include space for shelters meeting King County standards and ten eight feet between the curb to the back of sidewalk, unless other site requirements require a larger sidewalk. The area devoted to shelters and wider sidewalks may be included in setbacks and may be counted toward required landscaping.	X		X		Existing sidewalks on Cleveland are currently 8'-0".
(b) Along high traffic volume streets, a number of transit stop alternatives, such as building "passenger bulbs" or transit stops where sidewalks extend to the traffic sidewalk lane, should be installed. Bulbs allow transit to stop easily, and people are prevented from parking at the stop.		X			Transit stops are pull in with curb bulbs before and after.
(c) Provide direct access to transit stops from buildings via defined, safe pathway systems.	X		X		
(d) Locate parking lots to the side and rear of buildings. Avoid making pedestrians walk across expansive parking lots to reach transit stops.		X			NA
(e) Consider a covered and lighted entrance outside the structure or other effective options where residents or patrons may wait for transit out of the weather.	X		X		Project provides for sheltered waiting areas.
(f) Focus the location of buildings onsite to concentrate present and future transit use and to encourage residential use of transit.	X		X		
(g) Consider orienting buildings toward the street and locate them as close as practicable toward existing or proposed transit stops. Minimize walking distances between buildings and transit stops. Building entries should be within 1,000 feet of the transit stop.	X		X		

DESIGN STANDARDS CHECKLIST - Downtown Station

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	Yes	No	Yes	No	
(h) If the development will have a retail use, locate the storefront close to the transit stop.		X			NA
(i) Security walls and fences should include gates that employees can open from both sides to provide access to and from transit stops.		X			NA
21.60.020(H) Pedestrian and Bicycle Circulation.					
(1) Intent					
(a) To improve the pedestrian and bicycling environment by making it easier, safer, and more comfortable to walk or ride among residences, to businesses, to the street sidewalk, to transit stops, through parking lots, to adjacent properties, and connections throughout the City;					
(b) To enhance access to on- and off-site open space areas, shoreline access areas, and pedestrian/bicycle paths.					
(2) Design Criteria					
(a) Provide pedestrian walkways that minimize walking distances from principal building entrances to all businesses, uses, and buildings on the development site; existing or planned sidewalks; and the street right-of-way.	X		X		
(b) Provide pedestrian walkways that connect to adjacent properties, except when adjacent properties are multi-family developments of fewer than three dwelling units, or when the pathway could connect a multi-family development to a manufacturing or industrial use, or a manufacturing or industrial use to another manufacturing or industrial use. Barriers that limit future pedestrian access are prohibited. Gates that limit access to employees are permitted.	X		X		
21.60.020(I) Vehicle Entrances and Driveways					
(1) Intent					
(a) To provide safe, convenient vehicular access to sites without diminishing pedestrian access and visual qualities					
(2) Design Criteria					
(a) Minimize parking lot entrances, driveways, and other vehicle access routes onto private property from a public right-of-way.	X		X		Section is based on service vehicle access
(b) Driveway lanes crossing a public sidewalk shall be no wider than the minimum required per entry or exit lane. The City may impose additional restrictions to parking lot and vehicle access point locations to reduce impacts to public safety, pedestrian movement, on-street vehicle circulation, and visual qualities.	X		X		
(c) Joint driveways between adjacent developments should be provided when the proposal meets the following:		X			NA
(i) Joint access is legally available;		X			NA
(ii) The proposal promotes safety for pedestrians and operators of automobiles minimizing the interaction of vehicles and pedestrians; and	X		X		
(iii) The proposal promotes proper dispersal of traffic mode and behavior to support traffic management objectives.		X			NA
(d) Minimize conflicts between entries and vehicle parking and maneuvering areas.		X			NA

DESIGN STANDARDS CHECKLIST - Downtown Station

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	Yes	No	Yes	No	
21.60.020(J) Parking Lot and Structured Parking Location and Design					
(1) Intent					
(a) To encourage parking design that provides for distribution of parking in a balanced manner across the project site plan, avoiding where possible a concentration of all of the parking in front of the building;					
(b) To provide for clear internal vehicle circulation patterns and consideration of pedestrian walkways in parking lots;					
(c) To set standards for paving, lighting, and other design elements;					
(d) To provide for joint entrances and exits;					
(e) To reduce the negative impacts of parking and circulation facilities on highly visible public open spaces, such as shorelines and other natural open spaces.					
(2) Design Criteria					
(a) Locate parking where possible behind buildings and away from areas of public visibility and shorelines.		X			NA
(b) Integrate parking area design with landscape design in a way that reduces the visual impact of impervious surfaces and provides adequate screening of parking from public view, while allowing sufficient visibility to enhance safety. Parking areas should provide for landscaping next to buildings and alongside walkways.		X			NA
(c) Reduce pavement areas for vehicular use by avoiding the use of parking aisles with parking located only along one side.		X			NA
(d) Convenient, clearly identified pedestrian access shall be provided from the interior of parking areas and street front walkways. See Figure 60.10 below.		X			NA
(e) Site layout for individual parcels should be designed to provide reciprocal vehicular and pedestrian access to and from adjoining lots in order to achieve a unified circulation plan which minimizes curb cuts and provides pedestrian connections between uses.		X			NA
(f) Parking – Structured.		X			NA
(i) Structured parking should be designed to include articulated planes. The scale of parking structures shall be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade (where the water table allows) to reduce total height.		X			NA
(ii) Facades of parking structures shall include a landscape treatment in addition to architectural screening from the SR 520 corridor.		X			NA
(iii) Parking structures shall have landscaping around the perimeter which will correspond to that used by the adjacent land uses and activities. Landscaping shall include, but not be limited to, a combination of shade trees, evergreen trees, shrubs, groundcovers, deciduous native and ornamental shrubs, and vines to further screen the structures.		X			NA
(iv) The top floor of parking structures should include landscape screening in areas, such as along the cornice and on the deck, either by trees or a screening trellis treatment if visible from residential zones or SR520.		X			NA
(v) Provide walkways in parking floors which have curbs or other barriers to protect from vehicular intrusion.		X			NA
(vi) For security, pedestrian routes shall be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.		X			NA
(vii) Parking structures along the ground floor shall be enclosed with retail or office uses on the exterior, or where this enclosure is not feasible, the visual impact should be softened with landscaping or screening.		X			NA

DESIGN STANDARDS CHECKLIST - Downtown Station

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	Yes	No	Yes	No	
21.60.030 Community Space					
21.60.030(B) Pedestrian Plazas.					
(1) Intent					
(a) To provide plazas that attract shoppers to commercial areas. In heavily used pedestrian areas, or in areas where increased pedestrian activity is desired, the area shall be designed as a pedestrian plaza.					
(b) Where appropriate in the business park and industrial areas as well as residential projects within the moderate- and high-density residential zones, plazas shall be provided to enhance the employees' and public's use of the space for passive activities, such as resting, reading, and eating lunch.					
(2) Design Criteria					
(a) A pedestrian plaza should provide pedestrian- oriented amenities and landscaping to enhance the public's use of the space for passive activities.	X		X		
(i) Use trees and other landscaping to provide some shaded areas and a visual amenity.	X		X		
(ii) To qualify as a "pedestrian plaza" an area must have:	X				
(A.) Pedestrian access (including handicapped access) into the plaza from the public right- of-way;	X		X		
(B.) Paved walking surfaces, such as concrete, brick pavers, or other type of paver;	X		X		
(C.) Security lighting on site or building mounted.	X		X		
(iii) A pedestrian plaza is encouraged to have:	X				
(A.) Site furniture. The design may use planters, rails, benches, retaining walls and other raised surfaces for seating. Cluster some seating for informal gathering and outside eating areas. Wherever possible, locate a majority of the seating for sun exposure, where views can be taken advantage of, and near to activity centers of a site such as at building entrances and at the intersection of walkways.	X		X		
(B.) Artwork, or amenities, such as fountains, kiosks, etc.	X		X		
(C.) Fountain		X			
(iv) A Pedestrian Plaza shall not have: (A.) Adjacent unscreened parking lots.	X		X		
(A.) Adjacent unscreened parking lots.					
(B.) Adjacent unscreened chain link fences.	X		X		
(C.) Adjacent "blank walls" without "blank wall treatment," such as landscaping, windows or murals with façade articulation are not allowed. Treatments not allowed include landscaping, windows or murals.	X		X		

DESIGN STANDARDS CHECKLIST - Downtown Station

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	Yes	No	Yes	No	
21.60.030(C) Pedestrian Facilities and Amenities.					
(1) Intent					
(a) To enhance the visual character of buildings and to improve the pedestrian environment.					
(b) To provide a network of pedestrian connections, the level of facilities provided to support pedestrian activities can greatly encourage the use of the pedestrian network. These criteria outline the sufficient levels of pedestrian facilities and amenities to achieve safe, comfortable pedestrian circulation.					
(c) To enhance the visual character of buildings and to improve the pedestrian environment by using the architectural elements of a building and landscaping to highlight and define the entrance.					
(d) To encourage and facilitate the use of alternative modes of transportation.					
(2) Design Criteria					
(a) Except on exclusively multi-family, manufacturing, or industrial use buildings, portions of buildings that are adjacent to a pedestrian walkway or sidewalk shall provide overhead weather protection as follows:	X		X		Bus canopies as shown in the perceptive design meet this requirement.
(i) The protection should be at least 48 inches wide along at least 80 percent of the building's front face. The weather protection may be in the form of awnings, marquees, canopies, or building overhangs.	X		X		Bus canopies as shown in the perceptive design meet this requirement.
(ii) Canopies or awnings shall have a minimum clearance of eight feet above sidewalks and should not be more than 15 feet above the sidewalk at its highest point.	X		X		Bus canopies as shown in the perceptive design meet this requirement.
(iii) The color, material, and configuration of the pedestrian coverings shall carry forward the architectural theme of the building. All lettering and graphics on pedestrian coverings must conform to Chapter 21.44 RZC, Signs.	X		X		
(b) Street-facing, ground-floor facades of mixed-use and retail structures shall include one or more of the following characteristics:		X			No retail in program
(i) Transparent window area or window displays along at least 60 percent of the length of the ground floor facade.		X			
(ii) Sculptural, mosaic, or bas-relief artwork over 50 percent of the length of the ground floor facade.		X			
(iii) Other similar building design or landscaping feature approved by the City.		X			
(c) Enhance the primary public entries of all buildings by two or more of the following means:	X				
(i) Providing weather protection, such as an awning, canopy, marquee, or other building element, to create a covered pedestrian open space.	X		X		Roof overhangs at entries.
(ii) Providing at least 100 square feet of landscaping at or near the entry.	X		X		Landscaping distributed throughout the plaza area and not clustered at entries.
(iii) Providing pedestrian facilities, such as benches, kiosks, special paving, bicycle racks, etc.	X		X		
(iv) Providing a trellis, canopy, porch, or other building element that incorporates landscaping.	X		X		Landscaping will not be the primary enhancement
(v) Providing site designed pedestrian-scaled lighting.	X		X		
(vi) Providing artwork or site designed pedestrian-scaled signs.	X		X		
(d) Site design should avoid creating potential entrapment areas.	X		X		
(e) Buildings should be arranged on the site to overlook pedestrian routes and parking areas to allow for informal surveillance of these areas.	X		X		
(f) Housing units, offices or other uses that allow for informal surveillance should surround courtyards and open spaces.		X			
(g) Arrange a mixture of uses to minimize isolated areas that may be unsafe.		X			Building is single use.

DESIGN STANDARDS CHECKLIST - Downtown Station

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	Yes	No	Yes	No	
21.60.040 Design Concepts.					
(B) Buildings.					
21.60.040(B)(1) Architectural Concepts.					
(1) Intent					
(i) To ensure building design is based on a strong, unified, consistent architectural concept;					
(ii) To ensure that buildings portray a sense of high architectural integrity;					
(iii) To ensure that new buildings are appropriately designed for the site, address human scale, and become a positive element in the architectural character of the neighborhood;					
(iv) To ensure that new buildings use high-quality building materials and architectural finishes in a manner that exemplifies craftsman quality and durability;					
(v) Consider solar orientation and climate in siting buildings to promote energy conservation.					
(2) Design Criteria					
(i) Building design should support the vision for the area as defined in the Comprehensive Plan, and development regulations.	X		X		Design is distinctive and cohesive with the rest of the Eastlink system.
(ii) The architectural composition, scale, elements, and details of a building should relate to the site's natural features and the character of the surrounding area. A strong architectural concept will indicate this organizational scheme, and convey the project's architectural character, or the style of the development. The relationship required by this section between a building and the site's natural features and surrounding area is shown when the following concepts are incorporated into the design:	X		X		
(A.) Building Orientation. Buildings may be oriented around a courtyard, be terraced down a hillside, or respond in design to a prominent feature, such as a corner location, a street or the river. Other design alternatives include: Windows, breezeways and common areas should be oriented toward shorelines, scenic views, or natural or recreational amenities on the site. Buildings and site design should provide a readily identifiable building entry. Incorporate substantial areas of windows and outdoor seating areas and walkways oriented toward the shoreline. Outdoor use areas should include landscaping, lighting and street furniture. Design buildings so they do not turn their backs to the street or to shoreline public access areas.	X		X		Track and building are oriented to respond to 76th and the RCC corridor.
(B.) Architectural Composition. The composition of a building's larger masses and elements should create a unifying concept. The composition should be clear and appropriate to the building's function and context.	X		X		
(C.) Orient buildings to retain and offer views to, from, and through the site, where identified as public view corridors or shoreline views, by taking advantage of topography, building location, and style.		X			Track and building are oriented to respond to 76th and the RCC corridor.
(D.) Building Elements. Distinctive roof forms, entrances, an arcade or porch, or the articulation or arrangement of doors and windows or other building features should provide for compositional unity and convey a strong architectural concept. (See also RZC 21.60.040(B)(2), Building Scale.)	X		X		
(E.) Building Details, Materials, and Colors. Moldings, mullions, rooftop features, materials, and colors should display a distinctive architectural style. (See also RZC 21.60.040(B)(4), Building Details, Materials, and Colors.)	X		X		

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	Yes	No	Yes	No	
21.60.040(B)(2) Building Scale.					
(1) Intent					
(i) To ensure new development is compatible with the goals for the neighborhood and with the architectural scale (the scale of the building(s) in relation to surrounding development) and character of those surrounding developments that meet the intent of the City's design review criteria;					
(ii) To ensure buildings are based on human scale (the scale of the building and how it relates to the people that use it);					
(iii) To ensure that large buildings reduce their apparent mass and bulk on the elevations visible from streets or pedestrian routes;					
(iv) To create a skyline that is visually interesting.					
(2) Design Criteria					
(i) The apparent mass and scale of large buildings should be reduced through the use of modulation and articulation that provides a pedestrian scale and architectural interest. The building envelope shall be designed to maintain shoreline view corridors from the site and nearby properties.	X		X		
(ii) Integration. Large buildings should integrate features along their facades visible from the public right-of-way and pedestrian routes and entries to reduce the apparent building mass and achieve an architectural scale consistent with other nearby structures.	X		X		
(iii) Facade Modulation. Building facades visible from public streets and public spaces shall be stepped back or projected forward at intervals to provide a minimum of 40 percent facade modulation unless the applicant demonstrates that an alternate design solution provides an equal or greater level of achieving the intent of the section. The minimum depth of modulation shall be one foot and the minimum width shall be five feet.	X		X		Provide alternate design solution.
(iv) Articulation. Buildings shall be articulated to reduce the apparent scale of buildings. Architectural details that are used to articulate the structure may include reveals, battens, and other three dimensional details that create shadow lines or intervals and break up the flat surfaces of the facade. The following are ways to achieve building articulation:	X		X		Articulation created by glass frames, changes in materials and surfaces.
(A.) Tripartite Articulation. Provide tripartite building articulation (building top, middle, and base) to provide pedestrian scale and architectural interest.	X		X		
(B.) Window Treatments. Provide articulated window treatments in facades visible from streets and public spaces for architectural interest and human scale with mullions, recesses, as well as applying complementary articulation around doorways and balconies. (See also RZC 21.60.040(B)(4), Building Details, Materials and Colors).	X		X		Glass frames
(C.) Architectural Elements. The mass of long or large-scale buildings can be made more visually interesting by incorporating architectural elements, such as arcades, balconies, bay windows, dormers, or columns. (See also RZC 21.60.040(B)(4), Building Details, Materials and Colors).	X		X		Head houses and tail track design as shown in the perceptive design meet this requirement.
(D.) Materials. When there is a change in the building plane, a change in the building materials, colors, or patterns is appropriate. (See also RZC.60.040(B)(4), Building Details, Materials and Colors).	X		X		Changes in materials
(E.) Landscaping. Provide a trellis, tree or other landscape feature within each interval. (See also RZC 21.32, Landscape Design).	X		X		Landscaping will not be the primary enhancement
(F.) Upper Story Setback. Setting back Modulating upper stories helps to reduce the apparent bulk of a building and promotes human scale.	X		X		Building use
(G.) Small-Scale Additions. In retail areas, small- scale additions to a structure can reduce the apparent bulk by articulating the overall form. Clustering smaller uses and activities around entrances on street-facing facades also allows for small retail or display spaces that are inviting and add activity to the streetscape.		X			Retail is not part of the program.

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	Yes	No	Yes	No	
21.60.040(B)(3) Rooflines.					
(1) Intent					
To promote detailed roof expression to create a variable roofline throughout and to create a skyline that is visually interesting.					
(2) Design Criteria					
(i) Building rooflines visible from a public street, open space, or public parking area shall incorporate features to create a varied and visually distinctive roof form through features, such as prominent cornice or fascia, stepped roofs, emphasized dormers, chimneys, gables, or an articulated roofline.	X		X		Changes in roof lines, overhangs, etc.
(ii) The width of any continuous flat roofline should not extend more than 100 feet without modulation. Modulation should consist of either one or a combination of the following treatments:	X		X		
(A.) For flat roofs or facades with a horizontal eave, fascia, or parapet with at least an eight-foot return, the minimum vertical dimension of roofline modulation is the greater of two feet or one-tenth multiplied by the wall height (finish grade to top of wall) if the segment is 50 feet or less, or at least four feet if the segment is more than 50 feet in length.		X			No flat roof
(B.) A sloped or gabled roofline segment of at least 20 feet in width and no less than three feet vertical in 12 feet horizontal.	X		X		
(iii) Rooftops shall incorporate features which soften rectilinear forms and mechanical equipment and rooftop penthouses shall be architecturally incorporated into the design of rooflines or into the overall building design	X		X		

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DESIGN STANDARDS CHECKLIST - Downtown Station

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	Yes	No	Yes	No	
21.60.040(B)(4) Building Details, Materials and Colors.					
(1) Intent					
To provide visual interest, distinct design qualities, and promote compatibility and improvement within surrounding neighborhoods and community development through architectural detailing and the use of sustainable and high-quality materials.					
(2) Design Criteria					
(i) Use building materials of high durability and high quality. The use of brick is encouraged on walls or as accents on walls. Large areas of rough-cut wood, wide rough-cut lap siding, or large areas of T-111, plywood, or similar materials are prohibited. Vinyl siding is prohibited on the ground floor of commercial buildings. Wood-textured cementitious fiberboard products should be considered in lieu of wood siding for commercial buildings.	X		X		Building is designed for heavy use. We will use highly durable, maintenance free materials.
(ii) Enhance buildings with appropriate details. The following elements are examples of techniques used on buildings to provide detail.	X				
(A.) Detailed Treatment of Windows and Doors. Examples include decorative lintels, sills, glazing, door design, molding or framing details around all windows and doors located on facades facing or adjacent to public streets or parks.	X		X		
(B.) Ornamentation. Decorative. Examples include decorative railings, grillwork, landscape guard, and trellises.	X		X		Building is designed for heavy use. We will use highly durable, maintenance free materials and well designed details.
(C.) Distinctive Light Fixtures. Examples include lights with a decorative shade or mounting		X			Use Sound Transit standards.
(D.) Varied Building Materials. Examples include patterned masonry, shingle, brick, or stone. Also, individualized patterns or continuous wood details, such as shingles in a geometric pattern, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.	X		X		
(E.) Artwork or Decorative Paving. The artwork may be freestanding or attached to the building, and may be in the form of mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, freestanding sculpture, art in pavement, or other similar artwork.	X		X		
(iii) Avoid the use of building features or design elements that incorporate corporate themes, logos, or colors which do not reflect the neighborhood and community context.		X			Using agency-wide design elements for consistency.
(iv) High-quality and natural materials and methods should be used to accent visible building features (i.e., wood, stone, brick, etc.). Building design should incorporate and display the natural grain or texture of materials. Wood-textured cementitious fiber board is also a preferred alternative to wood products for commercial buildings.	X		X		Building is designed for heavy use. DCM requires highly durable, maintenance free materials and well designed details.
(v) Colors used on building exteriors should integrate a building's various design elements or features.	X		X		
(vi) Accent colors should use color combinations that complement each other.	X		X		
(vii) Softer, muted or earth-toned colors are preferred; however, brighter colors may be approved when contextually appropriate.	X			X	Using agency-wide color scheme
(viii) Use accent colors in a way to enhance or highlight building design, and not in a manner that creates clutter or otherwise detracts from building design	X		X		

DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.040(B)(5) Multiple Building Design					
(1) Intent					
To promote integrated multiple-building development that is coordinated with and enhances the surrounding built and natural environment, and is organized to meet the goals of Redmond's development regulations.					
(2) Design Criteria					
(i) Orient buildings to retain and offer views to, from, and through the site, where identified as public view corridors or shoreline views, by taking advantage of topography, building location, and style.		X			RFP design responds to 76th and RCC trail
(ii) Buildings in groups should be related by common styles, materials, roof shapes, or other common or distinctive architectural element. Contrast should be provided by the use of varied materials, color, architectural detailing, building orientation, or building type.	X		X		RFP design responds to 76th and RCC trail
(iii) Consider solar orientation and climate in siting buildings to promote energy conservation.		X			RFP design responds to 76th and RCC trail
(iv) Consider site design that minimizes clearing and grading and other disruptions to the natural character of the site.		X			RFP design responds to 76th and RCC trail
(v) Use site and building design for safety techniques described in RZC 21.60.040(B)(7).	X		X		
(vi) Orient buildings, entries, and activities to encourage use of outdoor areas and streets.	X		X		
(vii) Maintain adequate space between buildings to allow for landscaping or buffering. Avoid creating fragmented and unrelated landscape strips and edging.	X		X		
(viii) In residential developments, incorporate open space, privacy, and separation, while maintaining safety, from adjacent units through careful location of building entrances, windows, fences, walls, and landscaping.		X			
21.60.040(6) Blank Walls					
(1) Intent					
To reduce the appearance and mass of large walls through the use of various architectural and landscaping treatments.					
(2) Design Criteria					
(i) Avoid the use of large, blank walls.	X		X		
(ii) All blank walls shall be treated in one or more of the following ways:	X		X		
(A.) Installing windows or a vertical trellis in front of the wall with climbing vines or plant materials;		X			Uses preclude windows and guideway above precludes the use of landscape.
(B.) Providing a landscaped planting bed at least five feet, zero inches, wide or raised planter bed at least two feet, zero inches, high and three feet wide in front of the wall, with plant materials that obscure or screen at least 50 percent of the wall's surface within three years;		X			Uses preclude windows and guideway above precludes the use of landscape.
(C.) Providing artwork (mosaic, mural, sculpture, relief, etc.) facade articulation over at least 50 percent of the blank wall surface;	X		X		
(D.) Proposing alternative techniques or by providing an architectural justification for the blank wall as part of the Design Review process.	X		X		
21.60.040(7) Building Design for Safety					
(1) Intent					
To promote building designs which increase safety of employees, residents and visitors.					
(2) Design Criteria					
(i) Building design should allow for informal observation of exterior semi-public and public areas including play areas, open spaces, pathways, and parking lots.	X		X		
(ii) Areas such as laundry rooms and fitness rooms should incorporate windows to increase visibility		X			
(iii) Doors to stairways, parking, and similar areas should be open or have windows to allow users to see through to the other side.	X		X		
(iv) Increase personal safety by considering the following in the design of building entries.	X		X		
(A.) Avoid hidden building entries and ensure good sight lines into entries.	X		X		
(B.) Sufficiently light doorways and alcoves.	X		X		
(v) When security surveillance devices are proposed, they should be designed to blend with the site and buildings to the extent possible.	X		X		

DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
(C) Landscaping					
21.60.040(C)(1) Planting Design					
(1) Intent					
(i) Planting design is an integral part of the overall site and community design and should complement the architecture, other site elements and the visual appearance of the neighborhood, as well as the Northwest environment. The landscape plan should help reduce impacts to and create a transition to adjacent natural features, such as critical areas and shorelines. The landscape plan should be based on a well-defined concept addressing criteria for function, design, horticulture, maintenance, and irrigation.					
(ii) The planting design should be a composition of plant materials that creates an appropriate visual character, such as stylized, formal, informal, or natural. The design should include a suitable combination of trees, shrubs, groundcover plants, vines, lawns and herbaceous material, including native and Northwest-adapted plants. The number, size and arrangement should be carefully selected to balance color, texture, form, line, proportion, and scale in both the horizontal and vertical plane.					
(2) Design Criteria					
(i) Retention and Enhancement of Existing Vegetation. Preserve as much native noninvasive vegetation as possible, particularly adjacent to buffers of critical areas and shorelines. Replant developed areas with stands of non-dwarf evergreens in natural and random patterns where possible.	X			X	
(ii) Usable Open Space and Public-View Corridors. Provide space on site for active or passive recreational purposes. When located in an identified public-view corridor, this open space may also provide views through a development to important features, such as the Lake Sammamish, Sammamish River, and the river valley, Bear Creek; or panoramic mountain views.	X		X		Programmed flexible spaces
(iii) Transition. Provide plantings that provide a clear transition in design between adjacent sites, within a site, and from native vegetation areas. To lessen impacts and provide transitions to natural areas, use native plants as much as possible adjacent to the buffers of critical areas and shorelines. Design foundation plantings to create an effective change from public to private space and from the vertical to horizontal plane at building edges.	X		X		
(iv) Mitigation of Adverse Visual Impacts. Provide planting to soften the visual impact of less desirable development and structures, such as large blank walls, dumpster areas, service areas, and large areas of pavement.		X			Screening will be included, landscaping will not be the primary screening treatment.
(v) Definition or Emphasis. Use planting to highlight significant site features and to define site use areas and circulation corridors without interfering with the use of such areas. Examples include site and building entrances, pedestrian walkways, and focal points, such as gathering areas or plazas.			X		At buildings emphasis will be placed with other means, landscaping will not be the primary treatment. Emphasis will be placed in plaza and other gathering areas using landscaping and hardscaping. Look for places to incorporate landscaping in the PRs.
(vi) Safety. Use planting landscaping which minimizes disruption of sight lines along pathways.	X		X		
(vii) Water Conservation. Plants and techniques that reduce water consumption are encouraged.	X		X		
(viii) Design. Plants should be selected and arranged according to the following design criteria:	X		X		
(A.) Variety. Select a variety of plants providing interest, accent and contrast, using as many native species as possible.	X		X		
(B.) Consistency. Develop a planting design conforming to the overall project design concept and adjoining properties.	X		X		
(C.) Appropriateness. Select plants with an awareness of their growth requirements, tolerances, ultimate size, preferences for soil, climate and sun exposure, and negative impacts.	X		X		
(D.) Density. Provide adequate plant quantity, size, and spacing to fulfill the functional and design objectives within the stipulated time.	X		X		

DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.040(C)(2) Parking Lot Landscaping					
(1) Intent					
(i) To improve the aesthetic appearance of parking lots;					
(ii) To reduce the summertime heat and glare buildup within and adjacent to parking lots;					
(iii) To provide landscaped areas within parking areas in addition to landscape buffers around the perimeter of parking lots;					
(iv) To provide screening and break up the expanse of paved areas.					
(2) Design Criteria					
(i) Cluster interior parking lot landscaping when possible to conserve significant portions of existing tree cover as an amenity to the site. (See also Chapter 21.30 RZC, Landscaping.)		X			
(ii) Disperse interior parking lot landscaping throughout a parking lot when no significant existing vegetation exists.		X			
(iii) Shade trees shall be used to shade parking lots and driveways to reduce summer heat loads.		X			
(iv) Provide landscaped areas within parking areas in addition to landscape buffers around the perimeter of parking lots to effectively screen vehicles.		X			
(v) All parking lots shall be planted with sufficient trees so that within 10 years 50 percent of the surface area of the lot is shaded. Additionally, parking lots shall be screened from streets by non-bermed landscaped treatments.		X			

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DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
(D) Accessory Standards.					
21.60.040(D)(1) Screening for Garbage/Recycling Enclosures and Rooftop Mechanical.					
(1) Intent					
(i) To reduce the visual and physical impacts of service areas, mechanical equipment, trash and recycling containers, and other similar uses on other on-site uses, the street environment, adjacent shoreline areas and other public open spaces, and adjacent properties, while maintaining accessibility for service providers and users.					
(ii) To mitigate the off-site visual impacts of service and mechanical equipment areas when siting alone does not adequately mitigate impacts.					
(2) Design Criteria					
(i) Services and outdoor storage areas, large utility cabinets and mechanical equipment, and waste receptacles (trash dumpsters, compactors, and mechanical equipment) shall be located away from highly visible areas, such as streets, pedestrian walkways, and public shoreline areas, to minimize visual, noise, or physical impacts on the site, street environment, adjacent public open spaces, and adjacent properties.	X		X		Screening will be provided
(ii) All garbage receptacles and recycling bins not located within parking garages shall be enclosed by a freestanding enclosure that is architecturally consistent with the building. Locate waste receptacles in areas convenient for on-site use and accessible for collection.	X		X		Screening will be provided
(iii) Service elements and outdoor storage areas (dumpsters, refuse, and recycling collection areas) shall be screened from view with a solid visual barrier using materials and colors consistent with the design of the primary structure(s) on the site and at a minimum shall be as high as the service element being screened. Utility cabinets and small-scale service elements may be screened with landscaping or structures.	X		X		Screening will be provided
(iv) All mechanical equipment, including air conditioners, heaters, vents and similar equipment, rooftop and ground-mounted, shall be fully screened from public view both at grade and from higher buildings with the exception of solar panels and roof-mounted wind turbines. Screening shall be located so as not to interfere with operation of the equipment. All mechanical equipment shall meet the applicable requirements of the Uniform Mechanical Code and Uniform Plumbing Code and:	X		X		TPSS & Signals Bungalows will be screened
(A.) The screening materials shall be of material requiring minimal maintenance and shall be as high as the equipment being screened.	X		X		
(B.) For ground-mounted equipment, landscaping may be used if a solid screen is provided at time of planting.	X		X		TPSS & Signal bungalow
(C.) For rooftop equipment all screening devices shall be well integrated into the architectural design through such elements as parapet walls, false roofs, roof wells, clerestories, or equipment rooms. Screening walls or unit-mounted screening is allowed but less desirable. Wood generally shall not be used. Louvered designs are acceptable if consistent with building design style.			X		NA. No roof top equipment. High ground water needs to be considered in the elevator pit and locating equipment in the PRs. Provide screening for rooftop equipment if provided.
(v) Design screening with consideration of views from adjoining hillsides and from other areas of high public visibility, such as streets and shoreline areas, with special consideration for views from SR 520, Redmond Way, other major arterials, Marymoor Park, and the Sammamish River Trail.	X		X		76th, 166th, RCC trail
(vi) Design and select landscaping and structural materials of sufficient size, quantity, and height to effectively screen service elements and to make those elements meet the requirements of (c) above.	X		X		Screening will be provided, landscaping will not be the primary treatment
(vii) Screening should incorporate landscaping.			X		Screening will be provided, landscaping will not be the primary treatment
(viii) All utility meters shall be fully screened from view from a public right-of-way. If enclosed in cabinets visible from public rights-of-way, exterior surfaces shall be finished with material compatible and complementary to the architecture of the building.	X		X		Applies to private meters only.
(A.) Screening structures shall comply with the Building Code and a building permit may be required. Applicants may wish to contact the Building Division for all requirements.	X		X		

DESIGN STANDARDS CHECKLIST - Downtown Station

DESIGN STANDARDS – INTENT <small>See RZC Article III for the complete text of the Intent Statements and Design Criteria. The Design Criteria are suggested methods to achieve the intent.</small>	Apply		Comply		COMMENTS
	Yes	No	Yes	No	
21.60.040(D)(2) Storm Water Facilities.					
(1) Intent					
(i) To provide options for storm water facilities that are visually attractive;					
(ii) To incorporate open storm water facilities into project site design and landscaping as a design amenity for active or passive recreation;					
(iii) To avoid potential hazards between persons and storm water facilities.					
(2) Design Criteria					
(i) Design storm water facilities to appear as naturally occurring features.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(ii) Storm water facilities shall be designed to address the following:					
(A.) Incorporate screening elements and landscaping into biofiltration swale design so the swale is located and designed as an attractive landscaping feature.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(B.) The swale or pond shall be oriented so it does not impede pedestrian circulation or shared parking between two or more properties.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(C.) Trees may be planted near biofiltration swales as long as they are a minimum of eight feet from the swale and they will not inhibit vegetative growth within the swale.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(D.) Drainage swales shall be planted with shrubs or grasses (sedges, for example) which are tolerant to standing water or wet conditions.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(E.) Pedestrian bridges are acceptable where such crossings are necessary.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(F.) Incorporate landscaping and screening to visually enhance the swale without reducing maintainability and sun exposure.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.
(G.) Adjacent to natural shoreline areas, above-ground stormwater facilities shall be landscaped with native plants, and should include snags, nest boxes or other habitat features as appropriate for the scale, function and location of the facility.	X		X		Stormwater facility is removed from the DSG and moved into the CCR process. Approximate location, size and facility type to be shown in drawings.

Attachment D

City of Redmond Site Plan Entitlement Checklist for the Downtown Redmond Extension

Section I: General	General Notes
Kick Off Meeting Submittal Form	
Project Contact Form	
SEPA Checklist (Sound Transit to be lead agency; however, a copy of the document and determination need to be filed with the City)	
Special Design Requirements – outlining special design requirement for specific districts, neighborhood or uses.	
Tree Health Assessment - Must be prepared by a certified arborist and shall identify all trees on site that are six (6) inches or greater in diameter and verify that all trees designated as retained are healthy trees. (For more reporting requirements see the Guidelines for Demonstrating Conformance with Tree Protection Standards Part 3).	Tree health assessment is included in the RFP. The tree removal and designation of healthy retained trees will need to be provided by the DB.
Critical Areas Report – must contain all applicable information within RZC Appendix 1: Critical Area Reporting Requirements.	
Critical Areas Aquifer Recharge Report – must contain all applicable information within RZC Appendix 1F: Critical Aquifer Recharges Areas (Wellhead Protection) Reporting Requirements.	
Traffic Study – Submit Phase One: Trip Generation Study/Traffic Modeling. In Phase One of the traffic analysis process, the traffic consultant is required to submit a technical memorandum summarizing the forecasted trip generation for the proposed project, along with justification for the city and possibly by other affected public agencies. Upon approval of the trip generation estimate a determination will be made if the project is subject to transportation concurrency review in accordance with section 21.52 of the Redmond zoning Code. If applicable, the applicant shall submit a request for a certificate of concurrency. The project applicant will be required to pay for the traffic modeling that is part of the concurrency evaluation. (See Part 4 – Requirements for Traffic Study).	A draft Traffic Analysis is provided in the RFP. DB will provide a copy of this analysis with the SPE application. Any changes to the design will require a new Traffic Analysis.
Geotechnical Report - GBR and GDR only	Preliminary Geotechnical Boring and Geotechnical Data reports are provided in the RFP.
Stormwater Report – The Preliminary Stormwater Report must follow the format provided in the 2012 Department of Ecology Stormwater Manual for Western Washington as amended in 2014 (2014 SWMMWW), Volume I, 3.1.7 or its successor. Project shall provide On-site Stormwater Management BMP's to meet Minimum Requirement #5 and demonstrate compliance with the LID Performance Standard.	Preliminary Geotechnical Boring and Geotechnical Data reports are provided in the RFP. The DB to complete development of preliminary Stormwater Report.
LID Strategy- Analysis for LID will be based on the GBR and GDR.	

Mitigation Plan – Demonstrate compliance with RZC Appendix 1: Critical Areas Reporting Requirements.	
Traffic Study – Submit Phase Two: Formal Scoping/Preparation of Traffic Impact Analysis. Phase two of the transportation impact analysis process entails scoping of the analysis and preparation of the report by the transportation consultant. Once the traffic modeling is complete, the applicant's consultant should contact the City to set up a meeting to formally scope the transportation impact analysis. The analysis will be based primarily on the outline presented on the following pages. The specific list of intersections that will need to be reviewed in the transportation impact analysis will be developed from the trip assignment for the project. Depending upon the size and character of the proposed project, certain elements of this outline may be reduced in scope or eliminated. However, other items may also be added if special issues relating to the transportation exist on the project. (See Part 4 – Requirement for Traffic Study).	A draft Traffic Analysis provided in the RFP. DB will provide a copy of this analysis with the SPE application. Any changes to the design will require a new Traffic Analysis.
General Application Form	
SEPA Application Form	
SEPA CAO Worksheet	
Greenhouse Gas Emission Worksheet	
Public Notice Site Plan (8 ½" X 11" format) - Must show the following information on the site plan suitable for public notice:	
Public Notice Tree Preservation Plan(8 ½" X 11" format) - Must show the following information on the tree preservation plan suitable for public notice:	

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Section II: Design Review Board	General Notes
<p>The Design Review Board meetings are at 7PM on the 1st & 3rd Thursday of each month to review land use projects. Please work with your assigned project planner when scheduling a meeting with the Design Review Board. The following Design Review Board materials must be submitted at least 14 days prior to the meeting. Please include all the information below into ONE pdf document titled "Design Review Board Materials". Applicant should anticipate about 2 total DRB meetings.</p>	
<p>DRLE Design Standards Checklists (Garage, SE Redmond Station & Downtown Station)</p>	
<p>Incorporate the Coversheet & Site Plan (see requirements Section III).</p>	
<p>Conceptual Building Elevation – Must show the following information:</p>	
<p>Design Concept Narrative – The Design Concept Narrative shall be consistent with the standards set forth in RZC Chapter 21.58 through 21.62, Design Standards. The narrative should include text which is based on well-defined concept which responds to the community goals and policies identified within Chapter 21.58 through 21.62, Design Standards.</p>	
<p>Photographs of existing site conditions</p>	
<p>Incorporate the Landscape Plan – Do not mount on foam board. (See requirements Section IV).</p>	
<p>Incorporate the Roof Plan - (See requirements Section XII).</p>	
<p>Color Site Plan & Elevation Perspectives – Show proposed building as viewed from public right-of-way, public trails or other public</p>	
<p>Parking Plan</p>	
<p>Contextual Street Elevation – including existing and proposed buildings within 100 feet of the subject property.</p>	
<p>Conceptual Lighting Plan</p>	
<p>Material and Color Board – include all significant materials and colors for:</p> <ul style="list-style-type: none"> • Exterior Finish (color chips, minimum of 4" x 4") • Windows/Frames • Doors/Frames • Roofing (if visible) and rooftop mechanical equipment screening material) • Material boards must be at least 24" x 36" in size. Items must be labeled to correspond with elevation drawing labels. 	

Section III: Cover Sheet & Site Plan	General Notes
Applicant's name, address and phone number.	
North arrow and date.	
Existing and proposed property lines and lots.	
Location(s), size(s) in square feet and use(s) of any existing building(s) on site.	
Location and width of existing and proposed easements for access, drainage, utilities, etc.; existing and proposed driveways, road	
Proposed street right-of-way dedication (if applicable).	
Any watercourse (stream, drainage, etc.) on or adjacent to the site.	
Location of any State Shorelines and their associate wetlands.	
Existing critical areas including wetlands, streams, 100 year floodplain, geologic hazard areas (40% slope) and critical wildlife areas	
Location of all utility poles, streetlights, etc., in the public right-of-way adjacent to the site.	
Proposed building footprint and parking layout.	
Project Name – show on every page.	
Section, Township, Range	
Tax Parcel Number(s)	
Legal description	
Notation of existing zoning classification	
Small scale vicinity map relating the proposed development to existing streets, other developments and significant land features	
Name, address, phone number and e-mail address of the owner, developer, builder, surveyor, engineer(s), architect, land use planner, arborist, and other professionals involved.	
Proposed IBC Construction type	
Sheet Index for plan set	
Gross floor area allowed and proposed (non-residential)	
Open space/landscape required and proposed	
Parking proposed	
Impervious surface allowed and proposed	
Building height allowed and proposed	
Dimensions and ground elevations of existing and proposed structures	
Existing topography at 2-foot contour based upon an actual field survey. Larger contour intervals may be allowed on steep sites.	
Proposed topography including heights of proposed retaining structures and rockeries.	
Existing and/or proposed public or common use areas	
If project is within floodplain, the base flood elevation must be shown using NAD 93-91. If the property contains FEMA Floodway, it must be shown as well.	

Section IV: Landscape Plan	General Notes
Existing vegetation to be retained	
General location of proposed trees, shrubs and groundcover.	
Proposed location and species of required replacement trees. Replacement trees shall be shown on the plan and be distinguished	
Vegetation for blank wall screening per the Design Standards Checklist.	
Parking/vehicle use area screening	
Include location, square footage, percentage and dimensions of applicable landscape areas: <ul style="list-style-type: none"> · Linkage system landscaping – Downtown zones only · Perimeter landscaping and parking garage perimeter landscaping · Foundation planting · Minimum required and proposed site landscaping (percentage) 	
Section V: Tree Preservation Plan (RZC 21.72)	General Notes
Show the surveyed location and dripline of all trees four (6) inches or greater in diameter at breast height (4 1/2' above grade) within the site and for fifty (50) feet outside of the site. Individual trees shall be identified by size and species. Significant trees shall be shaded, marked or have a separate symbol	
Where stands of more than twenty-five (25) trees will not be disturbed, the applicant must depict the size and species name of each significant tree, within the dripline of the stand together with a note indicating the total number of significant trees within the stand.	
Each tree shown must be designated as removed, retained (no construction within five (5) feet of the dripline,) or impacted (tree proposed to remain, but have construction within the dripline or 5 foot dripline setback). Only retained trees may be counted toward the 35% tree retention requirement.	
The five (5) foot dripline setback shall also be shown for all trees proposed to be retained and impacted.	
Show the complete Tree Retention Summary Table. (See Part 4 – Guidelines for Demonstrating Conformance with Tree Protection Standards).	
Location of all proposed water, sewer and storm lines must be shown.	

Section VI: Transportation Plan	General Notes
<p>Onsite Traffic Circulation (including consideration for the following):</p> <ul style="list-style-type: none"> · Show the location of the truck/delivery areas with dimensions and turning radii · Backing zones (away from heavy use areas) · Stacking/queuing of vehicles. · Drop off zones · Parking layout, including stall delineation and dimensions (designed by a registered engineer for parking lots exceeding 200 spaces). 	
<p>Pedestrian/Transit/Bike Access</p> <ul style="list-style-type: none"> · Pedestrian circulation within parking lot · All existing and proposed: roadway improvement, including sidewalk, curb and gutter, tapers, bike lanes and street lights; and driveways, intersections, and lane channelization within 150 feet of the subject property. · Sidewalk locations · Pedestrian and/or vehicular connections to adjacent properties. 	
<p>On and Off-Site Conditions within 50 feet of subject property (existing and proposed):</p> <ul style="list-style-type: none"> · Driveways, including: maximum/minimum width allowed, width provided, all driveways shown within 150 feet of the proposed site, driveway-to driveway spacing at 150 feet minimum, angle at intersections of street, and emergency access requirements. · Right-of way, including bearings and distances · Streets, edge of payment or curb, sidewalk, street centerlines, and street names. · Intersections, including: site distance triangle, horizontal alignment, minimum 150 feet offset from near edge of adjacent intersections, approach landings, and minimum curb radius provided. 	
<p>Lighting: availability of the 120/240v single phase service power location is verified if the street light system will by City-owned.</p>	<p>Must ID availability of 120/240V service</p>

Section VII: Utility Plan	General Notes
<p>Existing and Proposed Utilities</p> <ul style="list-style-type: none"> · Existing and proposed utility easements, rights of way and other easement that bare a direct relationship to the project · Location and size of water facilities · Location and size of sanitary sewer facilities · Water and sewer mains in easement areas must show 10-foot easement on either side of the main · PRV stations shown where required to create water system pressure zones consistent with the Water System Plan. 	<p>Bulk of information provided in RFP. DB will present refinements.</p>
Section VIII: Fire Plan	
<p>General Requirements</p> <ul style="list-style-type: none"> · Labeled location of entry and egress points to site · Access roadways 	<p>Most of information provided is in RFP. DB will present refinements.</p>
<p>Emergency Vehicle Access Requirements</p> <ul style="list-style-type: none"> · Required access shall comply with current Redmond Fire Department standards and shall be depicted on the plan. · All portions of the building shall be within 150 feet of approved access roads. · Minimum unobstructed surface width shall be 20 feet. · Minimum unobstructed height shall be 13'6" · Minimum interior turning radii shall be 25 feet, and exterior radii shall be 45 feet. · Required access not in a public way shall be in a recorded easement (recording of easement can occur at a later date) and depicted on the plan. · Commercial roadways shall be within 50 feet of 25% of the exterior. · Roadways shall be within 150 feet of all portions of the exterior walls of a structure or a facility. 	
<p>Fire Protection System (applicable to commercial/multi-family projects)</p> <ul style="list-style-type: none"> · A dedicated Fire Alarm/Fire Sprinkler riser room (min 8'x10') with direct exterior access shall be provided in an approved location. The proposed location of this room and the access door shall be indicated on your submittal. 	

Section IX: Grading Plan	General Notes
<p>General Information</p> <ul style="list-style-type: none"> · Provide a grading plan with existing and proposed contour lines at 2-foot intervals. · Designate steep slope areas (40% or steeper and 10-ft vertical relief or more). · Designate areas with greater than 8 feet of cut and/or fill, adjustment from the Technical Committee required. · Designate retaining walls and rockeries over 8 feet, adjustment from the Technical Committee required. 	
<p>General Information continued</p> <ul style="list-style-type: none"> · Horizontal scale shall be at 1"=20' · Vertical scale shall be at 1"=5' · North arrow and scape bar shown in the upper left corner of the drawings · Plan view information – present the existing and proposed features, utilities, retaining walls (including height), street improvements/paving, and other features that will affect the design and construction of the site grading and the drainage system. · Legend – identify line types an symbols used · Retaining walls and rockeries shall not cross or be located near storm drain pipes, except where no alternative exist. Any crossing shall be perpendicular to the wall and implement special construction techniques. 	
<ul style="list-style-type: none"> · Property lines and site area shown in square feet and acres · Contours – based on field survey (dashed lines for existing, solid lines for proposed) 1 or 2 foot interval (slopes 40% or greater may use 5-foot contours). · Onsite features – easements, buffers, +40% slopes etc. · Offsite information – features within offsite areas that drain onsite, and topography within 50 feet of all property lines. USGS or City contour maps may be used. · Setbacks including building and steep slope setbacks (in accordance with geotechnical recommendations). · Grading show proposed limit cuts and fills to 8 feet, limit walls to 8 feet, proposed grading no steeper than 3 to 1, and if grading within 25 feet of steep slope (40%) provide geotechnical report. 	

Section X: Floor Plan	General Notes
· Conceptual on-grade floor plans	
· Conceptual upper floors plans (if applicable)	
· Conceptual below grade parking plan (if applicable)	
Section XI: Building Elevations	
· Doors and windows	
· Notes and graphic representation of exterior materials and architectural details.	
· Height of buildings measured in accordance with the definition in the RZC.	

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Attachment E

City of Redmond Civil Review Submittal Checklist for the Downtown Redmond Link Extension

09/17/2018

Discipline	1st Review <input type="checkbox"/>	2nd Review <input type="checkbox"/>	3rd Review <input type="checkbox"/>	Sound Transit 100% Submittal
General	Site Location Map, Site Limits in plan view, Site grading based on planning work, Base maps (ex. utilities) based on data obtained from planning work. Identification of structures likely to be demolished.	All 1st Review comments from the City shall be documented and addressed in the 2nd Review plans. All comments shall be given a status disposition that shall be tracked with an Comment Resolution Matrix ,and the City will respond as to whether they agree with the resolution.	All 2nd Review comments from the City shall be documented and addressed in the 3rd Review plans. All comments shall be given a status disposition that shall be tracked with an Comment Resolution Matrix ,and the City will respond as to whether they agree with the resolution.	All 3rd Review comments from the City shall be documented and addressed in the Sound Transit 100% plans. The ST 100% plans will be backchecked by the City to ensure the 3rd Review comments and conditions have been adequately addressed.
	Site Limits, fencing location, and areas of work identified, with draft work points presented.		Provide updated Comment Resolution Matrix record showing concurrences incorporated into plan sets	
	ST acquired real-estate identified, with parcel numbers and property lines shown, based on survey data. Identify anticipated property takes. Identify existing easements.	All Property impacted labeled in name and parcel number	ROW Sheets completed. Easement limits finalized to reflect results of negotiations. Property line limits indicated using survey benchmark data.	
	Demolition plans & limits	All existing utilities identified on plan based on research and input from engineers (records) limited field surveys (topo), and negotiation/records delivered to designer by utility owner. Also include any updated information acquired through early potholing.	Demolition limits dimensioned, and call-outs showing all site work required to be removed (e.g. curbs) and protected (e.g. trees)	
	Site grading shown existing, based on survey data provided	Updated site grading based on site surveys	Show all monumentation (PC, PT, Intx, etc.)	
	Plan sheets showing ROW, property lines, and easements based on planning level work and aerial mapping	Property line limits based on current records. Easements identified and dimensioned to property lines.	ST acquired real-estate identified, with parcel numbers and property lines shown, based on survey data	
	Show proposed street right of way dedication (if applicable).	Show location and widths of all existing and proposed easements, and parcel lines on plans.	PL limits indicated, using survey benchmark data, in accordance with ASCE standards	
	The light rail guideway/ track alignment shall be located on site plans.	ROW Sheets completed. Easement limits finalized to reflect results of negotiations. Staging and construction plans (if any) indicated.		
	Identify all City design standards (including year) and requirements for each discipline shown below			

Redmond Civil Review Submittal Checklist

Discipline	1st Review <input type="checkbox"/>	2nd Review <input type="checkbox"/>	3rd Review <input type="checkbox"/>	Sound Transit 100% Submittal
Transportation Design	Intersection and roadway plans completed to 30%. Plan view information shall indicate and identify all existing and proposed features, utilities, driveways, street improvements and paving limits, channelization and any features that will affect design and construction of the site grading and drainage system.	Updated draft pavement design report. Initial field inspections and pavement core sampling should be completed. Show roadway cross section with material depths and cross slopes.	Final pavement design and surfacing report.	
	Typically Roadway Sections for all roadways showing lane widths, curb, gutter, planter strip, sidewalk, clear zones, and right of way lines. Existing ground shown to 15 ft. beyond right of way line.	All roadway typical sections completed, identifying station to station roadway geometrics surfacing type & depth, slope information, guardrail, vertical cut locations, and construction notes	Roadway, intersection, and channelization plans should be complete.	
	If the design changes from the prescriptive RFP, submit traffic analysis along project improvement (within 150 feet and beyond in all directions) used to set curb lines including number lanes, left turn pocket requirements and other roadway dimensions and geometry. (Refer to the PR section 5.9.1)	Roadway profiles shall be to scale, and shall show VC Data, elevations labeled every 50 ft., street names, and existing and proposed grades.		
	Show grading and paving limits	Site Grading shown for "final restoration" should be developed	Site Grading shown for "final restoration" dimensioned and detailed showing contours and spot elevations	
	Show curb ramp type for ramps that are new or being replaced	ADA curb ramps shall show spot elevations and label all slopes to show compliance with City/WSDOT standards.	Cross-sections cut every 50' (included as a reference to contract documents)	
	Preliminary Horizontal alignment	New roadway and sidewalk modifications and repair areas located in plan and draft section. Identify all existing curb cuts required in pavement removal plans.	Final details for roadways (paving, cross sections, etc.)	
	Proposed Channelization and lane widths		Curb and gutter plans completed. All curb cuts complete	
	Show sight triangles.	Any deviations required shall be submitted and design exceptions approved (i.e. MEF's)	Sidewalk protection, restoration and new shown complete. Include details and dimensioning	
	Draft pavement report including any proposed concrete roadway sections.	Show improvements below guideway with detailed plan dimensioned, grading, paving, curbing indicated.		
		All locations and details for bicycle paths finalized including sections, specifications, fencing, drainage, signage, grading, etc.		

Redmond Civil Review Submittal Checklist

Discipline	1st Review <input type="checkbox"/>	2nd Review <input type="checkbox"/>	3rd Review <input type="checkbox"/>	Sound Transit 100% Submittal
Traffic Operations		Maintenance of Traffic Plans. Traffic routing based on staging, general detour/haul route trucking plans, and identification of temporary signal requirements. This is not the site specific MOT plans required for construction.	Maintenance of Traffic Plans finalized for staging and detour/haul routes.	
	Show all existing channelization including all pavement markings and symbols, speed humps, crosswalks, etc.	Show specific channelization identification of all existing and proposed pavement markings; include specific types, using City of Redmond Standards Details and include detail number.	All horizontal and vertical alignments complete	
	Show location of all existing: utility poles, street lights, hydrants, street trees, signal cabinets, etc. in the public right of way.	Identify all existing and proposed signs; include MUTCD sign specifications and details.		
	Parking Lots: Show parking lot parking space and aisle dimensions.	Submit figures showing Sight Distance Triangles (both directions on intersecting streets).		
	ITS Signal Interconnect - Show existing and proposed vaults, conduit route, number of fiber optic strands.	Show potholing results for signal poles Type II and Type III.	ITS Signal Interconnect - Show fiber optic splice details.	
	Signals - Show existing and proposed signal poles, heads, phasing, buttons, cabinets, temporary equipment.	Signals - Show vehicle detector loop layouts, conduit routes, camera locations, geotechnical soil study for foundations, foundation design and junction boxes		
	Show any utility conflicts with traffic signal, RRFB, and lighting poles	Resolve any utility conflicts with signal poles	Provide wire schedule, pole schedule and vertical clearance calculations.	
		Show onsite traffic circulation at station sites including backing zones, stacking/queuing of vehicles, drop off zones, parking areas, truck/delivery areas with dimensions and turning radii.		

Redmond Civil Review Submittal Checklist

Discipline	1st Review <input type="checkbox"/>	2nd Review <input type="checkbox"/>	3rd Review <input type="checkbox"/>	Sound Transit 100% Submittal
Street Lighting	Submit preliminary photometric analysis for full width of street from curb to curb including sidewalk area. The analysis shall determine if existing conditions meet the City lighting requirements. Show all pole locations/spacing, luminaire type, fixture mounting heights, fixture specifications/wattage, adjacent existing street lights, and service requirements. The photometric analysis should demonstrate both existing and proposed light distribution patterns, ave. footcandle, and uniformity.	Submit final photometric analysis for full width of street from curb to curb including sidewalk area. The analysis shall determine if existing conditions meet the City lighting requirements. Show all pole locations/spacing, luminaire type, fixture mounting heights, fixture specifications/wattage, adjacent existing street lights, and service requirements. The photometric analysis should demonstrate both existing and proposed light distribution patterns, ave. footcandle, and uniformity.	Complete details for mounting luminaires on structures.	
	Submit the "Streetlight Requirement Worksheet".	Identify method for routing conduit across roadways and structures. Show junction boxes and conduit runs.	Wire notes, wire schedule and construction notes completed. Breaker schedule completed.	
		Luminaire schedule completed. Include pole location and clear distance from the curb Line loss calculations, Details, Schematics, Junction box locations.		
	Submit a separate street light plan showing streetlights incorporated with landscape design based on photometric analysis report. Street Light Plan for right of way shall be differentiated from onsite lighting plan.	Calculations to support transformer sizing, transformer overcurrent protection and service loads.	Include power for illumination, signing, signals and ITS in plans.	
	Identify if existing and proposed lighting will be City-owned or a PSE-owned system.	Electrical load and line loss calculations to support breaker, wire and lighting contractor sizing where applicable for each electrical circuit. Load balancing required for 3 phase service.	Submit PSE plan sheets showing work in the ROW if the street light system will be PSE-owned. Not required if City owned.	
	Identify existing light standards as COR vs PSE vs WSDOT as well as proposed new poles needed and type of light standard. (i.e. street lighting vs pedestrian lighting)	Establish illumination approach, ownership and maintenance responsibilities of lighting system. Identified power source for the lighting system. The approach shall also consider temporary lighting needs during construction.		
		Identify temporary illumination needs and preliminary layout	Completed temporary illumination plans and details	
		Provide location, wattage, fixture type, and mounting height of existing and proposed 1) Luminaire Pole [COR Std 420, 430, 430B] and 2) "J" Series Light Pole [COR Std 425].		
		Submit Street Lighting/Illumination Plan by PSE or other if they are City owned light(s).		
		Show service cabinet location and availability of the 120/240v single phase power if City owned street light system.		
		Conduit fill and junction box capacity calculations		

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Discipline	1st Review <input type="checkbox"/>	2nd Review <input type="checkbox"/>	3rd Review <input type="checkbox"/>	Sound Transit 100% Submittal
Water and Sewer	Utility plan sheets showing all existing and proposed utilities, including side sewers, cleanouts, backwater valves, meters, junctions of tees, valves, elbows and thrust blocks. Label all manholes with manhole number, manhole type, manhole diameter, rim elevation and all pipe inverts. Show all existing and proposed fire hydrants, FDC's, and PIVs.	Utility plan and profile sheets showing all existing utilities. Update based on potholing information.		
	Label pipe size, length and material.	New utility connections, grades, and sections shown. Calculate water meter fees.	Communicate with City for timing of payment of any applicable water meter fees.	
	Dimension horizontal and vertical clearances to other utilities.	Provide horizontal and depth of existing utilities from early potholing on the design drawings		
	Show draft proposed easements including combined utility, waterline, sewer, utility access sump pump, or other with dimensions labeled. 20' minimum width with no obstruction allowed.		Show final proposed easements for all new utilities to be owned by the City	
Stormwater Drainage	Flow control, water quality, and conveyance capacity issues identified.	Stormwater management facility designs with typical cross sections.	Discharge requirements, and any new surface water discharges, shown as required.	
	Conceptual stormwater report with identification of applicable Ecology minimum requirements.	Submit preliminary stormwater report with supporting hydrologic calculations.	Final stormwater report shall be updated to represent the final design and signed sealed and dated.	
	Plan sheet and narrative describing approach to TESC and storm water management		Detailed stormwater management facility cross sections	
		Hydraulic and water quality issues identified.		
	Type, size and location of stormwater management facilities including ROW needs.	Calculated City stormwater fees if applicable.	Plans shall include all drainage details in order to construct the drainage system. Communicate with City for timing of payment of any applicable stormwater fees.	
		LID strategies maximized and calculated and reviewed	LID strategies fully documented.	
	Preliminary location for stormwater flow control, runoff treatment and LID facilities and required right of way.	Limits of Erosion Control and Storm water Management, required for the site shown. Discharge locations identified.	Plan sheet and narrative showing approach to TESC.	
	Submit Geotechnical Baseline Report and Geotechnical Data Report for reference and to support selection of applicable Ecology minimum requirements.	Submit draft Geotechnical Recommendations Report.	Submit Final Geotechnical Recommendation Report, stamped and signed.	
Preliminary plan and profile with utility conflicts identified	Final plan and profile for conveyance.			

Redmond Civil Review Submittal Checklist

Discipline	1st Review <input type="checkbox"/>	2nd Review <input type="checkbox"/>	3rd Review <input type="checkbox"/>	Sound Transit 100% Submittal
Fire Protection Plan		Provide a separate Fire Plan showing all info listed below:	Supplement the separate Fire Plan with all the info listed below:	
		Provide general site layout showing property lines, adjacent right of way, exterior walls of buildings, entry and egress points, access roadways, surface parking areas, designated fire lanes, turnarounds, Emergency Vehicle Access Easements, and label radii of driving areas.	On general site layout, show location of hydrants, FDCs, PIVs, gas meters; all underground sprinkler supply piping, water mains and hydrants; location of fire lane signs and markings.	
		Dimension distance from access roadway to all portions of the exterior walls of a structure or a facility.	If building is fire sprinklered, show location of direct exterior access door to the Fire Sprinkler Riser Room; indicate location, size, and material for all underground fire sprinkler system supply piping.	
		Identify a turnaround per City of Redmond Standards for emergency vehicles.	Show approximate location of elevators and stairways in the building.	
		Label all loading and unloading areas.	Show gross square footage per floor and total per building.	
		City-Approved Water Supply and Hydrants - Show that hydrants provide sufficient fire flow to meet the required flow of the project as calculated by Fire Marshal; provide fire flow calculations according to Redmond Fire Department Standards #3; show hydrant locations in relation to building or area they serve; label fire hydrant spacing; show hydrant, PIV and FDC locations; dimension hydrant distance to a carport, garage, building, dumpster or other structures; show bollards around natural gas meters per Redmond Fire Department standards.	Include a table indicating a; Building Code Uses and Construction Typed per building.	
		Fire department access onto site identified, for both construction phase and permanent operations.	Identify minimum load bearing surface of access roadway.	
			Label all fire lanes identified through site plan review. All fire lanes shall be marked per Redmond Fire Department standards.	
			Addressing and Street Naming Conventions - Show one or more signs for all buildings and facilities; show building address numerals; show temporary sign at job site; label public/private streets with number designation - numbers shall be assigned by the Fire Marshall.	
			City-Approved Fire Protection Systems - Show Department of Health approved back flow prevention inside the fire sprinkler room; location of a dedicated riser room and the direct exterior access and the access door; FDCs terminating in riser room with accessible check valve; show standpipes, interior standpipes, exterior standpipes (if required); show Knox Box key boxes or switches, Knox padlock, key switch, etc.	
			Identify number and size of all exits per Redmond Building Code.	
			Fire extinguishers located	
		Fire rated penetrations identified and system for sealing, dampers, etc. identified.		
		Fire department access and lane routing around facilities (operational condition) indicated See separate section titled Fire Plan.		

Redmond Civil Review Submittal Checklist

Discipline	1st Review <input type="checkbox"/>	2nd Review <input type="checkbox"/>	3rd Review <input type="checkbox"/>	Sound Transit 100% Submittal
Landscaping	Define City vs ST landscape areas to determine which irrigation standards to follow.	Planting/restoration plans updated to reflect current impact and restoration areas.	All restoration design plans completed.	
	Conceptual planting strategies with identification of tree, shrub and seeding areas for areas to be owned and maintained by the City	Proposed design strategies for soil, fine grading, planting, irrigation and any associated plans. Plant species identified; locations or spacing identified to determine plant counts.	All site and planting details completed including the plant schedule	
	Submit a tree preservation plan including the location, species, size of trees for retention. List total % of trees to be removed, size & species of replacement trees.	Show all tree protection measures for existing trees	Finalize the Tree and Vegetation Protection Plan. Identify and confirm vegetation protection measures at all locations.	
	Produce a preliminary tree and vegetation protection plan. Identify and quantify trees to be removed. Estimate tree mitigation plans per City (SPE) requirements. Propose reuse or recycle strategies for vegetative material removed.	Finalize the Tree and Vegetation Protection Plan. Identify and confirm vegetation protection measures at all locations.	Final irrigation Plans include piping diagrams and pipe sizes, head layout with supporting design calculations. All Irrigation details shall be final.	
	Identify landscape areas requiring irrigation.	Irrigation plan and control locations for tie-in identified. Irrigation points of connection, meters and vault locations shown. Identify City owned service meter location and irrigation control box location. Calculate fees for irrigation meters.	Site and planting plans of all areas needing restoration or planting completed. Scaled drawing to include any site specific site preparation notes, layout, soils, fine grading, planting and irrigation layout. Communicate with City for timing of payment of any applicable irrigation meter fees.	
Retaining Walls		Submit draft Geotechnical Recommendation Report (GRR)	Submit Final Geotechnical Report signed, sealed, and dated. Final geotechnical report with all recommendations for buildings and structures shall be submitted at 100% permit submittal.	
		Plans shall include a general structural notes section that includes all design criteria to be used for the design of all retaining wall types.	Plans shall include a general structural notes section that includes all design criteria to be used for the design of all retaining wall types. These structural notes shall be finalized and shall include all design criteria.	
	Show preliminary plans, cross sections and elevations to illustrate design concepts.	Submit cross-sections showing existing utilities, right of way lines, private property lines, and updated pothole information. Show proposed retaining structures, fill areas, and paved areas shown. Show proposed sound walls in plan and elevations.	Plan finalized to show all retaining structures, fill areas, and paved areas dimensioned and detailed. Wall cross sections shall be finalized to meet all City clearance requirements to all existing and proposed utilities.	
		Typical wall sections / dimensional control established Include retaining wall elevations that show top of wall and bottom of wall heights. Location of soil nailing or piles or other features depending on the type of retaining wall.	Typical wall sections/dimensional control finalized. WSDOT limited access, City right of way, and private property lines shall be identified on the wall cross sections. Include retaining wall elevations that show top of wall and bottom of wall heights. Location of soil nailing or piles or other features depending on the type of retaining wall.	

Redmond Civil Review Submittal Checklist

Discipline	1st Review <input type="checkbox"/>	2nd Review <input type="checkbox"/>	3rd Review <input type="checkbox"/>	Sound Transit 100% Submittal
Foundations	Develop preliminary plans, cross sections and elevations to illustrate design concepts.		Finalized plans, cross-sections and elevations.	
	Plans showing existing utilities and right of way and parcel lines.	Show preliminary relocated/new utility locations.	Show clearances to relocated/existing utilities within 10 feet of foundation.	
	Utility easement/relocation placeholder			
		Submit draft Geotechnical Recommendation Report (GRR)	Submit Final Geotechnical Report signed, sealed, and dated Final geotechnical report with all recommendations for buildings and structures shall be submitted at 100% permit submittal.	

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Attachment F

**City of Redmond Building Permit Submittal Checklist for the Downtown Link Extension
09/17/2018**

Discipline	1st Review	2nd Review	Sound Transit 100% submittal
General		All 1st Review comments from the City shall be documented and addressed in the 2nd Review plans. All comments shall be given a status disposition that shall be tracked with an Comment Resolution Matrix ,and the City will respond as to whether they agree with the resolution.	All 2nd Review comments from the City shall be documented and addressed in the Sound Transit 100% plans. The ST 100% plans will be backchecked by the City to ensure the all review comments and conditions have been adequately addressed.
	Site Location Map, Site Limits in plan view, Site grading based on planning work, Base maps (ex. utilities) based on data obtained from planning work. Identification of structures likely to be demolished.		
	ST acquired real-estate identified, with parcel numbers and property lines shown, based on survey data. Identify anticipated property takes. Identify existing easements.		
	All Property impacted labeled in name and parcel number	ROW Sheets completed. Easement limits finalized to reflect results of negotiations. Property line limits indicated using survey benchmark data.	
	Site grading based on site surveys		
	Property line limits based on current records. Easements identified and dimensioned to property lines.	ST acquired real-estate identified, with parcel numbers and property lines shown, based on survey data	
	Identify all City design standards (including year) and requirements for each discipline shown below		

Redmond Building Permit Checklist

Discipline	1st Review	2nd Review	Sound Transit 100% submittal
Station Structural and Garage - Building permit		Submit Issue log from prior review. Documents shall be updated to address all previous comments before review.	
		Submit completed permit applications for all structures. One application is required for each separate parcel and for each structure.	
	Identify applicable design codes, design loads and material properties identified. Submit preliminary structural calculations with only critical calculations used to size the main structural elements.	All drawing sheets and corresponding final structural calculations shall be complete, stamped, signed and dated.	
	Identify special inspections that will be required with the general structural notes.	Submit completed Statement of Special Inspection Form with required signatures. (Agency and Contractor signatures not required at permit application)	
	Plans shall include a general structural notes section that includes all design criteria to be used for the design of all structures. Specify any elements that are to be designed by a specialty contractor after permits are issued.	Plans shall include a general structural notes section that includes all design criteria to be used for the design of all structures. These structural notes shall be finalized and shall include all design criteria.	
	Submit draft Geotechnical Recommendation Report (GRR)	Submit Final Geotechnical Report signed, sealed, and dated Final geotechnical report with all recommendations for buildings and structures shall be submitted at 100% permit submittal.	
	Show typical structural components (elevated slabs, slabs on grade, beams, columns, shear walls, retaining walls, braced frames, and any major structural component, as required) shown in type, size, and location and provide typical details.	Show all structural components (elevated slabs, slabs on grade, beams, columns, shear walls, retaining walls, braced frames, and any major structural component, as required) shown in type, size, and location and provide all details.	
	Provide structural calculations for typical elements and for the main force resisting lateral systems for buildings and structures.	Provide complete structural calculations for all structural elements that include both gravity and lateral force resisting elements.	
	Structural plans shall have dimensions for the major grid lines and for all typical elements.	Structural plans shall have complete dimensions for locating all structural elements including sizes for structural elements	
	Drawings coordinated with architectural plans.	Drawings coordinated with architectural plans.	
	Identify expansion and seismic joint locations, if required;	Specify locations for all expansion and seismic joints and specify sizes for all joints including the calculations to determine required joint sizes. Provide details for any trades that cross joints such as fire sprinklers, etc.	
Structural plans shall have detail references for typical details and references to schedules that apply	Structural plans shall have detail references for all details and references to schedules that apply. Schedules shall be completed with all required structural elements.		

Redmond Building Permit Checklist

Discipline	1st Review	2nd Review	Sound Transit 100% submittal
	Document code analysis with calculations and diagrams. Egress paths, capacities and lengths identified and documented. Building height and area calculations. Code calculations including exiting and any fire rated assemblies identified. Type of construction, occupancies, occupant loads per building. Building height and area calculations.	Code Compliance diagrams complete with walls/floor/ceiling rating requirements. Exiting load/capacity and distance diagrams. Final Code calculations and diagrams. Final Building height and area calculations.	

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Redmond Building Permit Checklist

Discipline	1st Review	2nd Review	Sound Transit 100% submittal
Station Architecture - Building Permit		Drawings signed, sealed and dated by WA registered architect. These will be required at final permit submittal.	
	Preliminary fire resistance of floor and wall penetrations need to be included in the architectural review..	Final fire resistance of floor and wall penetrations need to be included in the architectural review..	
	Include in the building architectural review preliminary average grade calculations	Include in the building architectural review final average grade calculations.	
	Preliminary energy code requirements shown.	Required final energy codes worksheets provided.	
	Site plan of station area including entry points, bus stops and adjacent roads with general dimensions, property lines and easements. Site plan and sections of station site with specific dimensions	Site plan and sections of station site with specific dimensions, elevations and details showing a complete design	
	Floor plans with all programmed spaces shown - size and relationships, rooms labeled and numbered. Include general dimensions. All floor plans dimensioned and complete	Final floor plans complete dimensioned, detailed and coordinated with all work.	
	Platform plans with key elements shown, dimensioned and detailed: canopies, vertical circulation, chases, conduit pathways	Final platform drawings	
	Preliminary layouts of entries and ancillary spaces.	Final drawings of entries and ancillary spaces.	
	Preliminary station sections and elevations. Dimensioned.	Final Station sections and elevations.	
	Preliminary wall Type assemblies provided	Final wall types provided with performance requirements for acoustic, deflection, seismic criteria	
	Preliminary canopies shown in plan, section and elevation. Roof slopes identified. Downspouts sized and located.	Canopy drawings finalized in plan, section, elevation and details. Integration of all signage, communications, security, fire alarm and sprinklers, electrical coordinated.	
	Interior elevations of entry areas	All interior elevations complete, with equipment & devices	
Reflected ceiling plans	Dimensioned reflected ceiling plans		

Redmond Building Permit Checklist

Discipline	1st Review	2nd Review	Sound Transit 100% submittal
	Identify Lighting control strategy, zones and fixtures. Interior details, and building sections at congested ceiling/plan areas	All ceiling elements shown and dimensioned. Indicate elements on plans, RCP, elevations, sections and details where visible.	
	Stair escalator and elevator locations shown. Enlarged Stair Plans and Sections. Elevator and escalator plans and sections. L&I	Enlarged Stair Plans and Sections and Stair details shown. Elevator and escalator requirements detailed, including pit MEP requirements,	
	Preliminary finish schedule all finishes	Final finish schedules	
	Include in site plan location of required exits and route to the public way including the required number of routes that meet accessibility requirements in preliminary submittals. ADA issues addressed this will also include the number of accessible parking spaces based on available parking and location of all accessible routes based on the building code requirements.	Include in site plan location of required exits and route to the public way including the required number of routes that meet accessibility requirements in final submittals. ADA details complete	
	Curtain wall / Window, door and glazing schedule	Final Curtain wall / Window, door & glazing schedule	
	Roof plans with drain and scupper locations	Roof, parapet and skylight details	
	Define roof mounted equipment. Show preliminary locations	Final roof equipment locations and details	
	Bicycle storage lockers/systems shown in plan.	Bicycle storage systems detailed	
	Regulatory and Code signs identified	Regulatory and Code signs finalized, schedule complete and details provided.	
		Submit completed permit applications for all retaining walls. One application is required for each separate parcel.	
	Identify special inspections that will be required with the general structural notes.	Submit completed Statement of Special Inspection Form with required signatures. (Agency and Contractor signatures not required at permit application)	
		Submit all structural plans and structural calculations signed, sealed and dated by WA registered engineer final submittal.	

Redmond Building Permit Checklist

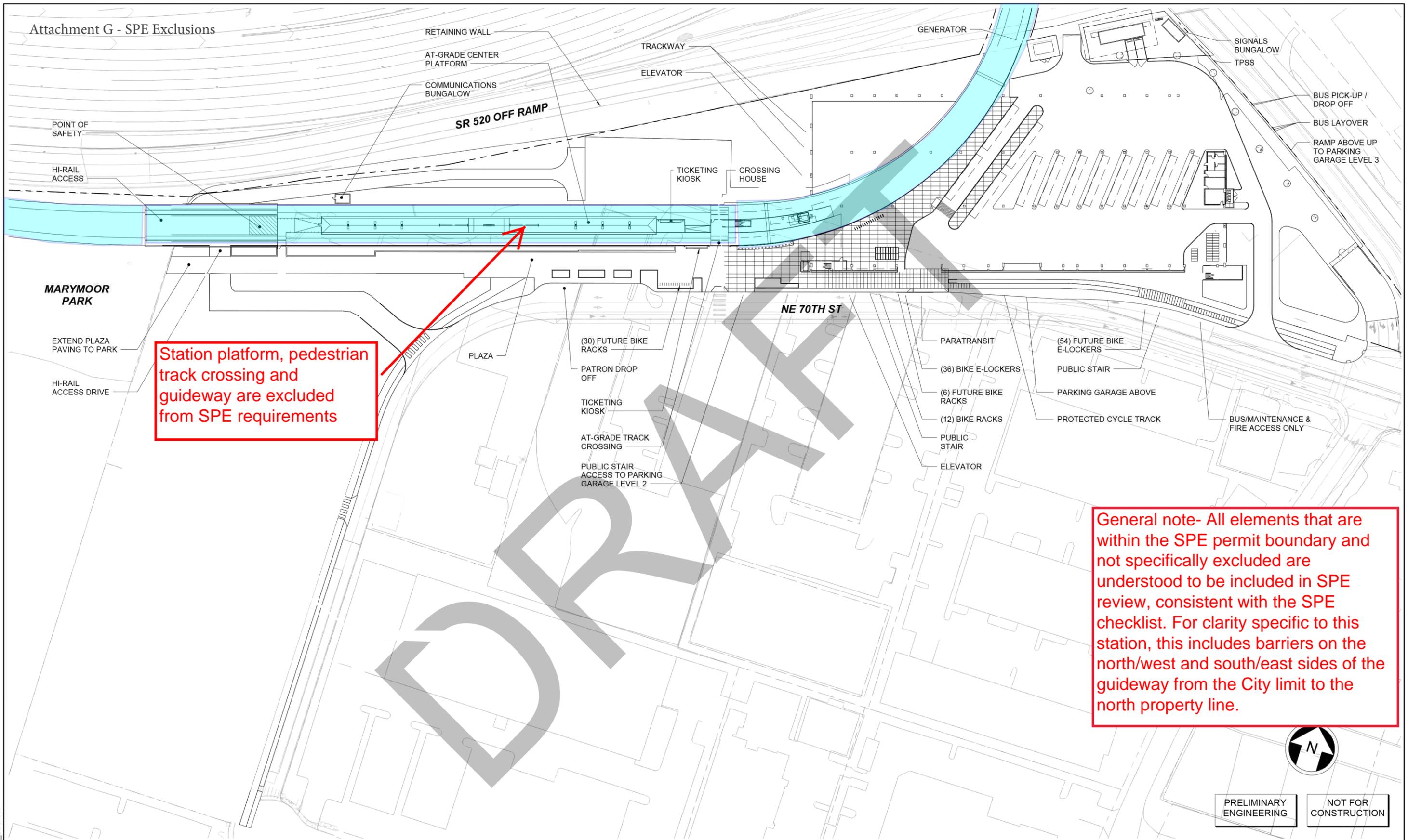
Discipline	1st Review	2nd Review	Sound Transit 100% submittal
Retaining Walls - Building Permit	Provide submittal that includes all Codes that will be used in the design for all retaining wall types. Specify any elements that are to be designed by a specialty contractor after permits are issued.	Plans shall include a general structural notes section that includes all design criteria to be used for the design of all retaining wall types. These structural notes shall be finalized and shall include all design criteria.	
	Plans shall include a general structural notes section that includes Submit cross-sections showing existing utilities, right of way lines, private property lines, and updated pothole information. Show proposed retaining structures, fill areas, and paved areas shown. Show proposed sound walls in plan and elevations.	Plan finalized to show all retaining structures, fill areas, and paved areas dimensioned and detailed. Wall cross sections shall be finalized to meet all City clearance requirements to all existing and proposed utilities.	
	Submit draft Geotechnical Recommendation Report (GRR)	Submit Final Geotechnical Report signed, sealed, and dated Final geotechnical report with all recommendations for buildings and structures shall be submitted at 100% permit submittal.	
	Typical wall sections / dimensional control established Include retaining wall elevations that show top of wall and bottom of wall heights. Location of soil nailing or piles or other features depending on the type of retaining wall.	Typical wall sections/dimensional control finalized. WSDOT limited access, City right of way, and private property lines shall be identified on the wall cross sections. Include retaining wall elevations that show top of wall and bottom of wall heights. Location of soil nailing or piles or other features depending on the type of retaining wall.	
		Submit completed permit applications for all structures. One application is required for each separate parcel and for each structure.	
	Identify applicable design codes, design loads and material properties identified. Submit preliminary structural calculations with only critical calculations used to size the main structural elements.	All drawing sheets and corresponding final structural calculations shall be complete, stamped, signed and dated.	
	Identify special inspections that will be required with the general structural notes.	Submit completed Statement of Special Inspection Form with required signatures. (Agency and Contractor signatures not required at permit application)	
Plans shall include a general structural notes section that includes all design criteria to be used for the design of all structures. Specify any elements that are to be designed by a specialty contractor after permits are issued.	Plans shall include a general structural notes section that includes all design criteria to be used for the design of all structures. These structural notes shall be finalized and shall include all design criteria.		

Redmond Building Permit Checklist

Discipline	1st Review	2nd Review	Sound Transit 100% submittal
Foundations - Building Permit	Submit draft Geotechnical Recommendation Report (GRR)	Submit Final Geotechnical Report signed, sealed, and dated Final geotechnical report with all recommendations for buildings and structures shall be submitted at 100% permit submittal.	
	Show typical structural components for Foundations (slabs on grade, beams, columns, shear walls, retaining walls, braced frames, and any major structural component, as required) shown in type, size, and location and provide typical details.	Show all structural components for Foundation (slabs on grade, beams, columns, shear walls, retaining walls, braced frames, and any major structural component, as required) shown in type, size, and location and provide all details.	
	Provide structural calculations for typical elements and for the main force resisting lateral systems for buildings and structures.	Provide complete structural calculations for all structural elements that include both gravity and lateral force resisting elements.	
	Structural plans shall have dimensions for the major grid lines and for all typical elements.	Structural plans shall have complete dimensions for locating all structural elements including sizes for structural elements	
	Drawings coordinated with architectural plans.	Drawings coordinated with architectural plans.	
	Structural plans shall have detail references for typical details and references to schedules that apply	Structural plans shall have detail references for all details and references to schedules that apply. Schedules shall be completed with all required structural elements.	

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Attachment G - SPE Exclusions



Station platform, pedestrian track crossing and guideway are excluded from SPE requirements

General note- All elements that are within the SPE permit boundary and not specifically excluded are understood to be included in SPE review, consistent with the SPE checklist. For clarity specific to this station, this includes barriers on the north/west and south/east sides of the guideway from the City limit to the north property line.

PRELIMINARY ENGINEERING NOT FOR CONSTRUCTION



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CONCEPTUAL DESIGN

FINAL DRAFT

DESIGNED BY: M. WYLLIE
 DRAWN BY: A. KHWAJA
 CHECKED BY: M. WIND
 APPROVED BY: L. EPHREM



SUBMITTED BY: BRAD PHILLIPS
 DATE: 07/30/18



REVIEWED BY:
 DATE:



DATE:

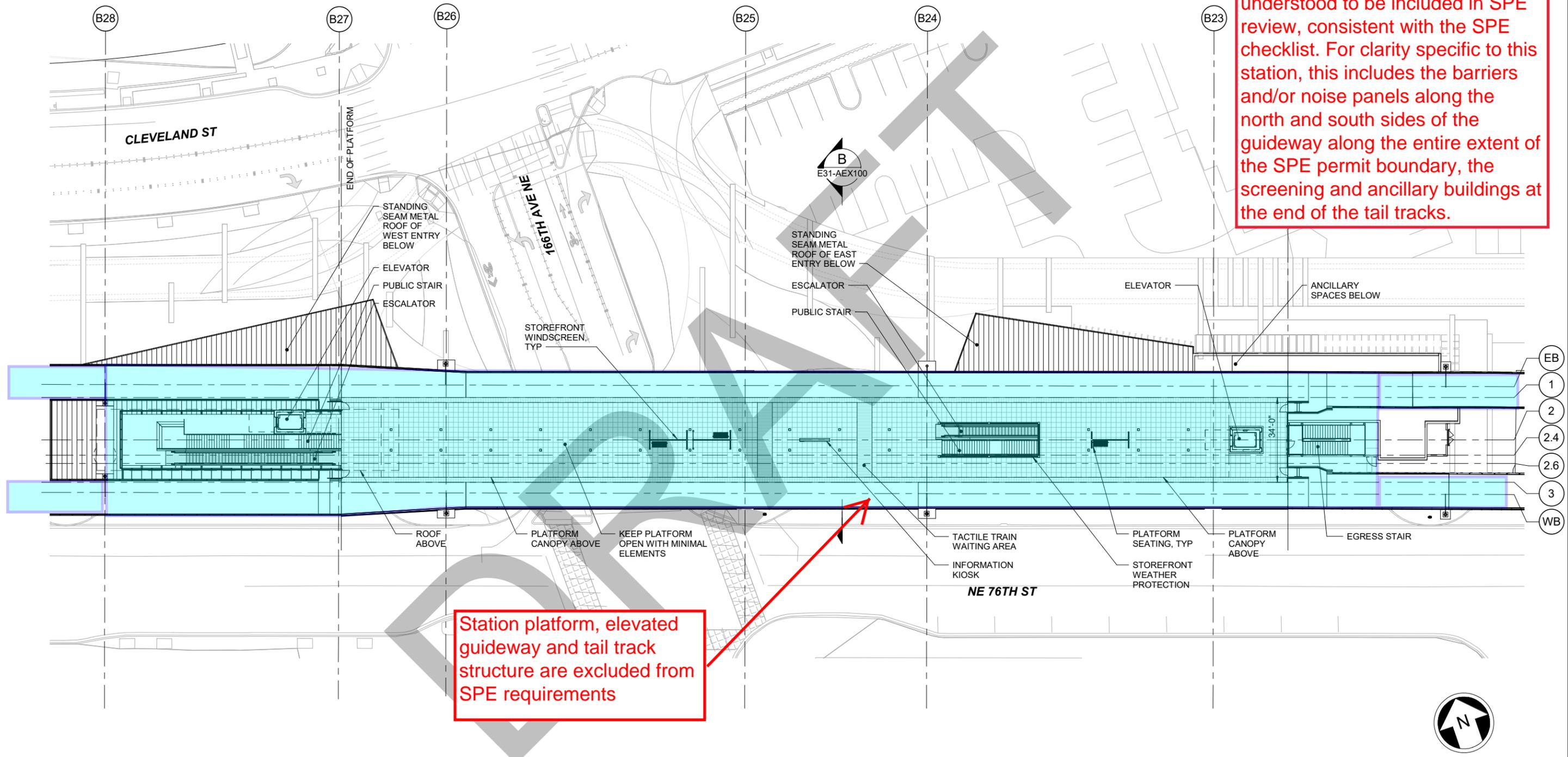
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 FILENAME: RLE_E29_A.rvt
 CONTRACT No.: CN 0148-18
 SUBMITTAL DATE: 07/30/18

DOWNTOWN REDMOND LINK EXTENSION
 RTS TO DOWNTOWN REDMOND
 REFERENCE
 SE REDMOND STATION - ARCHITECTURAL
 ARCHITECTURAL SITE PLAN
 SOUTHEAST REDMOND STATION

DRAWING NO.: E29-ASP100
 FACILITY ID:
 SHEET No: 367
 REV:

No.	DATE	DSN	CHK	APP	REVISION

General note- All elements that are within the SPE permit boundary and not specifically excluded are understood to be included in SPE review, consistent with the SPE checklist. For clarity specific to this station, this includes the barriers and/or noise panels along the north and south sides of the guideway along the entire extent of the SPE permit boundary, the screening and ancillary buildings at the end of the tail tracks.



Station platform, elevated guideway and tail track structure are excluded from SPE requirements

PRELIMINARY ENGINEERING NOT FOR CONSTRUCTION

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CONCEPTUAL DESIGN

FINAL DRAFT

DESIGNED BY:
M. WYLLIE
DRAWN BY:
A. KHWAJA
CHECKED BY:
M. WIND
APPROVED BY:
L. EPHREM



SCALE:
1" = 20'-0"
FILENAME:
RLE_E31_A-R17.rvt
CONTRACT No.:
CN 0148-18
SUBMITTAL DATE:
07/30/18

**DOWNTOWN REDMOND LINK EXTENSION
RTS TO DOWNTOWN REDMOND**
REFERENCE
DOWNTOWN REDMOND STATION - ARCHITECTURAL
OVERALL PLAN-PLATFORM LEVEL
DOWNTOWN REDMOND STATION

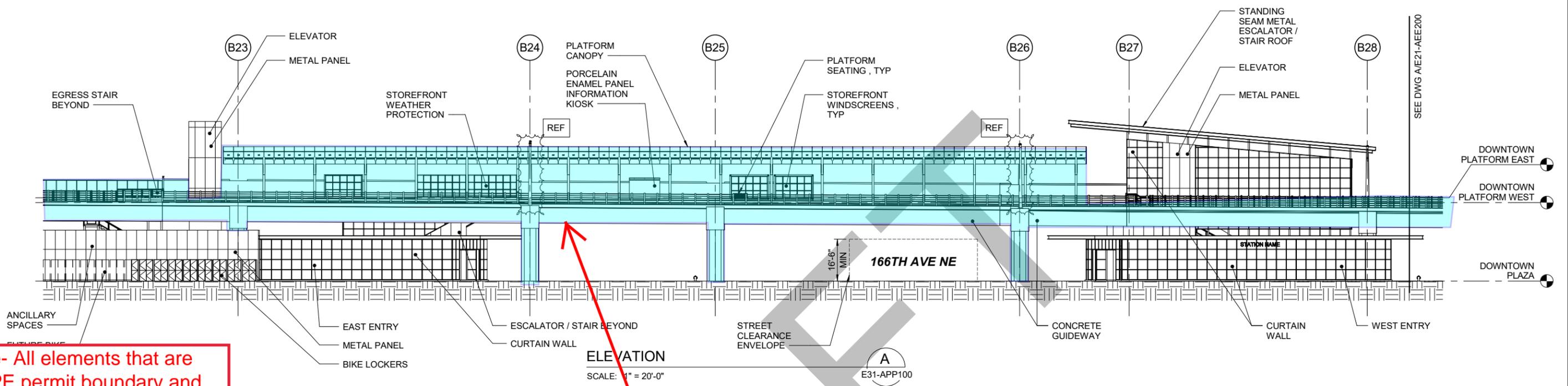
DRAWING NO.:
E31-APP200
FACILITY ID:
SHEET No.:
415
REV:

No.	DATE	DSN	CHK	APP	REVISION

SUBMITTED BY:
BRAD PHILLIPS
DATE:
07/30/18

REVIEWED BY:
DATE:

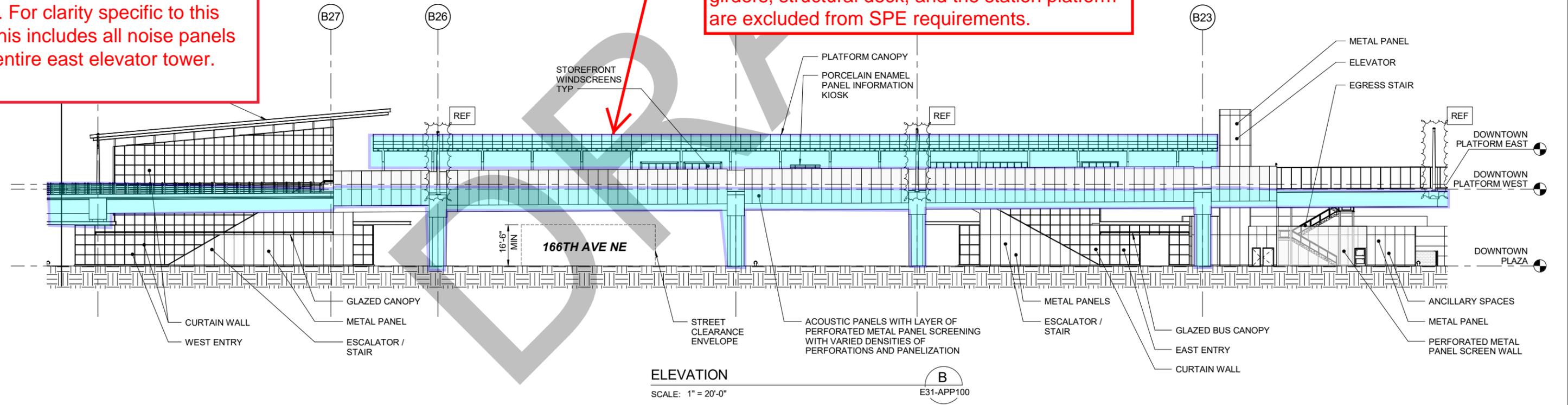
REF = REFERENCE ELEMENT



ELEVATION
SCALE: 1" = 20'-0"
A
E31-APP100

General note- All elements that are within the SPE permit boundary and not specifically excluded are understood to be included in SPE review, consistent with the SPE checklist. For clarity specific to this station, this includes all noise panels and the entire east elevator tower.

Elevated guideway structural elements such as drilled shafts, columns, bents and bent caps, tub girders, structural deck, and the station platform are excluded from SPE requirements.



ELEVATION
SCALE: 1" = 20'-0"
B
E31-APP100

PRELIMINARY ENGINEERING NOT FOR CONSTRUCTION

CONCEPTUAL DESIGN

FINAL DRAFT

DESIGNED BY:
M. WYLLIE
DRAWN BY:
A. KHWAJA
CHECKED BY:
M. WIND
APPROVED BY:
L. EPHREM



LINE IS AT FULL SCALE



SCALE:
1" = 20'-0"
FILENAME:
RLE_E31_A-R17.rvt
CONTRACT No.:
CN 0148-18
SUBMITTAL DATE:
07/30/18

**DOWNTOWN REDMOND LINK EXTENSION
RTS TO DOWNTOWN REDMOND**
PRESCRIPTIVE
DOWNTOWN REDMOND STATION - ARCHITECTURAL
EXTERIOR ELEVATIONS
DOWNTOWN REDMOND STATION

DRAWING NO.:
E31-AEE100
FACILITY ID:
SHEET No: 419
REV:

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No.	DATE	DSN	CHK	APP	REVISION

SUBMITTED BY:
BRAD PHILLIPS
DATE:
07/30/18

REVIEWED BY:
DATE:

Attachment H
City of Redmond Alteration of Geologic Hazard Areas for DRLE

Discipline	Review
General Information	Legal description and parcel number(s) of the subject property. Page #____
	Proposed UBC Construction type. Page #____
	Site size: gross and net (square feet and acres). Page #____
On and Off-site Conditions (Existing and Proposed)	Existing and proposed property lines and lots. Page #____
	Existing topography at 2-foot contours based upon an actual field survey. Larger contour intervals may be allowed on steep sites. Spot elevation of existing and proposed conditions may be shown for flat sites with no more than 5 feet of total elevation change. Proposed topography including heights of proposed retaining structures and rockeries
	Existing and/or proposed easements. Page #____
	Existing and/or proposed public or common use areas. Page #____
	Fences and other development features. Page #____
	Distances between existing and proposed structures on and off the subject property. Page #____
	Existing streams, wetlands, ponds and other surface water features and associated buffers, and flood prone areas. Page #____

Discipline	Review
Pedestrian / Transit / Bike	All existing and proposed driveways, intersections and land channelization within 150 of the subject property.
	Existing and proposed roadway improvements, including sidewalk, curb and gutter, tapers and street lights within 150 feet of the subject property.
Existing and Proposed Utilities	Location and size of water facilities, including water meters and side sewers (Design Standards available at the Permit Center). Page #____
	Location and size of sanitary sewer facilities (Design Standards available at the Permit Center). Page #____
	Location and size of storm sewer facilities. Page #____
	Power, power poles, gas, telephone and cable. Page #____
	Fire hydrants. Page #____
	Vaults. Page #____
	boxes. Page #____
	underground duct runs. Page #____
Existing and Proposed Fire Information	Fire Department access and turnaround.
	Fire hydrants.

Discipline	Review
Existing and Proposed Grading	Profiles of existing or proposed road grades in excess of 10 percent. Page #____
	Show existing and proposed contour lines at 2-foot intervals. Page #____
	Designate steep slope areas (40% or steeper and 10-ft. vertical relief or more). Page #____
	Designate areas with greater than 8 feet of cut and/or fill, adjustment from the Technical Committee required. Page #____
	Designate retaining walls and rockeries over 8 feet, adjustment from the Technical Committee required. Page #____

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EXHIBIT E

STAFFING PLAN AND COST

Description	Qty	Unit	Rate	Total Cost
Phase 1: RFP Development				
Design PM	2,600	hrs	\$ 74.44	\$193,551
Construction PM	1,300	hrs	\$ 85.64	\$111,328
Traffic Engineer	1300	hrs	\$ 82.38	\$107,096
<i>Subtotal staffing phase 1:</i>				\$411,975
Phase 2: Procurement				
Design PM	2,080	hrs	\$ 91.14	\$189,561
Construction PM	1,170	hrs	\$ 91.50	\$107,050
Sr. Civil Utility Engineer	260	hrs	\$ 91.78	\$23,863
Traffic Engineer	260	hrs	\$ 91.78	\$23,863
Sr. Planner	260	hrs	\$ 78.02	\$20,286
Plans Examiner	260	hrs	\$ 75.01	\$19,502
Sr. Structural Engineer	260	hrs	\$ 91.78	\$23,863
Deputy Fire Marshal	130	hrs	\$ 121.70	\$15,821
<i>Subtotal staffing phase 2:</i>				\$423,809
Phase 3: Design and Permitting				
Design PM	1,040	hrs	\$ 98.44	\$102,373
Construction PM	3,120	hrs	\$ 96.47	\$301,001
Sr. Civil Utility Engineer	3,120	hrs	\$ 96.47	\$301,001
Traffic Engineer	3,120	hrs	\$ 96.47	\$301,001
Sr. Planner	2,080	hrs	\$ 80.82	\$168,099
Plans Examiner	3,120	hrs	\$ 78.71	\$245,590
Sr. Structural Engineer	3,120	hrs	\$ 96.47	\$301,001
Deputy Fire Marshal	1,560	hrs	\$ 126.83	\$197,857
<i>Subtotal staffing phase 3:</i>				\$1,917,923
Phase 4: Construction Support				
Construction PM	4,680	hrs	\$ 106.12	\$496,636
Sr. Civil Utility Engineer	2,340	hrs	\$ 106.12	\$248,318
Traffic Engineer	4,680	hrs	\$ 106.12	\$496,636
Deputy Fire Marshal	1,544	hrs	\$ 139.92	\$216,038
Communications	1,625	hrs	\$ 79.42	\$129,053
Construction Inspector	6,500	hrs	\$ 79.18	\$514,672
Sr. Building Inspector	6,500	hrs	\$ 87.02	\$565,619
<i>Subtotal staffing phase 4:</i>				\$2,666,972
Subtotal staffing, all phases				\$ 5,420,679
One-time costs				\$ 81,150
Ongoing costs				\$ 210,104
Total				\$ 5,711,933

EXHIBIT F

PAYMENT PLAN AND ACHIEVEMENT MILESTONES

PHASE 1: RFP DEVELOPMENT		
Key City Activities	Achievement Milestones	Payment Plan and Schedule
<ul style="list-style-type: none"> • Review of design submittals • Attend design charrettes • Develop the Project Administration Agreement (PAA) • Develop and document concurrence on key project issues 	<ul style="list-style-type: none"> • Develop PAA • City completes review of first, intermediate, and final draft RFQ/RFP documents • Execution of letters of concurrence on key issues • Sound Transit issues RFQ 	<ul style="list-style-type: none"> • This phase will be paid in one lump sum of \$411,975 upon execution of the PAA and receipt of the first invoice from the City. Services were already rendered so payment is retroactive.
PHASE 2: PROCUREMENT		
Key City Activities	Achievement Milestones	Payment Plan and Schedule
<ul style="list-style-type: none"> • Participate in SOQ evaluation process • Participate in proposal evaluation process • Participate in 1-on-1 meetings with short-listed firms • Review and provide City opinion on alternative technical concepts • Review and provide City opinion on advance design work, such as for Southeast Redmond parking structure • Review and approve permit packaging plan prior to NTP (if required prior to NTP) • Pre-NTP coordination, as needed, with selected firm 	<ul style="list-style-type: none"> • SOQ evaluation begins → Triggers first of four equal payments for Procurement Phase • Document concurrence on key project issues • Sound Transit issues RFP • Execute Development Agreement • Sound Transit and City approve design-builder's permit packaging plan • Sound Transit Board authorizes CEO to execute design-build contract 	<ul style="list-style-type: none"> • Payments will be made in four equal installments of \$105,952.25 • If this phase takes more than one year (four quarters) payments for this phase will stop but the City will be expected to continue delivering its staffing obligations pursuant to the terms of this Agreement.

<ul style="list-style-type: none"> • Overall management and coordination of City participation in project 		
PHASE 3: DESIGN AND PERMITTING		
<p align="center">Key City Activities</p>	<p align="center">Achievement Milestones</p>	<p align="center">Payment Plan and Schedule</p>
<ul style="list-style-type: none"> • Participate in permit-focused, over-the-shoulder, discipline-specific meetings described in the Permitting Framework • Participate in issue resolution, or other meetings as directed by the City project manager • Meet timeline and related permit review commitments described in the Permitting Framework and the permit packaging plan developed by the DBC. • Issue land use, site construction, building, trade, and other permits when all relevant requirements are met 	<ul style="list-style-type: none"> • Sound Transit issues NTP <ul style="list-style-type: none"> ➔ Triggers payment of six equal payments for Design and Permitting Phase • Permits issued according to approved permit packaging plan (see Permitting Framework Table 2) • Final permit issued 	<ul style="list-style-type: none"> • Payments will be made in six equal installments of \$319,653.83 • If this phase takes more than 18 months (six quarters) payments for this phase will stop but the City will be expected to continue delivering its staffing obligations pursuant to the terms of this Agreement.
PHASE 4: CONSTRUCTION SUPPORT		
<p align="center">Key City Activities</p>	<p align="center">Achievement Milestones</p>	<p align="center">Payment Plan and Schedule</p>
<ul style="list-style-type: none"> • Understand approved plans and drawings • Complete and document inspections to ensure permitted work is executed according to permit requirements • Issue resolution with Sound Transit, the design-build contractor • Review and accept record drawings • Complete Acceptance of Work activities such as by issuing 	<ul style="list-style-type: none"> • First complete building or civil site construction permit application is filed <ul style="list-style-type: none"> ➔ Triggers payment of twelve equal payments for Construction Support Phase • Construction begins • Complete all operations & maintenance agreements 	<ul style="list-style-type: none"> • Payments will be made in 12 equal installments of \$211,135.17 • If this phase takes more than three years (12 quarters) payments for this phase will stop but the City will be expected to continue delivering its staffing obligations pursuant to the terms of this Agreement.

<p>letters of acceptance and certificates of occupancy</p> <ul style="list-style-type: none"> • Carry-out the communication responsibilities contained in Section 8.# of this agreement • Develop operations & maintenance agreements. 	<ul style="list-style-type: none"> • Construction inspection activities end • Punch list items are accepted via a letter from the City • Building inspection services end and the last Certificate of Occupancy is issued. 	<ul style="list-style-type: none"> • \$133,349.97 (5% of the construction support phase) will be held back and included in the final payment when all terms are met signifying the end of the construction phase.
ONE-TIME AND ONGOING DIRECT COSTS		
<p>Expected one-time direct costs documented in detailed staffing plan and cost estimate</p>	<ul style="list-style-type: none"> • \$81,150 to be paid in full in the first payment 	
<p>Expected ongoing direct costs documented in detailed staffing plan and cost estimate</p>	<ul style="list-style-type: none"> • To be paid in three installments of \$70,034.67 • The first installment will be paid in the first payment, the second in the first payment of the Design and Permitting phase, and the third in the first payment of the Construction Services phase. 	

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