



THE CITY OF REDMOND  
PLANNING DEPARTMENT

FILE COPY

July 18, 1995

Randy Kyte  
Winmar Company  
700 5th Avenue  
Suite 2600 Gateway Tower  
Seattle WA 98104-5026

SUBJECT: Redmond Town Center Site Plan Review (Phase I), File No. SPR95-014 and Master Plan Approval  
LOCATION: North of Bear Creek, east of the Sammamish River, south of Leary Way and the Burlington Northern Railway Right-of-Way

Dear Mr. Kyte:

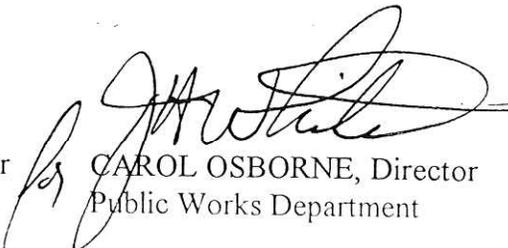
The City of Redmond Technical Committee and Design Review Board have reviewed and approved your proposed Site Plan Review application and Master Plan at their July 11 and July 13, 1995 meetings respectively. The approval is subject to submittal of plans consistent with the conditions and informational requirements on the attached checklists with your Building Permit Application.

This approval expires one year from the date of this letter unless significant activity has started and remains in progress and shall not waive compliance with future City of Redmond codes, policies or standards relative to this proposal. This approval will not be extended unless a request for extension is submitted to the Technical Committee and is approved. The request for extension must be based on the criteria of Redmond Community Development Guide Section 20F.20.110 (10) and must be submitted at least 30 days prior to the expiration date.

Decisions of the Technical Committee and Design Review Board may be appealed to the City Council pursuant to the Redmond Community Development Guide by filing written notice with the Planning Department within 10 working days of the date of this letter. If you have any questions, please contact Judd Black, Senior Planner, at 556-2426.

Sincerely,

  
For ROBERTA LEWANDOWSKI, Director  
Department of Planning and  
Community Development

  
CAROL OSBORNE, Director  
Public Works Department

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Project: Redmond Town Center Phase I  
File No.: SPR95-014  
Plan Date: 6/20/95  
Preliminary \_\_\_\_\_ Final X

CITY OF REDMOND  
DEVELOPMENT CHECKLIST  
PART I - ZONING AND SITE PLANNING

A. GENERAL REQUIREMENTS

1. The following applications/permits must be submitted prior to issuance of a Certificate of Occupancy:  
  
Lot Line Revision, Binding Site Plan, or other means of land segregation
2. A sign permit application must be submitted separately to the Planning Department for review and approval.
3. A sign program must be submitted and approved by the Design Review Board prior to issuance of individual sign permits.
4. Per WAC 173-310-050 and RMC Section 6.04.050, public litter receptacles shall be placed on-site.

B. SITE REQUIREMENTS

1. Revised building elevations that reflect Design Review Board comments at 1/8" scale, prepared and approved by a licensed architect must be submitted with the building permit application.
2. A regulated sensitive area and its associated buffer shall either be placed in a separate tract on which development is prohibited, protected by execution of an easement, dedicated to a conservation organization or land trust, or similarly preserved through a permanent protective mechanism acceptable to the City. The location and limitations of the sensitive area and its buffer shall be shown on the face of the deed or plat applicable to the property and shall be recorded with the King County Department of Records. Proof of this recording shall be submitted to the City prior to issuance of a Certificate of Occupancy.
3. A Public Access Open Space Agreement shall be executed prior to issuance of a Certificate of Occupancy for any part of Phase I.

C. PARKING REQUIREMENTS

1. At least 50% of the parking spaces required for Phase I as shown on the Site Plan Review submittal shall be located within parking structures.

2. Parking must meet the minimum dimensional requirements of Section 20C.20.150(15), Minimum Parking and Aisle Dimensions, of the Redmond Community Development Guide (RCDG). Typical parking stall and driveway aisle dimensions shall be shown on all civil drawings.
3. All parking shown shall be subject to an agreement providing for the joint use by all tenants and customers for this phase. Enforcement of the agreement shall be the sole responsibility of affected property owners.
4. Poured-in-place and/or extruded curbing or an approved substitute shall be installed around all paved areas.
5. Handicapped parking and access shall be provided as required by Chapter 20E.55.010 "Building Code" of the Redmond Community Development Guide and Chapter 51-10 of the Washington Administrative Code, and such areas shall be indicated on the site plan submitted with the building permit.
6. Dimensions for curbside parking shall be in accordance with Section 20C.20.150(15) (RCDG) and shown on the civil drawings.

D. SCREENING

1. Construction details for screening of rooftop mechanical equipment must be submitted and approved by the City prior to issuance of a building permit.
2. Screening of service areas with materials or vegetation sufficient to provide a solid visual barrier at least 8 feet high must be indicated on the landscape plan.
3. Construction details for screening of trash and recycling receptacles consistent with Appendix S (RCDG) must be submitted and approved by the City prior to issuance of a building permit. The approved site plan, recycling enclosure detail, and trash enclosure detail shall be submitted to Sno-King Garbage Company for review and approval. Before a building permit can be issued, a form from Sno-King accepting the relevant container location and enclosure detail must be submitted. Colors and materials of the enclosures shall be consistent with the associated main structure and approved by the Design Review Board.
4. All utility vaults shall be painted a color to match or compliment the building and appropriately landscaped, if possible.
5. Screening of blank walls shall be indicated on the approved landscape plan.

6. Areas of outdoor storage must be screened on all sides by a solid barrier at least 6 high. It may include buildings, fences, walls, earth berms, vegetation or other material which should be indicated on the landscape plan.

#### E. LANDSCAPING

1. A revised/final landscape plan at 1"=20' scale must be submitted prior to issuance of the building permit. The revised plan must include the conditions of approval required of your application and a complete plant schedule listing for each plant the scientific and common names, quantity, size in height/spread, and spacing. Said plan shall show locations of trees in relation to water and drainage lines.
2. The revised/final landscape plan shall be prepared or approved by a licensed landscape architect, registered Washington certified nurseryman or registered Washington certified landscaper. This certification shall be noted on all landscape related plan documents.
3. The revised/final landscape plan shall note the area in square feet and the percent of the total site devoted to the following type of landscaping: total, interior parking lot, and courtyard/patio/plaza.
4. An automatic irrigation system shall be installed in all planting areas except parking structure rooftops which will be irrigated by other methods. An irrigation plan must be submitted with the final landscape plan. Drought tolerant plantings are encouraged to alleviate this requirement and shall be reviewed by the Planning Department.
5. The adjacent unimproved portion of the public right-of-way along Bear Creek Parkway shall be landscaped from the Right-of-Way line to the edge of the pavement and shown on the landscape plan.
6. Performance security for landscape and site improvement shall be established with the City before any building permit can be issued. The amount shall be determined by the City after approval of the final landscape plan. It shall represent 100% of the cost of the improvements, 15% contingency, and 8.2% sales tax. All site plan approval conditions shall be met before the landscape and site performance security is released. A cost estimate with quantities, sizes, and unit costs for planting and an overall cost for irrigation shall be submitted for the City's use in determining the landscape bond amount.
7. A one-year maintenance bond shall be required for the release of the landscape performance bond.

8. Street trees are required along all public and private roads at a minimum spacing of 30 feet.
9. At least 7% of the vehicle use area shall be landscaped. Please provide calculations to confirm compliance. These landscaped areas must be situated to provide internal lot screening and shade. Perimeter planting areas are not applied to this calculation.
10. 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. Shrubs shall be planted to maintain at least 4 feet of clearance from the center of all fire hydrants/connections. Ground cover may be planted within this radius.
11. Planting shall meet the City requirements for site clearance at intersections as identified in Section 20C.20.220 of the Redmond Community Development Guide.
12. All plantings shall meet the following standards as identified in Appendix N of the Redmond Community Development Guide.

Minimum size at installation:

- a. Street trees: 2-1/2" caliper
- b. Other deciduous trees: 2" caliper
- c. Vine maples and other multi-stemmed trees: 7'-8' minimum height
- d. Evergreen trees: 6'-7' minimum height
- e. Medium and tall shrubs: 24"-30" minimum height range

Maximum spacing:

- a. Large shrubs: 5' o.c.
- b. Medium shrubs: 4' o.c.
- c. Small shrubs: 3' o.c.
- d. Ground covers:
  - 1 gallon pots: 24" o.c.
  - 4" pots: 18" o.c.
  - 2-1/4" pots: 15" o.c.
  - rooted cuttings: 12" o.c.
13. Deciduous or broadleaf evergreen trees shall be planted at least 3+ feet from curbs including those in front of parking stalls. Coniferous trees shall be planted at least 7 feet from curbs. All other plants shall be located so as to prevent damage by vehicles.

14. At least 44 acres shall be reserved as Public Access Open Space. Present and future development plans relative to the Public Access Open Space shall conform with Section 20C.30 of the Redmond Community Development Guide.
15. Trees shall be planted in vehicle use areas at a minimum of one tree per four parking stalls. Actual planting location will be approved through the final landscape plan in accordance with the approved Master Plan.
16. All pervious areas shall be planted with a mixture of evergreen and deciduous shrubs, trees and living ground cover to provide fifty percent covering of the entire planting area at time of installation. Ground cover shall extend to the trunks of all deciduous trees and to the installed dripline of all conifer trees.
17. The developer shall contribute towards the construction of a landscape median in Leary Way, south of the railroad tracks, extending approximately 100 feet south, to be cooperatively designed by the applicant and the City consistent with the Downtown Streetscape Program.
18. The developer shall contribute towards the installation of landscape/gateway improvements north of Railroad Street NE, at the intersection of Leary Way, to be cooperatively designed by the applicant and the City, consistent the Downtown Streetscape Program.

#### F. TRAILS

1. Trails proposed for Phase I shall be shown on the landscape plans and civil drawings. The trails shall not exceed 10 feet in width within 150 feet of the Sammamish River or Bear Creek. Trails outside of these corridors shall be constructed to be 12 feet wide. All trails shall be constructed of asphalt, concrete, or other approved surface. Future trails shall also be shown on the plans.
2. Phase I trail construction shall include:
  - a. A connection to the existing Sammamish River Trail, under the Leary Way Bridge to the "ponds" along the east side of the Sammamish River.
  - b. Connections from the Sammamish River Trail extension to the Mixed-Use Center.
3. An estimate of construction costs for future, potential trails not constructed in Phase I, shall be provided to the City for the purpose of establishing a bond amount to assure future construction of the trails. Bond amounts shall include the pedestrian bridge crossing for Bear Creek.

4. Trail locations shall be in accordance with the approved Master Plan.

#### G. TREE RETENTION

1. Landscape plans and civil drawings shall show all trees proposed to be saved for Phase I in accordance with the approved clearing and grading plans.
2. The location of stormwater facilities along Bear Creek Parkway shall be configured and located in a manner that would minimize tree removal.
3. Trees removed that are designated to be saved shall be replaced in accordance with Section 20C.30 (RCDG).

#### H. SIDEWALKS/PLAZAS/SITE AMENITIES

1. Sidewalk widths and associated landscaped areas shall be shown on the civil drawings and landscape plans in accordance with the approved Master Plan.
2. Material types and colors shall be shown on the civil drawings for all sidewalks, plazas, crosswalks, and other areas where used. All materials colors, and locations of "special" brick, paver, or concrete treatment shall first be approved by the Design Review Board.
3. The type of street furniture, tree grates, bicycle racks, trash receptacles, and other pedestrian-oriented site amenities must be approved by the Design Review Board. As these items become known, the type and location shall be incorporated into the civil drawings and landscape plans.
4. Sidewalks and pedestrian linkages shall be constructed in accordance with Section 20C.10.230(25) and Section 20C.30 (RCDG) and the approved Master Plan.

#### I. OTHER REQUIREMENTS

1. The sewerage lift station is required to be operational prior to issuance of a Certificate of Occupancy for any building in need of this facility on the site for Phase I. Therefore, Site Plan Review for the lift station will need to be approved and the facility constructed commensurate with this operational need.
2. Site Plan Review for site improvements associated with the 170th Avenue NE reconstruction shall be submitted as a separate application.
3. The applicant shall participate in the formulation and operation of a local shuttle to serve this site, the balance of Downtown and potentially other neighborhoods including SE Redmond, Willows and Overlake.

J. DESIGN REVIEW BOARD CONDITIONS

1. Site Plan

- a. All proposed trails for Phase I and future trails shall be shown on the site plan including materials and widths.
- b. A pedestrian circulation plan shall be shown on the site plan for the parking lot east of buildings J and K.
- c. Pedestrian crossings shall be consistent with the Master Plan.

2. Building Elevations

- a. Approve building elevations A, B, C, F, E, I, J and K as submitted to the July 13, 1995 Design Review Board meeting (plans dated 6/26/95).

3. Building Colors and Materials

- a. Approve as submitted to the July 13, 1995 Design Review Board meeting.

4. Landscape Plan

- a. A detailed landscape plan shall be submitted for review and approval by the Design Review Board.
- b. Street trees and plant spacing shall be consistent with City standards and the Master Plan.
- c. The landscaped strip next to Bear Creek Parkway shall be adjacent to the street, planted with street trees and consistent with the Master Plan and Development Guide.
- d. A 5-foot landscaped strip shall be located between the 5-foot sidewalk and 168th Avenue NE.
- e. Street trees shall be placed on 30-foot centers (on average where there are appropriate breaks in tree spacing) and installed with a minimum 2.5 inch caliper.
- f. Stormwater management facilities shall use a variety of native trees and shrubs as is appropriate.

- g. A combination of shrubs and street trees shall be used along Railroad Street to screen the railroad lines.
  - h. Tall vegetation, shrubs, trees or trellis treatment shall be used in landscaped areas on structured parking roof decks to reduce the visual impacts associated with large expanses of parking.
  - i. Final plans for the plazas shall be submitted for review and approval of the Design Review Board prior to issuance of a Building Permit.
  - j. Vegetation between parking lots and sidewalks shall be a minimum of 3 feet in height to screen cars.
5. Lighting Plan
- a. A final lighting plan shall be submitted for review and approval of the Design Review Board prior to issuance of a Building Permit.
6. Signs/Site Amenities
- a. A sign program and site amenities shall be submitted for review and approval of the Design Review Board prior to issuance of any sign or site amenity permits.
7. Master Plan
- a. The Master Plan shall be revised to show a sidewalk section along 168th Avenue NE as follows: 5-foot landscape strip along 168th Avenue NE, a 5-foot sidewalk, and 10 feet of landscaping next to the parking lots.
  - b. Revise the Master Plan to include tall vegetation, shrubs, trees or trellis treatment with plantings as landscape options for structured parking roof decks.
8. Significant trees in blocks 2, 3 and 4 shall be retained during Phase I construction as required by the approved Clearing and Grading Plan.
9. The Master Plan on page 29 shall read as follows: Streets and Pedestrian Areas (first paragraph) "Buildings sited adjacent to the Bear Creek Parkway and Railroad Street intersection will include street fronts along Bear Creek Parkway and..."
10. Traffic control measures for pedestrians are recommended at the four locations noted on page 57 of the Master Plan.

CITY OF REDMOND  
DEVELOPMENT CHECKLIST PART II  
ENGINEERING REVIEW OF STREET & UTILITY IMPROVEMENTS  
(COMMERCIAL)

SPECIFIC SITE CONDITIONS

Project: SPR95-014  
Redmond Town Center  
At previous Golf Course Site  
Date: July 17, 1995

Preliminary (pre-application)  
 Final

A. STREETS, SIDEWALKS, ACCESS, AND RELATED IMPROVEMENTS

1. The following streets are required to be dedicated to the City of Redmond upon completion of construction and prior to issuing the Certificate of Occupancy (C.O.):

a) <u>Road</u>	<u>Right of Way</u>
Bear Creek Parkway (Leary Way to 170th Ave. N.E.)	84 Feet
N.E. 72nd Street Bridge (Bear Creek Parkway to West	84-140 Feet
Sammamish Parkway N.E. as shown on attached Entranco drawing dated 6/29/95)	
N.E. 76th St.(Railroad Ave.) (Leary Way to 170th Ave. N.E.)	60 Feet
166th Ave. N.E. South of Cleveland St.	As Required*
170th Place N.E. North of Redmond Way	As Required*
Leary Way	As Required*

\*Right of way width necessary to include roadway and sidewalks

- b) Dedication of right-of-way for other public streets and intersections where necessary.
- 2. Permanent easements for public access, roadways, or utilities are required as follows:
  - a) Along Bear Creek Parkway to include slope and drainage easements outside of Right-of-way.
  - b) Easements for other public streets and intersections where necessary.
- 3. Temporary construction easements are required as follows:
  - a) NE 72nd St. bridge from Bear Creek Parkway to west Lake Sammamish Parkway NE.
  - b) Other public streets and intersections where necessary.
- 4. Full street improvements are required in the following city public streets including asphalt paving from curb to curb with appropriate tapers, type A-1 concrete curb and gutter, concrete sidewalks, storm drainage, street lights, street signs, and underground utilities including power and telecommunications.

a)	<u>Name</u>	<u>Curb to Curb Width in Feet*</u>	<u>Sidewalks</u>
■	Bear Creek Parkway (Leary Way to 170th Ave N.E.)	48 to 60	One side only
■	N.E. 76th St. (Railroad Ave.) (Leary Way to 170th Ave. N.E.)	36	One side only
■	166th Ave. N.E. (Cleveland St. to N.E. 76th St.)	56	Both sides
■	170th Pl. N.E. (Redmond Way to Avondale Way)	36	Both sides

\*Width varies to incorporate left turn lanes, asphalt shoulders (6 feet), etc.

- b) The road pavement section shall consist of a minimum of :
  - 4 inches asphalt concrete Class "B"
  - 5 inches asphalt treated base (ATB)
  - Subgrade compacted to a minimum of 95% maximum density.

- c) For all new streets in the public right-of-way a Certificate of Monumentation is required from surveyor that indicates that monuments have been set and case and cover installed per City of Redmond standards.
5. Burlington Northern railroad crossing permits and required signal installation is necessary at the following intersections prior to issuing the Certificate of Occupancy (C.O.):

<u>STREET</u>	<u>PERMITS</u>	
	<u>Petition to W.U.T.C.</u>	<u>Construction and Maintenance Agreement</u>
166th Ave. N.E.	Yes	Yes
170th Ave. N.E.	N/A	Yes

6. Binding site plan or other form of segregation of land is required prior to Certificate of Occupancy (C.O.).

CITY OF REDMOND  
DEVELOPMENT CHECKLIST PART II  
ENGINEERING REVIEW OF STREET & UTILITY IMPROVEMENTS  
(COMMERCIAL)

**GENERAL SITE CONDITIONS**

Project: SPR95-014

Preliminary (pre-application)

Redmond Town Center

Final

At previous Golf Course Site

Date: July 17, 1995

A. GENERAL

1. Engineering plans for on-site and off-site drainage, utility and street improvements are required, shall be prepared by a registered engineer, shall be reviewed for approval by the Public Works Department, and shall include:

Plan size - 22" x 34" (no substitutions accepted)

Scale - Standard engineering scale(s)

All information necessary for inspection by the Engineering Division.

Review for approval by the Director of Public Works

(Please note: The site plan shall be approved by the Engineering Division and be included as part of engineering construction plans. Plans approved by the Director of Public Works take precedence over all other plans).

2. A copy of all recorded easements pertaining to the property is required. Permanent structures including rockeries cannot be built over easements.
3. Vertical control shall include:

Elevations must be referenced to City of Redmond Datum. This Datum is based on the U.S.C. & G.S. benchmark B-385 (1927). The Surveyor must tie the project to two numbered benchmarks. A publication of the benchmarks may be purchased from the City's Public Works service counter under the name City of Redmond Vertical Control Survey February 1990.

4. Horizontal control shall include:

The surveyor shall tie the project to two City of Redmond horizontal control monuments. The plans shall show NAD 83-91 coordinates on a minimum of two points at exterior lot/boundary corners. A publication of the "Redmond City Horizontal Control Notebook" dated 1993 can be purchased at the Publics Works service counter.

5. Plan review and inspection fees:

<u>TYPE</u>	<u>AMOUNT</u>
■ Commercial/Apartment	120% of Building Permit Fee

6. STREET USE PERMIT required and includes:

- A maximum of \$254 fee\* for utility installation in the public right-of-way
- A posting of a \$250 cash bond for street cleaning

\* Subject to annual increase

7. Performance Assurance:

In addition to the street use permit, performance security shall be posted with the City for the following uses:

- Commercial/Apartments:
  - a. Street and utility improvements within the street right-of-way. The amount of the security shall be determined by the applicant and approved by the City.
  - b. Prior to the issuance of any tenant improvement permit or occupancy permit a City approved Letter of Credit or Cash Deposit shall be posted with the City for all uncompleted on-site improvements. The amount of the Letter of Credit or Cash Deposit shall be determined by the applicant and approved by the City. In the event the street and utility as-built plans have not been submitted at this time a cash bond in the amount of \$5,000 shall be posted to ensure future submittal.

Acceptable security includes performance bonds, assignment of loan, irrevocable letter of credit, and cash. Only City of Redmond security forms

are acceptable. They will not be released until the developer is advised by letter from the Director of Public Works that all conditions of approval have been complied with.

8. All as-built street and utility information shall be transferred to appropriate site plans, engineering drawings and landscape plans, and resubmitted on reproducible photo mylar drawings prior to occupancy of the building. Performance bonds will not be released and/or Certificate of Occupancy will not be issued until the as-builts are supplied in accordance with the following procedure:

Developer/engineer shall furnish one set of as-built prints to be field verified by the City. Upon satisfactory corrections to the drawings final mylars shall be submitted.

- One full-size 22" x 34" photo mylar\* or original mylar. City Standards not required.
- One reduced (11" x 17") photo mylar\* slick.
- One photo negative (8-1/2" x 11").
- Where appropriate, one set of full-size and half-size prints for each of the following: water, sewer, storm, streets, and traffic.

\* Sepia mylars or Xerox type copies are not suitable substitute for photographic mylar.

## B. STREETS, SIDEWALKS, ACCESS, AND RELATED IMPROVEMENTS

### General Requirements:

- All vehicle use areas including parking lots, service areas, driveways, private streets, etc. shall be paved. A soils engineer employed by the developer shall verify and subsequently advise the City that the installation of the paving section(s) conforms to his design. The project will not be accepted until the soils engineer provides the City with written documentation of this information.

## C. UTILITIES

1. All power, telephone, street light and signal control vault boxes shall be shown on the site plan, engineering drawings and landscape plans submitted for building and construction permits.

2. A composite drawing that includes all utilities, landscaping including trees, sprinklers, fire lines, dumpster enclosures, etc., is necessary to minimize the possibility of utilities/landscaping conflicts.

D. CONVERSION OF AERIAL UTILITIES (POWER, TELEPHONE, T.V., ETC. TO UNDERGROUND)

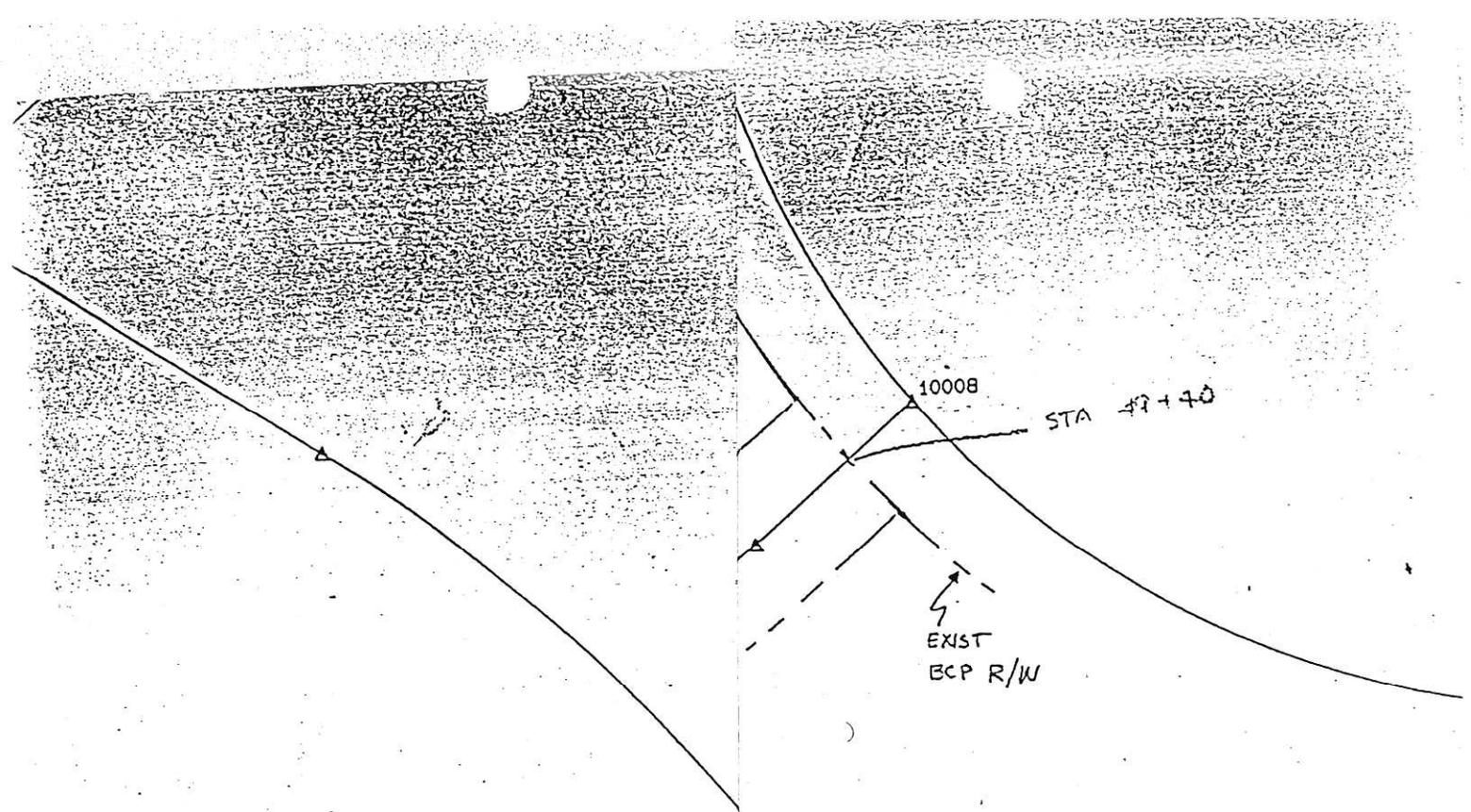
1. All aerial utilities shall be converted to underground along all street frontages.

E. CONSTRUCTION REQUIREMENTS

1. Installation of all street and utility improvements shall be to City of Redmond standards.
2. Prior to construction a pre-construction conference shall be held with the City.
  - A minimum of one (1) week of advance notice is required to arrange this meeting.
  - Plan approval and print distribution to the construction engineering division is necessary before the pre-construction conference is scheduled.

F. LANDSCAPING

Any required landscape irrigation in the City of Redmond right-of-way necessitates the execution of a Hold-Harmless Agreement and submittal of as-built construction plans to the City.



ION

EAR CREEK PARKWAY  
EXTENSION

6/29/95

ENTRANCO

DGM

**REDMOND TRANSPORTATION DIVISION**  
**Final Conditions Checklist for Site Plan**

**SEPA REQUIREMENTS**

1. The applicant is required to submit a traffic impact mitigation agreement to the City for review and approval. This agreement is needed to document final SEPA requirements and to define a schedule for all off-site improvements to be completed. This agreement must be approved as to form by the City Attorney and executed by the applicant before any building permits are issued.

**REQUIRED STREET/INTERSECTION IMPROVEMENTS**

Bear Creek Parkway

1. The applicant is required to design and construct a new three-lane minor arterial roadway from the intersection of 162nd Avenue NE/Leary Way to 170th Place NE. The design and construction of this roadway shall meet all applicable City of Redmond standards. The minimum grade on Bear Creek Parkway shall be 0.5 percent.
2. The conceptual plan for the design of this roadway is approved as shown in the 5/30/95 "Bear Creek Parkway" plan prepared by Entranco.
3. As part of the construction of Bear Creek Parkway, the applicant is required to design and construct the improvements listed below.
  - a) Left turn and refuge lanes at the intersections with 164th Avenue NE, 166th Avenue NE, and 168th Avenue NE. These lanes shall have a minimum length of 100 feet with appropriate transitions where needed.
  - b) Right turn lanes at the intersections with 164th Avenue NE and 166th Avenue NE. These lanes shall have a minimum length of 100 feet, with 4:1 transitions.
  - c) Landscaped center medians as appropriate.
  - d) Crosswalks at pedestrian path crossing points as appropriate.
4. As part of the design of Bear Creek Parkway, the applicant will need to provide the City with a clear zone analysis as per the WSDOT Design Manual (September 1992 edition). If the clear zone cannot be met, regrading of the side slopes or construction of safety barriers may be needed along this roadway.

NE 76th Street (a.k.a. Railroad Street)

1. The applicant is required to design and construct a new three-lane collector arterial roadway from Bear Creek Parkway to Leary Way, immediately south of the Burlington Northern Railroad right-of-way. The design and construction of this roadway shall meet all applicable City of Redmond standards. The minimum grade on NE 76th Street shall be 1.0 percent.
2. As part of the construction of NE 76th Street, the applicant is required to design and construct the improvements listed below.
  - a) A landscaped median on Leary Way at its intersection with NE 76th Street to enforce a right turn in/right turn out only restriction for NE 76th Street at this location.

- b) A continuous center left turn lane along the entire route of NE 76th Street with landscaped center medians as appropriate.
- c) Crosswalks at pedestrian path crossing points as appropriate.

#### 170th Place NE (North of Redmond Way)

1. The applicant is required to widen the existing section of 170th Place NE between Redmond Way and Avondale Way to three-lanes, and to realign this roadway to match the centerline of the existing 170th Place NE to the south of Redmond Way.
2. As part of the realignment, the applicant is required to design and construct modifications to the traffic signal at the intersection of Avondale Way/170th Place NE. The design and modification of this signal shall meet all applicable City of Redmond standards.
3. The conceptual plan for the realignment and widening of this roadway is approved as shown in the 6/29/95 "Single Left Turn Lane Alternative" plan prepared by Entranco.
4. Please note that the proposed modifications to adjacent properties as part of the realignment of 170th Place NE will need to be approved by the City of Redmond Technical Committee through the formal site plan review process.

#### 170th Place NE/Redmond Way Intersection

1. The applicant is required to design and install a new traffic signal with video surveillance technology at the intersection of 170th Place NE/Redmond Way. The design and construction of this signal shall meet all applicable City of Redmond standards, and will require approval from the Washington State Department of Transportation (WSDOT).
2. As part of the signalization of the intersection of 170th Place NE/Redmond Way, the applicant is required to design and construct the improvements listed below.
  - a) A northbound left turn lane on 170th Place NE with a length of 150 feet, which then transitions into a two-way left turn lane.
  - b) Rechannelize Redmond Way to create exclusive east and westbound left turn lanes at the intersection of 170th Place NE. The length of the eastbound left turn lane shall be 100 feet, and the length of the westbound left turn lane shall be 200 feet. These lanes shall then transition into two-way left turn lanes or raised medians as directed by the City of Redmond.
  - c) Channelize the north leg of 170th Place NE to include a southbound right/through lane and an exclusive left turn lane. The length of the left turn lane shall be 100 feet, which then transitions into a two-way left turn lane.
  - d) Install interconnect cable per City requirements to connect the new traffic signal with the traffic signal at the intersection of Avondale Way/170th Place NE, the crossing gate signals at the Burlington Northern Railroad and the downtown signal system.
3. In addition, the applicant needs to provide the City of Redmond with a design for double westbound left turn lanes off of Redmond Way onto 170th Place NE. The conceptual plan for this design is approved as shown in the 6/29/95 "Dual Left Turn Lane Alternative" plan prepared by Entranco. The final design shall meet all applicable City of Redmond standards, and will require approval from the WSDOT. Construction of the dual left turn lanes will be a requirement of future phases of the Town Center development as needed, or as directed by the City of Redmond.

#### 170th Place NE (South of Redmond Way)

1. The applicant is required to modify and extend 170th Place NE south from Redmond Way to Bear Creek Parkway, and to finance the necessary improvements to provide safe vehicular and pedestrian crossing of the Burlington Northern Railroad tracks.

#### 166th Avenue NE/Cleveland Street Intersection

1. The applicant is required to design and install a new traffic signal at the intersection of 166th Avenue NE/Cleveland Street. The design and construction of this signal shall meet all applicable City of Redmond standards.
2. As part of the signalization of the intersection of 166th Avenue NE/Cleveland Street, the applicant is required to design and construct the improvements listed below.
  - a) A four-lane street section between NE 76th Street and Cleveland Street which shall include a northbound right turn lane, a northbound through lane, a southbound through/left lane and a southbound right turn lane.
  - b) Rechannelize Cleveland Street to create an exclusive eastbound right turn lane at 166th Avenue NE with a length of 125 feet and a 4:1 transition back to the existing street section.
  - c) Install crosswalks at intersection per City of Redmond direction.
  - d) Install interconnect cable per City requirements to connect the new traffic signal with the crossing gate signals at the Burlington Northern Railroad and the downtown signal system.

#### 166th Avenue NE (South of Cleveland Street)

1. The applicant is required to extend 166th Avenue NE south from Cleveland Street to NE 76th Street, and to finance the necessary improvements to provide safe vehicular and pedestrian crossing of the Burlington Northern Railroad tracks.

#### Leary Way/162nd Avenue NE

1. The applicant is required to design and install a new traffic signal at the intersection of Leary Way/162nd Avenue. The design and construction of this signal shall meet all applicable City of Redmond standards, and must be designed to accommodate the future extension of 162nd Avenue NE from Leary Way to 159th Place NE.
2. As part of the signalization of the intersection of Leary Way/162nd Avenue NE, the applicant is required to design and construct the improvements listed below.
  - a) A northbound right turn lane on Leary Way with a length of 200 feet and a 4:1 taper back to the existing street section.
  - b) A southbound left turn lane on Leary Way with a length of 150 feet and an appropriate taper back to the existing cross section.
  - c) A five-lane road section on 162nd Place NE (Bear Creek Parkway) between Leary Way and Center Street with one westbound right turn lane, two westbound left turn lanes, and two eastbound through lanes.
  - d) Install interconnect cable per City requirements to connect the new traffic signal with the downtown signal system.

### SR 520 Eastbound Ramp to West Lake Sammamish Parkway

1. The applicant is required to design and rechannelize the existing SR 520 eastbound off-ramp to West Lake Sammamish Parkway to allow for an exclusive left turn lane and a left turn/right turn lane. Appropriate signal modifications will also be required as directed by the City of Redmond. The design and construction of this improvement shall meet all applicable City of Redmond standards and requires approval by the WSDOT.
2. The applicant is required to design and rechannelize West Lake Sammamish Parkway between the SR 520 eastbound ramps and Leary Way to create two northwestbound travel lanes.
3. As part of the modification of the signal at the intersection of the SR 520 eastbound off-ramp/West Lake Sammamish Parkway, the applicant is required to design and construct the improvements listed below, provided that costs fall within the budget to rechannelize West Lake Sammamish Parkway from the SR 520 eastbound ramps to Leary Way as outlined in the Traffic Impact Mitigation Agreement.
  - a) Install interconnect cable per City requirements to connect to the signal at the intersection of West Lake Sammamish Parkway/Leary Way, and to tie into the downtown signal system.
  - b) Install new controller and service cabinets to meet current City of Redmond specifications.

### West Lake Sammamish Parkway/Leary Way

1. The applicant is required to design and construct improvements at the intersection of West Lake Sammamish Parkway/Leary Way to create an additional westbound through lane and a southbound right turn lane at this intersection.
2. As part of the design of this improvement, the applicant is required to design and construct the improvements listed below.
  - a) A southbound right turn lane on Leary Way with a length of 125 feet and a 4:1 taper back to the existing street section.
  - b) A westbound right turn lane on West lake Sammamish Parkway with a length of 325 feet and a 4:1 taper back to the existing cross section.
  - c) Install new controller and service cabinets to meet current City of Redmond specifications. Modify the traffic signal at this intersection and relocate/replace signal equipment as directed by the City of Redmond.
  - d) Tie in traffic signal to downtown signal system via existing interconnect cable per City requirements.

### NE 72nd Street Bridge over Sammamish River

1. The applicant is required to dedicate right-of-way to the City for the planned NE 72nd Street bridge over the Sammamish River between Bear Creek Parkway and West Lake Sammamish Parkway as directed by the City of Redmond Engineering Division.
2. Along with this dedication, the applicant is required to provide a "Deed of Right" to King County to complete the land conversion/replacement transaction begun in 1987 under the previous Town Center proposal. In addition, language shall be included in the traffic mitigation agreement requiring Town Center to work with the City of Redmond to revise this land conversion as needed in the future to finalize the required right-of-way dedication.

## **SITE ACCESS - TYPE AND LOCATION**

1. The types and locations of all site driveways to public streets are preliminarily approved as shown on the 6/20/95 site plan prepared by KPFF, with the exceptions noted below:
  - a) The curb return radius of all connections to public streets shall be 30 feet except as approved by the City of Redmond.
  - b) The site access onto NE 76th Street immediately east of the Justice White house shall be a Type 1 or Type 2 curb cut per City of Redmond Standard Details and Specifications.
  - c) Please note that the City reserves the right to modify the site access onto NE 76th Street from the garage structure between 164th Avenue NE and 166th Avenue NE in the future to ensure safe and efficient traffic operations on this street.
  - d) Please note that the City reserves the right to modify Bear Creek Parkway in the future in a manner that is mutually agreeable to the City and the applicant as needed to ensure safe and efficient traffic operations on this roadway.

## **PUBLIC/PRIVATE STREET DESIGN**

1. All new streets shall meet the requirements identified in Appendix G of the *Community Development Guide*, which covers elements such as roadway widths and types, intersection design, street grades, minimum curve standards, cul-de-sacs, and surfacing requirements. Also important is the City of Redmond Standard Specifications and Details Manual.
2. Separate plan and profile sheets are required for Bear Creek Parkway, NE 76th Street, 170th Place NE, West Lake Sammamish Parkway and the extensions of 166th Avenue NE and 170th Place NE.
3. The plans shall show horizontal curve data including: design speed, radius, degree of curve, length of tangent between curves, and length of curve. Minimum curve radii shall comply with the requirements stated on page G-7 of Appendix G, unless approved by the City of Redmond.
4. The plans shall show vertical curve data including: design speed, length of vertical curve, and slopes. Minimum stopping sight distance for design shall be 450 feet on arterials and collectors.

## **SIGHT DISTANCE**

1. Adequate entering sight distance shall be maintained at all connections to public streets in accordance with Section 20C.20.220 "Sight Clearance at Intersections" of the *Community Development Guide*, pages C-56 and C-57. The appropriate sight distance triangle shall be drawn on the civil plan. The plan shall show locations of existing signs, fences, and objects above 2.5 feet in height in the immediate vicinity.

## **PARKING**

1. The civil plans need to show the actual striping for all surface parking lots including parking stalls and directional arrows. The location of all proposed compact parking stalls shall be specifically indicated on the plan.

2. The parking lot lighting must conform to City guidelines. Contact Jim Larsen, Traffic Operations Engineer, at 556-2839 regarding lighting requirements.

## **SIGNS, STRIPING AND STREET LIGHTING**

1. Channelization plans are required for all public streets being modified or constructed. The plan shall include the existing and proposed signs, striping and pavement markings. The plan shall conform to the requirements in the City of Redmond Standard Specifications and Details Manual. If the channelization is on a state route, WSDOT approval of the channelization plan is also required.
2. Separate signal plans are required for all traffic signals being modified or constructed. The plans shall be prepared in accordance with the City of Redmond Division 8 specifications and standard details. Contact Jim Larsen, Traffic Operations Engineer, at 556-2839 for additional details.
3. Street lights are required on all public streets being modified or constructed. Street illumination shall be designed in accordance with Community Development Guide - Appendix G, page G-8 and G-9. Contact Jim Larsen, Traffic Operations Engineer, at 556-2839 regarding street light requirements.
4. All traffic control devices, including signs and pavement markings, shall conform to the MUTCD. All work shall be approved by the Transportation Division prior to installation.
5. The following notes shall be included on the construction plans for this project:
  - a) Safety railings shall be required when the bottom of a rock wall, retaining wall or slope is 30" or more below the finished elevation of a sidewalk or other pedestrian facility.
  - b) WSDOT approved guard rails shall be required along adjacent public streets as directed by the City Inspector, subject to approval by the City Transportation Engineer.
  - c) All necessary signs and markings on-site, along property frontage, and at specifically designated off-site locations shall be provided by the applicant as required by the Transportation Division whether or not these are indicated on the construction drawings.

Project: \_\_\_\_\_  
File No.: \_\_\_\_\_  
Plan Date: \_\_\_\_\_  
Preliminary \_\_\_\_\_ Final \_\_\_\_\_

**CITY OF REDMOND  
DEVELOPMENT CHECKLIST  
PART IV - PUBLIC WORKS-STORMWATER DIVISION**

**CLEARING/GRADING AND STORMWATER MANAGEMENT**

1. A Clearing, Grading and Stormwater Management plans shall be approved by the Department of Public Works prior to issuance of the Building, Foundation, Clearing and Grading, or Street Use Permit.
2. Clearing, Grading and Stormwater Management plans must be prepared based on the City of Redmond standards and checklist available at the Stormwater Division (phone 556-2825). The plans must also conform to Section 20E.70 and Appendix Q of the Community Development Guide. In July of 1995 the City of Redmond will be adopting the 1992 Dept. of Ecology Stormwater Manual with a supplemental notebook of Redmond specific standards. Building Permit, Foundation Permit, Clearing and Grading Permit, Preliminary Plat, or Short Plat applications are required to vest project standards.
3. The storm drain conveyance system must be designed to accommodate the 25 year frequency storm runoff from the subject site and any tributary offsite area.
4. Stormwater quality and quantity control must be provided for the subject site and any adjacent increased public rights-of-way or add impervious area. Preferred methods for control are discussed in the Redmond Stormwater manual.

Site (phase 1) and Private Roads

A. Quantity Control

Direct discharge to the Sammamish River for all storms in excess of the 6 month. Control of localized erosion at the discharge point is required.

B. Quality control

Provision for a Wet pond system sized to control the 6 month storm. Generally, ponds should be in accordance with the approved site plan (3 pond system).

**Stormwater Division**

Bear Creek Parkway

A. Quantity Control

Infiltration of the 25 Year storm.

B. Quality control

Provision for a biofiltration swale or, a three chambered water quality wet vault (details available from the Stormwater Division) sized for the 6 month storm.

Existing Public Roadway Improvements

- Proper drainage shall be provided for any offsite improvements. Stormwater management shall be provided for additions of 5000 square feet of impervious areas or more.

A. Quantity Control

Staged peak discharge control to match the 6 month and 10 year storms natural (prior to any development) runoff peak rate.

Provision of overflow routes through the site for the 100 year storm runoff (100 year flow may not impact any buildings).

B. Quality control

Provision for oil/water separator with discharge to a biofilter(s) or,

Provision for a three chambered water quality wet vault (details available from the Stormwater Division).

5. The applicant shall enter in to an agreement with the City addressing issue of public drainage entering the private development. Agreement shall be approved prior to approval of site Engineering drawings.
6. Proper drainage is required for the area between N.E. 76th Street (Railroad Avenue) and the Railroad tracks.
7. Proper drainage shall be provide for the Justice White Building. At a minimum conveyance shall be provided for the 25 year storm and the 100 year storm shall not flood the building.
8. Minimum street slope for public and private roads is 0.5%.
9. All proposed public and private roadways shall be constructed with curb except the South side of Bear Creek Parkway.
10. A Flood Control permit is required.
  - Flood control application approval are required prior to release of the Building Permit.

Stormwater Division

11. A NPDES Permit is required prior to Approval of a Clearing and Grading Permit.
12. The 100 year storm runoff may not impact any buildings and shall not flood streets more than 6 inches.
13. Payment of the appropriate plan review fees is required prior to acceptance of the plans for review. Fee schedules are available from the Stormwater Division or the Permit Center.
14. When clearing and grading involves excessive amounts of hauling, as determined by the Public Works Department, a Road Surface Impact Mitigation agreement shall be agreed upon prior to approval of the Clearing and Grading Plans.
15. A Clearing and Grading Permit (clearing prior to having all final plans approved) may be granted prior to Building Permit issuance. Appendix Q of the Community Development Guide outlines the standard requirements for Clearing and Grading Permit Issuance.
16. Construction activities may be limited or suspended during the rainy season (October 1 - March 31).
17. The control of lot drainage and the installation of a positive drain system is required. Down spouts, footing drains, yard drainage, etc., shall be shown to connect to a piped system. No splash blocks are allowed
18. Two (2) complete copies of plans, computation, and studies are require for a complete submittal. Only complete submittals will be accepted for review.
19. A copy of the Technical Committee conditions of approval letter (this letter) must accompany all Storm drainage/Stormwater Management plan submittals.
20. All onsite storm drainage inlets shall be somehow identified with "DUMP NO WASTE DRAINS TO STREAM". Stencils are available from the Stormwater Division located at the City Annex (phone 556-2825). Design plans shall identify this requirement.
21. A Hydraulic Project approval is required prior to issuance of a building premit or, prior to any work within the ordinary high water mark of Bear Creek or the Sammamaish River.
22. The proposed Floodway Revision shall be approved by FEMA and the City prior to any filling in the existing floodway.
23. A detailed erosion control plan shall be approved prior to issuance of a clearing and grading permit. Plan shall include limiting unprotected areas to manageable quantities and, limiting soil exposure during the rainy season (October 1 - March 31).
24. The applicant shall post a bond to provide compensating storage until approval of the shoreline designation is approved. Bond shall be in place prior to approval of a clearing and grading permit.

Project: Redmond Town Center  
 Utility Project No. DE 94-056 / SPR 95-014

**CITY OF REDMOND  
 DEVELOPER EXTENSION CHECKLIST**

**A. WATER SERVICE**

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

All water mains within the site shall be 12 inch diameter. Water main locations are based on the information provided prior to site plan approval. Any deviation from the site plan may require alterations to the water main locations. The following is a table outlining the water main locations and connection requirements:

PIPE LOCATION	FROM	TO	CONNECTION
NE 76th St	Leary Way	170th Ave NE	exist. 12" stub on Leary
NE 74th St	162nd Ave NE	168th Ave NE	new
NE 73rd Way	163rd Pl NE	164th Ave NE	new
South of Bldg. E&F	164th Ave NE	166th Ave NE	new
North of Bldg. R&S	164th Ave NE	166th Ave NE	new
Bear Cr Pky (BCP)	162nd Ave NE	170th Ave NE	new
162nd Ave NE	Leary Way	BCP	exist. 12" stub on Leary
163rd Pl NE	NE 74th St	NE 73rd Way	new
164th Ave NE	north of BNR	BCP	exist. 12" on 164th
166th Ave NE	Cleveland Street	BCP	exist. 12" on Cleveland St, (cut-in)
East of Bldgs J&K	NE 76th St	NE 74th St	new
168th Ave NE	NE 76th St	BCP	new
170th Ave NE	BCP	Redmond Way	exist. 10" AC on Redmond Way, cut-in
170th Ave NE	Redmond Way	Avondale Way	exist. 14" AC on Avondale Way, cut-in

- b. The existing 10" CI water main on 170th Ave NE and the existing 10" CI water main on the south side of Redmond Way, fronting Seafirst Bank, shall be abandoned. All water meter services, fire hydrants and fire sprinklers systems on the abandoned main shall be replaced and connected to the new water system.
- c. A separate irrigation system(s) shall be created for the public rights-of-way including 162nd Ave NE, Bear Creek Parkway, NE 76th St, 166th Ave NE, and 170th Ave NE.
- d. The private irrigation system shall be laid out to minimize the extension within public rights-of-way.
- e. Fire hydrant and fire sprinkler locations shall be determined in accordance with City of Redmond Fire Department requirements. Fire hydrants should be located in landscape areas.
- f. Water meters should be located in landscape areas.

(The water main location shown on the site plan may not conform to City standard locations. Revisions to comply with City standard locations may be required.)

**B. SEWER SERVICE**

- 1. Sewer service will require a developer extension of the City of Redmond sewer system as follows:
  - a. Collection system

Pipe sizes shall be as outlined in the sewer basin study prepared by KPF Consulting Engineers for this site. The following is a table outlining the sewer main locations and connection requirements:

PIPE LOCATION	FROM	TO	CONNECTION
NE 76th St	east of Leary Way	164th Ave NE	new
NE 74th St	163rd Pl NE	162nd Ave NE	new
NE 74th St	163rd Pl NE	164th Ave NE	new
162nd Ave NE	South of NE 74th St	Leary Way	exist. 12" stub on Leary
162nd Ave NE	Lift Station	South of NE 74th St	force main
162nd Ave NE	BCP	Lift Station	new
164th Ave NE	NE 76th St	NE 74th St	new
164th Ave NE	NE 74th St	BCP	new
166th Ave NE	south of NE 76th St	BCP	new
168th Ave NE	south of NE 76th St	BCP	new
170th Ave NE	NE 76th St	BCP	new
BCP	170th Ave NE	162nd Ave NE	new

- b. Construct a sanitary sewer pump station to City specifications. The general nature of the collection system shall be similar to alternative C. Differences are 1.) the area shown connected to Metro at 170th Avenue NE shall be connected to the pump station, 2.) the sewer pump station has been moved to the northwest, and 3.) the connection to Leary Way is at 162nd Avenue NE.
- c. The Developer shall prepare a preliminary design report for this pump station. The report shall define the functional parameters of the station and summarize the hydraulic issues of the pumps and forcemain. The report shall include a complete site plan, plan views, station sections, building floor plans and elevations, and landscape plans.
- d. The sanitary sewer pump station shall be processed through a separate building permit and site plan review process.
- e. The sanitary sewer pump station shall be constructed on a separate parcel. Ownership of this parcel shall be conveyed to the City of Redmond by a Statutory Warranty Deed.
- f. The existing structure at the northeast corner of the project shall be connected to the new sewer in Bear Creek Parkway. The existing forcemain and sewer in 170th Avenue NE serving this structure shall be abandoned.

- g. Justice White house shall be connected to the sewer system and the septic tank shall be abandoned.

(The sewer main location shown on the site plan may not conform to City standard location. Revisions to comply with City standard locations may be required.)

2. Vehicular access to all new and existing manholes shall be provided. The access easement shall be a minimum of 20 feet in width with asphalt concrete surfacing. Alternative surfacing may be approved by the City depending upon the location. If access passes through fencing then 14-foot minimum width gates shall be provided. The plat or easement document shall (1) show and dedicate the 20-foot access easement, (2) have covenants advising property owners of their obligation to maintain the availability of the access by providing gates and not obstructing the access, and (3) that the property owners maintain, repair and replace the access surfacing as needed.

#### C. MASTER PLAN

Changes in the Master Plan should include the following:

1. Water and sewer main locations should be as outlined in the conditions of approval. The water main locations should include the main sizes. The sewer main locations should not include the sizes but should indicate the sizes are as outlined in the sewer basin plan as prepared by KPFF Consulting Engineers.
2. The lift station area should not be included in the Open Space Area Plan.
3. The lift station area should show on the Figures 2-1, 2-2, and 2-3.

#### D.1. DEVELOPER EXTENSION ADMINISTRATIVE REQUIREMENTS WATER AND SEWER

1. Construction Drawings.  
Construction drawings for water and sewer improvements shall be prepared in accordance with the Design Requirements for Water and Sewer System Extensions prepared by the Utilities Division of the Department of Public Works. A plan review fee shall be paid to the water and sewer utility prior to construction drawing review. An inspection fee shall be paid to the water and

sewer utility prior to construction drawing approval. Contact this utility at 556-2840 for further information on fees and amounts.

2. Easements.

Easements shall be provided for all water and sewer improvements as required in the design requirements. Offsite easements must be recorded prior to construction drawing approval. Onsite easements must be recorded prior to the improvements being placed into operation.

3. Agency Approvals.

Construction drawings for sewer improvements shall be reviewed and approved by Metro and DOE prior to construction. Construction drawings for water improvements may need to be reviewed and approved by DSHS prior to construction.

4. Performance Guarantee.

A performance guarantee shall be provided in a form acceptable to the City for sewer and water improvements as follows:

- a) Apartments, condominiums and commercial projects:
  - 1) All water and sewer improvements in City rights-of-way or easement and any other portion of the improvements as required by the Utility Division.
  - 2) For any improvements not completed at time of issuing meters or permits for occupancy.

The amount of the performance guarantee shall be established by the City upon review of estimates prepared by the applicant and the guarantee shall be provided prior to plan approval.

5. Bill of Sale.

A Bill of Sale shall be provided for all water and sewer improvements to be owned and operated by the City.

6. Asset Summary.

A Developer Extension Asset Summary shall be provided for all water and sewer improvements to be owned and operated by the City.

7. Maintenance Guarantee.

A maintenance guarantee shall be provided in a form acceptable to the City for all water and sewer improvements to be owned and operated by the City.

Period of guarantee shall be 1 year from acceptance of all improvements by the City.

8. As-built Drawings.  
As-built utility drawings shall be submitted to the City prior to the improvements being placed in operation.
9. Permit Applications.  
Water meter and side sewer permit applications shall be submitted for approval to the Utility Division. Permits and meters will not be issued until all improvements are constructed and administrative requirements are complete. Requests to install water meters or construct side sewers prior to completion of all water and sewer improvements and administrative requirements will only be approved on a case by case basis after review of the project specifics. Various additional guarantees or requirements may be imposed as determined by the Utilities Division for issuance of meters and permits prior to improvements or administrative requirements being completed.

**E. MISCELLANEOUS REQUIREMENTS - WATER AND SEWER**

1. Grease Interceptor.  
The building side sewers shall include the installation of the commercial grease interceptor. For any structures which may have restaurants as tenants.
2. Backflow Preventors.  
Backflow preventors shall be used in the water supply system in accordance with City, State and Federal requirements.
3. Oil/Water Separator.  
Parking Garage side sewer shall include the installation of a oil/water separator.
4. Private Irrigation Well.  
A private well may be used for irrigation and other non-domestic uses subject to approval of water rights and other legal requirements by various Federal, State, and Local Agencies.
5. Water Quality Ponds.  
Water supplied by the City of Redmond shall not be used for filling and flushing the water quality ponds.

6. Railroad Permits and Easements.

Several Railroad permits and easements are required for this project and shall be obtained prior to approval of water system construction drawings.

F. FEES

Plan review and construction inspection fees are required and will be at the rate in effect when plans are approved. Connection fees are at the rate in effect when water meter and side sewer permits are issued. Contact the Utility Division of the Public Works Department to obtain an estimate of the fees that will apply.

**DEVELOPMENT CHECKLIST VII  
FIRE PROTECTION - COMMERCIAL**

Project Town Center, Phase I  
Date 7-3-95  Final

**A. EMERGENCY VEHICLE ACCESS ROADWAY REQUIREMENTS**

1. Emergency vehicle access roadways shall have a minimum unobstructed width of 20 feet. All turns shall have a minimum 25-foot interior turning radii, 45-foot exterior turning radii.
2. An all weather driving surface per City of Redmond standards is required. It shall be in place and able to support the weight of fire department vehicles as determined by City of Redmond Engineering construction inspectors (phone: 556-2725) prior to the delivery, use, or storage of combustible building materials to or at the site except small amounts used for concrete forms (Note: "small" shall be no more than those forms needed to support 10,000 square feet of construction at grade, 5000 square feet one story above or below grade, any form work two or more stories above or below grade, or a combined 5000 square feet at grade and on any adjacent story).
3. Designated emergency vehicle parking spaces shall be located in approved locations, marked appropriately, and shown on the civil drawings. Designated large incident staging areas shall be marked as a fire lane.
4. Fire lanes shall be located wherever curbs, road edges, or loading areas are adjacent to the vehicle access roadway. Fire lanes must be marked per Redmond Fire Department standards and shall be included on civil drawings. Additional fire lanes or marking may be required anytime during the life of the development upon evaluation by and direction of the Fire Marshal.

**B. ADDRESSING**

1. Building and suite address signs, and directory signs are required. A plan with dimensioned details and color information shall be submitted to the Fire Department for approval prior to the approval of building plans.
2. The buildings shall have the building address numerals (i.e. 7401) located on the upper 25% of the building face and situated so as to be clearly visible and easily legible from the street fronting the property. Numerals shall contrast to the background color. Numeral size shall be:

Setback from Street:	Less than 50'	Greater than 50'
Large Commercial	12"-24" high	18"-24"high
Monument Sign	6" high	NA

3. Building suites shall be clearly differentiated in an ordered and sequential manner per RFD and RBD Standards and identified per floor where applicable.
4. Temporary signs shall be used at the job site as soon as construction begins. Numerals shall be high contrast in color, face the street fronting the property, and be a minimum 6" high.
5. Both public and/or private streets, avenues or portions thereof shall have appropriate number designations. Name designations shall not be used. Numbers shall be designated by the Building Division and Fire Marshal. Designations shall be as follows:  
NE 76th Street (preliminarily called Railroad Street); NE 74th Street (preliminarily called Center Street); NE 73rd Way (preliminarily called South Street); NE 72nd Street (preliminarily called Bear Creek Parkway); 162nd Ave.NE (the section from Leary way to the potential future connection to a new bridge, the portion preliminarily called Bear Creek Parkway); 163rd Pl.NE. (connecting the west end of NE 73rd Way to the north and NE 74th Street); 164th Ave.NE; 166th Ave.NE; 168th Ave NE; and 170th Ave NE (from Avondale Way, across Redmond Way, south just past the last driveway connection on the south east side of the road). The section of roadway designated NE 72nd Street above may be designated Bear Creek Parkway as long as no buildings are addressed from "Bear Creek Parkway".

#### C. EXITS

1. Provide the number and size of exits per Uniform Building Code, 1994 ed., Chapter 10.
2. Exits shall be continuous and unobstructed to a public way.
3. Emergency exit pathway lighting shall be provided throughout all two story or taller structures and all A or E occupancies with 50 or more occupants.

#### D. CITY APPROVED FIRE ALARM SYSTEM

1. An approved fire alarm system covering all structures is required for one or more of the following reasons:
  - a. An approved alarm panel and means of transmission is required for monitoring of the sprinkler system.
  - b. New buildings 3000 gross square feet or more (unless R-3 single family or fully sprinklered) require an approved fire alarm system.
  - c. New or existing buildings 6000 gross square feet or more (unless fully sprinklered or existing R-1) require an approved fire alarm system.
  - d. Special hazards, occupancies, or situations may also require an approved fire alarm system. A complete fire alarm system shall be required for building E to help reduce fire flow.

2. Corridor smoke detection used in offices within fully sprinklered buildings as an alternate under U.B.C. 1005.7 exception 5 shall be installed per R.F.D. standards.
3. Hood and duct extinguishing systems shall be supervised and monitored as a separate zone by the alarm system.
4. Duct detectors shall be supervised on a separate alarm zone .
5. Single station smoke detection is required in all residential occupancies.
6. All zones shall be transmitted separately to the Central Station. On site alarm annunciation shall not be used to reduce the number of transmitted zones.
7. Building fire alarm control panels shall be located in the corresponding sprinkler riser room.
8. For each building submit three copies of plans, specifications, calculations, and a completed permit application form to the Redmond Fire Marshal for permit and approval. Each permit must be obtained prior to the corresponding work beginning.

**E. CITY APPROVED SPRINKLER SYSTEM**

1. Approved sprinkler systems covering all structures are required for one or more of the following reasons:
  - a. Buildings with gross square footage of 10,000 square feet or more require an approved fire sprinkler system.
  - b. All residential occupancies with 5 or more units; or hotels/motels with eight or more guest units require an approved fire sprinkler system.
  - d. Any assembly occupancy with a calculated occupant load over 200 requires an approved fire sprinkler system.
  - e. Certain hazardous occupancies and/or storage situations require an approved fire sprinkler system.
2. All underground sprinkler supply piping, water mains, and hydrants shall be included on civil drawings and shall be approved by the water supplier and the Redmond Fire Department.
3. DOH approved back flow prevention is required. Indicate on submittal whether this will be installed inside the building or outside the building in a vault. This assembly shall be tested by a certified backflow assembly tester. After a satisfactory test is completed, a backflow assembly test form shall be submitted to the Redmond Fire Department prior to acceptance of the related job.
4. Submit three copies of plans, specifications, calculations, and a completed permit application form for each building to the Redmond Fire Marshal for permit and approval. Each permit must be obtained prior to the corresponding work beginning.

5. A dedicated riser room with direct exterior access shall be provided in an approved location for each buildings sprinkler riser. Indicate the proposed location of this room, the access door, and door signage on your civil plan submittal.

#### F. VALID CONTRACTS ARE REQUIRED FOR FIRE PROTECTION SYSTEMS

1. A valid contract with a "prime contractor" is required. Contracts shall include:
  - a. monitoring by an approved central station,
  - b. regular, scheduled inspection and maintenance, and
  - c. emergency repair service (upon direction of Fire Department personnel and without being contingent upon other approval) ; all per Redmond Fire Department standards.

#### G. KNOX BOX

1. "Knox" key boxes are required. One box shall be located adjacent to every riser room exterior access door. It shall be installed 54" A.F.F. on the handle side. Both recessed or surface mount boxes are available.
2. A "Knox" key switch is required for , electric gates, certain mechanical equipment, and/or some electrical systems.
3. Grand master keying and labeling is required.
4. Tamper switches are available for high security situations.
5. Contact the Redmond Fire Department, 556-2200 for purchase information. Allow 8 weeks for delivery

#### H. HYDRANTS

1. Maximum hydrant spacing is 300 feet on center for commercial or multi-family; 600 feet on center for surface parking lots. Because of the proximity of buildings to hydrant locations closer spacing may be needed in some areas.
2. Hydrants must provide sufficient fire flow to meet the required fire flow as calculated by the Fire Department.
3. Final hydrant and F.D.C. locations and water mains must be shown on the civil drawings and approved by the water purveyor and Fire Marshal.

4. Hydrants must be in place and serviceable prior to the delivery, use, or storage of combustible building materials to or at the site except for small amounts used for concrete forms. (Note: "small" shall be no more than those forms needed to support 10,000 square feet of construction at grade, 5000 square feet one story above or below grade, any form work two or more stories above or below grade, or a combined 5000 square feet at grade and on any adjacent story).
5. Commercial underground sprinkler supply shall not be less than 6" D.I. pipe.
6. Hydrants shall be no closer than 12'0" to a carport, garage, or dumpsters. Planter islands or peninsulas for hydrants require a minimum diameter of 8 feet. Four feet is to be maintained between face of curbs and fire protection equipment and between hydrants, F.D.C.s, and P.I.V.s. Hydrants should be a minimum of 50 feet from other structures and on the opposite side of the access from the building they serve (except for those hydrants along the south perimeter road). Where this is not possible closer hydrant spacing may be required by the Fire Marshal. F.D.C.'s shall be located 4' to 8" from a hydrant.
7. A 5" Storz adapter is required for steamer ports on all hydrants including existing hydrants considered important by Redmond Fire Department in relation to this proposal.

I. HEIGHT

1. If stock is over 12 feet (or even 6 feet in some cases) then Article 81 of the Uniform Fire Code applies. Indicate possible interior and/or exterior storage areas and proposed heights on the site plan or a separate submittal.
2. High rise is as defined by the Uniform Building Code.

J. COMMERCIAL COOKING EQUIPMENT

1. A Type I hood and an approved, tested, and maintained fixed fire protection system is required when commercial cooking equipment is used or in any commercial occupancy where cooking produces grease laden vapors. Activation of the system shall be supervised and transmitted as a separate zone on the building alarm system .

K. GAS METERS

1. Bollards are required around natural gas meters if a driving surface is within 20 feet. Placement shall be per Redmond Fire Department standards.

L. PERMITS

1. Permits are required for storage, handling, processing, or use of any hazardous processes or materials regulated by the Uniform Fire Code. Contact Mike Trabue, Redmond Fire Department, 556-2231.

M. NO SMOKING SIGNS

1. Provide "no smoking" signs per the Washington Clean Indoor Air Act (i.e. public places) in accordance with Redmond Fire Department standards.
2. Provide "no smoking" signs for hazardous areas.

N. PHASING

1. If some C.O.s are desired prior to others, submit a separate phasing plan to Technical Committee for approval. This plan must indicate limits of construction/occupancy, types and location of barriers, traffic patterns, parking, and phasing of utilities, as well as a plan for maintaining uninterrupted service and access.
2. Building shells shall require approval prior to or coincident with the approval for the first tenant improvement occupancy permit for a building.

O. FIRE EXTINGUISHERS

1. Fire extinguishers rated 2A 10 BC shall be located a minimum of one per 3000 square feet. Travel distance from any location to an extinguisher shall in no case exceed 75 feet nor require an occupant to go up or down stairs to access.
2. Fire extinguishers shall be wall mounted so that the top of the extinguisher is no higher than 54" A.F.F.
3. One or more non A rated, sodium bicarbonate or potassium bicarbonate dry chemical type, minimum 40 B.C. fire extinguishers shall be installed in approved locations in kitchen areas. Travel distances shall not exceed 30 feet from any location in the kitchen area to an extinguisher.
4. Fire extinguishers shall be maintained per R.F.D. Standards and shall be easily visible and readily accessible by any occupant at all times.
5. Proposed locations should be near exits or exit corridors, or along main aisles.

P. OTHER

1. Interior standpipes are required in (and on the top level of) all parking structures, in building E (to help reduce fire flow), and in all other structures over two stories. Standpipes

(with 2 1/2 inch valved outlets) shall be located in approved locations so that all areas of the protected structure are within 30 feet of a potential 100 foot hose line.

2. Commercial dumpsters and containers with an individual capacity of 1.5 cubic yards or greater shall not be stored or placed within five feet of combustible walls, openings, or combustible roof eave lines. EXCEPTION: Areas containing dumpsters or containers protected by an approved automatic sprinkler system.
3. This development is within the bounds of the service area for future Redmond Fire Department Station A. As such, the acceptable SEPA mitigation for this project is for this development to contribute on a fair share basis to the cost of a two-acre site at approximately N.E. 65 and 185 Avenue N.E., an 8,500 square foot fire station and equipment, a support facility, an engine, and an aid car, all designed per Redmond Fire Department specifications. Current estimate is \$624.00 per acre based on gross acreage less acreage dedicated to the City of Redmond. Area dedicated to the City of Redmond is projected to be 7.90 acres for the road preliminarily called Bear Creek Parkway, 3.44 acres for NE 76th Street between Leary and 170th Ave NE, and 1.40 acres for the future bridge from West Lake Sammamish Parkway to the loop road. If the open space is dedicated to the City of Redmond 44 acres would be added to the dedicated area. If the open space is owned by the developer with an easement for public use it would remain as part of the development area and subject to the fee per the EIS addendum.
4. Per the approved Redmond Town Center EIS Addendum this development is required to provide a **fire prevention and emergency fire and medical response program** dealing with construction and phasing of the project. This program shall be submitted to the Redmond Fire Marshal for review. Fire Department approval shall be required prior to the commencement of the construction of any structures on the site. This part of the program (for reference referred to as **Fire Program, Part A**) shall include but not be limited to the following:
  - . Phasing of building construction
  - . Fire protection during construction
  - . Identification of on-site staging areas during construction
  - . Identification of access routes into and within the site during construction
  - . Procedures for temporary access closures during construction
  - . Phasing of and access to fire hydrants and fire suppression water supplies
  - . Location and protection of on site building materials and construction offices
  - . Procedures for inspections and witnessing of tests by fire inspectors
  - . Procedures for maintaining vegetation from becoming a fire hazard
5. Per the approved Redmond Town Center EIS Addendum this development is required to provide a **fire prevention and emergency fire and medical response program** dealing with operational phases of the project. This program shall be submitted to the Redmond Fire Marshal for review. Fire Department approval shall be required prior to the request for or issuance of shell approvals or occupancy permits for any

structures on the site. This part of the program (for reference referred to as **Fire Program, Part B**) shall include but not be limited to the following:

- . Policies, procedures, and resources for fire safety maintenance inspections
- . Policies and procedures regarding the use of parking structures for trade shows or markets
- . Procedures for emergency evacuations
- . Employee training for fire, medical, or disaster situations including calling for help, immediate response, and preparedness
- . Identification of staging areas for responding emergency units
- . Identification and maintenance of access and exiting schemes
- . Policies and procedures relative to temporary, on-site private street closures
- . Design considerations relative to structural fire protection/life safety associated with mixed/dual purpose structures
- . Provisions relative to an emergency airlift evacuation site
- . Policies and procedures for fire protection systems maintenance
- . Policies and procedures regarding emergency power supply
- . Policies and procedures for continuity of fire protection systems during remodels
- . Identification of building service access, particularly associated with retail facilities
- . Identification, maintenance, and protection of building waste and recycling facilities
- . Procedures for maintaining open space vegetation from becoming a fire hazard
- . Identification and maintenance of 24 hour emergency contacts

6. An approved smoke removal system shall be provided for the main parking garage structure to help reduce fire flow. The system shall be operated by a "Knox" key switch located in the garage sprinkler riser room. Ventilation shall be located in a central location and be designed to vent up through the top deck.

7. Parking structures shall have a clear, unobstructed height throughout of a minimum 7 feet.

REDMOND FIRE DEPARTMENT  
8450 161st Ave. NE  
Redmond WA 98052

Redmond Permit Center  
15670 NE 85th St.  
Redmond WA 98052

Bob Lovett, Assistant Fire Marshal, (206) 556-2207

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