



**Technical Committee  
DRLE Downtown Station  
LAND2020-00181 – Site Plan Entitlement  
Notice of Decision  
Transmittal Letter**

June 17, 2021

Matthew Johnson  
SWK  
6801 185<sup>th</sup> Ave NE, Suite 200  
Redmond, WA 98052

**Subject: DRLE Downtown Station, LAND2020-00181, PR # 2019-00141**

Location: 16701 Cleveland ST, Parcel No. 1225059082

Dear Mr. Johnson:

The City of Redmond Technical Committee and Design Review Board have reviewed and approved the above-referenced proposal for a new light rail station to support a 3.4 mile extension of the Sound Transit Link Light Rail system including public art, plazas, Redmond Central Connector trail upgrades, and associated site improvements. Attached to this letter is the Technical Committee's Notice of Decision including Conditions of Approval (see Section IX) for this project.

**NEXT STEPS**

This letter is a guide to assist you with next steps in the approval process now that your project has received Site Plan Entitlement approval from the Technical Committee. Before beginning construction of your project, there are other review processes that must be completed and issued per the Sound Transit – City of Redmond Development Agreement. The next steps for this project include the issuance of a Redmond Civil Review (RCR) and the Building Permit Review processes.

**Coordinated Civil Review Process.** The Coordinated Civil Review (CCR) process is being conducted under the terms of the Sound Transit – City of Redmond Development Agreement. The CCR is being reviewed as the Redmond Civil Review (RCR) process and is being reviewed and issued following the issuance of this determination.

**City Hall**

15670 NE 85th Street  
PO Box 97010  
Redmond, WA  
98073-9710

Additional information regarding the Coordinated Civil Review process and Record Drawings can be found at <https://www.redmond.gov/944/Coordinated-Civil-Review>.

**Building Permit Review Process.** You may be required to obtain one or more building permits for your project. Building permits can be submitted at any time, but most building permits cannot be issued prior to Redmond Civil Review approval. Please note that permits are required to demolish as well as construct buildings on the site. Additionally, separate building permits may be required for other structures on the site including, but not limited to rockeries and retaining walls over four feet in height, and stormwater detention vaults. Fire, Parks, School, and Transportation Impact Fees, as appropriate, and stormwater Capital Facilities Charges will be collected at the time of building permit issuance or as stipulated by the Sound Transit – City of Redmond Development Agreement.

If you have questions regarding process or the Notice of Decision Conditions of Approval, please contact the staff person for the appropriate City Department/Division listed below.

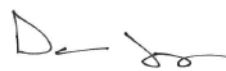
Department- Division	Contact	Title	Phone	Email
Planning- Development Engineering/Transportation & Engineering	Bruce Newman	Senior Transportation Engineer	425.556.2856	brnewman@redmond.gov
Planning- Development Engineering/Water & Sewer	Jeff Thompson	Senior Engineer	425.556.2884	jthompson@redmond.gov
Planning- Development Engineering/Stormwater, Clearing & Grading	Lisa Rigg	Senior Utility	425.556.2295	lrigg@redmond.gov
Fire	Gary Smith	Deputy Fire Marshall	425.556.2236	gsmith@redmond.gov
Planning – Development Review	David Lee	Planning Manager	425.556.2462	dlee@redmond.gov

The City’s Development Review Staff are available to meet with you regarding the development review process. Please contact David Lee, Development Review Planning Manager at 425-556-2462 or [dlee@redmond.gov](mailto:dlee@redmond.gov) or the appropriate Development Review Staff member listed above for additional information.

Sincerely,



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



David Juarez, Director  
 Public Works Department

**Technical Committee DRLE Downtown Station SPE**  
**Notice of Decision**

**Project Name:** DRLE Downtown Station Type II Site Plan Entitlement

**Location:** 16701 Cleveland ST

**Project File Number:** LAND-2020-00181, PR # 2019-00141

**Project Description:** New light rail station to support a 3.4 mile extension of the Sound Transit Link Light Rail system including public art, plazas, Redmond Central Connector trail upgrades, and associated site improvements

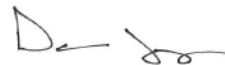
**Technical Committee Decision**  
**Approval with Conditions**

**Decision Date:** June 17, 2021  
**Appeal Deadline:** July 1, 2021

This decision may be appealed to the Hearing Examiner by filing an appeal with the Office of the City Clerk within 14 calendar days of the date of this decision. Appeal forms are available on-line at <https://www.redmond.gov/913/Request-for-Reconsideration-or-Appeal>. A completed appeal form must be submitted by 5:00 p.m. on the last day of the appeal period. If you have any questions, please contact David Lee, Development Review Planning Manager at 425 556-2462 or [dlee@redmond.gov](mailto:dlee@redmond.gov).



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



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** make the final decision to approve, approve with conditions, or deny the application: LAND-2020-00181, Type II Site Plan Entitlement.

**Key Dates**

Application/Completeness Date: February 6, 2020

Date SEPA Addendum Issued: August 31, 2018

Technical Committee Recommendation: June 17, 2021

**I. Proposal Summary**

A new light rail station to support a 3.4 mile extension of the Sound Transit Link Light Rail system including public art, plazas, Redmond Central Connector trail upgrades, and associated site improvements.

**II. Site Description and Context**

The Downtown Station area is located just north of the Redmond Town Center, between NE 76th Street and Cleveland Street and between 164th Avenue NE and 168th Avenue NE. The station will be located along the same corridor as the current Redmond Central Connector trail . The current trail is located just north of NE 76th Street, with a landscape area and ditch between the street and trail. The existing topography within this space is relatively flat with the ground sloping up towards Cleveland Street. The station improvements include some modification to the adjacent streets. The surrounding site context is as follows:

Adjacent	Existing Land Use	Zone
North	Mixed Retail	Downtown Mixed Use / Anderson Park
South	Shopping Center	Downtown Mixed Use / Town Center
East	Redmond Central Connector	Downtown Mixed Use / Anderson Park
West	Redmond Central Connector	Downtown Mixed Use / Anderson Park

**III. Site Requirements**

The site is located within the Anderson Park zoning designation. The Anderson Park (AP) zone is one of four distinct mixed-use residential/office zones in the Downtown Neighborhood. The zone is intended to provide for significant residential growth, as well as opportunities for growth in professional, business, health, and personal services. The zone provides for a range of employment uses, such as financial and professional services, public administrative offices, health services, advanced technology industries, universities and technical colleges, and other activities normally conducted in multistory office structures. The zone is intended for the densest employment and residential uses in the Downtown, but also provides for

supporting retail, service, and entertainment uses located within walking distance of each other.

Some of the quieter streets in these districts allow residential uses on the ground floor, whereas the primary streets are intended for active, pedestrian-friendly, and activating commercial uses. The Anderson Park zone encourages development of a mix of multistory residential and office buildings and allows limited retail space in order to provide convenient access without diluting the more concentrated retail cores of the Old Town and Town Center zones. The Anderson Park zone also enhances the long-term pedestrian character of Redmond Way and Cleveland Street by including street-level building and landscape design. The site requirements are listed in (RZC 21.10.040) for this district are:

Requirement	Requirement	Proposed
Front Setback:	0'	0'
Side/Interior Setback:	0'	0'
Side Street Setback:	14'	14'
Rear Setback:	0'	0'
Minimum Building Separation	Not Applicable	Not Applicable
Maximum Lot Coverage (for structures):	100%	36%
Maximum Impervious Surface Area:	100%	59%
Minimum Open Space:	Not Applicable	Not Applicable
Maximum Height of Structures:	5 Stories	2 Stories
Maximum FAR	Not Applicable	Not Applicable

#### IV. Public Notice and Comment

Requirements for public notice are contained in RZC 21.76.080.

##### A. Notice of Application:

The Notice of Application for this proposal was published on February 21, 2020. The notice was posted at City Hall, the Redmond Regional Library, and one notice sign was posted on the property. A notice was also mailed to property owners within 500 feet of the site (Attachment 1, Notice of Application, Certificate of Public Notice and Public Notice Site Plan).

Public Input: During the Notice of Application public comment period and throughout the project review, the City received no written comments.

## V. State Environmental Policy Act

The State Environmental Policy Act (SEPA) requires applicants to disclose potential impacts to the environment that may occur as a result of their project. For the Sound Transit 3 project, in which this development application is a part of, Sound Transit was and is the lead agency for SEPA determinations. Sound Transit prepared a SEPA Addendum to the East Link Extension Final Environmental Impact Statement (FEIS) issued in November of 2011. The addendum was finalized and filed with the State on August 31, 2018. The proposal falls within the scope of environmental impacts disclosed in applicable environmental documents and the impacts of the project were fully disclosed. No appeal of the adequacy of the EIS was filed. The requirements of SEPA have, therefore, been met.

## VI. Compliance with Development Regulations

### A. Landscaping

Redmond Zoning Code (RZC) 21.32.040 requires that not more than 50 percent of the required landscaped area in Downtown shall be covered with impervious or hardscape surfaces.

Redmond Zoning Code (RZC) 21.60.040.C.b requires project to provide space on-site for active and passive recreational purposes. In addition, landscaped areas shall provide a clear transition in design between adjacent sites and create an effective change from public to private space and from the vertical to horizontal plane at building edges.

Street trees and landscaping improvements are required along Cleveland Street, NE 76th Street, 164th Avenue NE and along 168th Avenue NE.

#### **Finding:**

**Requirements of RZC 32.32.040 and RZC 21.60.040.C.b. have been met.** The applicant has applied for and received an Administrative Design Flexibility approval for the maximum hardscape/impervious surfaces requirement. The site requires more hardscaped areas than typical commercial developments due to the nature of the use (transit station), and the fact that the Redmond Central Connector trail is being proposed to be accommodated on-site. An impervious calculation of 62.9% will exist on-site as a result. The site design incorporates both active and passive recreational areas utilizing seating, hardscaped plazas, a variety of planting materials, and art spread throughout the station area. This provides a well-defined public thoroughfare to neighboring private developments. Additionally, the site design incorporates a portion of the Redmond Central Connector trail through the site between 164<sup>th</sup> Ave NE and the Bear Creek Trail.

**B. Tree Protection & Replacement**

The tree protection and replacement are subject to the Development Agreement For The Downtown Redmond Link Extension Project (Contract 9177) that the City of Redmond entered into with Sound Transit. The Development Agreement is in alignment with the tree protection regulations set forth in RZC Chapter 21.72 *Tree Protection*. The tree protection and replacement is being assessed on a project wide basis.

Sound Transit's Downtown Redmond Link Extension (DRLE) project will remove an estimated 533-750 significant trees and 13-24 landmark trees within the City of Redmond permitting jurisdiction (not including shoreline and critical areas) to construct and safely operate light rail between the Redmond Technology and Downtown Redmond stations.

Sound Transit shall provide a conceptual tree mitigation proposal to the City to show compliance with tree protection and tree replacement requirements. The concept proposal was submitted with the 30% Construction Document package and shows estimates of the numbers of trees removed, number of trees planted within the project area, and number of trees planted in off-site areas. This proposal will form the basis for establishing the mitigation project wide to demonstrate overall compliance with the tree preservation requirements such that subsequent permit packages can proceed to approval independently. The project will be permitted through a series of permit packages.

Each clearing and grading permit, or other permit allowing tree removal, will be required to show and account for tree removals. The accumulation of these permits will establish the total tree removal count. Each Site Plan Entitlement, Civil Site Construction Permit, or other permit showing planting, will establish the mitigation that will occur within the permit area. The accumulation of these permits will establish total on-site tree mitigation. Required mitigation that cannot be accommodated on site will be completed at off-site mitigation areas. The City has provided a list of preferred locations that may be available for tree replanting within the Development Agreement. Plans for these areas will be developed that show the planting quantities needed to meet the total project planting requirements, based on the final tree removal count. If required mitigation cannot be accommodated at proposed or other off-site locations, the City may consider a fee-in-lieu replacement fee consistent with RZC 21.72.080.E.

On- or off-site mitigation is strongly preferred to use of the fee-in-lieu program. The exact number of impacted trees is not known because project design is not yet complete but is expected to be within the range documented within the Development Agreement. If the number of impacted trees exceeds the maximum considered in the Development Agreement, Sound Transit will be required to

propose additional mitigation strategies and/or locations for review and approval by the City.

**Finding:**

**The terms of Development Agreement For The Downtown Redmond Link Extension Project (Contract 9177) and RZC 21.72 have and will be met as conditioned.** There are a total of 100 trees within the bounds of the Downtown Station SPE project area. The site contains 99 significant trees and 1 landmark tree. 63 significant trees are being proposed for removal, 23 significant trees proposed to be impacted (but remain on-site), and 1 landmark tree to be impacted (but remain on-site). The site retains 37% of the existing trees. 63 trees will be counted towards the total tree replacement ratios of the entire DRLE project.

**C. Critical Areas**

There are no critical areas on-site except that the property is in the Critical Aquifer Recharge Area 1 (CARA1). No other critical areas are on or near the site. Limitations on dewatering and provisions for wellhead protection are a requirement of this Site Plan Entitlement.

**Finding:**

**The Critical Area protection requirements of RZC 21.64 have been satisfied and the proposal has been conditioned in compliance with city codes to protect the Critical Aquifer Recharge Area.**

**D. Transportation**

Per RZC 21.17, all new development proposals, including any use, activity, or structure, shall be adequately served by streets, sidewalks, trails, and access. Furthermore, RMC 12.12 requires implementation of additional regulations in connection with the development and improvement of land and to promote the public health, safety, general welfare and convenience in order to facilitate adequate provision for water, sewerage, storm drains, curb, gutters, sidewalks, driveways, street and other public improvements by requiring the construction and dedication of such improvements at the time of the construction of developments. For the Downtown in particular, Appendix 2A of the Redmond Zoning Code guides the implementation of public rights-of-way.

**Finding:**

**As conditioned, the proposal will meet all requirements, per RZC 21.17 and RMC 12.12, and is in alignment with Appendix 2A of the Redmond Zoning Code.** The project is a piece of Sound Transit's larger DRLE expansion project, which includes transportation improvements along the project length, and



transportation systems to be owned and maintained by Sound Transit, King County, WSDOT and the City of Redmond. The project provides a light rail station between NE 76th St and Cleveland St, straddling 166th Ave NE. It includes a small parking lot for service vehicles, sidewalks and trail connections, and frontage improvements.

Transportation improvements for the Downtown Redmond station include:

- Roadway improvements along Cleveland Street (11-foot travel lanes, and an eastbound transit active loading bay with concrete pavement, Type A-1 curb and gutter, and a 5.0-foot sidewalk).
- Roadway improvements along NE 76th St from 164th Ave NE to 170th Ave NE, including sidewalk restoration on the south side, Type A-1 curb and gutter.
- Redmond Central Connector paved trail, from 164th Ave NE to 170th Ave NE.
- Roadway illumination meeting City standards.

**E. Stormwater**

RZC 21.74 requires the City to ensure that public facilities and services necessary to support development are adequate to serve the development at the time of development occurs. Furthermore RMC 15.24 seeks to reduce impacts from land development; preserve and enhance wildlife habitat in and along surface water; enhance the aesthetic quality of the area waters; minimize erosion; preserve trees; and preserve natural topographic features.

**Finding: As conditioned, the proposal will meet all requirements, per RZC 21.74 and RMC 15.24.**

The project is part of the larger DRLE Contract for Sound Transit, which includes multiple stormwater systems to be owned and maintained by Sound Transit, King County, WSDOT and the City of Redmond. Drainage improvements for the Downtown Station include new conveyance from the guideway, station and associated street improvements, replacement of a portion of the downtown stormwater trunk, infiltration facilities and water quality treatment. Project has been reviewed to ensure the optimal placement of facilities and improvements to reduce impacts to existing environmental sensitive areas.

**F. Utilities**

Per RZC 21.74.020.D and RMC Chapter 13, water, sewer, and storm drainage systems shall be provided in a manner that serves the development to an adequate level of service and meets the design and construction requirements of the City's Technical Design and Construction Manuals. All public water, sanitary sewer, and storm drainage systems shall be placed underground in appropriate

public easements or tracts and dedicated to the City, provided that those portions of stormwater systems that are required to be above ground in order to function; i.e., stormwater ponds, drainage swales, and similar facilities, may be installed above ground.

**Finding:** As conditioned, the proposal will meet all requirements, per RZC 21.74.020.D and RMC 13. Project includes relocating seven fire hydrants, six FDCs, and one air-vac assembly along NE 76th St. Eight water meters are being added to service the station buildings and irrigation systems.

Approximately 675 total lineal feet of 8-inch sanitary sewer main will be installed in 170th Ave NE, 166th Ave NE, and NE 76th St to serve four new side sewer connections for the station's buildings. The side sewer serving the Tail Track building has not yet been designed and approved by the City of Redmond and must be before construction can occur. Oil-Minder sump pumps are proposed be used in all elevator sumps to detect any leaking oil. Any dumpster storage area must be covered to keep stormwater out of the sewer.

#### VII. Criteria Applicable to all Land Use Permits:

Proposed land use actions within the City must comply with the criteria listed in RZC 21.76.070.B.3.a. These criteria are applicable to all land use permits to ensure overall consistency between proposed land use permits, applicable regulations, and the Comprehensive Plan. Staff's analysis of whether the proposal meets the decision criteria is below.

1. A proposed project's consistency with the City's development regulations shall be determined by consideration of:
  - A. The type of land use;
  - B. The level of development, such as units per acre or other measures of density;
  - C. Availability of infrastructure, including public facilities and services needed to serve the development; and
  - D. The character of the development, such as development standards.

**Staff Response:** Technical review staff have completed a thorough review of the applicant's proposal against all adopted regulations including zoning, design and engineering. The proposed development is a "Road, Ground Passenger, and Transit Transportation" use in the Downtown Mixed-Use Comprehensive Plan classification zoned as Anderson Park. The use is an outright allowed use within this zone. The property is encompassed by pre-developed and redeveloped mixed-use properties, a regional trail, and commercial strip centers. The level of development proposed is appropriate and permitted in the zone and

infrastructure is available to serve the development and/or conditioned to be improved to adequately serve the development prior to construction.

2. Upon review of a land use permit and accompanying site plan, the decision maker shall determine whether building design and/or site design complies with the following provisions:
  - A. The Comprehensive Plan, RZC 21.02, *Preface*, RZC Article I, *Zone-Based Regulations*, RZC Article II, *Citywide Regulations*, and the Appendices that carry out these titles;
  - B. The provisions of RMC Title 15, *Buildings and Construction*, that affect building location and general site design;
  - C. The Washington State Environmental Policy Act (SEPA) if not otherwise satisfied;
  - D. RZC Article VI, *Review Procedures*, to the extent it provides the procedures to ensure compliance with the requirements in subsections B.3.a. ii. B and B.3.a.ii.C of this section;
  - E. Both within and outside the Transition Overlays, decision makers authorized by the RZC to decide upon discretionary approvals may condition such approvals and development permits, including but not limited to site plan approvals, to minimize adverse impacts on other properties and uses, and to carry out the policies of the Comprehensive Plan.

**Staff Response:** Technical review staff have reviewed the proposed development and have determined the compliance to the City of Redmond Comprehensive Plan, the Redmond Zoning Code, Redmond Municipal Code, adopted SEPA policies, and has followed review procedures set forth in the zoning code and as outlined within the associated Development Agreement for a Type II Site Plan Entitlement.:

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

Comp Plan Policy	<i>How the project complies, supports or aligns.</i>
EV-15: Identify, construct, and maintain infrastructure and utility systems and facilities that support economic vitality	<i>The project is proposing a light rail station that is part of a regional light rail system. The light rail adds another major option to the multi-modal approach the City's Urban Centers have taken to support economic vitality through the ease of transportation to one of its economic centers.</i>
EV-19: Participate in partnerships with other agencies, businesses, nonprofits and other organizations that further the City's economic vitality goals.	<i>The City of Redmond entered into a Development Agreement with Sound Transit, a regional transit authority to set expectations, staffing agreements, and other obligations in order to facilitate the review and</i>

	<i>construction of the 3.4 mile light rail track and stations to further the City's economic vitality goals.</i>
LU-8: Design developments to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit and to provide connections to the nonmotorized systems.	<i>The proposal is for a light rail station that brings Sound Transit's regional light rail service to the Downtown core. The project includes portion of the Redmond Central Connector trail, public plazas, bike lockers and stands, and bus bays.</i>
LU-49: Leverage local, regional, state and federal agency funding for needed public facilities and services within Redmond's Urban Centers. Give priority to these centers for transit service and improvements, as well as for other transportation projects that will increase mobility to, from and within these Urban Centers.	<i>The City of Redmond entered into a Development Agreement with Sound Transit, a regional transit authority to set expectations, staffing agreements, and other obligations in order to facilitate the review and construction of the 3.4 mile light rail track and stations. The completion of the Downtown station will connect the Downtown Urban Center station with the Overlake Urban Center station that is currently under construction.</i>
TR-9 : Use transit as a way to provide for access, circulation and mobility needs in Redmond, especially in areas planned for higher density mixed-use development and favorable pedestrian environments.	<i>The completion of the Downtown station will connect the Downtown Urban Center with the station located in the Overlake Urban Center that is currently under construction. Both Downtown and Overlake are the City's designated Urban Areas. Additionally, the project includes portion of the Redmond Central Connector trail, public plazas, bike lockers and stands, and bus bays.</i>
TR-10: Complete planning for the extension of Sound Transit's East Link to Redmond Overlake, Southeast Redmond, and Downtown, within the alignment identified on Map TR-1. Work closely with Sound Transit and other agencies to ensure that the Southeast Redmond Station and Park and Ride is seamlessly integrated into the transit oriented neighborhood.	<i>The completion of this project will fulfill this goal as Downtown is the final station to be built within Redmond.</i>

**VIII. Site Plan Entitlement Decision Criteria:**

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

**Staff Response:** Technical review staff reviewed the proposal and recommended approval to the Technical Committee. The Technical Committee found that all applicable RZC and RMC requirements have been met. Sound Transit was and is the lead agency for SEPA determinations. Sound Transit prepared a SEPA Addendum to the East Link Extension Final

Environmental Impact Statement (FEIS) issued in November of 2011. The addendum was finalized and filed with the State on August 31, 2018.

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

**Staff Response:** There are no structures within the site of historic significance and based on the scope of the proposal, the Landmarks and Heritage Commission review authority is not triggered. Requirement of a Monitoring and Inadvertent Discovery Plan (MIDP) is conditioned as part of the approval.

#### **IX. Code Deviations Granted**

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

##### **A. Landscape Requirements**

The applicant requested an Administrative Design Flexibility for the maximum impervious surface in landscape areas. Redmond Zoning Code (RZC) 21.32.040 requires that not more than 50 percent of the required landscaped area in Downtown shall be covered with impervious or hardscape surfaces. The site requires more hardscaped areas than typical commercial developments due to the nature of the use (transit station), and the fact that the Redmond Central Connector trail is being proposed to be accommodated on-site. An impervious calculation of 62.9% will exist on-site as a result. This results in better meeting the goals of both passive and active recreation space, and overall superior design in terms of site design than if strictly following the code.

**Code Authority:** RZC 21.32.040

##### **B. Landscaping - Vehicle Parking Area**

The applicant requested relief from the 5'-wide Type II perimeter parking lot landscaping requirements of RZC 21.32.070. Type II landscaping buffers are intended as a visual separation between parking lots and visible rights-of-way that is 75% sight obscuring. The applicant is proposing that evergreen trees be replaced with shrubbery at a 3' tall height and maintain the 5' buffer. The vegetation chosen will also screen the vehicles within the parking lot to an equal 75%, as the code requires. The request is to accommodate Crime Prevention Through Environmental Design concerns as well as to accommodate sight distances. The parking area in question is solely designated for Sound Transit use and does not include any publicly accessible parking stalls. The proposal meets the intents and goals of the policies.

**Code Authority:** RZC 21.32.070

**C. Sidewalk Width**

The applicant is requesting the waiver of the 10’ wide sidewalk along NE 76<sup>th</sup> St adjacent to the station as required by RZC 21.10.150. It is intended that pedestrians and patrons of the station use the internal walks and plazas to traverse the path intended by the 10’ wide sidewalk requirement along NE 76<sup>th</sup> St. Wayfinding and open circulation have been integrated into the station which guides pedestrians from the intersection at NE 76<sup>th</sup> St and 16<sup>th</sup> Ave NE through the middle of the tail track structures to the open plaza. This provides a safe, open, and continuous route along NE 76<sup>th</sup> St.

**Code Authority:** RZC 21.10.150

**X. Vesting/Approval Expiration**

This decision is not vested to the development regulations in effect until a complete building permit application is submitted. The approval of this project shall expire two years from the date of this decision unless an approval extension is granted. Extensions can be requested on a yearly basis if proper justification is demonstrated (see RZC 21.76.090.C.2). Requests for extensions must be submitted in writing to the Technical Committee via the project planner at least 30 days prior to the approval expiration date.

**XI. 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.

<b>Item</b>	<b>Date Prepared</b>	<b>Notes</b>
DRLE R200 SPE Permit Design Book 1/1	May 14, 2021 (Date Signed)	<i>and as conditioned herein.</i>
DRLE SEPA FEIS & Addendum	August 31, 2018	<i>and as conditioned herein and as conditioned by the SEPA Addendum on 08/31/2018</i>
Design Review Board Approval/Plans	April 16, 2020	<i>and as conditioned herein.</i>
R200 CARA Environmental Supplemental Report	June 19, 2020	<i>and as conditioned herein.</i>
Level II Hydrogeology Assessment	December 17, 2020	<i>and as conditioned herein.</i>

Downtown Station Final Storm Water Report	May 11, 2021	<i>and as conditioned herein.</i>
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The following conditions shall be reflected on the Civil Construction Review, unless otherwise noted:

1. **Development Engineering - Transportation and Engineering**

Reviewer: Bruce Newman, Senior Transportation Engineer

Phone: 425-556-2856

Email: brnewman@redmond.gov

- 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.

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

- b. **Construction Restoration and Street Overlay.** In order to mitigate damage due to trenching and other work on Cleveland Street, 166th Ave NE, and NE 76th St, the asphalt and concrete streets 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. Contact Adnan Shabir at 425-556-2776.

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

c. **Street Frontage Improvements**

- i. The frontage along Cleveland St, 166th Ave NE, and NE 76th St must meet current City Standards which include asphalt paving from centerline to face of curb with appropriate tapers, type A-1 concrete curb and gutter, planter strips, concrete sidewalk, 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 inches of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
- Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557)
- Street crown 2% sloped to drain system.

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

ii. At the intersection of Cleveland Street and 166th Ave NE, the traffic signal system shall be modified per City of Redmond Standards. Signal plans are required for all traffic signals being modified or constructed. The plans shall be prepared in accordance with Section 8-20 and 9-29 of the WSDOT Standard Specifications as supplemented and modified by the City of Redmond. Potholing and utility locates are required prior to signal design. The project engineer shall arrange for potholing and utility locates, and then contact Bruce Newman, Traffic Operations, at (425) 556-2856 at least 48 hours in advance of installation to verify the layout.

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

iii. ADA ramp requirements:

Curb ramps for persons with disabilities are required to all new or altered crosswalks at the intersection of Cleveland St and 166th Ave NE, 166th Ave NE and NE 76th St, and NE 76th St at 164th Ave NE, and for 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

iv. 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. The project is located along a state route, therefore WSDOT approval of the channelization plan is also required.

**Code Authority:** RZC 21.52.030.F, RZC Appendix 2; Redmond Standard Specifications & Details; RCW 47.24.020



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

- Cleveland St, along site frontage
- 166th Ave NE, from Cleveland St to NE 76th St.

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

**d. Access Improvements**

i. A singular parking lot with vehicular access on NE 76th St, east of 166th Ave NE, shall be provided to support station services and employees. The site layout is approved as shown on the DRLE Downtown SPE site plan prepared by DRLE R200 SPE Permit Design Book 1/1.

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

ii. Direct access from the site to either 166th Ave NE or Cleveland St will not be permitted. This restriction shall be indicated on the face of the civil plans and other final documents.

**Code Authority:** RZC 21.52.030.E; RZC 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 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: <http://www.redmond.gov/development/CodesAndRules/StandardizedDetails>

**Code Authority:** RZC 21.52.030.F, RZC Appendix 2

**g. Street Overlay.** Asphalt streets impacted by construction activity must be planed, overlaid, and/or patched, as determined by the Public Works Department and in accordance with City of Redmond Standard Specifications and Details. At a minimum, all new developments are required to plane and overlay the entire half street along

their project frontage if the Pavement Condition Index (PCI) of the existing pavement is below 70.

**Code Authority:** Determined by the City's bi-annual pavement survey

- h. **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

## 2. Development Engineering – Water and Sewer

**Reviewer:** Jeff Thompson, Senior Engineer

**Phone:** 425-556-2884

**Email:** [jthompson@redmond.gov](mailto:jthompson@redmond.gov)

- a. **Water Service.** Water service will require a developer extension of the City of Redmond water system as follows:  
Six-inch fire lines, and 6-inch fire hydrant lines shall be connected to the existing 12-inch ductile iron water main in NE 76th St. Seven fire hydrants and six FDCs must be relocated along NE 76th St. All relocated fire hydrants shall be removed at the water

main per City of Redmond Standards. One air-vac assembly must be relocated along NE 76th St.

All water meters (domestic and irrigation) shall be shown on the civil plans. Three (3) City of Redmond water service lines and water meters will be installed along NE 76th St. Two of the meters are for irrigation and one domestic meter to serve a restroom building in the tail tracks near 164th Ave. NE. A backflow prevention device shall be installed on the irrigation water service lines. Three (3) Sound Transit water service lines and water meters will be installed along NE 76th St. Two of these meters are for domestic usage and one is for irrigation. A backflow prevention device shall be installed on the irrigation water service line. Two (2) King County domestic water service lines and water meters will be installed along NE 76th St.

**Code Authority:** RZC 21.74.020.D

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

Approximately 56 lineal feet of 8-inch sanitary sewer main shall be installed and connect to the existing 8-inch sewer main in 170<sup>th</sup> Ave. NE. This sewer main shall be extended in NE 76<sup>th</sup> St with installation of about 284 lineal feet of 8-inch sanitary sewer main to the Traction Power Substation (TPSS) E31. Furthermore, approximately 107 lineal feet of 8-inch sanitary sewer main shall be installed and connect to the existing 8-inch sewer main in 166<sup>th</sup> Ave. NE. This sewer main shall be further extended about 335 lineal feet in NE 76<sup>th</sup> St. A total of six manholes will be installed at this location.

Four 6-inch side sewers shall be installed to serve the buildings at the proposed station, TPSS, and Tail Tracks. One of the side sewers requires special installation techniques outlined in the DOE Orange Book because 18 inches of separation from the water line cannot be achieved. The side sewer serving the Tail Track building has not yet been designed and approved by the City of Redmond and must be before construction can occur.

Oil-Minder sump pumps shall be used in all elevator sumps to detect any leaking oil. Any dumpster storage area must be covered to keep stormwater out of the sewer.

**Code Authority:** RZC 21.74.020.D

- c. Easements.** Easements shall be provided for all water and sewer improvements as required in the Design Requirements for Water and Sewer System Extensions. Easements for the water and sewer mains shall be provided for City of Redmond

review at the time of construction drawing review. All easements must be recorded prior to construction drawing approval.

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

- d. **Metro Pretreatment.** The proposed development requires approval by Metro and will need industrial pretreatment. The side sewer shall include the installation of a Metro approved oil/water separator.

**Code Authority:** King County DNR Contract

- e. **Sewer System Study.** AAn engineering report/sewer plan shall be prepared in accordance with Chapter 173-240 WAC. This report shall describe the sewer trunks and collectors needed to serve the project and other tributary areas. The engineering document will need to be adopted by the City as part of its Utility Master Planning, either by Zoning Code Amendment or Technical Committee approval, as appropriate. The engineering document will need to be reviewed and approved by the applicable State and local agencies.

**Code Authority:** RZC 21.54.010, WAC 173-240

- f. **Water System Study.** A water system plan/project report shall be prepared in accordance with Chapter 248-54 WAC. This report shall describe water transmission/distribution mains and appurtenances needed to serve the project and other proximate areas. The engineering document will need to be adopted by the City as part of its Utility Master Planning either by Zoning Code Amendment or Technical Committee approval, as appropriate. The engineering document will need to be reviewed and approved by the applicable State and local agencies.

**Code Authority:** WAC 248-54

- g. **Reimbursement Agreement.** Portions of this extension may benefit other properties and meet the criteria to be eligible for a reimbursement agreement. In order to be eligible for reimbursement, the City must have received a completed reimbursement agreement application prior to approval of civil drawings and the agreement must be fully executed, by the City, prior to commencement of construction of the facility.

**Code Authority:** RMC 13.12

- h. **Backflow Preventers:** Backflow preventers shall be used in the water supply system in accordance with City, State, and Federal requirements. WAC 246-290-490 specifically addresses Cross-connection control devices and their specific use of

premise isolation; reference Table 8 for the appropriate backflow isolation devices and Table 9 to determine if your proposed use is a high health cross-connection hazard.

**Code Authority:** RMC 13.10

- 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 issuance of water and side sewer permits.

**Code Authority:** RMC 13.08.010, 13.12

- j. **Potholing.** All existing utilities at the location of the proposed water/sewer mains and service line crossings shall be potholed prior to submittal of first Civil Plan Review.

Potholing in the City Right-of Way requires a permit, approved traffic control plans, and a performance bond before commencing work. The developer shall include in the Right-of-Way permit, a list of potholing numbers along with the potholing information for each number, such as utility name, type of facility and the reason for potholing.

The developer shall do the following during and after potholing:

1. Follow City of Redmond Detail 203 for pothole restoration.
2. Protect existing traffic loops.
3. Survey all potholing locations.

Based on the final survey, a modified design of sewer and water facilities may be necessary to avoid conflict with existing utilities.

All potholing information shall be included in the plans and profiles of water and sewer designs in first submittal of CCR review. The developer shall add clearance information on the water and sewer profiles at all crossings of existing and proposed utilities. Minimum clearance of one foot is required between the sewer/water mains and other utilities.

**Code Authority:** Water and Wastewater System Extensions Design Requirements  
Section IV. 3. M and Section V. 3. K

3. **Development Engineering – Stormwater/Clearing and Grading**

**Reviewer:** Lisa Rigg, Senior Utility Engineer

**Phone:** 425-556-2295

**Email:** lrigg@redmond.gov

a. **Water Quantity Control:**

- i. This project is within the Downtown Regional Facility Basin. Non-pollution generating impervious surfaces will be infiltrated on-site using chambers and an infiltration pond. The area within the basin that is not infiltrated is meeting the requirement for water quantity control by utilizing the City's regional system (direct discharge following water quality treatment).

An area of NE 76<sup>th</sup> outside of the Downtown Basin will continue to drain to the downstream system that flows to Redmond Town Center. This area does not trigger flow control.

The project is relocating the downtown stormwater trunk in the vicinity of the station. The HGL of the new trunk cannot exceed the HGL of the existing trunkline.

- ii. Provide for overflow routes through the site for the 100-year storm.

**Code Authority:** RZC 21.74.020.D; RMC 15.24.080.9

b. **Water Quality Control**

- i. Most of the project area is within the Downtown Regional Facility Basin. Runoff treatment for PGIS in this area will be provided by the City's regional stormwater treatment facility. The increased area of PGIS associated with improvements to NE 76<sup>th</sup> Street is outside of the Downtown Basin. Enhanced water quality treatment for this area shall be provided by a modular wetland system prior to discharge to the downstream system. Treatment is required for the 6-month, 24-hour return period storm.

**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. Easements shall be provided for City of Redmond review at the time of construction drawing approval. The

existing and proposed easements shall be shown on the civil plans. Prior to acceptance of the easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights to encumber the property to be dedicated. Prior to construction drawing approval, fully executed and recorded offsite easements shall be provided to the Development Engineering Division.

**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:** RZC 21.74.020.C

- e. **Clearing and Grading.** Cuts and fills exceeding 8 ft and slopes up to 2:1 are allowed as shown on the Deviation Request approved June 2, 2021.

Wall heights exceeding 8 ft are allowed as shown on the Deviation request approved June 2, 2021.

**Code Authority:** RZC 21.74.020.J; RMC 15.24.080

- f. **Temporary Erosion and Sediment Control (TESC).**  
i. Rainy season work permitted October 1<sup>st</sup> through April 30<sup>th</sup> with an approved Wet Weather Plan.

**Code Authority:** RMC 15.24.080

- g. **Landscaping.** All new landscaped areas within the project site are required to have compost amended soils or structural soils for street trees. See City of Redmond Standard Detail 6.32 and City of Redmond Specification 9-14 for requirements.

**Code Authority:** RZC 21.32

- h. **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](http://www.ecy.wa.gov/pubs/0710044.pdf).

**Code Authority:** Department of Ecology Rule

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

**Code Authority:** RMC 13.20.045 (Downtown); RMC 13.20.040 -Citywide

- j. **Potholing.** All existing utilities at the location of the proposed storm drainage line and/or structure crossings shall be potholed prior to submittal of first Civil Plan Review.

Potholing in the City Right-of Way requires a permit, approved traffic control plans, and a performance bond before commencing work. The developer shall include in the Right-of-Way permit, a list of potholing numbers along with the potholing information for each number, such as utility name, type of facility and the reason for potholing.

The developer shall do the following during and after potholing:

1. Follow City of Redmond Detail 203 for pothole restoration.
2. Protect existing traffic loops.
3. Survey all potholing locations.

Based on the final survey, a modified design of storm facilities may be necessary to avoid conflict with existing utilities.

All potholing information shall be included in the plans and profiles of storm design in first submittal of CCR review. The developer shall add clearance information on the storm profiles at all crossings of existing and proposed utilities. Minimum clearance of one foot is required between the storm sewer and other utilities.

**Code Authority:** Stormwater Technical Notebook, Issue No. 8, Amended June 5, 2019, Section 8.4.4

#### 4. Natural Resources

**Reviewer:** Angie Venturato, Environmental Scientist

**Phone:** 425-556-2466

**Email:** [aventurato@redmond.gov](mailto:aventurato@redmond.gov)

- a. **Replacement of City monitoring wells** shall be coordinated with the Groundwater Protection Team as defined during the Notice of Design Change. The City shall be notified via [groundwater@redmond.gov](mailto:groundwater@redmond.gov) at least one week prior to the installation of City assets to



ensure proper notice of intent is registered with Washington State as per (WAC 173-218) and wells are installed per City standards.

**Code Authority:** RMC 15.24.095

- b. Wellhead and groundwater protection performance standards** shall be met throughout the duration of the work. Soil and groundwater monitoring, well installation and decommissioning and inspection reports shall be provided to the City via [groundwater@redmond.gov](mailto:groundwater@redmond.gov).

If monitoring results indicate contamination of soil or groundwater, the City inspector and [groundwater@redmond.gov](mailto:groundwater@redmond.gov) shall be notified immediately and all activities contributing to contamination shall cease immediately. Contamination shall be remediated in accordance with the Model Toxics Control Act (WAC 173-340).

**Code Authority:** RMC 15.24.095, RMC 13.07.100, RMC 13.25.090, RZC 21.64.050.D

- c. Drywells, infiltration trenches and vaults** must be registered with Washington State per WAC 173-218 with a copy provided to the City via [groundwater@redmond.gov](mailto:groundwater@redmond.gov).

**Code Authority:** RMC 15.24.095

- d. Spills during construction activities** must be reported to the City inspector and the City Pollution Prevention Hotline (425-556-2868). This entire site is located within a critical area, and thus, all construction crews shall be regularly trained to prevent, minimize, report and mitigate spills appropriately.

**Code Authority:** RZC 21.64.050

## 5. Fire Department

**Reviewer:** Gary Smith, Assistant Fire Marshal

**Phone:** 425-556-2236

**Email:** [gsmith@redmond.gov](mailto:gsmith@redmond.gov)

The current submittal is generally adequate for LAND-2020-00181 Approval, but does not fully represent compliance with all requirements. The following conditions are integral to the approval and shall be complied with in Civil Drawings, Building Permit Submittals, Fire Code Permit submittal, and/or other applicable processes:

- a. Site Plan Condition**
- i.** Locations of Fire Department Connections for Redmond Town Center buildings (currently located on Sound Transit Property)

to be relocated to the south of NE 76th St, any other location shall be approved by the Fire Code Official.

- b. Fire Protection Plan
  - i. The building shall be equipped with an NFPA 13 compliant sprinkler system.
  - ii. The building shall be equipped with an NFPA 72 compliant fire alarm system.
  - iii. NFPA 14 compliant standpipe system(s)
  - iv. IFC permits as described below in the Fire Code Permit section.
  - v. Knox box locations will be finalized during the civil review process
- d. Fire Code Permit
  - a. Fire code permits required for this building may include but are not limited to
    - i. Fire Alarm
    - ii. Fire Sprinkler
    - iii. Standpipe
    - iv. Place of Assembly
    - v. Fixed Fire Extinguishing Systems
    - vi. Other install permits

**Code Authority:** NFPA 130, 2015 IFC, RMC 15.06; RZC Appendix 2, Redmond Fire Department Standards and Redmond Standard Specifications and Details

**6. Planning Department**

**Reviewer: David Lee, Planning Manager**

**Phone: 425-556-2462**

**Email: dlee@redmond.gov**

- a. **Site Specific Conditions**
  - i. In the event of inconsistencies between Design Review Board (DRB) Approved Plans and Building Plans, the DRB approved plans shall prevail.
  - ii. Any and all construction related work that is a result of the issuance of this permit that is commenced prior to the expiration of the appeal date is solely at the applicant's risk. If an appeal is filed within the appeal period stated in this letter, then all construction within the Site Plan Entitlement project boundaries shall cease until the appeal is resolved.

- b. **Street Trees.** The following street trees are required to be installed in accordance with RZC 21.32.090 and Standard Detail 907. The minimum size at installation is 2 ½ inch caliper with CU-Structural Soil.

Street	Species	Spacing
Cleveland	Nyssa Sylvatica 'Haymanred'	25' On Center Unless Shown Otherwise

**Code Authority:** RZC 21.32.090 & Standard Detail 907

- c. **Transfer of Development Rights.** Prior to issuance of civil drawings and building permits, 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

- d. **Tree Preservation Plan.** A Tree Preservation Plan depicting all significant and landmark trees required to be preserved as part of the site development must be provided with the civil construction drawings. A map of all retained trees shall be shown and recorded at the time of final plat.

**Code Authority:** RZC 21.72.060.D

- e. **Tree Mitigation Plan.** A finalized tree mitigation strategy and plan shall be submitted, reviewed, approved and implemented prior to the Certificate of Occupancy of the station.

**Code Authority:** RZC 21.72.060 / Development Agreement For The Downtown Redmond Link Extension Project (Contract 9177)

- f. **Noise Report.** A noise report prepared by a qualified acoustical consultant must be submitted and approved prior to civil drawing approval. The noise report shall comply with RMC 6.36 and provide sound attenuation measures.

**Code Authority:** RMC 6.36.060

- g. **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

- h. **Waste Management Approval.** The approved site plan and garbage/recycling enclosure detail must be submitted to Waste Management for review and approval.

**Code Authority:** RZC 21.38.020.F

- i. **Archeological and Historical Preservation:** An archaeological Monitoring and Inadvertent Discovery Plan shall be prepared and submitted to the Department of Archeological and Historical Preservation and the interested Tribes for review prior to ground disturbance.

**Code Authority:** RZC 21.30.070.D

**Condition Applies:** Civil Construction & Building Permit

- j. **Construction Parking Requirements and Contact Information.** A sign shall be posted on-site visible to the public throughout the duration of all construction activity per the Construction Contact Sign Handout. Construction activities consist of all site work including, but not limited to grading, landscaping, infrastructure and building permit related construction. Applicant and contractor shall work with city planner prior to mylar signing to determine location(s) of sign(s). Contact information shall remain up-to-date and visible at all times. The assigned city planner shall be notified within two business days when contact person has been changed and a picture of the updated sign shall be e-mailed. Construction Parking requirements for the project shall be denoted on the bottom portion of the sign per handout instructions.

**Code Authority:** RZC 21.76.070.B.3.a.ii.A; Comprehensive Plan TR-19

## **B. Compliance with City of Redmond Codes and Standards**

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

### Transportation and Engineering

RZC 21.10.150	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, June 2017
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)

### Water and Sewer

RMC 13.04	Sewage and Drainage
RMC 13.08	Installing and Connecting Water Service
RMC 13.10	Cross-Connection and Backflow Prevention
RZC 21.54.010	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 at the time of this approval letter issued)
City of Redmond	Design Requirements: Water and Wastewater System Extensions – April 2019.

### Stormwater/Clearing and Grading

RMC 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 at the time of this approval letter issued)
City of Redmond	Stormwater Technical Notebook, Issue No. 8, Amended June 5, 2019
Department of Ecology	Stormwater Management Manual for Western Washington (amended December 2014)

**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

**Development Agreement**

Development Agreement For  
The Downtown Redmond  
Link Extension Project  
(Contract 9177)