

ATTACHMENT D

QUASI-JUDICIAL

TECHNICAL COMMITTEE REPORT TO THE CITY COUNCIL

<u>Project Name:</u>	Lennar Multifamily Communities (LMC) Marymoor Development Agreement, Master Planned Development, & Site Plan Entitlement
<u>Location:</u>	17611 NE 70 TH ST
<u>Project Description:</u>	Master Plan, Site Plan Entitlement, & Development Agreement for redevelopment of a 4.9 acre site including 450 residential units, 35,000 square feet of commercial space, and associated site improvements and public amenities.
<u>File Numbers:</u>	LAND-2018-00868 – Master Planned Development / Site Plan Entitlement Permit LAND-2018-00869 – Development Agreement SEPA-2019-00297 – SEPA Determination of Non-Significance
<u>Applicant:</u>	Lennar Multifamily Communities (LMC) LLC
<u>Applicant's Representative:</u>	Rocky Flores Encore Architects 1402 3 rd Ave Suite 1000 Seattle, WA 98101
<u>Planners:</u>	David Lee, Senior Planner
<u>Decisions Included:</u>	Master Planned Development Permit, Type V (RZC 21.76.070(P)) Site Plan Entitlement, Type II (RZC 21.76.070.Y) Development Agreement, Type V (RZC 21.76.070(L))
<u>Recommendation:</u>	Approval per conditions set forth in the Master Plan, Site Plan Entitlement, and Development Agreement
<u>Public Hearing Date:</u>	To Be Determined by City Council

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).

ERIKA VANDENBRANDE,
Director
Planning and Community Development
Department

MAXINE WHATTAM,
Interim Director
Public Works Department

Project Review Authority and Procedures

The City of Redmond **Technical Committee** is comprised of the Planning Director and the Director of Public Works along with staff from different departments and disciplines who analyze project applications for compliance with City codes and regulations. Based on this analysis, **the Technical Committee** provides responses, conclusions, and recommendations (in the form of this report) to the **City Council**. The **City Council** will conduct a public hearing to review the **Technical Committee's** analysis and recommendations on the Master Planned Development Permit, Site Plan Entitlement, and Development Agreement and receive public testimony regarding the proposal. 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, Site Plan Entitlement, and Development Agreement.

Key Dates

Application/Completeness Date: April 26, 2019
Neighborhood Meeting #1: November 7, 2018
Neighborhood Meeting #2: January 8, 2019
Neighborhood Meeting #3: June 25, 2019
Design Review Board Recommendation of Approval: February 21, 2019
Design Review Board Amended Recommendation of Approval: May 16, 2019
Technical Committee Recommendation: May 29, 2019
City Council Study Session(s) Scheduled: July 23, 2019
SEPA Determination of Non-Significance: April 26, 2019
Public Hearing Date: To Be Determined

Report Attachments

1. General Application Form & Project Contact Form
2. Vicinity Map/Topographic/Boundary Survey
3. Notice of Application and Certification of Public Notice
4. Public Comments
5. SEPA Application Form/SEPA Checklist/SEPA DNS

6. LMC Marymoor Master Plan updated June 10, 2019
7. LMC Marymoor Plan Set dated April 1, 2019
8. Draft Development Agreement dated April 1, 2019
9. Transportation Study dated March 26, 2019
10. Stormwater Report stamped February 28, 2019
11. Tree Evaluation Plan and Tree Health Assessment dated July 20, 2018
12. Design Review Board Meeting Minutes from February 21, 2019 & May 16, 2019
13. Design Review Board Recommended Design Packet
14. Tree Canopy Exhibit
15. Neighborhood Meeting Informational Response Matrix

Technical Committee Analysis

I. Proposal Summary

In summary, the proposal calls for the redevelopment of the approximately 4.9-acre site. The proposal calls for a mixed-use development that includes:

- 450 multi-family rental units;
- 5% three-bedroom units (23 Units);
- 35,000 square feet of commercial space;
- 10% low-cost affordable units (45 units at 50% of AMI);
- 15% site tree canopy;
- Sustainability features such as reflective roof coating, bio-stormwater retention, 240 solar panels, 500 bike parking stalls;
- Daycare facility;
- Integrated public art;
- 5,000 square feet of community gardens;
- Enhanced pedestrian amenities & connection to East Lake Sammamish Trail;
- And reserved local commercial space.

II. Site Description and Context

The proposed project is located within the Marymoor Design District (MDD). The site is approximately 4.9 acres in size and is bounded by NE 70th Street on the north, 176th Avenue NE on the west, the future NE 68th Street on the south, and the East Lake Sammamish Trail to the west. The project site is currently developed as a light-industrial use (custom concrete and textiles manufacturer). Lennar Multifamily Communities will be the sole owner of the development.

The primary goal for this neighborhood is that it become a unique neighborhood. The MDD is zoned as a moderately dense mixed-use neighborhood. Key features of the zone are the future Link light rail station, allowance of existing industrial uses, and the proximity to a major regional park. The City Council stressed the word “eclectic” when initiating the Marymoor Design District. The City Council’s intent was to build neighborhood character through place making and architecture. Design Guidelines and Standards are currently

under development for the Marymoor Design District to implement the City Council's vision. Strictly implementing the existing citywide design standards (RZC 21.60) will likely yield familiar building forms and design that would not reflect the desired vision for this area. Adoption of a Development Agreement provides the avenue to achieve public benefits that ensure the proposed project meets the eclectic and unique development vision desired by the community in the interim period before the guidelines and standards are adopted for Marymoor Village.

The proposal is to construct three residential buildings over ground floor commercial space facing three streets. Two of the residential buildings will be 5 stories tall and one of the buildings will be 6 stories tall. There is an east-west woonerf proposed between the north building, and the two south buildings. The development proposes approximately 450 residential units and 35,000 square feet of commercial space. Shallow groundwater is prevalent throughout the site and conveyance of groundwater is a challenge. This condition requires the accessory parking for the project be constructed predominantly above grade.

III. Public Notice and Comment

Requirements for public notice are contained in RZC 21.76.080.

Notice of Application: The Notice of Application for this proposal was published on April 26, 2019. The notice was posted at City Hall, the Redmond Regional Library, and three notice signs were posted on the property. Notice was also mailed to property owners within 1000 feet of the site and business owners within the SE Redmond neighborhood.

Public Input: During the public comment period for the Notice of Application, the City received 1 comment and request to be a party of record. The comments received centered on the preservation of local businesses and creating opportunities for dislocated businesses to move. The text of the comment and staff response to it is located within Attachment 4, Public Comment Letter.

Notice of Public Hearing: The Notice of Public Hearing for this project has not yet been posted as the Public Hearing would be set and held by the City Council. The notice will be mailed to property owners within 1000 feet of the site, to individuals who provided written correspondence to the City, and to SE Redmond business owners to be consistent with previous outreach methods unless directed otherwise by the City Council. The Notice of Public Hearing will also be included in a one-time newspaper publication.

IV. State Environmental Policy Act

A Determination of Non-Significance was issued in compliance with RZC 21.70 by the Technical Committee on April 10, 2019.

V. Compliance with Development Regulations

A. Master Planned Development Decision Criteria

Master Planned Developments (MPDs) shall meet the following criteria (RZC 21.76.070(P)(5)):

- (a) *All elements of the MPD shall support and be consistent with the RZC and all applicable Comprehensive Plan policies.*

Response: The MPD is consistent with the RZC and all applicable Comprehensive Plan policies, as described below.

- (b) *MPDs proposed in the Overlake Village Subarea shall be consistent with the Overlake Village Master Plan and Implementation Strategy and shall include the items listed in (c) below 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).*

Response: Not applicable. The project is located outside of the Overlake Village Subarea.

- (c) *MPDs proposed in the Marymoor Design District shall include a phasing plan for bonus features and affordable housing as described in 5.b.iii above in addition to the items listed in 5.d below.*

Response: The Master Plan includes a phasing plan for bonus features and affordable housing. The phasing plan for bonus features and affordable housing can be found on pages 42-44 of the master plan. At project completion, there will be a minimum 10% (currently 45 units) low-cost affordable housing units per RZC 21.20.060. Low-cost affordable housing units are priced at 50% of AMI, rather than the typical 80% AMI affordability.

- (d) *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:*

Response: The Master Plan includes a design concept that is in conformance with all applicable Comprehensive Plan policies and development regulations. An in-depth analysis of the Comprehensive Plan can be found in Section V of this report. The vision of the master plan and how it relates to Comprehensive Plan policies can be found on page 9 of the master plan. An analysis of the Redmond Zoning Code allowances can be found on page 52 (Sheet G2.01) of the master plan. The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

(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);

Response: Page 18 of the Master Plan includes a conceptual site plan which shows all proposed land uses on the site. Proposed land uses include mixed-use residential, general sales & service, and education uses. The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

(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 plain view and cross section for streets (cross sections only required for projects in the Downtown);

Response: The Master Plan includes several plan sheets indicating the layout and conceptual design of all streets, pedestrian pathways, parking and location of transit facilities. Vehicular, bicycle, pedestrian, and transit site plans can be found on page 19. Cross sections for the streets within the site are provided on pages 20 through 23 of the Master Plan document. More detailed drawings of the transportation plan can be found within the master plan's appendix pages. The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

(iv) Location of proposed space for parks, open space and any cultural facilities;

Response: The Master Plan includes a pedestrian/bicycle woonerf style path (NE 69th ST) through the middle of the development. The woonerf offers a direct connection between the East Lake Sammamish Trail and 176TH Ave NE. The woonerf is proposed to have public art installations throughout the path to provide for a unique pedestrian and bicycle experience. The site in general, will have art installations both on the buildings and around the site. Additionally, the east end of NE 68th St is proposed to have an additional multi-purpose trail that connects to the East Lake Sammamish Trail. Two community gardens (both open to the public) are also proposed to be installed along the eastern border of the property. Page 26 of the Master Plan illustrates these features.

(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;*

Response: Section 3 (pages 38-44) of the Master Plan includes plans for how the project is to be phased. Due to the fact the entire development shares a single subterranean parking lot, the project is essentially being developed in one phase. However, the buildings will be built sequentially. For the residential portion of the Master Plan, each building will need to comply with RZC 21.20.030(B), which requires that at least 10 percent of the total number of units within a residential development be affordable units. The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

(vi) *Location of any environmentally critical areas;*

Response: There are no environmentally critical areas located on the property. The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

(vii) *Landscape and tree retention concepts, including consideration of the health and structural stability of retained trees, as determined by an arborist report;*

Response: In addition to meeting the 35% significant tree retention requirements of RZC 21.72.060, the project is subject to RZC 21.72.080.H. "Supplemental Standards for the Marymoor Design District." The supplemental standard's intent is to focus tree preservation and replacement on increasing long-term, healthy tree canopy throughout the Design District. Increasing tree canopy supports the subarea stormwater management strategy and urban design objectives and contributes to Redmond's overall green character. In summary, regardless of the number of retained and replaced trees, the total amount of trees on-site must provide a tree canopy covering 15% of the site within 10 years of the site redevelopment.

Per the July 20, 2018 dated arborist report, prepared by American Forest Management, six (6) significant trees were identified on the property. Each tree's diameter was measured and assessed for defects and vigor. All significant trees were identified as black cottonwood and do not have a high retention value due to short life spans and systemic branch/stem failures. Significant trees will be replaced at 3:1 ratio. The significant tree replacement coupled with the supplemental tree canopy coverage requirement will not only outweigh tree replacement requirements but will also exceed the tree canopy coverage requirement by 3%, therefore adding a net benefit to the City. A total of 154 trees will be planted as a result of this project.

The scale, height, and density of development proposed in the Master Plan and allowed under zoning is intended to support the City's goals and visions for the Marymoor Design District and SE Redmond as mixed-use area with pedestrian and bike connectivity served

by light rail. Given these factors, the type of dense, mixed-use, urban-scaled development desired by the City for this site is not compatible with large-scale preservation of stands of existing significant trees.

The redevelopment of the site, both for the planned uses and the new on-site infrastructure and underground parking necessary to support those uses, will require an extensive amount of grading and earthwork, permanently disturbing the underlying soils and hydrology which the trees are reliant upon for their survival.

Per RZC 21.72.090(B)(2), developers within urban centers proposing to retain less than 35% of existing significant trees will be required to replace trees using a three-tiered vegetative replacement plan. The replacement plan has been reviewed as part of the associated site plan entitlement and will be further reviewed at the Coordinated Civil Review (CCR) stage as the location of infrastructure is finalized. The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

(viii) Preliminary plan indicating required connections to adjacent properties for transportation and open space systems;

Response: The Master Plan provides the vision of connectivity, mobility and a unique multi-modal visual experience. The Master Plan includes street connections to adjacent properties, but most importantly, connections to the East Lake Sammamish Trail. Expanded street rights-of-way with pedestrian-friendly landscape elements and bicycle lanes along 176TH Ave NE will provide increased circulation and connection to the north and the south properties. Expanded streets rights-of-ways with pedestrian-friendly landscape elements and bicycle lanes along NE 70th ST and NE 68TH St will provide expanded east/west connectivity along with connections to the East Lake Sammamish Trail. The pedestrian focused NE 69TH Street also provides an enhanced public thoroughfare through the site connecting 176th Ave NE and the East Lake Sammamish Trail. Both NE 70th ST and 176th Ave NE provides direct access to the future SE Redmond light rail station. Due to the design of the site and extensive public thoroughfares, the community will be able to permeate in and through the site with multiple options all the while being able to discover and enjoy the art programs being designed into the site and buildings. The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

(ix) Overall approach to sustainable design, including consideration of the use of environmentally sustainable materials such as permeable pavement, where possible; and

Response: The Master Plan document includes a section on sustainability. The applicant's basic approach to sustainable design is that the type of dense, transit and pedestrian-oriented, mixed-use development proposed for the site is itself an environmentally sustainable design technique that will result in lower vehicle miles traveled, thereby

reducing carbon emissions. To the extent possible in this urban setting, Low Impact Development (LID) strategies shall be employed. Bio-retention planters are proposed throughout the site to help reduce rain water runoff. Buildings are proposed to incorporate energy efficient glazing in the units and also incorporate air barrier products within the buildings envelope membrane. Other sustainable metrics include:

- 500 bike spaces (both public and private)
- 11,070 square feet of bio-retention planters for rain water mitigation
- Minimum .30 U-value residential windows
- Low-permeable vapor barrier primer in residential units
- 418,000 square feet (240 panels) of solar panels on roof
- 100% of roof to be covered in high-reflectivity TPO membrane
- 90% use of LED light fixtures.

The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

(x) Preliminary plan for major infrastructure improvements (may be waived by the Technical Committee for sites in Overlake smaller than three acres).

Response: The major infrastructure improvements that will be necessary for the build-out of the Master Plan are discussed throughout the Master Plan document. Specific conceptual plans for future water, sanitary sewer, and stormwater systems are provided on pages 47-49 of the Master Plan. The MPD is consistent with the RZC and all applicable Comprehensive Plan policies and meets this decision criterion.

B. Development Agreement Decision Criteria (RZC 21.76.070.L.3)

(a) The agreement must be consistent with the applicable development regulations for the property

Response: The development agreement directly references the Master Plan and zoning regulations. The Master Plan has been reviewed against the Redmond Zoning Code (see analysis in Section V.B above) for compliance.

(b) 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;

Response: All project impacts have been thoroughly analyzed and mitigation assigned is defined in detail within the Development Agreement, Master Plan, and the associated exhibits and appendices. Mitigation measures include frontage/roadway improvements to NE 70th Street, 176th Ave NE, and NE 68th ST. Additionally non-motorized improvements are proposed within the NE 69th St woonerf, as well as a north-south pedestrian connection between NE 68th St and NE 69th St. Cycle tracks are proposed to be added along 176TH Ave

NE and NE 70th St. A full menu of transportation mitigation can be found in the Traffic Study prepared by TENW.

(c) 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;

Response: The development agreement does not vest to SEPA or any other elements that would prevent the City from addressing threats to public health and safety.

(d) 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; and

Response: The applicant is seeking a ten (10) year term with a potential five-year extension. The phased development of the development is in proportion to the infrastructure needs to support the Master Plan, and the comprehensive plan vision of the SE Redmond neighborhood.

(e) The agreement must be in the public interest and provide a public benefit.

Response: The development agreement outlines a significant amount of public benefit which exceed requirements contained in the Redmond Zoning Code.

Public benefits include:

- 1) 1 % of total construction costs to be dedicated to art
- 2) 5% of total unit mix will be 3-bedrooms
- 3) 10% (3,500 square foot minimum) of retail space dedicated for Local Commercial Uses
 - a. Local Commercial Uses to be defined in the Development Agreement as businesses that originate from Redmond, Bellevue, Kirkland, or Woodinville, has three (3) or less locations, and is not a national franchise (e.g. 7-11, GNC, Jamba Juice, Subway, etc.)
- 4) Two (2) public gardens totaling a minimum of 5,000 square feet
- 5) King County Trail Crossing connections

The applicant has requested that vesting, phasing flexibility for future market conditions, consideration of streets to be added to the Transportation Master Plan, and shared parking be considered for approval in return for the provisions of these public benefits.

V. Compliance with Comprehensive Plan

The Comprehensive Plan contains certain policies applicable to all areas within the City and land use designations within the community, as well as policies specifically applicable to the LMC Marymoor property and SE Redmond. The policies applicable to this development are listed below. Policies that do not apply to this proposal are not included in this staff report.

Comprehensive Plan

Framework Policies

FW-1 Support a sustainable community that recognizes that people, nature and the economy are all affected by both individual and collective actions.

Response: The project is a mixed-use development that encourages the interaction of people with each other, nature, and the economy. Maker spaces (resident tool/workshops) and bike repair stations are interweaved into the project. The project incorporates and celebrates multi-modal transportation through a mini-network of pedestrian oriented paths activated by art, and also includes public gardens. The hope is that the public gardens not only connects people to nature through the cultivation of food and vegetation, but also fosters community building through the care of the gardens. The commercial components of the project also hope to build community through the support of local commercial businesses that may lease space in the commercial spaces. The project supports a sustainable community that recognizes that people, nature, and the economy are all affected by both individual and collective actions.

FW-12 Ensure that the land use pattern accommodates carefully planned levels of development, fits with existing uses, safeguards the environment, reduces sprawl, promotes efficient use of land and provision of services and facilities, encourages an appropriate mix of housing and jobs, and helps maintain Redmond's sense of community and character.

Response: Per the neighborhood vision for Southeast Redmond, the neighborhood has always been intended to be a neighborhood in which people enjoy living, working, recreating, shopping and more. SE Redmond, and the Marymoor Design District, in particular was not intended to be as dense as the City's Urban Centers (Downtown and Overlake). To that end, the project's density is appropriate to the zone and is designed in a thoughtful manner which takes into consideration the existing built environment. The development is proposed to be built directly across the future SE Redmond Light Rail station and offers a direct connection to the East Lake Sammamish trail system. The project also incorporates 35,000 square feet of commercial space, 10% of which is dedicated towards local commercial businesses. Coupled with a planned integrated arts program embedded into the architecture and site, the project maintains Redmond's sense of community and character.

Land Use Policies

LU-3 Allow new development only where adequate public facilities and services can be provided.

Response: Under the conditions of the Development Agreement and as proposed within the master plan, the City will be able to adequately provide public facilities and services for this development.

LU-7 Design developments to encourage use of alternative travel modes, such as walking, bicycling, and transit.

Response: The Master Plan has been designed to promote alternative travel modes, including walking, bicycling, and transit. The project is proposed to be built directly across from the future

SE Redmond Light Rail station. A new public pedestrian promenade (NE 69th St) is also proposed to be built across the middle of the site connecting 176th Ave NE to the East Lake Sammamish trail. New bicycle facilities (bike lanes) are being constructed in conjunction with the improvements to 176th Ave NE and NE 70th St because of this project. Two prominent connections are made to the East Lake Sammamish Trail, the aforementioned pedestrian promenade and at the terminus of NE 68th St along the southern property line. Public bike repair stations are easily accessible from the East Lake Sammamish Trail. Goods and services are within a reasonable walking distance to the site (e.g. Whole Foods shopping complex) and will also be on-site. Travel modes, such as walking, bicycling, and transit have all been accounted for in this development.

SE Redmond Policies

N-SE-01 Use entryway elements to welcome people to Redmond

Response: The northern most building is one of the most architecturally unique buildings within Redmond. It is not a typical rectilinear shape; rather, the building employs curves and smoother transitions around corners. Additionally, art is prominently integrated into the building and site to greet the public to this newly established neighborhood. The pedestrian promenade through the middle of the site will guide pedestrians in and through the site to enjoy the new cornerstone of the Marymoor Design District.

N-SE-2 Plan for and provide opportunities for art

Response: Although the building design and the site stands by itself, the art components elevate the project as a whole. The applicant is integrating 1% of total construction costs to art installations throughout the site and the buildings. The art installations range from augmented reality murals to motion activated pedestrian path pieces to discoverable sculptures. The Arts Commission has reviewed the concepts and has approved the artists that are being commissioned for these works. The pieces will receive final approval by the Arts Commission and installed prior to the building certificate of occupancy.

N-SE-37 Facilitate opportunities for housing, employment, community gatherings, education, and small-scale shopping.

Response: The proposed project will provide 450 residential units across from the future Marymoor light rail station. Five percent of the units (23 units), are being proposed as much needed three-bedroom units which will provide for more housing choices for families. The project also incorporates up to 37,265 square feet of commercial space. LMC is currently in the process of procuring a daycare provider to occupy some of the commercial space and is also committing itself to provide for a minimum of 3,500 square feet for “local commercial use”. Two community gardens are proposed to be installed within the development as well to help facilitate community building.

N-SE-4 Strengthen the neighborhood's connection to the natural environment by incorporating sustainable stormwater solutions.

Response: The site's shallow water table presented challenges to the site's design regarding constructability and infiltration. Stormwater infiltration chambers are located at the southeast corner of the site as well as along 176th Ave NE. Additionally, stormwater runoff is reduced through bioretention planters and sustainable landscaping. The project successfully strengthens the neighborhood's connection to the natural environment by incorporating sustainable stormwater solutions.

VII. Site Plan Entitlement

The City of Redmond Technical Committee has reviewed and has forwarded a recommendation of approval to the City Council including Conditions of Approval. Once the land use process has been completed, the Coordinated Civil Drawing Review (CCR) and Building Permit Review processes may proceed. The processes will include the review and approval of construction and landscape drawings, as well as collection of performance bonds and Development Engineering review and inspection fees.

The following staff members have reviewed the project for land use compliance and will be the primary reviewers for eventual permits:

Department- Division	Contact	Title	Phone	Email
Planning- Development Engineering/Transportation & Engineering	Min Luo	Senior Engineer	425.556.2881	mluo@redmond.gov
Planning- Development Engineering/Water & Sewer	Zheng Lu	Senior Utility Engineer	425.556.2844	zlu@redmond.gov
Planning- Development Engineering/Stormwater, Clearing & Grading	Jeff Dendy	Senior Engineer	425.556.2890	jdendy@redmond.gov
Fire	Trung Duong	Deputy Fire Marshal	425.556.2256	tduong@redmond.gov
Planning - Development Review	David Lee	Senior Planner	425.556.2462	dlee@redmond.gov

The Technical Committee rendered the recommendation on May 29, 2019.

Administrative Design Flexibility

The application requires several Administrative Design Flexibility (ADF) approvals. The purpose of the Administrative Design Flexibility (listed in RZC 21.76.070.C.) is to promote creativity in site design, allow flexibility in the application of standards in certain zones, and to achieve the creation of sites and uses that may benefit the public by the application of

flexible standards not otherwise possible under conventional development regulations. If zoning code standards are within Article III of the Redmond Zoning Code which governs design, a Design Review Board recommendation is required for approval. Dimensional requirements, like the upper-story setback, may be brought forth to the Design Review Board for their input as it relates to design. Administrative Design Flexibilities may also be applied to other site requirements. Per RZC 21.76.070.E.8.B., site requirements and standards except density, number of stories, and FAR may be modified within the development to provide superiority in site design. The Technical Committee does not require Design Review Board recommendations for standards outside of Article III of the Redmond Zoning Code.

The Design Review Board (DRB) has reviewed the ADF's and forwarded a recommendation of approval to the Technical Committee. The Technical Committee reviewed the DRB's findings and concurs with the DRB and is recommending the approval of the following Administrative Design Flexibilities:

1. Rooftop modulation RZC 21.60.040.B.3.b- ii. The width of any continuous flat roofline should not extend more than 100 feet without modulation. Modulation should consist of either one or a combination of the following treatments:
 - For flat roofs or facades with a horizontal eave, fascia, or parapet with at least an eight-foot return, the minimum vertical dimension of roofline modulation is the greater of two feet or one-tenth multiplied by the wall height (finish grade to top of wall) if the segment is 50 feet or less, or at least four feet if the segment is more than 50 feet in length.
 - Sloped or gabled roofline segment of at least 20 feet in width and no less than three feet vertical in 12 feet horizontal.

Applicant is proposing a mixture of flat roof lines (predominantly on the northern building) and modulated rooflines throughout the site. The varied rooflines and styles of buildings add to the overall eclectic nature of the development as a whole. Strictly following code mandated roofline treatments would result in roofline uniformity both within the development and in other urban zones. The proposed design offers a unique building roofline form that better meets the intent of the goals and policies for the zone in which the site is located, superior in design, and provides a benefit in terms of desired use and activity (visually).

2. RZC 21.13.140 requires a 15' upper story setback along the front of any building within the MDD2. The northern most building, has a varied upper story setback ranging from 0' to 15' as the upper body of the building is angled after the first story. Strictly following the code mandated upper story setback would result in a more uniform building form within the proposed development site, as well as across the MDD in future developments. Varied upper story setbacks should be encouraged to

better vary the designs within the MDD. The proposed design with the canted space above the parking podium better meets the intent of the goals and policies for the zone in which the site is located, offers superior design, and provides a benefit in terms of desired use and activity (visually).

3. RZC 21.13.140.B.3 requires that where pedestrian-oriented uses are encouraged (the 69th Street frontage), a minimum of 50 percent of the linear sidewalk-level facade shall be designed to accommodate future conversion to pedestrian-oriented uses and shall be designed at a maximum of 6 inches above sidewalk grade. Residential uses are permitted. The ground-floor height standard of 15 feet does not apply in this area.

Due to grading issues, it is not feasible to accommodate the maximum 6" grade. The applicant has provided glazing, high quality materials and design, and landscaping to create an inviting and useable pedestrian space. The proposed transparent design for visual access into the ground floor commercial spaces better meets the intent of the goals and policies for the zone in which the site is located, superior in design, and provides a benefit in terms of desired use and activity (visually). Physical access consistent with ADA design requirements will be maintained to all commercial spaces.

4. RZC 21.60.040.B.2.b.ii requires building facades visible from public streets and public spaces shall be stepped back or projected forward at intervals to provide a minimum of 40 percent facade modulation unless the applicant demonstrates that an alternate design solution provides an equal or greater level of achieving the intent of the section. The minimum depth of modulation shall be one foot, and the minimum width shall be five feet.

The applicant has provided a very unique building experience by integrating moments of art interspersed throughout the site and on the buildings. All three buildings meet the modulation intent to create building interest and avoid long blank walls by providing art features as an alternative design to step backs and projected façade elements. The proposed design better meets the intent of the goals and policies for the zone in which the site is located, offers superior design, and provides a benefit in terms of desired use and activity (visually).

In addition to the Administrative Design Flexibilities (ADF) listed above that requires the Design Review Board's recommendation, the following ADF's do not require Design Review Board's recommendation and are recommended by the Technical Committee for approval by the City Council:

1. RZC 21.40.010.D. allows for the approval of an alternative minimum parking requirement for specific uses on specific development sites where the land use permit applicant demonstrates, through a parking study prepared by a qualified expert, that the alternative requirement will provide sufficient parking to serve the specific use

without adversely impacting other uses and streets in the vicinity. A parking study was prepared by TENW dated January 30, 2019 which recommended the following parking calculations:

Multi-Family Residential Unit Parking Ratio: 1:1

Upon review of the parking study, the recognition of the future SE Redmond Light Rail station, and consulting the King County Right Sized Parking calculator, the Technical Committee recommended approval of the parking alternative minimum parking.

2. RZC 21.40.10.E.6. generally prohibits backing into streets. It further requires parking facilities be designed so exiting vehicles are not required to back into streets, except for residential uses of less than four dwellings per lot on local access streets.

Due to the highwater table, building/site configuration, standard heights of garbage trucks, and the operational needs of the garbage trucks, the backing up of garbage trucks on to NE 68th St was unavoidable without the loss of public benefits and open space. NE 68th St is a local access street that currently terminates approximately three quarters of the way heading east on NE 68TH St. The last quarter of right-of-way is proposed as a pedestrian path and landscaping. The future extension of NE 68TH St heads south from the current terminus.

The design has been modified in such a way that the garbage truck load/unload enters at the south east corner for pickup and must back up to the east into a non-vehicular right-of-way. The Technical Committee finds that:

- The backing motion does not occur within a vehicular thoroughfare;
- Per the City of Redmond Transportation Master Plan, NE 68TH St will not be improved to the east beyond what is shown on the plans;
- The future right-of-way improvement of the southern property heading north and turning onto NE 68TH St does not create a vehicular travel lane within the backing area of the garbage truck;
- And the location proposed creates the least amount of noise impacts related to waste disposal trucks.

The Technical Committee recommends the approval of this alternative design flexibility on the condition that at the minimum, two people must coordinate the backing movements of any vehicle entering/exiting the garbage pick-up location to ensure pedestrian safety. This may be coordinated either with the facility's management or with Waste Management or a combination of the two.

Development Standard Deviations

The Technical Committee is recommending approval of the following deviations to the development standards through the authority referenced:

- 1. Driveway Spacing Deviation:** Approved the driveway spacing approximately 130 feet between the two garage accesses to the north building and to the west building and the intersection of NE 69th Street and 176th Avenue NE based on these considerations:
- NE 69th Street is a Woonerf-like street with relatively lower design speed that can improve safety.
 - The two garage accesses to the north building and the west building are lined up to avoid additional traffic movement conflicts.
 - An alternative access point at NE 68th Street is provided via the shared underground parking structure for all the buildings in case conflicts occur on NE 69th Street.

Code Authority: Redmond Zoning Code Title 21 Appendix 2.D.4.b

- 2. Sight Distance Triangle:** Approved to apply the 10-foot by 10-foot pedestrian sight distance triangle from NE 69th Street and from NE 68th Street onto the garage accesses only based on the following consideration:
- Per RZC 21.13.140, the proposed development is located in the MDD 2, where build-to line of zero-feet is applied. This build-to line of zero setback design requirement posts on-site constraints that prevent the application of the 20-foot by 65-foot sight distance triangles onto garage access. Therefore, a 10-foot by 10-foot pedestrian sight distance triangle onto garage access is substituted in order to ensure pedestrian safety. The 20-foot by 65-foot sight distance triangle along NE 69th Street and along NE 68th Street shall still be applied. The obstruction and clearance requirements outlined in RZC 21.52.040.C shall be met within the approved 10-foot by 10-foot pedestrian sight distance triangles onto the garage accesses and within the required 20-foot by 65-foot sight distance triangles along NE 69th Street and along NE 68th Street.

Code Authority: Redmond Zoning Code Title 21.52.040

Site Plan Entitlement Conditions of Approval

The following table identifies those materials that are recommended to be approved with conditions as part of this decision.

Item	Date Received	Notes
Plan Set	04/05/19	<i>and as conditioned herein.</i>
SEPA Checklist	04/05/19	<i>and as conditioned herein and as conditioned by the SEPA threshold determination on [date].</i>
Architectural Elevations	04/05/19	<i>and as conditioned herein.</i>

Design Review Board Approval/Plans	04/05/19	<i>and as conditioned herein.</i>
Conceptual Landscaping Plan	04/05/19	<i>and as conditioned herein.</i>
Conceptual Lighting Plan	04/05/19	<i>and as conditioned herein.</i>
Proposed Tree Retention Plan	04/05/19	<i>and as conditioned herein.</i>
Traffic Mitigation Plan	04/05/19	<i>and as conditioned herein.</i>
Stormwater Design	04/05/19	<i>and as conditioned herein.</i>

The following conditions are recommended to be reflected on the Civil Construction Drawings unless otherwise noted:

Development Engineering - Transportation and Engineering

Reviewer: Min Luo, Senior Engineer

Phone: 425-556-2881

Email: mluo@redmond.gov

Compliance with Development Regulations:

Transportation: LMC Marymoor will provide right-of-way dedication along NE 70th Street, along NE 176th Street and along NE 68th Street and also provide public access easement along NE 69th Street and between NE 69th Street and NE 68th Street. Frontage improvements along NE 70th Street, 176th Avenue NE, NE 68th Street and NE 69th Street will be provided. Public access path will be built on NE 69th Street, NE 68th Street and between NE 69th Street and NE 68th Street. Project access points meet the code requirements or are approved via deviation request. The transportation plan meets the code requirements shown in RZC 21.52 and RZC 21 Appendix 2 and Appendix 8A.

- a. Easements and Dedications.** Easements and dedications shall be provided for City of Redmond review at the time of construction drawing approval and finalized for recording prior to issuance of a building permit. 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.
- i. Easements are required as follows:
- (a) 28 feet wide public access easement immediately east of the two garage accesses on NE 69th Street, granted to the City of Redmond. The easement area is referred to LMC Marymoor (LAND-2018-00868) Transportation Plan C-1.00 dated February 28,2019.
 - (b) 52 feet wide public access easement from 176th Avenue NE to immediately east of the two garage accesses on NE 69th Street, granted to the City of Redmond. The easement area is referred to LMC Marymoor (LAND-2018-00868) Transportation Plan C-1.00 dated February 28,2019.
 - (c) 12 feet wide public access easement between NE 69th Street and NE 68th Street, granted to the City of Redmond. The easement area is referred to LMC

Marymoor (LAND-2018-00868) Transportation Plan C-1.00 dated February 28, 2019.

- (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) New right-of-way lines joining at the intersection of NE 70th Street and 176th Avenue NE shall connect with a 25-foot radius, or with a chord that encompasses an equivalent area. The area formed by this radius or chord shall also be dedicated as right-of-way.
- (b) New right-of-way lines joining at the intersection of NE 68th Street and 176th Avenue NE shall connect with a 25-foot radius, or with a chord that encompasses an equivalent area. The area formed by this radius or chord shall also be dedicated as right-of-way.
- (c) A strip of land 19 feet wide abutting the south side of existing NE 70th Street right-of-way shall be dedicated as right-of-way.
- (d) A strip of land 21 feet wide abutting the east side of existing 176th Avenue NE right-of-way shall be dedicated as right-of-way.
- (e) A strip of land 36 feet wide for the new NE 68th Street from 176th Avenue to the east Fire hammerhead shall be dedicated as right-of-way.
- (f) A strip of land 16 feet wide for a trail connector between the Fire hammerhead and East Lake Sammamish Trail shall be dedicated as right-of-way.
- (g) The PSE easement and the associated facilities along NE 68th Street is required to be removed or relocated prior to acceptance of the right of way dedication along NE 68th Street. The developer is required to work with PSE to complete the PSE easement and PSE facilities removal and relocation.

(Code Authority: RZC 21.52.030(G); RMC 12.12)

iii. Vacation of right-of-way is required as follows:

- (a) No right of way vacation is required from this development.

(Code Authority: RCW 35.79)

- b. Construction Restoration and Street Overlay.** In order to mitigate damage due to trenching and other work on NE 70th Street and on 176th Avenue NE, the asphalt street shall be planed, overlaid, and/or patched, per COR SD 202 or 203. If the Pavement Condition Index (PCI) of the existing pavement is below 70 (as determined by the City's bi-annual pavement survey), the development shall be required to plane and overlay the entire half street along the project frontage at a minimum as determined by the Traffic Operations and Safety Engineering Division in Public Works at 425-556-2751.

(Code Authority: RMC 12.08; Redmond Standard Specifications & Details)

c. Street Frontage Improvements

- i. The frontage along NE 70th Street must meet the current City Standards which include 5 feet wide planter strips, 12 feet wide concrete sidewalks (shared path), storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. If the Sound Transit Plan does not move forward, the minimum pavement section for the half street improvement between the existing Centerline to face of curb shall consist of:
- 4 inches HMA Class ½" PG 64-22
 - 5 inches HMA Class 1" PG 64-22
 - 4" 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 drain system

(Code Authority: RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC 21 Appendix 2; Redmond Standard Specifications & Details)

- ii. The frontage along 176th Avenue NE must meet the current City Standards which include: on the south side of NE 69th Street, asphalt paving 26.5 feet from the proposed centerline to face of curb to accommodate one 11 feet general purpose lane, one 7.5 feet parking lane, 3 feet physical separation between the parking lane and bicycle cycle track, 5 feet bicycle cycle track, 0.5 feet vertical curb, 4.5 feet planters with filterra and bioretention and 8 feet concrete sidewalks; on the north side of the NE 69th Street, asphalt paving 21.5 feet from the proposed centerline to face of curb to accommodate one 11 feet general purpose lane, one 10.5 feet parking lane or right-turn lane, 0.5 feet vertical curb, 4.5 feet planters with filterra and bioretention, one 5 feet bike lane, and 8 feet concrete sidewalks with appropriate tapers, type A-1 concrete curb and gutter, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:
- 4 inches HMA Class ½" PG 64-22
 - 5 inches HMA Class 1" PG 64-22
 - 4" 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 drain system

(Code Authority: RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC 21 Appendix 2; Redmond Standard Specifications & Details)

- iii. The frontage along NE 68th Street up to the fire hammerhead must meet the current City Standards which include asphalt paving 20 feet to accommodate two 10 feet

general purpose lanes and fit for future one 10 feet general purpose lane and one 8 feet parking lane, 0.5 feet vertical curb, 7.5 feet planter with filterra and bioretention and 8 feet concrete sidewalks with appropriate tapers, type A-1 concrete curb and gutter, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

- 7 inches HMA Class ½" PG 64-22
- 4" 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 drain system

(Code Authority: RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC 21 Appendix 2; Redmond Standard Specifications & Details)

iv. The frontage along NE 69th Street up to the fire hammerhead must meet the current City Standards which include asphalt paving 20 feet or concrete per City Standard Details 301 to accommodate two 10 feet shared general purpose lanes and pedestrian path, 2 feet shoulder and 5 feet concrete sidewalks on each side with appropriate tapers, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum asphalt pavement section for the streets shall consist of:

- 7 inches HMA Class ½" PG 64-22
- 4" of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3) and waterproofing structure.
- Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557)
- Street crown 2% sloped to drain system

(Code Authority: RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC 21 Appendix 2; Redmond Standard Specifications & Details)

v. At the intersection of NE 70th Street and 176th Avenue NE, a traffic signal system shall be installed by the Sound Transit Light Rail project per City of Redmond Standards. The developer is required to coordinate with Sound Transit to fit in signal poles, signal controllers/cabinets, street lights and ADA ramps and other facilities at the southeast corner of the intersection of NE 70th Street and 176th Avenue NE.

(Code Authority: RZC 21.52.030(F))

vi. ADA ramp requirements:

Curb ramps for persons with disabilities are required to all new curb construction at all the intersections including NE 70th Street/176th Avenue NE, NE 69th Street/176th Avenue NE, NE 68th Street/176th Avenue NE and to all replacement

curbs constructed in combination with sidewalks, paths, or other pedestrian access ways.

(Code Authority: RCW 35.68.075; RZC 21-A.21.a)

- vii. A separate 40-scale channelization plan may be required for any public street being modified or constructed. The plan shall include the existing and proposed signs, striping and street lighting and signal equipment for all streets adjacent to the site and within at least 150 feet of the site property line (both sides of the street). The plan shall conform to the requirements in the City of Redmond Standard Specifications and Details Manual.

(Code Authority: RZC 21.52.030(F), RZC 21 Appendix 2; Redmond Standard Specifications & Details; RCW 47.24.020)

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

- 12 feet concrete shared use path along the south side of NE 70th Street.
- 8 feet concrete sidewalk along the east side of 176th Avenue NE
- 8 feet concrete sidewalk along the south side of NE 68th Street
- 5 feet concrete sidewalk along both sides of NE 69th Street up to the fire hammer head.
- 20 feet concrete shared use pedestrian path plus additional 5 feet pedestrian hardscape along NE 69th Street on the eastern portion east of the fire hammer head.
- 14 feet concrete shared use path along NE 68th Street on the eastern portion east of the fire hammerhead. This section is also shared with the utilities access and the utility access must meet the current City Standards.
- 12 feet concrete shared use path between NE 68th Street and NE 69th Street.

(Code Authority: RZC 21.10.150, RZC 21.17.010; RZC 21.52.050; RMC 12.12)

d. Access Improvements

- i. The type and location of the proposed site accesses are approved as shown on the LMC Marymoor Transportation Plan prepared by LMC on February 28, 2019.

(Code Authority: RZC 21.52.030(E); RZC 21 Appendix 2)

- ii. Direct access to NE 70th Street will not be permitted. This restriction shall be indicated on the civil plans and other final documents.

(Code Authority: RZC 21.52.030(E); RZC 21 Appendix 2)

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

(Code Authority: RZC 21.17.020; RZC 21 Appendix 2 – A.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 Paul Cho, Transportation Operations at (425) 556-2751 with questions. The street lighting shall be designed using the criteria found in the City's Illumination Design Manual which can be accessed at: <https://www.redmond.gov/862/Transportation-Documentation-Library>

(Code Authority: RZC 21.52.030(F), RZC 21 Appendix 2)

- 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.

Existing sidewalks or pathways shall be closed only when absolutely necessary during construction. If unavoidable, the pedestrian access plan should provide temporary routes with barricades and cones that parallel existing facilities. These routes must be accessible for persons with disabilities per the current ADA regulations and standards, including the provision of ramps, minimum widths, and smooth surfaces for wheelchair access. When a parallel route is not available, pedestrians must be detoured with advance signing in accordance with the Manual on Uniform Traffic Control Devices. 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, a covered walkway will be required to protect pedestrians from falling debris. Covered walkways 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.

Code Authority: MUTCD 2009 (or latest revision) sections 6D.01, 6D.02, & 6D.05

Condition Applies: Civil Construction

Development Engineering – Water and Sewer

Reviewer: Zheng Lu, Senior Utility Engineer
Phone: 425-556-2844
Email: zlu@redmond.gov

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

- Construct a new 12" ductile iron water main along 68th Street, NE in front of entire property frontage. The water main shall be in south side of half street.
- Each building will have a 4" residential water meter, a 2" commercial water meter and a 1 ½" irrigation water meter. The meters are connected to new and the existing city water main. The locations for meters are shown on the prep plans dated on 2/27/2019.
- There are seven (8) fire hydrants around and in the center of three buildings.
- At least one dedicated fire line going into each building from City water main; at least one FDC extended from each building close to fire hydrant. The distance between each pair of fire hydrant and FDC shall be less than 40 feet unless the Fire Department approved elsewhere.

(Code Authority: RZC 21.74.020(D), RZC 21.17.010)

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

- The City will construct a 10" sewer main to replace the existing sewer main along 176th Ave. NE. The construction will be completed in early 2020.
- The new side sewer from North Building shall connect to this new city sewer main.
- The developer shall construct a new 8" PVC sewer main along 68th Street, NE in front of entire property frontage. The sewer main shall be in north side of half street. This sewer main shall connect to City 10" sewer main along 176th Ave. This sewer main will connect to side sewers from both West Building and East Building. The distance between new 12" water main and 8" sewer main along NE 68th Ave. shall not be less than 10 feet.

(Code Authority: RZC 21.74.020(D), RZC 21.17.010)

- c. **Easements.** Easements shall be provided for all water and sewer improvements as required in the Design Requirements for Water and Sewer System Extensions. The sanitary sewer easement shall be 20' in width, 10' each side of the sewer main along NE 68th Street. The City has also approved 15' wide water easement, 10' in north side of water main and 5' in south side of water main to property line. The City will obtain another 5' water easement when the Lot in south will develop in the future. Easements for the water and sewer mains shall be provided for City of Redmond review at the time of construction drawing review. All easements must be recorded prior to construction drawing approval.

(Code Authority: RZC 21.74.020(C), Appendix 3)

- i. **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 sale of water and side sewer permits.

(Code Authority: RMC 13.08)

Development Engineering – Stormwater/Clearing and Grading

Reviewer: Jeff Dendy, Senior Engineer

Phone: 425-556-2890

Email: jdendy@redmond.gov

a. Water Quantity Control:

- i. This project will infiltrate 100% of the 50-year storm event. Both the onsite work and frontage work in the right-of-way will infiltrate. The infiltration facilities on-site will be privately maintained. The infiltration facilities within the right-of-way will be publicly maintained.
- ii. The infiltration facilities' design will provide for long term maintenance.
- iii. Provide a 10-foot setback between infiltration facilities and property lines. Include facilities in the R/W. A deviation request could be submitted to reduce setback limits.

(Code Authority: RZC 21.74.020(D); RMC 15.24.080(9)); Stormwater Technical Notebook section 8.6.11 Infiltration Setbacks

b. Water Quality Control

- i. Within the right-of-way enhanced water quality treatment shall be provided in publicly maintained Filterra facilities. Treatment is required for the 6-month, 24-hour return period storm.
- ii. Within the private property enhanced water quality treatment is needed for runoff from pollution generating areas in excess of 5,000 square feet.

(Code Authority: RZC 21.74.020(D); RMC 15.24.080(8))

- c. **Public Stormwater Easements.** Public easements will be required for any public stormwater conveyance systems on private property. No public stormwater easements are anticipated.

(Code Authority: RZC 21.74.020(C))

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

(Code Authority: insert code authority)

- e. **Clearing and Grading.** Take care not to discharge turbid construction runoff to the proposed infiltration facility locations.

(Code Authority: RZC 21.74.020(J); RMC 15.24.080)

- f. **Temporary Erosion and Sediment Control (TESC).**

Rainy season work permitted October 1st through April 30th only with an approved Wet Weather Plan.

(Code Authority: RMC 15.24.080)

- g. **Floodplain Management.** The project parcel is not included as a FEMA designated special flood hazard area.

(Code Authority: RZC 21.64.010; RZC 21.64.040)

- h. **Landscaping.** No project specific limitations.

(Code Authority: RZC 21.32)

- i. **Department of Ecology Notice of Intent Construction Stormwater General Permit.** Notice of Intent (NIO) 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:
www.ecy.wa.gov/pubs/0710044.pdf.

(Code Authority: Department of Ecology Rule)

Fire Department

Reviewer: Trung Duong, Deputy Fire Marshal

Phone: 425-556-2256

Email: tduong@redmond.gov

The current submittal for LAND-2018-00869/868 is generally adequate for Approval, but does not fully represent compliance with all requirements. The following conditions are integral to the approval and compliance shall be demonstrated in Civil Drawings, Building Permit Submittals, Fire Code Permit submittal, and/or other applicable processes.

a. General Requirements

- i. Coordinate the location of the generator with the requirements of the preliminary Smoke Control Design Report. Preliminary design calculations are showing the need for a 600 KVA diesel generator. At 100% load it is anticipated that the generator would require 340 gallons of fuel for 2HR operation. Final design will be verified during the building permit review to ensure that quantity of fuel is sufficient to provide emergency/standby power for all life safety systems, smoke control and elevators, etc. for all buildings at the same time. A maximum of 660 gallons of Class II combustible liquid is permitted to be stored inside a building for a UL142 listed tank or 3,000 gallons if the fuel is stored in a UL2085 protected above ground tank. IFC 603.3.2.
- ii. Size and location of Knox Key Box(es) will be determined during review of the building permit plans.
- iii. Address for the building will be assigned during the CCR review process.
- iv. Specify what Type 1 and Type 3 fire lane markings consist of on C3.0 so that it is clear to the contractor what needs to be done without referencing the RFD Standard and for maintenance by property owner. Where paint is designated, it shall be 'safety yellow'.
 1. Type 1 – Curb Striping: Vertical curbs shall be painted on the top and side, extending the length of the designated fire lane. Type 1 marking of a rolled curb shall be a minimum 6 inches painted stripe on the top most part of the curb.
 2. Type 3 – Metal Signs: Approved metal signs stating "NO PARKING-FIRE LANE" or "NO PARKING-THIS SIDE OF STREET" shall be

posted at intervals of not more than 75-feet on center. Signs shall clearly indicate the extent and location of the required fire lane. (Examples: 'this side of street, north of here, between signs, etc.) Additional locations may be designated by the Fire Marshal. Such signs shall be approximately 12" wide and 18" high and have red letters on a white background, and shall face towards approaching vehicles. See City of Redmond Design and Construction drawing number 499. Where fire lanes are adjacent to buildings or structures the signs may be placed on the building or structure face when approved or directed by the Fire Marshal.

- v. Emergency vehicle access routes or areas, including Emergency Vehicle Operations Areas, turnarounds, overhang areas, firefighter access, emergency egress, or similar, that are not within a public right-of-way shall be maintained in an approved and recorded Emergency Vehicle Access and/or Firefighter Access Easement. Easement language and exhibits shall be provided for review and approval during the CCR review process.
- vi. Storage and use of pool chemicals will be reviewed during the building permit process for the parking garage. Pool chemicals are often considered oxidizers or corrosives by the IFC. A Hazardous Materials Inventory Statement shall be provided specifying the type and quantities of all pool chemicals to be stored and/or used on site to show compliance with IFC Chapters 50, 54, and 63.
- vii. The Phasing Plan on Sheet G2.07 is not approved as proposed. Any phased occupancy of the garage and buildings above will require that a formal phasing plan be submitted to the building division for approval. The phasing plan shall address the inspection, testing and approval of all life-safety items and any additional requirements that must be satisfied by the building division, construction inspectors, planners and any other COR stakeholder before occupancy of any portion of the buildings proposed for this property.

b. Fire Protection

- i. The Type IA parking garage and Type VA Mixed-Use building shall be fully sprinklered in accordance with NFPA 13. The parking garage shall be equipped with quick-response sprinklers in accordance with Section 5.3.4.6 (B) of RFD Standard 5.00.
- ii. Canopies greater than 4 feet that are associated with occupancies where combustibles are stored, handled or used shall be provided with sprinkler protection in accordance with Section 5.3.4.6 (A)(b) of RFD Standard 5.00.

c. Fire Code Permits

- i. A separate Fire Installation Permit is required for the following:

1. To operate a place of assembly with 50 or more occupants. Include a seating plan of all assembly areas specifying maximum occupant load for review and approval along with the permit application.
2. Emergency Responder Radio System designed in accordance with RFD Standard 18.00.
3. Smoke Control for pressurized stair enclosures for compliance with WAC 51-50 Section 504.4.1 and COR Ordinance 2833 Design Option #2. A separate smoke control permit is required for the East and West buildings. A preliminary smoke control design report shall be submitted with the application for the Fire Installation Permit at the same time as building permit application for the buildings that will have a smoke control permit. Coordinate the location of the generator with requirements of the preliminary smoke control design report.
4. Solar Photovoltaic Power System for any rooftop solar power systems.
5. Flammable/Combustible liquids associated with the diesel belly tank for generator. Include plans and sections showing location of tank, fill connection, supply and return piping, termination of tank vents and manufacturer's specifications for all equipment. Fuel tank shall be UL 142 or UL 2085 listed. All fuel supply and return lines shall be provided with secondary containment in accordance with RMC 15.06.013(48).
6. Private hydrant for hydrant located adjacent to fire lane on Ne 69th St.

(Code Authority: RMC 15.06; RZC Appendix 2, RFD Standards, RFDD&CG)

Planning and Community Development Department

Reviewer: David Lee, Senior Planner

Phone: 425-556-2462

Email: dlee@redmond.gov

- a. **Street Trees.** A final street tree plan shall be submitted and approved during the CCR process due to market availability of certain species. The street tree plan shall be in accordance with RZC 21.32.090. The minimum size at installation is 2 ½ inch caliper.

Code Authority: RZC 21.32.090

Condition Applies: Civil Construction

- b. Transfer of Development Rights.** Prior to issuance of civil drawings, the Development Rights Certificates and recorded easements must be provided to the City.

Code Authority: RZC 21.48.010(C)

Condition Applies: Civil Construction, Building Permit

- c. 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 21.72.060D)

- d. Tree Health Assessment.** An updated tree health assessment shall be provided during the Civil review process.

Code Authority: RZC 21.32

Condition Applies: Civil Construction

- 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 21.32.080

Condition Applies: Civil Construction

- f. Waste Management Approval.** The approved site plan and garbage/recycling enclosure detail must be submitted to Waste Management for review and approval. An approval letter from Waste Management must be submitted to the Planning and Community Development Department prior to approval any associated building permit. Per the ADF condition related to garbage pickup, two people must coordinate the backing movements of any vehicle entering/exiting the garbage pick-up location to ensure pedestrian safety. This may be coordinated either with the facility's management or with Waste Management or a combination of the two.

(Code Authority: RZC 21.38.020(F))

- g. Impact Fees.** The associated Development Agreement shall govern the assessment and collection of transportation impact fees. For the Purpose of Impacts, the use(s) assigned for this project have been determined as the

following: 450 units classified as multi-family residential and 35,000 square feet as daycare/miscellaneous retail/restaurant/office (to be determined at building permit). The following total square footage of 6,550 (one 3,750 square foot building and one 2,800 square foot building) classified as Light Industrial/Manufacturing use may be credited for current structures to be demolished at time impact fee calculation during building permit review. 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 pursuant to the Development Agreement.

Code Authority: RMC 3.10
Condition Applies: Building Permit

- h. Parking.** An alternate minimum parking requirement has been approved for multifamily residential of 1.0 per dwelling unit.

(Code Authority: RZC 21.40.010.D)

- i. Bonds.** Bonds for Landscaping, Tree Preservation, Tree Replacement and Mitigation shall be provided no less than 5 days prior to request for Mylar signatures. Drafts of the Bond Agreements, Bond quantity Worksheets and Bond Calculation Worksheets shall be submitted at time of Civil Construction Application. If not provided at time of CCR submittal, entire submittal will be rejected for intake.

Condition Applies: Civil Construction

- j. Affordable Housing.** The LMC Marymoor shall demonstrate conformance with the Affordable Housing Regulations in RZC 21.20.060.B.b.ii. which states “At least 10 percent of the units in the new renter-occupied housing developments of 10 units or more must be low-cost affordable units.” An agreement in a form approved by the City must be recorded with the King County Recorder’s Office to stipulate conditions under which required affordable housing units will remain as affordable housing for the life of the development. This agreement shall be a covenant running with the land, binding on the assigns, heirs, and successors of the applicant. Prior to the issuance of any building permit, the owner shall sign any necessary agreements with the City to implement these requirements. Applicant shall initiate contact by contacting a member of the Housing and Human Services staff.

Code Authority: RZC 21.20.060.B.b.ii

Condition Applies: Building Permit

- k. Archeological and Historical Preservation:** The Department of Archeology + Historic Preservation (DAHP) has determined that the building/structures located within the project area are not eligible for the National Register of Historic Places. Due to the current hardscaping of the property the DAHP also agrees that archaeological monitoring should be undertaken to determine the presence/absence of archaeological sites on the property.

Code Authority: RZC 21.30.070.D

Condition Applies: Civil Construction & Building Permit

- l. Building Permit.** All building permits currently under review or issued for the project known as “LMC Marymoor” shall be updated to show current approved Floor Area Ratio, Gross Floor Area and show/ note the parking stalls as approved by this Site Plan Entitlement. All revisions for the building permits shall be submitted within 14 days of the issuance of this Notice of Decision.

(Code Authority: RZC 21.76.020)

Condition Applies: Building Permit

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

Transportation and Engineering

RZC 21.10.150	Downtown Pedestrian System
RMC 6.36	Noise Standards
RZC 21.52	Transportation Standards
RZC 21.40.010(E)	Design Requirements for Parking Facilities
RZC 21.54	Utility Standards
RMC 12.08	Street Repairs, Improvements & Alterations
RMC 12.12	Required Improvements for Buildings and Development
RMC 12.16	Highway Access Management
RZC 21.76.100(F)(9)(C)	Nonconforming Landscaping and Pedestrian System Area
RZC 21.76.020(G)	Site Construction Drawing Review
RZC 21.76.020(G)(3)	Preconstruction Conference
RZC 21.76.090(F)	Performance Assurance

RZC Appendix 2	Construction Specification and Design Standards for Streets and Access
City of Redmond	Record Drawing Requirements, July 2015
City of Redmond	Standard Specifications and Details (current edition)

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 21.54.010	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)
City of Redmond	Design Requirements: Water and Wastewater System Extensions - January 2012.

Stormwater/Clearing and Grading

RMC 15.24	Clearing, Grading, and Storm Water Management
RZC 21.32.080	Types of Planting
RZC 21.64	Critical Areas
RZC 21.64.040	Frequently Flooded Areas
RZC 21.64.050	Critical Aquifer Recharge Areas
RZC 21.64.060	Geologically Hazardous Areas
City of Redmond	Standard Specifications and Details (current edition)
City of Redmond	Stormwater Technical Notebook, Issue 7A, March 1, 2017
Department of Ecology	Stormwater Management Manual for Western Washington (amended December 2017)

Fire

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

Planning

RZC 21.10:	Downtown
RZC 21.12	Overlake
RZC 21.14	Commercial

RZC 21.14	Business Park, Manufacturing & Industry
RZC 21.58, 60, 62	Design Standards
RMC 3.10	Impact Fees
RZC 21.32	Landscaping and Tree Protection
RZC 21.34	Exterior Lighting Standards
RMC 6.36	Noise Standards
RZC 21.38	Outdoor Storage and Service Areas
RZC 21.40	Parking Standards
RZC 21.64	Critical Areas
RZC 21.44	Signs
RZC 21.48	Transfer of Development Rights (TDRs)
RZC 21.50	Transition Area Overlay Areas
RZC Appendix 1	Critical Areas Reporting Requirements

Building

RMC 15.08	Building Code
RMC 15.12	Electrical Code
RMC 15.14	Mechanical Code
RMC 15.16	Plumbing Code
RMC 15.18	Energy Code
RMC 15.20	Ventilation and Indoor Air Quality Code

VIII. Design Review Board

The LMC Master Plan and Site Plan Entitlement was reviewed by the City of Redmond Design Review Board. Following a final presentation and discussion of the project on February 7, 2019, the Board moved to recommend to the City Council that the LMC Master Plan and Site Plan Entitlement be approved. The Design Review Board amended their February 7, 2019 decision to include modifications to the SE corner of the “Urban Edge” building at the May 16, 2019 Design Review Board meeting.

IX. Recommendation

Based on the review and analysis of the project and applicable decision criteria of Master Planned Developments under RZC 21.76.070(P)(5), the Technical Committee finds that the LMC Marymoor Master Plan/Site Plan Entitlement LAND2018-00869 and LMC Development Agreement LAND2018-00868 meets the approval criteria of RZC 21.76.070(P)(5) and RZC 21.76.070(L)(3) respectively. Furthermore, the master plan as proposed meets the policies and goals of the City of Redmond Comprehensive Plan. Therefore, the Technical Committee is forwarding a recommendation of approval to the City Council.