

LMC Marymoor Masterplan (LAND-2018-00868/869)*Comment Response Matrix – City Council Questions/Comments*

Issue	Summary & Response	Status
<p>1. Councilwoman Birney – MDD Design Guidelines Compatibility</p>	<p><u>Subject</u> MDD Design Guidelines Compatibility</p> <p><u>Summary of Comments</u> How does the project fit into the MDD Design Guidelines currently being reviewed?</p> <p><u>Response</u> One of the major challenges to this project was ensuring the future compatibility of the design to the future MDD Design Guidelines that is currently being crafted. Although the initial designs were in place prior to any draft guidelines or studies, the applicant focused on the Council’s mandate for “eclecticism”. The Design Review Board also understood the Council’s desire for an eclectic neighborhood that would be implemented by place making and architecture. Staff believes that the final design of the buildings and site inexplicably captures the 8 design principles the City has recently determined to be eclectic.</p> <p>The City, through outreach and workshops, captured dozens of key thoughts and ideas to capture what eclectic is. The key thoughts and ideas were distilled into 8 design principles: Accessibility, Creativity, Distinctive Character, Sustainable Design, Variety, Connectivity, Healthy Community, and Adaptability.</p> <p>The description for Creativity is “Marymoor Village is a community of innovation and creativity”. The project shows creativity through material variety, art, and architecture. All three buildings are distinctly different from each other in both building materiality and massing. Each building has its own material pallet and its own theme. Art is also integrated into the building and site creating a multi-modal viewing experience, in that the art can be experienced whether walking, biking, or driving.</p> <p>The description for Variety is “Marymoor Village is a place for a mix of housing and business choices”. There are 11 live/work lofts, 450 units of housing that ranges from studios to 3-bedrooms, 35,000 square feet of commercial space, daycare use, and a provision in the Development Agreement to make room for local commercial businesses. As a reminder, this is the same concept that was drafted into the Seritage DA where to qualify as a local commercial business, the business must have 3 or less locations, business must be started in Redmond/Kirkland/Bellevue/Woodinville, and cannot be a national chain.</p> <p>Connectivity is described as “Marymoor Village ensures a high quality of life for its community members by providing highly functional and supportive access and mobility network”. The site fully integrates pedestrian and</p>	<p>Updated 7/23/19 Closed 7/23/19</p>

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	<p>bicycle networks in, around, and through the site. Pedestrian paths connect seamlessly to the East Lake Sammamish Trail and the future light rail station. Additionally, the project provides great non-motorized amenities such as public art, seating, and retail uses.</p> <p>The description for Accessibility is “Marymoor is welcoming and family-friendly”. The site is designed to provide access to people of all ages, abilities, and backgrounds. Community and interaction is promoted by the site through programming and layout. The site makes a place for people by adding retail seating, gardens, and just places to socialize. Pedestrian scale lighting and passive surveillance by the residents and community itself adds security and safety for people to engage with each other.</p> <p>Healthy Community is described as “The MDD’s urban form and public realm embraces a healthy lifestyle”. The project includes parking for up to 500 bikes and is tapping into recreational resources like Marymoor Park and East Lake Sammamish Trail to promote a healthy life style. Additionally, the project also keeps in mind the mental aspect of health by providing areas for play, passive recreation, and gardening.</p> <p>The description for sustainability reads as “Demonstrate integrated design solutions aimed at long-term, sustained development practice”. The site contains parking for up to 500 bicycles promoting non-vehicular travel. The site also has 418,000 square feet of solar panel units (240 panels), 11,070 square feet of bio-retention, 100% roof coverage of high reflective membrane, a minimum .30 U-value windows, 90% LED light fixtures, low-permeability vapor barriers, and is a transit oriented development.</p> <p>Distinctive Character is described as “Supports a variety of places to live, work, and shop”. The project include live/work lofts, a variety of housing choices from studios to 3-bedrooms, low-cost affordable units (45 units at 50% AMI vs. 80% AMI), 35,000 square feet of commercial space, and a daycare use.</p> <p>Finally, Adaptability is described as “A place that evolves over time”. The project includes 11 live-work lofts that can be converted into a full commercial unit or a full residential unit.</p>	
2. Councilwoman Birney – Sustainability Metrics	<p><u>Subject</u> Sustainability Metrics</p> <p><u>Summary of Comments</u> What sustainability practices are being implemented?</p>	Updated 7/23/19 Closed 7/23/19

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	<p><u>Response</u></p> <p>The site contains parking for up to 500 bicycles promoting non-vehicular travel. The site also has 418,000 square feet of solar panel units (240 panels), 11,070 square feet of bio-retention, 100% roof coverage of high reflective membrane, a minimum .30 U-value windows, 90% LED light fixtures, low-permeability vapor barriers, and is a transit-oriented development.</p> <p>To put some of these of these features into context:</p> <ul style="list-style-type: none"> • Biking to work 6 miles each way to work would save 3306.93 pounds of greenhouse gas emissions each year • Biking during heavy peak hour commute times also further saves greenhouse gases by not having to idle your vehicle • 5 hours of direct sunlight per day generates approximately 250 kilowatt-hours per panel. Multiplied by 240 panels, that equates to 60,000 kilowatt-hours (kWh) per day on the high end. • The average home uses about 900 kWh per month. • U-factor measures the rate of heat transfer and tells you how well the window insulates. • U-values range from .25-1.25. The lower the U-value, the better the window insulates • Reflective roof coatings will extend the life of a roof by reducing heat transfer into the building decreases thermal shock (the expansion/contraction of the roof membrane) and helps mitigates leaks. • Roof coatings both bring down costs of cooling a building and also helps insulate a building better thereby making heating energy costs cheaper • Bioretention is landscaping designed to retain or detain stormwater before it is infiltrated or discharged downstream. • Benefits of bioretention is pollutant removal through infiltration and plant absorption, reduce water runoff from the site, and reduced irrigation for planting beds. 	
<p>3. Councilwoman Birney – EV Charging Stations</p>	<p><u>Subject</u> EV Charging Stations</p> <p><u>Summary of Comments</u> How many EV charging stations are within the site?</p> <p><u>Response</u></p>	<p>Updated 7/23/19 Closed 7/23/19</p>

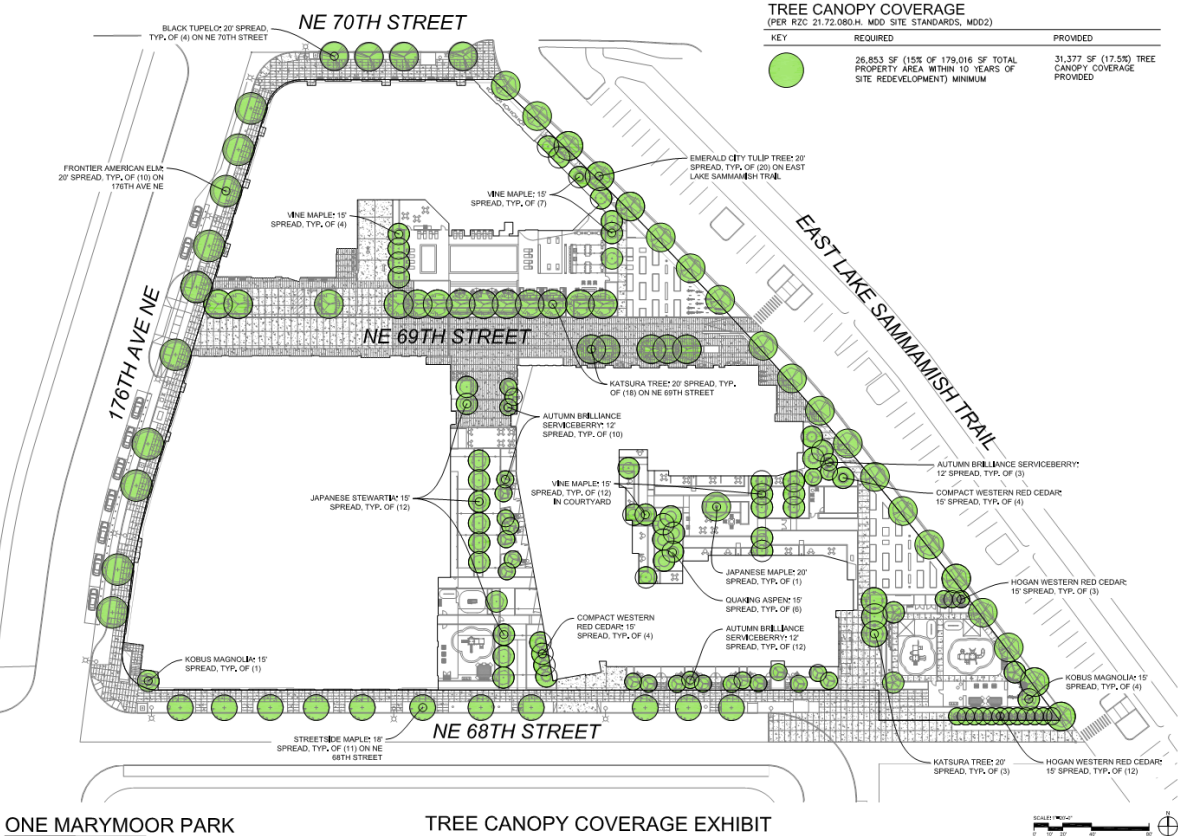
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	28 electrical vehicle charging stations will be installed. 23 EV charging stations will be available for resident use, and 5 EV charging stations in the commercial parking lot.	
4. Councilwoman Birney – Parking Flexibility	<p><u>Subject</u> Parking Flexibility</p> <p><u>Summary of Comments</u> How is parking going to be flexible for future commercial tenants?</p> <p><u>Response</u> The parking stalls has been calculated based on a daycare and general sales/service use. The general sales/service use covers a wide array of uses, including restaurants. However, restaurants require a higher ratio of parking than office/retail at 9 spaces per 1,000sqft of restaurant space rather than the 2 spaces per 1000sqft of commercial space. If there is an issue regarding parking adequacy, the tenant may submit a parking study conducted by a transportation engineer showing that there is adequate parking for the proposed use.</p>	Updated 7/23/19 Closed 7/23/19
5. Councilwoman Anderson – Website	<p><u>Subject</u> Website</p> <p><u>Summary of Comments</u> Where can the City Council and the public find the website for this project?</p> <p><u>Response</u> The project's website can be accessed at: https://www.redmond.gov/989/LMC-Marymoor</p> <p>Such information like the Geotechnical Report, Environmental Report, Neighborhood Meeting comments, and Design Review Board renderings can be found on the site.</p>	Updated 7/23/19 Closed 7/23/19
6. Councilwoman Anderson –	<p><u>Subject</u> Surface water contamination</p> <p><u>Summary of Comments</u></p>	Updated 7/23/19 Closed 7/23/19

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Surface Water Contamination	<p>How is surface water contamination being handled on this project?</p> <p><u>Response</u></p> <p>A full summary of ground and surface water conditions can be found in the Phase 1 Environmental Study and in the Geotechnical report. Both reports are available on the project's website. In summary, the site was found to contain pollutants such as PCE (tetrachloroethene) and petroleum as well as metals including barium, chromium, and lead which were likely generated by the site's prior industrial use. Additionally, off-site generated pollutants were migrating on to the site. The applicant is proposing to trace the off-site pollutants and remediate the onsite impacts. Additionally, all on-site pollutants will be cleaned up and removed from the site. Bioretention facilities and water quality treatment structures in the right of way will provide treatment of storm water prior to being sent to the infiltration drywells. Onsite runoff from pollution generating surfaces will be routed through bioretention facilities before being sent to infiltration chambers. During construction, Best Management Practices (BMP's) will include at the minimum the following elements:</p> <ul style="list-style-type: none"> • Mark clearing limits and environmentally critical areas • Retain top layer • Establish construction access • Protect downstream properties and receiving waters • Prevent Erosion and Sediment Transport from Site • Prevent Erosion and Sediment Transport from Site by Vehicles • Stabilize Soils • Protect Storm Drains • Stabilize channels and outlets • Control pollutants • Maintain and inspect BMPs • Minimize open trenches <p>More BMPs will be identified and imposed during the course of Coordinated Civil Review (CCR).</p>	Additional Related Questions Submitted 7/30/19
7. Councilman Myers – Tree Canopy	<p><u>Subject</u></p> <p>Tree Canopy</p> <p><u>Summary of Comments</u></p> <p>How is the 15% tree canopy proposed to be met?</p>	Updated 7/23/19 Closed 7/23/19

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	<p>Response</p> <p>154 trees providing for approximately 17.5% canopy coverage will be planted on-site. A Tree Canopy Coverage exhibit has been included in the Council's study session packet for reference and can also be viewed here:</p>  <p>TREE CANOPY COVERAGE (PER RZC 21.72.080.H. MDO SITE STANDARDS, MDO2)</p> <table border="1"> <thead> <tr> <th>KEY</th><th>REQUIRED</th><th>PROVIDED</th></tr> </thead> <tbody> <tr> <td></td><td>26,853 SF (15% OF 179,016 SF TOTAL PROPERTY AREA WITHIN 10 YEARS OF SITE REDEVELOPMENT) MINIMUM</td><td>31,377 SF (17.5%) TREE CANOPY COVERAGE PROVIDED</td></tr> </tbody> </table> <p>ONE MARYMOOR PARK</p> <p>TREE CANOPY COVERAGE EXHIBIT</p>	KEY	REQUIRED	PROVIDED		26,853 SF (15% OF 179,016 SF TOTAL PROPERTY AREA WITHIN 10 YEARS OF SITE REDEVELOPMENT) MINIMUM	31,377 SF (17.5%) TREE CANOPY COVERAGE PROVIDED	
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<p>8. Councilwoman Anderson – Phase I Environmental Site Assessment</p>	<p><u>Subject</u> Phase I Environmental Site Assessment</p> <p><u>Summary of Comments</u> “There is no copy of the 2018 Phase I Environmental Site Assessment on the LMC Marymoor website. Will this document be made available to the public on the website? The document on the website appears to be a summary and not the actual ESA. On page 7, the summary suggests that there is an open action with the Department of Ecology awaiting resolution due to detected levels of ORO over the threshold levels per MTCA.”</p> <p><u>Response</u> The Phase 1 and Phase 2 Environmental Site Assessment (ESA) are part of the project record that support the Technical Committee Recommendation. Both the Phase 1 and Phase 2 ESAs have been added to the website and attached to the Technical Committee Report. Both documents have been reviewed by staff and the Department of Ecology and have been recommended for approval.</p>	<p>Opened 07/30/19</p>
<p>9. Councilwoman Anderson – Phase II Environmental Site Assessment</p>	<p><u>Subject</u> Phase II Environmental Site Assessment</p> <p><u>Summary of Comments</u> “Will a Phase II ESA be completed as is common practice after an ESA I detects contamination? If no, what is the proposed action? “</p> <p><u>Response</u> The Phase 2 ESA has been added to the website and attached to the Technical Committee Report. Both documents have been reviewed by staff and the Department of Ecology and have been recommended for approval. Testing was completed in May/June of 2019 to further characterize the contaminants and inform a forthcoming Environmental Media Management Plan. This report will be submitted during the Coordinated Civil Review (CCR).</p>	<p>Opened 07/30/19</p>
<p>10. Councilwoman Anderson –</p>	<p><u>Subject</u> No Further Action Determination</p>	<p>Opened 07/30/19</p>

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No Further Action Determination	<p><u>Summary of Comments</u></p> <p>“When is the NFA determination expected to reach resolution? This would be for the most recent NFA referenced in the 2018 summary, not the 2012 spill instance which was resolved and is noted in the ESA.”</p> <p><u>Response</u></p> <p>A comprehensive remedial investigation was conducted between January 2018 and June 2019 at the Property in accordance with the applicable requirements of Model Toxics Control Act (MTCA) Cleanup Regulation. The purpose of the remedial investigation was to fully characterize the nature and extent of contamination at the property to develop a feasible permanent cleanup remedy for the property. Based on the results of the remedial investigation, oil-range organics (ORO) was the only constituent of potential concern (COC) identified in soil at concentrations exceeding the MTCA Method A cleanup level in three shallow localized areas on the property. Laboratory analytical results of groundwater samples collected from the groundwater monitoring well network installed at the property confirmed that groundwater is not impacted by ORO and/or any of the additional COCs tested at the property. The results of the remedial investigation completed at the property has confirmed soil as the only medium of concern, and diesel-range organics (DRO) and ORO as the only constituents of concern (COCs) in shallow soil at the property. Based on the results of the remedial investigation completed for the property, which confirm that shallow soil is the only affected medium at the property, the environmental risk associated with the contamination is low and the planned remedial action - source removal by excavation during redevelopment of the Property - will provide a permanent remedy protective of human health and the environment for the Property.</p> <p>Farallon, the project’s environmental consultant, is currently preparing an Environmental Media Management Plan to summarize the remedial investigation and focused feasibility study completed for the property to support selection of the permanent cleanup action for the property, and to provide protocols for managing contaminated and potentially contaminated media that will be addressed during the permanent cleanup action conducted in conjunction with redevelopment of the property. The permanent cleanup action will be completed as an independent remedial action in accordance with all applicable requirements of MTCA. The purpose of an independent remedial action is to protect human health and the environment by eliminating risks posed by COCs identified on the property. The independent remedial action will comply with the requirements for a cleanup action as defined in WAC 173-340-350 through 173-340-390 and the requirements of substantial equivalence under WAC 173-340-515 and 173-340-545. Based on the available data, the permanent cleanup action includes removal of all three localized areas of shallow contaminated soil with concentrations of ORO exceeding MTCA cleanup levels by excavation within the planned excavation construction limits and off-Property disposal. Once</p>	

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	<p>excavation activities are complete, and assuming that the MTCA cleanup levels for all affected media are attained at the standard points of compliance, a Cleanup Action Report will be prepared documenting the permanent cleanup completed at the Property.</p> <p>The Cleanup Action Report will be submitted to Washington State Department of Ecology (Ecology) with a request for a No Further Action (NFA) determination through Ecology's Initial Investigation process. This will be tracked through the Coordinated Civil Review (CCR). Based on the available data, it is Farallon's professional opinion that the Property most likely will be eligible for an NFA determination through the Initial Investigation process because all soil exceeding MTCA Method A cleanup levels will be removed by excavation and the laboratory analytical results for groundwater samples collected during multiple groundwater monitoring events at the property confirm that groundwater does not contain concentrations of COCs exceeding applicable MTCA cleanup levels. Ecology's Initial Investigation process is used for simple soil cleanup for sites such as this one and does not require enrollment in the Voluntary Cleanup Program. The Initial Investigation process includes Ecology's review of the Cleanup Action Report, and assuming the cleanup levels for all affected media are attained at the standard points of compliance, Ecology will provide an NFA determination on the sufficiency of the cleanup action within 90 days of completion of their review. This report will be required to be submitted to the City for review and records.</p>	
<p>11. Councilwoman Anderson – SEPA Checklist</p>	<p><u>Subject</u> SEPA Checklist</p> <p><u>Summary of Comments</u> "The SEPA checklist suggests that there are no known environmental hazards and results in DNS and that appears to conflict with the engineering reports which state that there is contaminated soil and groundwater. What happened?"</p> <p><u>Response</u> The SEPA checklist acknowledges surface stains and hazardous materials on site as a recognized condition that will be mitigated as required by the Model Toxics Control Act (MTCA) during redevelopment. This finding is consistent with the Phase 1 and Phase 2 ESA reports, which identify localized shallow subsurface soil contamination, but no contamination of groundwater. Staff fully reviewed the Phase 1 and Phase 2 reports as part of the SEPA review, and concluded correctly that the development will not cause or contribute to any environmental hazard, and that the development will actually remove a pre-existing environmental hazard through the excavation and development process.</p>	<p>Opened 07/30/19</p>

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	<p>The proposed project will be governed by Redmond Municipal Code (RMC) 13.07, which, among other things, imposes standards for storing, handling, treating, using, producing, recycling, or disposing of hazardous materials to preclude the introduction of such materials into soil, surface water, or groundwater. RMC 13.07 also requires establishing a monitoring program to identify quality and quantity impacts to the aquifer system and detect the presence of contaminants in groundwater prior to their reaching the City’s water supply wells; and Imposes requirements to investigate environmental releases to determine impacts on natural resources. These requirements will be implemented during the Coordinated Civil Review (CCR) phase of the project after the approval of the land use permits.</p> <p>As a clarification, cleanup of contaminated soil and groundwater is governed by the MTCA process, with Ecology having sole jurisdiction over that program. SEPA is the environmental review process for the local jurisdiction / lead agency to make sure that the project itself won’t cause environmental impacts – i.e. that digging a hole and building an apartment project will not cause impacts related to view, traffic, noise, air pollution, etc.... The building won’t generate, cause or “release” of contamination into the environment – in fact, the development will improve the environment by getting rid of a previously-existing hazard. The SEPA checklist is a disclosure document regarding the impacts anticipated from project development.</p>	
<p>12. Councilwoman Anderson – Technical Committee Report</p>	<p><u>Subject</u> Technical Committee Report</p> <p><u>Summary of Comments</u> “The Technical Committee report does not acknowledge the ESA report or site contamination. I do not understand how the determination of compliance with Code and SEPA was achieved without it. How come a site can get a building permit with an outstanding environmental action from the state?”</p> <p><u>Response</u> Both the Phase 1 and Phase 2 ESAs were part of the record. Both documents have been reviewed by staff and the Department of Ecology and have been recommended for approval. Testing was completed in May/June of 2019 to further characterize the contaminants and inform a forthcoming Environmental Media Management Plan. This report will be submitted during the Coordinated Civil Review (CCR).</p> <p>The SEPA checklist acknowledges surface stains and hazardous materials on site as a recognized condition that will be mitigated as required by the Model Toxics Control Act (MTCA) during redevelopment. This finding is</p>	<p>Opened 07/30/19</p>

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	consistent with the Phase 1 and Phase 2 ESA reports, which identifies localized shallow subsurface soil contamination, but no contamination of groundwater. Staff fully reviewed the Phase 1 and Phase 2 reports as part of the SEPA review, and concluded correctly that the development will not cause or contribute to any environmental hazard, and that the development will actually remove a pre-existing environmental hazard through the excavation and development process.	
13. Councilwoman Anderson – Voluntary Cleanup Program	<p><u>Subject</u> Voluntary Cleanup Program (VCP)</p> <p><u>Summary of Comments</u> “This is why I asked if the site was enrolled in VCP, which has a 3-year backlog. I checked, and the site is not enrolled given the new findings.”</p> <p><u>Response</u> The cleanup action is likely eligible for Ecology’s Initial Investigation process, which can provide reviews and opinions on the sufficiency of the cleanup action within 90 days and does not require enrollment of the property in the Voluntary Cleanup Program (VCP). Because of the backlog within Ecology’s Voluntary Cleanup Program, Ecology is strongly recommending that eligible cleanups (i.e. for simple sites) be managed through the Initial Investigation process. Farallon, the project’s environmental consultant, has worked with Ecology and numerous developers to obtain NFA determinations through the Ecology Initial Investigation process for multiple similar projects since 2018. Moreover, even if the Initial Investigation process was not available in this case, the project would qualify for closure under the Petroleum Technical Assistance Program (PTAP) managed by the Pollution Liability Insurance Agency (PLIA). PLIA has full authority to review reports and issue NFA determinations for sites such as this one, where petroleum is the only contaminant of concern. PLIA has no backlog and generally issues a NFA determination within 60-90 days at simple sites with only one medium of concern that is addressed entirely through redevelopment.</p>	Opened 07/30/19
14. Councilwoman Anderson – Development Agreement	<p><u>Subject</u> Development Agreement</p> <p><u>Summary of Comments</u></p>	Opened 07/30/19

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	<p>“Will there be any terms included in the DA ensuring that the site contamination issues are resolved by the developer when disturbing the site soils, without impacting the groundwater in the CARA, during construction? If no, through what mechanism do these terms get established prior to development?”</p> <p><u>Response</u> Development Agreements represent a contractual commitment by a developer to exceed otherwise applicable City and State in return for extended vesting or other allowed regulatory flexibility. Environmental cleanup and site construction regulations related to contamination are regulated by City Code in RZC 21.64 and RMC 13.07 and implemented through city review/issued permits (wet weather plan, CCR, etc.). Additionally, MTCA/Ecology regulates environmental cleanup. City construction staff will make required inspections at required milestones.</p>	
<p>15. Councilwoman Anderson – Environmental Remediation</p>	<p><u>Subject</u> Environmental Remediation</p> <p><u>Summary of Comments</u> “What assurances will the staff provide to Council that the site has been remediated (e.g. the NFA) prior to people living, working, playing and growing food there?”</p> <p><u>Response</u> The applicant will be working with City construction inspection staff to review and document any and all remediation actions. During excavation activities, Farallon, the applicant’s environmental consultant, will conduct confirmation soil sampling at the final extents of the remedial excavations to document with analytical results that MTCA cleanup levels and/or screening levels have been attained for the identified COCs and contaminated soil exceeding MTCA cleanup levels has been removed from the Property. Following excavation activities, Farallon will document the cleanup action in a Cleanup Action Report. The Cleanup Action Report will document confirmation soil sampling results, off-Property disposal of contaminated soil, groundwater sampling results, and provide conclusions regarding the effectiveness of the cleanup action in accordance with MTCA and Ecology requirements. The Cleanup Action Report will be submitted to Ecology with a request for a No Further Action determination through the Initial Investigation process and will occur prior to the occupancy of the buildings.</p>	<p>Opened 07/30/19</p>
<p>16.</p>	<p><u>Subject</u> Environmental Remediation</p>	<p>Opened 07/30/19</p>

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Councilwoman Anderson – Environmental Remediation	<p><u>Summary of Comments</u> “How will we know that no contaminants enter the groundwater in the CARA, especially during a storm or flooding event? Due to the highly porous nature of the materials and the historical contamination recorded, this was the reason for my initial question that was captured on the issues log.”</p> <p><u>Response</u> Multiple groundwater sampling events conducted to-date at the property have confirmed that COPCs present in groundwater at concentrations do not exceed MTCA cleanup levels. This data confirms that the soil to groundwater migration pathway is not at the property. The complete removal of all contaminated soil exceeding MTCA cleanup levels during redevelopment of the property will eliminate the potential pathway for future groundwater contamination from the subject site. Additionally, the ESA reports identify offsite groundwater contamination sources in the neighborhood, which the City has reviewed as part of the Site Plan Entitlement review. The Coordinated Civil Review (CCR) will further review this matter as the CCR is the mechanism that creates a reporting and inspection plan. The CCR process, which authorizes the civil work (earthwork, utilities, roads, general infrastructure, etc.), will evaluate all reports and conditions and make appropriate conditions on the CCR issuance. Additionally, the applicant has made all efforts to be able to start the project prior to the wet season. The City, if the project is approved, will be evaluating the appropriateness of an early clear and grade permit to be able to mitigate for this potential impact ahead of the wet season.</p>	
17. Councilwoman Anderson – Regulation Authority	<p><u>Subject</u> Regulation Authority</p> <p><u>Summary of Comments</u> “What kind of environmental monitoring (type and frequency) is required by the City for these types of sites during construction? Does DOE regulate or is the City the enforcer in this type of project?”</p> <p><u>Response</u> RZC 21.64 and RMC 13.07 regulate construction in environmentally sensitive areas. RZC 21.64 has a myriad of report requirements including requirements such as water quantity monitoring (piezometers, sampling points, stream gauges, visual observations, and other means deemed appropriate by the City and State) and geomorphic monitoring (includes cross-sectional surveys, profile surveys, point surveys, etc.). Monitoring of sensitive areas</p>	

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	<p>are required for a minimum of five years, and if necessary, corrective actions for failures in the mitigation project may occur.</p> <p>RMC 13.07 is primarily dedicated to the protection of wellhead and critical aquifer recharge areas and prohibits certain uses and activities in CARA's. Such prohibitions range from wood preservation, chemical manufacturing, to prohibiting drycleaners from using perchloroethylene solvents. RMC 13.07 also requires performance standards such as secondary containment requirements, decommissioning of abandoned wells, loading and unloading area uses/standards. Stormwater infiltration systems are also heavily regulated in this code section and require a wellhead monitoring program.</p> <p>The City shall have the right to inspect a facility at reasonable times for the purposes of determining compliance. Inspections may include, but are not limited to, visual inspections of hazardous materials storage and secondary containment areas; and inspections of Hazardous Materials Management Plans. If environmental releases are identified during inspections, the City may require subsurface investigation, including soil and groundwater sampling and testing, as a condition of continued operation, and may require remediation All work done on the site in relation to public infrastructure and environmentally sensitive areas will be bonded for and the release of bonds will be contingent on inspection and/or a reporting requirement. The exact type and frequency of monitoring, facilities, and remediation will be reviewed and determined during the Coordinated Civil Review phase.</p>	
<p>18. Councilwoman Anderson – Protections for Public</p>	<p><u>Subject</u> Protections for Public</p> <p><u>Summary of Comments</u> “What types of protections for workers, staff, and the public does the City require for potentially hazardous or contaminated sites? For example, environmental awareness/HAZWOPER training requirements, stop work provisions. Does the City have a way to screen or require certain qualifications for work performance in this area through the DA, since it is in the CARA? “</p> <p><u>Response</u> Similar to the response for environmental monitoring, RZC 21.64 and RMC 13.07 regulates the mitigation of contaminated sites. The project site will be remediated of contaminants before opening to the public and residents. The elimination of contaminants will be reported to the City and evaluated to see if any further</p>	<p>Opened 07/30/19</p>

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	<p>remediation will need to occur per the zoning and municipal codes. The City has stop work authority as well as code enforcement authority if any issues occur either through the development phase or monitoring phase. RMC 13.07.150, RMC 13.07.150, and 13.07.160 specifically calls out the authority to enforce the RMC's wellhead protection ordinances. RMC 13.07.180 also states the penalty of violations, which include civil and criminal penalties.</p> <p>The plan as with other projects that have specific contamination is to require a Soil Management/remediation plan be prepared during CCR process that delineates the contaminated areas and how they will be remediated during construction. Projects hire environmental consultants, Farallon in this case, to oversee the work and per state law, workers performing the remedial actions, sampling and soil transport must be 40 Hr. Hazwoper Certified. Staff from the City's Environmental and Utilities Division are notified when the work is scheduled and make numerous site visits to observe the remedial action.</p> <p>All remedial action reports, laboratory reports, and No Further Action Requests to Ecology are also distributed to City Staff for review and comment prior to Ecology issuing their final determination. We treat sites within the CARA with higher scrutiny than those outside due to the risk to our drinking water. The goal for remediation of contaminated soils within the CARA is to exceed regulatory standards and when it is within reason remove all contaminated soil such that environmental testing following removal is non-detect for the contaminant of concern.</p> <p>Screening of qualifications generally does not occur within the Development Agreement as it is already provided for, and required, by the code and adopted documents like the City's Stormwater Technical Notebook which was recently updated on April 1, 2019. The City's Stormwater Technical Notebook can be found here: https://www.redmond.gov/DocumentCenter/View/4764/Stormwater-Technical-Notebook-2019-PDF?bidId=</p>	
19. Councilwoman Anderson – VCEP Programs	<p><u>Subject</u> VCEP Programs</p> <p><u>Summary of Comments</u> "Additionally, I understand the VCEP programs for the state may have discounted support fees available for remediated sites that participate in this program, which may be cost effective for sites with a lot of potential for unknown unknowns. The new law was effective Sunday 7/28/2019. Here is an article with the HB/SB references: https://www.bdlaw.com/west-coast-environmental-resource-center/wa-</p>	Opened 07/30/19

LMC Marymoor Masterplan (LAND-2018-00868/869)*Comment Response Matrix – City Council Questions/Comments*

Issue	Summary & Response	Status
	<p>updates/#Proposed%20Legislation:%C2%A0%20Changes%20to%20MTCA%E2%80%99s%20Voluntary%20Cleanu p%20Program and more on the proposed program from DOE. https://fortress.wa.gov/ecy/publications/documents/1809053.pdf</p> <p><u>Response</u> It is the staff's understanding that the applicant is not pursuing the VCEP program at this time. The information has been forwarded to them for their consideration.</p>	
<p>19. Councilman Fields – Transportation Review</p>	<p><u>Subject</u> Transportation Review</p> <p><u>Summary of Comments</u> How much time was spent on reviewing the transportation study?</p> <p><u>Response</u> The City first started formally reviewing this project on August 21, 2018 when the applicant submitted for their Pre-Review Entitlement Process (PREP) application. Up until that submittal, the applicant and the City had met several times for pre-application meetings. The project went through five review rounds which consists of the applicant submitting review materials, staff reviewing the materials for 30-days per round, holding a debrief meeting with the applicant after the 30-day review, and repeating the process until all issues related to the approval of the Master Plan, Development Agreement, and Site Plan Entitlement were resolved. On less complex projects, most reviews would conclude in 3-rounds. During the course of review, transportation development review engineering alone, generated 167 review comments and corrections related to the site plan, traffic study, and transportation plans. Combined with Traffic Operation's comments, there were 193 comment/corrections related to transportation and traffic during the course of project review.</p>	<p>Opened 07/23/19</p>
<p>20. Councilman Fields – Mixed-Use</p>	<p><u>Subject</u> Mixed-Use</p> <p><u>Summary of Comments</u> What is the general mix of residential square footage to commercial square footage on mixed-use projects within the city?</p>	<p>Opened 07/23/19</p>

LMC Marymoor Masterplan (LAND-2018-00868/869)**Comment Response Matrix – City Council Questions/Comments**

Issue	Summary & Response	Status																																			
	<p><u>Response</u></p> <p>To give the Council members an idea of the mix of uses in a mixed-use building, staff has gathered data from some more recent projects throughout the city:</p> <table><tr><th>Project Name</th><th>Zone</th><th>Residential Square Feet</th><th>Commercial Square Feet</th><th>Residential to Commercial Ratio</th></tr><tr><td>Redmond Square</td><td>AP (Downtown)</td><td>729,641 (580 Units)</td><td>26,224</td><td>27:1</td></tr><tr><td>Moderla Overlake</td><td>OV-2 (Overlake)</td><td>343,034 (288 Units)</td><td>3,900</td><td>88:1</td></tr><tr><td>Bear Creek Mixed Use</td><td>RVBC/OT (Downtown)</td><td>399,016 (360 Units)</td><td>6,600</td><td>60:1</td></tr><tr><td>Moderla River Trail</td><td>SMT (Downtown)</td><td>194,854 (233)</td><td>6,227</td><td>31:1</td></tr><tr><td>Seritage Parcel A</td><td>OV-3 (Overlake)</td><td>340,300 (442 Units)</td><td>29,200</td><td>12:1</td></tr><tr><td>LMC Marymoor</td><td>MDD-2 (Marymoor Design District)</td><td>354,401 (450 Units)</td><td>35,000</td><td>10:1</td></tr></table>	Project Name	Zone	Residential Square Feet	Commercial Square Feet	Residential to Commercial Ratio	Redmond Square	AP (Downtown)	729,641 (580 Units)	26,224	27:1	Moderla Overlake	OV-2 (Overlake)	343,034 (288 Units)	3,900	88:1	Bear Creek Mixed Use	RVBC/OT (Downtown)	399,016 (360 Units)	6,600	60:1	Moderla River Trail	SMT (Downtown)	194,854 (233)	6,227	31:1	Seritage Parcel A	OV-3 (Overlake)	340,300 (442 Units)	29,200	12:1	LMC Marymoor	MDD-2 (Marymoor Design District)	354,401 (450 Units)	35,000	10:1	
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21. Councilman Carson – Transportation Plan	<p><u>Subject</u></p> <p>Transportation Plan</p> <p><u>Summary of Comments</u></p> <p>Page 8 of the transportation study provided by the applicant does not mention bike facilities through Marymoor Park and mentions a Redmond Loop transit service reference which was discontinued in 2018. Typos are also found in the report.</p> <p><u>Response</u></p> <p>City staff will require the applicant to submit an addendum to the transportation report at the Coordinated Civil Review phase of the project addressing the two discrepancies and typos. As a general note, the addition and/or deletion of the two discrepancies do not affect the level of service indicated in the studied intersections.</p>	Opened 07/24/19																																			

LMC Marymoor Masterplan (LAND-2018-00868/869)*Comment Response Matrix – City Council Questions/Comments*

Issue	Summary & Response	Status
22. Councilman Margeson – Transportation Facilities Plan (TFP)	<p><u>Subject</u> Transportation Facilities Plan</p> <p><u>Summary of Comments</u> Please confirm that NE 70TH St is or isn't on the Transportation Facilities Plan.</p> <p><u>Response</u> Staff has confirmed that NE 70th St is not a part of the Transportation Facilities Plan (TFP). However, NE 70th ST is on the Transportation Improvement Plan (TIP) as project C86. Project C86 is described as:</p> <p>“Construct new 70th Street from Redmond Way to Marymoor Light Rail Station and 173RD Avenue. Intersection improvements include Redmond Way and 70TH St for an additional northbound left turn lane on Redmond Way to 70th St”</p> <p>In order for a project to receive impact fee credits against right-of-way improvements, the project must be on the TFP.</p>	Opened 07/23/19
23. Councilman Margeson – Transportation Improvements	<p><u>Subject</u> Transportation Improvements</p> <p><u>Summary of Comments</u> Please confirm the transportation improvements related to this project.</p> <p><u>Response</u> The project will be providing the following mitigation:</p> <p>NE 70th Street:</p> <ul style="list-style-type: none"> · 19' dedication for Type I street. · Curb set to accommodate planned Sound Transit layout of NE 70th Street. · New curb, gutter, sidewalk, landscaping with street trees, and street lighting along project frontage. <p>176th Ave NE:</p> <ul style="list-style-type: none"> · 21' dedication for Type I street. · Removal of one existing driveway and replace with one new driveway curb-cut at 	Opened 07/23/19

LMC Marymoor Masterplan (LAND-2018-00868/869)*Comment Response Matrix – City Council Questions/Comments*

Issue	Summary & Response	Status
	<p>approximately NE 69th Street.</p> <ul style="list-style-type: none"> · New curb, gutter, sidewalk, landscaping with street trees, street lighting, cycle track, and on-street parking along project frontage. <p>NE 68th Street:</p> <ul style="list-style-type: none"> · 36' dedication for new Type II street. · New curb, gutter, sidewalk, landscaping with street trees, and street lighting along project frontage. <p>The applicant will construct a northbound right-turn lane at the intersection of NE 70TH St & 176TH Ave NE along the project frontage. No other project specific off-site transportation mitigation is proposed, including any lane additions to Redmond Way.</p> <p>The project will also be providing non-motorized improvements. The LMC Marymoor project is designing NE 69th Street as a Type III woonerf Street that will provide a 40-foot shared space on-site for east/west non-motorized (pedestrian and bicycle) access through the site. In the center of the project, a public multi-purpose trail connector is planned in the north/south direction between NE 69th Street and NE 68th Street through the site. Both of these on-site non-motorized improvements will provide pedestrian and bicycle connections to local and regional destinations, including Marymoor Park to the south, the East Lake Sammamish Trail and adjacent retail center to the east, and the future Sound Transit Light Rail Station to the northwest.</p> <p>In addition to the on-site non-motorized improvements, the LMC Marymoor project proposes to construct two new crosswalks from their site to the regional East Lake Sammamish Trail through the existing King County parking lot located directly east of the LMC Marymoor site. One crosswalk would be located at approximately NE 69th Street and would connect to both the trail and the existing pathway to/from the Whole Foods retail shopping center and the second crosswalk would be located at approximately NE 68th Street. The project is also constructing a cycle track on 176th Ave NE along the project frontage and new sidewalks on NE 70th Street, 176th Ave NE, and NE 68th Street along the project frontages. The on-site non-motorized connections through the LMC site, the new crosswalks through the King County parking lot, the new cycle track on 176th Ave NE, and the new sidewalks that will be constructed along the project frontage will provide a pedestrian/bicycle grid connection to and through the site and the Marymoor Village area as intended by the City and will accommodate all pedestrian and bicycle trips between the LMC site, the East Lake Sammamish Trail, and the adjacent Whole Foods retail shopping center.</p>	