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**Type V Consolidated Master Planned Development, Development Agreement, Binding Site Plan, and Site Plan Entitlement  
Technical Committee Report**

**Project Name:** R22 Type V Master Plan, Development Agreement, Binding Site Plan, and Site Plan Entitlement Phases 1 & 2

**Location:** 3050 152<sup>nd</sup> Ave NE

**Project File Numbers:** LAND-2025-00049: Master Planned Development  
LAND-2025-00050: Development Agreement  
LAND-2025-00051: Phase 1 Site Plan Entitlement  
LAND-2025-00052: Phase 2 Site Plan Entitlement  
LAND-2025-00091: Binding Site Plan  
SEPA-2025-00054: SEPA Application  
PR-2024-000630: Consolidated Project Number

**Project Description:** Proposed development of two 8-story mixed-use residential buildings with a total of up to 800 residential units.

**Applicant:** Archana Iyengar, ACG

**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, Redmond Municipal Code, and State Environmental Policy Act (SEPA). The City of Redmond has determined that the proposal is covered by the Overlake SEPA Planned Action under RZC 21.70.110.

*Carol V. Helland*

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

*Aaron L. Bert*

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Aaron L. 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. For Type V applications, 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-2025-00049), Development Agreement (LAND-2025-00050), Binding Site Plan (LAND-2025-00091), Phase 1 Site Plan Entitlement (LAND-2025-00051), and Phase 2 Site Plan Entitlement (LAND-2025-00052). 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, Development Agreement, Binding Site Plan, and Phase 1 & 2 Site Plan Entitlement.

## Key Dates

Application Date: February 24, 2025

Determination of Completeness: April 9, 2025

Neighborhood Meeting: May 21, 2025

Technical Committee Recommendation Meeting: January 28, 2026

Public Hearing Date: To be determined, tentatively scheduled for March 17, 2026

## 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 General Checklist
6. SEPA Overlake Planned Action Checklist
7. Master Plan Packet
8. Phase 1 Site Plan Entitlement Drawings
9. Phase 2 Site Plan Entitlement Drawings
10. Phase 1 Design Review Plans
11. Phase 2 Design Review Plans
12. Development Agreement
13. Arborist Report
14. Tree Exception Request
15. Green Building Program Commitment Form
16. Traffic Study
17. Noise Analysis
18. Title Report
19. Land Survey
20. Phase 1 Stormwater Report
21. Phase 2 Stormwater Report

22. Geotechnical Report
23. Recology Approval

## I. Proposal Summary

The Type V consolidated application proposes to subdivide an existing lot into two lots for the development of two 8-story mixed-use residential buildings with a combined total of up to 800 residential units and up to 8,000 square feet of commercial space as well as landscaping, open space, and site improvements. All on-site parking will be underground or structured.

## II. Site Description and Context

The project site is a 5.34-acre parcel located in the Overlake Business and Advanced Technology (OBAT) Zone. The site slopes up from the southwest to the northeast, with approximately 50 feet of grade change. No mapped critical areas exist on the site. The existing site includes an office building and surface parking, which will be demolished as part of the redevelopment.

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

Adjacent	Existing Land Use	Zoning Designation
North	Office and SR-520	OBAT
South	Senior and Assisted Living (proposed multi-family residential development under City review)	Overlake Village (OV)
East	Office	OBAT
West	Light rail station and SR- 520	OV

## III. Site Requirements

The site is located within the OBAT Zone. The intent of the zone is to provide medium- and high-density employment and housing uses; encourage walking, bicycling, carpools, vanpools, and transit use; and provide convenience commercial and neighborhood services, arts, cultural, and entertainment uses, and other transit-supportive uses in the transit-oriented development focus area. The site requirements listed for the OBAT Zone are established in RZC 21.12.500 and are summarized in the table below. Pursuant to RZC 21.76.070.P.5.f, site requirements and development regulations shall be administered for the overall master plan areas, rather than on a lot-by-lot basis, so the table below describes development regulations for the entire master plan area.

Development Regulation	Requirement	Proposed
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Maximum Floor Area Ratio (FAR) with Incentives	FAR maximum waived when maximizing the incentive program*	3.26
Minimum Height	4 stories or 45 feet, whichever is less	8 stories
Base Maximum Height Without Incentives	14 stories or 150 feet, whichever is less	8 stories
Minimum Ground Floor Ceiling Height	16 feet	16 feet
Maximum Impervious Surface Coverage	80%	86%**

\*See Section VI for details on the proposal's compliance with incentives to achieve higher development yield.

\*\*See Section XII for details on requested deviations.

#### IV. Public Notice and Comment

Requirements for public notice are contained in RZC 21.76.080.

##### A. Notice of Application:

The Notice of Application for the Master Planned Development, Development Agreement, and Site Plan Entitlement proposal was published on April 23, 2025, and the Notice of Application for the Binding Site Plan was published on August 28, 2025. The notices were posted at City Hall, the Redmond Regional Library, and three notice signs were posted on the property for both notice periods. Notices were also mailed to property owners within 500 feet of the site (Attachment 2, Notice of Application).

**Public Input:** During the Notice of Application public comment period and throughout the project review, the City received six (6) written comments (Attachment 4, Public Comments).

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

1. Concerns with the number of trees being removed.

**Staff Response:** RZC 21.72, which establishes tree removal regulations, allows for applications to request exceptions from the baseline tree retention standards. Exceptions to tree retention standards may be authorized when strict compliance with the tree retention provisions would conflict with the increased density of urban centers and result in development inconsistent with the adopted vision for the neighborhood. Because the project site is located within a transit-oriented development focus area within an urban center, the site is envisioned for medium-

to high-density development and meets the criteria to remove trees in excess of the typical tree retention standards. See Section VI for additional information on tree retention and replacement.

2. Preference for the existing brick building and opposition to removal.

**Staff Response:** The City may not prohibit the property owner from lawfully demolishing an existing building on private property. The property owner retains the right to determine how their property is used, so long as the use complies with applicable land use regulations.

3. Concerns with impacts to the transportation network.

**Staff Response:** The application includes a Traffic Study (Attachment 16), which analyzes the probable impacts of the proposed development on the surrounding transportation network. The traffic study concluded that the anticipated traffic generation would comply with the City's level-of-service standards, and City of Redmond Transportation Engineering staff concluded that the proposal, as conditioned, complies with City of Redmond requirements related to transportation impacts.

4. Concerns with cyclist safety and a request that physical separation be maintained between cyclists and motor vehicles for the entire length of the project frontage.

**Staff Response:** The project design was revised to route cyclists onto a 12-foot-wide shared-use path physically separated from the roadway, rather than onto the roadway as originally proposed.

5. Comments expressing support for new housing, improving affordability, and fostering a more walkable neighborhood.

**Staff Response:** Support is noted.

#### **B. Neighborhood Meeting:**

One neighborhood meeting was held for the proposed project on May 21, 2025. (Attachment 3, Neighborhood Meeting Notice). No members of the public attended the neighborhood meeting.

#### **V. State Environmental Policy Act**

The State Environmental Policy Act (SEPA) requires applicants to disclose potential environmental impacts that may result from their project. The Environmental Checklist submitted by the applicant adequately discloses the anticipated environmental impacts of this project. The scope of the proposal is covered under the Overlake SEPA Planned Action pursuant to RZC 21.70.110, meaning that the environmental impacts of the types of

development contemplated for this area were reviewed and documented for the entire Overlake neighborhood in conjunction with the Environmental Impact Statement (EIS) prepared for the Redmond 2050 Comprehensive Plan. The general SEPA Checklist is included as Attachment 5, and the SEPA Planned Action Checklist is included as Attachment 6.

## VI. Compliance with Development Regulations

### A. 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. Alternatives to tree replacement are permitted pursuant to RZC 21.72.090. If a proposal cannot provide all replacement tree plantings on-site, the applicant may pursue alternative methods of tree replacement per RZC 21.72.080.E.

#### **Finding:**

As conditioned, the proposal complies with the tree protection standards of RZC 21.72. The Arborist Report (Attachment 13) identified 183 significant trees on-site, which includes 26 landmark trees. The applicant is proposing the removal of 149 significant trees (6"- 29" dbh) and 24 landmark trees. Because the proposal retains less than the required 35% of significant trees and removes landmark trees, an exception request has been submitted per RZC 21.72.090 (Attachment 14). The application meets the criteria for approval of an exception request (See Section XII, Deviations), as strict compliance with the tree retention standards would limit the development potential of the site in a manner inconsistent with the adopted vision and policies for the Overlake Neighborhood as established in the Redmond 2050 Comprehensive Plan. To mitigate the removal of trees on-site, 164 replacement trees will be planted on-site and within the adjacent right-of-way in conjunction with the redevelopment of the site. See the table below for tree removal and required replacement quantities. Because the proposal does not include the required number of replacement trees, alternatives to on-site tree replacement are required pursuant to RZC 21.72.070.E.

**Tree Retention and Replacement Table**

Tree Type	Total Existing	Removed	Retained	Required Replacement
Significant(6"-30" dbh)	157	149	8	149*
Landmark (>30" dbh)	26	24	2	72
Total	183	173	10	221

\*Per RZC 21.72.090.B.2, tree replacement ratios may be modified for master plans within urban centers and local centers to allow for 1:1 replacement when accompanied

by a three-tier vegetative replacement plan. The applicant has provided a three-tier vegetative replacement plan with their Master Plan and Site Plan Entitlement submittal.

**B. Street Typology and Relationships to Buildings**

RZC 21.12.510 establishes standards for building placement and orientation relative to the street, with different requirements applying to different street typologies. 152<sup>nd</sup> Ave NE, which fronts the project, is classified as a Minor Arterial, and the dimensional standards of RZC Table 21.12.510C apply, as the project site is located within a Transit-Oriented Development (TOD) Focus Area.

**Finding:**

As conditioned, the proposal complies with the requirements of RZC 21.12.510, except where ADF is requested. The building front is oriented toward the adjacent minor arterial. While a minimum of 50% of the building edge is within 20 feet of the street-facing property line for Phase 1, as required, Phase 2 has less than 50% of the building edge within the 20-foot setback zone and is therefore requesting ADF (See Section XII). The buildings, as proposed, comply with the building design requirements of RZC Table 21.12.510C, and compliance will be confirmed with the review of future construction permits associated with this development.

**C. Open Space**

RZC 21.36 establishes standards to ensure that new residential development provides open space available for resident use. RZC 21.36.100.E. dictates that development in the Overlake Metro Center must provide common open space in an amount equal to or greater than 6.25% of the gross residential floor area. Of the required open space, 65% of the area must be provided as outdoor common open space (RZC 21.36.100.B). RZC 21.36.100.B.2 requires that each unit provide private open space in the form of an attached patio or balcony. If the street front of a façade is deemed too cluttered by balconies, the number of required balconies may be reduced through the ADF process, provided that in-lieu fees are paid for each balcony not provided, and that no less than 50% of units must include private open spaces.

**Finding:**

As conditioned, the proposal meets the open space requirements for both phases of development. Each phase independently provides greater than the minimum required open space area, as depicted in the Master Plan (Attachment 7, Sheet L101). The proposed common open space complies with the dimensional and design requirements of RZC 21.36. To meet the private open space standards, the applicant proposes balconies or patios for 53% of the residential units. The applicant will be required to pay in-lieu fees for each unit with no private open space, pursuant to RZC 21.36.100.B.5.

**D. Affordable Housing**

RZC 21.20 establishes affordable housing requirements for new development. Pursuant to RZC 21.20.060.D.2, at least 12.5 percent of renter-occupied units in new

developments must be made affordable to households earning up to 50% of the area median income (AMI). Redmond Municipal Code (RMC) Section 3.38 establishes standards and procedures offering Multi-Family Tax Exemptions (MFTE) to projects providing affordable housing and meeting the program requirements established in RMC 3.38.

**Finding:**

As conditioned, the project meets the affordable housing requirements of RZC 21.20. Throughout the development, a minimum of 12.5% of units will be designated as affordable to households making up to 50% AMI. The proposed mix of affordable units is depicted in the Site Plan Entitlement Plans for both phases (Attachment 8 & 9, Sheets G1.20-1 & G1.20-2, respectively).

**E. Design Standards**

RZC Article III establishes design standards for new development. Design review in the City of Redmond is conducted administratively by review staff.

**Finding:**

The proposal meets the design standards of RZC Article III (see Attachments 10 and 11, Design Review Plans), except where flexibility is requested as detailed in Section XII of this report. Given the project's proximity to light rail and high visibility, the massing of the two buildings is broken into multiple endcaps to reduce the perceived scale of the buildings and create a human-scale feel. This approach ensures that the building is visually interesting from multiple angles. The design also incorporates podium-top courtyards that open to the street, allowing more light into the building and breaking up long facades.

**F. Incentive Program**

RZC 21.55 establishes an incentive program that allows for development yield bonuses in exchange for public benefits provided by the development. The types and degree of public benefit correspond to quantitative development bonuses for allowable density and building height. RZC 21.55.3000 allows for a customized incentive package to be applied to projects as part of a Development Agreement.

**Finding:**

As conditioned, the project complies with the Incentive Program requirements of RZC 21.55. The base maximum FAR for development in the OBAT Zone is 3.0, whereas the Master Plan proposes an overall FAR of 3.26. Each point earned through the incentive program awards an additional .02 FAR above the base maximum, so the development needs to earn a minimum of 13 points to achieve the proposed FAR. The applicant is opting for a customized incentive program under RZC 21.55.3000, which provides an affordable housing incentive. The proposal will include at least one additional affordable unit above baseline requirements to earn 40 points through the incentive program, as permitted under RZC Table 21.55.200.

## **G. Green Building Standards**

RZC 21.67 establishes the Green Building Program (GBP), which aims to reduce the carbon emissions and environmental impacts of new buildings.

### **Finding:**

As conditioned, the proposal complies with the GBP. Full compliance with the GBP will primarily be determined during the City's review of construction permit applications. The applicant has provided a Green Building Program Commitment Form to confirm that the required measures will be taken to achieve full GBP compliance in conjunction with future construction permits (see Attachment 15).

## **H. Parking**

RZC 21.40 establishes standards for vehicle and bicycle parking associated with development, including minimum and maximum parking space quantities and parking space dimensions. For development in the TOD Focus Area, there is no minimum parking requirement for multi-family dwelling units or retail/restaurant uses. A maximum of one parking space per dwelling unit and a maximum of 5.0 spaces per 1,000 square feet of food and beverage uses are permitted in the TOD Focus Area. RZC 21.40 requires that long-term and short-term parking be provided for multi-family residential and commercial uses.

### **Finding:**

As conditioned, the proposal complies with the parking quantity standards of RZC 21.40. Across both phases, the proposal anticipates providing the maximum allowable number of parking spaces for the residential and commercial uses. Beyond the dedicated residential/commercial parking spaces, 21 loading spaces will be provided for flexible use by delivery and service vehicles, as detailed in the Development Agreement (Attachment 12). Vehicle parking complies with the dimensional design requirements of RZC 21.40, except where ADF is requested as detailed in Section XII. The application also satisfies the requirements for bicycle parking quantities established in RZC 21.40, as detailed in the Site Plan Entitlement plans (Attachments 8 & 9, Sheets G0.04-1 & G0.04-2, respectively).

## **I. Transportation**

RZC 21.12.510, RZC 21.17.010.F, RZC 21.52, RZC Appendix 2, RZC Appendix 7, and the City's Standard Specifications and Details require right-of-way dedication and frontage improvements.

### **Finding:**

As conditioned, the proposed improvements will meet all requirements, per RZC 21.12.510, RZC 21.17.010.F, RZC 21.52, RZC Appendix 2, RZC Appendix 7, and the City's Standard Specifications and Details. The developer will construct frontage improvements along 152nd Avenue NE and NE 31<sup>st</sup> Street, including a signalized intersection at Da Vinci Ave and 152nd Ave NE (if not already fully constructed by the

adjacent Overlake Commons project). The right-of-way dedication along 152nd Avenue NE and sidewalk and utilities easement along NE 31<sup>st</sup> Street will also be provided to meet the City's street standards. All improvements and accesses will be designed and constructed per the City's street standards outlined in the City's Standard Specifications and Details, RZC Appendix 2, and RZC Appendix 7. All sidewalks will be constructed in compliance with the Americans with Disabilities Act (ADA). Streetlights will be designed and constructed in accordance with the City's Illumination Design Manual.

**J. Stormwater**

The Redmond Municipal Code (RMC 15.24) and the 2022 Stormwater Technical Notebook (STN) require that projects meet the applicable minimum requirements based on threshold requirements. Redmond Zoning Code (RZC 21.17.010.E) and (RZC 21.74.020) require that all projects and developments are required to be served by an 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 Stormwater Technical Notebook and Construction Manuals.

**Finding:**

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

The project will be constructed in two phases: Phase 1 includes the western half of the site, and Phase 2 includes the eastern half. A Binding Site Plan (LAND-2025-00091) will divide the property into two parcels roughly corresponding to the Phase 1 and Phase 2 areas. All private and public stormwater conveyance and connection elements needed for both phases will be installed during Phase 1.

During Phase 1, the project will replace approximately 100 linear feet of public 12-inch corrugated metal pipe storm main between the two existing storm drain manhole structures along the frontage in NE 31<sup>st</sup> Street, and install two new storm drain manhole structures along the replaced piping section to accommodate the connection of the Project's stormwater and upstream bypass flow from the neighboring property to the east.

The project will connect to the Overlake Village Regional Stormwater Facility through the existing public 84-inch storm drain manhole structure located along the west side of 152<sup>nd</sup> Avenue NE. The project will (and as conditioned) coordinate with the neighboring property development, Overlake Commons, to provide a single shared stormwater connection across 152<sup>nd</sup> Ave NE at the southwest shared access driveway. Approximately 72 lineal feet of new 12-inch storm drain piping shall be installed by the project to make this connection. Storm drainage piping crossing 152<sup>nd</sup> Ave NE shall be installed to achieve a 90-degree crossing alignment with respect to the roadway.

The project shall coordinate with the adjacent Overlake Commons project located along the south property line to provide a private stormwater drainage easement for any existing or proposed storm pipes crossing onto R22's property prior to CCR.

A new private drainage easement will be provided for the existing stormwater piping and treatment structures bypassing through the project at the northeast property corner from the neighboring property to the east. The existing piping and treatment structures shall not connect to R22's stormwater piping and shall connect to the public stormwater system in NE 31<sup>st</sup> street through a separate CB structure.

A new private drainage easement will be required from R22 Lot 1 for storm piping crossing the proposed lot line with R22 Lot 2 to be created under the Binding Site Plan (LAND-2025-00091).

All private drainage easements shall be provided and recorded prior to Phase I civil construction plan approval.

Stormwater quality and quantity control for the project will be provided by the Overlake Village Regional Stormwater Facility upon payment of the Overlake Regional Capital Facilities Charge. Payment of this fee is required prior to issuance of the CCR Site Permit.

## 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:**

As conditioned, the proposal will meet all requirements, per RZC 21.17.010.D. The project will include the installation of approximately 1,500 feet of new water main along the future driveways and 152nd Ave NE, two six-inch water residential meters, two two-inch commercial meters, two one-inch irrigation meters, three new fire hydrants, and other fire appurtenances. The project will also install two new manholes, one eight-inch side sewer, and one ten-inch side sewer, to be connected to new manholes on the sewer main along future 152nd Ave NE.

## **VII. 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:** As conditioned, the proposal satisfies the criteria. The subject application proposes a mid-rise mixed-use residential development in the OBAT Zone. Mixed-use residential is a permitted use in the OBAT Zone, and providing high-density housing uses and commercial uses near rapid transit are stated purposes of the OBAT Zone. The proposal complies with applicable density, development, and public facilities standards, as demonstrated in Section VI above.

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 proposal and have determined that it complies with the Comprehensive Plan, RZC, and RMC. The review of the consolidated application has been consistent with RZC Article VI, Review procedures, for a consolidated Type V Master Plan, Development Agreement, Binding Site Plan, and Site Plan Entitlement. All future construction permits will be reviewed for compliance with applicable development regulations. The proposal complies with SEPA requirements as described in Section V.

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

Comprehensive Plan Policy	Compliance Analysis
<b>LU-37:</b> Ensure that mixed-use areas are located, designed, and developed to: Locate businesses rather than parking areas along the street; provide housing; encourage compact development and use of accessible and active transportation; avoid impacts on adjacent residential uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses.	The project locates retail space along 152 <sup>nd</sup> Avenue NE, with all parking located within the building and at the rear of the site. The project is compact and adjacent to a light rail station, thereby promoting the use of accessible and active transportation.
<b>OV-1:</b> Ensure that residential uses are located either in mixed-use buildings or on mixed-use sites and not as a stand-alone use so that the City has the capacity to meet non-residential space needs.	The project is a mixed-use development that contains commercial uses on the ground floor.
<b>GR-1:</b> Accommodate growth through the year 2050 primarily within the centers and along major corridors. Ensure zoning capacity to accommodate the following levels of growth in the centers and along major corridors: 8,350 housing units in Overlake Metro Center	The project contributes up to 800 housing units within the Overlake Metro Center and within a TOD Focus Area.
<b>GR-3:</b> Use State Environmental Policy Act (SEPA) planned actions and infill exemptions to efficiently accomplish environmental review and area-wide solutions in Redmond.	The project utilizes the Overlake SEPA Planned Action to document compliance with SEPA.

## VIII. 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 Sections III, VI, and VII 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:
  - i. A height and bulk study that demonstrates how building mass, height, and scale relate to open spaces, pedestrian pathways, streets, and other buildings;

ii. An analysis of shading effects of taller buildings (for sites smaller than three acres, only required if the Technical Committee or Design Review Board determine based upon the height and bulk study that analysis of shading effects is needed); and

iii. Phasing plan for bonus features and affordable housing component showing that the completion of improvements of bonus features and affordable housing shall be commensurate with the progress on the construction of the development (for sites smaller than three acres, only required if the Technical Committee determines necessary).

**Staff Response:** The MPD is consistent with the Overlake policies set forth in the Comprehensive Plan as demonstrated in Section VII above. The Master Plan includes height, bulk, and shading studies, and a detailed phasing plan has been provided. Therefore, these criteria are satisfied.

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 were deemed a complete application on April 9, 2025.

- 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. Compliance with applicable development regulations is demonstrated in Sections III and VI above.

- 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 compliance with all applicable development standards and regulations. The MPD was reviewed with respect to the entire development.

- 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 currently under single ownership. If this is adjusted at a later date, a signed agreement would be required.

## **IX. 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 a framework for coordinated development of the project site between the City and the applicant. 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 ROW dedication. The agreement provides for development to mitigate development impacts through the payment of impact fees or through the use of transportation impact fee credits as applicable.

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 5.3 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 4 of the Development Agreement establishes the duration of the agreement as 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 21.76.070.P.

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 affordable housing, public art, enhanced bicycle and pedestrian safety infrastructure, and a signalized intersection at Da Vinci Avenue NE & 152<sup>nd</sup> Avenue NE. The agreement provides additional housing and retail opportunities consistent with the land-use vision for the OBAT Zone and is in the public interest.

#### X. Binding Site Plan Decision Criteria:

Per RZC 21.74.030.B.1, the Binding Site Plan shall meet the following criteria:

1. Each proposed binding site plan shall be reviewed to ensure that:
  - a. The proposal complies with the general criteria applicable to all land use permits set forth in RZC 21.76.070.B, Criteria Applicable to All Land Use Permits;
  - b. The proposal conforms to the site requirements for the zoning district in which the property is located;
  - c. The proposal conforms to the requirements of this chapter;
  - d. The proposed binding site plan:
    - i. Makes adequate provision for streets, roads, alleys, other public ways, and transit stops as required by this chapter; and the proposed street system conforms to the City of Redmond Transportation Master Plan and Neighborhood Street Plan, and is laid out in such a manner as to provide for the safe, orderly, and efficient circulation of traffic;
    - ii. Will be adequately served with water, sewer, storm drainage, and other utilities appropriate to the nature of the subdivision or short subdivision;
    - iii. Makes adequate provision for parks, recreation, and playgrounds, as required by this chapter;
    - iv. Makes adequate provision for schools and school grounds;
    - v. Makes adequate provisions for sidewalks and other planning features that meet the requirements of this chapter and that provide safe walking conditions for students who walk to and from school;
    - vi. Serves the public interest and makes appropriate provisions for the public health, safety, and welfare.

**Staff Response:** The Binding Site Plan proposes dividing one lot into two lots for the purposes of development of the two-phase mixed-use residential buildings contemplated as part of the Master Planned Development. As demonstrated in Sections III and VII, the Binding Site Plan complies with the general criteria applicable to all land use permits and conforms to the site requirements for the OBAT Zone. The Binding Site Plan conforms to the requirements of RZC Article V-Land Division. Additionally, the Binding Site Plan makes adequate provisions for public infrastructure and facilities. Transportation and utility improvements will be made to the site to accommodate the future anticipated use. The applicant will be required to mitigate impacts to parks, schools, and emergency services by paying impact fees pursuant to RMC 3.10. The Binding Site Plan proposes the legal division of two lots, both of which will be adequately served by public infrastructure and services, and the application will not negatively impact public health, safety, and welfare. Therefore, the above criteria are satisfied.

## **XI. Site Plan Entitlement Decision Criteria:**

1. The Technical Committee, composed of the Departments of Planning and Public Works, shall review all Development Review permits with the State Environmental Policy Act and the RZC.

**Staff Response:** Staff has reviewed the two Site Plan Entitlement applications for compliance with the RZC and SEPA and has found that the proposal meets applicable development regulations, as discussed in Section VI. Staff has followed applicable SEPA procedures and has determined that the application is covered under the Overlake SEPA Planned Action.

2. The Landmarks and Heritage Commission will review all Certificates of Appropriateness for compliance with the RZC.

**Staff Response:** No Certificate of Appropriateness is required for this application, and this criterion does not apply.

## XII. Code Deviations Granted

The Technical Committee has granted the following deviations from the development standards through the authority referenced.

**Administrative Design Flexibility-Impervious Surface Coverage:** RZC 21.12.500 establishes a maximum impervious surface coverage of 80% of the site area in the OBAT Zone. The applicant is requesting ADF to increase the allowable impervious surface to 86% across the Master Plan area. The project seeks to maximize the density on the site while still allowing abundant light and views to dwelling units and avoiding bulky massing from the street, which requires a building that covers a large portion of the site. Therefore, the request for increased impervious surface allows for the Master Plan to achieve superior design. The Technical Committee recommends approval of this ADF request.

Code Authority: RZC 21.76.070.C

**Landscaping Deviation-5' Planting Area:** RZC 21.32.050.P requires that a minimum five-foot-wide planting area be provided between all exterior building walls and vehicular paved areas such as driveways and parking lots. Some of the areas between buildings and vehicular paved areas are not able to provide the minimum 5-foot planting width required because of vehicle and fire access width requirements. The proposal provides planting at reduced widths where planting remains feasible, reducing widths to 3'9" and 4'8" in certain locations. In those locations dedicated to emergency access and back-of-house functions, planting has been omitted between the drive aisle and the building. While the proposal does not strictly comply with the landscaping requirements along each individual drive aisle, the overall Master Plan area provides high-quality areas of consolidated landscaping in common open space areas and along the public right-of-way that meet the intent of the landscaping standards of RZC 21.32. This deviation is granted.

Code Authority: RZC 21.32.030.

**Landscaping Deviation-Urban Landscaping Tree Requirements:** RZC 21.32.070.B.3 requires that one tree be provided for every 125 square feet of required open space, which would

require 226 trees to be planted on-site. The required number of trees is not feasible due to conflicts with underground utilities and ancillary equipment. Trees must be planted a certain distance from underground utilities so that roots do not interfere with underground pipes or cables, thereby limiting the number of trees able to be planted. Per RZC 21.32.030.A, the Technical Committee may allow deviations from the landscaping standards of RZC 21.32 in the case of conflicts with utilities. This deviation is granted.

**Tree Exception Request:** RZC 21.72 establishes standards for the retention, protection, and replacement of trees when development occurs. As noted in Section VI, the applicant is seeking a tree exception to remove landmark trees and retain less than 35% of existing significant trees on-site. RZC 21.72.090 authorizes the Administrator to grant exceptions to the requirements of RZC 21.72, provided that the exception request satisfies the criteria of RZC 21.72.090.B. Strict compliance with the tree code standards would be in conflict with the increased density of urban centers and would be inconsistent with the adopted vision for the Overlake Metro Center. Strict compliance with tree retention standards is made more difficult by the fact that the existing site is developed with surface parking, with trees interspersed within the parking area throughout the interior of the lot. In order for this site to achieve the higher-density urban development envisioned in Redmond 2050, exceptions from the standards of RZC 21.72 are necessary. The deviation is granted.

Code Authority: RZC 21.72.090

**Deviation-Vehicle Parking Dimensions:** RZC 21.40.010 establishes dimensional standards for parking spaces. The applicant is requesting a deviation from minimum parking space width requirements to allow for partial intrusion of structural columns into parking spaces. Pursuant to RZC 21.40.010.E.1, the Technical Committee may approve alternate designs not meeting the established parking standards when a qualified transportation engineer demonstrates that the alternate design proposal meets more current and accepted standards. The applicant cited Desman, an engineering firm that specializes in parking garage design, which indicated that the narrower stalls are an acceptable solution for residential parking (Attachment 10-Sheet 34 and Attachment 11-Sheet 33). Therefore, the deviation is granted.

Code Authority: RZC 21.40.010

**Administrative Design Flexibility-Private Open Space:** The applicant is requesting ADF from the private open space requirements of RZC 21.36.100.B to allow for only 53% of dwelling units to provide private open spaces such as balconies and patios. The applicant is also requesting that up to 50% of the balconies be 12 square feet rather than the minimum 50 square feet typically required. RZC 21.36.100.B.2 specifically allows for these deviations to be pursued through the ADF process. Providing one 50-foot balcony per unit would result in a cluttered façade, and the reduction in size allows for more flexibility and variation in the façade, contributing to a better overall design. The Technical Committee recommends approval of this ADF request.

Code Authority: RZC 21.76.070.C

**Administrative Design Flexibility-Street Typology and Relationship to Buildings**

For Phase 2, the applicant is requesting ADF from the requirement that there must be a minimum of 50% of the building edge within 0-20 feet from the street-facing property line, as required by RZC 21.12.510.C. Existing utility easements along the street front for Phase 2 prevent the project from complying with the minimum building edge requirement. However, the building front of Phase 2 is located as near to the sidewalk as is feasible, maintaining a 0-20 foot distance for 28% of the building front and being located no further than 38 feet from the sidewalk at any point. Strict compliance with the street typology standards would result in underdevelopment of the site, so the ADF allows the proposal to better meet the intent of the OBAT Zone. The Technical Committee recommends approval of the ADF.

Code Authority: RZC 21.76.070.C

**Administrative Design Flexibility-Minimum Waste Collection Points and Storage**

The applicant is seeking ADF from the requirement that no dwelling unit within a multifamily development be more than 200 feet from a solid waste collection point (RZC 21.45.050). Each floor with dwelling units has a centralized trash collection room. The project proposes a maximum distance of 360 feet from dwelling unit to trash collection room. Due to significant grade changes across the site and the desire to limit the number of access roads through the site, there is only one location at the base of each building that is suitable for trash pickup. Providing additional ground-level trash transfer rooms would reduce the overall area dedicated to parking and resident amenities. While the maximum travel distance to dispose of trash is greater than 200 feet for some units, all of that distance is indoors and on the same floor. The Technical Committee recommends approval of the ADF.

Code Authority: RZC 21.76.070.C

**Alternative Design Compliance-Rooflines**

For Phase II, the applicant is requesting Alternative Design Compliance for the requirement that the width of any continuous roofline treatment must not extend more than 120 feet (RZC 21.58.3200). The applicant proposes continuous rooflines greater than 120 feet along internal access drive aisles, while maintaining roofline modulation for those façades facing the public street. Because the facades seeking Alternative Design Compliance do not face the street and have other buildings relatively close, the rooflines will not be easily visible from the public right-of-way or from ground level. In addition, the facades in question have a pattern of varying colors and materials as well as balconies, which serve to add texture and break down the perceived scale of the façade. The Alternative Design Compliance request meets the criteria of RZC 21.58.0300.E, and the request is granted.

Code Authority: RZC 21.58.0300.E

#### **Alternative Design Compliance-Minimum Residential Courtyard Dimensions**

For Phase 2, the applicant is requesting Alternative Design Compliance from the minimum residential courtyard dimensions of RZC 21.58.6030, which require a minimum courtyard width of 55 feet. The majority of the east and west courtyards in the Phase 2 building comply with the minimum 55-foot width requirement, but due to the irregular shapes of the courtyards, there are points that narrow to a minimum of 36 feet for the west courtyard and 44 feet for the east courtyard. This deviation from courtyard width requirements allows for well-designed and usable courtyards that visually open to the street while still providing a balance of privacy and seclusion from traffic noise, thereby meeting the purpose of the courtyard dimension standards. The Alternative Design Compliance request is granted.

Code Authority: RZC 21.58.0300.E

### **XIII. Vesting/Approval Expiration**

This decision is vested to the development regulations in effect on the effective date of the Development Agreement. The approval of this project shall expire ten (10) years after the effective date of the project approval unless extended, as described in Section 4 of the Development Agreement (Attachment 12).

### **XIV. 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: Min Luo, Senior Engineer

Phone: 425-556-2881

Email: [mluo@redmond.gov](mailto:mluo@redmond.gov)

##### **I. R22 Master Plan Development (LAND-2025-00049):**

The R22 Master Plan provided by KPFF on November 13, 2025, clearly outlines easements, right-of-way dedications, access points, and frontage improvements, including construction of a new signalized intersection at Da Vinci and 152nd Ave NE. Details can be found on Pages 4-6 (C3.00, C3.10, and C3.11) of the R22 MPD Plan Package (Attachment 7).

##### **II. R22 Site Plan Entitlement Phase I (LAND-2025-00051):**

- a. **Easements and Dedications.** Easements and dedications shall be provided for the City review at the time of the civil construction drawing application and finalized for recording prior to civil construction drawing approval. 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, except as provided in Subsection 1 of RZC 21.52.030.G.
  - i. Easements are required as follows:
    - (a) A private shared private access easement near the driveway entrance off 152nd Ave NE must be obtained from the Parcel ID 0673100011 to the south prior to civil construction drawing approval.
    - (b) Private shared access easements between R22 Lot 1 and Lot 2 shall be provided and recorded prior to Phase I civil construction plan approval.
    - (c) Any construction easements from the adjacent properties must be secured prior to civil construction drawing approval.
    - (d) At the time of construction, additional easements may be required to accommodate the improvements as constructed.
  - ii. Dedications for right-of-way are required as follows:
    - (a) A strip of land 20 feet wide south of the horizontal curve and a strip of land 14.62 feet wide north of the horizontal curve abutting the existing right-of-way on the east side of 152nd Ave NE shall be granted as new right-of-way. The private easements recording numbers 20200701002025, 20160314001598, 8209010367, and 8202010477 and their associated facilities within the proposed right-of-way dedication along 152nd Avenue NE must be eliminated or relocated before the City's acceptance of the right-of-way dedication along 152nd Avenue NE. The developer must collaborate with easement stakeholders to fulfill the relinquishment of these private easements and the removal or relocation of the associated facilities.

**Code Authority:** RZC 21.52.030.G; RMC 12.12

- b. **Construction Restoration and Street Overlay.** If the existing pavement on 152nd Ave NE or NE 31<sup>st</sup> St is damaged by trenching or other construction activities, the pavement shall be planed, overlaid, and/or patched in accordance with the City of Redmond (COR) Standard Specifications and Details (STD) 201, 202, and 203, or as otherwise directed by the Traffic Operations and Safety Engineering Division in Public Works. The Pavement Condition Index (PCI) of the existing pavement on NE 31st Street is below 70, as identified in the City's biannual pavement survey; therefore, the development shall be required to plane and overlay, at a minimum, the entire half street along the project frontage, as determined by the Traffic

Operations and Safety Engineering Division in Public Works. For questions, contact Adnan Shabir, Senior Engineer at 425-556-2776. If the existing pavement materials or thickness on 152nd Ave NE and NE 31<sup>st</sup> St do not meet the requirements of COR STD 301, the pavement shall be reconstructed to meet current street standards.

**Code Authority:** RMC 12.08; Redmond Standard Specifications & Details

c. Street Frontage Improvements

i. The frontage south of the horizontal curve along 152nd Ave NE shall meet current City standards, including 41.5 feet of asphalt paving measured from face of curb to face of curb, which is sufficient to accommodate one 5-foot-wide bike lane and one 12.8-foot-wide travel lane on the southbound approach, one 11-foot-wide southbound left-turn lane, and one 12.7-foot-wide northbound travel lane with appropriate tapers. Additional required improvements include a 1-foot concrete curb and gutter, a 10.5-foot-wide bus platform, a 4.3-foot-wide bus shelter/amenity zone, a 7-foot-wide cycle track, a 10-foot-wide concrete sidewalk, storm drainage, street lighting, street trees, street signage, and underground utilities, including power and telecommunications. If the existing pavement materials or depth do not meet the requirements of the City's Standard Specifications and Details 301, the minimum pavement section shall be provided as follows:

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

This portion of frontage improvements along 152nd Ave NE shall seamlessly connect to the frontage improvements constructed by the Overlake Commons project (Parcel ID 0673100011) to the south and shall be closely coordinated with the King County Metro bus stop project. The frontage improvement design, including the bus platform, shelter, and other components, shall be submitted to and approved by King County Metro prior to CCR civil construction plan approval. All required construction easements for these improvements shall be obtained prior to approval of civil construction drawings.

**Code Authority:** RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2; RZC Appendix 7; Redmond Standard Specifications & Details

ii. The frontage north of the horizontal curve along 152nd Ave NE shall meet current City standards, including re-channelization of the existing asphalt pavement to provide one 5-foot-wide southbound bike lane with a 3-foot-wide buffer, one 11-foot-wide travel lane in each direction, and one 14-foot-wide two-way left-turn lane measured from face of curb to face of curb with appropriate tapers. Additional required improvements include a 1-foot concrete curb and gutter, a 5-foot-wide planter, a 12-foot-wide shared-use concrete path, storm drainage, street lighting, street trees, street signage, and underground utilities, including power and telecommunications. If the existing pavement materials or depth do not meet the requirements of the City's Standard Specifications and Details 301, the minimum pavement section shall be provided as follows:

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

**Code Authority:** RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2; RZC Appendix 7; Redmond Standard Specifications & Details

iii. The frontage along NE 31st Street shall meet current City standards, including maintaining the existing asphalt pavement width with appropriate tapers, a 1-foot concrete curb and gutter, a 5-foot-wide planter strip, and a 12-foot-wide shared-use concrete path, along with storm drainage, street lighting, street trees, street signage, and underground utilities, including power and telecommunications. If the existing pavement materials or depth do not meet the requirements of the City's Standard Specifications and Details 301, the minimum pavement section shall be provided as follows:

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

**Code Authority:** RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2; RZC Appendix 7; Redmond Standard Specifications & Details

iv. A traffic signal system shall be installed at the intersection of 152nd Avenue NE and Da Vinci Avenue in accordance with City of Redmond standards, if it has not been partially or fully constructed by the Overlake Commons project (Parcel ID 0673100011) to the south. This development shall coordinate closely with the Overlake Commons project to establish and document roles and responsibilities in a recorded agreement for the full construction of the traffic signal prior to CCR civil construction plan approval. Signal plans are required for all traffic signals being constructed. The plans shall be prepared in accordance with Sections 8-20 and 9-29 of the WSDOT Standard Specifications as supplemented and modified by the City of Redmond. Potholing and utilities locating are required prior to signal design. The project engineer shall arrange for potholing and utility locates, and then contact Paul Cho, Transportation Operations, at (425) 556-2751 at least 48 hours in advance of installation to verify the layout.

**Code Authority:** RZC 21.52.030.F

v. ADA ramp requirements:

Curb ramps for persons with disabilities are required for all new curb ramps' construction at the intersections of 152nd Ave NE/Da Vinci and NE 31st Street/the driveway access, as well as for all replacement curbs constructed in conjunction with sidewalks, paths, or other pedestrian access ways.

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

vi. A 20-scale Channelization Plan is required and should be separated 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, 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

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

- 10-foot-wide concrete sidewalk along the east side of 152nd Avenue NE, south of the horizontal curve.
- 12-foot-wide shared-use concrete path along the east side of 152nd Avenue NE, north of the horizontal curve.

- 12-foot-wide shared-use concrete path along the south side of NE 31st Street, east of the driveway access.

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

viii. All retaining walls and rockeries must be located entirely outside of existing and proposed public right-of-way and public easements. Placement within these areas is not permitted under any circumstances.

**Code Authority:** RZC Appendix 2.A.15.a

**d. Access Improvements**

i. The type and location of the proposed site accesses are approved as shown on the R22 Transportation Plan prepared by KPFF on December 5, 2025 (Attachment 7, Sheet C3.00)

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

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

- The existing driveways on 152nd Avenue NE shall be closed and replaced with standard frontage improvements.

**Code Authority:** RZC Appendix 2.D

**e. Underground Utilities.** All existing aerial utilities (if any) along the street frontage on 152nd Ave NE and within the development site shall be placed underground. 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.

IBC 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
8 feet or less	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	Barriers
	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, IBC 3306.1

**III. R22 Site Plan Entitlement Phase II (LAND-2025-00052):**

a. **Easements and Dedications.** Easements and dedications shall be provided for City review at the time of civil construction drawing application and finalized for recording prior to civil construction drawing approval. 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, except as provided in Subsection 1 of RZC 21.52.030.G.

i. Easements are required as follows:

- An area of 3 feet wide by 20 feet wide sidewalk and utility easement, granted to the City of Redmond, abutting the south side of NE 31<sup>st</sup> St right-of-way.
- Private shared access easements between R22 Lot 1 and Lot 2 shall be provided and recorded prior to Phase II civil construction plan approval.
- Any construction easements from the adjacent properties must be secured prior to civil construction drawing approval.
- 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.** If the existing pavement on NE 31<sup>st</sup> Street is damaged by trenching or other construction activities, the pavement shall be planed, overlaid, and/or patched in accordance with the City of Redmond (COR) Standard Specifications and Details (STD) 201, 202, and 203, or as otherwise directed by the Traffic Operations and Safety Engineering Division in Public Works. The Pavement Condition Index (PCI) of the existing pavement on NE 31<sup>st</sup> Street is below 70, as identified in the City's biannual pavement survey; therefore, the development shall be required to plane and overlay, at a minimum, the entire half street along the project frontage, as determined by the Traffic Operations and Safety Engineering Division in Public Works. For questions, contact Adnan Shabir, Senior Engineer at 425-556-2776. If the existing pavement materials or thickness on NE 31<sup>st</sup> Street do not meet the requirements of COR STD 301, the pavement shall be reconstructed to meet current street standards.

**Code Authority:** RMC 12.08; Redmond Standard Specifications & Details

**c. Street Frontage Improvements**

i. The frontage along NE 31<sup>st</sup> Street shall meet current City standards, including maintaining the existing asphalt pavement width with appropriate tapers, a 1-foot concrete curb and gutter, a 5-foot-wide planter strip, and a 12-foot-wide shared-use concrete path, along with storm drainage, street lighting, street trees, street signage, and underground utilities, including power and telecommunications. If the existing pavement materials or depth do not meet the requirements of the City's Standard Specifications and Details 301, the minimum pavement section shall be provided as follows:

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

**Code Authority:** RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2; RZC Appendix 7; Redmond Standard Specifications & Details

ii. ADA ramp requirements:

Curb ramps for persons with disabilities are required for all new curb construction at the intersection of NE 31<sup>st</sup> Street/the driveway access, as well as for all replacement curbs constructed in conjunction with sidewalks, paths, or other pedestrian access ways.

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

iii. 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, 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

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

- 12-foot-wide shared-use concrete path along the south side of NE 31st Street, east of the driveway access.

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

v. All retaining walls and rockeries must be located entirely outside of existing and proposed public right of way and public easements. Placement within these areas is not permitted under any circumstances.

**Code Authority:** RZC Appendix 2.A.15.a

**d. Access Improvements**

iii. The type and location of the proposed site accesses are approved as shown on the R22 Transportation Plan prepared by KPFF on December 5, 2025 (Attachment 7, Sheet C3.00).

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

**e. Underground Utilities.** All existing aerial utilities (if any) along the street frontage on 152nd Ave NE and within the development site shall be placed underground. 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. The applicant may request to pay a sidewalk closure fee in lieu of providing passage as permitted by the City.

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.

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 durability, adequate lighting for nighttime use, and proper sight distance at intersections and crosswalks. Plans

and details for the construction of these covered walkways shall be included in the civil construction plan set.

IBC 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
8 feet or less	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	Barriers
	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, IBC 3306.1

**Condition Applies:** Civil Construction

#### IV. R22 Binding Site Plan (LAND-2025-00091):

Private shared access easements between R22 Lot 1 and Lot 2 shall be provided and recorded prior to the sale of Lot 1 or Lot 2.

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

#### 2. Development Engineering – Water and Sewer

Reviewer: Heba Awad, Senior Utility Engineer

Phone: 425-556-2861

Email: [hawad@redmond.gov](mailto:hawad@redmond.gov)

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

The developer will install approximately 1,500 feet of new water mains along future driveways and 152nd Ave NE, two 6-inch water residential meters, two 2-inch commercial meters, two 1-inch irrigation meters, three new fire hydrants, and other fire appurtenances. All water services will be connected to the new water mains.

The neighboring Overlake Commons development project of the parcel number 0673100011 is currently under a Site Plan Entitlement permit. To support system looping and fire flows required for Overlake Commons and R22 developments, the developer of R22 has an agreement to address services, access, construction sequencing, and fire coverage. Overlake Commons and R22 shall work together during Coordinated Civil Review to adopt the same utility design for the west access road.

All water connections to the existing water main to the south of the building shall be revised during Coordinated Civil Review due to the ongoing Overlake Commons permit for parcel 0673100011. Most of the water improvement work will be constructed during phase one of the development project.

The developer shall begin coordinating with PSE and other dry utilities to identify potential conflicts with gas/power and cables. Relocation plans from utilities must be included in the construction plans for reference. Existing utilities in conflict with the proposed water main shall be below the proposed water main.

**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:

The Developer will install two new manholes, one 8-inch side sewer, and one 8-inch side sewer to be connected to new manholes on the sewer main along future 152nd Avenue NE.

**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 approval of construction drawings.

If any off-site easements are needed for the project, they shall be provided to the City of Redmond for review at the time of construction drawing review and recorded prior to construction drawing approval.

Building overhangs, underground garages, elevated and other permanent structures shall not extend over or under the easement limits.

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

d. **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 the 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: Rick Goode, Senior Engineer

Phone: 425-556-2496

Email: [rgoode@redmond.gov](mailto:rgoode@redmond.gov)

a. **Water Quantity Control:**

- i. Project lies within the Overlake Regional Stormwater Facility Basin. Stormwater quantity control will be provided by the City of Redmond upon payment of the Overlake Capital Facility Charge.
- 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. Project lies within the Overlake Regional Stormwater Facility Basin. Stormwater quality control will be provided by the City of Redmond upon payment of the Overlake Capital Facility Charge.

**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 the City's acceptance of the easement(s), the developer will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated. Prior to construction drawing approval, fully executed and recorded off-site easements shall be provided to the Development Engineering Division.

**Code Authority:** Stormwater Technical Notebook, Section 5.7.1

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. This requirement must be noted on the face of the civil construction drawings and record (as-built) drawings before recording with King County for subdivision. Prior to construction drawing approval, fully executed and recorded easements shall be provided to the Development Engineering Division.

Private easements are required as follows:

- i. The project shall coordinate with the adjacent Overlake Commons project located along the south property line to provide a private stormwater drainage easement for any existing or proposed storm pipes crossing onto R22's property. The Overlake Commons project is proposing to connect to R22's conveyance piping at two locations. One connection is located at CB#2 along the shared driveway entrance at R22's southwest property corner, and the other connection is located at CB#6 along the east property line.
- ii. A new private drainage easement shall be provided for the existing stormwater piping and treatment structures bypassing through the project at the northeast property corner from the neighboring property to the east. The existing piping and treatment structures shall not connect to R22's stormwater piping and shall connect to the public stormwater system in NE 31st Street through a separate catch basin structure.
- iii. A new private drainage easement will be required from R22 Lot 1 for storm piping crossing the proposed lot line with R22 Lot 2 to be created under Binding Site Plan (LAND-2025-00091).

- iv. All private drainage easements shall be provided and recorded prior to Phase I civil construction plan approval.

**Code Authority:** Stormwater Technical Notebook, Section 5.7.2

- e. **Clearing and Grading.** No specific conditions.

**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).**

- i. Rainy season work permitted October 1<sup>st</sup> through April 30<sup>th</sup> 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. **Landscaping.** No specific conditions.

**Code Authority:** RZC 21.32

- h. **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

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

**Code Authority:** RMC 13.20.047 (Overlake), RMC 13.20.040 (Citywide)

#### **4. Fire Department**

Reviewer: Jon McKinnon, Deputy Fire Marshal

Phone: 425 556-2223

Email: [jmckinnon@redmond.gov](mailto:jmckinnon@redmond.gov)

The current submittal is generally adequate for LAND-2025-00049, -00050, -00051, -00052, and -00091 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 Submittals, 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. Striping and signage are required for all fire access roadways and will be determined in the civil review process.
3. Required fire access roadways not in the public way are required to be recorded in an Emergency Vehicle Access Easement (EVAE). The access driveway for Lot 2 is required for fire access to the structure on that lot.
4. Required fire access 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 proposed vault will be placed partially under the required fire access.
5. Required fire access roadways shall be in place and functional prior to bringing combustibles on site.
6. Any required fire access roadway over a vault or other structure must meet the weight capacity requirements for fire apparatus. This includes any lid, latch, vent, or other part of the vault, such as the structure located under the hammerhead turnaround.
7. Fire service access and features shall not be obstructed from deliveries, trash, or storage of other building functions.
8. During construction, a parking and materials plan must be in place that ensures emergency vehicle access to all homes located on the access road. Addresses for all structures will be assigned during the civil review process and shall conform to Redmond Fire Department Addressing Standards.

**b. Fire Protection Plan**

1. The buildings 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 approximately as shown on the SPE plans 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. 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.
7. 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 construction type have been completed in the SPE process and shall be updated during the civil review and building permit review.
8. Wall-mounted FDCs: A secondary FDC is required on the opposite side of the building. Final placement will take place during the CCR process for phases 1 and 2

**c. Change or Modification**

1. Determination of adequate fire flow as per IFC Appendix B: Fire Flow has been approximated in the SPE. Any changes to the structure's size or building type at the time of building permit submittal may require 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, markings, or re-markings may be required at any time during the life of the development upon evaluation and direction by the Fire Marshal.

**d. Fire Code Permit**

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. vi. Flammable Combustible Liquids
7. Gates and Barricades across fire apparatus access roads
8. Places of Assembly
9. VIII. 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.
13. Demolition of existing structures shall require a permit.
14. 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

5. Planning Department

Reviewer: Alex Hunt, Senior Planner  
Phone: 425-556-2475  
Email: [ahunt@redmond.gov](mailto:ahunt@redmond.gov)

- a. **Street Trees.** Street trees must be installed in accordance with RZC 21.32.130 and Standard Detail 907. The minimum size at installation is 2 ½ inch caliper with CU-Structural Soil.

**Code Authority:** RZC 21.32.130 & Standard Detail 907

- b. **Development Agreement.** Development shall be subject to the terms of the executed Development Agreement (LAND-2025-00050). Amendments to the proposed development shall be processed in accordance with Section 5.4 of the Development Agreement.

**Code Authority:** RZC 21.76.070.L

- c. **Affordable Housing Agreement.** Prior to building permit issuance, an affordable housing agreement in a form approved by the City shall be recorded with the King County Recorder's Office, pursuant to the requirements of RZC 21.20.080. A minimum of 12.5% of residential units shall be affordable to households making 50% AMI, plus any affordable units required to achieve the approved development intensity through the Incentive Program.

**Code Authority:** RZC 21.20

- d. **Tree Preservation Plan.** A Tree Preservation Plan depicting all significant and landmark trees required to be preserved as part of the site development must be provided with the civil construction drawings.

**Code Authority:** RZC 21.72.060.D

- e. **Planting Standards.** Landscaping shall be coordinated with water/sewer lines and fire hydrants/connections. Trees shall be planted a minimum of 8 feet from the centerline of any water/sewer lines, unless otherwise approved and provisions provided. Shrubs shall be planted to maintain at least 4 feet of clearance from the center of all fire hydrants/connections.

**Code Authority:** RZC 21.32.120

- f. **Impact Fees.** Impact Fees will be required prior to the issuance of building permits pursuant to the requirements of RMC 3.10 and the final Development Agreement for R22. The applicant shall receive impact fee credits for the existing office development on-site. If the proposed development is eligible for any additional credits, including right-of-way dedication and system improvements, these additional credits will be assessed and provided after construction, dedication, or implementation is completed and accepted by the City.

**Code Authority:** RMC 3.10

- g. **Bonds.** Bonds for Landscaping, Tree Preservation, Tree Replacement, and Mitigation shall be provided and executed prior to approval of civil permits.

**Code Authority:** RZC 21.76.090.F

- h. **Archaeological and Historical Preservation.** The City's Inadvertent Discovery Plan (IDP) procedure shall be required during all ground-disturbing activities.

**Code Authority:** RZC 21.30.070.D

- j. **Mobility Management Program.** A Mobility Management Program (MMP) shall be submitted and approved by the City's Transportation Demand Management Division prior to issuance of any building permit for this project. The TMP agreement shall be recorded on the property deed. Applicant shall begin finalizing the TMP immediately upon receiving this Approval document.

**Code Authority:** RZC 21.40.010.D

**Condition Applies:** Building Permit

- i. **Fee in Lieu of Private Open Space.** An in-lieu fee for each required balcony that is not provided must be paid to the City before the building permit is issued. The fee for each balcony not provided on the building is equivalent to 50% of the park impact fee for a multifamily residence.

**Code Authority:** RZC 21.36.100.B.5

- j. **Alternative Location for Tree Replacement.** Prior to approval of civil construction permits, the applicant shall provide alternative tree replacement, either through off-site replacement or a fee-in-lieu of replacement, for all trees required under RZC 21.72.080.B that are not planted on-site.

**Code Authority:** RZC 21.72.080

- k. **Demolition of Existing Building.** Prior to recording the Binding Site Plan, the existing office building on-site shall be demolished so that the proposed lot line does not intersect with any existing building.

**Code Authority:** RZC 21.74.020

- l. **Open Space Amenities.** A minimum of four features must be incorporated into the required open space for each phase as required by RZC 21.36.400.C.

**Code Authority:** RZC 21.36.400

- m. **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 the city planner prior to Mylar signing to determine the location(s) of the sign(s). Contact information shall remain up-to-date and visible at all times. The assigned city planner shall be notified and a photo of the updated sign shall be emailed within two business days of any change to the contact person. Construction Parking requirements for the project shall be denoted on the bottom portion of the sign per the handout instructions.

**Code Authority:** RZC 21.76.070.B.3.a.ii.A; Comprehensive Plan TR-34

- n. **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: Rick Goode, Senior Engineer, and Heba Awad, Senior Engineer**

**Phone: 425-556-2496 and 425-556-2861**

**Email: [rgoode@redmond.gov](mailto:rgoode@redmond.gov) and [hawad@redmond.gov](mailto:hawad@redmond.gov)**

All existing utilities at the location of the proposed water/sewer mains, storm, and service line crossings shall be potholed prior to submittal of the first Civil Plan Review. The potholing shall identify the width and the depth of both the top and bottom of any pipes, structures, conduits, and duct banks.

Potholing in the City Right-of-Way requires a Right-of-Way Use 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 the 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. 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 21.12	Overlake Regulations
RMC 6.36	Noise Standards
RZC 21.52	Transportation Standards
RZC 21.17.010.F	Adequate Streets, Sidewalks, and Trails
RZC 21.40.010.E	Design Requirements for Parking Facilities
RMC 12.08	Street Repairs, Improvements & Alterations
RMC 12.12	Required Improvements for Buildings and Development
RMC 12.16	Highway Access Management
RZC 21.76.020.G	Coordinated Civil Review
RZC 21.76.020.H.5	Preconstruction Conference
RZC 21.76.090.F	Performance Assurance
RZC Appendix 2	Construction Specification and Design Standards for Streets and Access
RZC Appendix 7	Overlake Village Street Requirements
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

RMC 13.25	Temporary Construction Dewatering
RMC 15.24	Clearing, Grading, and Storm Water Management
RZC 21.32.120	Types of Planting

City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter)
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 21.04	Land Uses and General Provisions
RZC 21.05	Special Districts and Overlays
RZC 21.12	Overlake Regulations
RZC 21.20	Affordable Housing
RZC 21.58, 62	Design Standards
RMC 3.10	Impact Fees
RZC 21.32	Landscaping and Tree Protection
RZC 21.34	Exterior Lighting Standards
RZC 21.36	Open Space
RMC 6.36	Noise Standards
RZC 21.40	Parking Standards
RZC 21.55	Development Incentive Program
RZC 21.64	Critical Areas
RZC 21.72	Tree Protection
RZC 21.74	Land Division

## Building

RMC 15.08	Building Code
RMC 15.12	Electrical Code
RMC 15.14	Mechanical Code
RMC 15.16	Plumbing Code
RMC 15.18	Energy Code