

Type V Master Planned Development and Development Agreement
Technical Committee Report

Project Name: Redmond Town Center Master Planned Development and Development Agreement

Location: Parcel Nos. 720241-0010, -0020, -0030, and -0050

Project File Numbers: LAND-2023-00296, LAND-2023-00297, PR-2023-00999

Project Description: A Master Planned Development and Development Agreement to redevelop the Redmond Town Center Mixed-Use Subarea. The Master Plan consists of five phases and plans for the development of mixed-use, multi-family residential, commercial, and structured parking buildings ranging from 4-12 stories in height.

Applicant: Mitch Ptacek, GGLO
1301 1st Ave, Unit 301
Seattle, WA 98101

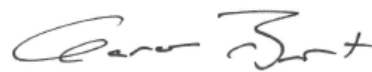
Planner: Alex Hunt, Senior Planner

Recommendation: Approval with Conditions

Conclusion in Support of Recommendation: The Technical Committee has found the proposal to be in compliance with the Redmond Zoning Code (RZC), Redmond Comprehensive Plan, and Redmond Municipal Code. The City of Redmond issued a Determination of Non-Significance (DNS) for the subject proposal under the State Environmental Policy Act (SEPA) on December 6, 2024, under File No. SEPA-2023-00298.



Carol V. Helland, Director
Department of Planning and
Community Development



Aaron Bert, Director
Public Works Department

Project Review Authority and Procedures

The City of Redmond **Technical Committee** is comprised of staff from different departments and disciplines who analyze project applications for compliance with City codes and regulations. Based on this analysis, the Technical Committee provides responses, conclusions, and recommendations (in the form of this report) to the City Council. The City Council will conduct a public hearing to receive public testimony

regarding the proposal and to review the Technical Committee's analysis and recommendations on the Master Planned Development Permit (LAND-2023-00296) and Development Agreement (LAND-2023-00297). Based upon the Technical Committee's recommendations and testimony received at the public hearing, the Council will make the final decision regarding the Master Planned Development Permit and Development Agreement.

Key Dates

Application Date: December 8, 2023

Completeness Date: January 19, 2024

Notice of Application: February 2, 2024

Neighborhood Meeting: April 18, 2024

Date SEPA Determination of Non-Significance Issued: December 6, 2024

SEPA Appeal Deadline: January 6, 2025

Technical Committee Recommendation Meeting: July 23, 2025

Public Hearing Date: Scheduled for October 12, 2025

Report Attachments

1. General Application Forms
2. Notice of Application and Certification of Public Notice
3. Neighborhood Meeting Notice Affidavit
4. Public Comments
5. SEPA Checklist, DNS Certificate of Posting
6. SEPA DNS Public Comments
7. Master Planned Development Design Package
8. Development Agreement
9. Preliminary Civil Plans
10. Drainage Report
11. Phase 1 Traffic Study
12. Phase 2 Traffic Study
13. Transportation Concurrency Application
14. Arborist Report
15. Critical Aquifer Recharge Area Evaluation

I. Proposal Summary

The proposed Master Planned Development (MPD) and Development Agreement (DA) propose development at the existing Redmond Town Center Mixed-Use Subarea while maintaining much of the existing commercial development on the site. The proposal includes five (5) phases of development and associated site improvements as described below. Phases may be developed in any order, provided amenities are delivered congruent with each particular phase.

- **Phase 1** proposes additions to the existing parking garage at the northwest corner of NE 73rd Way and 164th Avenue NE. The proposed changes include

the addition of two stories of additional parking to the existing parking structure for approximately 316 new parking spaces to replace parking lost with the development of existing surface parking areas in subsequent phases. Phase 1 also includes modified ground level public open space at the northeast corner of the parking structure.

- **Phase 2** proposes two 12-story buildings immediately south of the existing RTC shopping center where surface parking is currently located. Two options are proposed for the development of Phase 2, and the applicant will select one of the approved options prior to submittal of a Site Plan Entitlement for Phase 2. Associated improvements are proposed with Phase 2, including a publicly accessible linear plaza between the two proposed buildings, bike infrastructure and traffic calming measures to connect to existing bike lanes, and pedestrian crossing and intersection improvements between RTC and the proposed Phase 2 development.
 - **Phase 2, Option A** consists of two 12-story mixed-use residential buildings with approximately 504 residential units, 378 structured parking spaces, and ground floor commercial uses.
 - **Phase 2, Option B** consists of one 12-story mixed-use residential building with approximately 252 residential units and 189 structured parking spaces as well as one 12-story mixed-use office building with approximately 245,530 square feet of office space and 255 structured parking spaces with ground floor commercial uses.
- **Phase 3** proposes the demolition of the existing BJ's Restaurant building at 7211 166th Ave NE and the construction of an 8-story mixed-use residential building at the northwest corner of Bear Creek Parkway and 166th Avenue NE. The building would contain approximately 136 residential units, 102 structured parking spaces, and ground floor commercial area.
- **Phase 4** proposes partial demolition of the commercial spaces at the northwest corner of the RTC shopping center parking garage and proposes the construction of a 7-story mixed-use residential building at the same location with approximately 148 residential units and 16,070 square feet of commercial area.
- **Phase 5** proposes partial demolition of the commercial spaces at the northeast corner of the RTC shopping center parking garage and construction of a 7-story mixed-use residential building at the same location with approximately 140 residential units and 14,800 square feet of commercial area.

II. Site Description and Context

The overall project site encompasses approximately 19.34 acres; however, development associated with the proposed MPD will impact approximately 9 acres of land area within the site. The site is generally flat and is located within the Critical Aquifer Recharge Area I (CARA I).

With a Comprehensive Plan Land Use designation of Downtown Mixed Use and zoned as Town Center (TWNC), the site is currently developed with a commercial shopping center, structured parking garages, and surface parking. Town Center is one of the city's primary gathering places. Its mix of shops and restaurants, offices, hotel rooms, and housing brings people together during the day and evenings for planned or casual meetings. Comfortable walking connections from Town Center to the rest of Downtown help both areas thrive. Town Center will continue to develop as a major gathering and entertainment place within the community, connected with accessible and active transportation to Marymoor Park, the rest of Downtown, and the region.

The table below depicts existing zoning and land uses adjacent to the project site:

Direction	Existing Adjacent Land Use(s)	Zone
North	Light rail station, commercial retail	Anderson Park
South	Hotel, Bear Creek Trail	Town Center
East	Office	Town Center
West	Hotel, parking structure, office	Town Center

III. Public Notice and Comment

Requirements for public notice are contained in RZC 21.76.080.

A. Notice of Application:

The Notice of Application for this proposal was published on February 14, 2024. The notice was posted at City Hall, the Redmond Regional Library, and six (6) notice signs were posted on the property. A notice was also mailed to property owners within 500 feet of the site (Attachment 2, Notice of Application and Certificate of Public Notice).

Public Input: During the Notice of Application public comment period and throughout the project review, the City received ten (10) written comments (Attachment 4, Public Comments).

The comments expressed the following concerns or requests for consideration and staff has included responses below:

1. Lake Washington School District (LWSD) expressed concerns that the Phase 1 construction and additions to the parking structure would infringe upon an existing parking easement agreement between Redmond Town Center property ownership and LWSD.

Staff Response: The MPD and DA as conditioned would comply with City of Redmond parking requirements. While the City of Redmond expects the applicant to act in good faith to uphold existing agreements, the City is not a party to the above referenced agreement and does not have a responsibility to enforce the terms of that agreement as part of the MPD and DA review process. A subsequent Site Plan Entitlement (SPE) application will be required prior to commencement of any construction, at which time an additional Notice of Application and public comment period will be provided prior to SPE approval.

2. Comments expressed concerns with inappropriate density and crowding. Specific concerns were raised on the ability of the Redmond Fire Department to serve taller buildings.

Staff Response: In 2023, Redmond City Council adopted amendments to the RZC to allow for taller buildings in the Town Center Zone based upon a set of incentives, including providing higher amounts of affordable housing. The amendments were based on several key policy goals of the City Council, including allowing higher residential densities in areas with access to light rail stations and supporting economic development in urban centers by achieving higher residential developments. The MPD application is consistent with the height and density requirements allowed in the RZC for development in the Town Center Zone. With regards to Fire Department requirements, future Site Plan Entitlement and Building Permit applications will be reviewed for site-specific compliance with all applicable Fire Code requirements.

3. Comments expressed concerns with construction noise and disruptions, including impacts to parking availability during construction.

Staff Response: The applicant will be required to comply with construction noise hours and requirements established in Redmond Municipal Code (RMC) Section 6.36. Following a decision on the MPD and DA applications, individual permits shall be obtained for each phase through the Site Plan Entitlement and Building Permit process. Temporary traffic control and parking plans will be prepared and reviewed in conjunction with Site Plan Entitlement and related Building Permit applications.

4. Comments indicated that lack of weather protection is a cause of reduced foot traffic during rainy months.

Staff Response: As part of the proposed public benefits outlined in the DA, the applicant proposes enhanced weather protection.

5. Questions on how new residential developments will meet parking demand and the availability of electric vehicle charging infrastructure.

Staff Response: The Phase 1 expansion of the existing parking structure will mitigate for the loss of commercial surface parking, and additional structured parking will be provided in conjunction with the Phase 2 mixed-use buildings. The proposed parking complies with parking quantity requirement established in RZC 21.40. Quantity and availability of electric vehicle infrastructure will be further defined in the Site Plan Entitlement and construction permits for each individual phase.

6. Comments expressing a support for keeping existing public art, specifically the bear sculptures by Georgia Gerber, at Redmond Town Center.

Staff Response: Comments have been shared with the applicant. At this time, staff is not aware of any plans to remove any existing public art.

7. Comments emphasizing the importance of supporting the existing commercial tenant base at Redmond Town Center.

Staff Response: Some of the objectives of the application under review are to bring additional residents and employees to the site, enliven the Redmond Town Center site, and provide a more engaging retail experience. In addition, the Phase 1 expansion of the parking garage is intended to mitigate the loss of surface parking in Phase 2, so parking options will continue to exist for retail customers who arrive to the site by car. The enlivened retail experience and new structured parking will provide for the continued success of the existing commercial tenant base at Redmond Town Center.

B. Neighborhood Meeting:

Pursuant to the requirements of RZC 21.76.060.C, a neighborhood meeting was held on April 18, 2024 (Attachment 3, Neighborhood Meeting Notice).

IV. State Environmental Policy Act

The State Environmental Policy Act (SEPA) requires applicants to disclose potential impacts to the environment that may occur as a result of their project. A Determination of Non-Significance (DNS) was issued for this project on December 6, 2024 under File No. SEPA-2023-00298 (Attachment 5, SEPA Application Form, DNS Certificate of Posting). The applicant received comments on the SEPA DNS from LWSD (Attachment 6, SEPA DNS Public Comments). LWSD expressed concerns that the development affecting the Phase 1 parking structure would infringe upon the secured parking agreement between the property owner and LWSD.

V. Compliance with Development Regulations

A. Building Height – Exceptional Amenities for Additional Height (EAAH)

RZC 21.10.050 establishes development regulations applicable to the Town Center Zone. The maximum allowable building height with incentives is 12 stories, and in order to achieve that maximum height, development must comply with the EAAH requirements established in RZC 21.10.050.D.

Finding: The project as proposed complies with the EAAH incentive requirements to achieve the maximum 12 story height limit (See Attachment 7, MPD Plan Set, Page 23). A minimum of 20% of new residential units will be affordable at 60% of Area Median Income (AMI). Of the affordable units, a minimum 10% shall be two-bedroom units, and a minimum 5% shall be 3-bedroom units. All affordable units shall be electric ready, meaning that the units have the necessary wiring and electrical capacity to support converting to all electric equipment in the future. Additionally, 10% or 7,000 square feet of new ground level commercial space within the project boundary shall be reserved for small and local businesses, and the lesser of 25% or 4,000 square feet of new commercial spaces shall be no larger than 1,000 square feet to support startup and new businesses. Finally, new buildings will achieve LEED Platinum or equivalent. In order to comply with the EAAH incentives, all new development across all phases shall provide the proposed exceptional amenities.

B. Development Density

RZC Table 21.10.130A establishes residential density requirements for Downtown Zones. Sites within the Town Center Zone that are greater than 12,000 square feet and have a minimum site width of 120 feet shall not be regulated by a maximum number of dwelling units per acre.

Finding: The proposed project meets the residential density requirements of the Town Center Zone. Because the project site exceeds the 12,000 square feet and 120 feet minimum width, a maximum number of dwelling units is not applied. Density shall not be regulated by a maximum number of dwelling units, but by the application of bulk, height, parking, and all other applicable development standards.

C. Pedestrian Generating Uses

RZC Table 21.10.130A dictates that new development must retain or replace existing pedestrian generating and retail sales uses. Development may modify areas allocated to pedestrian generating and retail sales uses, subject to a minimum floor area to be negotiated as a condition to any Development Agreement.

Finding: The proposal complies with regulations related to the retention of pedestrian generating uses. In the absence of a definition provided in the RZC, the Draft Development Agreement defines ‘pedestrian generating use’ to include the following subset of uses: Retail; Food and Beverage; personal service uses (subset of Business and Service); copy centers and parcel and mail centers; the customer service portion of financial institutions; Arts, Entertainment, Recreation, and Assembly, Amusement, Sports, Recreation Establishments, and Athletic Clubs and Fitness Centers. The existing project site contains 267,958 square feet of pedestrian generating leasable square footage. As negotiated through the Development Agreement process, no less than 170,000 square feet of pedestrian generating uses shall exist within the RTC Master Plan project area at any given time.

D. Tree Protection & Replacement

RZC 21.72.060 requires a minimum of 35% of all significant trees to be retained. Significant trees are those trees with a diameter at breast height (dbh) of 6” or greater. Any trees being removed shall be replaced, with one (1) replacement tree required per tree removed, or in the case of landmark trees (those trees with 30” or greater dbh), three (3) replacement trees required per removed landmark tree.

Finding:

The MPD and DA comply with applicable tree retention and replacement requirements (See Attachment 7, MPD Plans, Page 70). The applicant is proposing enhanced tree preservation and will retain a minimum of 45% of significant trees on-site throughout all phases of the MPD. Tree protection and replacement is required in conjunction with RZC 21.72 and will be reviewed with Site Plan Entitlements for individual development phases.

E. Critical Areas

This property is in the Critical Aquifer Recharge Area I as defined by RZC 21.64.050 and as required by the Washington State Growth Management Act (RCW 36.70A.172), water quality standards for ground waters of the State of Washington (WAC 173-200) and Washington State Public Water System Standards (WAC 246-290).

Finding:

The Critical Area protection requirements of RZC 21.64.050 have been satisfied and the proposal has been conditioned in compliance with city codes to protect the Critical Aquifer Recharge Area. Provisions on dewatering, groundwater and wellhead protection are a requirement of this agreement. The Critical Aquifer Recharge Area Evaluation (December 2023) states that dewatering will likely not be necessary, but if it is needed, the project will meet requirements of RMC 13.25

(Temporary Construction Dewatering). As conditioned, the project will meet the requirements of RZC 21.64.050 and RMC 13.07.

F. Open Space

RZC 21.10.130.E establishes requirements related to residential usable open space in Downtown Zones. At least 100 square feet per residential unit of common usable open space shall be provided in the development, up to a maximum area equivalent to 20% of the site. Private usable open space shall be provided in the form of an attached patio or balcony for each unit per Table 21.10.130C.

Finding

As conditioned, the project complies with open space requirements. For each project phase providing residential units, the applicant has demonstrated in the conceptual floor plans how the minimum quantity of common residential usable space will be provided. As a condition of project approval, each phase developing residential units will be required to demonstrate at the time of Site Plan Entitlement submittal how private open space will be provided in compliance with RZC requirements.

G. Parking

RZC 21.40 establishes parking requirements, and RZC 21.10.050.D establishes maximum parking quantities for projects utilizing the EAAH incentive program.

Finding

As proposed, the project complies with parking requirements established in the RZC. New vehicle parking spaces will be provided as above ground structured parking in conjunction with the development of individual MPD phases. Specific design of parking facilities and parking stall quantities will be re-reviewed with Site Plan Entitlement applications to verify and ensure continued compliance with parking requirements as vested under the Development Agreement.

H. Affordable Housing

Affordable housing requirements for new residential development are established in RZC 21.20. New development is required to provide 10% of units as affordable to households making 80% AMI or less.

Finding

As proposed, the project complies with the City's affordable housing requirements. The applicant is pursuing the EAAH incentives for additional allowable building height, meaning they will be providing a higher quantity and deeper level of affordability than is typically required under RZC 21.20.

I. Transportation

RZC 21.17 requires the installation of transportation facilities and services necessary to support this development.

Finding:

As conditioned, the proposal will meet all requirements, per RZC 21.17. This Master Planned Development is planned to be developed in five (5) phases. Phase 1 would include a 2-story addition to an existing mixed-use parking garage, and ground level public open space improvements. Phases 2 and 3 would include two new 12-story mixed use buildings and one new 7-story residential building. Phases 4 and 5 would include two 7-story mixed use buildings, new streetscape and pedestrian plaza at NE 74th Street. Phasing of the improvements are proposed to be as follows:

- In Phase 2 of this Master Plan, an additional bicycle lane will be added at the NE 74th Street frontage, at west of 164th Avenue NE.
- In Phase 2 of this Master Plan, for the new 12-story Building 2A, road improvements will take place on three sides of this building – the NE 72nd Way, NE 73rd Way, and 166th Avenue NE frontages. Walkway and landscaping improvements will take place on all four sides of the building. The parking access for this building will be at the 166th Avenue NE frontage. The loading entry and trash pick-up will be at the NE 73rd Way frontage. A total of seven pedestrian entries are proposed, located on all four sides of this building.
- Also in Phase 2 of this Master Plan, for the new 12-story Building 2B, road improvements will take place on three sides of this building – the NE 72nd Way, NE 73rd Way, and 164th Avenue NE frontages. Walkway and landscaping improvements will take place on all four sides of the building. The parking access for this building will be at the 164th Avenue NE frontage. The loading entry and trash pick-up will be at the NE 73rd Way frontage. A total of seven pedestrian entries are proposed, located on all four sides of this building.
- Raised mid-block crossings will be installed at NE 72nd Way and NE 73rd Way, located between Buildings 2A & 2B.
- In Phase 3 of this Master Plan, for the new 7-story building, road improvements will take place on two sides of this building – the NE 72nd Way and 166th Avenue NE frontages. Landscaping improvements will take place on three sides of the building – the Bear Creek Parkway, NE 72nd Way and 166th Avenue NE frontages. Walkway improvements will take place on all four sides of the building. The parking access and loading entry for this building will be at the NE 72nd Way frontage. A total of four pedestrian entries are proposed, located on two sides of this building.
- As part of Phase 3 of this Master Plan, a raised mid-block crossing and ADA-compliant ramps are proposed to be installed at Bear Creek Parkway, just

south of the new building. Due to the anticipated significant increase of pedestrian traffic at Bear Creek Parkway resulting from the Redmond Town Center Master Planned development, additional pedestrian safety measures will be required during the site plan entitlement review process. Pending completion of the City's Safe Speed Study and Audit in 2026 and subsequent evaluation of vehicles speeds and safety improvements on Bear Creek Parkway, an alternative pedestrian enhancement other than the raised mid-block crossing may be considered. Pedestrian safety measures may include, but are not limited to, installing rectangular rapid flashing beacons (RRFBs), modifying road channelization, enhancing median to improve sight distance, and implementing pedestrian safety upgrades at the intersections of Bear Creek Parkway with 164th Avenue NE and 166th Avenue NE.

- In Phase 4 of this Master Plan, a new 7-story mixed use building will be constructed adjacent to the southeast corner of the NE 76th Street and 164th Avenue NE intersection. Existing parking structure entry/egress is located south of this new building accessing 164th Avenue NE, and will be improved as part of this development. Walkway and landscaping improvements will take place on two sides of the building – the NE 76th Street and 164th Avenue NE frontages. New parking garage stair and sidewalk access improvements will take place east of this new building, at the NE 76th Street frontage.
- In Phase 5 of this Master Plan, a new 7-story mixed use building will be constructed adjacent to the southwest corner of the NE 76th Street and 166th Avenue NE intersection. Existing parking structure entry/egress is located south of this new building accessing 166th Avenue NE, and will be improved as part of this development. Walkway and landscaping improvements will take place on two sides of the building – the NE 76th Street and 166th Avenue NE frontages. New parking garage stair and sidewalk access improvements will take place west of this new building, at the NE 76th Street frontage.
- Also in Phases 4 and 5 of this Master Plan, new streetscape and pedestrian plaza improvements will take place at NE 74th Street. Intersection improvements and raised pedestrian crossings will take place at three intersections – the NE 76th Street and 166th Avenue NE intersection, the NE 74th Street and 164th Avenue NE intersection, and the NE 74th Street and 166th Avenue NE intersection. At the NE 76th Street frontage, connection to the NE 76th Street Sound Transit Light Rail Station will be made, and existing parking structure entry/egress will also be improved.

J. Stormwater

The Redmond Municipal Code (RMC 15.24) and the 2022 Stormwater Technical Notebook (STN) requires that projects meet the applicable minimum requirements based on threshold requirements. Redmond Zoning Code (RZC

21.17.010.E) and (RZC 21.74.020) requires that all projects and developments are required to be served by adequate surface water management system complying with the policies of the Comprehensive Plan and meeting the requirements of RMC Chapter 15.24, Clearing and Grading, and Storm Water Management, and the Storm water Technical Notebook and Construction Manuals.

Finding:

The proposed project is located within the Downtown Regional Facility Surcharge Area, and therefore flow control is not required per the 2022 City of Redmond Stormwater Technical Notebook. The proposed Phase 2 buildings will be constructed in place of an existing parking lot and will require removal of an existing 36-inch concrete storm pipe. A new 48-inch storm pipe will be installed in the access road north of the Phase 2 buildings and all current stormwater connections to the 36-inch storm pipe will be connected to the new 48-inch storm pipe. Phases 1,3,4 and 5 will continue to tie into the existing and updated storm conveyance system and will discharge to the Sammamish River. Additional water quantity facilities, catch basins, and storm pipes will be constructed for each phase, which will maintain the existing outlet location at 164th Ave NE and NE 73rd Way. Water quality needs will be met by an existing water quality pond adjacent to the outfall location to the Sammamish River.

As conditioned, the proposal will meet all requirements per RZC 21.64 and RMC 15.24.

K. Utilities

Per RZC 21.17.010.D, all developments shall be served by adequate public water and sanitary sewer systems approved by the City and meeting the design and construction requirements of the City's Technical Design and Construction Manuals.

Finding

The proposed project is located within an established downtown shopping center area. The existing 12-inch looped water supply system has sufficient capacity to serve the new buildings. As part of Phase 2, the developer will relocate the existing 12-inch water main along NE 73rd Street between 164th Avenue NE and 166th Avenue NE. Each new building will require one or two domestic water services and a fire line connection to the City's water main. Approximately 1,080 feet of the existing 8-inch sewer main along 164th Avenue NE and 1,050 feet along 166th Avenue NE will be upsized to 12-inch sewer mains. An additional sewer connection charge shall be paid prior to occupancy for each phase of the two new buildings.

As conditioned, the proposal will meet all applicable requirements of RZC 21.17.010.

VI. Criteria Applicable to all Land Use Permits:

Proposed land use actions within the City must comply with the criteria listed in RZC 21.76.070.B.3.a. These criteria are applicable to all land use permits to ensure overall consistency between proposed land use permits, applicable regulations, and the Comprehensive Plan. Staff's analysis of whether the proposal meets the decision criteria is below.

1. A proposed project's consistency with the City's development regulations shall be determined by consideration of:
 - A. The type of land use;
 - B. The level of development, such as units per acre or other measures of density;
 - C. Availability of infrastructure, including public facilities and services needed to serve the development; and
 - D. The character of the development, such as development standards.

Staff Response: The MPD proposes a mix of land uses including multi-family residential, retail, restaurant, business and service, and office. All of the land uses proposed under the MPD application are permitted uses in the Town Center Zone pursuant to RZC 21.10.050. The maximum level of development density anticipated under all phases of the MPD is consistent with the density permitted for a site of its size in the Town Center Zone, as detailed in Section V above. Staff have reviewed the MPD for availability of infrastructure and the character of development as applied through RZC development regulations. As conditioned, the project is consistent with the above criteria. Additional technical review will be conducted at a higher level of detail in conjunction with the individual Site Plan Entitlement applications that will be submitted for each phase of development.

2. Upon review of a land use permit and accompanying site plan, the decision maker shall determine whether building design and/or site design complies with the following provisions:
 - A. The Comprehensive Plan, RZC 21.02, *Preface*, RZC Article I, *Zone-Based Regulations*, RZC Article II, *Citywide Regulations*, and the Appendices that carry out these titles;
 - B. The provisions of RMC Title 15, *Buildings and Construction*, that affect building location and general site design;
 - C. The Washington State Environmental Policy Act (SEPA) if not otherwise satisfied;

- D. RZC Article VI, *Review Procedures*, to the extent it provides the procedures to ensure compliance with the requirements in subsections B.3.a. ii. B and B.3.a.ii.C of this section;
- E. Both within and outside the Transition Overlays, decision makers authorized by the RZC to decide upon discretionary approvals may condition such approvals and development permits, including but not limited to site plan approvals, to minimize adverse impacts on other properties and uses, and to carry out the policies of the Comprehensive Plan.

Staff Response: Technical Review staff have reviewed the proposed project and determined that it complies with the Comprehensive Plan, RZC, and RMC. The review of the applications has been consistent with RZC Article VI, *Review Procedures*, for a Type V Master Plan and Development Agreement. All associated future Site Plan Entitlement, Site Permit, and Building Permit applications will be reviewed for compliance at time of submittal. The proposal complies with SEPA requirements as described in Section IV.

The proposed development specifically addresses the following Comprehensive Plan goals and policies:

Comprehensive Plan Policy	Compliance Analysis
LU-34-Downtown Mixed-Use Designation: Encourage development of the Downtown as a place that:	
1. Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities.	The proposed MPD builds off the existing community asset that is the Redmond Town Center and plans for additional employment, shopping, and recreation opportunities through additional commercial buildings that are easily accessed and integrated into the overall site design.
2. Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent transit service, and plazas, parks, and art.	Redmond Town Center is one of the primary commercial and shopping hubs of the Downtown area and will provide additional opportunities for dining, shopping, and informal gathering as a result of the MPD. The MPD also provides hundreds of housing units on-site that are close to those amenities offered by Redmond Town Center.
3. Protects Redmond's drinking water aquifer from contamination and loss of recharge and other natural resources.	The project avoids impacts to the Critical Aquifer Recharge Area by providing all proposed structured parking above grade and eliminating the need to excavate into the aquifer recharge area for underground parking.

Comprehensive Plan Policy	Compliance Analysis
4. Emphasizes access for pedestrians and bicycles.	The MPD proposes enhanced pedestrian and bicycle access throughout and around the site as a public benefit associated with new development.
HO-6: Identify and implement strategies to meet affordable housing targets identified in the King County Countywide Planning Policies.	As part of the incentive program allowing for 12-story buildings 20 percent of all new dwelling units will be affordable to households making 60% AMI.
HO-10: Foster the creation of complete neighborhoods through housing, transportation, and economic planning, to create clustered places where residents have easy access to homes, jobs, and recreation.	The proposed MPD provides additional housing, employment, shopping, and recreation opportunities in a cluster around a high-capacity light rail station, thereby contributing to a complete neighborhood.

VII. Master Planned Development Decision Criteria

Per RZC 21.76.070.P.5, the MPD shall meet the following criteria:

1. All elements of the MPD shall support and be consistent with the RZC and all applicable Comprehensive Plan policies.

Staff Response: Staff has reviewed the proposal for compliance with the RZC and Comprehensive Plan as discussed in Section V and Section VI above.

2. MPDs proposed in the Overlake Metro Center shall be consistent with the Overlake policies in the Redmond Comprehensive Plan and shall include the items listed in RZC 21.76.070.P.5.d in addition to the following...

Staff Response: Not applicable. The proposal is not located within the Overlake Metro Center.

3. MPDs proposed in the Marymoor Village Center shall include a phasing plan for bonus features and affordable housing as described in RZC 21.76.070.P.5.b.iii in addition to the items listed in RZC 21.76.070.P.5.d.

Staff Response: Not applicable. The project is not located within the Marymoor Village Center.

4. All MPDs shall include the items listed below:
 - i. A design concept that is in conformance with all applicable Comprehensive Plan policies and development regulations;

- ii. Conceptual site plan indicating all proposed land uses (architectural design, exact building shapes, locations, and other detailed information required in a site plan shall not be required);
- iii. Transportation and circulation plan indicating the layout and conceptual design of all streets, pedestrian pathways, parking, and location of transit facilities (as available), in plan view and cross section for streets (cross sections only required for projects in the Downtown);
- iv. Location of proposed space for parks, open space, and any cultural facilities;
- v. Phasing plan describing anticipated time frames for development and showing that completion of affordable housing shall be commensurate with the progress on the construction of the development;
- vi. Location of any environmentally critical areas;
- vii. Landscape and tree retention concepts, including consideration of the health and structural stability of retained trees, as determined by an arborist report;
- viii. Preliminary plan indicating required connections to adjacent properties for transportation and open space systems;
- ix. Overall approach to sustainable design, including consideration of the use of environmentally sustainable materials such as permeable pavement, where possible; and
- x. Preliminary plan for other major infrastructure improvements (may be waived by the Technical Committee for sites in Overlake smaller than three acres).

Staff Response: The MPD application materials included the above listed items and was deemed a complete application on January 19, 2024.

- 5. The master plan must comply with all site requirements or design guidelines that would ordinarily apply to projects developed in the underlying zone.

Staff Response: The proposal complies with all standards of the underlying zone. Further review of site requirements and design guidelines shall be reviewed upon submittal of Site Plan Entitlement(s) for each phase.

6. Site requirements and other development standards and regulations shall be administered on the basis of the area controlled by the approved master plan (“plan area”), rather than on a site-by-site basis, provided the approved master plan demonstrates the ability to comply with the requirement in question.

Staff Response: In its buildout condition, the Master Plan area demonstrates the ability to comply with all applicable development standards and regulations. The MPD was reviewed with respect to the entire development reviewed comprehensively. Further review of site requirements and other development standards will be reviewed upon submittal of Site Plan Entitlement(s) for each phase.

7. Property included in an MPD must be under the same ownership, or there must be a signed agreement establishing control over multiple ownerships.

Staff Response: The MPD area is under single ownership.

VIII. Development Agreement Decision Criteria

Per RZC 21.76.070.L.3, the Development Agreement shall meet the following criteria:

1. The agreement must be consistent with the applicable development regulations for the property.

Staff Response: The Development Agreement establishes an agreement between the City and the applicant to provide for coordinated development of the project site. All provisions of the agreement pertaining to development regulations comply with applicable RZC and RMC standards.

2. All impacts of the development must be mitigated by the measures set forth in the agreement or the agreement must provide a mechanism for analyzing and mitigating such impacts as they occur.

Staff Response: The agreement provides for mitigation of development impacts to infrastructure, including street and right-of-way (ROW) improvements and additional sewer connection charges. The agreement provides for each individual phase of development to mitigate development impacts through the payment of impact fees.

3. The agreement must reserve the City’s authority to impose new or different regulations to the extent required by a serious threat to public health and safety.

Staff Response: Section 4.3 of the agreement details the City’s reserved right to impose new or different officially adopted regulations to the extent required by a serious threat to public health and safety.

4. The duration of the agreement must be reasonable in light of the anticipated build-out period for the proposed development and the needs of the City.

Staff Response: Section 5 of the Development Agreement establishes the duration of the agreement, which is ten (10) years with an option to extend for an additional five (5) years. The duration is reasonable for the anticipated build-out period and is consistent with the expiration terms for Master Planned Developments established in RZC 21.

5. The agreement must be in the public interest and provide a public benefit.

Staff Response: The agreement provides for a suite of public benefits including a 20,000 square foot linear pedestrian plaza, ROW improvements enhancing pedestrian and bicycle connectivity to light rail, enhanced weather protection, and avoidance of impacts to the groundwater aquifer. The agreement provides additional housing and commercial opportunities consistent with the land use vision for the Town Center Zone and is in the public interest.

IX. Vesting/Approval Expiration

This decision is vested to the development regulations in effect at the time of Development Agreement execution, per Section 4 of the Development Agreement (Attachment 8). The MPD approval of this project and Development Agreement shall expire ten years from the date of this decision, unless an approval extension is granted pursuant to Section 5 of the Development Agreement and RZC 21.76.070.P.3.

X. Conditions of Approval

A. Site Specific Conditions of Approval

The following conditions shall be reflected on the Civil Construction Review, unless otherwise noted:

1. **Development Engineering - Transportation and Engineering**

Reviewer: Peter Lau, Senior Transportation Engineer

Phone: 425-556-2715

Email: plau@redmond.gov

- a. **Easements and Dedications.** If applicable, easements and dedications shall be provided for City of Redmond review during the construction drawing review stage and must be finalized for recording before the approval of civil construction plans of each phase. The existing and proposed easements and right-of-way shall be shown on the civil plans. Prior to acceptance of the right(s) of way and/or easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated.

At the time of construction, additional easements may be required to accommodate the improvements as constructed.

Code Authority: RZC 21.52.030.G; RMC 12.12

- b. **Construction Restoration and Street Overlay.** In order to mitigate damage due to trenching and other work on the impacted areas of Bear Creek Parkway, NE 72nd Way, NE 73rd Way, NE 74th Street, NE 76th Street, 163rd Place NE, 164th Avenue NE and 166th Avenue NE, the asphalt street shall be planed, overlaid, and/or patched, per COR SD 201, 202, 203 and 301. If the Pavement Condition Index (PCI) of the existing pavement is below 70 (as determined by the City's bi-annual pavement survey), the development shall be required to plane and overlay the entire half street along the project frontage at a minimum as determined by the Traffic Operations and Safety Engineering Division in Public Works. Contact Adnan Shabir at 425-556-2776.

Code Authority: RMC 12.08; Redmond Standard Specifications & Details

c. **Street Frontage Improvements**

- i. In Phase 2 of the Master Plan, the frontages along NE 72nd Way and NE 73rd Way would include 11-foot-wide asphalt travel lanes with appropriate tapers, type A-1 concrete curb and gutter, 6-foot-wide planter strips, 8-foot-wide concrete sidewalk, some other various widths of concrete sidewalk and landscape areas, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:
1. 3-inch Hot Mixed Asphalt (HMA) Class ½" PG 58H-22
 2. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
 3. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).
 4. Street crown 2% sloped to drain system.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 2; RZC Appendix 2A; Redmond Standard Specifications & Details

ii. In Phase 2 of the Master Plan, the frontages along 164th Avenue NE and 166th Avenue NE would include 11-foot-wide asphalt travel lanes with appropriate tapers, 6-foot-wide bicycle lane, 8-foot-wide parking lane, type A-1 concrete curb and gutter, 13-foot-wide pedestrian areas, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 3-inch HMA Class ½" PG 58H-22
2. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
3. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).
4. Street crown 2% sloped to drain system.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 2; RZC Appendix 2A; Redmond Standard Specifications & Details

iii. In Phase 3 of the Master Plan, the frontage along NE 72nd Way would include 11-foot-wide asphalt travel lanes with appropriate tapers, 8-foot-wide parking lane, type A-1 concrete curb and gutter, between 5-foot-wide to 8-foot-wide planter strips, between 7-foot-wide to 10.5-foot-wide concrete sidewalks, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 3-inch HMA Class ½" PG 58H-22
2. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
3. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).
4. Street crown 2% sloped to drain system.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 2; RZC Appendix 2A; Redmond Standard Specifications & Details

iv. In Phase 3 of the Master Plan, the frontage along 166th Avenue NE must meet current City Standards which include 14-foot-wide asphalt shared travel lanes with appropriate tapers, 12-foot-wide asphalt left turn lane, type A-1 concrete curb and gutter, 4-foot-wide planter strips within 13-foot-wide to 17-foot-wide pedestrian

areas, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 3-inch HMA Class ½" PG 58H-22
2. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
3. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).
4. Street crown 2% sloped to drain system.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 2; RZC Appendix 2A; Redmond Standard Specifications & Details

v. In Phase 3 of the Master Plan, the frontage along Bear Creek Parkway must meet current City Standards which include 12-foot-wide westbound (WB) asphalt travel lane with appropriate tapers, a total of 42-foot-wide eastbound (EB) travel lanes and median, type A-1 concrete curb and gutter, 30-foot-wide sidewalk area with landscape areas included, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 4-inch HMA Class ½" PG 58H-22
2. 5-inch HMA Class 1" PG 58H-22
3. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
4. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).
5. Street crown 2% sloped to drain system.

In Phase 3 of the Master Plan, raised mid-block crossing and ADA ramps are proposed to be installed at Bear Creek Parkway, south of the new building. Pending completion of the City's Safe Speed Study and Audit in 2026 and subsequent evaluation of vehicles speeds and safety improvements on Bear Creek Parkway, an alternative pedestrian enhancement other than the raised mid-block crossing may be considered. With the anticipated significant increase of pedestrian traffic at Bear Creek Parkway due to the Redmond Town Center Master Planned development, the City reserves the right to require additional pedestrian safety measures including, but not limited to, RRFB pedestrian crossings, road channelization revisions, median enhancements for sight distance, and others, at the Bear Creek Parkway frontage. The intersections of Bear Creek Parkway and 164th Avenue NE, and Bear Creek Parkway and 166th Avenue NE, will also be evaluated for pedestrian safety improvements.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 1; RZC Appendix 2A; Redmond Standard Specifications & Details

vi. ADA ramp requirements:

Curb ramps for persons with disabilities are required to all new curb constructions and to all replacement curbs constructed in combination with sidewalks, paths, or other pedestrian access ways. In Phase 3 of the Master Plan, ADA ramps will be installed at Bear Creek Parkway, south of the new 7-story building.

Code Authority: RCW 35.68.075; RZC 21.A.21.a

vii. A 20-scale Channelization Plan is required and should be separate or incorporated into the Transportation Plan, provided the details are clearly visible, for any public street being modified or constructed. The plan shall include the existing and proposed signs, striping and street lighting and signal equipment for all streets adjacent to the site and within at least 150 feet of the site property line (both sides of the street). The plan shall conform to the requirements in the City of Redmond Standard Specifications and Details Manual.

Code Authority: RZC 21.52.030.F, RZC Appendix 2; Redmond Standard Specifications & Details; RCW 47.24.020

viii. Sidewalks constructed to City standards are required at the following locations:

1. In Phase 2 of the Master Plan, 8-foot-wide concrete sidewalks would be installed at the NE 72nd Way and NE 73rd Way frontages. Walkway and landscaping improvements will take place on all four sides of the building.
2. In Phase 2 of the Master Plan, 13-foot-wide pedestrian areas would be installed at the 164th Avenue NE and 166th Avenue NE frontages.
3. In Phase 3 of the Master Plan, 7-foot-wide to 10.5-foot-wide concrete sidewalks would be installed at the NE 72nd Way frontage.
4. In Phase 3 of the Master Plan, 13-foot-wide to 17-foot-wide pedestrian areas with 4-foot-wide planter strips included, would be installed at the 166th Avenue NE frontage.
5. In Phase 3 of the Master Plan, 30-foot-wide sidewalk area with landscape areas included, would be installed at the Bear Creek Parkway frontage.
6. In Phase 3 of the Master Plan, walkway improvements would be installed on the west side of the new 7-story building.

7. In Phase 4 of the Master Plan, walkway improvements would be installed on two sides of the building – the NE 76th Street and 164th Avenue NE frontages.
8. In Phase 5 of the Master Plan, walkway improvements would be installed on two sides of the building – the NE 76th Street and 166th Avenue NE frontages.
9. In Phases 4 and 5 of this Master Plan, new streetscape and pedestrian plaza improvements would be installed at NE 74th Street.

Code Authority: RZC 21.10.150; RZC 21.17.010; RZC 21.52.050; RMC 12.12

d. Access Improvements

- i. The type and location of the proposed site accesses are approved as shown on the Redmond Town Center Master Planned Development site plan prepared by GGLO on March 31, 2025.

Code Authority: RZC 21.52.030.E; RZC Appendix 2.D

- ii. The following driveways are required to be improved as specified below:

10. In Phase 1 of the Master Plan, the two existing parking structure entries/egresses at the NE 73rd Way and 163rd Place NE frontages, would continue to be used by the new development.
11. In Phase 2 of the Master Plan, for the new 12-story Building 2A, the parking access for this building will be at the 166th Avenue NE frontage. The loading entry and trash pick-up will be at the NE 73rd Way frontage.
12. In Phase 2 of the Master Plan, for the new 12-story Building 2B, the parking access for this building will be at the 164th Avenue NE frontage. The loading entry and trash pick-up will be at the NE 73rd Way frontage.
13. In Phase 3 of the Master Plan, for the new 7-story building, the parking access and loading entry for this building will be at the NE 72nd Way frontage.
14. In Phase 4 of the Master Plan, an existing parking structure entry/egress located south of the new 7-story mixed use Building 4 accessing 164th Avenue NE, will be improved as part of this development.
15. In Phase 5 of the Master Plan, an existing parking structure entry/egress located south of the new 7-story mixed use Building 5 accessing 166th Avenue NE, will be improved as part of this development.
16. In Phases 4 and 5 of the Master Plan, located between the new Buildings 4 and 5 accessing NE 76th Street, an existing parking structure entry/egress will also be improved as part of this development.

Code Authority: RZC Appendix 2.D

- e. **Underground Utilities.** All existing aerial power distribution and communication lines shall be converted to underground along the street frontages and within the development. All new utilities serving the development shall be placed underground.

Code Authority: RZC 21.17.020; RZC Appendix 2.A.3 and 11

- f. **Street Lighting.** Illumination of the street(s) along the property frontage must be analyzed to determine if it conforms to current City standards. Streetlights may be required to illuminate the property frontage. Luminaire spacing should be designed to meet the specified criteria for the applicable lamp size, luminaire height and roadway width. Contact Isabel Diaz, Transportation Operations at (425) 556-2733 with questions. The street lighting shall be designed using the criteria found in the City's Illumination Design Manual which can be accessed at: <http://www.redmond.gov/development/CodesAndRules/StandardizedDetails>

With Site Plan Entitlement approval, the applicant shall contact Puget Sound Energy (Street Lighting division) for coordination and development of a Work Sketch plan to include any proposed work on PSE-owned lights and or poles. The final PSE Street Lighting plan is required to be included in the final plan set prior to final approval of the Coordinated Civil Review.

To begin the PSE Lighting coordination process, fill out the Street Lighting information request form here: <https://www.pse.com/en/construction-services/pole-services>

Code Authority: RZC 21.52.030.F, RZC Appendix 2.A.11

- g. **Temporary Pedestrian Access Plan.** The applicant is required to provide a temporary pedestrian access plan for approval by the City prior to any construction on the project site. This plan needs to show how pedestrian traffic passing by the proposed development will be accommodated during the entire length of the construction phase.

A pedestrian access plan should provide pedestrian protection with barriers or covered walkways that parallel existing facilities along the street frontage on the same side of the street on which the development is occurring. These routes must be accessible for persons with disabilities per the current ADA regulations and standards, including the provision of ramps, minimum widths, a detectable edge, and smooth surfaces for wheelchair access. If, under extenuating circumstances, a parallel accessible route cannot be provided along the street frontage adjacent to the

development, pedestrians must be detoured with advance signing in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). This route must be accessible for people with low or no vision. The developer may be required to install temporary crosswalks and street lighting as part of this detour.

In order to keep existing routes open during the construction of new structures adjacent to existing sidewalks, pedestrian protection must be in place and inspected prior to construction adjacent to and at the same grade or above, as detailed in IBC 3306.1 (see table below) to protect pedestrians from falling debris. Pedestrian protection should be designed to provide sturdiness, adequate light for nighttime use and safety, and proper sight distance at intersections and crosswalks. Plans and details for the construction of these covered walkways shall be included as part of the civil construction plan set.

Table 3306.1. PROTECTION OF PEDESTRIANS

HEIGHT OF CONSTRUCTION	DISTANCE FROM CONSTRUCTION TO SIDEWALK, WALKWAY, OR LOT LINE	TYPE OF PROTECTION REQUIRED
8 feet or less	Less than 5 feet	Construction railings
	5 feet or more	None
More than 8 feet	Less than 5 feet	Barrier and covered walkway
	5 feet or more, but not more than one-fourth the height of construction	Barrier and covered walkway
	5 feet or more, but between one-fourth and one-half the height of construction	Barrier
	5 feet or more, but exceeding one-half the height of construction	None

Code Authority: MUTCD 2023 (or latest revision) sections 6D.01, 6D.02, & 6D.05

Condition Applies: Civil Construction

2. Development Engineering – Water and Sewer

Reviewer: Zheng Lu, Senior Utility Engineer

Phone: 425-556-2844

Email: zlu@redmond.gov

- a. **Water Service.** Water service will require a developer extension of the City of Redmond water system as follows:

- **Phase 1** proposes additions to the existing parking garage located at the northwest corner of NE 73rd Way and 164th Avenue NE.
A new 4-inch water service line will be installed as proposed by the applicant. The existing 2-inch water service may be abandoned in accordance with Redmond standards. No extension of the public water main is required.
- **Phase 2** proposes two 12-story buildings immediately south of the existing RTC shopping center where surface parking is currently located.

Approximately 650 feet of the existing 12-inch water main located on the north side of the two proposed buildings shall be abandoned and relocated to the new access street. Fire hydrants shall be installed at locations approved by the Redmond Fire Department. The fire lines and Fire Department Connection (FDC) lines shall be reconnected serving the existing Redmond Town Center building to the north.

Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the west side of the west building and connect to the existing 12-inch water main along 164th Avenue NE.

Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the east side of the east building and connect to the existing 12-inch water main along 166th Avenue NE.

- **Phase 3** proposes the demolition of the existing BJ's Restaurant building at 7211 166th Ave NE and the construction of an 8-story mixed-use residential building at the northwest corner of Bear Creek Parkway and 166th Avenue NE.

Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the east side of the east building and connect to the existing 12-inch water main along 166th Avenue NE.

- **Phase 4** proposes partial demolition of the commercial spaces at the northwest corner of the RTC shopping center parking garage and proposes the construction of a 7-story mixed-use residential building at the same location.

Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the north side of the building and connect these services to the existing 12-inch water main along NE 76th Street.

- **Phase 5** proposes partial demolition of the commercial spaces at the northeast corner of the RTC shopping center parking garage and construction of a 7-story mixed-use residential building at the same location.

Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the north side of the building and connect these services to the existing 12-inch water main along NE 76th Street.

Code Authority: RZC 21.17.010.D

- b. **Sewer Service.** Sewer service will require a developer extension of the City of Redmond sewer system as follows:

- **Phase 1** proposes additions to the existing parking garage at the northwest corner of NE 73rd Way and 164th Avenue NE.

An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of the garage building.

- **Phase 2** proposes two 12-story buildings immediately south of the existing RTC shopping center where surface parking is currently located.

Replace approximately 470 feet of the existing 8-inch sewer main with a 10-inch sewer main along 164th Avenue NE, between Bear Creek Parkway and NE 73rd Way and connect two 8-inch side sewers from the proposed west building to this new sewer main.

Replace approximately 450 feet of the existing 8-inch sewer main with the 10-inch sewer main along 166th Avenue NE, between Bear Creek Parkway and

NE 73rd Way and connect two 8-inch side sewers from the proposed new east building to this new sewer main.

An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of two buildings.

- **Phase 3** proposes the demolition of the existing BJ's Restaurant building at 7211 166th Ave NE and the construction of an 8-story mixed-use residential building at the northwest corner of Bear Creek Parkway and 166th Avenue NE.

Connect two 8-inch side sewers from the proposed new east building to the 10-inch sewer main along 166th Avenue NE, between Bear Creek Parkway and NE 73rd Way, which was installed in Phase 2 construction.

An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of this building.

- **Phase 4** proposes partial demolition of the commercial spaces at the northwest corner of the RTC shopping center parking garage and proposes the construction of a 7-story mixed-use residential building at the same location.

Replace approximately 610 feet of the existing 8-inch sewer main with a 10-inch sewer main along 164th Avenue NE, from NE 73rd Way to north and connect two 8-inch side sewers from the proposed phase 4 building to this new sewer main.

An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of this building.

- **Phase 5** proposes partial demolition of the commercial spaces at the northeast corner of the RTC shopping center parking garage and construction of a 7-story mixed-use residential building at the same location with approximately 140 residential units and 14,800 square feet of commercial area.

Replace approximately 600 feet of the existing 8-inch sewer main with a 10-inch sewer main along 166th Avenue NE from NE 73rd Way to north and connect two 8-inch side sewers from the proposed Phase 5 building to this new sewer main.

An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of this building.

Code Authority: RZC 21.17.010.D

- c. **Easements.** Easements shall be provided for all water and sewer improvements as required in the Design Requirements for Water and Sewer System Extensions. Easements for the water and sewer mains shall be provided for City of Redmond review at the time of construction drawing review. All easements must be recorded prior to construction drawing approval.

Code Authority: RZC 21.74.020.C, RZC Appendix 3.VII

- d. **Sewer System Study.** The City of Redmond is currently working on a rezone of the Leary Way sewer basin to support higher-density, mixed-use development. As part of this effort, the Public Works Department has retained a consultant engineering firm to evaluate the capacity and performance of the existing sanitary sewer system and to identify recommended improvements to the City's collection and conveyance infrastructure, including the upsizing of the regional sewer lift station. The study includes planning-level cost estimates and has informed the development of a capital improvement project (CIP). It also establishes additional sewer connection charges for future developments to recover infrastructure costs. The study focuses on the downstream areas of Leary Way, Bear Creek Parkway, and the associated lift station. The City will be responsible for constructing the regional improvements, with associated costs recouped through additional connection charges. As part of this coordinated effort, the Redmond Town Center developer is responsible for replacing and upsizing the sewer mains along 164th Avenue NE and 166th Avenue NE per Sewer General Plan and will be required to pay the additional connection charge as outlined in the sewer system study. The additional sewer connection charge shall be as established in the City Council resolution as described in Paragraph 'b' above.

Code Authority: RZC Appendix 3, Growth Management Act, King County Comprehensive Plan, WAC 173-240

- e. **Permit Applications.** Water meter and side sewer applications shall be submitted for approval to the Development Engineering Division. Permits and meters will not be issued until all improvements are constructed and administrative requirements are approved. In certain limited circumstances, at the sole determination of the City of Redmond, water meter and/or side sewer permits may be issued prior to completion of improvements and/or administrative requirements. In such cases, various additional guarantees or requirements may be imposed as determined by the Development Engineering Division. All reimbursement fees shall be paid prior to issuance of water and side sewer permits if applicable.

Code Authority: RMC 13.08.010; RMC 13.12.120

3. Development Engineering – Stormwater/Clearing and Grading

Reviewer: Jody Conyers, Stormwater Engineer

Phone: 425-556-2468

Email: jconyers@redmond.gov

a. Water Quantity Control.

- i. Project lies within the Downtown Regional Stormwater Facility Basin. Stormwater quantity control will be provided by the City of Redmond upon payment of the Downtown Capital Facility Charge. Phase 2 will remove existing 36-inch pipe and upgrade to a new 48-inch pipe in the access road north of phase 2 buildings. All current buildings connecting to the old 36-inch pipe will be connected to the new 48-inch pipe. Phase 2 will directly discharge to the water quality ponds and then directly discharge to the Sammamish River. Phases 1,3,4 and 5 will tie into the upgraded 48-inch pipe and continue on through the water quality ponds and then directly discharge to the Sammamish River.
- ii. Provide for overflow routes through the site for the 100-year storm.

Code Authority: RMC 15.24.080.I

b. Water Quality Control.

- i. Basic water quality treatment shall be provided in a privately maintained existing water quality pond. Treatment is required for the 6-month, 24-hour return period storm.
- ii. The project intends to address any additional Enhanced water quality needs using proprietary stormwater treatment facilities that are approved by City code.

Code Authority: RMC 15.24.080.H

- c. **Public Stormwater Easements.** Public easements will be required for any public stormwater conveyance systems on private property. Easements shall be provided for City of Redmond review at the time of construction drawing approval. The existing and proposed easements shall be shown on the civil plans. Prior to acceptance of the easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights to encumber the property to be dedicated. Prior to construction drawing approval, fully executed and recorded offsite easements shall be provided to the Development Engineering Division. Additionally, prior to construction drawing approval, fully executed and recorded offsite or onsite easements shall be provided to the Development Engineering Division.

Code Authority: RZC 21.74.020.C

- d. **Private Stormwater Easements.** Private stormwater easements will be required where drainage systems are located across adjacent properties and will remain under private ownership. Maintenance of private drainage systems will be the responsibility of the property owners benefiting from the easement. Prior to construction drawing approval, fully executed and recorded easements shall be provided to the Development Engineering Division. Additionally, prior to construction drawing approval, fully executed and recorded offsite or onsite easements shall be provided to the Development Engineering Division.

Code Authority: RZC 21.74.020.C

- e. **Clearing and Grading.** No site-specific requirements.

Code Authority: RZC 21.74.020.J, RMC 15.24.050, RMC 15.24.080, RMC 15.24.082

- f. **Temporary Erosion and Sediment Control (TESC).** Rainy season work permitted October 1st through April 30th with a Wet Weather Plan (WWP) incorporated into the CCR plan set. The WWP will be used to apply for a separate WWP permit (as needed) after the Civil SITE Construction permit issuance, and additional WWP permit fees may apply based on the fee schedule at that time.

Code Authority: RMC 15.24.080

- g. **Department of Ecology Notice of Intent Construction Stormwater General Permit.** Notice of Intent (NOI) must be submitted to the Department of Ecology (DOE) at least 60 days prior to construction on a site that disturbs an area of one acre or larger. Additional information is available at: <https://ecology.wa.gov/Regulations->

[Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit](#)

Code Authority: Department of Ecology Rule

- h. **Regional Capital Facilities Charge:** A Regional Capital Facilities Charge applies to this project, located in the Downtown Sub-basin. Please see the Development Engineering Fee Schedule for current fee information.

Code Authority: RMC 13.20.045 (Downtown), RMC 13.20.040 (Citywide)

4. Natural Resources

Reviewer: Jessica Atlakson, Environmental Scientist

Phone: 425-556-2874

Email: jatlakson@redmond.gov

- a. **Permanent Dewatering.** Permanent dewatering, including the use of subfloor drains, is prohibited for this site because it is located within the Critical Aquifer Recharge Area.

Code Authority: RMC 13.07.085

- b. **Temporary Construction Dewatering.** If temporary construction dewatering is necessary, all documentation must be submitted in accordance with RMC 13.25 and the City's Temporary Construction Dewatering Operating Policy during the review process, including a Temporary Construction Dewatering Feasibility Study and Temporary Construction Dewatering Plan. Civil plan profiles shall depict the seasonal high groundwater level elevation on profiles for all underground elements, including crane footing, foundations, elevator pits, utilities, and stormwater infiltration facilities.

Temporary Construction Dewatering Operating Policy:
<https://www.redmond.gov/DocumentCenter/View/8140/Temporary-ConstructionDewatering-Operating-Policy-PDF>

Code Authority: RMC 13.25

- c. **Underground Elevator Cylinders.** Elevators shall meet wellhead and groundwater protection performance standards, including encasement of any underground hydraulic elevator cylinders and using vegetable oil for hydraulic fluid.

Code Authority: RMC 15.24.095

- d. **Wellhead and Groundwater Protection.** Wellhead and groundwater performance standards shall be met as per RMC 15.24.095, including providing the City with all well monitoring and decommissioning reports. A description of meeting these standards shall be provided in the Stormwater Pollution Prevention Plan.

Code Authority: RMC 15.24.095

- e. **Discovery of Soil Contaminants during Construction.** Report any contaminants to the City during project construction and remediate in accordance Washington State reporting and cleanup processes of the Model Toxics Control Act, WAC 173-340.

Code Authority: RMC 15.24.095

5. **Fire Department**

Reviewer: Scott Turner, Assistant Fire Marshal

Phone: 425-556-2273

Email: sturner@redmond.gov

The current submittal is generally adequate for LAND-2023-00296 Approval but does not fully represent compliance with all requirements. The following conditions are integral to the approval and shall be complied with in Civil Drawings, Building Permit Submittals, Fire Code Permit submittal, and/or other applicable processes:

- a. **Site Plan Condition**
 - 1. Required fire access shall meet all requirements of Redmond Fire Department Standard (RFDS) 2.0: Access and Addressing.
 - 2. Addresses for all structures and suites within will be assigned during the civil review process and shall conform to Redmond Fire Department Addressing Standards.
 - 3. Emergency Medical Services (EMS) access per RMC 15.06 is to be provided to all buildings. The required striping and signage for this location shall be determined in the civil review process.
 - 4. Fire service access and appurtenances shall not be obstructed from deliveries, trash, storage, or other building functions.
 - 5. Required fire access roadways not in the public way are required to be recorded in an Emergency Vehicle Access Easement (EVAE).
 - 6. Required fire access roadways shall be able to support the weight of fire department vehicles: 77,000 pounds and a point load of 45,000 pounds over a 24"x24" pad, or as determined by the City of Redmond Engineer. The access roadways shall be in place when the building exceeds one story above grade.

7. Striping and signage are required for all fire access roadways and will be determined in the civil review process.

b. Fire Protection Plan

1. The building shall be fully sprinklered as per the IFC, NFPA 13 and RFDS 5.0.
2. All areas shall have compliant Class I standpipe coverage, as per IFC, NFPA 14 and RFDS 4.0. Temporary standpipe coverage is required per IFC and RFDS 4.0.
3. All areas shall have an IFC, NFPA 72, and RFDS 9.0 compliant fire detection and alarm system.
4. Fire hydrants shall be located to meet required commercial hydrant spacing and to meet fire flow requirements in the International Fire Code and RMC 15.06. Exact locations will be determined in the civil review process.
5. Hydrants must be in place and serviceable prior to the delivery, use, or storage of combustible building materials on-site or when Type 1A construction is complete.
6. Primary and secondary fire department connections are required and shall meet the requirements of RFDS 5.0
7. During construction, fire mitigation for adjacent buildings may be required per the International Building Code (IBC) and the International Fire Code (IFC) as amended by RMC 15.06.013 A. (59). Proposed plans for fire mitigation shall be submitted with the building permit submittal documents.
8. The water supply capacity shall be capable of providing 3,500 gallons per minute (gpm) to the site and meet all requirements of the City of Redmond Engineer.
9. Per Appendix B (Fire Flow) of the IFC as amended by RMC 15.06, a building separation may be required to limit the fire flow of any one portion of the building to 3,500 gpm. Initial fire flow calculations based on the proposed building square footage and building construction type have been calculated in the SPE process and shall be updated in the civil review and building permit review.
10. See the Fire Code Permit section for other Fire Protection requirements.

c. Change or Modification

1. Determination of adequate fire flow as per RFDS 3.0: Fire Flow has been approximated in the SPE. Any changes in the size and building type of the structure at the time of building permit submittal could result in building changes including the addition of fire walls.
2. If an underground tank is discovered on site, a separate fire permit for removal is required.
3. Required fire access roadways, or "Fire Lanes", may be established at the time of plan review, pre-construction site inspection, and/or post construction site inspection. Additional fire lanes, marking, or re-marking

may be required anytime during the life of the development upon evaluation by and direction of the Fire Marshal.

d. Fire Code Permits

As part of the fire protection plan for this building, all IFC construction permits as described in the IFC Chapter 105.7 as amended by RMC 15.06.013 A.(17) are required. This may include but is not limited to the following permits:

1. Fire Alarm and detection systems and related equipment for an NFPA 72 compliant fire alarm.
2. Fire Sprinkler systems and related equipment for an NFPA 13 compliant fire sprinkler system(s).
3. Standpipe systems for an NFPA 14 compliant standpipe system(s).
4. Fire Pumps and related equipment
5. Emergency Responder Radio
6. Flammable Combustible Liquids
7. Gates and Barricades across fire apparatus access roads
8. Places of Assembly
9. Fixed Fire Suppression systems
10. Solar Photovoltaic systems
11. Smoke Control or exhaust systems
12. Smoke control shall be installed as specified in the IBC and IFC. Depending on the smoke control requirements and design, outside technical review and inspections may be required at the applicant's expense.
12. Demolition of existing structures shall require a permit.
13. Removal of existing underground storage tanks requires a permit.

Code Authority: RMC 15.06; RZC Appendix 2, Redmond Fire Department Standards and Redmond Standard Specifications and Details

6. Planning Department

Reviewer: Alex Hunt, Senior Planner

Phone: 425-556-2475

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- a. **Development Agreement.** Development shall be subject to the terms of the executed Development Agreement (LAND-2023-00297). Amendments to the proposed development shall be processed as established in Section 4.5 of the executed Development Agreement.

Code Authority: RZC 21.76

- b. **Tree Preservation Plan.** A Tree Health Assessment and Tree Preservation Plan depicting all significant and landmark trees required to be preserved as part of the site development must be provided with the Site Plan Entitlement for each phase.

Code Authority: RZC 21.72.060.D

- c. **Exceptional Amenities for Additional Height.** As part of the Exceptional Amenities for Additional Height (EAAH) program, the priority techniques chosen for the development shall be applied across the project limits as required by RZC 21.10.050.C for the development of buildings up to 12 stories tall.

Code Authority: RZC 21.10.050.C

- d. **Affordable Housing.** Proposed affordable housing units shall comply with the implementation provisions of RZC 21.20.040, and each phase that includes residential units designated as affordable shall be required to record an Affordable Housing Agreement pursuant to RZC 21.20.080.

Code Authority: RZC 21.20

- e. **Noise Report.** A noise report prepared by a qualified acoustical consultant must be submitted and approved prior to civil drawing approval. The noise report shall comply with RMC 6.36 and provide sound attenuation measures.

Code Authority: RMC 6.36.060

- f. **Private Open Space.** For each phase containing residential dwelling units, the applicant shall demonstrate compliance with the private usable open space requirements of RZC 21.10.130E.

Code Authority: RZC 21.10.130

Condition Applies: Site Plan Entitlement

- g. **Bonds.** Bonds for Landscaping, Tree Preservation, Tree Replacement and Mitigation shall be provided no less than 5 days prior to request for civil construction drawing(s) signatures. Drafts of the Bond Agreements, Bond quantity Worksheets and Bond Calculation Worksheets shall be submitted

at time of Civil Construction Application. If not provided at time of CCR submittal, entire submittal will be rejected for intake.

Code Authority: RZC 21.767.090.F

Condition Applies: Civil Construction Permit

- h. **Publicly Accessible Open Space.** Prior to the issuance of a certificate of occupancy for each phase, a public access easement for any publicly accessible open space and pedestrian network in that phase must be recorded with the King County Recorder's Office. The public access easement(s) shall be in a form approved by the City to ensure that the open space and pedestrian network will remain accessible to the public for the life of the development. This shall be a covenant running with the land, binding on the assigns, heirs, and successors of the applicant.

Code Authority: RZC 21.76.020.D.5.b.

- i. **Archeological and Historical Preservation:** A professional archaeological monitor shall be present to monitor all ground disturbing activities, and an archaeological Monitoring and Inadvertent Discovery Plan (MIDP) shall be prepared and submitted to DAHP and the interested Tribes for review prior to ground disturbance.

Code Authority: RZC 21.30.070.D

Condition Applies: Civil Construction & Building Permit

- j. **Construction Parking Requirements and Contact Information.** A sign shall be posted on-site visible to the public throughout the duration of all construction activity per the Construction Contact Sign Handout. Construction activities consist of all site work including, but not limited to grading, landscaping, infrastructure and building permit related construction. Applicant and contractor shall work with city planner prior to mylar signing to determine location(s) of sign(s). Contact information shall remain up-to-date and visible at all times. The assigned city planner shall be notified within two business days when contact person has been changed and a picture of the updated sign shall be e-mailed. Construction Parking requirements for the project shall be denoted on the bottom portion of the sign per handout instructions.

Code Authority: RZC 21.76.070.B.3.a.ii.A; Comprehensive Plan TR-19

- k. **Agency Permits.** The applicant shall be responsible for identifying and obtaining all required permits from other agencies, including local, regional, state and federal permits.

Code Authority: RZC 21.76.070.B

Condition Applies: As determined by the permitting agency

7. Potholing

Reviewer: Jody Conyers, Senior Engineer and Zheng Lu, Utility Senior Engineer

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All existing utilities at the location of the proposed water/sewer mains, storm and service line crossings shall be potholed prior to submittal of first Civil Plan Review.

Potholing in the City Right-of Way requires a permit, approved traffic control plans, and a performance bond before commencing work. The developer shall include in the Right-of-Way permit, a list of potholing numbers along with the potholing information for each number, such as utility name, type of facility and the reason for potholing.

The developer shall do the following during and after potholing:

1. Follow City of Redmond Detail 203 for pothole restoration.
2. Protect existing traffic loops.
3. Survey all potholing locations.

Based on the final survey, a modified design of sewer, water and storm facilities may be necessary to avoid conflict with existing utilities.

All potholing information shall be included in the plans and profiles of water, sewer and storm design in first submittal of CCR review. The developer shall add clearance information on the water/sewer/storm profiles at all crossings of existing and proposed utilities. Minimum clearance of one foot is required between the sewer/water mains and other utilities including storm sewer.

Code Authority: Water and Wastewater System Extensions Design Requirements Section IV. 3. M and Section V. 3. K; Stormwater Technical Notebook, Issue No. 8, Amended June 5, 2019; Stormwater Technical Notebook, Issue No. 9, Effective July 1, 2022

B. Compliance with City of Redmond Codes and Standards

This approval is subject to all applicable City of Redmond codes and standards, including the following:

Transportation and Engineering

RZC 21.10.150	Downtown Pedestrian System
RMC 6.36	Noise Standards
RZC 21.52	Transportation Standards
RZC 21.40.010.E	Design Requirements for Parking Facilities
RZC 21.54	Utility Standards
RMC 12.08	Street Repairs, Improvements & Alterations
RMC 12.12	Required Improvements for Buildings and Development
RMC 12.16	Highway Access Management
RZC 21.76.100.F.9.C	Nonconforming Landscaping and Pedestrian System Area
RZC 21.76.020.G	Site Construction Drawing Review
RZC 21.76.020.G.3	Preconstruction Conference
RZC 21.76.090.F	Performance Assurance
RZC Appendix 2	Construction Specification and Design Standards for Streets and Access
City of Redmond	Record Drawing Requirements, November 2024
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)

Water and Sewer

RMC 13.04	Sewage and Drainage
RMC 13.08	Installing and Connecting Water Service
RMC 13.10	Cross-Connection and Backflow Prevention
RZC 21.17.010	Adequate Public Facilities and Services Required
RZC Appendix 3	Design Requirements for Water and Wastewater System Extensions
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)
City of Redmond	Design Requirements: Water and Wastewater System Extensions – April 2019.

Stormwater/Clearing and Grading

Redmond Town Center Type V Master Planned Development and Development Agreement
LAND-2023-00296 & LAND-2023-00297

RMC 13.25	Temporary Construction Dewatering
RMC 15.24	Clearing, Grading, and Storm Water Management
RZC 21.32.080	Types of Planting
RZC 21.64	Critical Areas
RZC 21.64.040	Frequently Flooded Areas
RZC 21.64.050	Critical Aquifer Recharge Areas
RZC 21.64.060	Geologically Hazardous Areas
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)
City of Redmond	Stormwater Technical Notebook, Issue No. 9, Effective July 1, 2022
Department of Ecology	Stormwater Management Manual for Western Washington (July 2019)

Fire

RMC 15.06	Fire Code
RZC Appendix 2	Construction Specification and Design Standards for Streets and Access
City of Redmond	Fire Department Design and Construction Guide
City of Redmond	Fire Department Standards

Planning

RZC 21.10:	Downtown
RZC 21.58, 60, 62	Design Standards
RMC 3.10	Impact Fees
RZC 21.32	Landscaping and Tree Protection
RZC 21.34	Exterior Lighting Standards
RMC 6.36	Noise Standards
RZC 21.38	Outdoor Storage and Service Areas
RZC 21.40	Parking Standards
RZC 21.64	Critical Areas
RZC 21.44	Signs
RZC 21.50	Transition Area Overlay Areas
RZC Appendix 1	Critical Areas Reporting Requirements

Building

RMC 15.08	Building Code
RMC 15.12	Electrical Code
RMC 15.14	Mechanical Code
RMC 15.16	Plumbing Code

Redmond Town Center Type V Master Planned Development and Development Agreement
LAND-2023-00296 & LAND-2023-00297

RMC 15.18
RMC 15.20

Energy Code
Ventilation and Indoor Air Quality Code

Development Agreement LAND-2023-00297