BEFORE THE HEARING EXAMINER
FOR THE CITY OF REDMOND

In the Matter of the Appeals of: **Keith Brewe; Rosemarie Ives; Nokomis Club of Redmond; Redmond Historical Society; and Curtis Nelson,** **Appellants,** Of the February 17, 2015, Determination of Non-Significance (SEPA-2015-00017) and the April 22, 2015 Technical Committee approval of a Site Plan Entitlement (LAND-2014-01610/SPE)	SEPA-2015-00017 LAND-2014-01610/SPE 162Ten Appeal APPLICANT'S RESPONSIVE WITNESS AND EXHIBIT LIST

Pursuant to the Order Setting Hearing and Pre-Hearing Schedule dated May 27, 2015, Applicant hereby submits its Witness and Exhibit List, as follows:

ADDITIONAL RESPONSIVE WITNESSES

The following witnesses are provided in addition to the Applicant's original list of witnesses.

1. David Markley, Principal, Transportation Solutions, Inc. Mr. Markley is expected to testify regarding transportation and parking analysis related to the 162Ten project in response to testimony by appellants. This witness will be brought to testify as needed. Resume included in exhibit list.
2. Jeffrey Hee, Project Engineer, Transportation Solutions, Inc. Mr. Markley is expected to testify regarding transportation and parking analysis related to the 162Ten project in response to testimony by appellants. This witness will be brought to testify as needed. Resume included in exhibit list.

JOHNS MONROE MITSUNAGA KOLOUŠKOVÁ PLLC
ATTORNEYS AT LAW
11201 SE 8th St., Suite 120
Bellevue, Washington 98004
Tel: 425-451-2812 / Fax: 425-451-2818

Applicant preserves its previous reservation of right to call City staff to testify as necessary and additional responsive witnesses based on appellants' witnesses listed and called at hearing.

ADDITIONAL RESPONSIVE EXHIBITS

The following exhibits are provided in addition to the Applicant's original list of exhibits and are responsive to those exhibits submitted by the Appellants.

1. Slide presentation

[Exhibits 2-5 previously submitted]

6. Email string addressing City on-street parking permits

[Exhibit 7 previously submitted]

8. TSI Trip Generation Study for 162Ten, dated August 31, 2014

9. TSI NE 80th Street at Cedar Street PM Peak Hour Volume, dated August 31, 2014

10. Title Report Supplements 1, 3 and 4

11. Nokomis Club Judgment Quieting Title, 1958 (only poor photo copy available from Chicago Title)

12. Statutory Warranty Deed from Nokomis Club to Greater Redmond Chamber of Commerce, recorded September 19, 1972, Records of King County 7209190500

13. Completed General Application forms for 162Ten (2 pages)

14. Letter of authorization from One Redmond to Natural and Built Environments, LLC

15. 162Ten plan set

16. Vision 5 Parking stall availability as of July 1, 2015

17. Redmond City Council agenda for July 7, 2015, and Selection from agenda packet relating to item AM No. 15-117, Nokomis Building Relocation Evaluation

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18. William Popp Associates Parking Demand & Utilization Study for Pholston Paradise, 6917 California Avenue Southwest.

19. Walk and Transit Scores for 6917 California Avenue Southwest

20. Lot A photos (reference to Lot A identified in Exhibit NC 19 and Attachment 2 thereto), taken July, 2015

21. 2014 Redmond Downtown Parking Survey, Draft Data Summary

22. Resume, David Markley, Principal, TSI

23. Resume, Jeffrey P.K. Hee, Project Engineer, TSI

The Applicant further reserves the right to rely on the City's record and to supplement this exhibits list in response to City's and appellants' witnesses and exhibits.

DATED this 7th day of July, 2015.

JOHNS MONROE MITSUNAGA KOLOUŠKOVÁ, PLLC

By _____
Duana T. Koloušková, WSBA #27532
Trisna Tanus, WSBA #46568
Attorneys for Applicant
Robert Pantley, Natural and Built Environments, LLC

1625-16 Applicant's Responsive Witness and Exhibit List Disclosure 07-7-15.doc

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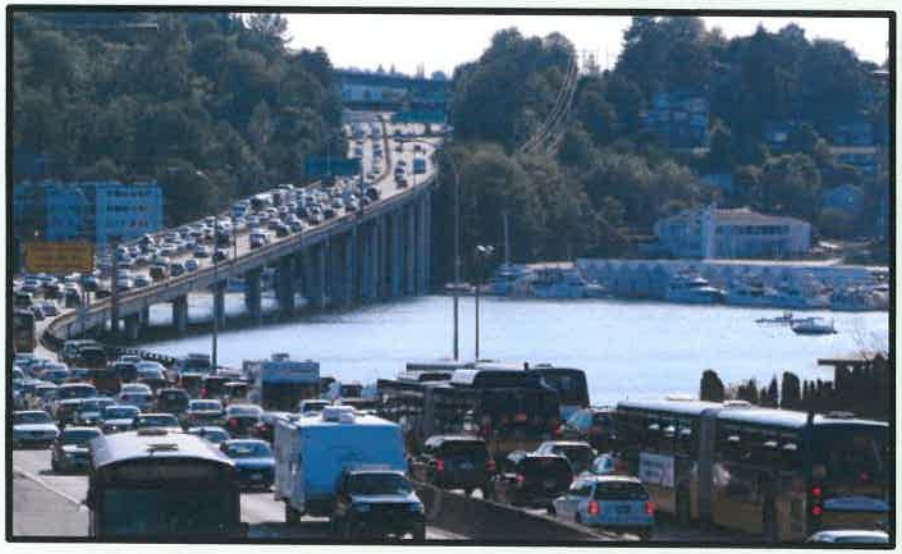
EXHIBIT 1


Aa Ee Ii


CHIPS

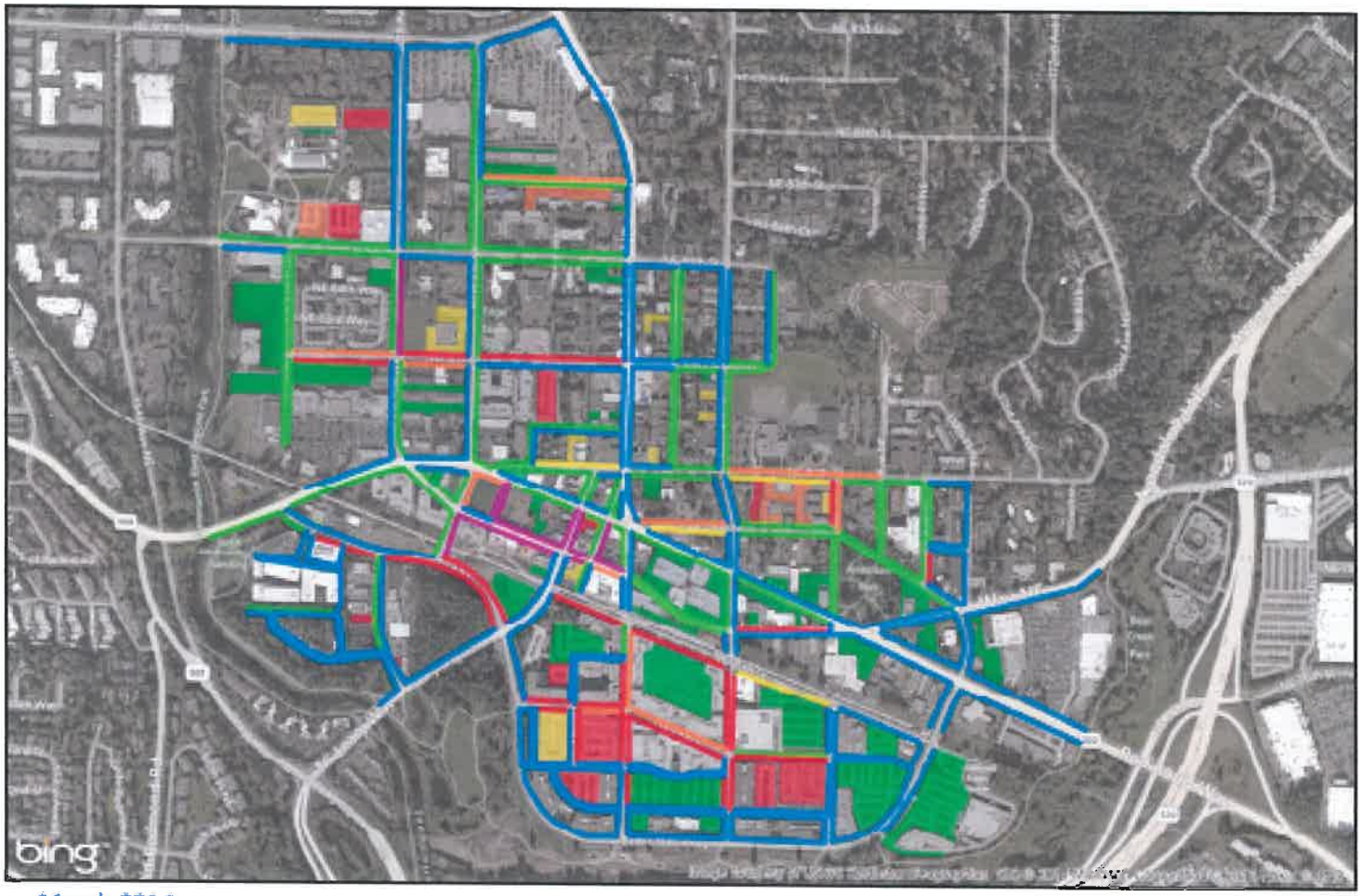
LEED PLATINUM AWARD
U.S. GREEN BUILDING COUNCIL
LEADERSHIP IN ENERGY & ENVIRONMENTAL DESIGN


3/4 MILE




VISION 5
VISION 5

38 - 6.5



March 2014

Rick Williams Consulting
Parking & Transportation

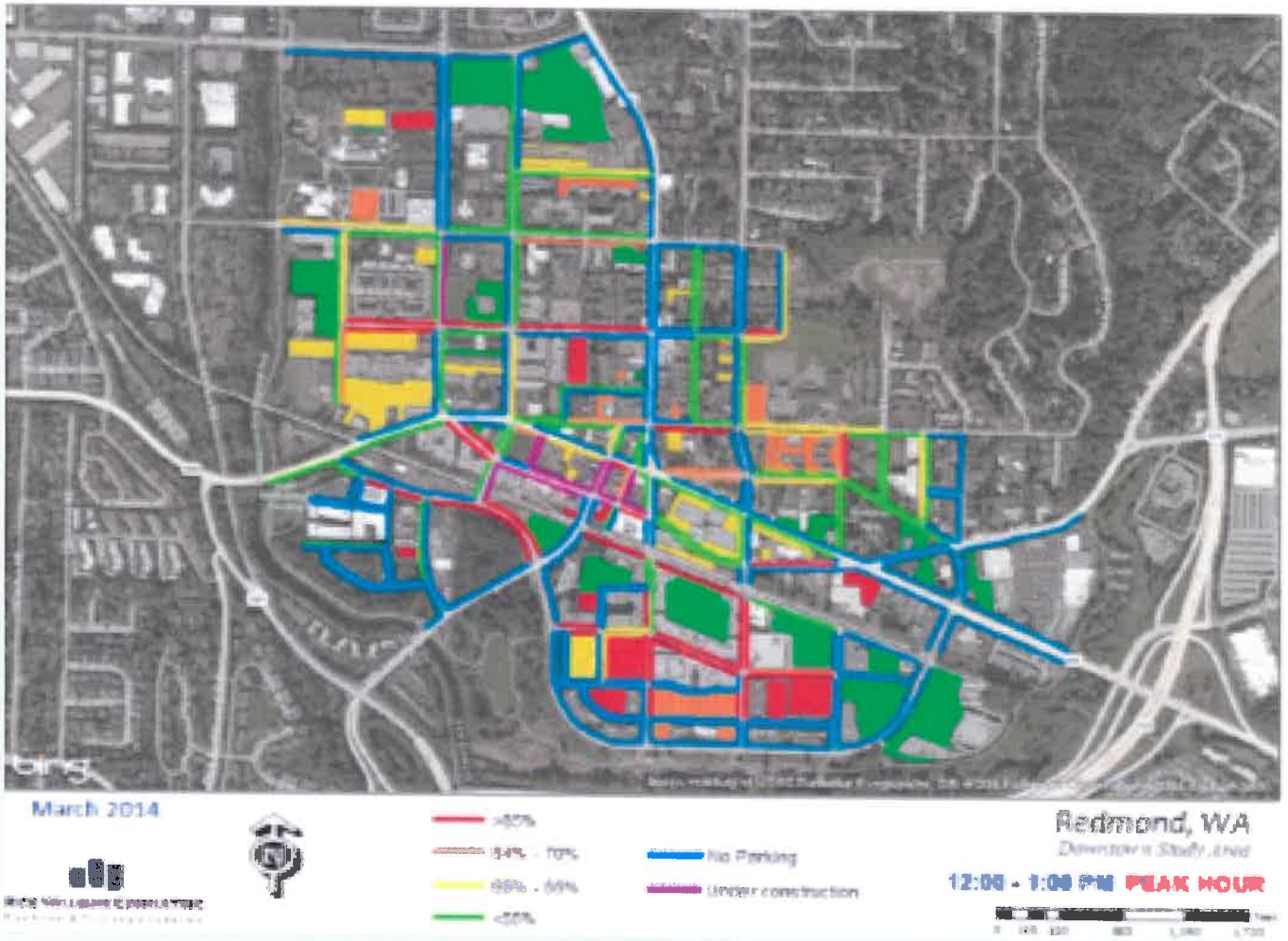
>85%
84% - 70%
69% - 55%
<55%
No Parking
Under construction

Redmond, WA
Downtown Study Area
10:00 - 11:00 AM

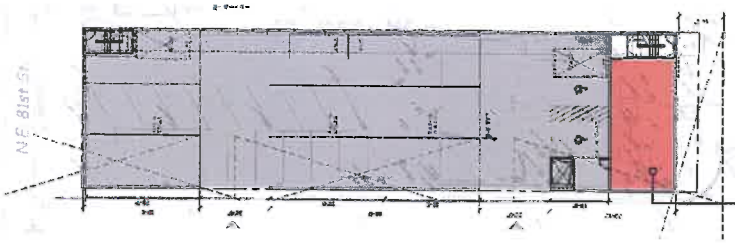
0 350 700 1,400 2,800 4,200 Feet

Figure 5

Current Downtown Peak Hour Occupancy (by block face and by off-street location)

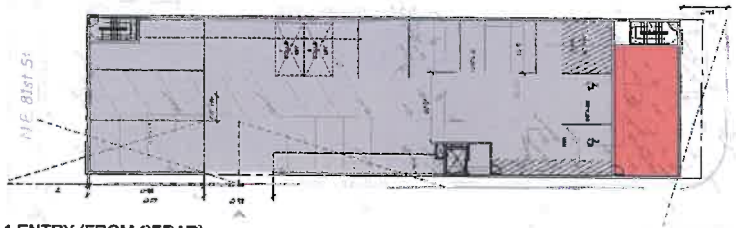


PARKING / COMMERCIAL

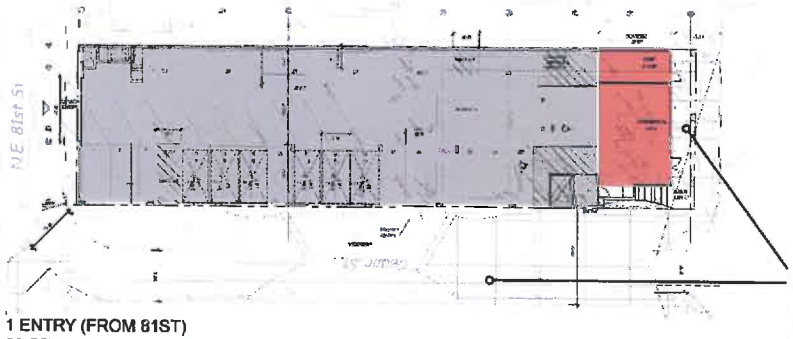


COMMERCIAL

2 ENTRIES (FROM CEDAR)
37 STALLS



1 ENTRY (FROM CEDAR)
30 STALLS



1 ENTRY (FROM 81ST)
30 STALLS

OPEN SPACE AND
ACTIVATION AT THE
GROUND PLANE
PEDESTRIAN PRIORITY

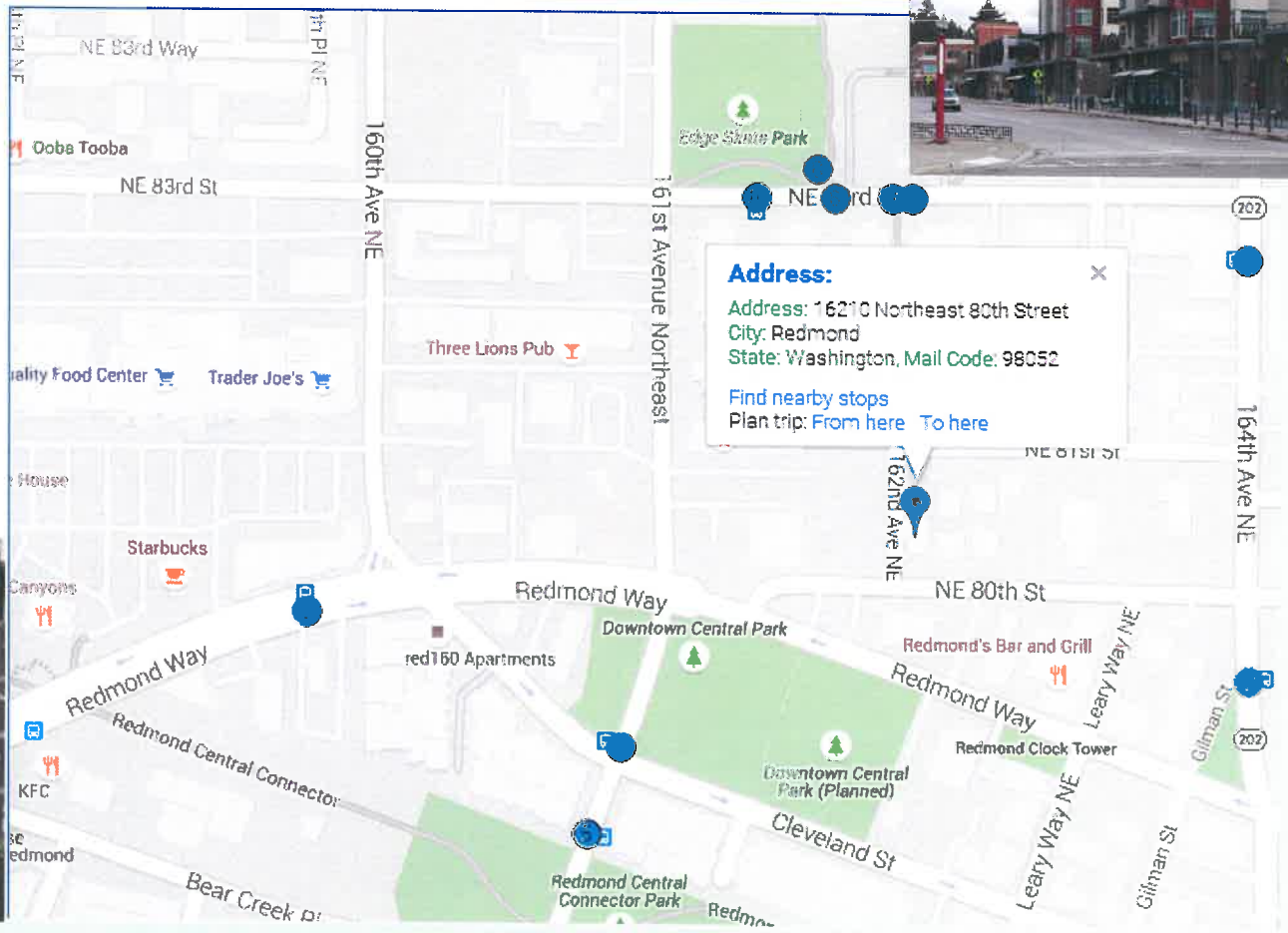
Plan a Trip

- Trip Planning
- Route Schedules

Next Departures & Stops

Please select your stop:

1 - 71964 -- 161st Ave Ne & Cleveland... (0.15r
2 - 73637 -- 164th Ave Ne & Ne 80th S... (0.16n
3 - 71951 -- Redmond Transit Center B... (0.17
4 - 71954 -- Redmond Transit Center B... (0.18
5 - 71966 -- 161st Ave Ne & Cleveland... (0.18r
6 - 98750 -- Redmond Transit Center B... (0.2n
7 - 73638 -- 164th Ave Ne & Ne 83rd S... (0.21r
8 - 71960 -- Redmond Transit Center B... (0.21
9 - 71970 -- Ne Redmond Way & 160th A... (0.2
10 - 73227 -- Redmond Transit Center B... (0.2



Walk Score®

16210 Northeast 80th Street

Downtown, Redmond, 98052

Commute to **Downtown Redmond**

1 min | 2 min | 1 min | 3 min | View Routes

Walk Score 93

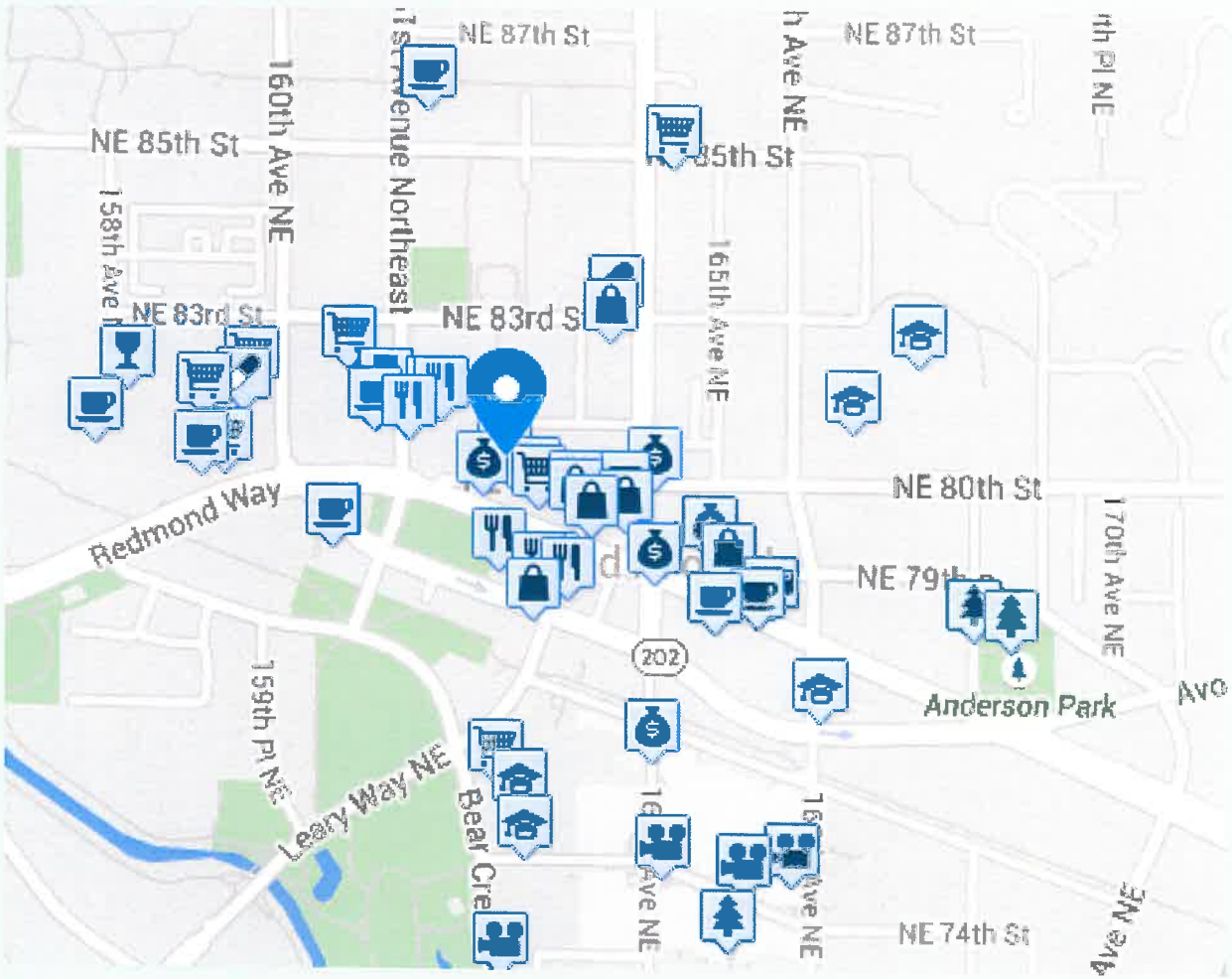
Walker's Paradise

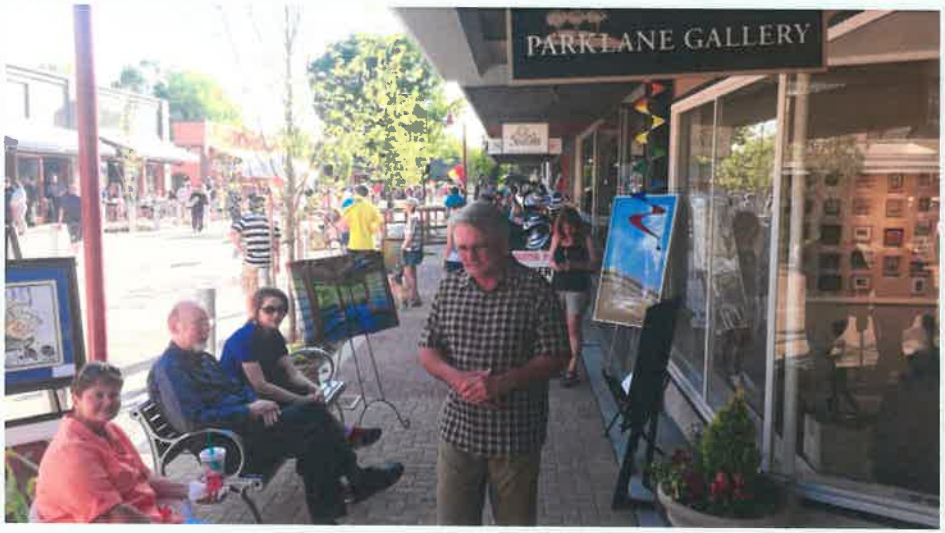
Daily errands do not require a car.

Transit Score 51

Good Transit

Many nearby public transportation options.




PARKLANE GALLERY


ZEEKS

SHARED USE STREET EXAMPLES


Church St, Burlington, Vermont


Multiple Streets, West Don Lands, Toronto, Canada


Ballard Ave, Seattle, Washington

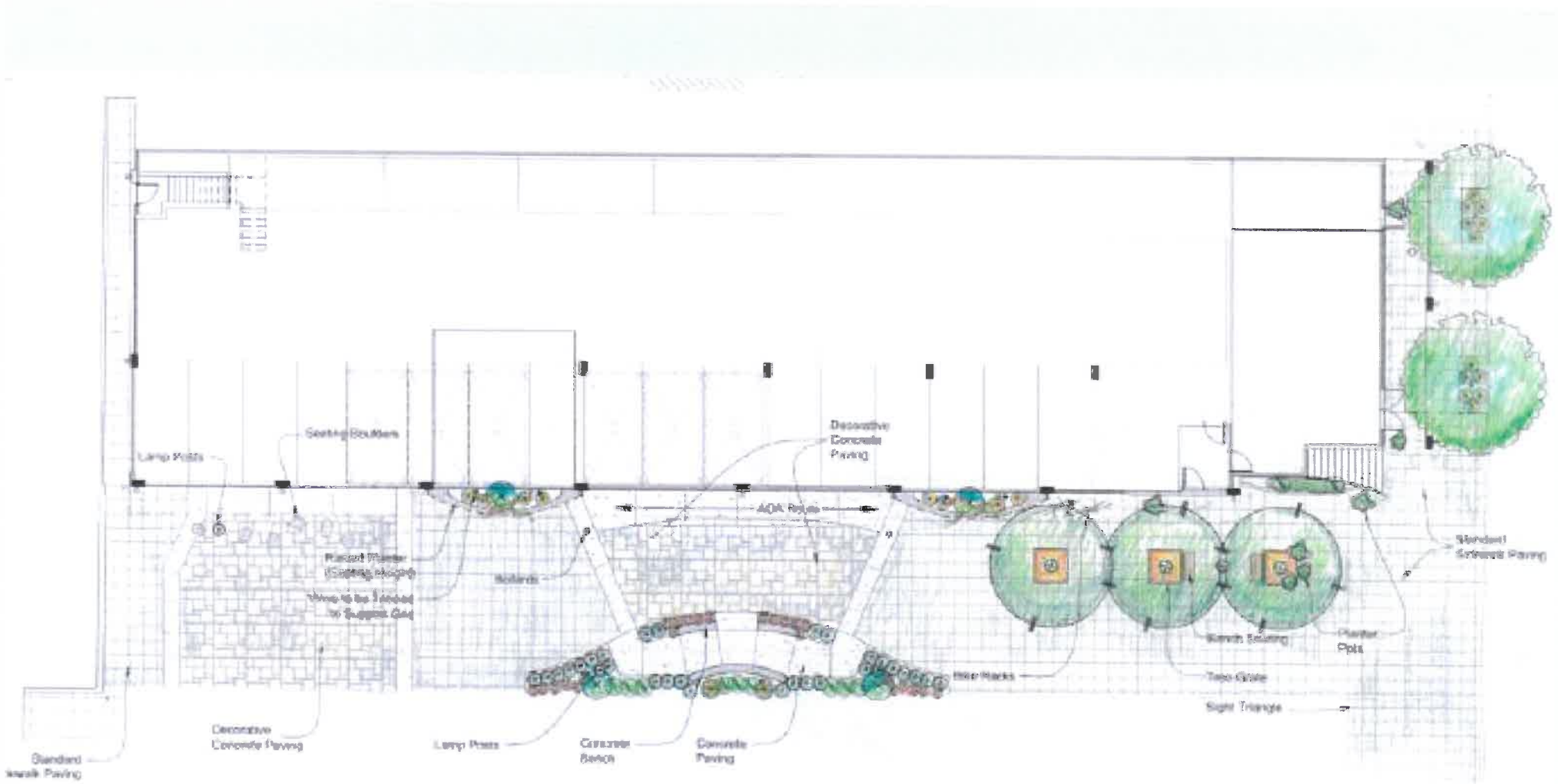

78th Ave SE, Mercer Island, Washington


Division St, Auburn, Washington


2nd St, Langley, Washington

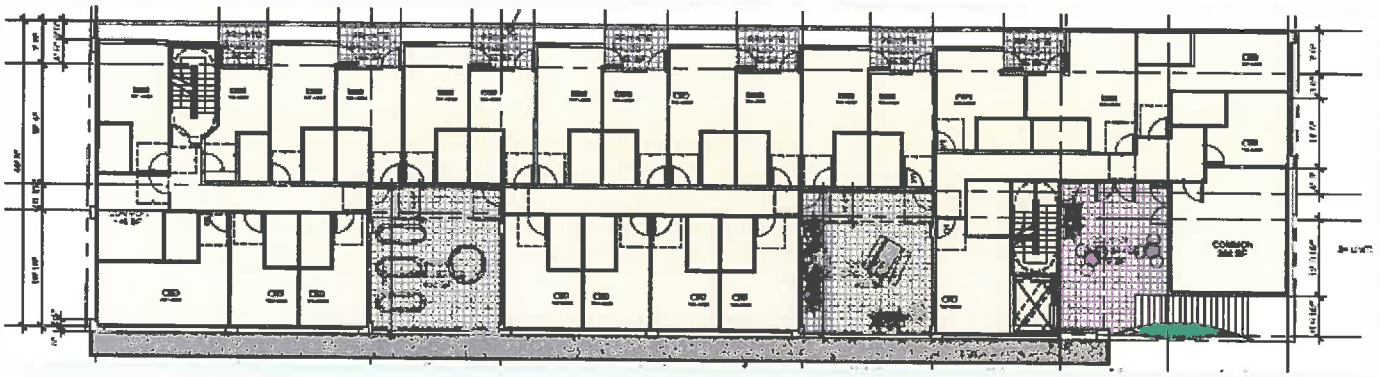

Bell St, Seattle, Washington


Gibbs St, Rockville, Maryland

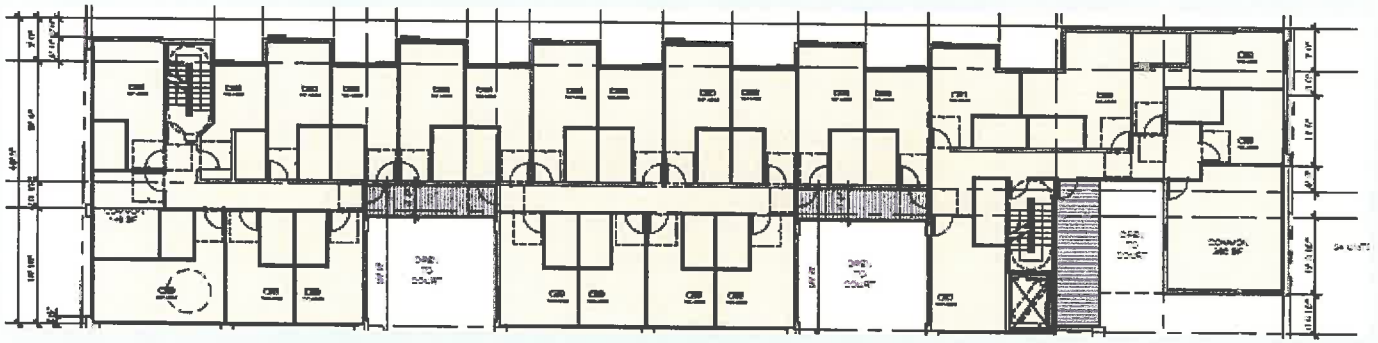

Lamp Posts
Seating Boulders
Decorative Concrete Paving
ADA Ramp
Bollards
Bench Seating
Planter Pots
Bike Racks
Trash Grate
Sight Triangle
Decorative Concrete Paving
Lamp Posts
Concrete Bench
Concrete Paving


4-15-11

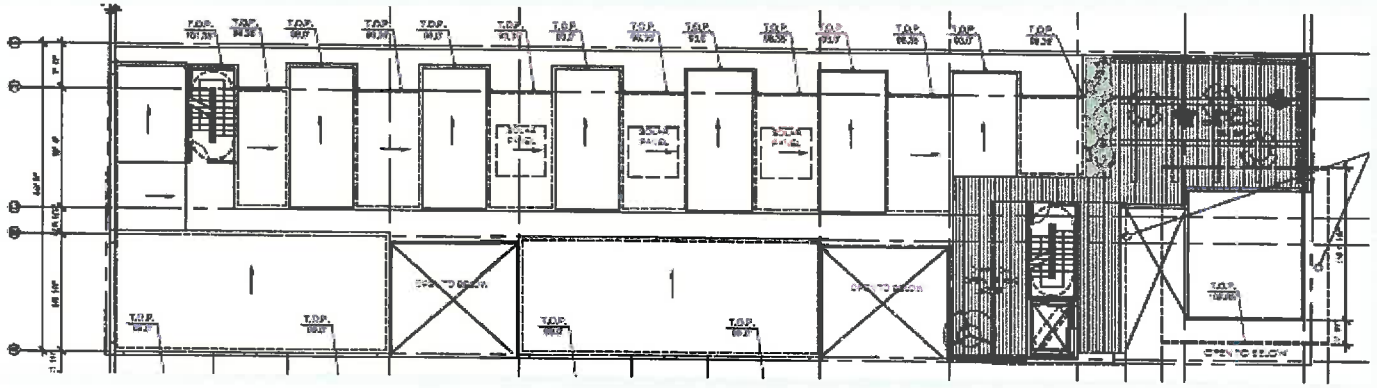

PHIL JENSEN
WWW.LIBERTYSARTIST.C
Artist



LEVEL 2



LEVELS 3-5



ROOF


-excellence-
ARETÉ
{in the human endeavor}

Duana Kolouskova

From: Angela Rozmyn <angela@pantley.com>
Sent: Monday, July 06, 2015 10:18 AM
To: Duana Kolouskova; Robert Pantley
Subject: FW: Redmond parking question

From: Patrick Seward [mailto:Patrick.Seward@DiamondParking.com]
Sent: Monday, June 29, 2015 4:31 PM
To: Angela Rozmyn
Subject: RE: Redmond parking question

Not that I know of.....the City may have more information on that but I don't think it has been maxed out yet.

Regards,

Patrick Seward
Diamond Parking Services
Eastside City Manager
10620 NE 8th Street, Suite #205
Bellevue, WA 98004
Office: 425-462-4208 I Cell: 425-971-7144
Patrick.seward@diamondparking.com

From: Angela Rozmyn [mailto:angela@pantley.com]
Sent: Monday, June 29, 2015 4:09 PM
To: Patrick Seward
Subject: RE: Redmond parking question

Hi Patrick,

Thank you for the clarification. Have you ever maxed out on the 200 monthly permits?

Angela Rozmyn, LEED AP
Director of Sustainable Development
angela@pantley.com
http://www.naturalandbuilt.com

I am currently in the office Wednesday - Friday. If you require immediate assistance outside of those days, please contact our main line at 425-828-4663.

EXHIBIT 6

From: Patrick Seward [mailto:Patrick.Seward@DiamondParking.com]
Sent: Monday, June 29, 2015 12:03 PM
To: Angela Rozmyn
Cc: Patrick Seward
Subject: Redmond parking question

Hi Angela,

Happy Monday! I'm sorry I missed your call today. In regards to your question, there are currently 200 permits available for purchase on a monthly basis and so far for the month of July there have been 157 purchased. I hope that answers your question. Thanks and have a great week!

Regards,

Patrick Seward
Diamond Parking Services
Eastside City Manager
10620 NE 8th Street, Suite #205
Bellevue, WA 98004
Office: 425-462-4208 | Cell: 425-971-7144
Patrick.seward@diamondparking.com

TSI
Transportation Solutions, Inc.
8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
F 425-867-0898
www.tsinw.com

August 31, 2014

To: Robert Pantley

From: Jeff Hee, TSI

Subject: 162 Ten NE 80th Street – Trip Generation Study

This memorandum presents the trip generation study for the proposed 162 Ten NE 80th Street residential-suite (SRO) development-project in Downtown Redmond. The following includes a brief project description, our major conclusions, and summary of trip generation study.

Project Description

The project is located at 16210 NE 80th Street and is at the northeast corner of NE 80th Street and 162nd Ave NE. A vicinity map and a preliminary site plan are attached for reference.

162 Ten NE 80th Street is proposed with up to 96 SRO units and up to 730 sq. ft. of non-residential space for a small community based café.

In addition, up to 210 sq. ft. of street level space may be dedicated for a conference room initially for building tenants, but the space may be made available and free to the pubic if a need is identified by you and the community.

Conclusions

162 Ten NE 80th Street is forecast to generate:

- 0 new daily vehicle trips
- 5 new AM peak hour vehicle trips
- 6 new PM peak hour vehicle trips (split 5 in / 1 out)

This study serves as the initial Phase One: Trip Generation Study per the City's requirements. The Phase Two: Traffic Analysis intends to focus on site access and circulation related traffic impacts only in the immediate vicinity of the site.

EXHIBIT 3

Trip Generation Study

Residential-Suites (SRO)

Trip generation was collected at your other local SRO developments based on the common management and business strategies. Data was collected at:

- Emerald 10 a 36 SRO unit site and located at 315 10th Ave in Seattle
- Tudor Manor a 61 SRO unit site and located at 16552 NE 84th Court in Redmond
- Vision 5 a 96 SRO unit site and located at 8525 163rd Court NE in Redmond

Table 1 summarizes the vehicle trip generation collected for the SRO land use.

Table 1: Vehicle Trip Generation

Location	Survey Date	AM Peak Hour Trips	AM Peak Hour Trip Rate	PM Peak Hour Trips	PM Peak Hour Trip Rate	Weekday Daily Trips	Weekday Daily Trip Rate
Emerald 10	05/22/13	2[1]	0.06	1	0.03	-	-
Tudor Manor	02/17/12	-	-	3	0.05	-	-
	02/21/12	-	-	5	0.08	-	-
	02/22/12	-	-	8	0.13	-	-
	05/21/13	3	0.05	3	0.05	37	0.61
	05/22/13	3	0.05	6	0.10	42	0.69
	05/23/13	4	0.07	5	0.08	55	0.90
Vision 5	08/05/14	-	-	11	0.11	-	-
	08/28/14	-	-	12	0.13	-	-
Weighted Average			**0.055**		**0.011**[2]		**0.732**

1. Data includes both drive alone and carpool
2. Excludes 05/22/13 Emerald 10 and 02/17/12 and 05/21/13 Tudor Manor trip generation data

To be conservative the PM peak hour SRO trip generation was computed by excluding the lowest three trip surveys (05/22/13 Emerald 10 survey and 02/17/12 and 05/21/13 Tudor Manor surveys).

Table 2 compares vehicle trip generation for the proposed SRO use to a typical apartment, based on the ITE trip generation data.

Table 2: Trip Generation Comparison SRO and Apartment Land Uses

Land Use	Size	Trip Rate	Trips-In	Trips-Out	Trips-Total
Apartment (ITE LU 220)	96 units	6.650	319	319	638
Proposed SRO	96 units	0.732	35	35	70
Difference Daily Trips			284	284	568
Apartment (ITE LU 220)	96 units	0.510	10	39	49
Proposed SRO	96 units	0.055	1	4	5
Difference AM Trips			9	35	44
Apartment (ITE LU 220)	96 units	0.620	39	21	60
Proposed SRO	96 units	0.110	7	4	11
Difference PM Trips			32	17	49

In additional to vehicle trips the site surveys also documented peak hour non-motorized trips. Table 3 summarizes the non-motorized trip generation data.

Table 3: Non-Motorized SRO Trip Generation

Location	Survey Date	AM Peak Hour Trips	AM Peak Hour Trip Rate	PM Peak Hour Trips	PM Peak Hour Trip Rate
Emerald 10	05/22/13	10	0.28	8	0.22
Tudor Manor	05/21/13			2	0.05
	05/22/13			15	0.25
	05/23/13			11	0.18
Vision 5	08/05/14			20	0.21
	08/28/14			14	0.15
Weighted Average			**0.278**		**0.173**

1. Data includes walk, bicycle and bus data

From Tables 1 and 3, the proposed 96 SRO units is forecast to generate:

- 70 daily vehicle trips (split 35 in / 35 out)
- 5 AM peak hour vehicle trips (split 1 in / 4 out) and 27 non-motorized trips
- 11 PM peak hour vehicle trips (split 7 in / 4 out) and 17 non-motorized trips

Table 4 computes the number of Net New vehicle trips generated by the proposed SRO use. The computation below reduces the SRO trips (see Table 2) by trip credits from the existing 2,000 sq. ft. bookstore land use removed with development of the site. For this study trip generation for the bookstore was computed using the ITE trip rate data for a specialty retail center; this is consistent with the trip forecast documented in the September 2012 Valley Furniture Site Traffic Impact Analysis report.

Table 4: Net New Vehicle Trip Generation

Land Use	Size	Trip Rate	Trips-In	Trips-Out	Trips-Total
Existing Bookstore[1]	2.00 kSF	(44.32)[2,3]	(45)	(45)	(89)
Proposed SRO	96 units	0.732	35	35	70
Difference Daily Trips			0	0	0
Existing Bookstore[1]	2.00 kSF	-[2,3]	-	-	-
Proposed SRO	96 units	0.055	1	4	5
Difference AM Trips			1	4	5
Existing Bookstore[1]	2.00 kSF	(2.71)[2,3]	(2)	(3)	(5)
Proposed SRO	96 units	(0.11)	7	4	11
Difference PM Trips			5	1	6

1. Existing land use to be removed (credited) prior to site development
2. ITE LU 826, "Specialty Retail Center"; consistent with Valley Furniture TIA report September 2012
3. In comparison to ITE LU 868, "Book Superstore" trips rates: 143.53 weekday daily tips per 1,000 sq. ft., 1.27 AM peak hour tips per 1,000 sq. ft., and 15.82 PM peak hour tips per 1,000 sq. ft.

Non-Residential Uses

The site also includes up to 730 sq. ft. of space for a small community based café and up to 210 sq. ft. for a conference room, the latter is initially intended as a tenant amenity and may be opened for public use provided you and community identify it as a need.

The proposal's onsite parking will be dedicated to residents. Thus, the short term on-street parking surrounding the site and public off-street parking in the area will be utilized to accommodate café and conference room users who may choose to drive to the site.

The majority of the café's trips will be of the pass-by variety with users passing by the site, stopping in for the service, then continuing on their primary commute. The café's location lends itself to pedestrian traffic rather than vehicle trips.

It is anticipated that most of the traffic to the café is anticipated from tenants and walk and bike traffic from the surrounding area including consumers from the transit center, the Veloce apartments, and other adjacent businesses and residences. A similar trip distribution is anticipated if the conference room space were made available to the public.

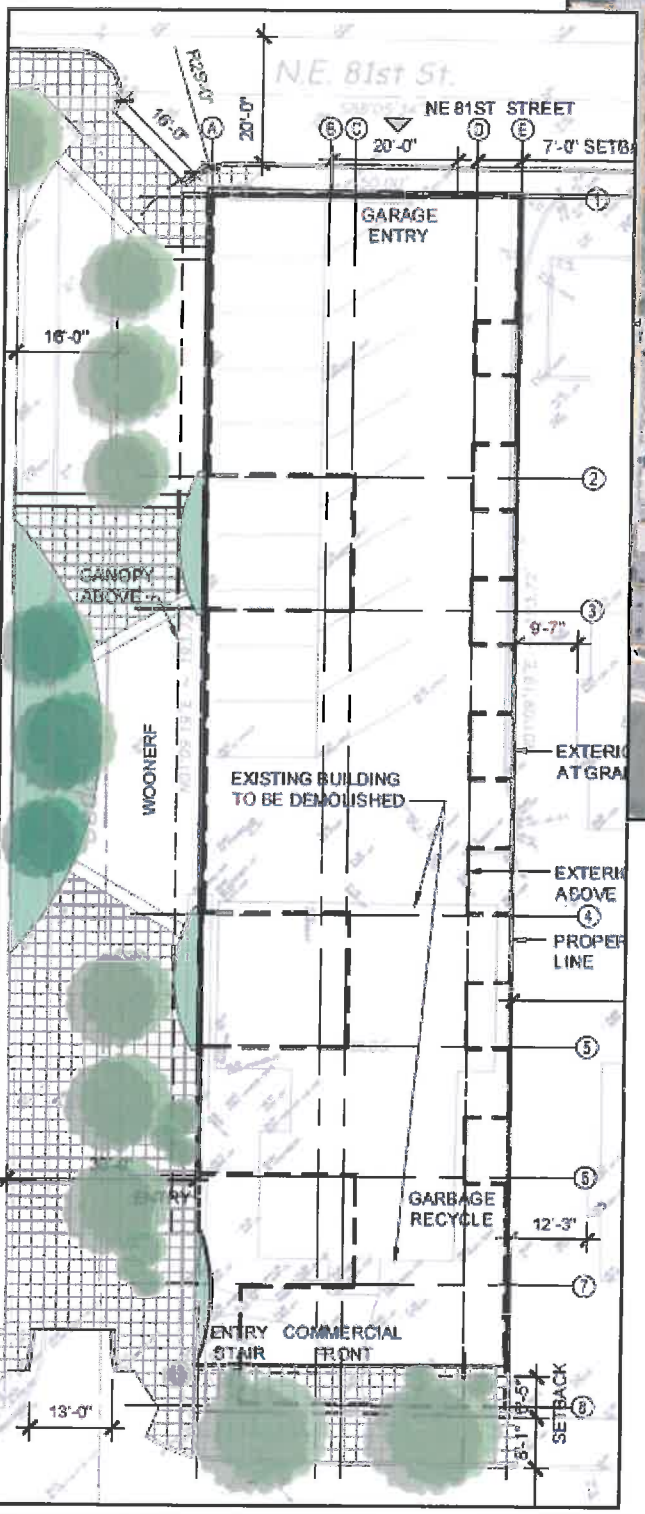
Due to the nature and intended function of the project's non-residential space, it is our professional opinion that the non-residential space will generate a negligible amount of vehicle traffic to warrant any specific analysis.

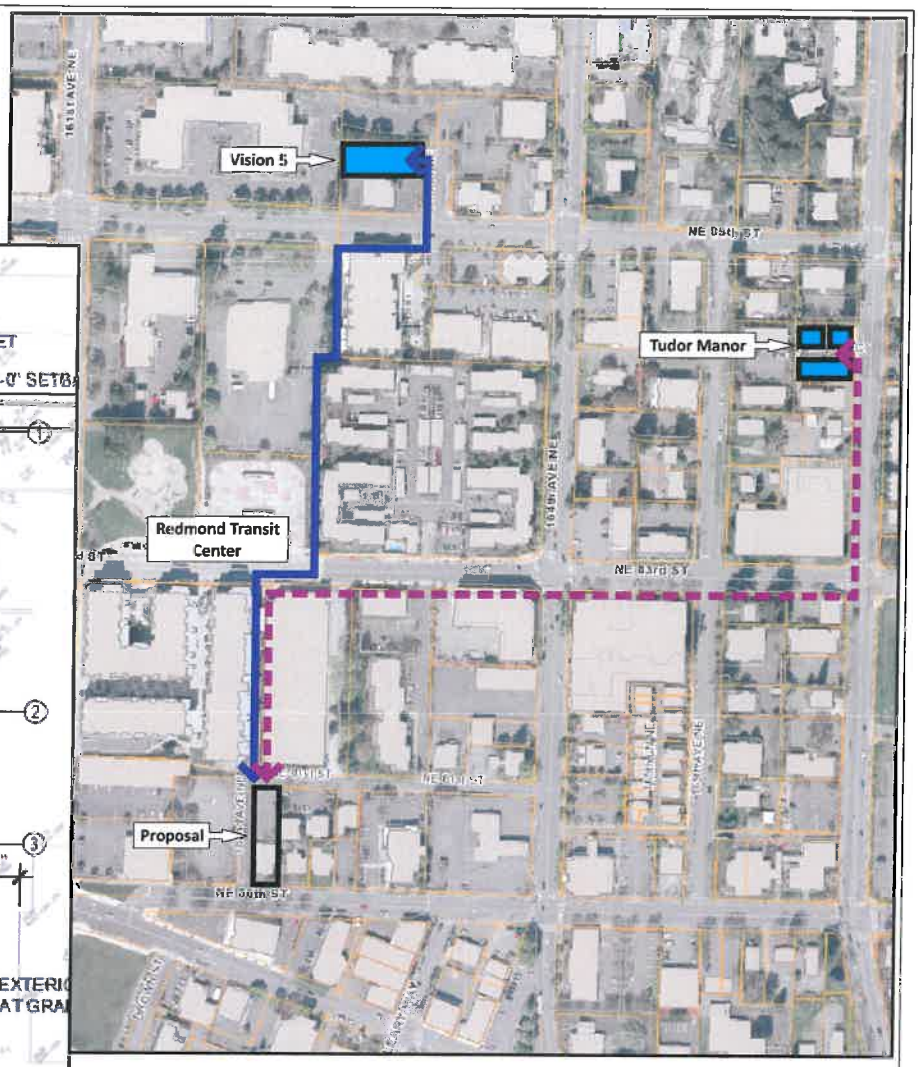
Traffic Concurrency

For traffic concurrency the proposal does not fit within the typical-standard land use types found in the City's Development Mobility Unit (MU) Calculator attached to the concurrency application. For your traffic concurrency application we recommend using the multiple-family land use mobility unit ratio for Downtown Urban Center development (1.28 MUs per multiple-family dwelling units) to "over-"estimate the number of mobility units for the proposal. The data analysis that follows should clearly show Redmond staff that the proposed SRO land use generates significantly fewer trips compared to a typical multiple-family use, such as an apartment. The proposal is anticipated to pass concurrency considering the higher multiple-family traffic generator.

I trust that the information presented above will assist you as your go through the building permit process with Redmond staff. If you have any questions or comments please contact me at your earliest convenience.

162 Ten NE 80th Street Preliminary Site Plan





Vicinity Map

Walking Routes between 162 Ten NE 80th Street and:

Tudor Manor

Vision 5

N

TSI Transportation Solutions, Inc.

Vicinity Map and Preliminary Site Plan

TSI
Transportation Solutions, Inc.
8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
F 425-867-0898
www.tsinw.com

February 23, 2012

Kurt Seemann, P.E.
Senior Engineer
City of Redmond Public Works Transportation
15670 NE 85th Street
Redmond, WA 98073

Subject: Vision 5 Redmond – Level 1 Traffic Study

Dear Mr. Seemann,

This traffic study is for Vision 5, a residential development located at NE 85th Street and 163rd Avenue NE in Redmond, Washington. This letter-report includes the following: a development description, PM peak hour trip generation and travel assignment forecast and our conclusions.

Development Description

A vicinity map and a site plan are attached for reference. Vision 5 is located on a vacant site to the north of NE 85th Street and west of 163rd Avenue NE. The site is proposed with 96 residential mini-suites. The average suite size is 200 square feet. Each suite includes its own bathroom and is supported by common kitchen and deck facilities.

Vision 5 is a similar concept to Tudor Manor. Both developments are managed by the applicant. Tudor Manor is located at 16552 NE 84th Court and is marketed as a sustainable residential living development. The site includes 61 mini-suites, with an average suite size of 200 square feet. Tudor Manor is currently at full occupancy.

The size and character of Tudor Manor's living spaces attracts a mix of tenants ranging from students, out-of-area business persons (both locally employed and with recurring business in the area), intermediate-term residents, and medical patient families. The mix of tenants of Vision 5 is expected to be similar.

The applicant indicates that the majority Tudor Manor tenants do not own a vehicle and most use public transit, bike and walk to/from their destinations. Tudor Manor's non-vehicle tenants are provided with a transit pass credit of $25 per month to support their transit needs. A similar amenity will be available to future Vision 5 tenants.

Trip Generation

Vision 5 is atypical of other general apartment uses. A PM peak hour trip generation study was conducted for Tudor Manor to develop a trip rate to forecast trip generation for Vision.

Trip Generation Study

Observations of inbound and outbound PM peak hour vehicular movements at Tudor Manor were conducted on Friday, February 17, Tuesday, February 21, and Wednesday, February 22, 2012. The observations are summarized in Table 1. For study purposes the Friday data was excluded from the average results, because Friday is not generally considered as a weekday for trip generation purposes.

Table 1: 2012 Tudor Manor Vehicle Trip Generation Observations

Start Time	Friday Feb-17			Tuesday Feb-21			Wednesday Feb-22			Weekday Average		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
4:00 PM	0	1	1	2	0	2	1	0	1	2	0	2
4:15 PM	0	0	0	0	1	1	1	0	1	1	1	1
4:30 PM	0	0	0	0	0	0	1	0	1	1	0	1
4:45 PM	0	0	0	0	1	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	1	0	1	1	0	1
5:15 PM	1	0	1	1	0	1	2	1	3	2	1	2
5:30 PM	2	0	2	2	1	3	0	1	1	1	1	2
5:45 PM	0	0	0	0	0	0	1	2	3	1	1	2
Peak Hour	3	0	3	3	2	5	4	4	8	4	3	7

Table 1 shows Tudor Manor generating 7 PM peak hour vehicle trips, which is equivalent to a PM peak hour trip rate of 0.11 trips per mini-suite (7 PM trips / 61 mini-suites), split 57% in and 43% out. Using this information, Vision 5 is forecast to generate 11 PM peak hour trips (0.11 trip rate X 96 mini-suites).

Table 2 summarizes the pedestrian trip observations at Tudor Manor, also collected on February 17, 21, and 22. Friday data was excluded from the average results similar to Table 1.

Table 2: 2012 Tudor Manor Pedestrian Trip Generation Observations

Start Time	Fri. Feb-17	Tue. Feb-21	Wed. Feb-22	Wkday. Avg.
4:00 PM	0	8	6	7
4:15 PM	3	2	2	2
4:30 PM	0	4	0	2
4:45 PM	0	1	0	1
5:00 PM	0	1	3	2
5:15 PM	0	3	8	6
5:30 PM	0	3	0	2
5:45 PM	0	1	0	1
Peak Hour	3	15	11	12

Table 2 shows Tudor Manor generating 12 PM peak hour pedestrian trips, which is equivalent to a PM peak hour pedestrian trip rate of 0.20 pedestrian trips per mini-suite (12 PM trips / 61 mini-suites).

Using this information, Vision 5 is forecast to generate 19 PM peak hour pedestrian trips (0.20 pedestrian trip rate X 96 mini-suites).

The small amount of vehicle and pedestrian trips observed appears to be a result of tenant mix, varying tenant schedules and commuting modes and patterns. A similar tenant mix, tenant schedule and commute modes and patterns is expected at Vision 5.

ITE Trip Generation

The ITE land use that best describes Vision 5 is LU-220, "Apartment". For this description, the ITE 'dwelling unit' variable is replaced by 'mini-suites'. The ITE apartment trip rate is 0.62 trips/dwelling unit. Using this rate, Vision 5 would generate 60 PM peak hour trips (0.62 trip rate X 96 dwelling units).

In comparison, the observed Tudor Manor PM peak hour vehicle trip rate is 82% lower than the ITE PM peak hour trip rate for an apartment land use ({[ITE rate] –[observed rate]} / [ITE rate]). This marked difference is due to the noticeably smaller 200 square foot mini-suites compared to more typical 600-1,000 square foot apartment units. The associated reduced person occupancy per mini-suite and tenant mix does not reflect typical apartment building demographics. Since Vision 5 will operate similar to Tudor Manor, it is our opinion that the vehicle trip rate derived from the trip generation study is a reasonably accurate forecast of traffic generated by the proposed development.

A peak hour project-generated trip assignment is attached. The PM peak hour trips were assigned based on local traffic volume data found on the City's website. Within the study the stop-sign controlled intersection of NE 85th Streets/ 163rd Avenue NE is impacted by 11 vehicle trips and the signalized intersection of NE 85th Streets/ 164th Avenue NE is impacted by 9 vehicle trips.

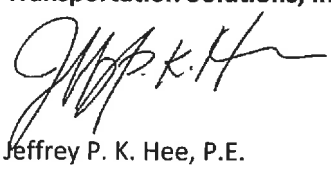
Conclusion

Vision 5 is forecast to generate 11 vehicle trips and 19 pedestrian trips during the PM peak hour. Accordingly, Vision 5 is not anticipated to create a significant adverse traffic impact within Redmond.

We trust the information presented in this letter-report will satisfy the City of Redmond's Level 1 Traffic Study requirement. If you have any questions or comments please contact TSI at your earliest convenience.

Sincerely,

Transportation Solutions, Inc.



Jeffrey P. K. Hee, P.E.
Project Engineer

TRAFFIC COUNT CONSULTANTS, INC.

Team@tc2inc.com
(253) 926-6009

Site Code: 01
Station ID:

REDMOND, WASHINGTON
NE 84TH CT W/O
166TH AVE NE
LOC# 01 V TSI13100T

Latitude: -999' 0.000 South

Start Time	21-May-1 Tue	IN		Hour Totals		OUT		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	1			0	0				
12:45		0	0	0	1	0	0	0	0	0	1
01:00		1	0			0	0				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	0	1	0	0	1	0	1	1	1
02:00		0	0			0	0				
02:15		0	1			0	0				
02:30		0	1			0	0				
02:45		0	0	0	2	0	0	0	0	0	2
03:00		0	0			0	0				
03:15		0	1			0	0				
03:30		0	0			0	0				
03:45		0	0	0	1	0	0	0	0	0	1
04:00		1	1			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	1	1	0	0	0	0	1	1
05:00		0	1			0	0				
05:15		0	0			0	0				
05:30		0	1			0	0				
05:45		0	0	0	2	0	1	0	1	0	3
06:00		0	0			0	0				
06:15		0	1			0	0				
06:30		0	0			0	1				
06:45		1	1	1	2	0	0	0	1	1	3
07:00		0	0			0	1				
07:15		0	1			0	0				
07:30		0	0			0	0				
07:45		0	1	0	2	1	2	1	3	1	5
08:00		0	0			0	0				
08:15		1	0			0	0				
08:30		0	0			0	0				
08:45		0	1	1	1	1	1	1	1	2	2
09:00		0	0			2	0				
09:15		0	1			0	1				
09:30		1	0			0	1				
09:45		0	0	1	1	0	0	2	2	3	3
10:00		1	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	1	1	1	1	2	1	2	2	3
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	1			0	0				
11:45		0	0	0	1	0	0	0	0	0	1
Total		6	15			5	11			11	26
Percent		28.6%	71.4%			31.3%	68.8%			29.7%	70.3%

TRAFFIC COUNT CONSULTANTS, INC.

Team@tc2inc.com
(253) 926-6009

Site Code: 01
Station ID:

REDMOND, WASHINGTON
NE 84TH CT W/O
166TH AVE NE
LOC# 01 V TSI13100T

Latitude: -999' 0.000 South

Start Time	22-May-1 Wed	IN		Hour Totals		OUT		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	1			0	0				
12:30		0	0			0	0				
12:45		0	1	0	2	0	0	0	0	0	2
01:00		0	1			0	1				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	1	0	2	0	0	0	1	0	3
02:00		0	0			0	0				
02:15		0	1			0	0				
02:30		0	0			0	0				
02:45		0	0	0	1	0	0	0	0	0	1
03:00		0	0			0	0				
03:15		0	1			0	0				
03:30		0	0			0	2				
03:45		1	1	1	2	0	1	0	3	1	5
04:00		0	1			0	0				
04:15		0	1			0	1				
04:30		0	0			0	2				
04:45		0	0	0	2	0	0	0	3	0	5
05:00		0	1			0	1				
05:15		0	1			0	0				
05:30		0	1			0	1				
05:45		0	0	0	3	0	1	0	3	0	6
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	1	0	1	1	0	1	0	1	1
07:00		0	0			0	1				
07:15		1	0			1	0				
07:30		0	0			0	1				
07:45		0	0	1	0	1	0	2	2	3	2
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		0	0			0	0				
08:45		0	0	0	0	0	0	0	0	0	0
09:00		0	1			0	0				
09:15		0	1			0	0				
09:30		0	1			0	0				
09:45		1	0	1	3	1	1	1	1	2	4
10:00		1	0			1	0				
10:15		0	0			0	0				
10:30		0	1			0	0				
10:45		1	0	2	1	0	0	1	0	3	1
11:00		0	0			0	0				
11:15		0	0			1	0				
11:30		1	0			0	0				
11:45		0	0	1	0	0	0	1	0	2	0
Total		6	17			6	13			12	30
Percent		26.1%	73.9%			31.6%	68.4%			28.6%	71.4%

TRAFFIC COUNT CONSULTANTS, INC.

Team@tc2inc.com
(253) 926-6009

Site Code: 01
Station ID:

REDMOND, WASHINGTON
NE 84TH CT W/O
166TH AVE NE
LOC# 01 V TSI13100T

Latitude: -999' 0.000 South

Start Time	23-May-1 Thu	IN Morning	IN Afternoon	Hour Totals Morning	Hour Totals Afternoon	OUT Morning	OUT Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	0			0	0				
12:15		1	0			1	0				
12:30		0	0			0	0				
12:45		0	1	1	1	1	0	2	0	3	1
01:00		0	0			0	0				
01:15		1	0			0	0				
01:30		0	1			0	0				
01:45		0	1	1	2	0	0	0	0	1	2
02:00		0	0			0	0				
02:15		1	0			0	0				
02:30		0	1			0	2				
02:45		0	2	1	3	0	0	0	2	1	5
03:00		0	0			0	0				
03:15		0	1			0	0				
03:30		0	1			0	1				
03:45		0	0	0	2	0	0	0	1	0	3
04:00		0	0			0	1				
04:15		0	1			0	0				
04:30		0	1			0	0				
04:45		0	2	0	4	0	0	0	1	0	5
05:00		0	2			0	0				
05:15		0	0			0	0				
05:30		0	0			0	2				
05:45		0	0	0	2	0	1	0	3	0	5
06:00		0	0			0	2				
06:15		0	1			0	2				
06:30		0	0			0	0				
06:45		0	0	0	1	0	0	0	4	0	5
07:00		0	0			0	0				
07:15		0	0			1	0				
07:30		0	0			1	2				
07:45		1	1	1	1	1	0	3	2	4	3
08:00		0	0			0	0				
08:15		1	0			0	0				
08:30		0	2			0	0				
08:45		0	0	1	2	1	0	1	0	2	2
09:00		0	1			0	1				
09:15		0	0			0	0				
09:30		0	0			1	3				
09:45		0	0	0	1	0	0	1	4	1	5
10:00		0	1			0	2				
10:15		1	0			0	0				
10:30		0	0			0	0				
10:45		0	0	1	1	0	0	0	2	1	3
11:00		0	0			1	0				
11:15		0	0			0	0				
11:30		1	0			0	0				
11:45		0	1	1	1	0	0	1	0	2	1
Total		7	21			8	19			15	40
Percent		25.0%	75.0%			29.6%	70.4%			27.3%	72.7%
Grand Total		19	53			19	43			38	96
Percent		26.4%	73.6%			30.6%	69.4%			28.4%	71.6%
ADT	Not Calculated										

Emerald 10 Field Survey Summary (05/22/13)

Time	Walk/Bike/Bus				Drive Alone / Carpool			
Period	in	out	Total	V60	in	out	Total	V60
AM Peak								
700-715			0	6			0	1
715-730			0	7			0	1
730-745		1	1	9			0	1
745-800	1	4	5	10		1	1	1
800-815		1	1	5			0	2
815-830		2	2				0	
830-845	1	1	2				0	
845-900			0			2	2	
PM Peak								
400-415		3	3	7			0	1
415-430	1	1	2	5			0	1
430-445		1	1	3	1		1	1
445-500	1		1	6			0	0
500-515		1	1	8			0	0
515-530			0				0	
530-545	2	2	4				0	
545-600	2	1	3				0	
							Surveor:	SI

Date: 8/5/2014 Counter Initials: JS

Describe Weather: Sunny

Start	Vehicles		Pedestrians		Bicyclists		NOTES
	IN	OUT	IN	OUT	IN	OUT	
16:00		I	III	IIII III			multiple trips by same person (ped)
16:15		I	III	IIII			
16:30	II	I	II	I			
16:45			IIII	I			
17:00	I		III	II			
17:15		I		I			
17:30			IIII II	II			
17:45	I	I	III	II			
Total	4	5	25	21	0	0	
Sum Total	9		46		0		

Additional Notes:

Date: 8/28/2014 Counter: All Traffic Data Services, Inc.

Weather: CLEAR

Start	Vehicles		Pedestrians		Bicyclists	
	IN	OUT	IN	OUT	IN	OUT
16:00	2		3	2	0	0
	1					
		1				
		1				
16:15	1		2	1	0	0
	1					
	1					
		1				
16:30	1		2	2	0	0
		1				
		1				
16:45	0	0	2	0	0	0
Total	7	5	9	5	0	0
Total	12		14		0	

Additional Notes:

Date: 8/28/2014 Counter: All Traffic Data Services, Inc.

Weather: CLEAR

Start	Vehicles		Pedestrians		Bicyclists	
	IN	OUT	IN	OUT	IN	OUT
17:00		1	0	1	0	0
	1					
17:15	1		1	2	0	0
		1				
17:30	3	0	1	0	0	1
17:45	1		1	1	0	0
	1					
		1				
Total	7	3	3	4	0	1
Total	10		7		1	

Additional Notes:

TSI
Transportation Solutions, Inc.
8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
F 425-867-0898
www.tsinw.com

August 31, 2014

To: Robert Pantley

From: Jeff Hee, TSI

Subject: 162 Ten NE 80th Street – NE 80th Street at Cedar Street PM Peak Hour Volume

This memorandum summarizes the PM peak hour turning movement traffic volume count at the NE 80th Street and 162nd Ave (Cedar Street) intersection.

The PM peak hour is defined as the highest four consecutive 15 minute traffic volume intervals between the 4 and 6 PM time period. The intersection volume was collected on August 29, 2014 by All Traffic Data Services Inc., a consultant currently under contract to collect traffic volume data in in the City of Redmond. The turning movement data is attached.

The following summarizes the data:

- The peak hour is between 5 and 6 PM and during the peak hour there were a total of 116 vehicles entering the intersection split 10% eastbound, 72% westbound and 18% southbound.
- The peak hour volumes on the north leg (on Cedar Street) are split 21 southbound vehicles approaching NE 80th Street and 9 northbound vehicles departing from NE 80th Street
- There were a total of 34 pedestrians observed between 4 and 6 PM and 10 during the PM peak hour period.

The following highlights Redmond volume data at adjacent locations:

- In 2011 on Redmond Way and during the PM peak hour, Redmond traffic data shows 1,201 vehicles approaching 161st Ave NE and 1,084 vehicles departing Leary Way. This represents the peak hour westbound traffic flow on Redmond Way.
- Redmond's 2012 Traffic Count Map, which highlights daily traffic volumes on City roadways shows that on NE 80th Street between Redmond Way and 164th Ave NE there were 6,400 vehicles per day. In comparison the 2014 daily traffic volume is **estimated** to at roughly 1,200 vehicles per day on NE 80th Street at Cedar Street. This suggests that volumes on NE 80th Street have decreased significantly between 2012 and 2014.

I trust that the information presented above will assist you as your go through the building permit process with Redmond staff. If you have any questions or comments please contact me at your earliest convenience.

EXHIBIT 9

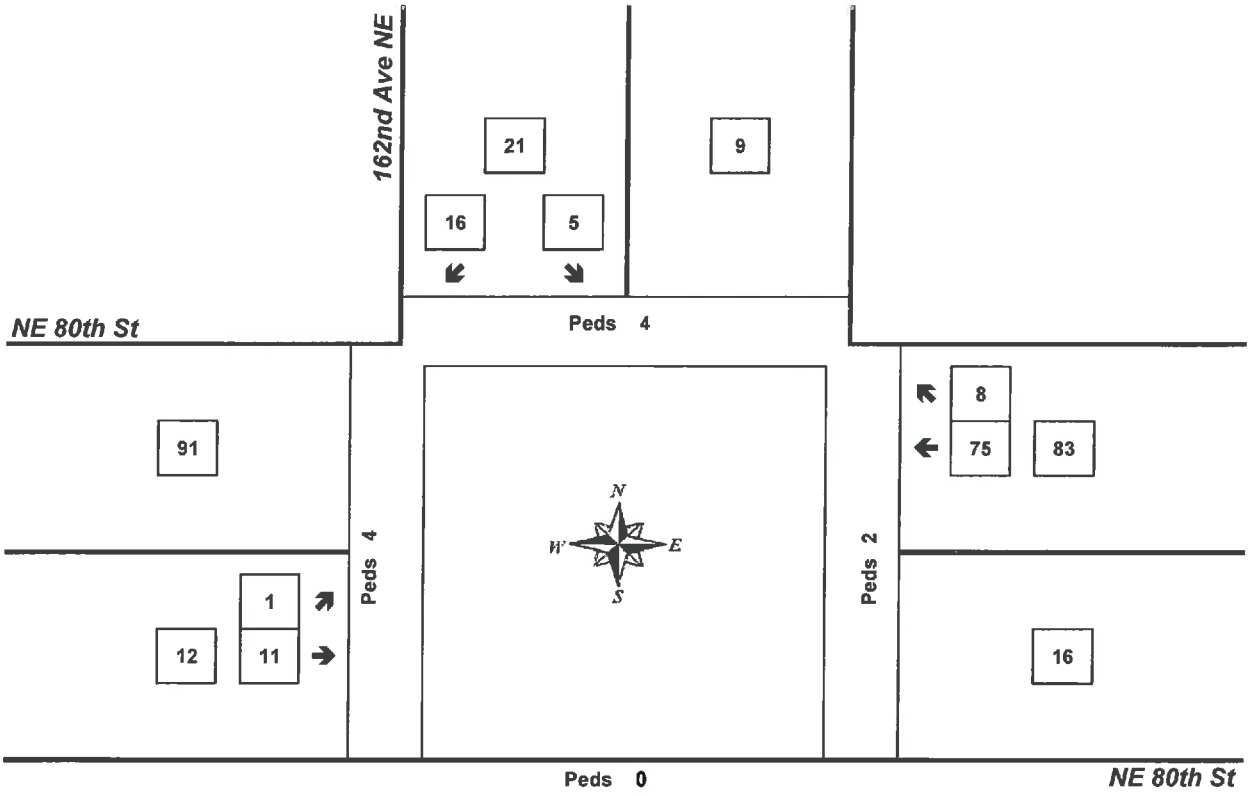
Peak Hour Summary

Site ID: 1

Eric Boivin
(303) 668-0220

162nd Ave NE & NE 80th St

5:00 PM to 6:00 PM
Thursday, August 28, 2014

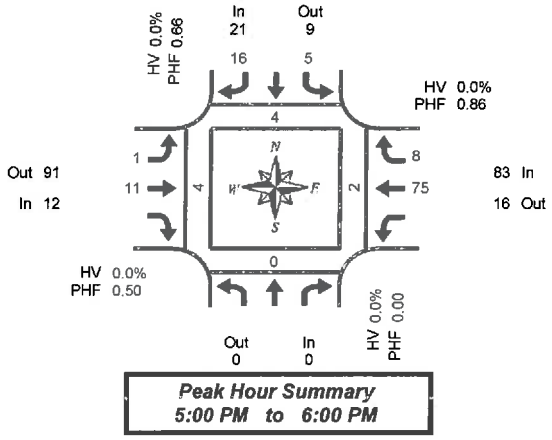


Approach	PHF	HV%	Volume
EB	0.50	0.0%	12
WB	0.86	0.0%	83
NB	0.00	0.0%	0
SB	0.66	0.0%	21
Intersection	0.83	0.0%	116

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data
Eric Bolvin
(303) 668-0220



Site ID: 1

162nd Ave NE & NE 80th St

Thursday, August 28, 2014
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound				Southbound 162nd Ave NE				Eastbound NE 80th St				Westbound NE 80th St				Interval Total	Pedestrians Crosswalk			
					L		R	HV	L	T		HV		T	R	HV		North	South	East	West
4:00 PM					1		3	0	0	2		0		22	1	0	29	4	0	2	0
4:15 PM					1		1	0	0	6		0		15	1	0	24	6	0	3	0
4:30 PM					3		1	0	0	2		0		19	1	0	26	1	0	2	6
4:45 PM					1		2	0	1	1		0		12	3	0	20	0	0	0	0
5:00 PM					1		3	0	0	0		0		22	2	0	28	2	0	1	2
5:15 PM					2		6	0	1	2		0		22	2	0	35	2	0	0	1
5:30 PM					1		3	0	0	3		0		14	3	0	24	0	0	0	0
5:45 PM					1		4	0	0	6		0		17	1	0	29	0	0	1	1
Total Survey					11		23	0	2	22		0		143	14	0	215	15	0	9	10

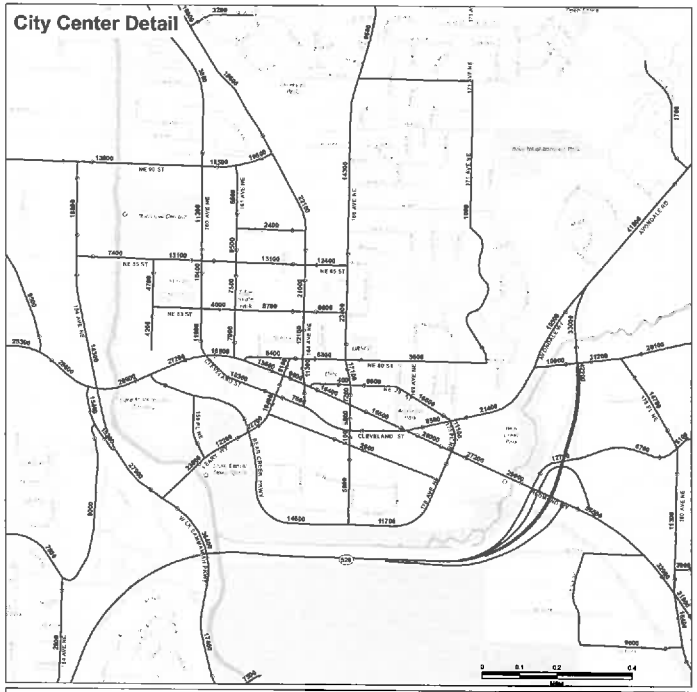
Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound				Southbound 162nd Ave NE				Eastbound NE 80th St				Westbound NE 80th St				Total	Pedestrians Crosswalk			
	In	Out	Total		In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV		North	South	East	West
Volume	0	0	0		21	9	30	0	12	91	103	0	83	16	99	0	116	4	0	2	4
%HV	0.0%				0.0%				0.0%				0.0%				0.0%				
PHF	0.00				0.66				0.50				0.86				0.83				

By Movement	Northbound				Southbound 162nd Ave NE				Eastbound NE 80th St				Westbound NE 80th St				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	5		16	21	1	11		12		75	8	83	116
PHF				0.00	0.63		0.67	0.66	0.25	0.46		0.50		0.85	0.67	0.86	0.83

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound				Southbound 162nd Ave NE				Eastbound NE 80th St				Westbound NE 80th St				Interval Total	Pedestrians Crosswalk			
					L		R	HV	L	T		HV		T	R	HV		North	South	East	West
4:00 PM					6		7	0	1	11		0		68	6	0	99	11	0	7	6
4:15 PM					6		7	0	1	9		0		68	7	0	98	9	0	6	8
4:30 PM					7		12	0	2	5		0		75	8	0	109	5	0	3	9
4:45 PM					5		14	0	2	6		0		70	10	0	107	4	0	1	3
5:00 PM					5		16	0	1	11		0		75	8	0	116	4	0	2	4



2012 Traffic Count Map

City of Redmond, Washington

4/17/2013

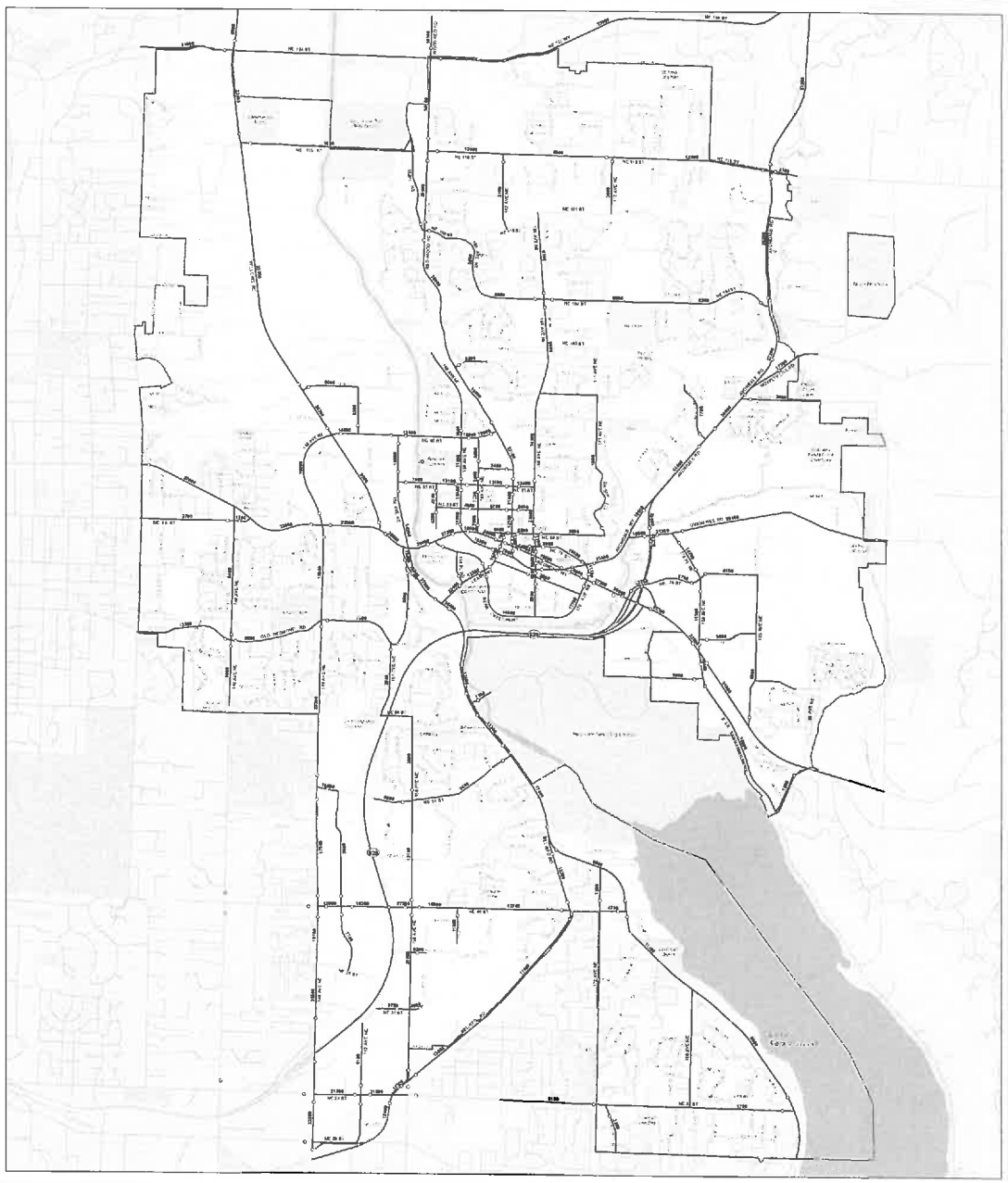
- Midblock Count Location
- Midblock Segments with AWDT
- Street Centerline
- City Limit
- Parcel
- Parks and Open Space
- Water

N

0 0.5 1 2

Miles

Disclaimer: This map is created and maintained by the GIS Services Group, Finance and Information Services, City of Redmond, Washington, for reference purposes only. The City makes no guarantee as to the accuracy or completeness of the features shown on this map.



CHICAGO TITLE
COMPANY OF WASHINGTON

SUPPLEMENT 1

Title Officer: Eastside Title Unit
Esc. Officer: Jane Shyne
Property: 16210 Northeast 80th Street
Redmond, WA 98052
Buyer(s): Natural and Built Environments, LLC
Seller(s): OneRedmond
Order No.: 0016745-ETU

The above numbered report with an Effective Date of May 23, 2014 including any supplements or amendments thereto, is hereby modified and/or supplemented in order to reflect the following:

The following items/notes have been added to your report:

ITEMS:

Note E: The only conveyance affecting said Land, which recorded within 50 years of the date of this report, is as follows:

Grantor:	Nokomis Club of Redmond
Grantee:	Greater Redmond Chamber of Commerce
Recording Date:	September 19, 1972
Record No.:	7209190500

Previous to that, title was aquired by Nokomis Club of Redmond under Superior court Quiet Title cause No. 516232 in January of 1958.

For title inquiries, please contact the issuing office:

Chicago Title Company of Washington
10500 NE 8th St., Suite 600
Bellevue, WA 98004

Phone: (425)646-9883
Fax: (425)646-9879
Email: CTIBellevueETU@ctt.com

For settlement inquiries, please contact the settlement office:

Chicago Title Company of Washington
10500 NE 8th St., Suite 600
Bellevue, WA 98004

Phone: (425)455-4995
Fax: (425)646-9154

Supplemental Date: June 12, 2014

Countersigned By:

Authorized Officer or Agent

EXHIBIT 10

CHICAGO TITLE
COMPANY OF WASHINGTON

SUPPLEMENT 3

Janice Franks
Chicago Title Company of Washington
10500 NE 8th St., Suite 600
Bellevue, WA 98004

Title Officer: Eastside Title Unit
Esc. Officer: Jane Shyne
Property: 16210 Northeast 80th Street
Redmond, WA 98052
Buyer(s): Natural and Built Environments, LLC
Seller(s): OneRedmond
Order No.: 0016745-ETU

The above numbered report with an Effective Date of May 23, 2014 including any supplements or amendments thereto, is hereby modified and/or supplemented in order to reflect the following:

The following items/notes have been intentionally deleted from your report:

ITEMS: 8. and 9.

For title inquiries, please contact the issuing office:

Chicago Title Company of Washington
10500 NE 8th St., Suite 600
Bellevue, WA 98004

Phone: (425)646-9883
Fax: (425)646-9879
Email: CTIBellevueETU@ctt.com

For settlement inquiries, please contact the settlement office:

Chicago Title Company of Washington
10500 NE 8th St., Suite 600
Bellevue, WA 98004

Phone: (425)455-4995
Fax: (425)646-9154

Supplemental Date: May 11, 2015

Countersigned By:

Authorized Officer or Agent

CHICAGO TITLE
COMPANY OF WASHINGTON

SUPPLEMENT 4

Janice Franks
Chicago Title Company of Washington
10500 NE 8th St., Suite 600
Bellevue, WA 98004

Title Officer: Eastside Title Unit
Esc. Officer: Jane Shyne
Property: 16210 Northeast 80th Street
Redmond, WA 98052
Buyer(s): Natural and Built Environments, LLC
Seller(s): OneRedmond
Order No.: 0016745-ETU

The above numbered report with an Effective Date of May 23, 2014 including any supplements or amendments thereto, is hereby modified and/or supplemented in order to reflect the following:

The policy or (policies) to be issued, proposed insured and coverage amount(s) is/are as follows:

a. ALTA Owner's Policy 2006
Proposed Insured: Natural and Built Environments, LLC, a Washington Limited Liability Company
Policy Amount: $968,500.00

Premium:		$	3,133.00
Tax:		$	297.64
Rate:	Extended		
Discount(s):	Combination		
Total:		$	3,430.64

The following items/notes have been intentionally deleted from your report:

ITEMS: 6. and 10.

For title inquiries, please contact the issuing office:

Chicago Title Company of Washington
10500 NE 8th St., Suite 600
Bellevue, WA 98004

Phone: (425)646-9883
Fax: (425)646-9879
Email: CTIBellevueETU@ctt.com

For settlement inquiries, please contact the settlement office:

Chicago Title Company of Washington
10500 NE 8th St., Suite 600
Bellevue, WA 98004

Phone: (425)455-4995
Fax: (425)646-9154

Supplemental Date: May 11, 2015

Countersigned By:

Authorized Officer or Agent

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON FOR KING COUNTY

NOKOMIS CLUB OF REDMOND, a Washington corporation,

Plaintiff,

vs.

TOWN OF REDMOND, a Washington municipal corporation, ALFRED [illegible] and IRENE BROWN, his wife, and all other persons or parties unknown claiming any right, title, estate, lien or interest in the real estate described in the Complaint herein,

Defendants.

NO. 516 232

JUDGMENT

THIS MATTER having duly and regularly come on for hearing [illegible] the undersigned Judge of the above entitled Court [illegible] upon plaintiff's Motion for Summary Judgment [illegible] represented by [illegible] CARROL of [illegible] & [illegible] TOWN OF REDMOND, being represented by [illegible] BROWN being in default and an Order [illegible] of service by publication [illegible] on file, plaintiff having supported [illegible] by affidavits on file herein, and the [illegible] thereto and no controverting affidavits being [illegible] of Lis Pendens being filed with the King [illegible] the Court being otherwise fully advised [illegible]

[illegible] THEREFORE, IT IS HEREBY ORDERED, ADJUDGED AND DECREED [illegible] simple title in [illegible] property [illegible] described as:

[illegible] portion of the Southeast quarter of [illegible] quarter of Section two (2), Township [illegible] Range 5 East, W. M. described as follows:

-1-

EXHIBIT 11

Commencing at a point 30 feet north and 526.2 feet West of the section corner common to Section 1, 2, 11 and 12 in Township 25 North, Range 5 East, W. M.; thence west 50 feet; thence north 193.7 feet; thence East 50 feet; thence south 193.7 feet to point of beginning."

is established and quieted in plaintiff, NOKOMIS CLUB OF REDMOND, a Washington corporation, against any and all claims of the defendants herein or any other person or persons and any and all rights, title, estate, liens or interest of any nature claimed by defendants herein are extinguished and they are barred from asserting the same.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that a certain lease between THE TOWN OF REDMOND, lessor, and the Redmond Public Library, lessee, dated May 1, 1940, purporting to lease said premises hereinabove described, as recorded February 24, 1953 with the King County Auditor under No. 4343953 of leases is declared and adjudged null, void and of no effect whatsoever.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that this decree is entered without costs to any party.

DONE IN OPEN COURT this 15 day of Mar[illegible]

Theodore S. [illegible]
JUDGE

Approved as to form and Notice of Presentation Waived by:

[illegible]
Attorney for Town of Redmond, Defendant

Presented by:

[illegible]
Attorney for Plaintiff

SEP-19-72 0 0 0 2 7 7209190500 — RF 2

Filed for Record at Request of

Name LAWSON & DAILEY, ATTYS.

Address 102 COURT BLDG

City and State REDMOND, WASH. 98052

THIS SPACE RESERVED FOR RECORDER'S USE:

RECORDED

OF

REQUEST OF

1972 SEP 19 AM 11 41

DIRECTOR
RECORDS & ELECTIONS
KING COUNTY, WASH.

Statutory Warranty Deed

Form 467-C-Rev.

(CORPORATE FORM)

THE GRANTOR NOKOMIS CLUB OF REDMOND, a Washington non-profit corporation

for and in consideration of Ten Dollars ($10.00) and the additional conditions set forth below

in hand paid, conveys and warrants to GREATER REDMOND CHAMBER OF COMMERCE, a Washington non-profit corporation

the following described real estate, situated in the County of King, State of Washington:

Beginning at a point 30 feet North and 526.2 feet West of Section corner common to sections 1, 2, 11 and 12, Township 25 North, Range 5 East, W.M., in King County, Washington; thence West 50 feet; thence North 193.7 feet; thence East 50 feet; thence South 193.7 feet to the point of beginning.

SUBJECT TO: (1) Any liability for unpaid real estate taxes which grantor may be obligated to pay and which liability, if any, grantee hereby assumes. (2) Grantor shall be allowed to use a portion of the premises as a meeting place for the next fifteen years, said meetings to be on the last Friday of each month from noon until 4:00 p.m. or such other time and day as may be designated by grantors. The premises may be used by grantor without charge. (3) Grantee agrees to pay $300.00 per year for the next fifteen years into a scholarship fund to be administered by the Nokomis Club of Redmond or their designee.

The grantor reserves the right to revoke this conveyance during the next fifteen years if the grantee shall fail to perform or allow covenants number two and three above.

IN WITNESS WHEREOF, said corporation has caused this instrument to be executed by its proper officers this 28th day of February, 19 72

By [signature] President.

By Hazel C Anderson Secretary.

STATE OF WASHINGTON,
County of K I N G } ss.

On this 28th day of February, 19 72 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared SYLVIA T. NESLUND and HAZEL ANDERSON to me known to be the President and Secretary, respectively, of NOKOMIS CLUB OF REDMOND the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they authorized to execute the said instrument and that the seal affixed (if any) is the corporate seal of said corporation.

Witness my hand and official seal hereto affixed the day and year first above written.

[signature]
Notary Public in and for the State of Washington, residing at Redmond

SALES TAX PAID
AFF. 192803
SEP 19 1972
By [signature]
W. K. WILLIAMS

EXHIBIT 12

Owned at Date of Sub. by ______ Plat Book Vol. ______ Page ______ Filed ______ Asbs 1

GRANTORS	GRANTEES	Dated M-D-Y	Filed M-D-Y	Nature of Instrument	Recorded Vol. Bk. Pg.	File No.	Consideration	Lot columns
Morey, C A & wf Mary E	Moss, M S & wf Katherine	1-3-55	1-6-55	Cont		4526196	5750.	21; x 26 25 10
MORTGAGEES POLICY	HERMAN A. REUTER & ELIZABETH R. wf		1-25-55			B-483649		
Reuter, Herman A & Elizabeth R	Eastside Savings & Ln Assn	2-10-55	2-14-55	M	SAT 8217B	4539889	3100.00	26 25 10
PURCHASERS POLICY	BEDA E. KLING		3-11-55			B-486248		
Kling, Beda E (widow)	Lind, F Albert & wf Lovena A	2-18-55	3-14-55	W D		4550017		
Blomberg, Anna Maria (widow)		3-10-55	3-14-55	S M	xcn of	4550018		
LIMITED LIABILITY REPORT - REDMOND PUBLIC LIBRARY			4-19-55			B-489102		x 23
Putnam, Austin C & wf May A	Radke, Gloria (dhtr of Grntrs)	5-11-55	5-17-55	QCD		4573678	L&A	18
American Home Advisers, Inc	Moses, John B & Hedrig E	10-12-55	10-20-55	Lien		4628846	676.98	22
Radtke, Gloria A (unmrd)	Efeld, Donald B & wf Patricia A	1-12-56	1-23-56	W D		4656902		18
Swenson, Roy F & wf Alice	First Nat'l Bk of Redmond, Wash.	5-7-56	5-15-56	M		4692824	3000.	8 25 9 26
Leavitt, Chris L & wf Virginia M	Leavitt, James C & wf Virginia B	11-6-56	11-7-56	W D		4746315		19
Moss, Katherine C -vs-	Moss, Myron S		11-23-56	L P		SC-499272 4750901	lop	21
FACE SATISFACTION of #4175421			7-22-57			4175421		6 11
Stephenson, Nina Graham (wid)	Hartman, Opie I & wf Cleo B	7-15-57	7-26-57	W D		4818604	9000.	6 x 11
Swenson, Roy F & wf Alice	First Nat'l Bank of Redmond, Wash.	7-22-57	8-5-57	M		4821397	2600.	9 26 25
FACE SATISFACTION of #4692824			8-5-57					8 9 26
Reuter, Herman A - hb	Reuter, Elizabeth R wf	1-2-52	12-16-57	Cmnty Prop Agrmt		4858535		10 25 26
Nokomis Club of Redmond -vs-	Owners		1-3-58	Q T		SC-516232		23
do -vs-	Owners	12-12-57	1-9-58	L P		SC 4864210		23
Reuter, Herman A deed (Est of)		1-22-58	2-10-58	Notc Inhr Tax		4872780		26 25 10
Mort Pol	44		7-31-58			B 569981		7
Brashure, L. H. Wayne & wf Thelma	1st Natl Bank of Redmond	7-18-58	7-30-58	M		4927053	1550	7
1st Natl Bank of Redmond		7-29-58	7-30-58	S M	[illegible]	4927054		7
Hartman, Opie & wf Cleo B	First Nat'l Bank of Redmond	12-31-58	1-2-59	M		4981729	9,000	6 11
Purch Pol	4-11		2-1-59			B-583050		
Morey, Charles [illegible]				Est		Pr. 151088		21
Efeld, Donald B & wf Patricia Ann	Bertrand, Cris & wf [illegible]	1-6-58	2-4-59	Cont		4993392	6500	18
Willits, [illegible] (wid)	Brangan, [illegible] & wf Tina Lee	7-28-59	8-3-59	Cont		4994062	3,000	
Morey, Charles [illegible]	Moss, M S & wf Katherine	1-28-59	2-27-59	WD		5002390		21
Facial Satisfaction of 4821397			7-14-59					9 26
Craig, Gerhardt [illegible]	Natl Bank of Commerce	3-17-60	3-28-60	M		5145133	1200	
Swenson, Roy F & wf Alice Ann	Citizens Fed Sav & Ln	6-28-60	6-[illegible]-60	M	SAT 72473	5176657	13000 lop	
Perriage, Hazel [illegible]				Est		[illegible]		
Hosse, John [illegible]	Hosse, Hedwig E.			Est		[illegible]		

General Application

City of Redmond

Office Use Only

DATE:_____ PROJ:_____ LAND:_____ ACCEPTED BY:_____

Type of Review Process I II III IV V VI Plan Type:_____

NOTICE: Materials delivered by courier or by mail **will not be accepted.**

Project Name: 162TEN

Site Address: 16210 NE 80th St

Parcel Number(s): 022505-9057 Acres: 0.22 acre (9,685 SF) Zoning: TSQ - Town Square

Additional Project Information

Project Description: 5 stories with evelator. 96 residential suites with retail frontage. 29 parking stalls. LEED Platinum plus with city's first woonerf (living street). Artist community.

Type of Proposed Use: Downtown mixed use

Please identify the square footage of each use below:

☑ Residential 23,608 ☑ Retail 730 ☐ Office_____ ☐ Manufacture_____ ☐ Other_____

# of Existing Dwelling Units: 0 # of Proposed Residential Dwelling Units: 96

Existing Building Sq. Ft. (non-residential): 1964 Proposed Building Sq. Ft. (non-residential) 730

# of Existing Lots: 1 Number of Proposed Lots: 1

Will any buildings be demolished: ☐ No ☑ Yes. If yes, size in sq. feet 1964; or # of dwelling units 0

Owner Information

Name: Robert Pantley

Company Name: Natural and Built Environments, LLC

Mailing Address: 2025 Roes Point Lane

City: Kirkland

State: WA Zip: 98033

Phone: (206) 795-3545 Fax:_____

Email: robert@pantley.com

Applicant Information

Name: Angela Rozmyn

Company Name: Natural and Built Environments, LLC

Mailing Address: 2025 Rose Point Lane

City: Kirkland

State: WA Zip: 98033

Phone: (425) 765-4037 Fax:_____

Email: angela@pantley.com

Select Billing Contact: ☑ Applicant ☑ Owner

Authorization to File Signature (all persons with an ownership interest in property)

By my signature, I certify that the information and exhibits herewith submitted are true and correct to the best of my knowledge.

☐ Property Owner ☑ Individual authorized to sign on behalf of property owner

Name: Angela Rozmyn Address: 2025 Rose Point Lane Kirkland, WA 98033 Phone: (425) 828-4663

Signature: Natural and Built Environments, LLC by Angela Rozmyn, its agent 12/23/2014

EXHIBIT 13

General Application

City of Redmond

Office Use Only

DATE:_____ PROJ:_____ LAND:_____ ACCEPTED BY:_____

Type of Review Process I II III IV V VI Plan Type:_____

NOTICE: Materials delivered by courier or by mail **will not be accepted.**

Project Name: 162TEN

Site Address: 16210 NE 80th St

Parcel Number(s): 022505-9057 Acres: 0.22 acre(9,685sf) Zoning: TSQ-Town Square

Additional Project Information

Project Description: 5 stories with elevator. 96 residential suites with retail frontage. 29 parking stalls. LEED Platinum plus with city's first covered (living street). Artist community

Type of Proposed Use: Downtown mixed use

Please identify the square footage of each use below:

☒ Residential 23,608 ☒ Retail 730 ☐ Office_____ ☐ Manufacture_____ ☐ Other_____

# of Existing Dwelling Units: 0 # of Proposed Residential Dwelling Units: 96

Existing Building Sq. Ft. (non-residential): 1964 Proposed Building Sq. Ft. (non-residential) 730

# of Existing Lots: 1 Number of Proposed Lots: 1

Will any buildings be demolished: ☐ No ☒ Yes. If yes, size in sq. feet 1964; or # of dwelling units 0

Owner Information

Name: ERIC J. SCROGGINS

Company Name: ONEREDMOND

Mailing Address: 8383 158TH AVE NE STE 225

City: REDMOND

State: WA Zip: 98052

Phone: 425-885-4014 Fax:_____

Email: BACTP@oneredmond.org

Applicant Information

Name: Angela Rozmyn

Company Name: Natural and Built Environments, LLC

Mailing Address: 2025 Rose Point Lane

City: Kirkland

State: WA Zip: 98033

Phone: (425) 828-4463 Fax: (425) 828-4833

Email: angela@pentlex.com

Select Billing Contact: ☒ Applicant ☐ Owner

Authorization to File Signature (all persons with an ownership interest in property)

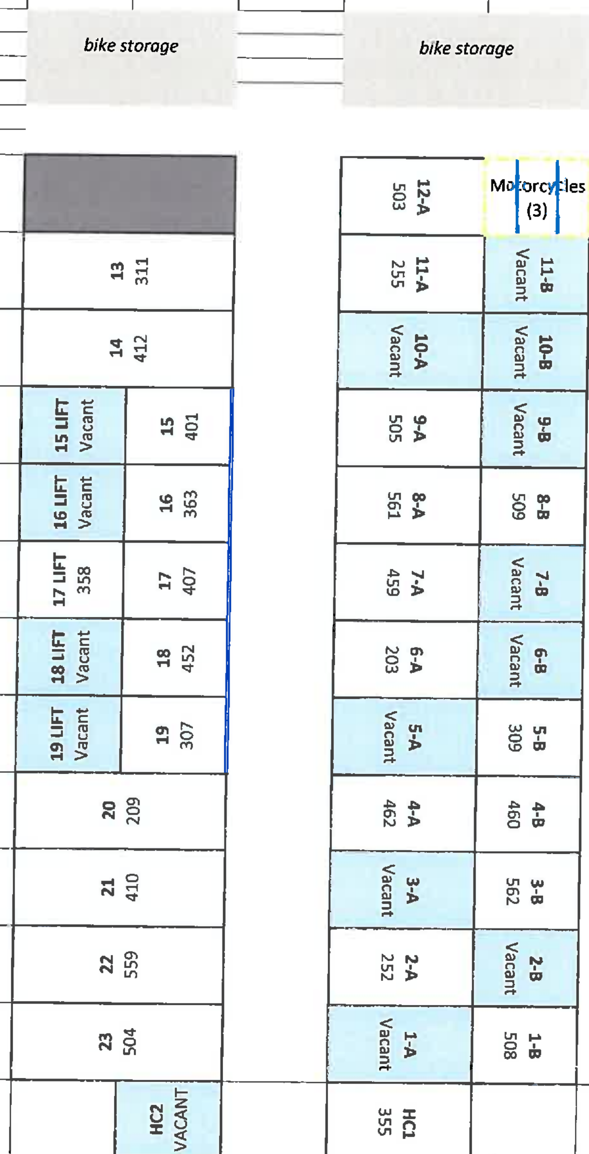
By my signature, I certify that the information and exhibits herewith submitted are true and correct to the best of my knowledge.

☒ Property Owner ☐ Individual authorized to sign on behalf of property owner

Name: ERIC J. SCROGGINS/ONEREDMOND Address: 8383 158TH AVE NE STE 225 REDMOND, WA 98052 Phone: 425-885-4014

Signature: Eric J. Scroggins Pres. Date: 12/23/2014

Vision 5 Parking as of July 1, 2015



LEGEND

Motorcycles

Bike Storage

Vacant

Notes -

* 42 parking spaces in total including lifts
* 36 vertical bike hooks

EXHIBIT 16

OneRedmond
8383 158th Ave NE, Ste 225
Redmond, WA 98052
Phone: 425-885-4014

City of Redmond
15670 NE 85th Street
Redmond, Washington 98052

One Redmond has entered into a contract to sell the property located at 16210 NE 80th St Redmond, WA 98052. Part of the Purchase and Sale Agreement, Natural and Built Environments, LLC has the authorization to sign all application and permit documents in regards to all redevelopment of the property.

Sincerely,

Eric Scroggins, Pres.

Eric Scroggins

OneRedmond
President
8383 158th Ave NE, Ste 225
Redmond, WA 98052
Phone: 425-885-4014

EXHIBIT 14

SEC. 2, TWP. 25 N., RGE. 5 E., W.M.

16210 NE 80TH ST

REDMOND, WASHINGTON

GENERAL NOTES:

1. SAFETY RAILINGS – "SAFETY RAILINGS SHALL BE REQUIRED WHEN THE BOTTOM OF A ROCK WALL, RETAINING WALL, OR SLOPE IS 30 INCHES OR MORE BELOW THE FINISHED ELEVATION OF A SIDEWALK OR OTHER PEDESTRIAN FACILITY.
2. WSDOT GUARDRAIL – "WSDOT APPROVED GUARDRAILS SHALL BE REQUIRED AS DIRECTED BY THE CITY INSPECTOR, SUBJECT TO APPROVAL BY THE CITY TRANSPORTATION ENGINEER.
3. CHANNELIZATION/SIGNAGE – "THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL SIGNS AND CHANNELIZATION PER CITY OF REDMOND STANDARDS. CONTRACTOR SHALL LAY OUT ALL SIGNS AND CHANNELIZATION, AND THEN CONTACT ALLYSON THOMPSON, SENIOR TRANSPORTATION TECHNICIAN, AT (425) 556-2752, 48-HOURS IN ADVANCE OF INSTALLATION TO VERIFY LAYOUT.
4. SIGNS/ON-SITE MARKINGS – "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 TRAFFIC OPERATIONS DIVISION WHETHER OR NOT THESE ARE INDICATED ON THE CIVIL CONSTRUCTION DRAWINGS.
5. PAVEMENT VERIFICATION – "WHEN REQUESTED BY THE CITY INSPECTOR, THE GEOTECHNICAL ENGINEER EMPLOYED BY THE DEVELOPER SHALL VERIFY AND SUBSEQUENTLY ADVISE THE CITY OF REDMOND THAT THE INSTALLATION OF THE PAVING SECTION(S) CONFORMS TO HIS/HER DESIGN. THE PROJECT WILL NOT BE ACCEPTED UNTIL THE WRITTEN DOCUMENTATION IS SUBMITTED.

CONSTRUCTION SEQUENCE

1. ARRANGE AND ATTEND PRE-CONSTRUCTION MEETING WITH CITY INSPECTOR.
2. FLAG CLEARING LIMITS.
3. INSTALL OFF-SITE CB INSERTS.
4. INSTALL CONSTRUCTION ENTRANCE.
5. INSTALL PERIMETER PROTECTION (SILT FENCE, BRUSH BARRIER, ETC.).
6. DEMOLISH AND REMOVE ALL EXISTING ON-SITE IMPROVEMENTS.
7. CLEAR AND GRUB FOR CONSTRUCTION. REMOVE VEGETATION AND DEMOLISHED STRUCTURES TO APPROVED DUMP SITE.
8. COMMENCE EXCAVATION FOR FOUNDATIONS.
9. IMPORT AND EXPORT SOILS AS NECESSARY. IMMEDIATELY CLEAN UP ANY SPILT OR TRACKED SOILS IN THE RIGHTS-OF-WAY.
10. INSTALL WATER SYSTEM. TEMPORARILY PATCH ROAD.
11. INSTALL DRAINAGE FACILITIES WITH INLET PROTECTION. DO NOT ALLOW SEDIMENTS TO ENTER OFF-SITE SYSTEM. TEMPORARILY PATCH ROAD.
12. MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH CITY STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
13. INSTALL REMAINING UTILITIES.
14. RELOCATE SURFACE WATER CONTROLS AND EROSION CONTROL MEASURES OR INSTALL NEW MEASURES SO THAT AS SITE CONDITIONS CHANGE THE EROSION AND SEDIMENT CONTROL IS ALWAYS IN ACCORDANCE WITH THE CITY EROSION AND SEDIMENT CONTROL STANDARDS.
15. COVER ALL AREAS THAT WILL BE UNWORKED FOR MORE THAN SEVEN DAYS DURING THE DRY SEASON OR TWO DAYS DURING THE WET SEASON WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING OR EQUIVALENT.
16. BUILDING CONSTRUCTION TO COMMENCE WITH NECESSARY PERMITS. CONNECT ROOF DRAINS TO STORM SYSTEM.
17. SAWCUT AND REMOVE ROW PAVING, SIDEWALKS AND CURBS AS SHOWN.
18. GRADE AND PREPARE ROAD SUBGRADE AND STABILIZE DRIVING SURFACES WITH CRUSHED ROCK.
19. CONSTRUCT CURBS AND GUTTERS.
20. CONSTRUCT CONCRETE SURFACES IN ROW AND AC PATCHES.
21. PREPARE PLANTING BEDS AND LANDSCAPING.
22. CLEAN STORM SYSTEM PRIOR TO USE. DO NOT FLUSH OFF-SITE.
23. STABILIZE ALL AREAS THAT REACH FINAL GRADE WITHIN SEVEN DAYS.
24. SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
25. UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS MUST BE STABILIZED AND BEST MANAGEMENT PRACTICES REMOVED IF APPROPRIATE AFTER APPROVAL BY COR INSPECTORS.

SITE INFORMATION

TAX PARCEL NUMBER	0225059057
EXISTING ZONING	TSQ
PROPOSED ZONING	TSQ
PRESENT USE	OFFICE BUILDING
PROPOSED USE	MF/COMMERCIAL
WATER SOURCE	CITY OF REDMOND
METHOD OF SEWAGE DISPOSAL	CITY OF REDMOND
TOTAL SITE AREA	9,822 SF (0.22 AC)
NET DEVELOPMENT AREA	9,822 SF (0.22 AC)
ALLOWABLE DENSITY	N/A
AREA OF SLOPE >40%	0 SF
DISTURBED AREA	9,822 SF (0.22 AC)
EXISTING IMPERVIOUS AREA	7,962 SF (0.18 AC)
PROPOSED IMPERVIOUS AREA	9,822 SF (0.22 AC)
BUILDING SETBACKS REQUIRED	0'

SURVEY INFORMATION

BOUNDARY AND TOPOGRAPHIC INFORMATION USED FOR DESIGN IS FROM THE SURVEY BY DAVE WEST AND CO. ON MAY 28, 2014.

STORMWATER INFORMATION

WATER QUANTITY CONTROL:
ONSITE: INFILTRATION FACILITY DESIGNED TO WWHM PRECIPITATION RECORD
OFFSITE: REGIONAL FACILITY
WATER QUALITY CONTROL:
ONSITE: NONE REQUIRED
OFFSITE: REGIONAL FACILITY

PROPOSED FEATURES

(symbol)	STORM DRAIN PIPE	(symbol)	CB INSERT
(symbol)	WATER LINE	(symbol)	CATCH BASIN, TYPE I
(symbol)	SEWER LINE	(symbol)	CATCH BASIN, TYPE II
(symbol)	PROPERTY LINE	(symbol)	SEWER MANHOLE
(symbol)	EASEMENT	(symbol)	CLEANOUT
(symbol)	2' CONTOURS	(symbol)	WATER METER
(symbol)	RETAINING WALL	(symbol)	AC PAVEMENT
(symbol)	FENCE		

EXISTING FEATURES

OWNER/APPLICANT

NATURAL AND BUILT ENVIRONMENTS, LLC
2025 ROSE POINT LANE
KIRKLAND, WA 98033
(425) 828-4063

ARCHITECT

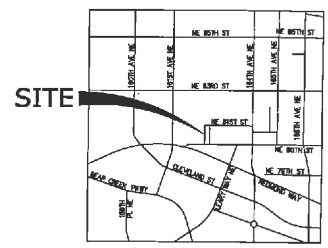
JANETTE ARCHITECTURE PLANNING DESIGN
5215 BALLARD AVE NW, #4
SEATTLE, WA 98107
(206) 919-2624

CIVIL ENGINEER

NICK BOSSOFF ENGINEERING, INC.
8716 142ND AVE NE
REDMOND, WA 98052-1914
(425) 881-5904

SURVEYOR

DAVID WEST & CO.
13614 ASH WAY
EVERETT, WA 98204
(509) 830-0783



VICINITY MAP
NTS

HORIZONTAL DATUM

WASHINGTON STATE PLANE NORTH, NAD 83 (91-HARN)

VERTICAL DATUM

NAVD 88 (CITY OF REDMOND)

LEGAL DESCRIPTION

BEGINNING AT A POINT 30 FEET NORTH AND 528.2 FEET WEST OF SECTION CORNER COMMON TO SECTIONS 1, 2, 11 AND 12, TOWNSHIP 25 NORTH, RANGE 5 EAST, WM IN KING COUNTY, WA;
THENCE WEST 60 FEET;
THENCE NORTH 163.7 FEET;
THENCE EAST 60 FEET;
THENCE SOUTH 163.7 FEET TO THE POINT OF BEGINNING.
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

VERTICAL CONTROL

COR 8160
BRASS DISK IN CONC. STAMPED "CITY OF REMOND BM 21"
EL. 38.80
DATUM: NAVD 88 (CITY OF REDMOND)

COR 8161
BRASS DISK IN CONC. STAMPED "CITY OF REMOND BM 22"
EL. 41.91
DATUM: NAVD 88 (CITY OF REDMOND)

HORIZONTAL CONTROL

GLD-4ESW
N: 240,825.32
E: 1,323,048.19
S.W. CORNER SEC.1, T. 25 N., R. 5 E., FOUND NAIL IN CONCRETE MON IN CASE IN CENTERLINE INTERSECTION OF NE 80TH ST AND 164TH AVE NE. MON IS 1.5' BELOW GRADE

GPS80-4E2
N: 240,785.38
E: 1,325,704.88
S1/4 CORNER SEC.1, T. 25 N., R. 5 E., FOUND 4" SQ. CONC. MON IN CASE IN CENTERLINE INTERSECTION OF NE 80TH ST AND BENSON WAY MON IS 1.6' BELOW GRADE

LAND-2014-01610
CIVPLAN-2015-00757
SITE-___-___

CALL 48 HOURS
BEFORE YOU DIG
1-800-424-5555

SHEET INDEX

C-1	COVER SHEET
C-2	T.E.S.C. PLAN
C-3	TRAFFIC CONTROL PLAN
C-4	T.E.S.C NOTES & DETAILS
C-5	GRADING & DRAINAGE PLAN
C-6	DRAINAGE DETAILS
C-7	ROAD PLAN
C-8	ROAD PROFILE
C-9	ROAD DETAILS
C-10	SEWER & WATER PLAN
FP-1	FIRE PROTECTION PLAN
L-1.0	LANDSCAPE PLAN
L-1.1	LANDSCAPE PLAN
L-2.0	IRRIGATION PLAN
IL1	LIGHTING PLAN

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

APPROVED FOR CONSTRUCTION

DATE ________
STORM ________
UTILITY ________
FIRE ________
PLANNING ________

Nick Bossoff Engineering, Inc.
8716 142nd Avenue NE
Redmond, WA 98052-1914
Phone: (425) 831-5904

EXPIRES 7/2/16

NO.	DATE	REVISION
	04/30/15	PERMIT SUBMITTAL
	08/28/15	CITY COMMENTS

N. BOSSOFF, P.E.
PROJECT MANAGER
N.B.
DESIGNED
TKB
DRAWN
PANT-1401
JOB NUMBER
PANT-1401pln.dwg
FILE NAME

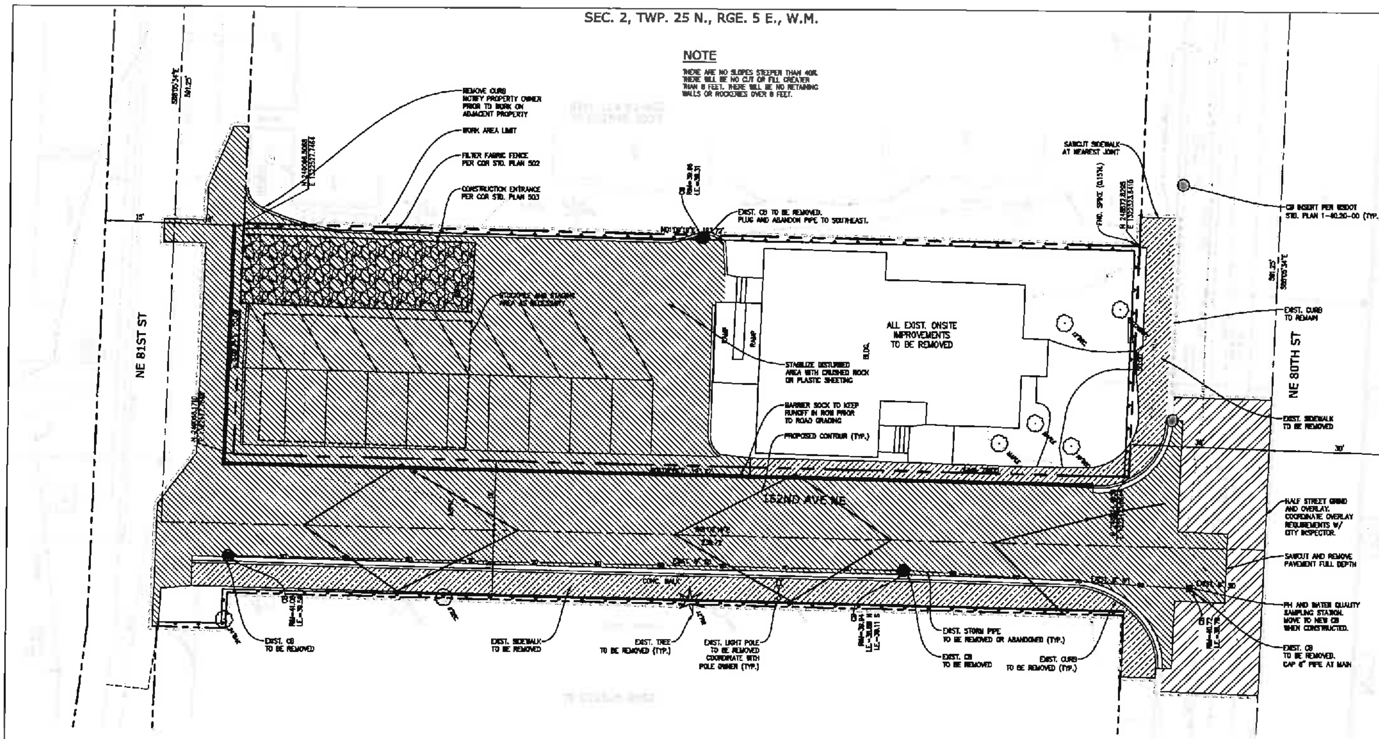
16210 NE 80TH ST
REDMOND WASHINGTON

TITLE: COVER SHEET

SHEET: C-1

EXHIBIT 15

SEC. 2, TWP. 25 N., RGE. 5 E., W.M.



PROPOSED FEATURES

STORM DRAIN PIPE	CB INSERT
WATER LINE	CATCH BASIN, TYPE I
SEWER LINE	CATCH BASIN, TYPE II
PROPERTY LINE	SEWER MANHOLE
EASEMENT	CLEANOUT
2' CONTOURS	WATER METER
RETAINING WALL	AC PAVEMENT
FENCE	

EXISTING FEATURES

EARTHWORK QUANTITIES

FOR INFORMATION ONLY. CONTRACTOR TO DO OWN ESTIMATE.
CUT: 405 CY
FILL: 180 CY
INCLUDES UTILITY TRENCHES

DISTURBED AREA (INCLUDING ROW): 17,815 SF (0.40 AC)

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

APPROVED FOR CONSTRUCTION

FOR: LINDA E. DE BOLT, P.E.
DIRECTOR OF PUBLIC WORKS
CITY OF REDMOND

DATE: ______
PLAN CHK (DATE): ______
SEWER: ______
UTILITY: ______
FIRE: ______
TRANS/ENGR: ______
PLANNING: ______

[illegible]

Nick Bossoff Engineering, Inc.
8715 142nd Avenue NE
Redmond, WA 98052
Phone: (425) 881-5904

N. BOSSOFF, P.E.
PROJECT MANAGER

NO.	DATE	REVISION
1	06/09/15	PERMIT SUBMITTAL
2	08/25/15	CITY COMMENTS

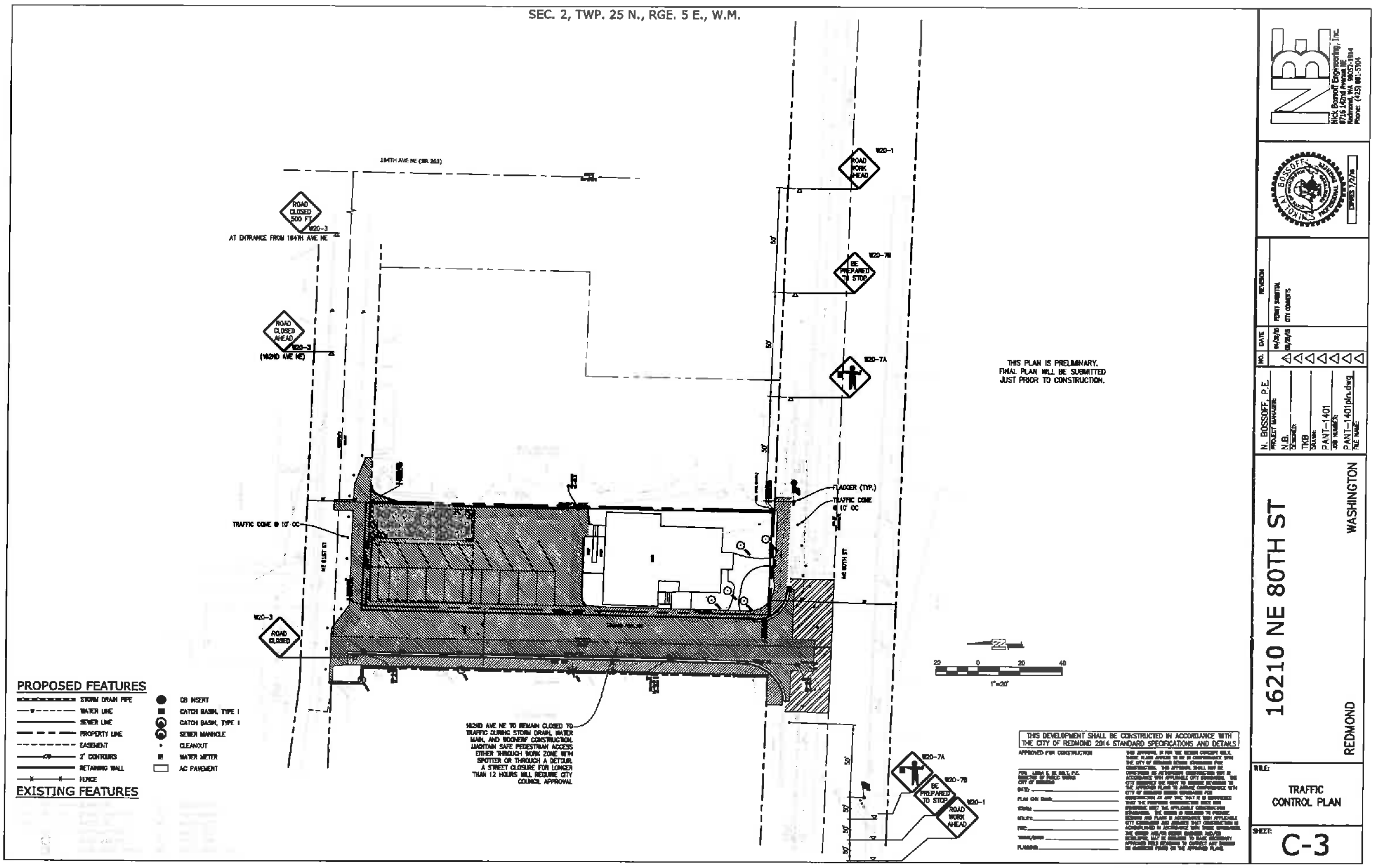
PANT-1401
PANT-1401pln.dwg

16210 NE 80TH ST

REDMOND WASHINGTON

TITLE: T.E.S.C. PLAN

SHEET: C-2


SEC. 2, TWP. 25 N., RGE. 5 E., W.M.
ROAD CLOSED 500 FT
W20-3
AT ENTRANCE FROM 164TH AVE NE
ROAD CLOSED AHEAD
W20-3
(162ND AVE NE)
ROAD WORK AHEAD
W20-1
BE PREPARED TO STOP
W20-7B
W20-7A
THIS PLAN IS PRELIMINARY.
FINAL PLAN WILL BE SUBMITTED
JUST PRIOR TO CONSTRUCTION.
TRAFFIC CONE @ 10' OC
FLAGGER (TYP.)
TRAFFIC CONE @ 10' OC
ROAD CLOSED
W20-3
162ND AVE NE TO REMAIN CLOSED TO TRAFFIC DURING STORM DRAIN, WATER MAIN, AND ROCKERY CONSTRUCTION. MAINTAIN SAFE PEDESTRIAN ACCESS EITHER THROUGH WORK ZONE WITH SPOTTER OR THROUGH A DETOUR. A STREET CLOSURE FOR LONGER THAN 12 HOURS WILL REQUIRE CITY COUNCIL APPROVAL.
PROPOSED FEATURES
STORM DRAIN PIPE
WATER LINE
SEWER LINE
PROPERTY LINE
EASEMENT
2' CONTOURS
RETAINING WALL
FENCE
CB INSERT
CATCH BASIN, TYPE 1
CATCH BASIN, TYPE 1
SEWER MANHOLE
CLEANOUT
WATER METER
AC PAVEMENT
EXISTING FEATURES
20 0 20 40
1"=20'
THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS
APPROVED FOR CONSTRUCTION
DATE:
PLAN CHK Numb.
STORM
UTILITY
FIRE
TRANS/ENGR
PLANNING
Nick Bossoff Engineering, Inc.
8716 142nd Avenue NE
Redmond, WA 98052-1914
Phone: (425) 881-5904
NIKOLAI BOSSOFF
PROFESSIONAL ENGINEER
EXPIRES 7/2/16
NO. DATE REVISION
PERMIT SUBMITTAL
CITY COMMENTS
N. BOSSOFF, P.E.
PROJECT MANAGER
N.B.
DESIGNED
TKB
DRAWN
PANT-1401
JOB NUMBER
PANT-1401pln.dwg
FILE NAME
16210 NE 80TH ST
REDMOND
WASHINGTON
TITLE:
TRAFFIC CONTROL PLAN
SHEET:
C-3

SEC. 2, TWP. 25 N., RGE. 5 E., W.M.

WELLHEAD PROTECTION NOTES

PROTECTION STANDARDS DURING CONSTRUCTION (FROM RZC 21.64.050).
THIS FACILITY IS LOCATED OVER THE DRINKING WATER AQUIFER.
THE FOLLOWING STANDARDS APPLY TO THE USE OF HAZARDOUS MATERIALS SUCH AS FUELS, HYDRAULICS, COATINGS AND CLEANERS AT CONSTRUCTION SITES.

- DESIGNATE A PERSON WHO WILL BE ON-SITE AND RESPONSIBLE FOR SPILL PREVENTION, HANDLING OF HAZARDOUS MATERIALS, AND CLEANUP OF SPILLS;
- SECONDARY CONTAINMENT IS REQUIRED FOR HAZARDOUS MATERIAL STORAGE, DISPENSING, REFUELING, USE AND HANDLING AREAS;
- ENSURE THAT HAZARDOUS MATERIALS ARE INACCESSIBLE WHEN THE SITE IS UNSUPERVISED (E.G. LOCKED STORAGE SHEDS, LOCKED FENCING, LOCKED FUEL TANKS ON CONSTRUCTION VEHICLES, EQUIPMENT, ETC)
- LEAKING CONSTRUCTION VEHICLES AND EQUIPMENT WILL BE REMOVED IMMEDIATELY OR REPAIRED ON-SITE IMMEDIATELY, PROVIDED THE LEAKAGE IS COMPLETELY CONTAINED AND CLEANED UP;
- STORAGE AND DISPENSING OF FLAMMABLE AND COMBUSTIBLE LIQUIDS FROM TANKS, CONTAINERS AND TANK TRUCKS INTO THE FUEL AND FLUID RESERVOIRS OF CONSTRUCTION VEHICLES OR STATIONARY EQUIPMENT MUST BE CONDUCTED IN CONTAINMENT AND IN ACCORDANCE WITH THE REDMOND FIRE CODE (CHAPTER 15.06 RMC);
- CONTAMINATED SOIL, WATER AND OTHER MATERIALS SHALL BE DISPOSED OF ACCORDING TO STATE AND LOCAL REQUIREMENTS. MASONRY WASTE WATER MAY NOT BE DISCHARGED TO THE GROUND OR STORM DRAIN.
- SPILL KITS CONTAINING ADEQUATE RESPONSE MATERIALS MUST BE MAINTAINED TO ENSURE THE IMMEDIATE CONTAINMENT AND CLEANUP OF ANY RELEASE OF HAZARDOUS SUBSTANCES USED AT THE CONSTRUCTION SITE.
- RELEASES SHALL BE IMMEDIATELY CONTAINED, CLEANED UP AND REPORTED TO (425) 556-2888.

CLEARING, GRADING & TEMPORARY EROSION CONTROL GENERAL NOTES

1. ALL WORK AND MATERIALS TO BE PER CITY OF REDMOND STANDARDS.
2. KEEP OFF-SITE STREETS CLEAN AT ALL TIMES. FLUSHING STREETS SHALL NOT BE ALLOWED. ALL STREETS SHOULD BE SWEPT.
3. ADDITIONAL EROSION/SEDIMENT CONTROL MEASURES MAY BE REQUIRED BY CITY INSPECTOR.
4. WHEN WORK IS STOPPED/COMPLETED IN AN AREA, THE CITY INSPECTOR MAY REQUIRE POSTCONSTRUCTION EROSION CONTROL INCLUDING SEEDING OR OTHER MEASURES.
5. LOCATIONS SHOWN OF EXISTING UTILITIES ARE APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE CORRECT LOCATIONS TO AVOID DAMAGE OR DISTURBANCE.
6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN STREET USE AND OTHER RELATED PERMITS PRIOR TO ANY CONSTRUCTION.
7. ALL GROUND COVER IS TO REMAIN UNDISTURBED OUTSIDE OF CLEARING AREAS.
8. THE TEMPORARY EROSION/SEDIMENT CONTROLS SHALL BE INSTALLED, INSPECTED, AND OPERATING BEFORE ANY GRADING OR EXTENSIVE LAND CLEARING. THESE CONTROLS MUST BE SATISFACTORILY MAINTAINED UNTIL CONSTRUCTION AND LANDSCAPING ARE COMPLETE.
9. TIE IMPERVIOUS SURFACES (ROOF, STREETS, DRIVEWAYS, ETC.) TO COMPLETED DRAINAGE SYSTEM AS SOON AS POSSIBLE.
10. A PRE-CONSTRUCTION MEETING WITH THE CONSTRUCTION DIVISION AND ALL PERMITS MUST BE COMPLETED BEFORE START OF CONSTRUCTION.
11. CLEARING LIMITS SHALL BE LOCATED BY A LICENSED CIVIL ENGINEER OR LAND SURVEYOR.
12. APPROVAL OF THIS TEMPORARY EROSION/SEDIMENTATION CONTROL (TESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN.
13. THIS APPROVAL FOR TESC IS VALID FOR CONSTRUCTION BETWEEN MAY 1 AND SEPTEMBER 30. THIS APPROVAL FOR TESC IS NOT VALID FOR THE RAINY SEASON (OCTOBER 1 THROUGH APRIL 30).
14. REMOVE ALL TESC MEASURES ONCE ALL WORK IS COMPLETED AND SITE IS PERMANENTLY STABILIZED.

STOCKPILING

STOCKPILING MAY BE PERMITTED IF THE FOLLOWING CONDITIONS ARE MET:

1. A SIGNIFICANT AMOUNT OF MATERIAL WOULD BE REQUIRED TO BE REMOVED FROM THE SITE, AND THEN RETURNED CAUSING IMPACTS TO CITY STREETS.
2. THE MATERIAL CAN BE STORED ONSITE IN AN AREA PLANNED TO BE CLEARED LATER.
3. THE STOCKPILE AREA HAS A SLOPE OF 10% OR LESS.
4. THE STOCKPILE WILL HAVE A MINIMUM VISUAL IMPACT ON THE SURROUNDING AREA. PROXIMITY OF PUBLIC AREAS TO STOCKPILE AREA WILL DETERMINE THE SIZE AND HEIGHT PERMITTED. NO STOCKPILING OVER 8 FEET WILL BE PERMITTED.
5. STOCKPILE WILL BE TEMPORARY. DURATION NOT TO EXCEED PERMITTED CONSTRUCTION ACTIVITY.
6. STOCKPILE AREA TO BE COVERED WITH VISQUEEN PLASTIC (MINIMUM 6 MIL) WHEN NOT IN USE. VISQUEEN IS TO BE HELD DOWN BY A MINIMUM OF 10 LB SAND BAGS PLACED EVERY 15 FEET ALONG THE EDGE AND ACROSS THE PILE.
7. STOCKPILE AREA MUST HAVE SILT FENCE AROUND THE ENTIRE AREA AND OPENING TO ACCESS PILE SHOULD BE MADE FROM THE UPHILL SIDE. THE OPENING SHOULD BE CLOSED WITH SILT FENCE WHEN NOT IN USE.
8. THE STOCKPILE MUST BE IDENTIFIED ON THE TESC PLAN.
9. MAX. SLOPE ON STOCKPILE TO BE 3:1. MAXIMUM STOCKPILE HEIGHT TO BE 8'

ADDITIONAL NOTES

1. TRUCK AND VEHICULAR WHEEL WASHES SHALL BE REQUIRED IF DEEMED NECESSARY BY THE CITY.
2. WHEN WORK IS STOPPED/COMPLETED IN AN AREA, THE CITY INSPECTOR MAY REQUIRE POST-CONSTRUCTION EROSION CONTROL INCLUDING SEEDING OR OTHER MEASURES.
3. THIS TESC PLAN APPLIES ONLY TO THE DRY SEASON.
4. MAXIMUM OPEN TRENCH LENGTH IS 330 FEET.

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

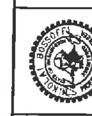
APPROVED FOR CONSTRUCTION

DIRECTOR OF PUBLIC WORKS
CITY OF REDMOND

DATE: ____
PLAN CHK ENGR: ____
STORM: ____
UTILITY: ____
FIRE: ____
TRANS/ENGR: ____
PLANNING: ____

[illegible]

Nick Bossoff Engineering, Inc
8716 142nd Avenue NE
Redmond, WA 98052-1914
Phone: (425) 881-5904



NO.	DATE	REVISION
1	06/29/16	PERMIT SUBMITTAL
2	08/25/16	CITY COMMENTS

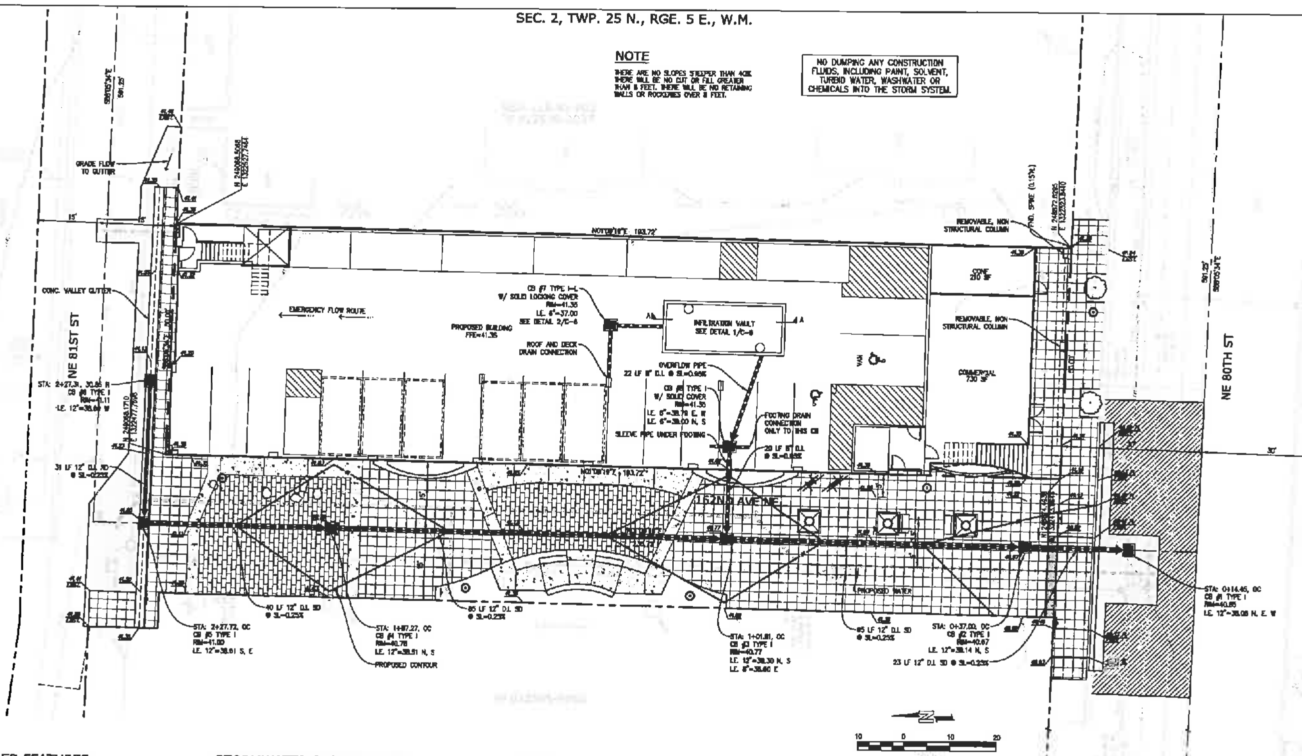
N. BOSSOFF, P.E. — PROJECT MANAGER
N.B. — DESIGNER
TKB — DRAWN
PANT-1401 — JOB NUMBER
PANT-1401pln.dwg — FILE NAME

16210 NE 80TH ST

REDMOND — WASHINGTON

TITLE: T.E.S.C. NOTES

SHEET: C-4



PROPOSED FEATURES

STORM DRAIN PIPE	CB INSERT
WATER LINE	CATCH BASIN, TYPE I
SEWER LINE	CATCH BASIN, TYPE II
PROPERTY LINE	SEWER MANHOLE
EASEMENT	CLEANOUT
2' CONTOURS	WATER METER
RETAINING WALL	AC PAVEMENT
FENCE	

EXISTING FEATURES

STORMWATER SYSTEM PLANS:

1. A PRE-CONSTRUCTION MEETING IS REQUIRED BEFORE ANY WORK COMMENCES ON THE SITE.
2. ALL SURVEYING OF CLEARING LIMITS AND CONSTRUCTION STAKING SHALL BE DONE BY A LICENSED CIVIL ENGINEER OR LICENSED LAND SURVEYOR.
3. BEFORE MASS CLEARING OF THE SITE, CLEARING LIMITS AND INITIAL EROSION CONTROL MEASURES SHALL BE INSPECTED BY THE CITY.
4. AT ALL TIMES DURING CONSTRUCTION THE APPROVED CONSTRUCTION DRAWINGS AND THE CITY OF REDMOND STANDARD SPECIFICATION AND DESIGN DETAILS SHALL BE ON SITE.
5. STENCIL ALL ON SITE STORM INLETS WITH "DUMP NO WASTE DRAINS TO STREAM".
6. PIPE BEDDING REQUIREMENTS SHALL CONFORM TO COR STANDARD DETAIL 201.
8. ANY WORK WITHIN AN EXISTING STREET SHALL NOT COMMENCE UNTIL THE CONTRACTOR PREPARES A TRAFFIC CONTROL PLAN AND RECEIVES APPROVAL OF THE PLAN FROM THE PUBLIC WORKS TRANSPORTATION DIVISION AND CITY INSPECTOR.
9. THE 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.

NOTES:

1. TYPE I CATCH BASINS SHALL BE PER CITY OF REDMOND STANDARD PLAN B-5.20-00. TYPE II CATCH BASINS SHALL BE PER STANDARD PLAN B-10.20-00.
2. CATCH BASINS SHALL BE PRECAST. PIPE CONNECTIONS SHALL BE MADE WITH SAND COLLARS AND GROUTED TO A MINIMUM THICKNESS OF ¾" INSIDE THE CATCH BASIN.
3. ALL GRATES SHALL BE VANED GRATES PER STANDARD PLAN B-30.30-00, UNLESS SPECIFIED OTHERWISE.
4. INSTALL CB INSERTS IN EACH NEW CATCH BASIN OR MANHOLE. REMOVE WHEN SITE HAS STABILIZED.
5. CLEANOUTS WHERE SHOWN SHALL BE PER CITY OF REDMOND STANDARD PLAN 621 WITH MINIMUM 3' PAVED AREA AROUND COVER IN SOFT AREAS.
6. ALL STRUCTURE COVERS SHALL BE VANED GRATES UNLESS NOTED OTHERWISE.
7. ALL STORM PIPE (SD) SHALL BE DUCTILE IRON ANSI A21.51 CLASS 50 OR AWWA C151.
8. STREET TREES PER L-1 TO INCLUDE ROOT BARRIER WHEN ADJACENT TO STORM PIPES.
9. ALL FLOOR DRAINS IN THE GARAGE SHALL CONNECT TO THE SANITARY SEWER SYSTEM.
10. ALL CATCH BASINS SHALL HAVE GRATES UNLESS SHOWN OTHERWISE.
11. ROOF MATERIALS EXPOSED TO WEATHER SHALL BE ULTRAPLY TPO NR 135 MEMBRANE, INERT AND NON-POLLUTING.
12. FILL MATERIALS SHALL COMPLY WITH THE STANDARDS SET FORTH IN RMC 15.24.085.

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

APPROVED FOR CONSTRUCTION

DATE: ____

PLAN CHK ENGR: ____

STORM: ____

UTILITY: ____

FIRE: ____

TRANS/ENGR: ____

PLANNING: ____

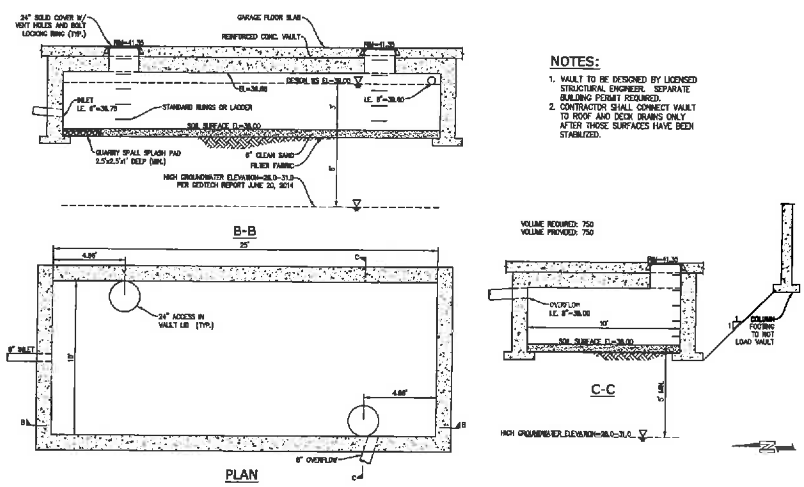
16210 NE 80TH ST

REDMOND WASHINGTON

TITLE: GRADING & DRAINAGE PLAN

SHEET: C-5

SEC. 2, TWP. 25 N., RGE. 5 E., W.M.

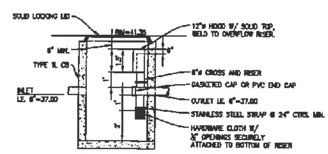


STORMWATER INFILTRATION VAULT (1)

SCALE: 1"=5'

NOTES:

1. VAULT TO BE DESIGNED BY LICENSED STRUCTURAL ENGINEER. SEPARATE BUILDING PERMIT REQUIRED.
2. CONTRACTOR SHALL CONNECT VAULT TO ROOF AND DECK DRAINS ONLY AFTER THOSE SURFACES HAVE BEEN STABILIZED.



CB #7 (2)

SCALE: NTS

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

APPROVED FOR CONSTRUCTION

DATE: ______

PLAN CHK: ______

STORM: ______

UTILITY: ______

FIRE: ______

TRANS/ENGR: ______

PLANNING: ______

REVISION: PERMIT SUBMITTAL; CITY COMMENTS

N. BOSSOFF, P.E. — PROJECT MANAGER

N.B. — DESIGNED

TKB — DRAWN

PANT-1401 — JOB NUMBER

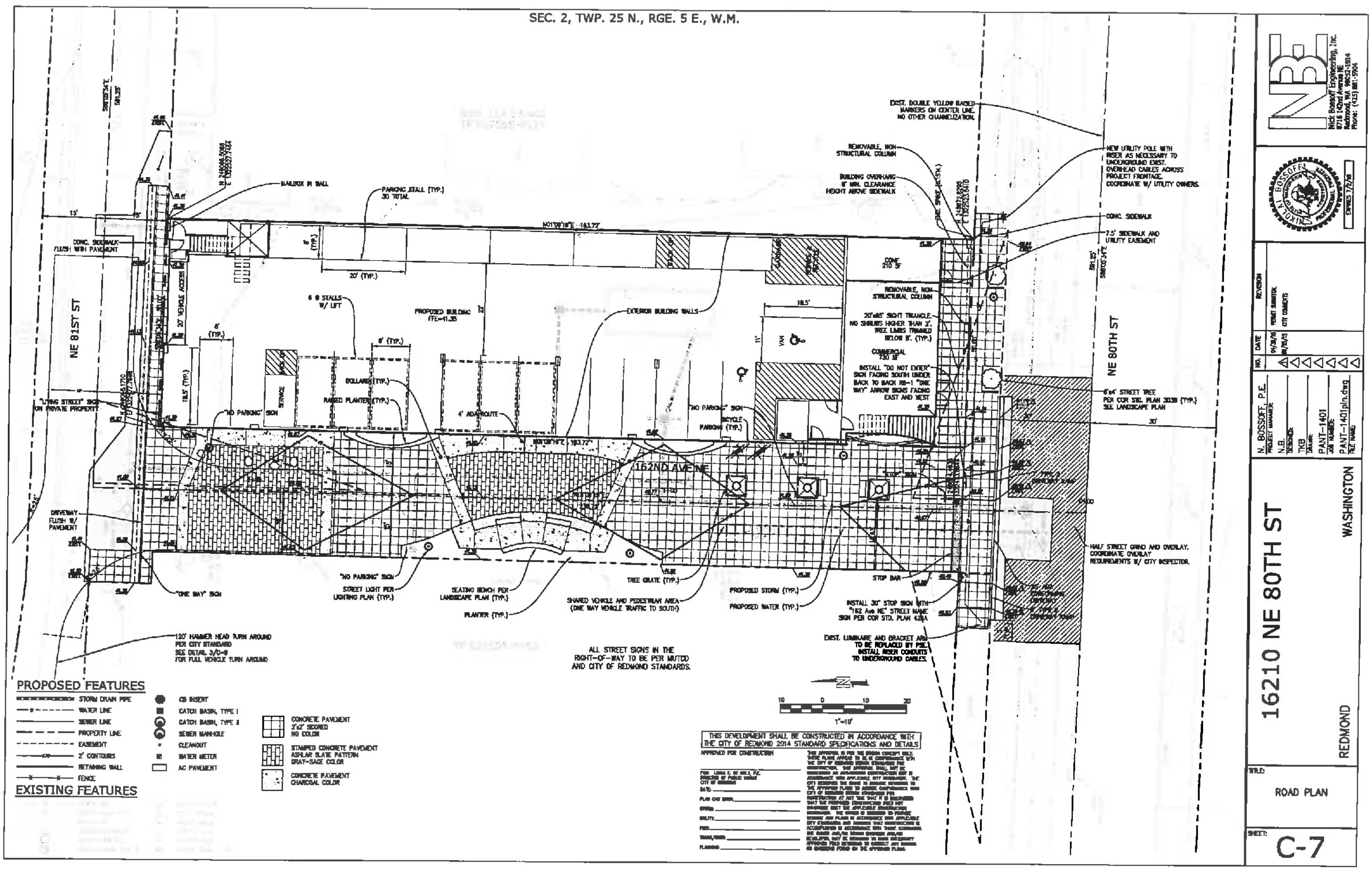
PANT-1401pln.dwg — FILE NAME

16210 NE 80TH ST

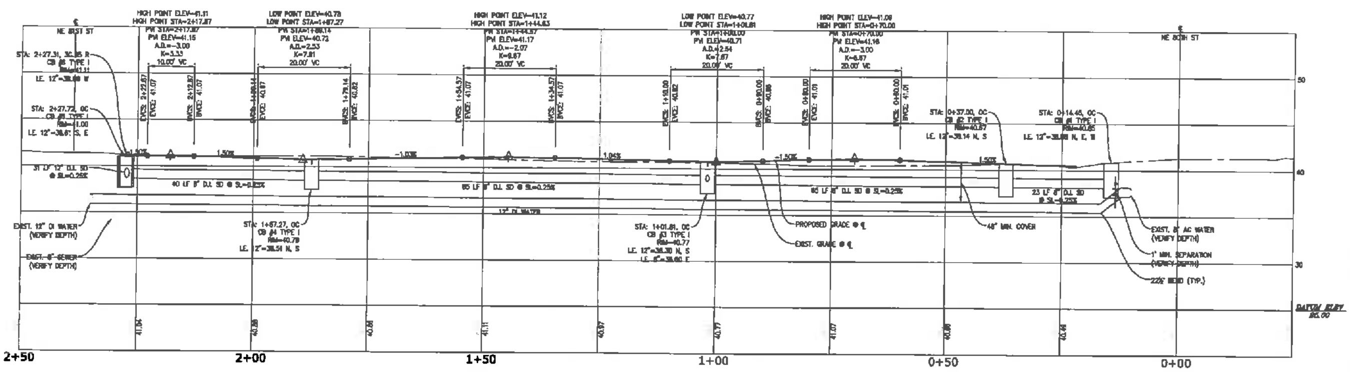
REDMOND WASHINGTON

TITLE: DRAINAGE DETAILS

SHEET: C-6


SEC. 2, TWP. 25 N., RGE. 5 E., W.M.
NE 81ST ST
NE 80TH ST
162ND AVE NE
PROPOSED BUILDING
PROPOSED FEATURES
STORM DRAIN PIPE
WATER LINE
SEWER LINE
PROPERTY LINE
EASEMENT
2' CONTOURS
RETAINING WALL
FENCE
CB INSERT
CATCH BASIN, TYPE I
CATCH BASIN, TYPE II
SEWER MANHOLE
CLEANOUT
WATER METER
AC PAVEMENT
CONCRETE PAVEMENT 2'x2' SCORED NO COLOR
STAMPED CONCRETE PAVEMENT ASHLAR SLATE PATTERN GRAY-SAGE COLOR
CONCRETE PAVEMENT CHARCOAL COLOR
EXISTING FEATURES
ALL STREET SIGNS IN THE RIGHT-OF-WAY TO BE PER MUTCD AND CITY OF REDMOND STANDARDS.
THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS
APPROVED FOR CONSTRUCTION
1"=10'
Nick Bossoff Engineering, Inc.
8716 142nd Avenue NE
Redmond, WA 98052-1814
Phone: (425) 881-5904
N. BOSSOFF, P.E.
PROJECT MANAGER:
N.B.
DESIGNED:
TKB
DRAWN:
PANT-1401
JOB NUMBER:
PANT-1401pln.dwg
FILE NAME:
NO.
DATE
REVISION
PERMIT SUBMITTAL
CITY COMMENTS
16210 NE 80TH ST
REDMOND
WASHINGTON
TITLE:
ROAD PLAN
SHEET:
C-7

SEC. 2, TWP. 25 N., RGE. 5 E., W.M.



162ND AVE NE
SCALE: HORIZONTAL 1"=10'
VERTICAL 1"=5'

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

APPROVED FOR CONSTRUCTION

Nick Bossoff Engineering, Inc.
8716 142nd Avenue NE
Redmond, WA 98052-1914
Phone: (425) 881-5904

EXPIRES 7/2/15

NO.	DATE	REVISION
1	04/28/15	PERMIT SUBMITTAL
2	08/28/15	CITY COMMENTS

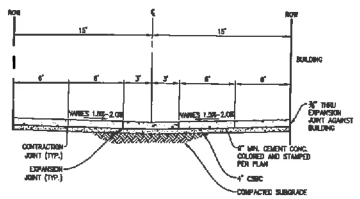
N. BOSSOFF, P.E. — PROJECT MANAGER
N.B. — DESIGNED
TKB — DRAWN
PANT-1401 — JOB NUMBER
PANT-1401pln.dwg — FILE NAME

16210 NE 80TH ST
REDMOND WASHINGTON

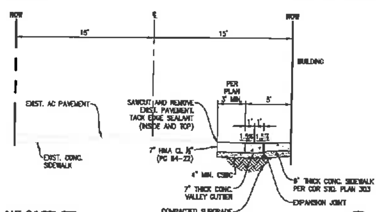
TITLE: ROAD PROFILE

SHEET: C-8

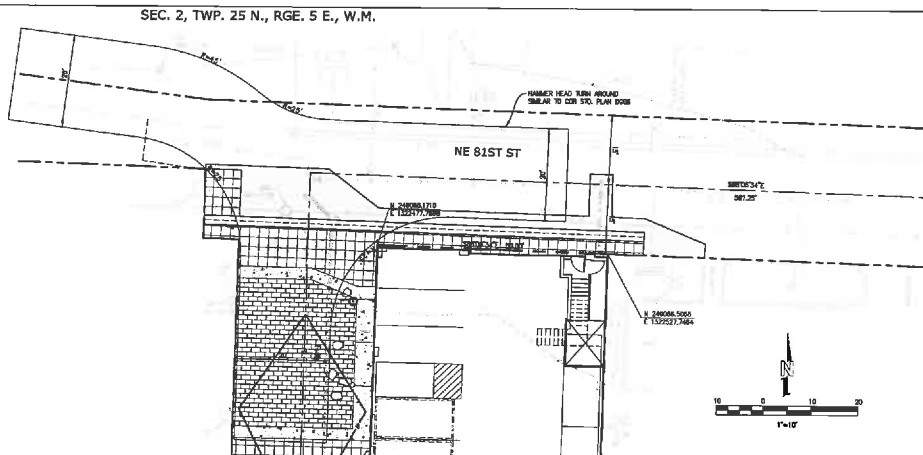
SEC. 2, TWP. 25 N., RGE. 5 E., W.M.



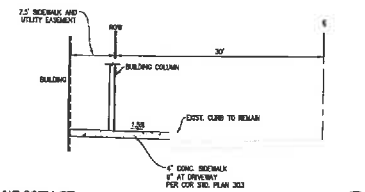
162ND AVE NE
LOCAL ACCESS
SCALE: NTS (1)



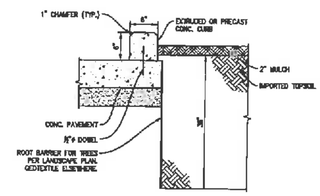
NE 81ST ST
LOCAL ACCESS
SCALE: NTS (2)



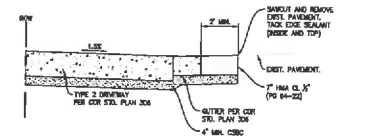
VEHICLE TURN AROUND (3)



NE 80TH ST
SCALE: NTS (4)



PLANTER
SCALE: NTS (5)



NE 80TH ST DRIVEWAY
SCALE: NTS (7)

TYPICAL SECTION NOTES

1. SUBGRADE PREPARATION SHALL BE IN ACCORDANCE WITH SECTION 2-06 OF THE STANDARD SPECIFICATIONS INCLUDING COMPACTION TO 95% DENSITY AS DETERMINED BY MODIFIED PROCTOR ASTM D 1557.
2. ADDITIONAL FILL MATERIAL MAY BE REQUIRED FOR CONSTRUCTION SHALL BE APPROVED GRAVEL BORROW. FILL MATERIAL SHALL BE COMPACTED TO 95% MODIFIED PROCTOR DENSITY PER SECTION 2-03.3(1).
3. IF UNSUITABLE FOUNDATION IS ENCOUNTERED, THE CONTRACTOR SHALL CAREFULLY OVER EXCAVATE AND REPLACE WITH COMPACTED GRAVEL BORROW AS DIRECTED BY THE SOILS ENGINEER.
4. ACCESS TO ADJACENT PROPERTIES MUST BE MAINTAINED AT ALL TIMES.
5. NO EASEMENTS HAVE BEEN OBTAINED FOR WORK ON PRIVATE PROPERTY. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS OR AGREEMENTS PRIOR TO WORK ON PRIVATE PROPERTY.
6. CONCRETE PAVING TO BE AIR ENTRAINED CLASS 3000 CEMENT. CONCRETE.

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

APPROVED FOR CONSTRUCTION

DATE: ____
PLAN CHK BY: ____

Nick Bossoff Engineering, Inc.
8716 142nd Avenue NE
Redmond, WA 98052-1914
Phone: (425) 881-5304

NO.	DATE	REVISION
		FIRST SUBMITTAL
		CITY COMMENTS

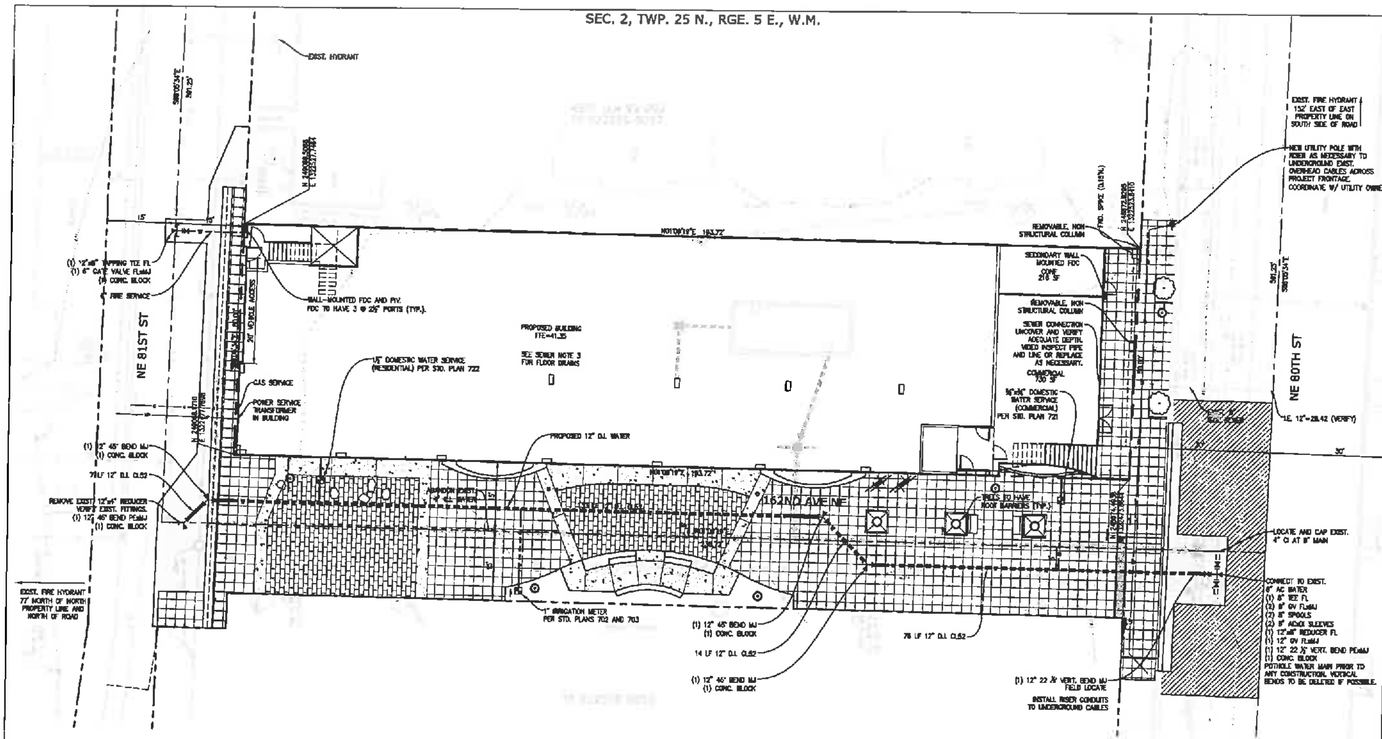
N. BOSSOFF, P.E. — PROJECT MANAGER
N.B. — DESIGNED
TKB — DRAWN
PANT-1401 — JOB NUMBER
PANT-1401pln.dwg — FILE NAME

16210 NE 80TH ST

REDMOND WASHINGTON

TITLE: ROAD DETAILS

SHEET: C-9



PROPOSED FEATURES

	STORM DRAIN PIPE		CB INSERT
	WATER LINE		CATCH BASIN, TYPE I
	SEWER LINE		CATCH BASIN, TYPE II
	PROPERTY LINE		SEWER MANHOLE
	EASEMENT		CLEANOUT
	2' CONTOURS		WATER METER
	RETAINING WALL		AC PAVEMENT
	FENCE		

EXISTING FEATURES

STANDARD WATER/WASTEWATER NOTES

GENERAL

1. ANY DEVIATIONS REGARDING THE WATER AND SEWER IMPROVEMENTS SHALL BE SUBMITTED TO THE CITY OF REDMOND, PUBLIC WORKS DEVELOPMENT SERVICES DIVISION FOR APPROVAL PRIOR TO IMPLEMENTATION IN THE FIELD.
2. ALL WORK AND MATERIALS SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND DETAILS OF THE CITY OF REDMOND. WATER AND SEWER SPECIFICATIONS AND DETAILS SHALL BE THE SPECIFICATIONS AND DETAILS IN EFFECT ON THE DATE OF APPROVAL OF THESE CONSTRUCTION DRAWINGS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UNDERGROUND UTILITIES. CALL UNDERGROUND LOCATE SERVICE, 1-800-424-5555 FOR UTILITY MARKING.
4. NO WORK SHALL COMMENCE PRIOR TO A PRE-CONSTRUCTION CONFERENCE AT THE CITY OF REDMOND.
5. COORDINATE WITH LANDSCAPING IMPROVEMENTS. NO TREES SHALL BE PLANTED WITHIN EIGHT (8) FEET OF WATER OR SEWER IMPROVEMENTS.

WATER

1. ALL FIRE HYDRANTS SHALL BE COVERED WITH A BURLAP SACK UNTIL THE WATER SYSTEM HAS BEEN PLACED INTO SERVICE.
2. FIRE HYDRANTS SHALL BE EQUIPPED WITH STORZ CONNECTORS.
3. LANDSCAPING TREES SHALL BE NO CLOSER THAN 8' TO THE PIV, FDC AND HYDRANT.
4. IF PIV, FDC OR HYDRANT ARE LOCATED IN THE SIDEWALK, THEN APPROPRIATE EXPANSION AND CRACK CONTROL MEASURES SHALL BE INCORPORATED.

SEWER

1. SIDE SEWERS SHALL HAVE A MINIMUM SLOPE OF 2%.
2. NEW SANITARY SEWER MAINS SHALL BE PLUGGED AND NOT PUT INTO SERVICE UNTIL LINES HAVE BEEN CLEANED, FLUSHED AND TESTED.
3. GARAGE FLOOR DRAINS SHALL CONNECT TO SEWER SYSTEM AFTER PASSING THROUGH A 100 GALLON OIL/WATER SEPARATOR.

1"=10'

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

APPROVED FOR CONSTRUCTION

DATE ____
PLAN CHK ENGR. ____
STORM ____
UTILITY ____
FIRE ____
TRANS/ENGR. ____
PLANNING ____

[illegible]

Nick Bossoff Engineering, Inc.

N. BOSSOFF, P.E.

PANT-1401

PANT-1401pln.dwg

16210 NE 80TH ST

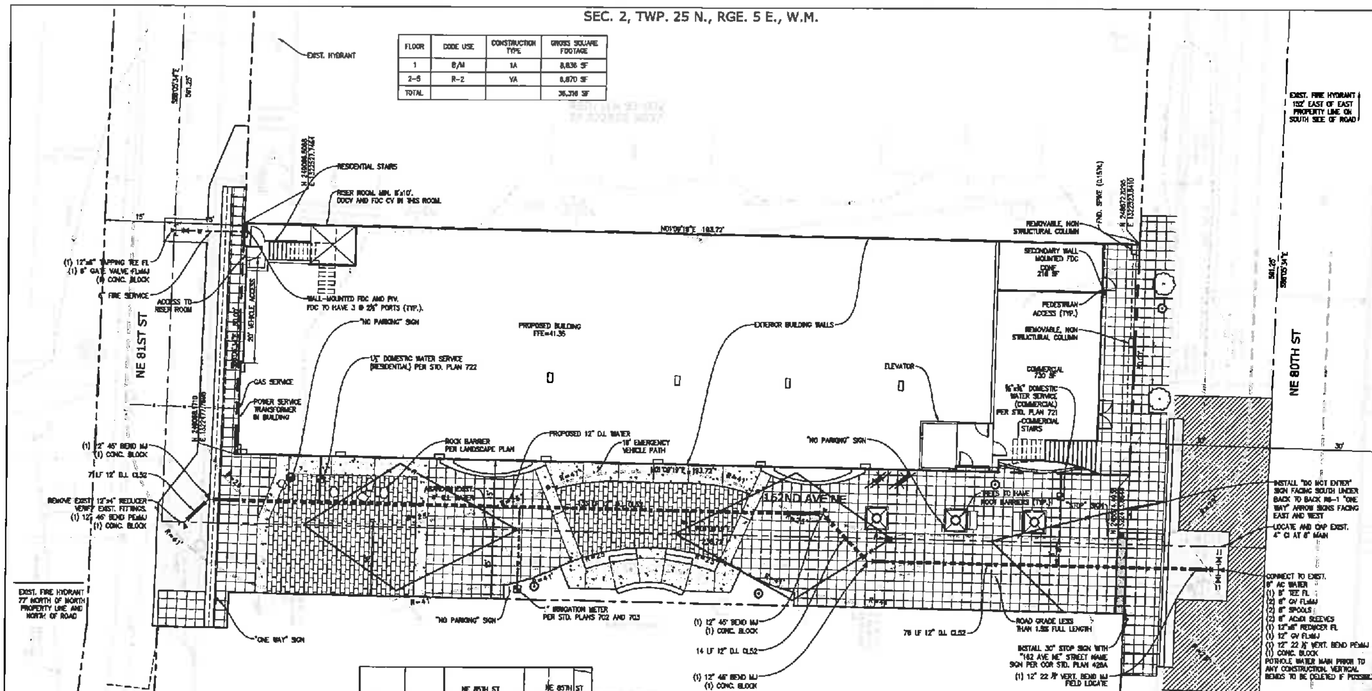
REDMOND WASHINGTON

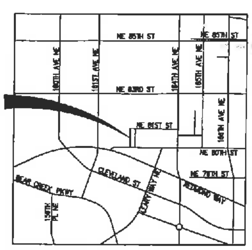
TITLE: SEWER & WATER PLAN

SHEET: C-10

SEC. 2, TWP. 25 N., RGE. 5 E., W.M.

FLOOR	CODE USE	CONSTRUCTION TYPE	GROSS SQUARE FOOTAGE
1	B/M	1A	8,836 SF
2-5	R-2	VA	6,870 SF
TOTAL			36,316 SF





VICINITY MAP
NTS

PROPOSED FEATURES

- STORM DRAIN PIPE
- WATER LINE
- SEWER LINE
- PROPERTY LINE
- EASEMENT
- 2' CONTOURS
- RETAINING WALL
- FENCE
- CB INSERT
- CATCH BASIN, TYPE I
- CATCH BASIN, TYPE II
- SEWER MANHOLE
- CLEANOUT
- WATER METER
- AC PAVEMENT

EXISTING FEATURES

NOTES

1. BUILDING TO HAVE COMMERCIAL FIRE SPRINKLER SYSTEM.
2. ACCESS SURFACES SHALL BE IN PLACE AND ABLE TO SUPPORT THE WEIGHT OF FIRE DEPARTMENT VEHICLES PRIOR TO THE DELIVERY, USE, OR STORAGE OF COMBUSTIBLE BUILDING MATERIALS TO OR AT THE SITE EXCEPT SMALL AMOUNTS OF CONCRETE FORMS.
3. MIN. UNOBSTRUCTED HEIGHT OVER EMERGENCY VEHICLE PATH SHALL BE 13.6'.
4. ROAD PAVEMENT, SIDEWALK, STRUCTURES, VAULTS, CATCH BASINS, MANHOLES, ACCESS GRATES AND COVERS INSIDE THE FULL LENGTH OF 162ND AVE NE SHALL BE CAPABLE OF SUPPORTING A 77,000 LB VEHICLE AND A LOAD OF 45,000 LBS OVER A 2'x2' AREA.
5. CITY UTILITY DEPARTMENT HAS INDICATED THAT ADEQUATE FIRE FLOW WILL BE AVAILABLE WITH WATER MAIN UPGRADES REQUIRED FOR THIS PROJECT.
6. HYDRANTS MUST BE IN PLACE AND SERVICEABLE PRIOR TO THE DELIVERY, USE, OR STORAGE OF COMBUSTIBLE BUILDING MATERIALS TO OR AT THE SITE EXCEPT SMALL AMOUNTS OF CONCRETE FORMS.
7. TEMPORARY ADDRESS SIGNAGE SHALL BE IN PLACE AS SOON AS CONSTRUCTION COMMENCES. NUMBERS SHALL BE CLEARLY READABLE IN 6" MIN. HIGH TEXT IN HIGH CONTRAST COLOR AND FACING THE STREET.

ADDRESSING:

EXISTING SITE ADDRESS: 16210 NE 80TH ST
PROPOSED SITE ADDRESS: 16210 NE 80TH ST

ADDRESS SIGNAGE TO CONFORM TO REDMOND FIRE DEPT. STANDARDS SECTION 2.2.2.

LEVEL 1 SUITE NUMBERS SHALL BE NUMBERED FROM LEFT TO RIGHT, AS INDICATED WHEN FACING THE BUILDING FROM THE ADDRESSED SIDE. THERE ARE TWO SUITES.

RESIDENTIAL UNITS SHALL HAVE THEIR OWN 3 DIGIT UNIT NUMBER. UNIT NUMBERING STARTS ON EACH FLOOR TO THE LEFT WHEN EXITING THE ELEVATOR AND ASCENDS IN A CLOCKWISE DIRECTION. NUMBERING FOR STACKED UNITS SHALL BE CONSISTENT FLOOR TO FLOOR. THE FIRST DIGIT SHALL DESIGNATE THE FLOOR AND THE REMAINING DIGITS SHALL BE THE SAME VERTICALLY AS FOLLOWS:
UNIT 301 IS ON THE THIRD FLOOR AND OVER UNIT 201.
UNIT 201 IS ON THE SECOND FLOOR AND OVER UNIT 101.
UNIT 101 IS ON THE FIRST FLOOR

1"=10'

THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF REDMOND 2014 STANDARD SPECIFICATIONS AND DETAILS

APPROVED FOR CONSTRUCTION

NBE
Nick Bossoff Engineering, Inc.

N. BOSSOFF, P.E.
PROJECT MANAGER
N.B.
TKB
PANT-1401
PANT-1401pln.dwg

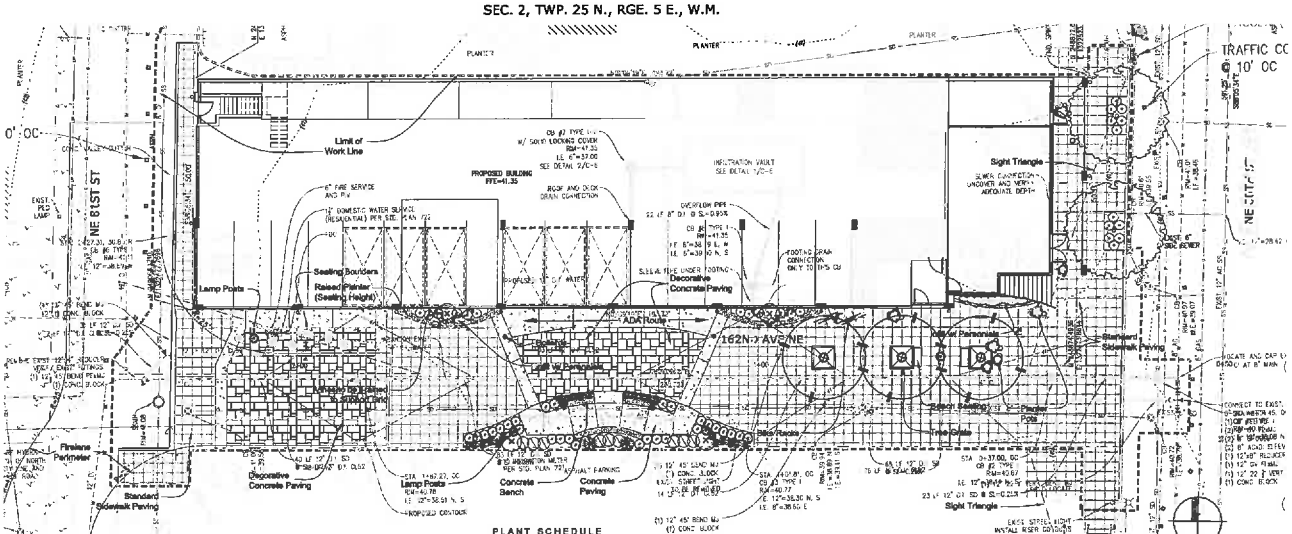
16210 NE 80TH ST

REDMOND WASHINGTON

TITLE: FIRE PROTECTION PLAN

SHEET: FP-1

SEC. 2, TWP. 25 N., RGE. 5 E., W.M.



SCALE: 1" = 10'- 0"

North

FIRST (Ground) LEVEL

PLANTING NOTES:

1. Planting soil for new on-grade planting areas shall be an approved Compost cultivated into the existing prepared subgrade. If existing subsoil is deemed not suitable by Landscape Architect, a pre-mixed soil with a 'Sandy Gravelly Loam' texture shall be used. Provide textural and nutrient analysis for approval.
Planting soil for raised and pre-cast planters shall be a Compost + Loam + Sand Mixture as tested and approved.
2. Soil Preparation: Planting Beds: Determine/ attain shrub bed subgrade and cultivate to a minimum depth of eight inches (8"), clean/ remove all rocks, roots, debris over two inches in diameter. Lay a two inch (2") depth of Compost (or three (3") depth of imported soil mix) over entire bed and till again to a minimum depth of six inches (6") to incorporate Compost thoroughly into grade. Then lay a two inch lift of Compost (or three (3") depth of imported soil mix) and till again. (total of 4" of added Compost or total of 6" of imported soil mix). Note that finish grade of mulched beds shall be one inch (1") below adjacent paved surfaces.
Tree Pits: Excavate entire width of planter and to a minimum 3'-0" depth. Bottom of planting pit shall interface with a free draining soil horizon. If free draining soils are not encountered, auger (12" width) until free draining soils are encountered. Backfill augered hole with ¾ clean washed gravels to bottom of 'pit'.
3. Fertilize all installed plants during backfill operations with 4-2-2 Agro Transplanter as recommended by Manufacturer.
4. Substitutions or changes in materials and placement shall be made only on the written change orders as agreed between Contractor, Landscape Architect and Owner.
5. Mulch all beds with a minimum three inches (3") depth of approved shredded bark or 'Arborists' Chips. Finish grade of mulch shall be 1" below adjacent hard surfaces/ walls.
6. Stake trees per detail and as directed by Landscape Architect.
7. Maintenance: Provide landscape maintenance immediately after planting and pruning, resetting of plants, restoring eroded areas, adjustments to staking and removal of weeds/debris as required for healthy growth of plants. Maintain until Final Acceptance, but in no case less than 30 days (including a min. of two lawn mowings if applicable).
8. The Landscape Architect retains the right to inspect trees, shrubs and groundcover for compliance with requirements for plant size and quality at any time. This includes but is not limited to size and condition of rootballs, root systems, insects, latent injuries and defects. Remove rejected material immediately from project site.

PLANT SCHEDULE

Qty.	Symbol	Botanical/Common Name	Size/Remarks
		TREES:	
2		Acer r. 'Bowhall'/ COLUMNAR MAPLE	min. 3" cal.
3		Fagus s. 'Dawyck Purple'/ UPRIGHT BEECH	min. 3" cal.
		SHRUBS/PERENNIALS:	
4		Akebia quinata/ FIVE FINGERED AKEBIA	6 gal. cans
31		Buxus 'Winter Gem'/ KOREAN BOXWOOD	min. 12" spr., 15" hgt.
4		Choisya t. 'Sundance'/ MEXICAN ORANGE	min. 24" hgt.
20		Epimedium x versicolor 'Sulphureum' / NCN	1 gal.
1		Juniperus c. 'Torulosa'/ HOLLYWOOD JUNIPER	min. 48" hgt.
4		Miscanthus s. 'Morning Light'/ MAIDENGRASS	5 gal. cans
7		Nandina d. 'Sienna Sunrise'/ HEAVENLY BAMBOO	min. 24" hgt.
24		Pennisetum 'Hameln'/ DWARF FOUNTAIN GRASS	min. 5 fronds @ 12" o.c.
15		Polystichum munitum / SWORD FERN	min. 5 fronds @ 12" o.c.
3		Ribes s. 'King Ed. VII'/ FLWG. CURRANT	min. 30" hgt.
4		Sarcococca humilis/ SARCOCOCCA	1 gal.
6		Vaccinium ovatum/ EVERGREEN HUCKLEBERRY	min. 24" hgt.
		Assorted Perennials/ Annuals	

GENERAL NOTES:

1. Coordinate work with other trades as required. Determine location of underground utilities and perform work in a manner which will avoid possible damage. Coordinate with Utilities Underground Location Center and Owner for locations of existing underground utilities, etc. servicing or routed through the site.
2. Provide protection of all property, persons, work in progress, structures, utilities, walls, walks, curbs and paved surfaces from damages incurred arising from this work. The Contractor shall pay for any such damage at no additional cost to the Owner.
3. Prior to beginning any construction activities, erect Tree Protection around existing street tree to be retained.
4. During construction, keep pavements, building clean. Protect site and adjacent properties from damage due to construction operations, operations by other Contractors/trades and trespassers. Unfinished and completed work shall be protected from damage by erosion or trespassing, and proper safeguards shall be erected to protect the Public.
5. Staking and Layout: Immediately notify Landscape Architect in writing of any variance between plans and actual site. Landscape Architect has the right to adjust the location of elements. Verify layout with Landscape Architect prior to any installation work.
6. Verify installation conditions as satisfactory to receive work. Do not install any site elements until any unsatisfactory conditions are corrected. Beginning of work constitutes acceptance of conditions as satisfactory. When conditions detrimental to plant growth/contructed elements, are encountered such as rubble fill, adverse conditions, or obstructions, notify Landscape Architect.
7. New Landscape Plantings will be watered by an Automatic Irrigation System..

162TEN
16210 NE 80th Street
Redmond, WA

Glenn Takagi
Landscape Architect

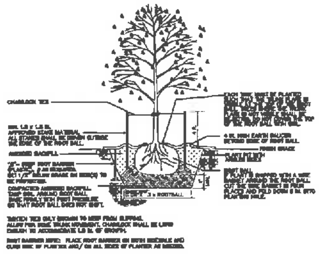
Landscape Plan

Project No.:
Drawn: GT
Checked: GT

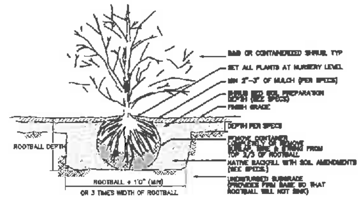
Drawing Issue:
3.30.15- Coord Civil Review

Revisions:

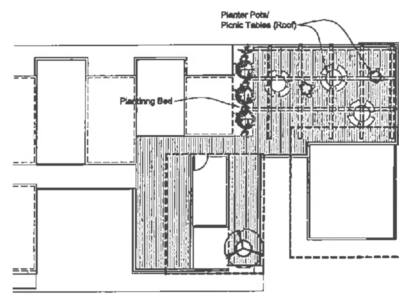
Sheet
L1.0
of 3



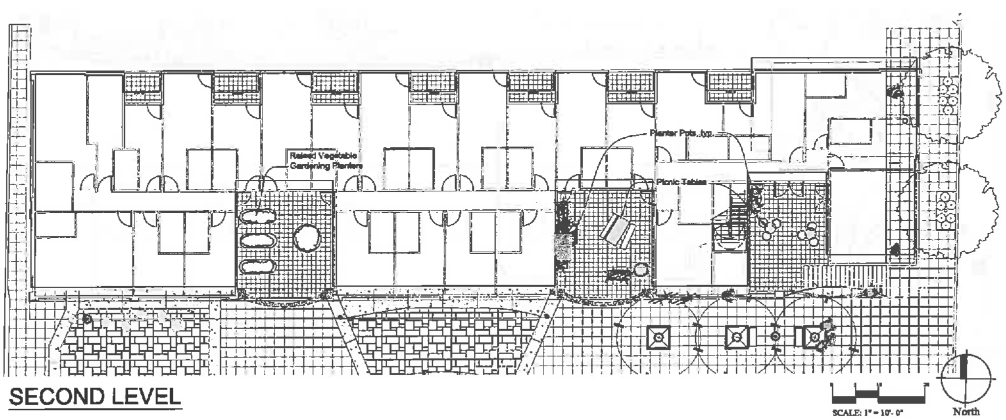
1 DECIDUOUS TREE PLANTING
NOT TO SCALE



2 SHRUB PLANTING
NOT TO SCALE



ROOF LEVEL



SECOND LEVEL

1 6 2 T E N
16210 NE 80th Street
Redmond, WA

Glenn Takagi
Landscape Architect

Landscape Plan

Project No.:
Drawn: GT
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Drawing Issue:
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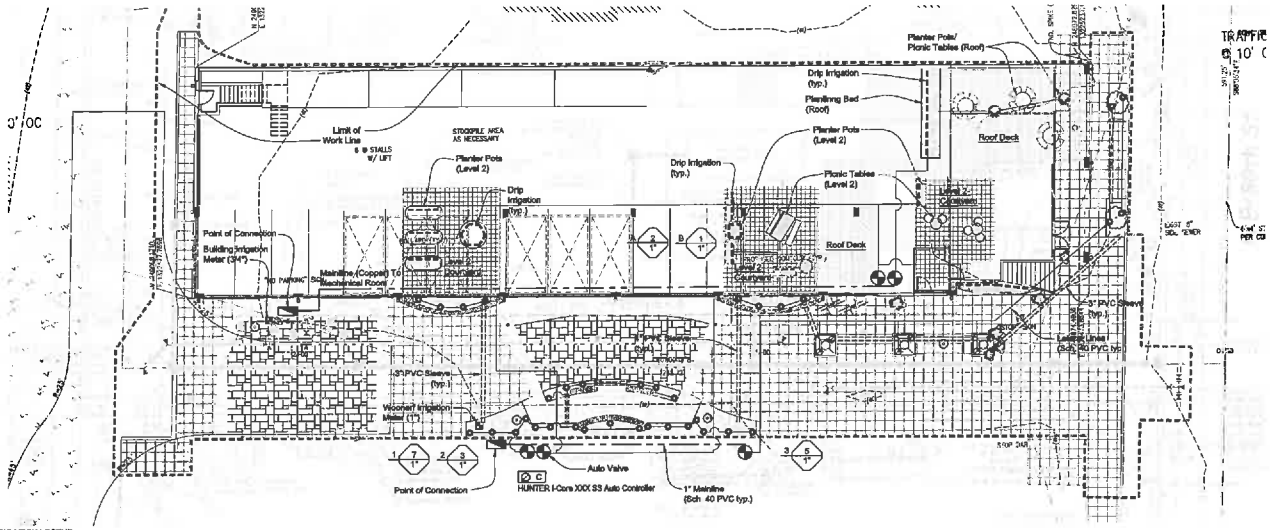
L1.1
of 3

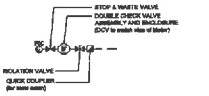
SEC. 2, TWP. 25 N., RGE. 5 E., W.M.



IRRIGATION LEGEND

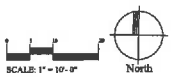
Symbol	Item
Ø C	HUNTER I-Core XXX SS/Metal Auto Controller w/ Flow-Sync. Woonerf Controller shall be mounted in SS/Metal Pedestal.
	P.O.C. (Point of Connection, see detail, with Master Valve and Flow-Sync.
	MANUAL DRAIN VALVE (at mainline low point(s)
	RAINBIRD 44LRC QUICK COUPLER
	GATE VALVE
	HUNTER ICV Auto Valve or HUNTER ICZ AUTO VALVE- DRIP CONTROL PACKAGE
VALVE No. / GPM / SIZE	GALLONS PER MINUTE VALVE SIZE
	HUNTER PRO ADJUSTABLE NOZZLE- (Lt. Grn. or Lt. Blue)
	HUNTER BUBBLER- MSBN-50Q
-----	Netafim Drip Techline TLDL6-12 @ 18" Lateral Spacing
=======	Schedule 40 PVC sleeve, 4"/3" diameter
- - - -	Mainline: Schedule 40 PVC
———	Lateral Line: Schedule 40 PVC- 3/4" unless otherwise noted

NOTE:
1. VERIFY EXISTING STATIC PRESSURE OF 55 PSI.
2. PIPE LAYOUT IS DIAGRAMATIC. MAINLINE SHOWN OUTSIDE BEDS FOR GRAPHIC CLARITY; CAREFULLY COORDINATE THE INSTALLATION OF SLEEVING TO ENSURE LOCATION, ACCESS AND QUANTITY/ SIZES. INSTALL MAINLINE AND VALVES WITHIN PROPERTY LINE.
3. ALL SPRAY SHRUB HEADS ON HUNTER PRS30-12" POP UPS.
4. COORDINATE AS NEEDED TO PROVIDE SECURE ELECTRICAL SERVICE TO CONTROLLER LOCATIONS.



POC SCHEMATIC LAYOUT
NO SCALE

IRRIGATION SYSTEM NOTES
1. Use only trained personnel familiar with required irrigation system installation procedures for specified equipment. Perform installation under the direction of foreman/ supervisor with five years minimum experience in sprinkling system installations. Work and materials shall be in accordance with the latest rules and regulations, and other applicable state or local laws. Nothing in Contract Documents is to be constructed to permit work not conforming to these codes.
2. Coordinate work with other trades as required. Determine location of underground utilities and perform work in a manner which will avoid possible damage.
3. Provide protection of all property, persons, work in progress, structures, utilities, walls, walks, curbs and paved surfaces from damages incurred arising from this work. Contractor shall pay for any such damage at no additional cost to the Owner. Unfinished and completed work shall be protected from damage by erosion or trespassing, and proper safeguards shall be erected to protect the Public.
4. Staking and Layout: Verify installation conditions as satisfactory to receive work. Do not install any site elements until any unsatisfactory conditions are corrected. Immediately notify Landscape Architect in writing of any variance between plans and actual site. Landscape Architect has the right to adjust the location of elements. Beginning of work constitutes acceptance of conditions as satisfactory. Layout of valve boxes is especially critical for access and maintenance needs.
5. Irrigation Plan is drawn for graphic clarity. Adjust pipe, valves, sleeving according to field conditions and plant locations. Coordinate location of Valve Boxes with Owner's Representative.
6. Contractor shall verify all dimensions, quantities, available water pressure (City stated approx. 65 psi available) and volume, locations, sleeving and conditions prior to bidding and start of installation. During layout, consult with Landscape Architect to verify proper placement and make recommendations where revisions are advisable.
7. Sleeving shall be 3" Sch. 40 PVC unless otherwise indicated. Extend sleeve 6" past the edge of concrete flatwork/walls. Set sleeves at 24" below grade. Coordinate installation and sequencing with General Contractor.
8. Install 14-1 direct burial wire continuous; run one hot wire to each valve and one common wire through each valve, provide one spare wire to each valve. Leave a 'loop' of wire at all mainline tees.
9. System is designed for winterization with compressed air. Do not use automatic drain valves. Install manual drain valves on Mainline in low points to facilitate drainage and repair.
10. Prior to backfilling, the Mainline shall be subjected to a hydrostatic pressure test of 150 psi. To be valid, all tests must be performed under the direction and supervision of authorized personnel and reviewed by Landscape Architect. Coordinate testing operation/procedure with Landscape Architect.
11. System shall provide full coverage on all areas less shrub interference. It is assumed that the Contractor will exercise professional judgement in location, height, and slope of sprinkler heads.
12. The system shall be warranted for all labor and materials for a period of one year from the date of substantial completion of the system as documented by a signed and dated copy of acceptance from the Landscape Architect. The warranty shall include; filling and repairing settlement of soil in trenches and repairing any damage to plantings caused by such. Bid shall also include one winterization and one Spring activation/adjustment.
13. 'Record Drawings': Prepare n complete, legible and accurate set of 'As Built' drawings as installation proceeds. Note any utilities, drainage encountered on plan. Detail and dimension changes made during construction. Field dimension locations of valve boxes, manual valves, quick coupler valves, control wires not in mainline ditch and sleeves. 'As built' drawings shall be submitted to Landscape Architect/Owner for review prior to final inspection and final payment. Contractor shall be responsible for reducing approved drawing to an 11" x 17" format, color code the station/lines and laminate in heavy plastic. Submittals to also include all instruction manuals and equipment 'catalogue cuts/product descriptions', Quick Coupler Valve Key, Backflow Preventer Testing-Certification, complete instructions for system operation, maintenance and winterizing of installed equipment.
14. After system is installed and approved, instruct Owner's designated personnel in complete operation and maintenance procedures.



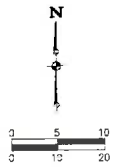
162 TEN
16210 NE 80th Street
Redmond, WA

Glenn Takagi
Landscape Architect
16880 Fifteenth Way N.
Suite #102
Shoreline, WA 98133
(206) 542-9180

Landscape Irrigation Plan

Project No.:
Drawn: GT
Checked: GT
Drawing Issue: 2.20.18- Coord Civil Review
Revisions:

Sheet
L2.0
of 3



CONSTRUCTION NOTES

1. PSE TO REPLACE EXISTING LUMINAIRE AND BRACKET ARM ON POLE. PSE TO INSTALL 138-WATT TYPE II DISTRIBUTION LED LUMINAIRE WITH 10-FT BRACKET ARM AT 25-FEET ABOVE GRADE.
2. INSTALL TYPE 1 JUNCTION BOX
3. PSE TO REPLACE EXISTING LUMINAIRE AND BRACKET ARM ON EXISTING POLE. PSE TO INSTALL 138-WATT LED TYPE II DISTRIBUTION LUMINAIRE WITH 10-FT BRACKET ARM AT 27-FEET ABOVE GRADE.
4. CONSTRUCT PEDESTRAIN LUMINAIRE AND FOUNDATION PER COR STD. DET. 471 FOR PED SCALE LIGHT. INSTALL VICTORIAN PRE-STRESSED CONCRETE POLE WITH 15'-3" MOUNTING HEIGHT. INSTALL 44W LED PRESTIGE LUMINAIRE WITH TYPE III DISTRIBUTION.
5. INSTALL SERVICE CABINET PER COR STD DET. 461
6. TRENCH CONDUIT TO UTILITY POLE FOR SERVICE CONNECTION. INSTALL 10-FEET OF RISER ON POLE FOR SERVICE FEED. COIL 10 FEET OF WIRE AT TOP.

WIRING SCHEDULE

No.	ROADWAY CONDUIT SIZE	STREET LIGHT #8	DAVIT #8	EQUIP. GRND.*	PULL WIRE
1	2" SCH80 PVC	3		1	
	2" SCH80 PVC SPARE				1
2	2" SCH80 PVC	3		1	
3	2" SCH80 PVC		3		
4	2" SCH80 PVC (FUTURE USE)				1
	2" SCH80 PVC SPARE				1

* SIZE OF EQUIPMENT GROUND WIRE SHALL MATCH THE SIZE OF ACCOMPANYING CONDUCTORS IN CONDUIT.

NE 80TH ST ROADWAY CLASSIFICATION:

COLLECTOR ARTERIAL

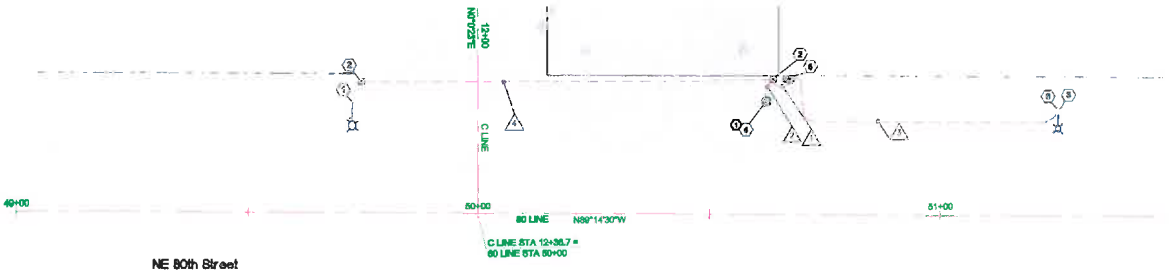
TARGET ILLUMINATION LEVEL	1.1 FC
TARGET UNIFORMITY (AVG/MIN)	3:1

GENERAL NOTES

1. THE LOCATION OF ALL CONDUIT, JUNCTION BOXES, AND CABINETS SHOWN ON THIS PLAN ARE FOR THE GRAPHIC REPRESENTATION ONLY AND FINAL LOCATIONS SHALL BE CONFIRMED WITH THE CITY OF REDMOND INSPECTOR.
2. ALL WORK SHALL BE IN ACCORDANCE CITY OF REDMOND STANDARDS AND SPECIFICATIONS.
3. THE CONTRACTOR SHALL SUBMIT A REQUEST TO THE INSPECTOR FOR MATERIALS APPROVAL AT THE EARLIEST POSSIBLE DATE.
4. ALL WORK SHALL BE CONSISTENT WITH UTILITY AGENCY REQUIREMENTS. THE CONTRACTOR SHALL CONTACT ALL PERTINENT UTILITY AGENCIES 48 HOURS BEFORE COMMENCING WORK, AND SHALL COORDINATE WITH AFFECTED UTILITY AGENCIES THROUGHOUT THE PROJECT.
5. EXISTING FEATURES WITHIN CITY RIGHT-OF-WAY TO REMAIN UNLESS OTHERWISE NOTED.
6. CONTRACTOR TO REPLACE EXISTING ELEMENTS IN KIND WHEN DAMAGED DURING CONSTRUCTION.

LUMINAIRE POLE SCHEDULE

POLE NO.	STATION	POLE OFFSET	POLE TYPE	MOUNTING HEIGHT	FIXTURE TYPE	WATTAGE
1	NE 80TH ST STA 50+00.0	24.0' LT	PED	15'-3"	24.0' LT	44W



LEGEND

- TYPE 1 JUNCTION BOX
- TYPE 2 JUNCTION BOX
- CONDUIT
- ELECTRICAL SERVICE CABINET
- WIRE NOTE
- CONSTRUCTION NOTE
- POLE NUMBER
- EX. STREET LIGHT
- NEW STREET LIGHT

DESIGNED BY	MAC	04/07/15				
ENTERED BY	JPKH	08/19/15				
CHECKED BY	JPKH	08/19/15				
PROJ. ENGR.						
REGIONAL ADM.						
	BY	DATE	REVISION	DATE	BY	

TSI
Transportation Solutions, Inc.
8300 - 160th Avenue NE, Suite 100
Redmond, Washington 98052-3829
(425) 885-1134 | www.tsinw.com

For:
Natural + Built Environments
2025 Rose Point Lane
Kirkland WA 98033
Contact: Robert Pantley
Email: robertpantley.com
Phone: 425.828.4053

162TEN NE 80TH STREET
NE 80TH ST LIGHTING PLAN

JOB # 214057
SHEET NO. IL1
SHEET OF

AGENDA

REDMOND CITY COUNCIL MEETING
JULY 07, 2015
7:30 PM

COUNCIL CHAMBER, CITY HALL
15670 NE 85TH STREET

MAYOR
John Marchione
COUNCILMEMBERS
Hank Margeson, President
Kim Allen, Vice-President
David Carson
Tom Flynn
Hank Myers
Byron Shutz
John Stilin

Redmond City Council Agendas, Meeting Notices, and Minutes are available on the City's Web Site:
http://www.redmond.gov/CouncilMeetings

FOR ASSISTANCE AT COUNCIL MEETINGS FOR THE HEARING OR VISUALLY IMPAIRED:
Please contact the City Clerk's office at (425) 556-2190 one week in advance of the meeting.

I. SPECIAL ORDERS OF THE DAY

A. PROCLAMATION: National Recreation and Parks Month

II. ITEMS FROM THE AUDIENCE

III. CONSENT AGENDA

A. Consent Agenda

1. Approval of the Minutes

2. Approval of Payroll/Direct Deposit and Claims Checks

3. AM No. 15-112/OR No. 2793(C3): ORDINANCE: 2015-2016 Budget Adjustment — Finance

4. AM No. 15-113(C4): Approval of Final Contract Amount for Rodarte Construction in the Amount of $3,080,808.66 and Acceptance of Construction: Bear Creek Rehabilitation Package 2, Project No. 20029662 — Public Works

5. AM No. 15-114(C5): Approval of Arts and Culture Commission Appointment: Risa Coleman — Executive

6. AM No. 15-115(C6): Award of Bid to CEMEX, Inc., in the Amount of $882,006 for the 2015 Pavement Repairs and Speed Humps, Project Nos. 20011501 and 20021306 — Public Works

IV. HEARINGS AND REPORTS

A. Public Hearings

B. Reports

EXHIBIT 17

1. Staff Reports

   a. AM No. 15-116: Sound Transit 3 Draft Priority Project List Briefing — Executive

   b. AM No. 15-117: Nokomis Building Relocation Evaluation — Parks

   c. AM No. 15-118: 2014 Impact Fee Collection and Distribution — Finance

2. Ombudsperson Report

3. Committee Reports

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

VII. EXECUTIVE SESSION

VIII. ADJOURNMENT

IX. STUDY SESSION IMMEDIATELY FOLLOWING REGULAR MEETING

A. Council Rules of Procedure

B. Council Talk Time

MEMO TO: Mayor and City Council

FROM: Craig Larsen, Director of Parks and Recreation

DATE: July 7, 2015

SUBJECT: **Nokomis Building Relocation Evaluation**

I. RECOMMENDED ACTION

Review Nokomis Relocation Issues.

II. DEPARTMENT CONTACTS

Craig Larsen, Director of Parks and Recreation; 425-556-2310

III. DESCRIPTION/BACKGROUND

Staff will provide an evaluation of the relocation of the Nokomis Building, including feasibility, estimated moving costs, estimated property value, estimated restoration costs, and relocation site options, constraints and restrictions. The attachments provide further information for your review.

IV. IMPACT

A. **Service/Delivery**: There is no planned use for the building if it is relocated.

B. **Fiscal**: There are costs associated with relocation, rehabilitation and ongoing maintenance, as shown in the attachments to this memo. In addition, the estimated market value of a half-acre parcel in the area, with utilities available, is estimated at $300,000. Estimated value of a non-segregated portion of property (1/2 acre use of the whole property) in the area, with utilities, is estimated at $6/SF or about $130,700. Estimated value of unimproved land is $3/SF or about $65,500. With utilities and site improvements made to support the relocation of the building, the City's contribution of property would be valued at between $131,000 to $300,000.

V. ALTERNATIVES TO STAFF RECOMMENDATION

None

VI. TIME CONSTRAINTS

There is a limited opportunity to act which is not precisely defined at this point.

VII. LIST OF ATTACHMENTS

A. Moving Feasibility, Estimated Moving Cost and Restoration Costs
B. Nokomis Building Moving Cost Estimate

Katie Anderson

Katie Anderson, Deputy Director of Parks and Recreation **06/29/2015**
Date

Jane Christenson

Approved for Agenda _____ **07/01/2015**
Date

Jane Christenson, Deputy City Administrator

Nokomis Building

Moving Feasibility, Estimated Moving Cost, and Restoration Costs

June 4, 2015

An accelerated process for determining if the Nokomis building could be moved to one of three potential sites was initiated the week of May 25, 2015. Two structural moving companies were contacted to provide feasibility evaluations and cost estimates. Only one of those firms responded. Communication with City staff at the Permit Center, Planning, Fire, and the Public Works Construction Engineering group occurred over the last two weeks and aided in refining the requirements and estimated costs of relocating the Nokomis structure.

Scope of Work - The scope of the project can be summarized as moving the Nokomis building from its current location on NE 80th Street to one of three potential sites in east Redmond, including the work to make it a serviceable building at the new location. To move the structure it would need to be broken down into three pieces that could be moved individually. The center portion would need to be structurally stabilized before it could be moved. The front and rear porch covers would need to be detached prior to the move and rebuilt or reinstalled at the new location. The existing chimney would be abandoned at the current location and a new one constructed at the selected site.

The contractor eliminated the Conrad Olson property as a viable location to move the building due to issues with the route, primarily the bridge at Bear Creek on NE 95th Street.

The route to the Martin Property and Johnson Park was determined to be adequate. Extensive tree pruning, street signal adjustment, and traffic control would be required to move three structures from the center of town to one of these sites on the eastern border of the City limits.

JOHNSON PARK – Johnson Park is located on the south side of Union Hill Road at 196th Avenue NE. This site has some key attributes which make it more cost effective than the other two sites. Johnson Park is in the City of Redmond. This one fact has a large cost saving impact of the proposed moving project. There is also a sewer main on the north end of the property and access to it is relatively easy. The structure could be sited beyond the 200' Evans Creek buffer. Limited site prep would be required to move the structure onto the property. Negatives include the added cost of obtaining water from the Union Hill Water Association, and constructing Fire Department approved access into the undeveloped property.

MARTIN PROPERTY –The Martin Property is located across Union Hill Road to the north of Johnson Park and is in unincorporated King County. The fact it is outside of city limits would increase the price of the move significantly. While it does already have power to the site, sewer and water sources are farther away than at the Johnson Park site. An additional complication is the proximity to Evans Creek. An initial investigation reveals the structure would likely need to be placed at least 450' north of Union Hill Road to be outside wetland and creek buffers. This again adds significantly to the cost of bringing in utilities and providing Fire access to the structure.

ESTIMATED COST TO MOVE THE NOKOMIS BUILDING

1. Conrad-Olson Property. This site has been eliminated as a potential site.
2. **Johnson Park - $193,440** is the estimated cost to move, stabilize, and store the structure at this location.
3. **Martin Property - $228,384** is the estimated cost to move, stabilize, and store the structure at this location.

ESTIMATED COST TO MOVE THE NOKOMIS BUILDING AND MAKE IT FULLY FUNCTIONAL

1. Conrad-Olson Property. This site has been eliminated as a potential site.
2. **Johnson Park - $580,320** is the estimated cost to move the Nokomis building to this location and make it a fully functional building.
3. **Martin Property - $752,544** is the estimated cost to move the Nokomis building to this location and make it a fully functional building.

NOKOMIS Building	Johnson Park	Martin Property (King County)	Conrad/Olson (King County)
BUILDING MOVING COST			
Prep building for move	$10,000	$10,000	
Structure moving estimate	$70,000	$70,000	Not viable
Transport route prep, traffic control, permits	$45,000	$45,000	
Site access prep estimate	$3,000	$8,000	
Building, moving, and construction permits	$2,000	$15,000	
Exterior repair/assembly/construction	$25,000	$35,000	
Building move sub-total	$155,000	$183,000	
Staff/ Project Management (15%)	$23,250	$27,450	
Tax	$15,190	$17,934	
Building moving total	**$193,440**	**$228,384**	
PROPERTY VALUATION ESTIMATE	**$130,700**	**$130,700**	
BUILDING RESTORATION AND SITE IMPROVEMENT COST			
Site Fire access improvements	$25,000	$35,000	
Site work & utilities estimate	$200,000	$280,000	
Union Hill Water adjustment to site base	$20,000	$30,000	
Interior renovation estimate	$35,000	$35,000	
Fire sprinklers	$15,000	$20,000	
ADA compliance estimate (ramps/bathroom)	$15,000	$20,000	
Restoration sub-total	$310,000	$420,000	
Staff/ Project Management (15%)	$46,500	$63,000	
Tax	$30,380	$41,160	

Restoration and site improvement total	$386,880	$524,160
GRAND TOTAL - building move, site improvements, building restoration and property value	$711,020	$883,244

William Popp Associates *Transportation Engineers/Planners*

(425) 401-1030
(425) 401-2124
e-mail: info@wmpoppassoc.com

PARKING DEMAND & UTILIZATION STUDY
for

PHOLSTON PARADISE
6917 California Ave SE

Project Number 3016077

Prepared for:

Blueprint Capital Holdings LLC
Owner

Prepared by:

William Popp Associates
14-400 Building, Suite 206
14400 Bel-Red Rd
Bellevue, WA 98007

January 22, 2014

EXHIBIT 18

William Popp Associates *Transportation Engineers/Planners*

(425) 401-1030
: (425) 401-2124
e-mail: info@wmpoppassoc.com

January 22, 2014

To: John Shaw
City of Seattle DPD – Transportation Planner

C/o: Dave Biddle
Blueprint Capital Holdings, LLC

From: William Popp Jr.
Senior Transportation Engineer
William Popp Associates

Subject: **Pholston Paradise Apartments; 6917 California Ave SW, Seattle WA**
Multi-Family Residential Development
Project # 3016077

Re: **Parking Demand Study, and Parking Utilization Study**

The following parking study memorandum was prepared in response to a request from the City of Seattle DPD Correction Notice #1 dated January 6, 2014 Item 1. Item 1 requests submission of two elements: (a) an estimation of the anticipated parking demand by the proposed use, and (b) an on-street parking demand evaluation of the area surrounding the project, in accordance with TIP 117 guidelines (modified from 400 feet to an 800 foot walking distance).

Included herein is a summary description of the project, a parking demand estimate, and an on-street parking utilization assessment.

Proposed Project Description

The site is located in the Morgan Junction Residential Urban Village, Zone LR 2. This project is a 3-story multi-family residential apartment building located at 6917 California Ave SW; on the west side of California Ave SW between SW Willow St and SW Mills St. There will be 30 small studio sized apartments each approximately 300 square feet. These apartments will be relatively small in floor area however each is will be a typical apartment with bathroom and kitchen. The units will be built to a modern design concept with high-end finishes to attract good tenants. The design is also intended to attract the younger demographics while trying to respond to market demand and that smaller apartments would attract people without cars.

Parking Supply and Demand

According to the zoning requirements specifically for parking for the Morgan Junction Residential Urban Village, no parking is required on-site for this project. As a side note, the project is also providing provisions for 8 bicycle stalls.

The project is not required to provide vehicular parking, nevertheless, the project will likely generate some parking demand to the surrounding on-street available parking areas. An estimate of peak parking demand is presented below.

The estimated parking demand for residential apartments per ITE in an urban setting is 1.2 stalls per unit (average) for Low and Mid Rise Apartments. It should be noted that ITE mentions that for the urban site data, the average size of the dwelling unit was 1.9 bedrooms with an average parking supply ratio of 1.0 stalls per unit (11 study sites). Given this information, the parking demand rate per bedroom would be approximately 0.63 stalls / bedroom. All of the units in the proposed project are studio apartments. The ITE data may be a little overstated due to the fact all the sites in the data set provide for on-site parking, thus attract tenants who own vehicles. An obvious point but nevertheless something to note is that an apartment complex without on-site parking provisions is likely to attract more tenants without vehicles than an apartment complex with on-site parking provisions. It is estimated that parking demand is anticipated to be lower than typical for a project without any significant on-site parking provisions.

Census data (Yr 2000) for Census Tract 106 for the H44 category, vehicle s available for occupied housing (Census 2000 Summary File 3), indicates 1,699 vehicles owned for 1,428 occupied rental housing units. This equates to a rate of 1.19 vehicles per unit. Approximately 25% of these housing units do not own a vehicle. It should be noted that the majority of the housing units are single-family dwellings, so the rate may be slightly high for a multi-family comparison use.

Another tool for parking demand is a website tool developed by King County, KC Multi-Family Residential Parking Calculator, that calculates parking/unit rates for parcels/areas in the county. The model indicates that for the area in the vicinity of the site, it yields a calculated parking per unit rate 1.05 parking stalls/unit. It should be noted this rate is a modeled value, which predicts parking use per residential unit based on the parcel's building & parking specifications and location characteristics. It is a calculated average value for the defined area, and not an actual value.

Assuming 30 residential units, all studio apartments, the estimated peak parking demand per ITE would be 19 vehicles, based on a rate of 0.63 vehicles/bedroom. Per census data for the project tract, the vehicle ownership is 1.19 vehicles per occupied housing unit (rental), which would equate to about 36 vehicles. Based on the KC Parking Calculator, the peak parking demand estimate with a rate of 1.05 is slightly lower at 32 vehicles.

The type of residential unit being designed as part of this project will be a typical apartment layout with bathroom and kitchen, however, they will be very small in floor area, but would not fit the City's small-efficiency definition. The unit size for this project is intended for single tenant living on what would be anticipated to be relatively low income. It is expected that most of the tenants would not own a passenger car. Based on this, it is anticipated the parking demand for this project will be lower than current uses in the area, as those predicted for the existing parcels per the KC model and census data.

William Popp Associates, in fairly recent time, has conducted parking/vehicle ownership surveys for multi-family residential buildings in the area around the U-District. These buildings previously surveyed are not true apartments but generally one's with shared kitchen areas: congregate housing/apodment/small efficiency type units. The sites were surveyed in the early 2000's and all of the sites are of similar character amongst themselves. The parking demand rates ranged between 0.22 and 0.39 vehicles per bedroom. The average was 0.35 vehicles per bedroom. The type of units as well as the area they are in are not quite the same as for this project, nevertheless, it was felt that they are similar in character and thus the parking demand was noted.

In regards to access, mobility, and shop/recreational amenities, the project is located in close proximity (walking distances north on California) to restaurants and groceries. There is also Metro Transit Route 22 that runs on 15-minute headways north and south on California. There are bus stops near the site. There is also Metro Route 116X and Rapid Ride C-Line running north and south on Fauntleroy Way SW, which is only about 650 feet walking distance from the site.

Given the range of rates noted above, it is estimated that the peak parking demand potential for the Pholston Paradise Apartments could range between 10 and 30 vehicles during peak times. As with all residential type projects, the peak parking demand times are assumed to be late evening and overnight periods, 10pm to 5am.

Knowing the type of apartment units being constructed here, the area they are in, and the tenants expected, it is estimated that the peak parking demand will likely be at the lower range of the rates presented. For these reasons, it is estimated the demand for this project will likely be approximately 15 vehicles (or less). This estimate yields a rate of 0.5 vehicles per unit (or per bedroom). Due to the fact this project does not provide on-site parking of a measurable amount, it is likely the majority of tenants attracted to this development will not own vehicles, thus the actual demand for the proposed project may be less.

Parking Utilization Study

In response to the Correction Note Item 1(b), it requests a parking utilization study per the City of Seattle guidelines (TIP 117) for the area surrounding the site. The parking utilization study documents how many legal on-street parking spaces are available within a specified walking distance of the subject site and the extent to which these spaces are actually used during an average weekday peak period; after 9pm.

The study area for this project was defined to be 800 feet walking distance (along public roadways) from the site. A map identifying the area is shown in Attachment 1; Parking Study Link Numbers. Inventory of all block fronts within 800 feet of the site, as shown on Attachment 1, was conducted Tuesday January 14, and Wednesday January 15, 2014. The actual number of parked cars along each block face was counted after 9:30 PM on Tuesday, and after 10:15 PM on Wednesday.

The results are shown below for all of the general public parking block fronts for the average weekday evening counts.

Average number of on-street parked cars within 800 feet of the subject site (average weekday evening counts, 2 day average)	156
Total number of legal on-street parking spaces available within 800 feet of the subject property	282
Parking Utilization Rate	55%

As shown above, the existing on-street parking demand with the general public parking block fronts was 156 vehicles based on a two-day average evening count. The total parking supply within the same area is 282 stalls, thus the Parking Utilization Rate is 55%. This rate is considerably less than the City's defined capacity for the area. The City of Seattle defines capacity when the parking utilization rate is 85 percent or greater. This finding would suggest there are about 84 stalls available for additional parking.

A subset review of on-street parking supply and demand was conducted for only California Ave SW (Roadway Segments 1-10) indicates a supply of 81 stalls and an average demand of 51 vehicles, thus a parking utilization rate of 62%. That would suggest there are 18 stalls available before reaching the 85% threshold.

The summary information for average weekday is presented in Attachments 2 and 3.

Summary

The proposed project will be a 3-story apartment building built to include 30 small studio apartments. No designated vehicle parking will be provided on site, nor is any required per City code. The site is also providing a secured are for 8 bicycle parking stalls.

Given the character of the project with small studio apartments, the surrounding shop/restaurant/recreational amenities of the area, readily available public transit, it is estimated that the vehicular parking demand for the tenants (assuming full occupancy) is about 15 vehicles. This may be lower given that no official parking is provided. The demand estimate noted is predicted to be conservative.

An evaluation of on-street parking within 800 feet walking distance from the site was conducted per City of Seattle DPD TIP 117 guidelines. The evening parking demand for the area (after 9pm) was found to be 156 vehicles, and supply was measured & calculated to be 282 stalls. That equates to a parking utilization rate is 55%, the City defines capacity at 85%. Hence, the available on-street parking is 84 stalls (assuming 85% of measured supply). The estimated parking demand for the project was predicted at 15 vehicles, thus the available on-street supply is more than adequate to accommodate the parking demand predicted for the project.

I believe that this analysis should address the on-street parking utilization questions raised in Item 1 (a) and (b) of the Correction Notice. If you have any questions, please give me a call at 425-401-2124 or email at bpoppjr@wmpoppassoc.com.

Thank you.

Attachments:

1. Study area, and block face key
2. Parking Summaries by individual block face (average weekday evening)
3. Summary Sheet (average weekday evening)

ATTACHMENT 1

ATTACHMENT 2

PHLOSTON PARADISE

Project Number 3016077

Parking Summaries - January 2014 Counts

Link #	Street Name	From	To	Total number of legal on-street parking spaces available within 800 feet of the subject property	Tue 1/14/14 9:15pm Total number of on-street parked cars on the 1st day of parking survey	Wed 1/15/14 10:30pm Total number of on-street parked cars on the 2nd day of parking survey	Avg number of on-street parked cars	% occupancy by block	comments
1	California Ave SW	Parcel 6533	SW Holly St	8	2	3	3	31%	
2	California Ave SW	SW Holly St	SW Willow St	13	9	9	9	69%	
3	California Ave SW	SW Willow St	SW Mills St	8	2	3	3	31%	
4	California Ave SW	SW Mills St	SW Frontenac St	11	4	6	5	45%	
5	California Ave SW	SW Frontenac St	SW Myrtle St	8	5	2	4	44%	
6	California Ave SW	SW Myrtle St	Parcel 4301	4	4	4	4	100%	
7	California Ave SW	Parcel 4301	SW Myrtle St	0	0	0	0	-	
8	California Ave SW	SW Myrtle St	SW Frontenac St	6	5	2	4	58%	
9	California Ave SW	SW Frontenac St	SW Holly St	22	19	21	20	91%	
10	California Ave SW	SW Holly St	Parcel 6540	1	0	1	1	50%	
11	SW Holly St	California Ave SW	44th Ave SW	9	3	3	3	33%	
12	SW Holly St	44th Ave SW	California Ave SW	12	6	5	6	46%	
13	SW Holly St	California Ave SW	42nd Ave SW	10	6	6	6	60%	
14	SW Holly St	42nd Ave SW	California Ave SW	12	6	5	6	46%	
15	SW Willow St	California Ave SW	Fauntleroy Way SW	21	19	17	18	86%	
16	SW Willow St	Fauntleroy Way SW	California Ave SW	26	21	17	19	73%	
17	SW Mills St	California Ave SW	Fauntleroy Way SW	28	16	10	13	46%	
18	SW Mills St	Fauntleroy Way SW	California Ave SW	27	13	11	12	44%	
19	SW Frontenac St	California Ave SW	Parcel 4340	13	6	4	5	38%	
20	SW Frontenac St	Parcel 4340	California Ave SW	0	0	0	0	-	no parking
21	SW Frontenac St	California Ave SW	Parcel 4128	15	2	4	3	20%	
22	SW Frontenac St	Parcel 4128	California Ave SW	13	5	5	5	38%	
23	SW Myrtle St	California Ave SW	Alley	5	3	1	2	40%	
24	SW Myrtle St	Alley	California Ave SW	4	3	3	3	75%	
25	SW Myrtle St	California Ave SW	Parshall Pl SW	3	2	3	3	83%	
26	SW Myrtle St	Parshall Pl SW	California Ave SW	3	3	3	3	100%	
			TOTALS	282	164	148	156	55%	

ATTACHMENT 3

PARKING UTILIZATION SUMMARY SHEET

Address of Subject Property	**Phloston Paradise; 6917 California Ave SW, Seattle WA**
Name of Property Owner	**Dave Biddle**
MUP #	**3016077**
Name of persons or consultant preparing Parking Utilization Study	**BPJ; WILLIAM POPP ASSOCIATES**
Dates and times that parking survey information was gathered	**TUE 1/14/14 9:30pm, WED 1/15/14 10:15pm**

Total number of on-street parked cars on the 1st day of parking survey (A)	Tue 1/14/14	164	at 9:30 pm
Total number of on-street parked cars on the 2nd day of parking survey (B)	Wed 1/15/14	148	at 10:15 pm
Average number of on-street parked cars within 800 feet of the subject site [(A+B) divided by 2] (D)		156	
Total number of legal on-street parking spaces available within 400 feet fo the subject property (E)		282	

Parking Utilization Rate

(D divided by E) x 100 = Parking Utilization Rate

D=	156	Demand	(vehicles)
E=	282	Supply	(spaces)
Parking Utilization Rate =	55%		
stalls available =	84	for 85% capacity	

6917 California Avenue S ×

https://www.walkscore.com/score/6917-california-ave-sw-seattle-wa-98136

Walk Score® Find Apartments Get Scores My Favorites

Type an address, neighborhood or city Go

6917 California Avenue Southwest

Gatewood, Seattle, 98136

Commute to **Downtown Burien**

36 min 39 min 41 min 60+ min View Routes

Favorite **Map** **Nearby Apartments**

More about 6917 California Avenue Southwest

Walk Score 73

Very Walkable
Most errands can be accomplished on foot.

Transit Score 49

Some Transit
A few nearby public transportation options

Bike Score 56

Bikeable
Steep hills, some bike lanes.

Score Details

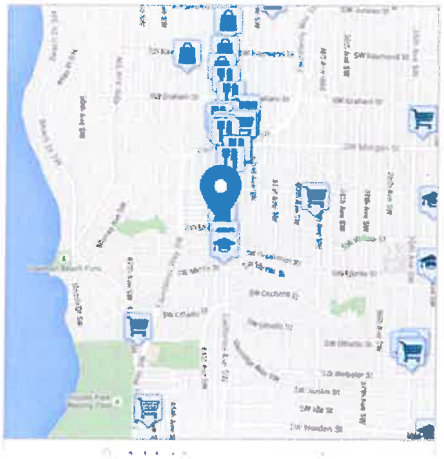


EXHIBIT 19

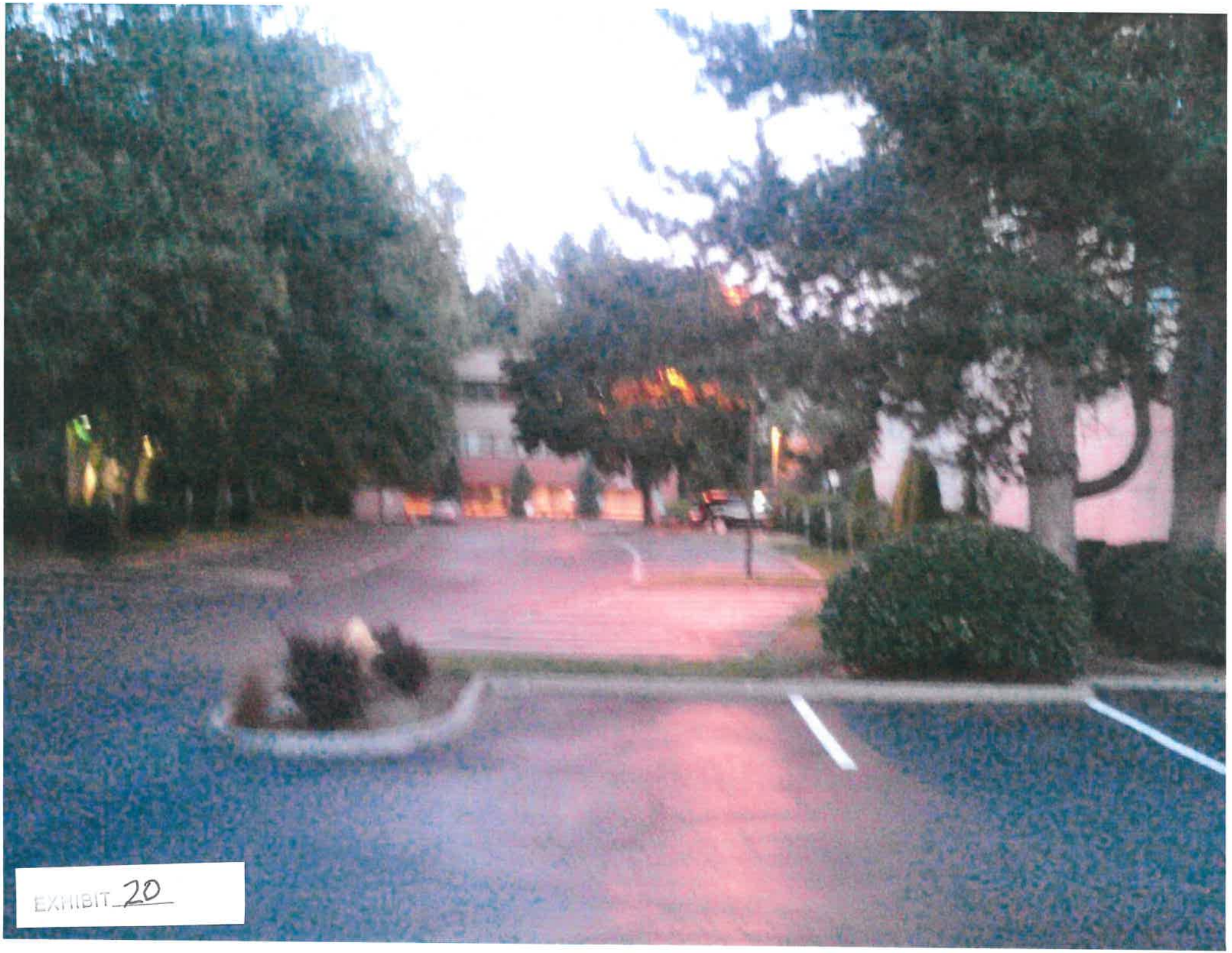
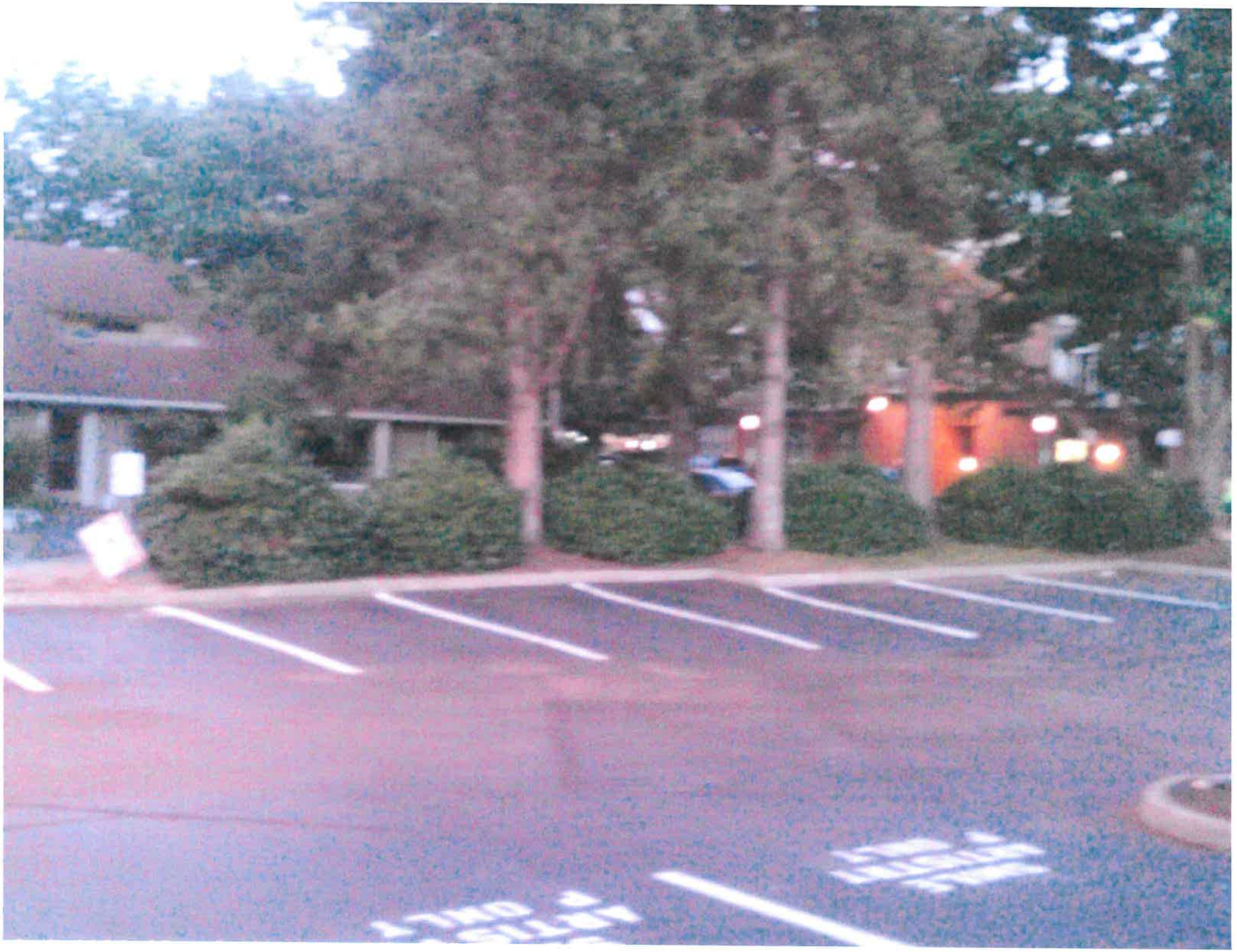


EXHIBIT 20



RICK WILLIAMS CONSULTING
Parking & Transportation

2014 REDMOND DOWNTOWN PARKING SURVEY
DRAFT DATA SUMMARY

I. STUDY AREA

The Redmond Downtown Parking Survey area is bounded by approximately NE 100th Street on the north, Bear Creek Parkway on the south, the Sammamish River on the west and the eastern boundary beginning at 164th Avenue NE on the northern edge moving southeastward and ending with Avondale Road on the southeast corner. The study boundary is illustrated in **Figure A.**

Figure A
Redmond Downtown Parking Study Area

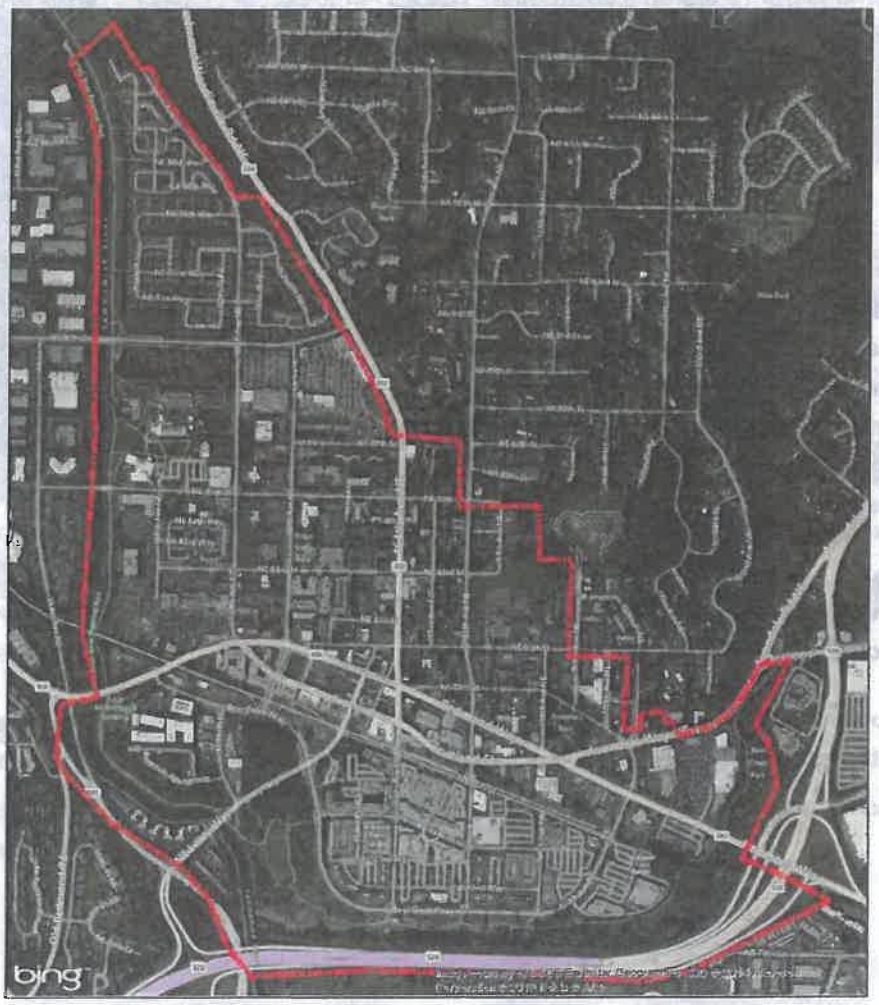


EXHIBIT 21

II. BACKGROUND

A complete inventory of parking in the study area (Figure A) was conducted prior to the survey day. In total 1,273 on-street stalls and 12,570 off-street stalls (in 186 facilities) were located and catalogued.

The survey day was chosen in cooperation with the City of Redmond to identify a "typical weekday" representing normal parking activity in the study area. The data collection effort was conducted on Tuesday, March 3, 2014. Care was taken to avoid holidays, school vacation days, major downtown events, and the beginning or end of the workweek (i.e., Mondays or Fridays).

The survey data collection began at 8:00 AM and concluded at 9:00 PM. Surveyors were separated into on-street and off-street routes. Data was collected every hour on the hour for thirteen consecutive hours. Survey hours were extended from a typical 6:00 PM finish to 9:00 PM to account for any additional evening activity (i.e., dinner crowd, entertainment, etc.). "Evening counts" were important given new retail/restaurant activities growing in the downtown and because of the prominence of the Redmond Town Center.

Figure B
Omitted Section of Downtown Neighborhood District

The residential area north of NE 90th Street, between the Sammamish River and Redmond Woodinville Road NE (approximately 106 stalls), was omitted from the on-street hourly survey counts. This area is shown in **Figure B**. Visual observations found sparse utilization, which would have artificially deflated parking occupancies for the remainder of the downtown were it added to the overall evaluation of "downtown parking activity." Omitting this area reduces the overall inventory of on-street parking surveyed from 1,273 to 1,167.

III. FINDINGS – COMBINED SUPPLY (ON-STREET)

A. Inventory

Table 1 provides an individual breakout of all on-street stalls in the study area. Stalls are further differentiated by time stay, as a percentage of total stalls, and whether or not the parking stall is striped.

DRAFT

Table 1
2014 Downtown Redmond On-Street Parking Inventory –
Complete Study Area (Downtown + Town Center)

Stalls by Type	All	% of Total	Striped	% of All	Unstriped	% of All
15 Minutes	7	0.6%	4	<1%	3	<1%
30 Minutes	4	0.3%	4	<1%	0	0%
1 Hour	20	1.7%	20	1.7%	0	0%
2 Hours	380	32.6%	181	15.5%	199	17.1%
3 Hours	15	1.3%	0	0%	15	1.3%
No Limit	738	63.2%	544	46.6%	194	16.6%
Handicapped	3	0.3%	3	<1%	0	0%
Total	**1,167**	**100%**	**756**	**64.8%**	**411**	**35.2%**

- On the survey day, an additional 106 stalls were not available to users due to construction. As such, a total of 1,061 were counted each hour on the survey day. This results in an overall 83.3% sample of the on-street system.
- Nearly two-thirds (63%) of the on-street parking inventory is made up of unrestricted stalls with no time limits.
- Approximately one-third (33%) of stalls are designated 2 Hours and only half (48%) of those stalls are striped.
- The remaining stalls are made up of 30 Minutes (4 stalls), 1 Hour (20 stalls), 3 Hours (15 stalls), and Handicapped (9 stalls).
- The majority of all on-street stalls are striped (65%); however a large number of timed stalls remain unstriped (199 2-Hour stalls, 15 3-Hour, and 3 15-Minutes).

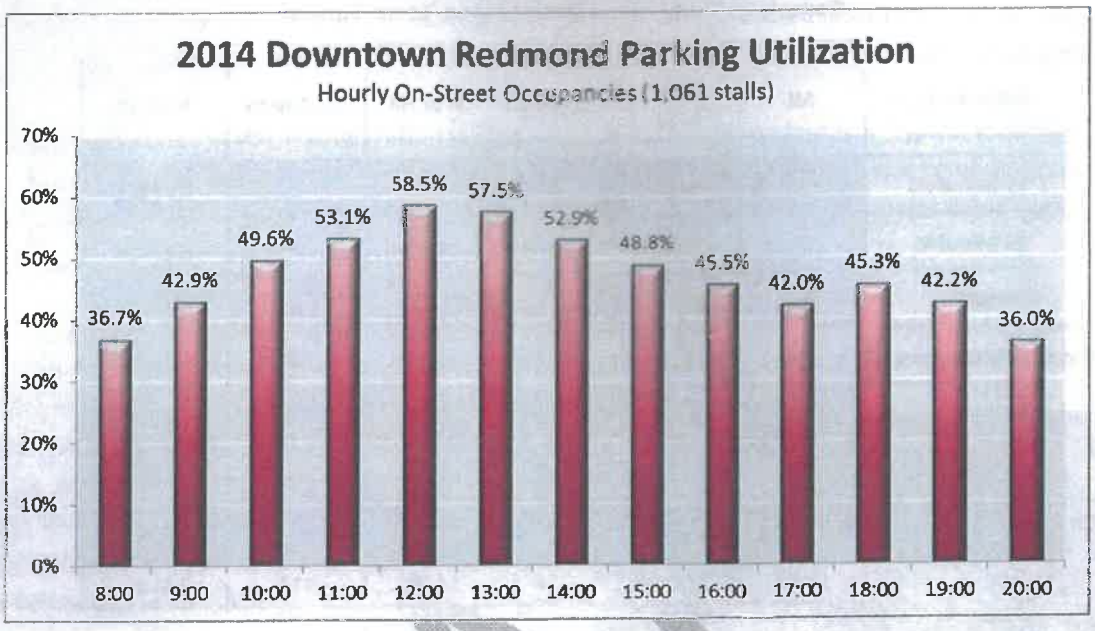
B. Occupancy

Figure C summarizes hourly occupancies in the combined study area, which includes both Downtown and Town Center.

DRAFT

Figure C

Downtown Redmond On-Street Parking Occupancies – Combined Study Area



- The combined on-street system reaches peak occupancy between 12:00 and 1:00 PM (13:00).
- During the peak 58.5% of stalls are occupied, with over 481 stalls still available for public use.

IV. FINDINGS - ON-STREET SUPPLY (Downtown and Town Center)

For the purposes of this analysis the study area was separated into two subzones, Downtown and Town Center. Using two subzones allows the data to be presented with more granularities, which better distinguishes the areas with more intensive parking demand (occupancy) in each subzone.

Figure D illustrates the two subzones.

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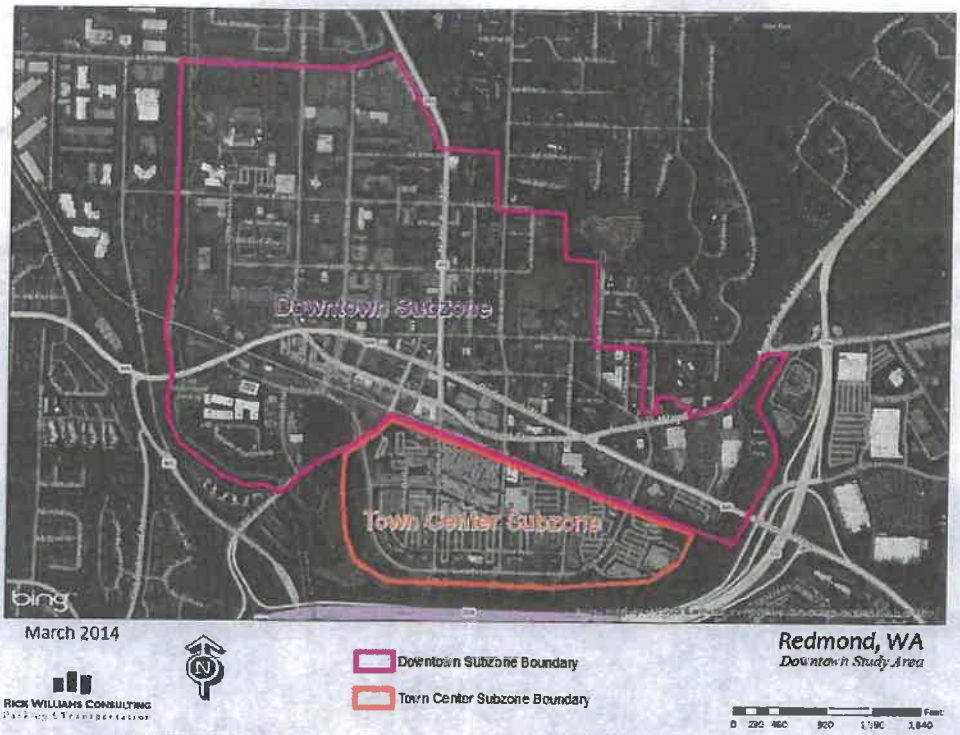
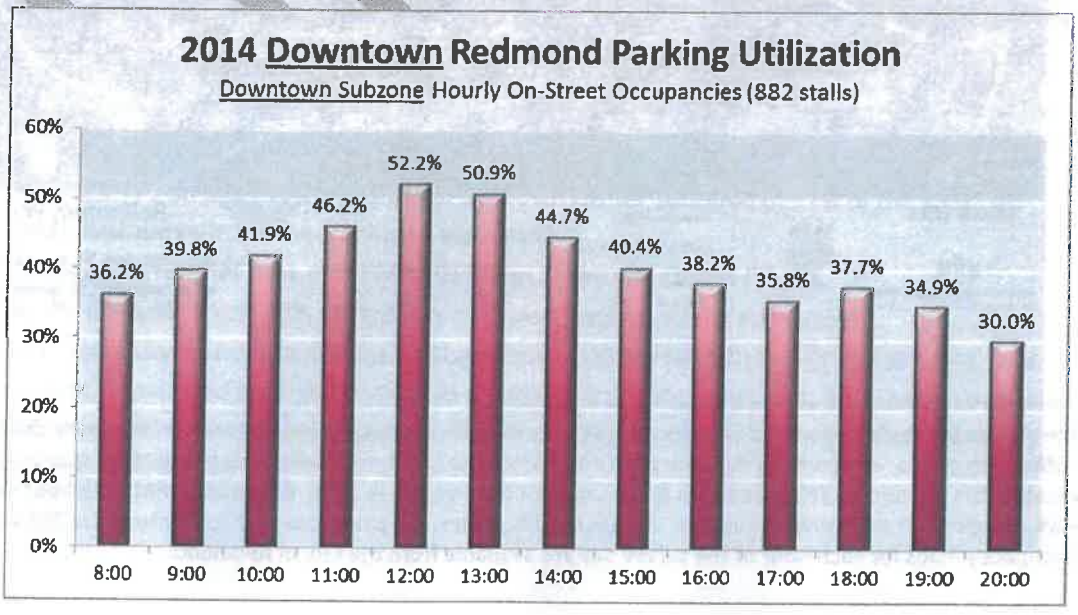
Figure D
Redmond Parking Study Area Subzone Map



A. Downtown Subzone

Figure F shows hourly on-street parking occupancies in the Downtown Subzone.

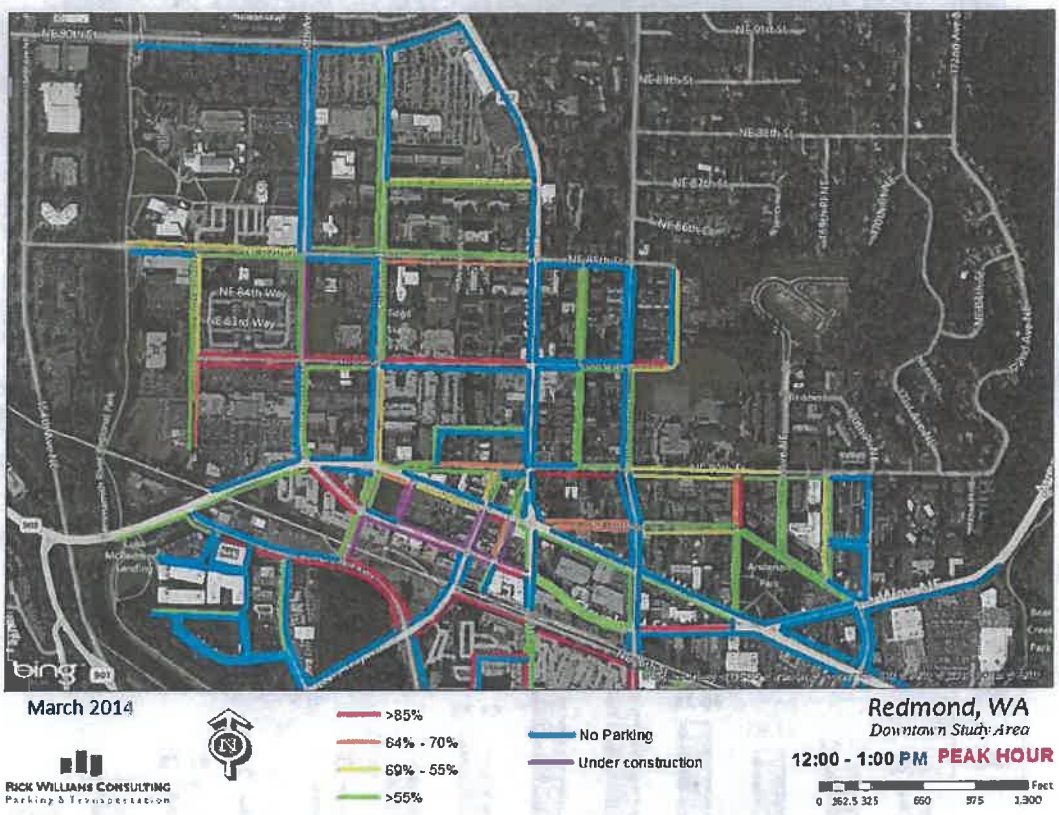
Figure E
Downtown Redmond <u>On-Street</u> Parking Occupancies – Downtown Subzone



- The Downtown Subzone contains 882 on-street parking stalls or 83% of the 1,061 on-street stalls surveyed in the combined study area.
- During the survey day approximately 106 parking stalls were not available for public use due to construction in the Downtown subzone[1].
- The subzone reaches peak occupancy between 12:00 and 1:00 PM.
- During the peak 52.2% of stalls are occupied, leaving approximately 406 stalls empty and available for public use.

Figure F displays color-coded hourly occupancies by block face for the Downtown Subzone; providing a quick visualization of where the highest levels of on-street parking activity occur. The Figure illustrates the peak hour (12:00 – 1:00 PM).[2]

Figure F
Downtown Redmond On-Street PEAK HOUR Occupancy Map



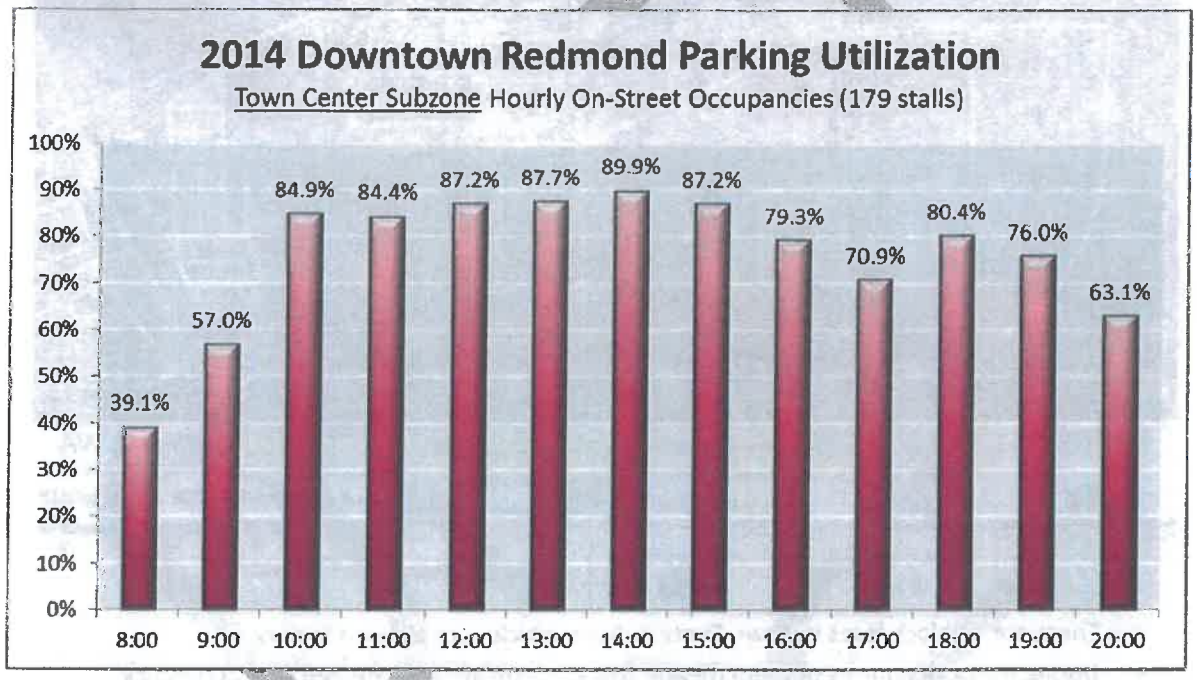
[1] The degree to which construction on these blocks affected the overall parking demand for the entire downtown is difficult to assess. However, comparing peak hours since the last downtown parking occupancy survey (2008) indicates that the noon – 1PM peak hour is the same for both years. In 2008, the noon – 1PM peak hour was 59.6% occupied for the combined supply. As **Figure E** illustrates, the peak hour in the downtown for 2014 is 52.2%.
[2] Occupancy maps for each hour of the survey day are available from the City of Redmond.

- The west end of Cleveland Street between Redmond Way and Brown Street was at or near capacity during the peak hour.
- The north side of NE 83rd Street from 158th Avenue NE to 164th Avenue NE was at least 85% occupied during the peak hour.
- Occupancies along Bear Creek Parkway between Leary Way NE and Riverpark Drive were in excess of 85% between the hours of 10:00 AM and 2:00 PM.
- Many block faces are moderately utilized (<69% occupancy).

B. Town Center Subzone

Figure G summarizes hourly on-street parking occupancies in the Town Center Subzone.

Figure G
Downtown Redmond On-Street Parking Occupancies – Town Center Subzone

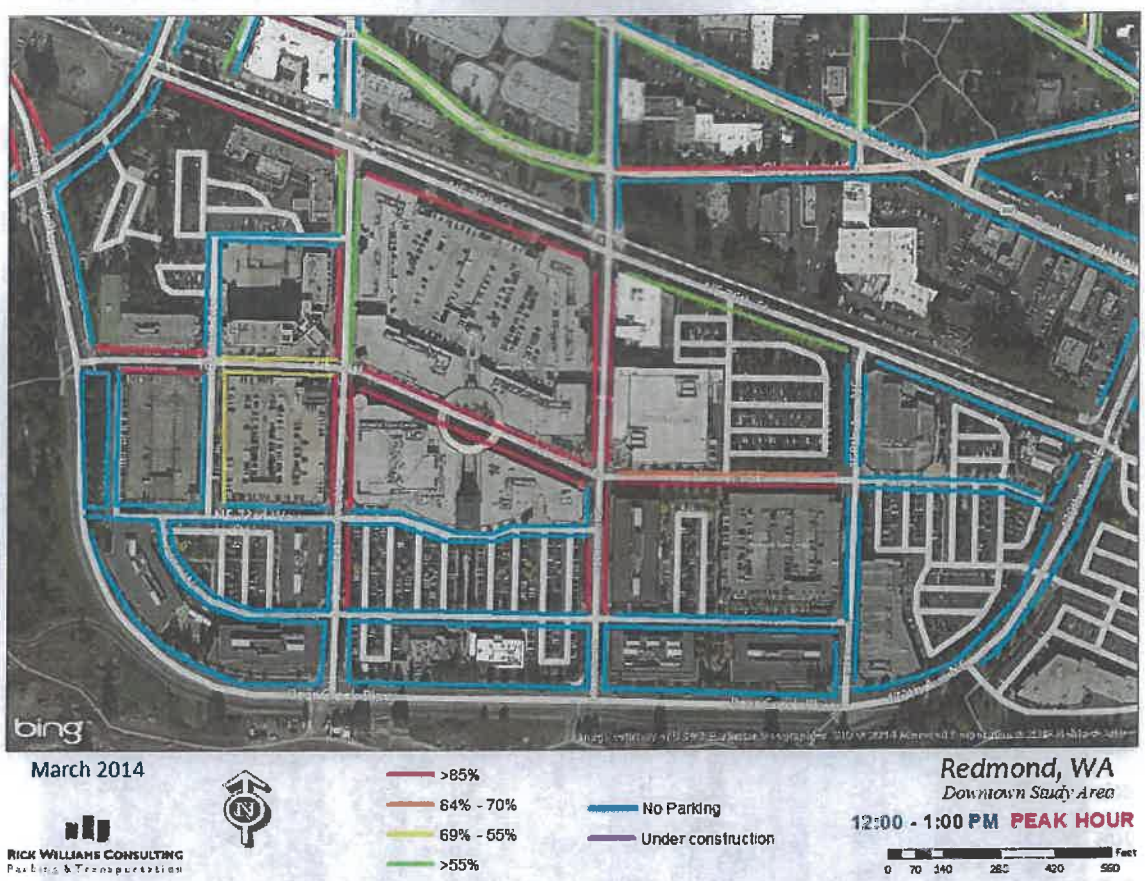


- There are 179 on-street parking stalls in the Town Center Subzone; or 17% of the 1,061 on-street stalls surveyed in the combined study area.
- This subzone reaches peak occupancy between 2:00 and 3:00 PM (15:00).
- During the peak nearly 90% of stalls are occupied; leaving just 18 stalls empty.
- Parking activity is strong and sustained between 10:00 AM (84.9%) to 3:00 PM (87.2%). In a vacuum, a sustained peak like this would constitute a parking constraint, but when paired with the nearby off-street system there is sufficient capacity to accommodate additional demand (see **Figure K,** below).

Figure H displays color-coded hourly on-street occupancies by block face during the Town Center Subzone peak hour.

Figure H

Downtown Redmond On-Street PEAK HOUR Occupancy Map – Town Center Subzone



- There are 22 block faces in Town Center where vehicles are allowed to park.
- During the peak hour 15 of them (nearly 70% of them) are at or exceed 85% occupancy.
- In only 6 hours (out of a 13 hour study) are there more than 35 empty on-street stalls available for use.

V. FINDINGS - OFF-STREET SUPPLY (Downtown and Town Center)

A. Inventory – Downtown Subzone

Table 2 provides the complete off-street parking inventory for the Downtown Subzone.

Table 2
2014 Redmond Off-Street Parking Inventory - Downtown Subzone

Downtown Subzone Off-Street Parking Inventory		
Off-Street Facilities	*Number of Facilities*	*Number of Stalls*
All parking facilities[3]	172	6,970
Total	**172**	**6,970**

- All off-street parking facilities in the Downtown Subzone were inventoried.
- The inventory revealed 172 different facilities[4], totaling 6,970 parking stalls.

Table 3 provides a summary of the survey sample for off-street parking facilities within the Downtown Subzone.

Table 3
2014 Downtown Redmond Off-Street Parking Sample Size – Stalls Surveyed

Downtown Subzone Off-Street Parking Sample		
Off-Street Facilities	*Number of Facilities*	*Number of Stalls*
Total Stalls Surveyed	**52**	**3,726**
Percent of Total Supply Sampled	52 / 172 **30.2%**	3,726 / 6,970 **53.5%**

- Approximately 30% of all off-street parking facilities were surveyed.
- The sample of surveyed facilities comprises approximately 54% of all off-street stalls in the Downtown Subzone.

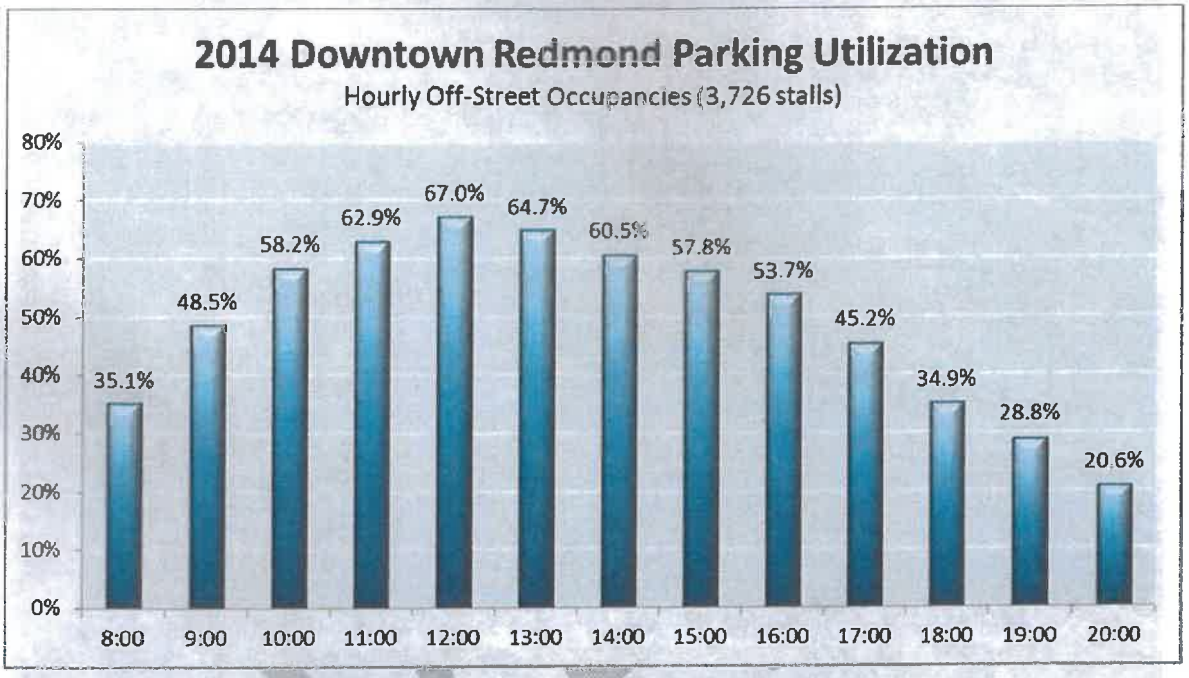
[3] There are at least 10 multi-family apartment/condo buildings with gated access parking that were not included in the number of facilities or in the total stall count. RWC will use Right Size Parking project data to quantify Multifamily parking activity in the downtown, supplemented as necessary with additional counts.

[4] "Facilities" are not always individual surface lots (or structures); in several cases it refers to major tenants sharing the use of a single lot. For example, a 16 stall lot may have 9 stalls dedicated to Company A and 7 stalls dedicated to Company B, therefore the inventory may list them as 2 separate facilities.

B. Occupancy – Downtown Subzone

Figure I summarizes hourly off-street parking occupancies in the Downtown Subzone.

Figure I
Downtown Redmond Off-Street Parking Occupancies – Downtown Subzone

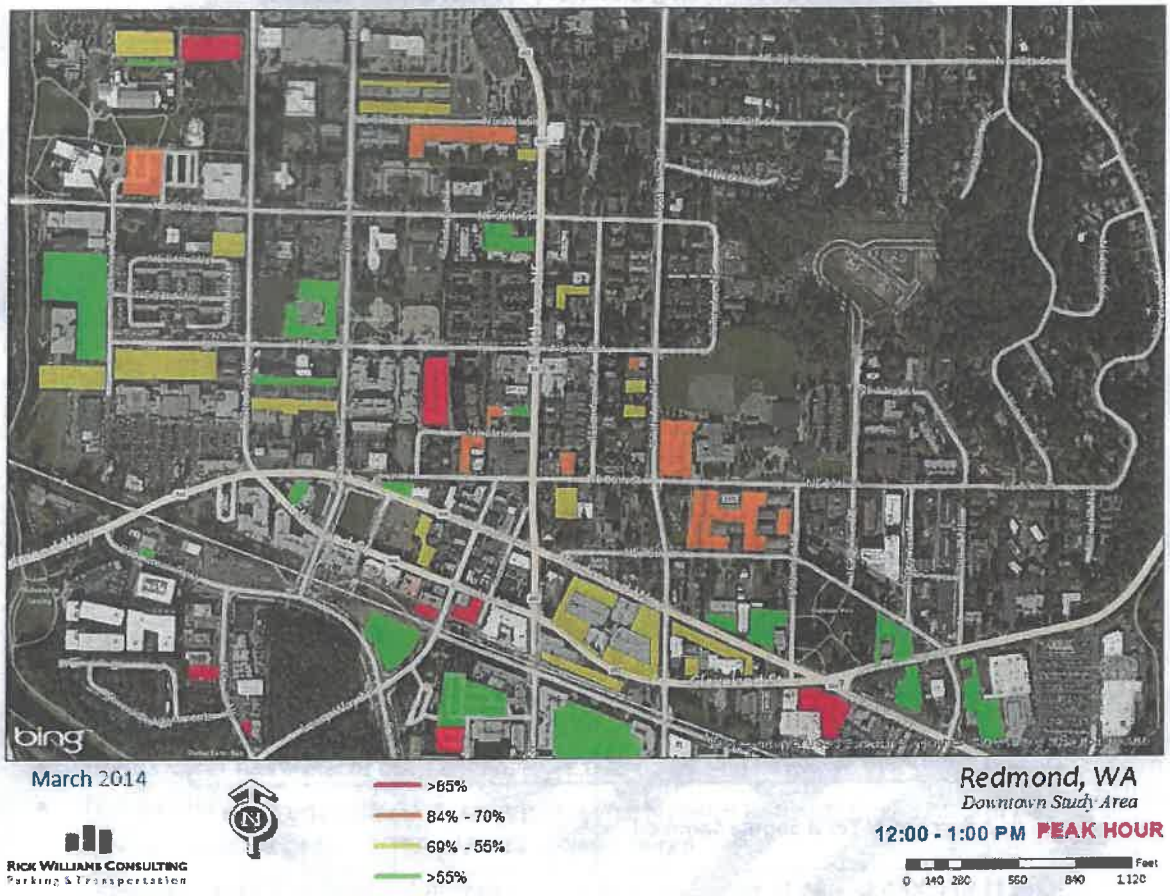


- Like the on-street system the off-street occupancies peak between 12:00 and 1:00 PM (13:00).
- During the peak 67% of stalls are occupied; leaving 1,230 stalls empty within the sampled supply.[5]
- The pattern of parking utilization, the bell-shaped curve, is typical of most suburban downtowns. In some more urbanized or destination-based downtowns there can be an evening bump, where employees choose to remain downtown to meet family or friends for dinner. This is not evident in the Downtown Redmond Subzone. Overall on-street parking activity begins to drop considerably beginning at 4:00 PM.

[5] If the sampled supply were assumed to be representative of the entire off-street parking supply in the downtown subzone (extrapolated), then a total of approximately 2,300 stalls would be assumed empty during the peak hour.

Figure J displays color-coded hourly off-street occupancies by facility location during the Downtown Subzone peak hour.

Figure J
Downtown Redmond Off-Street PEAK HOUR Occupancy Map – Downtown Subzone



Similar to **Figure F** for on-street parking, **Figure J** displays peak hour parking occupancies by lot, which again provides a quick view of where the highest levels of activity are in the Downtown Subzone.

- The park and ride garage (NE 83rd Street), the Redmond Public Safety surface lot (160th Avenue NE), and Value Village (Redmond Way) are at or near capacity.
- There is significant parking demand at City Hall, Schoolhouse Community Center (166th Avenue NE/NE 8th Street), Redmond Office Center (NE 8th Street) and the Together Center lot (87th Street) throughout the day, evidenced by their 80% occupancies during the peak hour.
- For the most part, off-street facilities are only moderately utilized.

C. *Inventory (Off-street) – Town Center Subzone*

Table 4 provides the complete off-street parking inventory for the **Town Center Subzone.**

Table 4
2014 Off-Street Parking Inventory – Town Center Subzone

Town Center Subzone Off-Street Parking Inventory		
Off-Street Facilities	***Number of Facilities***	***Number of Stalls***
Facilities Surveyed	14	5,600
Total	**14**	**5,600**

- 14 off-street parking facilities in the Town Center Subzone were inventoried.
- The inventory revealed 14 different facilities, totaling 5,600 parking stalls.

Table 5 provides a summary of the survey sample for off-street parking facilities within the Town Center Subzone.

Table 5
2014 Redmond Town Center Off-Street Parking Sample Size – Stalls Surveyed

Town Center Subzone Off-Street Parking Sample		
Off-Street Facilities	***Number of Facilities***	***Number of Stalls***
Total Stalls Surveyed	**12**	**5,156**
Percent of Total Supply Sampled	12 / 14 **85.7%**	5,156 / 5,600 **92.1%**

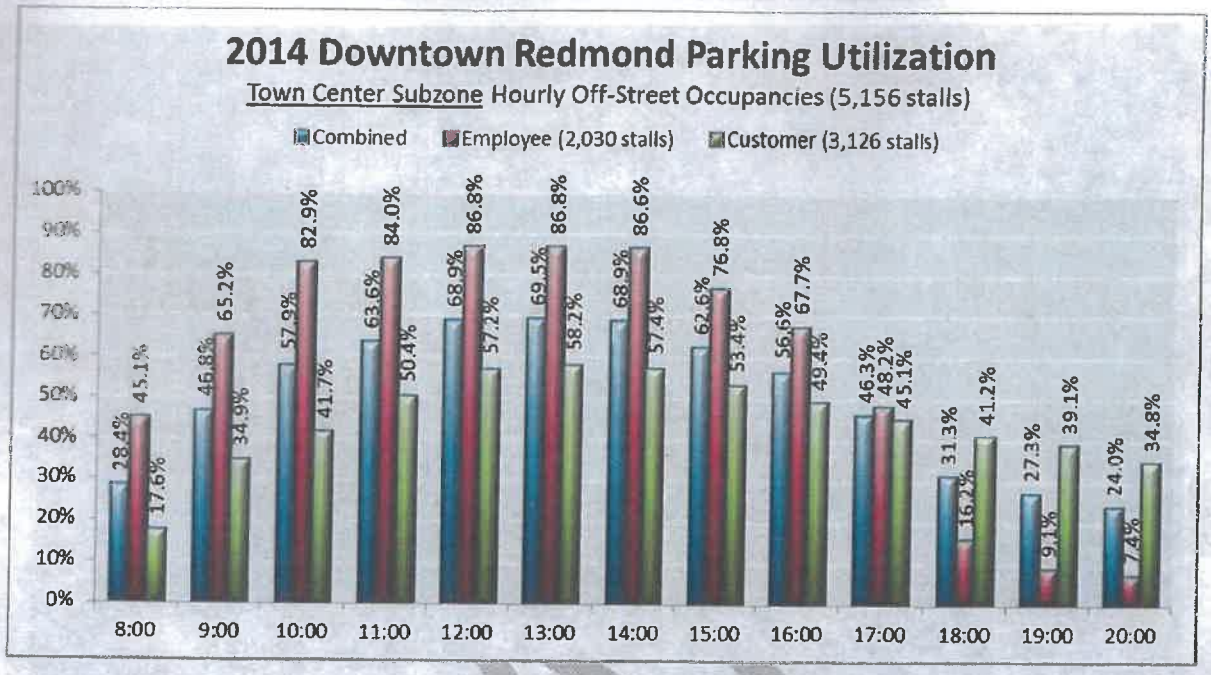
- Approximately 86% of all off-street parking facilities were surveyed.
- The sample of surveyed facilities comprises approximately 92% of all off-street stalls in the Town Center Subzone.

D. *Occupancy (Off-street) – Town Center Subzone*

Figure K shows hourly parking off-street occupancies in the Town Center Subzone.

DRAFT

Figure K
Downtown Redmond Off-Street Parking Occupancies – Town Center Subzone

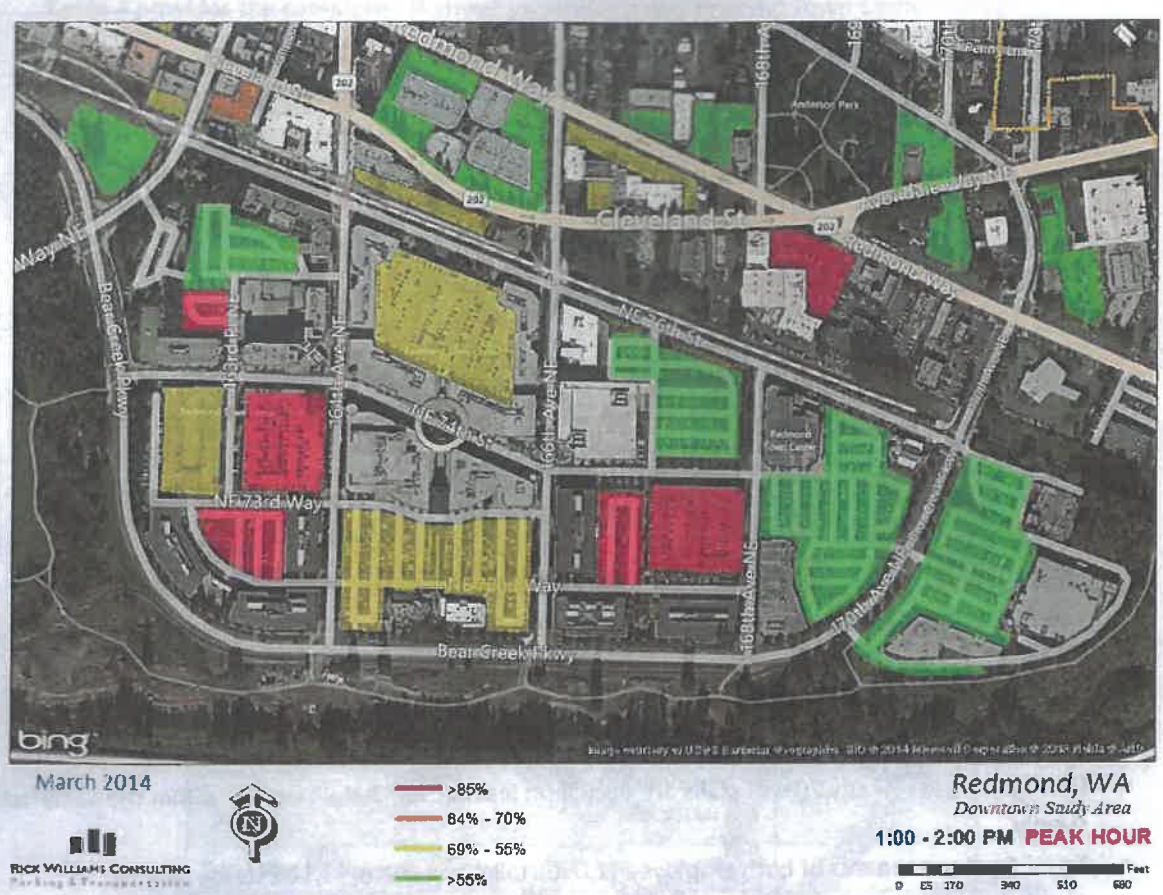


- In Town Center Subzone, 5,156 off-street parking stalls were surveyed every hour.
- The subzone reaches peak occupancy between 1:00 (13:00) and 2:00 PM (14:00).
- During the peak nearly 70% of stalls are occupied; leaving 1,547 stalls empty within the sampled supply.
- Town Center has a mix of both employee (2,030 stalls) and visitor (3,126 stalls) parking.
- The highest demand for parking comes from employees – four sustained hours of 83% or greater occupancy, from 10:00 AM to 2:00 PM (14:00).
- Customer parking is more readily available with a peak hour of 58% at 1:00 PM (13:00).
- During evening hours (after 5:00 PM/17:00) surface parking adjacent to restaurants became quite constrained. However, the uptick in evening restaurant demand was quickly offset by the equally sharp drop in parking demand for nearby office workers and the larger visitor facilities located at the Microsoft garage and surface lot and the two visitor structures (the first, between 164th and 166th Avenues NE and between NE 76th and 74th Streets, and the second between 163rd Place and 164th Avenue NE and NE 74th Street and 73rd Way).

Figure L displays color-coded hourly off-street occupancies by facility during the Town Center Subzone peak hour.

Figure L

Downtown Redmond Off-Street PEAK HOUR Occupancy Map – Town Center Subzone



March 2014

Rick Williams Consulting

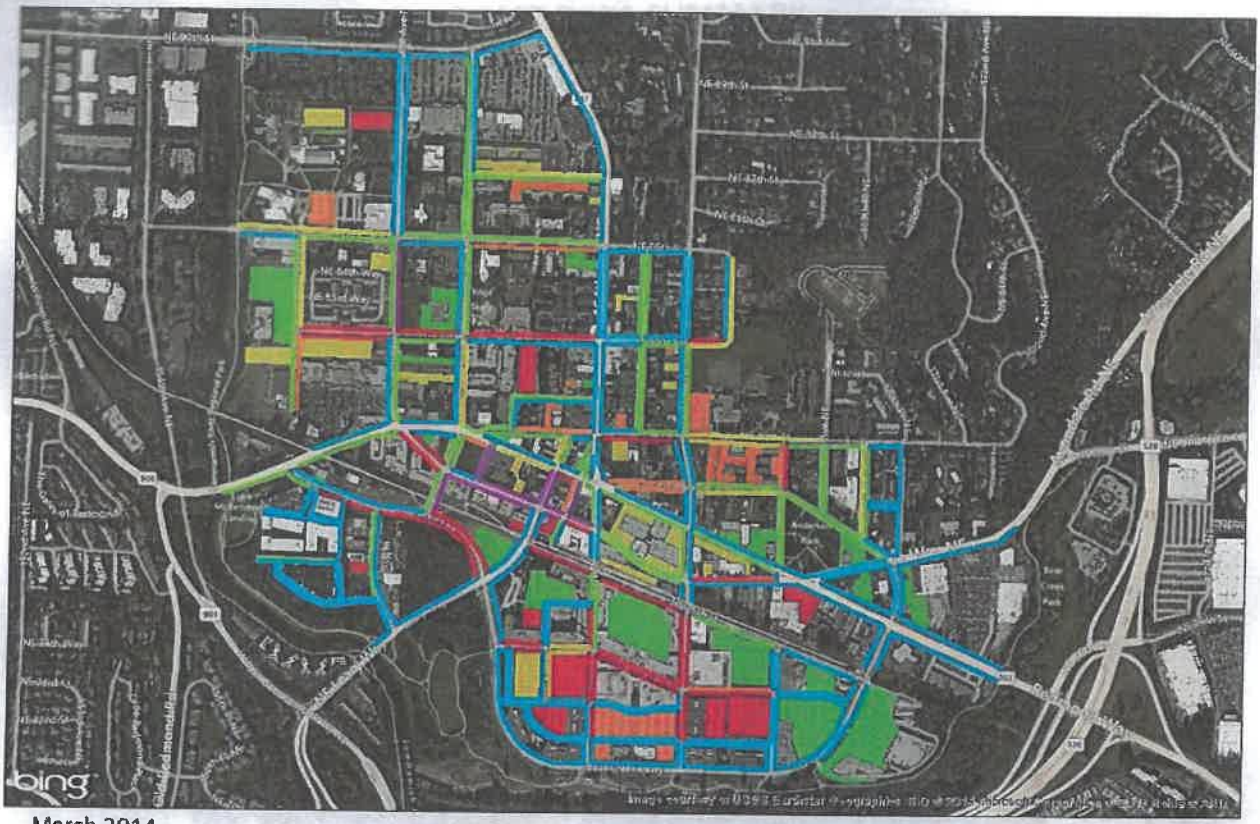
>85%
84% - 70%
69% - 55%
>55%

Redmond, WA
Downtown Study Area
1:00 - 2:00 PM **PEAK HOUR**

0 85 170 340 510 680 Feet

- Four of the five off-street lots that exceed 85% (highlighted in red) in the peak hour are employee facilities.
- Despite high on-street occupancy rates during the peak hour there is plenty of customer/visitor availability in the Town Center off-street supply.

Appendix A
Combined On and Off-Street Peak Hour Occupancies



March 2014

RICK WILLIAMS CONSULTING
Parking & Transportation

>85%
84% - 70%
69% - 55%
>55%

No Parking
Under construction

Redmond, WA
Downtown Study Area
12:00 - 1:00 PM PEAK HOUR

0 212.5 425 850 1,275 1,700 Feet

David Markley PE

Principal

TSI
Transportation Solutions, Inc.

David Markley is the founding Principal of TSI. David leads all work associated with special event facilities and supports other projects through strategic planning, public involvement, and expert testimony. David has a reputation for developing creative transportation strategies that effectively address both project and community objectives and is regularly asked to work on non-traditional projects that require adapting conventional analysis to fit unique applications. His abilities to address the core problems and develop fair and equitable solutions that work have earned him the respect of developers, agency staff, elected officials, and neighborhood leaders.

Through over 30 years of applied experience in Washington, Alaska, California, and along the East Coast, Mr. Markley has gained recognized expertise in the fields of short-range transportation planning, traffic engineering, parking analysis and design, and transportation analysis of public assembly facilities. He blends traditional techniques with creative approaches to develop solutions that respond to complex issues and challenges. His understanding of the relationships between land use and transportation results in solutions that serve the needs of the general public while remaining sensitive to the neighboring area.

Before establishing Transportation Solutions, Inc., David was a founding principal of The Transpo Group and worked with JHK & Associates and Tudor Engineering Company.

EDUCATION

BSCE, Civil Engineering,
University of Washington
MS, Civil Engineering,
Pennsylvania State University

LICENSURE

Professional Engineer,
Washington

AFFILIATIONS

ITE Washington State

EXHIBIT 22

Jeffrey P.K. Hee PE

Project Engineer

EDUCATION

BS, Civil Engineering,
University of Washington

LICENSURE

Professional Engineer,
Washington & Hawaii

AFFILIATIONS

ITE Washington State

TSI
Transportation Solutions, Inc.

Since joining TSI in 2003, Jeff has been responsible for performing and providing project management and support for a wide variety of transportation engineering and planning studies. His educational training and wide-ranging work experience combine to provide technically sound results with a practical emphasis.

Mr. Hee has served as a project manager on various residential, commercial, and mixed-use developments in and around Puget Sound. During his tenure at TSI, Jeff has also provided technical support for a number of projects, including: Westfield Southcenter Mall Expansion, Shoreline, South Seattle and North Seattle Community Colleges Master Plan Updates/ EIS, Evergreen Hospital Expansion, Whole Foods Redmond and Interbay, Fauntleroy Place, and numerous Costco Wholesale warehouse developments and redevelopments. Mr. Hee has also served as a project manager on various residential, commercial, and mixed-use developments in and around Puget Sound.

Jeff's areas of expertise include:

- Traffic impact studies,
- Traffic surveys and counts,
- Trip generation studies,
- Trip distribution modeling,
- Signal operations analyses and design,
- Channelization design,
- Site access and circulations studies,
- Parking demand and sufficiency studies, and
- Graphic design.

EXHIBIT 23