

**TECHNICAL COMMITTEE REPORT
TO THE HEARING EXAMINER**

Project Name: Sound Transit DRLE Alteration of Geologic Hazard Area

Location: NE 60th ST to Approximately SR520/West Lake Sammamish Parkway NE

Project File Number: LAND 2020-00470

Project Description: Alteration of Geologic Hazard Areas for installation of utilities, drainage, heavy civil, and link light rail systems. Work includes clearing/grading and tree removal. Work under this permit to occur in landslide hazard areas.

File Numbers: LAND 2020-00470, Alteration of Geologic Hazard Area
Sound Transit Final EIS Addendum 2018

Applicant: SWK (Stacy and Witbeck/Kuney)
600 108th Ave NE
Bellevue, WA 98004

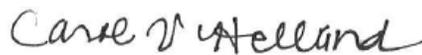
Planner: David Lee, Principal Planner

Decisions Included: Alteration of Geologic Hazard Areas, Type III (RZC 21.76)

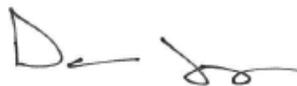
Recommendation: **Approval with Conditions**

Public Hearing Date: August 31, 2020

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).



CAROL HELLAND, DIRECTOR
Community Development & Implementation
Department



DAVID JUAREZ, Director
Public Works Department

Project Review Authority and Procedures

The City of Redmond **Technical Committee** is comprised of staff from different departments and disciplines who analyze project applications for compliance with City codes and regulations. Based on this analysis, **the Technical Committee** provides responses, conclusions, and recommendations (in the form of this report) to the **Hearing Examiner**. The **Hearing Examiner** will conduct a public hearing to review the **Technical Committee's** analysis and recommendations on the Alteration of Geologic Hazard Areas Permit and receive public testimony regarding the proposal. Based upon the **Technical Committee's** recommendations and testimony received at the public hearing, the **Hearing Examiner** will make a decision to approve, approve with conditions, or deny the Alteration of Geologic Hazard Areas Permit.

Key Dates

Application/Completeness Date: April 30, 2020
Date SEPA Determination Issued: Final EIS Issued July 2011
SEPA Appeal Deadline: N/A
Date SEPA Addendum Issued: June 2018
Public Hearing Date: August 31, 2020

Report Attachments

1. General Application Form
2. Land Use Application Form
3. Alternative Alignment Location Assessment
4. Preliminary Clear & Grade Permit Drawings
5. Property Permissions
6. Public Notice Tree Preservation Map
7. Public Notice Map
8. Certified Public Notice of Application
9. Notice of Public Hearing and Certificates of Posting
10. AGHA Permit Plans
11. AGHA Preliminary Stormwater Report
12. AGHA Parcel Plans
13. Geotechnical Report - Alteration of Geologic Hazardous Areas
14. Right of Way Conceptual Design Drawings
15. February 2019 Critical Areas Report
16. Sound Transit FEIS - Addendum
17. Notice of Application Public Comment Letters
18. City of Redmond Sound Transit DRLE Development Agreement

Technical Committee Analysis

I. Proposal Summary

The Downtown Redmond Link Extension (DRLE) project extends the East Link Light Rail system 3.4 miles from the Redmond Technology Station, currently under construction, to Downtown Redmond and includes two new stations. Most of the light rail alignment, including both stations, will be within Redmond city limits. A portion of the light rail system intrudes into areas classified as Geologically Hazardous Areas as defined under Redmond Zoning Code (RZC) 21.64.060, specifically potential landslide hazard areas due to the steep geography.

The DRLE project alignment begins at the Redmond Technology Station and extends north and east along the east side of the SR 520 freeway using at-grade track generally supported on retained-cut sections to cut into the hillside and pass under existing overpasses. The alignment then turns east with the freeway and transitions to an elevated structure, crossing the Sammamish River and descending into Marymoor Park. The alignment transitions to retained fill and at-grade sections as it reaches the Southeast (SE) Redmond Station. After the station, the light rail alignment turns to the northwest at grade, crosses under SR 520, transitions to an elevated structure over Bear Creek, and then continues as an elevated structure following the Redmond Central Connector (RCC) alignment into Downtown Redmond, terminating at the Downtown Redmond Station straddling 166th Avenue NE across the street from Redmond Town Center.

II. Site Description and Context

The project site area is designated by RZC Chapter 21.64.060, as geologically hazardous area comprises approximately 2.7 acres and generally consists of currently undeveloped areas of Washington State Department of Transportation (WSDOT) right-of-way along eastbound SR 520. The intrusion into the geologically hazardous areas follows the WSDOT right-of-way but extends into City of Redmond permitting jurisdiction primarily comprised of residential uses.

The geologically hazardous area is bordered by NE 60th Street to the south, SR 520 to the west, private residences and a private community center to the east, and the SR 520/West Lake Sammamish Parkway (WLSP) interchange to the north. Historical site grading consisting of cut and fill were completed in the vicinity of the geological hazardous area as part of the initial SR 520 construction and subsequent widening. In general, the existing steep slopes in this area appear to be either cuts made during SR 520 construction or slopes in existence prior to construction of SR 520. A soldier pile retaining wall was also constructed along the SR 520 roadway just west of the SR 520/WLSP interchange, to retain an apparent cut in this area. Fills were completed for the NE 60th Street abutment just south of

the geologically hazardous areas, and fills were also likely, due to the unnatural topography, completed in the flatter areas adjacent to the shoulder of SR 520.

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 May 11, 2020. The notice was posted at City Hall, the Redmond Regional Library, and three notice signs were posted near the affected areas. Notice was also mailed to property owners within 500 feet of the affected areas (Attachment 8, Notice of Application and Certificate of Posting).

Public Input: During the public comment period for the Notice of Application, the City received three written comments (Attachment 17). The comments were relating to receiving more information/plans, street improvement considerations, and general project information. Additional plans and cut sheets were sent to the commenter requesting plans. Study and consideration of sidewalk enhancements during and after construction will be evaluated during final construction drawing reviews for the project. Additionally, the comments regarding additional information about the project and permit type were also addressed.

Notice of SEPA Threshold Determination: Sound Transit is the SEPA lead agency for the DRLE project. Sound Transit published a Final Environmental Impact Statement for the project in July 2011 in accordance with National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) requirements. In August of 2018, the FEIS added an Addendum that incorporates the additional 3.4-mile extension into Downtown Redmond (Attachment 16). Therefore, the City did not issue a separate SEPA threshold determination.

Notice of Public Hearing: The Notice of Public Hearing for this project was posted on the site, at City Hall, and at the Redmond Regional Library on August 10, 2020. The notice was also mailed to property owners within 500 feet of the site and to individuals who provided written correspondence to the City on the same date. The notice was also included in a one-time newspaper publication (Attachment 9, Notice of Public Hearing and Certificates of Posting). All records relating to the project were made available on August 10, 2020, including the Notice of Public Hearing and hearing attendance instructions.

IV. State Environmental Policy Act

The State Environmental Policy Act (SEPA) requires applicants to disclose potential impacts to the environment as a result of their project. As noted above, Sound Transit is the SEPA lead agency for this project and fulfilled SEPA and NEPA requirements through the publication of a Final EIS and subsequent SEPA addenda. The EIS evaluated approximately 18 miles of light rail, and the study area

was divided into five segments. Segment E included the area from Redmond Technology Station (formerly called the Overlake Transit Center Station) to Downtown Redmond. Three build alternatives, in addition to the No Build Alternative, were considered in Segment E.

V. Compliance with Development Regulations

A. Tree Protection

The Redmond Zoning Code (RZC 21.72.060) requires that all healthy landmark trees and 35 percent of all healthy significant trees (landmarks included) be saved. Landmark trees are those trees that are greater than 30 inches in diameter at breast height. Significant trees are all trees that are greater than six inches in diameter at breast height. All trees removed, regardless of whether they meet the definition of significant, will be replaced at a minimum 1:1 ratio, and trees designated as landmark will be replaced at a 3:1 ratio. A total of 178 significant trees were identified, and seven (7) landmark trees. There are approximately 40 significant trees proposed for removal within the corridor identified as Geologic Hazardous Areas and two (2) landmark trees.

Conclusion: There are 40 significant trees within the Geologically Hazardous Area corridor that are proposed to be replaced and will require replacement at a 1:1 ratio (40 trees), two (2) landmark trees will be replaced at a 3:1 ratio (6 trees) for a total of 46 trees that would be required for replacement. A final retention of 76 percent is proposed, exceeding the required minimum of 35 percent. Per the Sound Transit/City of Redmond Development Agreement, Attachment 18, removal of both significant trees and landmark trees are exempt from permitting requirements as the location of the trees are considered right-of-way so long as mitigation for the trees is provided.

B. Critical Areas

Section RZC 21.64 of the Redmond Zoning Code contains standards, guidelines, criteria, and requirements intended to identify, analyze, preserve, and mitigate potential impacts to the City's critical areas and to enhance and restore degraded resources such as wetlands, riparian stream corridors or habitat, where possible. A review of the critical areas on the site is as follows:

- a. Fish and Wildlife Habitat Conservation Areas (including streams):
RZC 21.64.020 requires applicants to assess development sites for the presence of quality habitat areas.

Conclusion: The Critical Area Study for the Sound Transit DRLE Project (Attachment 15, Critical Areas Report) identified one stream and one wetland within the Geologically Hazardous area.

The identified stream, labeled as “Unidentified Stream” in the critical areas report, is an intermittent feature that meets the criteria for a Class IV stream per RZC 21.64.020(2)(d). The Unidentified Stream flows in an 8-foot-wide channel east of SR 520, immediately north of the NE 60th Street overpass, which is a branch or segment of the unnamed tributary to the Sammamish River. Here, surface water flows approximately 200 feet through a forested area before entering a culvert with an unknown discharge location.

The likelihood of fish migrating between the river and the surface-flowing segment is extremely low for several reasons. First, to enter the watercourse, fish would have to pass through the stormwater pond that empties to the river via a pipe. Upstream of the stormwater pond, the watercourse is contained within pipes for several thousand feet, flowing at the surface for only the short segment described above. No other surface-flowing segments are readily apparent upstream.

The City’s Critical Areas Ordinance, RZC 21.64.020.B.3, requires a 25-foot buffer for Class IV streams that are intermittent. The project will permanently impact 515 square feet of the stream, and 4,327 square feet of stream buffer area. Permanent impacts to the wetland and its buffers will be compensated through a credit purchase at the Keller Farm Wetland Mitigation Bank and is consistent with a watershed approach to mitigation.

Wetland WRE-2 is located at the toe of a steep slope east of SR 520, north of NE 60th Street. Groundwater springs emerge approximately 20 feet above the toe of slope. The wetland boundary is defined by the limits of groundwater expression, the presence of hydric soils, and includes the adjacent road ditch. Uphill and laterally from the wetland, soils lack hydric characteristics and there is no wetland hydrology. Downhill of the wetland, water outlets into a non-wetland roadside ditch along SR 520 and eventually drains to the Sammamish River. Wetland WRE-2 is vegetated with scrub-shrub plan community. Vegetation within the wetland includes Nootka Rose, Red Alder saplings, Himalayan blackberry, Lady fern, Giant Horsetail, and Creeping Buttercup. Functions provided by the wetland have been assessed as “low overall”, as assessed by the Department of Ecology’s rating system. The site consists of only a single scrub-shrub vegetation class and saturation water regime, with no special habitat features. Habitat connectivity is limited by adjacent residential housing and SR 520.

Wetland WRE-2 is proposed to be permanently impacted where 3,207 square feet of fill is proposed to be deposited within the wetland to construct and stabilize a construction entrance. Permanent impacts to the wetland and its buffers will be compensated through a credit purchase at the Keller Farm Wetland Mitigation Bank and is consistent with a watershed approach to mitigation.

b. Geologically Hazardous Areas

The primary purpose of the geologically hazardous area regulations (RZC 21.64.060) is to avoid and to minimize potential impacts to life and property from geological hazards such that sites are rendered as safe as one not containing such hazard through appropriate levels of study and analysis, application of sound engineering principles, and regulation or limitation of land uses. Geologic Hazard Areas are defined as areas susceptible to erosion, sliding, earthquake, or other geologic events per RZC 21.78.

Conclusion: The DRLE Alteration of Geologically Hazardous Areas contains slopes that meet the definition for Landslide Hazard Areas and Erosion Hazard Areas. The Geologic Hazardous Areas Report finds site topography with areas which meet the classification of a landslide hazard area.

Landslide Hazard Areas: Section 21.64.060.A.1.b. of the RZC defines landslide hazard areas as areas potentially subject to significant or severe risk of landslides based on a combination of geologic, topographic, and hydrogeologic factors. They include areas susceptible because of any combination of bedrock, soil, slope, slope aspect, structure, hydrology, or other factors. They are areas of the landscape that are at a high risk of failure or that presently exhibit downslope movement of soil and/or rocks and that are separated from the underlying stationary part of the slope by a definite plane of separation. The plane of separation may be thick or thin and may be composed of multiple failure zones depending on local conditions, including soil type, slope gradient, and groundwater regime.

A large portion of the topography within the project area are considered steep slopes as they have slopes that are in excess of 40 percent and a vertical relief up to approximately 40-feet.

The on-site and offsite impacts have been identified as having the same potential impacts. These impacts include:

- Temporary slope cuts being too deep and could cause local minor slope instability;

- Temporary slope cuts or grading over a large area could cause local minor slope instability or erosion;
- Temporary open cuts/clearing during construction could cause (minor) sloughing and erosion of the slopes, especially during wet weather;
- Seepage from slope faces during construction could cause local minor sloughing and erosion;
- Steepened slopes or large cuts could cause slope instability if not supported with earth retention systems in final configuration; and
- Seismic events could cause slope instability if not supported by earth retention systems after construction.

In order to mitigate for the potential impacts, the applicant proposes the following mitigation measures for both on-site and off-site impacts:

- Project design will minimize alterations or reduce steepness of the natural contour of the slopes to the extent practical;
- Clearing of existing vegetation or the geologically hazardous slopes will be minimized to the extent practical;
- Design will provide retaining wall systems to support slopes where abrupt grade changes are unavoidable due to the track alignment. Retaining walls and other structures will be designed to maintain or enhance the overall stability of the slopes, in both static and seismic conditions;
- Design and construction methods will minimize the length and steepness of slopes with exposed soils as much as practical;
- Construction sequencing and methods will be selected to improve or not adversely affect overall slope stability during construction;
- Temporary erosion and sedimentation controls (TESC) will be provided during construction to prevent sloughing and erosion of the slopes;
- Permanent erosion protection will be provided by reestablishing vegetation using hydroseeding and/or landscape planting. Until the permanent erosion protection is established, site monitoring will be performed by qualified personnel to evaluate the effectiveness of the erosion control measures;
- Construction will not take place within a potential seepage layer located at elevations (NAVD88) of approximately 140 feet (+/- 5-foot) from Stations 5066+00 to 5070+00, as identified in the Geotechnical Report (Attachment 13). Dewatering may be required within these areas during construction and permanent drains may be installed to reduce the risk of soil loss and instability; and

- If it is found that retaining walls, or other improvements, within the geologically hazardous areas impact the existing drainage systems, the impacted drainage systems will be repaired or replaced in-kind.

Erosion Hazard Areas – Erosion Hazard Areas are contained within RZC 21.64.060.1.a. Erosion hazard areas are lands or areas underlain by soils identified by the U.S. Department of Agriculture Soil Conservation Service (SCS) as having “severe” or “very severe” rill and inter-rill erosion hazards. This includes, but is not limited to, the following group of soils when they occur on slopes of 15 percent or greater: Alderwood-Kitsap (AkF), Alderwood gravelly sandy loam (AgD), Kitsap silt loam (KpD), Everett (EvD), and Indianola (InD).

As typical with other construction activities, potential sources and causes of erosion depend on construction methods, slope length and gradient, amount of soil exposed and/or disturbed, soil type, construction sequencing, and weather. The impacts on erosion-prone areas, such as steep slopes, will be reduced by implementing erosion and sedimentation control plans. The project applicant will be required to meet all applicable City of Redmond, Washington State, and Federal regulations to avoid impacts. In order to mitigate for impacts, the following mitigation measure (but not limited to) will be implemented within areas of work within the Geologically Hazardous Areas:

- Siltation control fencing will be installed around project work areas to protect all adjacent properties from sediment deposition and runoff;
- All exposed soils will be stabilized with an approved TESC method (e.g. seeding, mulching, plastic covering, crushed rock) within two days of disturbance during wet weather months or seven days during dry months;
- Where straw mulch is required for temporary erosion control, it will be applied at a minimum 4-inch thickness;
- Temporary curb or drainage bypass will be installed to direct runoff away from exposed soils and slopes;
- Erosion and sediment control measures will be inspected frequently and maintained. Dysfunctional erosion control elements will be repaired and/or replaced as quickly as possible; and
- Runoff velocities will be decreased with check dams, straw bales, or wattles.

C. Alteration of Geologic Hazard Area Decision Criteria

The City may approve or approve with modifications the Alteration of Geologic Hazard Area only if the applicant demonstrates that (RZC 21.76.070.E):

- a. There must be no reasonable alternative to locating in a Landslide Hazard Area. Alternative locations which would avoid impact to the Landslide Hazard Area must be shown to be economically or functionally infeasible.

Response: Sound Transit has conducted an analysis of alternative routes to avoid the geologically hazardous area. Attachment 3, “Alternative Alignment Location Assessment” analyzed different routing through the lens of economic and functional feasibility in a northern avoidance option and a southern avoidance option. In summary, both avoidance options came with its own set of economic and functional infeasibilities:

North Avoidance Route:

- Route does not avoid geologic hazard areas. Placement of guideways outside of any geologic hazard areas would place the guideways outside of roadways and impacting steep slopes regardless.
- Route would travel through existing residential developments. Acquiring homes estimated at \$40 million and displacing homeowners.
- Would require additional elevated guideway in comparison to the selected route. Additional elevated guideway would cost an estimated \$90 million.
- Design due to elevation changes would not meet Sound Transit design criteria regarding maximum slope grades.

South Avoidance Route:

- Route avoids geologic hazard areas but travels through existing high-density residential and commercial areas as well as through Marymoor Park.
- Crossing through Marymoor Park is not possible due to Archeological and Historic resources and its protected status by the US Department of Transportation Act of 1966 Section 4(f).
- Additional 0.4 miles of guideway would be required at an additional cost of approximately \$90 million.
- Design due to elevation changes would not meet Sound Transit design criteria regarding maximum slope grades. Designing the route to meet slope requirements would add an additional \$44 million dollars to the project.
- An additional \$60 million would be needed to acquire additional right-of-way.
- Increased temporary and permanent impacts to environmentally critical areas would be required.

In summary, the track alignment shown in the AGHA Permit Plans (Attachment 10) is situated in the least impactful (environmentally and monetarily) location as it follows existing transportation corridors and meets maximum slope grades without additional right-of-way acquisitions and cost.

- b. A geotechnical evaluation must be conducted to identify the risks of damage from the proposal, both on-site and off-site, and to identify measures to eliminate or reduce risks. The proposal must not increase the risk of occurrence of the potential geologic hazard.

Response: Stacy and Witbeck/Kuney prepared a Geotechnical report (Attachment 13) dated April 7, 2020, analyzing the proposal which meets the City of Redmond's requirements and complies with all applicable code sections. Their analysis concluded there would be no significant risks provided their recommendations were followed during construction. In summary, steep slopes altered by this project will be reinforced with earth retaining systems in areas of slope cut, or by placing fill retention systems at the base of existing slopes, providing new buttressing. Recommendations were provided in that Geotechnical report for construction methods that will reduce impacts and will be incorporated into the final project plans.

- c. Impacts shall be minimized by limiting the magnitude of the proposed construction to the extent possible, any impacts must be eliminated or mitigated by repairing, rehabilitating, restoring, replacing, or providing substitute resources consistent with the mitigation and performance standards set forth in RZC 21.64.010.L and M.

Response: Impacts to the affected geologic hazards will be minimized or mitigated by the measures enumerated in Section V of this report. Additionally, the contractor will be providing monitoring during construction to verify that no adverse effects to the stability of the slopes occurs. The construction team is obligated by contract to repair potential damage caused by the construction activity, and the resulting light rail line, to the geologic hazard area.

VI. Conclusions and Recommendations

The Technical Committee has conducted its various reviews of this proposal, including ensuring compliance with the Redmond Zoning Code, Redmond Comprehensive Plan, Redmond Municipal Code and State Environmental Policy Act. The Technical Committee is requesting that the Hearing Examiner **approve the Sound Transit DRLE Alteration of Geologic Hazard Areas Permit subject to conditions** listed in Section VII.

This **Geologic Hazard Areas Permit** is vested to the regulations in effect upon the submission of a complete building or construction permit for the proposal unless the building or construction permit is cancelled or expires.

VII. Recommended Conditions of Approval

A. Site Specific Conditions of Approval

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

Item	Date Received	Notes
Plan Set – 7-29-20	July 29, 2020	<i>and as conditioned herein.</i>
R200 DRLE CG4 Permit Drawings	July 29, 2020	<i>and as conditioned herein and as conditioned by the</i>
R200 Geotechnical Report	July 29, 2020	<i>and as conditioned herein.</i>
R200 AGHA Preliminary Stormwater Report	July 29, 2020	<i>and as conditioned herein.</i>

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

1. Development Engineering – Stormwater/Clearing and Grading

Reviewer: Cindy Wellborn, PE
Phone: 425-556-2495
Email: cwellborn@redmond.gov

- a. **Building Drainage.** Roof, footing, and surface runoff from the Traction Power Substation (TPSS) shall be collected and routed in a method that doesn't adversely affect the Landslide Hazard Area
- b. **Wall Drainage.** Wall drains collecting and routing water at the back of wall shall be routed to a defined conveyance system with a catch basin.

2. Planning Department

Reviewer: David Lee, Principal Planner
Phone: 425-556-2462
Email: dlee@redmond.gov

- a. **Tree Preservation & Mitigation Plan.** A Tree Preservation and Mitigation Plan depicting all significant and landmark trees required to be preserved as part of the site development must be provided with the final civil construction drawings. A plan showing the location of preserved trees and containing protection language approved by the City shall be shown on the face of the deed or similar document and shall be recorded with the King County Department of Records and Elections.

Code Authority: RZC 21.72.060.D.)
Condition Applies: Civil Construction

- b. **Monitoring Program and Contingency Plan.** A monitoring program shall be prepared and implemented to determine the success of the mitigation project and any necessary corrective actions. A contingency plan shall be established prior to civil drawing approval for indemnity in the event that the mitigation project is

inadequate or fails.

Code Authority: RZC 21.64.010.P
Condition Applies: Civil Construction

B. Compliance with City of Redmond Codes and Standards

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

Transportation and Engineering

RMC 6.36:	Noise Standards
RZC 21.52:	Transportation Standards
RZC 21.54:	Utility Standards
RMC 12.08:	Street Repairs, Improvements & Alterations
RZC 21.76.020.G:	Site Construction Drawing Review
RZC 21.76.020.H.6:	Preconstruction Conference
RZC 21.76.020.H.7:	Performance Assurance
RZC Appendix 3:	Construction Specification and Design Standards for Streets and Access
City of Redmond:	Record Drawing Requirements, Version 10-2005 (2005)
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 21.17.010:	Adequate Public Facilities and Services Required
RZC Appendix 4:	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 - April 2019

Stormwater/Clearing and Grading

RMC 15.24:	Clearing, Grading, and Storm Water Management
RZC 21.64.060.C:	Planting Standards
RZC 21.64.010:	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 No. 5 (2007)
Department of Ecology:	Stormwater Management Manual for Western Washington (revised 2005)

Fire

RMC 15.06:	Fire Code
RZC Appendix 3:	Construction Specification and Design Standards for Streets and Access
City of Redmond:	Fire Department Design and Construction Guide 5/6/97
City of Redmond:	Fire Department Standards

Planning

RZC 21.08:	Residential Regulations
RMC 3.10	Impact Fees
RZC 21.32, 21.72:	Landscaping and Tree Protection
RZC 21.34:	Exterior Lighting Standards
RMC 6.36:	Noise Standards
RCZ 21.64:	Critical Areas
RZC 21.44:	Signs
RZC Appendix 1:	Critical Areas Reporting Requirements

Building

2012 International Building Codes (IBCs)
2012 Uniform Plumbing Code
2012 International Residential Code (IRC)