| | |
|---|---|
| **From:** | Jason Lynch |
| **To:** | Matt Elley |
| **Cc:** | Carol Helland; Scott Koppelman; Rich Gieseke; Jason Lynch |
| **Subject:** | Temp Construction Occupancy |
| **Date:** | Tuesday, October 8, 2024 5:35:24 PM |

**Matt,**

**I went over with Scott Turner and the Building team and wanted to confirm that the items provided below are consistent with our conversation. In summary with list provided below we agree this will meet our requirement to provide a temp garage use.**

**If you have any additional questions or concerns, please feel free to reach out to me or Rich.**

**Sincerely,**

**Jason G Lynch**

**From:** Matt Elley <melley@amli.com>
**Sent:** Monday, September 16, 2024 4:30 PM
**To:** Rich Gieseke <RGIESEKE@REDMOND.GOV>; Jason Lynch <JLYNCH@REDMOND.GOV>
**Cc:** Scott Turner <STURNER@REDMOND.GOV>; Austin Marshall <amarshall@redmond.gov>; Jenny Nelson <jnelson@redmond.gov>; Carol Helland <chelland@redmond.gov>
**Subject:** AMLI garage TEMP construction occupancy - On site plan review meeting notes



Hello COR Team,

Thank you for the time last week to walk through the plan to allow for TEMP construction parking in the garage which will help us get comfort in shortening the lease on the adjacent parking lot.

I've complied notes here and please let us know if you have any added comments or corrections.

We are assembling cost for work that is out of sequence or affects the critical path so that we understand them. Once these are known we will be able to move the discussion of modifying the lease forward.

From the City these representatives were in attendance:

**COR Building Department-**

- Jason Lynch

Marvin Seal
- Matt Sansen

**COR Fire Department-**
- Rich Gieseke
- Scott Turner
- +1

Developer – AMLI – Matt Elley
GC Rafn (Joe N, Todd M, Andrew M, Brandt B.)
Subs in attendance - Santa (underground water), Patriot (Fire Sprinkler), GB (HVAC)

Issues-
**Exhaust** system of the garage:
- Reviewed the basics of the plan with air flow into the P1 garage down the ramp and then exhausting out the NE and SE corners with temp fans blowing out the permanent shaft locations. There was a fan in the SW corner pushing to the exhausting corners. The 15k CFM Drum Blower fans spec was shown, and it was discussed that they would be hard wired and turned on when parking was occurring in the garage.
- The question was raised as to how we would verify that required .75 CFM/SF airflow rate would be achieved? We noted that this plan was studied by our HVAC sub and the calculations worked with parking on the lower level. Extra fans could be added if needed. Through their study this plan could allow parking on both floors and meet that requirement, but it was closer to its capacity and some parking would potentially need to be traded out from the lower floor to allow parking on the upper floor. We propose starting with just parking on the lower garage to make it simpler to start with.
- There was discussion about making sure that the parking was clearly directed to the lower level. We will be storing material on the upper garage and managing that space. Signage and delineation will be used to keep people from parking in the upper garage without further approval related to parking in the upper garage.
- There was a question about how to know if the there was any CO2 in the garage. We noted that the permanent CO2 sensors would not be in as we are not proposing that the full functioning system would be in. However, we suggested that we install simple local CO2 alarms in the garage at the same spacing and layout as the engineered design, which would be indicators of CO2 risk in the lower garage. The COR agreed that this was a reasonable temporary solution.

**Fire Sprinkler** status in the garage:
- The Dry system of the garage would be piped and tested. Initially it would be completed in the lower P1 garage with the L1 garage being brought online as needed for parking on the upper garage floor.

- One of the challenges of the testing would be the dealing with the flushing of the tested system as the sewer will not be connected. Baker tanks with treatment or a vac truck will be needed. AMLI is ok with sewer connection fees, but we can't incur the KC wastewater charge through the construction period that would occur on all units once the sewer was connected. We will get the pricing to do this out of sequence testing with alternative methods to handle the testing water.
- The sprinkler room needs to be heated and water line to the valve/switch needs to be heat traced.
- We will provide a local alarm that indicates if any water is flowing in the system. A pressure switch was discussed as the appropriate switch at the wet to dry conversion.
- We have a challenge getting the water into the building at this early stage. Currently our waterline is live from the south up to the domestic switch and respective fire hydrant at the south end of the site which was a requirement before our framing proceeded. There is still 50-100' of underground waterline loop that would need to be installed to get to the fire sprinkler entrance into the building. This work would disrupt our central haul road at this point, and it would be much less impactful to sequence it later in the project. We asked if we could bring a temp water connection from that switch into the fire sprinkler room and the COR agreed that would be ok.
- There were discussions on the available pressure to the sprinkler system with the waterline as it is currently completed. It apparently needs to be sufficient to meet a minimum pressure to meet time requirements to load the heads in the dry system of the garage. Patriot studied the pressure and found that it was insufficient. This means that we need to extend the water loop north to get the fire line directly into the building. We will work up the premium cost to do this out of sequence.

**Egress issues:**

- Permanent garage lighting was in place. More lighting will be added to the stairs from the lower P1 garage up to the L1 egress level.
- Exit signs will be added at the stairs on the P1 level.

Please let us know if this is missing any material information or if there is an incorrect interpretation.

Thank you,

**Matt Elley** | SVP - Development
**AMLI Development Co.** | 425 Pontius Ave N #400 | Seattle, WA 98109
O: 206.569.9770 | LEED - GA

Jason G. Lynch

Deputy Director Development Services | City of Redmond
☎: 425.556.2483 Cell: 425.444.2372 | ✉: jlynch@redmond.gov | Redmond.gov
MS: 2SPL | 15670 NE 85th St | Redmond, WA 98052