

# KCC LIMITED EDITION MASTER PLAN - OVERLAKE VILLAGE (ZONE 1)

Submittal January 22, 2016  
City of Redmond, Washington

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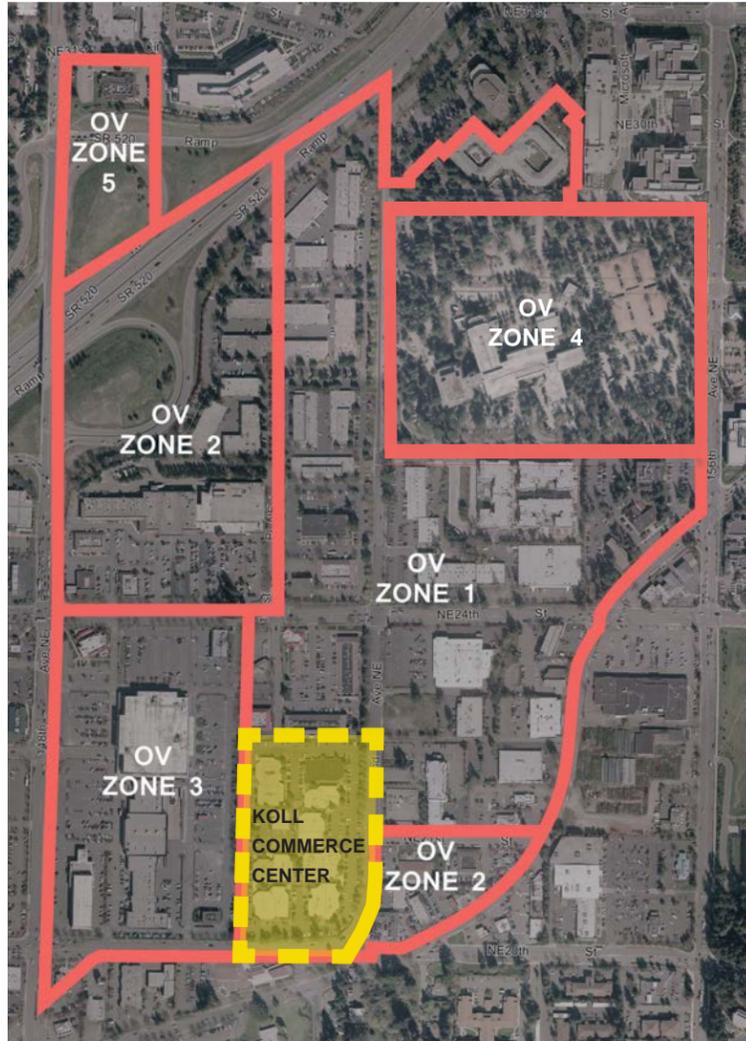
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# 1 Introduction

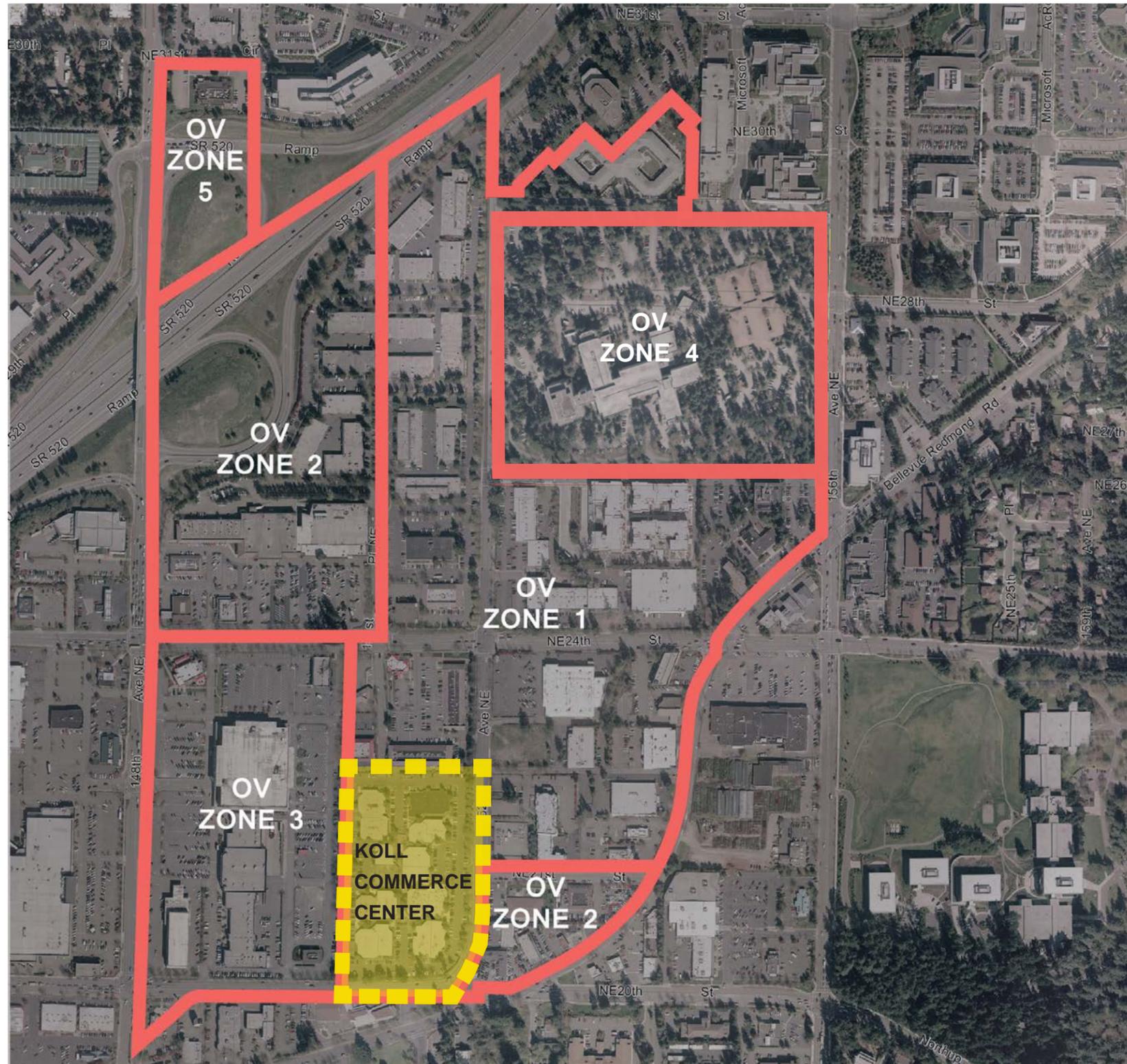


The Koll Commerce Center (KCC) Limited Edition site is part of the Overlake Urban Center and is envisioned by the City of Redmond's Comprehensive Plan as an integral part of a denser mixed-use neighborhood which will foster opportunities to live, shop, work and recreate in a vibrant mixed-use setting. The site is part of the zoning designation, Overlake Village Zone 1, with a unique set of requirements and incentives for development that can achieve the city's future vision of the neighborhood.

The city's objectives for Overlake Village Zone 1 include:

1. Provide strong and effective incentives to include housing in all future development.
2. Encourage a broad mix of uses and amenities to achieve a vibrant, engaging environment.
3. Promote compact, walkable development forms that are conducive to transit use.
4. Provide improved connections for non-motorized and local vehicular travel.
5. Encourage use of environmentally sustainable site design and building features.
6. Encourage inclusion of restaurants, professional offices and other commercial and service uses to meet needs of employees and residents, enliven the area after working hours, and contribute to a sense of place.
7. Grant development incentives for provision of a significant public gathering space that will function as a component of a connected system of parks and trails serving the Overlake Neighborhood;
8. Facilitate creative integration of land uses, architecture, parking facilities and public amenity areas by providing flexibility in zoning and site requirements;
9. Allow additional building height and density where appropriate to facilitate tree retention and provision of open space, while still achieving sustainable, transit-supportive densities.

The following Master Plan and accompanying Development Agreement outline the vision, concepts and implementation strategies for the KCC Limited Edition site necessary to achieve the City of Redmond's goals for development in the neighborhood. The Master Plan and Development Agreement, in conjunction with the land-use code regulations outlined in the City of Redmond Zoning Code (RZC), will become the regulating documents for development at the KCC Limited Edition site. The RZC includes more specific development criteria relative to land use and design standards such as: building configuration, scale, massing and character, building materials, open space and landscape design, parking lot/garage design criteria, site lighting, and pedestrian plaza design criteria.



## Koll Commerce Center

Overlake Village is designated as a major commercial and mixed-use district within the City of Redmond. The Comprehensive Plan establishes goals for the district that include high-quality, compact development, mid-rise, mixed use neighborhoods, a vibrant shopping district, and a network of open space, sidewalks, and trails. Overlake Village is divided into five zones (OV Zone 1 through OV Zone 5), each with a particular focus:

### **OV Zone 1 - Koll Commerce Center Site (Shown)**

Emphasizes residential uses as part of mixed-use developments. OV Zone 1 makes up the core of the Overlake Village district.

### **OV Zone 2**

Consists of two portions, and emphasizes commercial uses as part of mixed-use developments. The land in these zones are adjacent to SR 520 and major arterials and so are less desirable for exclusively residential developments.

### **OV Zone 3**

Emphasizes regional retail uses as part of mixed-use developments. This zone is adjacent to current commercial and retail uses, and has the highest visibility and highest trafficked corridors in the district.

### **OV Zone 4**

Emphasizes the unique nature of the site, and encourages compact, mixed-use development with significant residential development, commercial and retail uses, and a major urban neighborhood park.

### **OV Zone 5**

This zone is located north of SR 520, and emphasizes commercial uses due to nearby commercial campuses and highly trafficked arterials and highway interchange.

## Site & Location (existing system & future requirements)

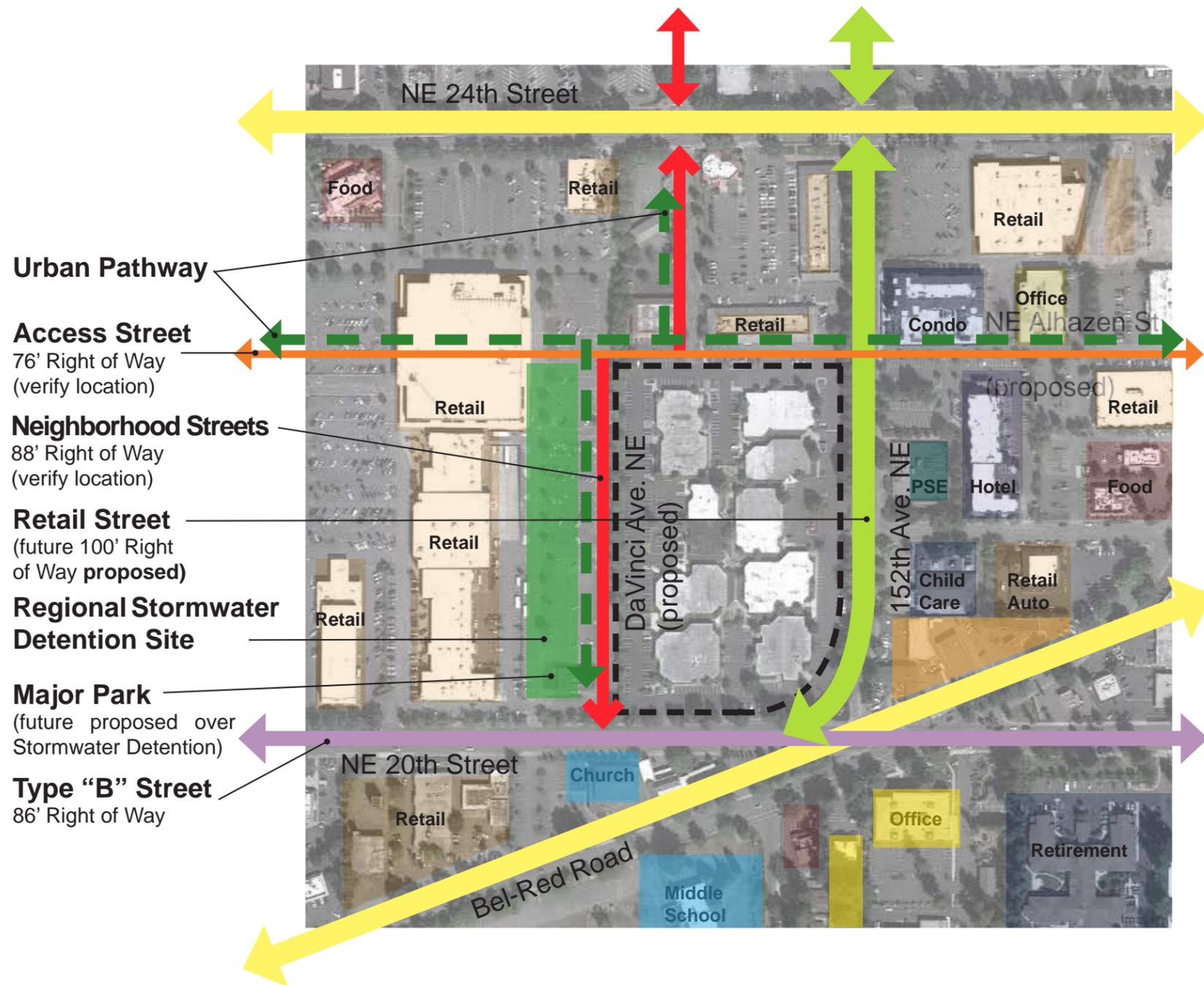
The KCC Limited Edition site offers unique opportunities for development due to its location near the heart of Overlake Village between two major regional arterials. The surrounding context (shown), proposed traffic and transit improvements, and the envisioned land uses for the Overlake Urban Center provide the ingredients for a successful mixed use district.

### Topography & Location

- Flat topography provides ease of development
- Adjacent to future regional park

### Major Destinations

- Connections to 152nd Avenue NE, Bel-Red Road, NE 20th and NE 24th Streets provide easy auto access
- People connect through a mix existing uses and activities
- Adjacent future urban pathways will serve the entire neighborhood



## Planning Goals & Objectives for KCC Limited Edition (Overlake Village Zone 1)

### City Goals

1. Encourage a broad mix of multifamily residential and commercial uses and amenities in order to achieve a vibrant, engaging environment and a true urban center.
2. Provide for pedestrian-friendly and activating commercial uses on the ground floor of development located along arterials, while allowing residential uses on the ground floor of development along local streets.
3. Include housing in all future development.
4. Promote compact, walkable development forms that are conducive to transit use.
5. Provide improved connections for non-motorized and local vehicular travel.
6. Encourage use of environmentally sustainable site design and building features.
7. Encourage inclusion of retail, restaurants, professional offices, services and entertainment uses which meet the needs of residents and employees, enliven the area after working hours, and contribute to a sense of place.



### Owners' Goals & Objectives

1. Consider present and future trends in the real estate market for the neighborhood.
2. Use real estate market trends and city zoning to determine the appropriate mix for the type of development.
3. Create development options which maximize the value of the property.
4. Provide flexibility for development over an extended period of time.
5. Consider phasing possibilities of future development:
  - a. Potential for development on a portion of the property without the necessity to eliminate all existing uses.
  - b. Potential to accommodate various owners' future needs.
  - c. Infrastructure necessary for development.
6. Work with city planners to accommodate city requirements and minimize impacts to property value.
7. Minimize costly infrastructure improvements to accommodate future development.
8. Develop a Master Plan & Development Agreement which can carry through the community/city review process and be approved by City Council.

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## Civil Infrastructure Analysis

### Water System

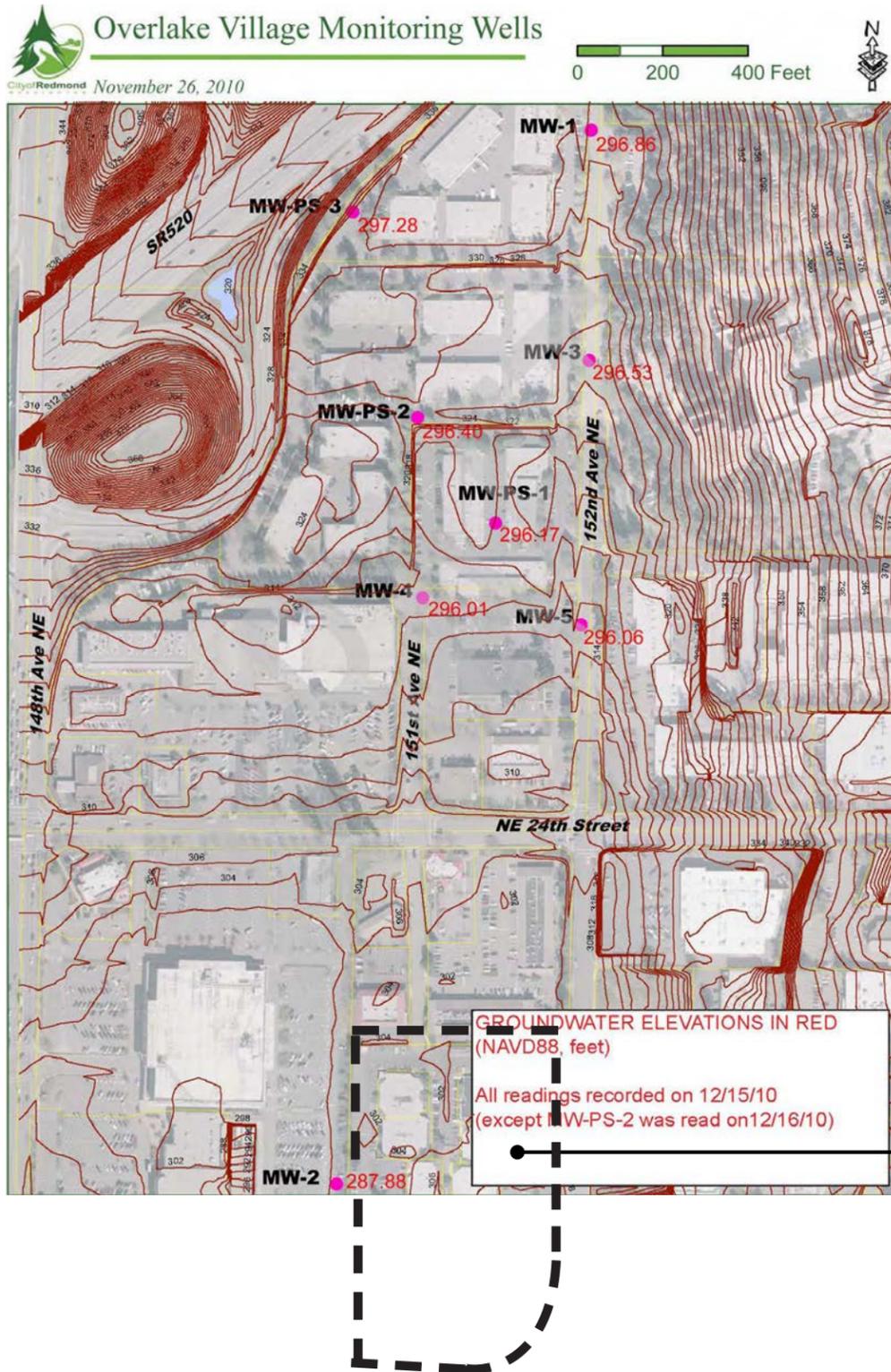
- Minimal water disruptions to adjoining properties when site is developed
- New fire hydrants throughout site required for future development
- New 12" water mains in NE Alhazen Street, NE Koll Drive, and Da Vinci Avenue NE

### Sewer System

- Fees required for new connections to sewer system (requirements will be verified)
- New 18" sewer main at Da Vinci Avenue NE (see Phasing page 55-56 for requirements)
- New 8" sewer main in NE Koll Drive and NE Alhazen Street.
- New side sewers required to connect to 18" sewer main in Da Vinci Avenue NE and new 8" sewer mains in NE Koll Drive and NE Alhazen Avenue NE

### Stormwater Systems

- Fees required for new connections to Overlake stormwater sub-basin facility
- Interim development would probably not require stormwater detention, but pollution filtration would be required
- Will employ innovative Low Impact Development (LID) drainage technologies including rain gardens and infiltration facilities



# Topography & Ground Water Analysis

## Topography

- The site is basically flat with slight elevation changes to accommodate stormwater drainage across the site

## Ground Water

- Ground water levels appear to be quite high under the site based on adjacent boring information compiled by the city at the proposed South Stormwater Detention Vault location
- Underground parking may be limited to one or two levels below grade depending on exact ground water heights across the site

Note: City of Redmond Groundwater elevation conducted in summer; anticipated groundwater levels to be higher at approximately 291-292' during winter

# Preliminary Street Alignment of 151st Ave. NE (Da Vicini Ave. NE)

## Street Alignment

At a preliminary meeting in May of 2012, the consultant team met with Tricia Thompson, B. Sanders and Jeff Churchill to discuss potential alignments for Da Vicini Ave. NE. The alignment shown here is what the city has envisioned and forms the basis for the following Master Plan proposal.

### Note:

Initial discussions with the City of Redmond identified new streets at the north and west of the KCCLE site as NE 22nd Street and 151st Avenue NE respectively. During the course of the permit pre-submittal process the City decided these new streets will be identified as NE Alhazen Street and Da Vinci Avenue NE. Subsequently all references in the KCCLE Master Plan document will use these for reference.

City staff has identified a potential new alignment for Da Vinci Avenue NE and NE Alhazen Street. This new alignment is shown in the Appendix, page 68. The owner is aware of this potential new alignment and if the City Council adopts the proposed alignment, the Master Plan will be administratively amended to include this proposed alignment.



\* Subsequent discussions confirmed NE 22nd Street (NE Alhazen Street) configuration would include an Urban Pathway.

## 2 Vision



In creating the Vision for the KCC Limited Edition Master Plan, the design team responded to the City of Redmond's planning goals for the site and for the larger Overlake Village area as well as market-based development requirements. The overarching goal was to create a Master Plan that would provide flexibility of design options for future development of the site.

The location and physical elements inherent to the project site were considered in shaping the vision. These include a unique location at the intersection of two major street arterials, the surrounding mixed-use context of land uses (existing and planned, including a major regional park), and future transportation improvements.

The Vision for the KCC Limited Edition site reflects the following design ideas deemed necessary for creating a cohesive plan at this unique location in the neighborhood. The Vision helps create an inherent sense of place and fosters opportunities to live, shop and work in a vibrant mixed-use setting.

### Continuity of Uses

- User-oriented office is an integral part of the future development and subsequently maintains continuity with existing uses on site.
- Phased development is anticipated with some of the existing buildings and uses maintained during early phase of the future development.

### Unique Location

- Adjacent to major arterials which connect downtown Bellevue and Redmond, the location provides an excellent location for user-oriented office uses (i.e. medical/dental offices).
- Adjacent to a future major neighborhood park, the site is a prime location for mixed-use residential development envisioned for Overlake Village.

### Mix of uses and activities

- Future development will provide a balance residential, office, hotel and retail uses.

### Urban Pathways

- Site connections will be provided to Urban Pathways which occur along two sides of the KCC Limited Edition site.

### Identifiable Places

- Places created within the development which will contribute to the future neighborhood open space network.

# Land Use Configuration

The Development Concept Alternatives look specifically at what is required to configure development on the site which responds to the existing and future neighborhood context. This includes new and existing roadways, as well as the planned city park which will be located above the proposed stormwater detention facility (west of the property) on the existing Sear's parking lot. By thoroughly considering all aspects of the development and its relationship to the surrounding neighborhood, an initial development capacity for the site was established. The master plan goal is to create a realistic development concept and address the City's objectives for mixed-use development that reflects a vibrant and engaging true urban center.

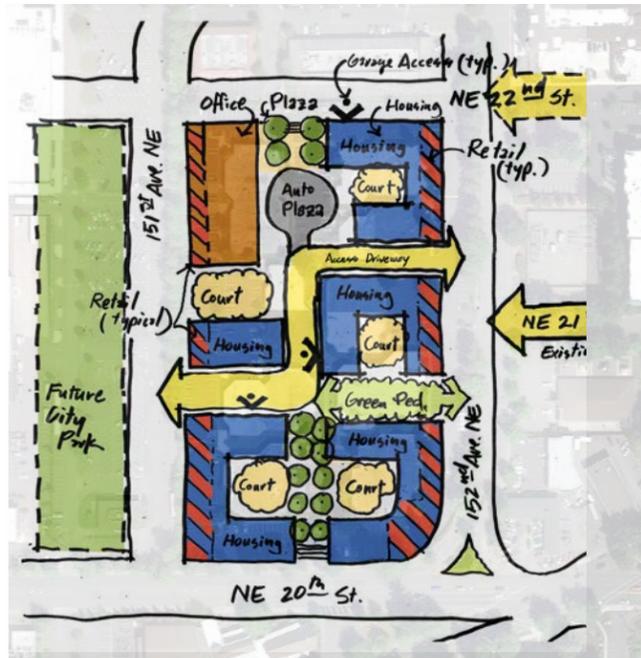
Three development concept alternatives were created and then evaluated based on criteria to meet City objectives and insure the selected alternative would meet the primary objectives of 1) Meet City Urban Design Goals (especially in regard to traffic and pedestrian flow), 2) Maximizing Land Value, 3) Ability to achieve City Approvals.

Concept Alternative 3 was selected as the preferred alternative for several reason related to all of the criteria including:

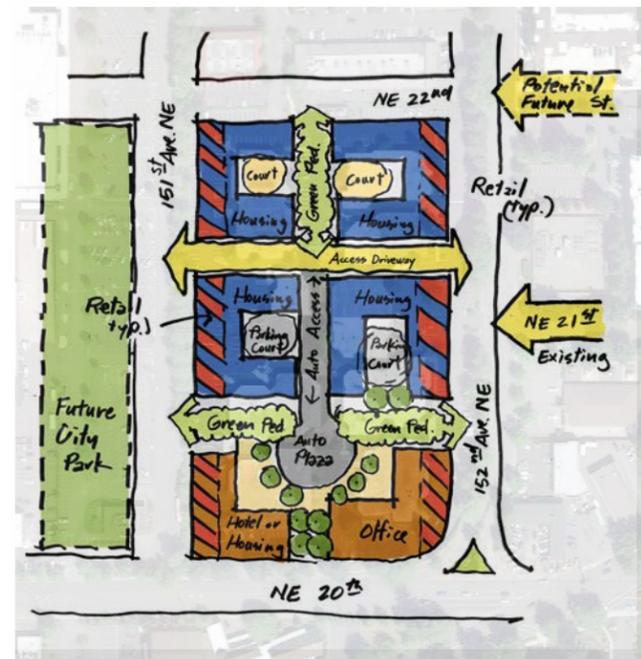
**Meet City Urban Design Goals:** Alt. 2 and Alt. 3 both achieve many of the City's goals by providing open space adjacent to the public areas associated with the office and hotel projects. Alt. 2 provides a more equitable distribution of pedestrian connections through the site which could be incorporated into Alt. 3 in a preferred alternative which aligns the location NE 21st Street with existing conditions.

**Maximizing Land Value:** Alt. 2 and Alt. 3 both provide the best land value due to location of office and hotel components along NE 20th Street where there is high visibility and easy access for automobile traffic. They provide office as part of a first phase development allowing some existing office use to continue and balance infrastructure development costs with initial return on investment.

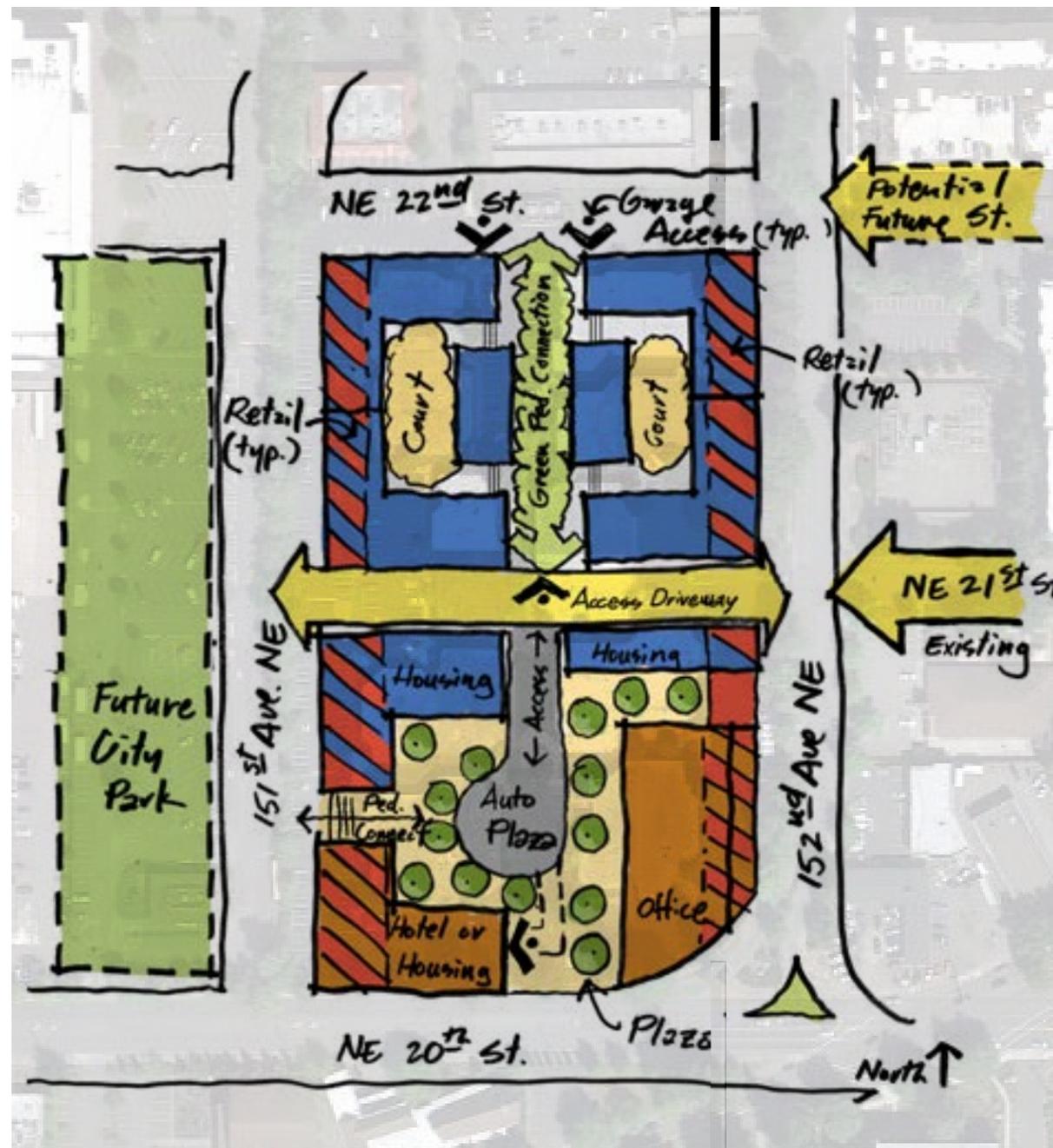
**Ability of achieve City Approvals:** Alt. 3 is best at achieving this goal due to alignment of roadway infrastructure with the current NE 21st Street location. Limited distance between intersections along 152nd Avenue NE in Alt. 1 and Alt. 2 could make approval of these plans difficult.



Alternative 1  
(initial concept)



Alternative 2  
(initial concept)



Alternative 3 - Preferred Alternative  
(initial concept)

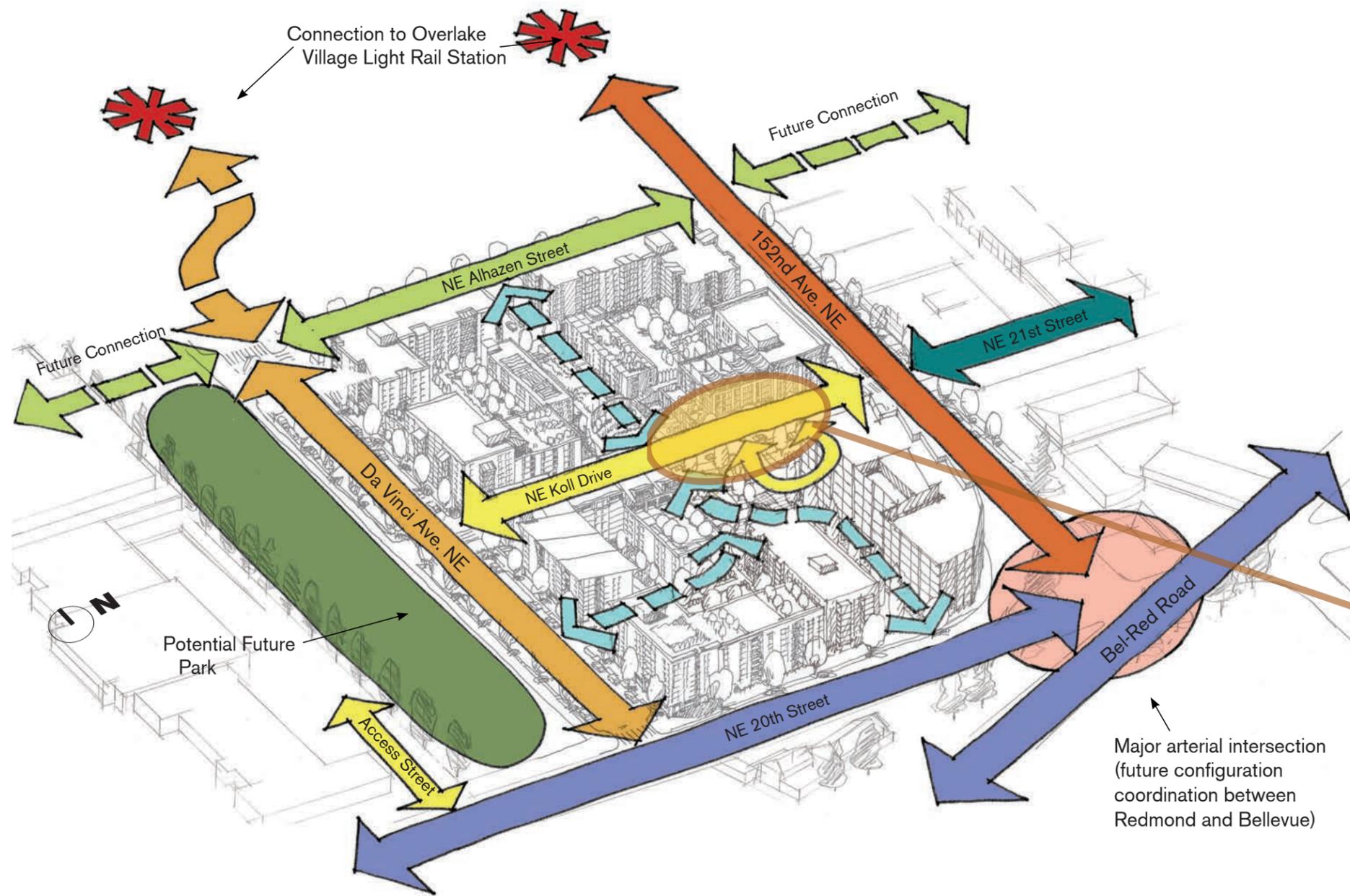
Office (medical or public user oriented)	192,000 SF
Housing(700 units)	700,000 SF
Hotel	115,000 SF
Retail	53,000 SF
Parking (1365 garage + 94 street)	478,000 SF

# Mobility & Connection

The vision for the district is one of connectivity, mobility and iconic open space. Further refinement of the Preferred Alternative seeks to maximise these connections within the neighborhood. Expanded street ROWs with pedestrian-friendly landscape elements and bicycle lanes at Da Vinci Avenue NE and 152nd Avenue NE will provide increased circulation along the west and east site boundaries. Those streets will ultimately link to the future Light Rail Station at SR 520.

Additionally a new private drive will connect through the site extending NE 21st Street westward. This will create a direct pathway for pedestrian and vehicle flow to the planned city park at the west perimeter of Da Vinci Ave. NE along the length of the KCC Limited Edition site. Internally, access easements and contiguous pathway will provide pedestrian travel through plaza and courtyard amenities between NE 20th and NE Alhazen Streets.

A new public plaza will anchor the southeast pedestrian corner of the site at NE 20th Street. Pedestrian or vehicular travel along any of the three north-south site routes will reach the planned NE Alhazen Street Urban Pathway.



-  New North/South street connection at Da Vinci Ave NE
-  Street Improvements at 152nd Ave. NE
-  Private neighborhood streets @ NE 21st Street & Garden Way
-  Pedestrian Connections to surroundings
-  Urban pathway @ NE Alhazen Street

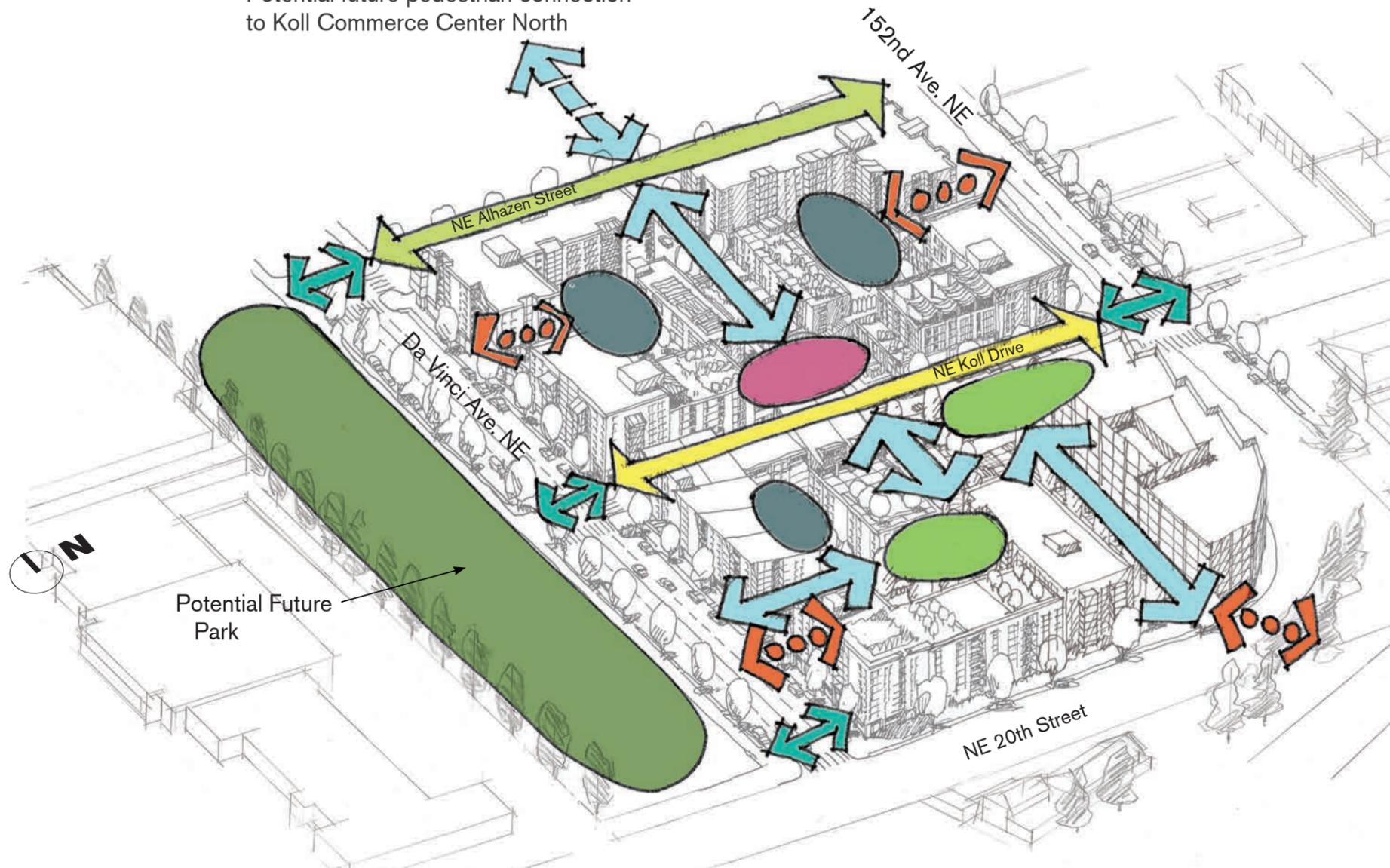
**NOTE:** NE Koll Drive street name will be updated and approved by the City per the Overlake Village standard street naming convention.



Private street provides access for vehicles and pedestrians

# Open Space Network

Potential future pedestrian connection to Koll Commerce Center North



Along the north-south internal public garden-way route, plazas and gathering spaces are provided as a sequence of varying spaces to add interest and variety to the pedestrian experience. The pathway also provides access to office and retail facilities from the interior of the site.

Secondary to the public pedestrian route, private courtyards provide outdoor areas for residential and hotel uses. Access may connect to the public pathway or may be secured and from those buildings only.

A new private drive will connect through the site extending NE 21st Street westward. This will create a direct pathway for pedestrian and vehicle flow to the planned city park at the west perimeter of Da Vinci Avenue NE along the length of the KCC Limited Edition site.

Externally, a new public plaza will anchor the southeast pedestrian corner of the site at NE 20th Street. Pedestrian or vehicular travel along any of the three north-south site routes will reach the planned NE Alhazen Street Urban Pathway.

- The Ornamental Garden at NE 21st Street (public)
- Office/Hotel Plaza (public)
- Residential courtyards (semi-private)
- Pedestrian connections to the adjacent streets and Urban Pathway at NE Alhazen Street (public)
- Pedestrian crosswalk connections to surrounding neighborhoods
- Visual connections to surrounding neighborhoods

# Building Character



Building character across the KCC Limited Edition site will have a definite urban feeling with buildings configured to adjoin the sidewalk and provide opportunities for building entries, retail and other pedestrian-oriented uses, small plazas, and landscaped areas adjacent to buildings. The site is configured to achieve the required balance between residential and office/hotel uses and provide cross site pedestrian connections to enhance connectivity and community within the future neighborhood.

A user-oriented office configured as a seven story building will provide a landscaped entry courtyard and automobile drop-off plaza which relate to the street environment.

Residential buildings up to eight stories are planned with set backs at higher stories to maximize access for light to interior landscaped courtyards provided over structured parking garages.

**Residential building character**

- 8 story buildings with landscaped courts or plazas
- Retail, live-work, or ground-related units at building bases
- Underground parking below office, courts and plazas

**Office building character**

- 7 story building with landscaped court or plaza
- Underground parking below office, courts and plazas

**Retail/Pedestrian-Oriented Uses**

- Required along 152nd Ave. NE, optional at other locations



6-8 story residential buildings with street retail at 152nd Ave. NE create appropriate density and building scale for the neighborhood



Potential for 8 story residential buildings with 2-3 story building bases create opportunities for a variety of building heights and scales



Plaza at office buildings provide open space as buffer between office and residential buildings

# District Configuration

The planned configuration for the KCC Limited Edition site at Overlake Village consists of 3 development parcels, new public street right of ways, an adjacent public park and urban pathway street. The parcels are configured to maximize development potential of retail, commercial office, hotel and residential mixed-use plus other pedestrian-oriented uses. The parcels are located in a manner which reinforces the current and proposed uses in the adjacent neighborhood. An accompanying system of access easements completes the street grid providing flexibility for individual parcel development and access for fire and services vehicles.

## Street Right-of-Ways (ROWS)

Street ROWs are configured to City of Redmond design standards and align with existing and planned ROWs. They provide cross site connections for the district.

## City Park

Across Da Vinci Avenue NE and running the length of the KCC Limited Edition site, a new park space over the City Stormwater Detention Vault is anticipated to provide public open space and recreation opportunities for the neighborhood when the owner of the parcel develops the adjoining land parcels.

## Commercial Development

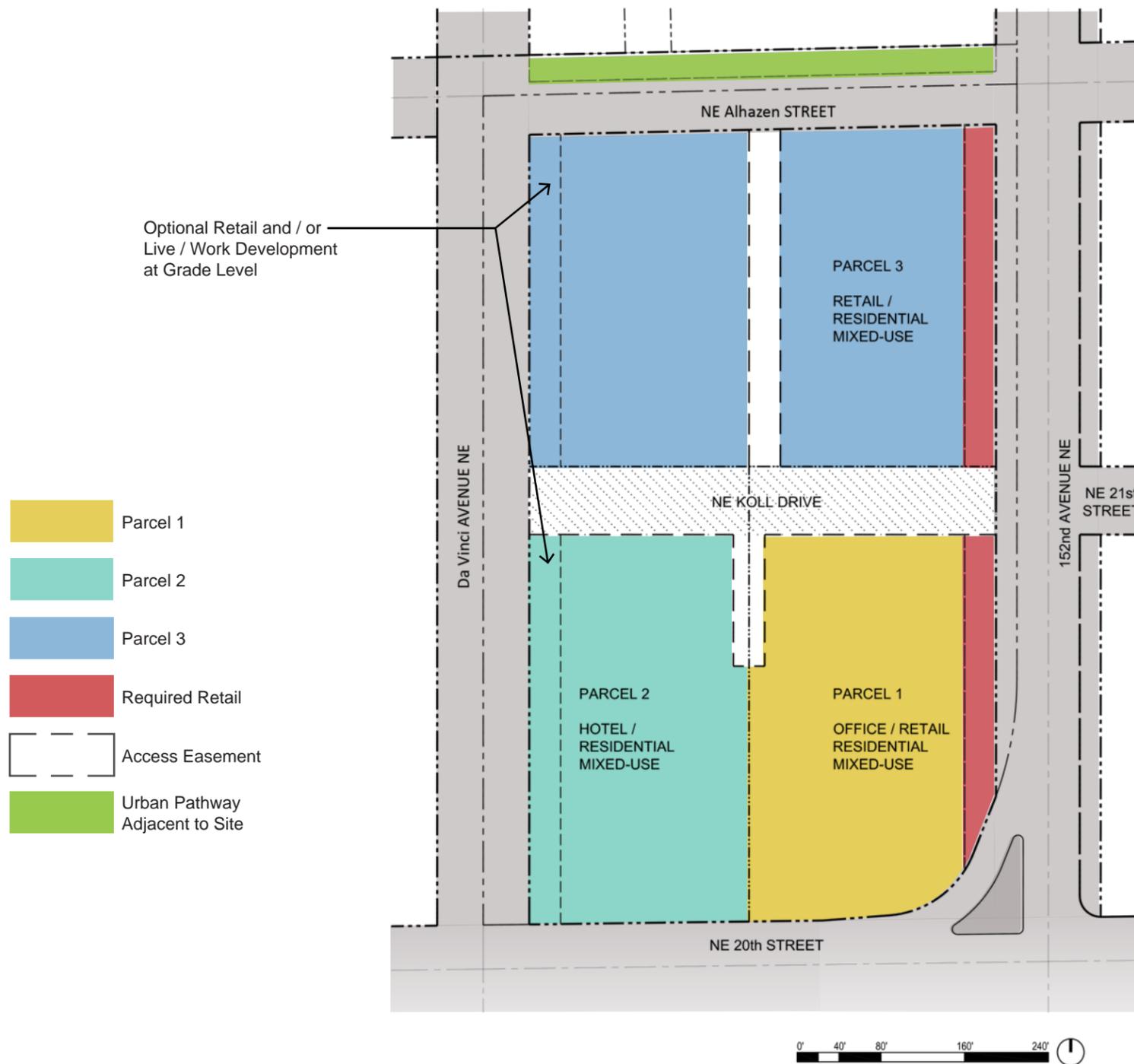
Two development parcels at the south side of the KCC Limited Edition site provide for office and hotel building development to augment residential and retail mixed-use on the remainder of the site.

## Residential Development

All three development parcels are configured to accommodate residential mixed-use projects through three phasing stages of implementation.

## Retail/Pedestrian-Oriented Development

All parcels can accommodate retail and other pedestrian-oriented development in combination with residential and commercial uses. Retail uses consistent with the Redmond Zoning Code will be required at parcels adjacent to 152nd Avenue NE and will be optional at all other parcels.



# 3 Concepts

## OV Incentive Program (increases for FAR & Height)

Table 1 (one required, suggested incentive underlined)

1. Regional Stormwater Management Site
2. Major Park
3. Plaza Dedication
4. Plaza Improvement

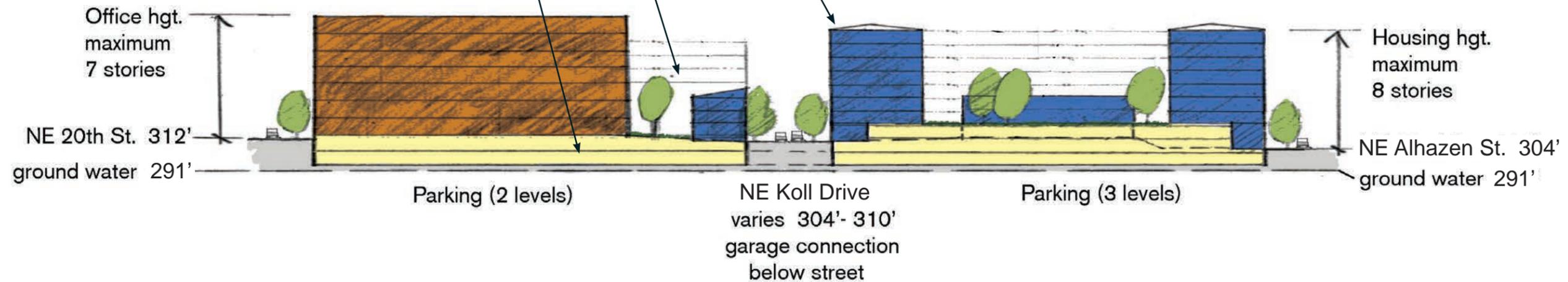
Table 2 (suggested incentives underlined)

5. Green Building or Development
6. Residential Uses Above Minimum Required
7. Below-Grade Parking
8. Combination Below-Grade and Wrapped Structured Parking
9. Affordable Housing Above Minimum Required
10. Full service hotel/conference center
11. Transit Oriented Development

The KCC Limited Edition site is physically located in one of the lowest areas of the Overlake Village, which appears to have a high ground water table under the site (City test boring adjacent to the site in the Sear's parking lot indicate ground water at an elevation of 287' summer; anticipated 291' winter). The high ground water table precludes underground parking below the water table line due to the high construction cost and potential liability of moisture intrusion. All development concepts are based on this conservative assumption.

Parking is a large component of the development, constituting approximately one third of the entire construction. Since the area below grade is limited by the high ground water table, some of the parking will be accommodated above grade in parking garages incorporated with the housing, office and retail components of the development. Subsequently, when parking is accommodated above grade it limits the amount of housing, office and retail development achievable because the zoning regulations limit the overall height of development (maximum # of stories).

A balance between parking provided above grade and the maximum amount of development must be determined. The building section below shows the approach taken to achieve this balance. In all of the development concepts the overall development capacity is less than was envisioned in the initial site development capacity studies. Footnotes for each of the alternatives show the additional development possible if further investigation determines the water table is lower than anticipated and would allow additional below grade parking. Additional development capacity could also be accommodated if parking ratios were reduced, but this was not studied at this point.



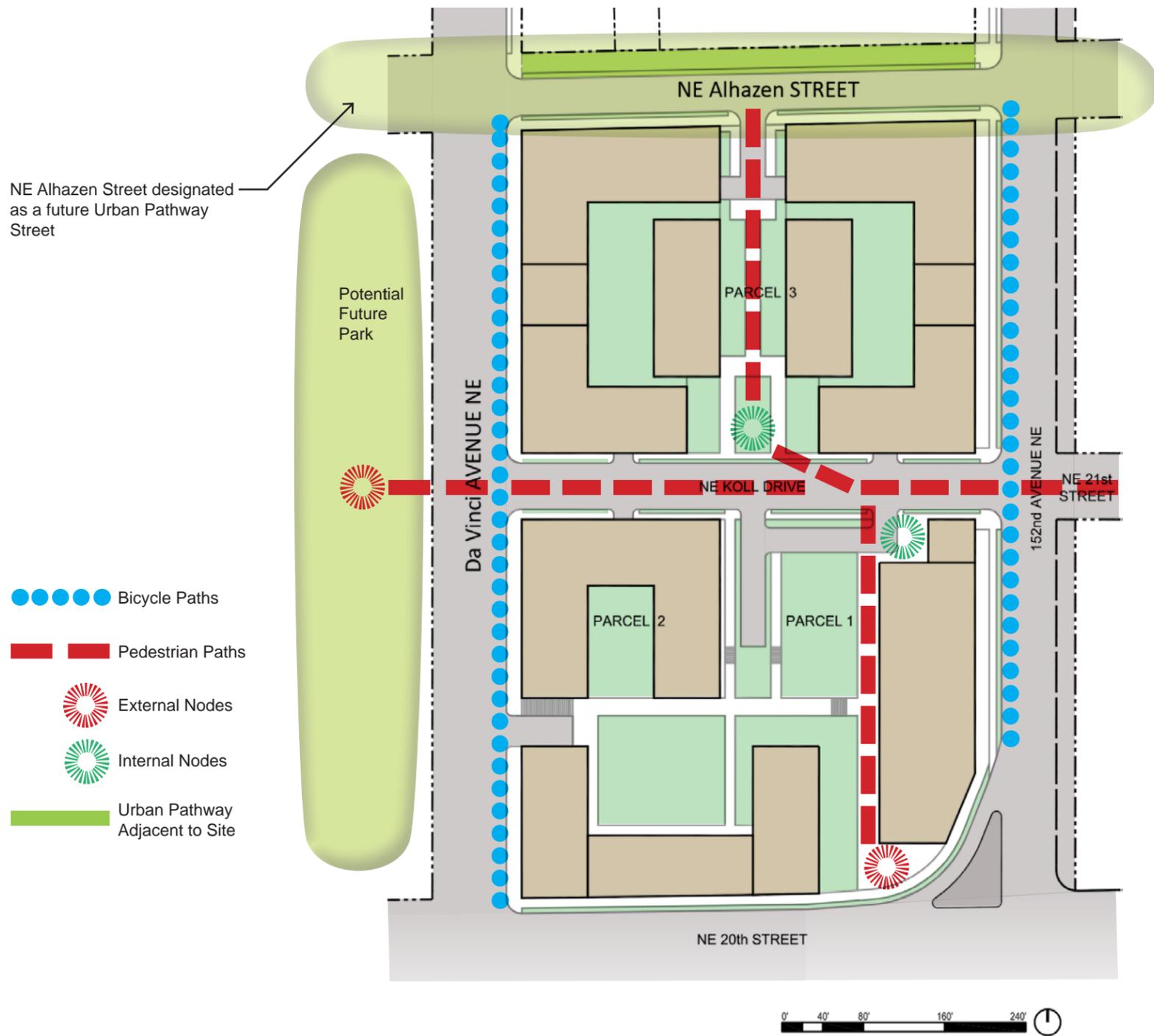
# Pedestrians & Bicycles

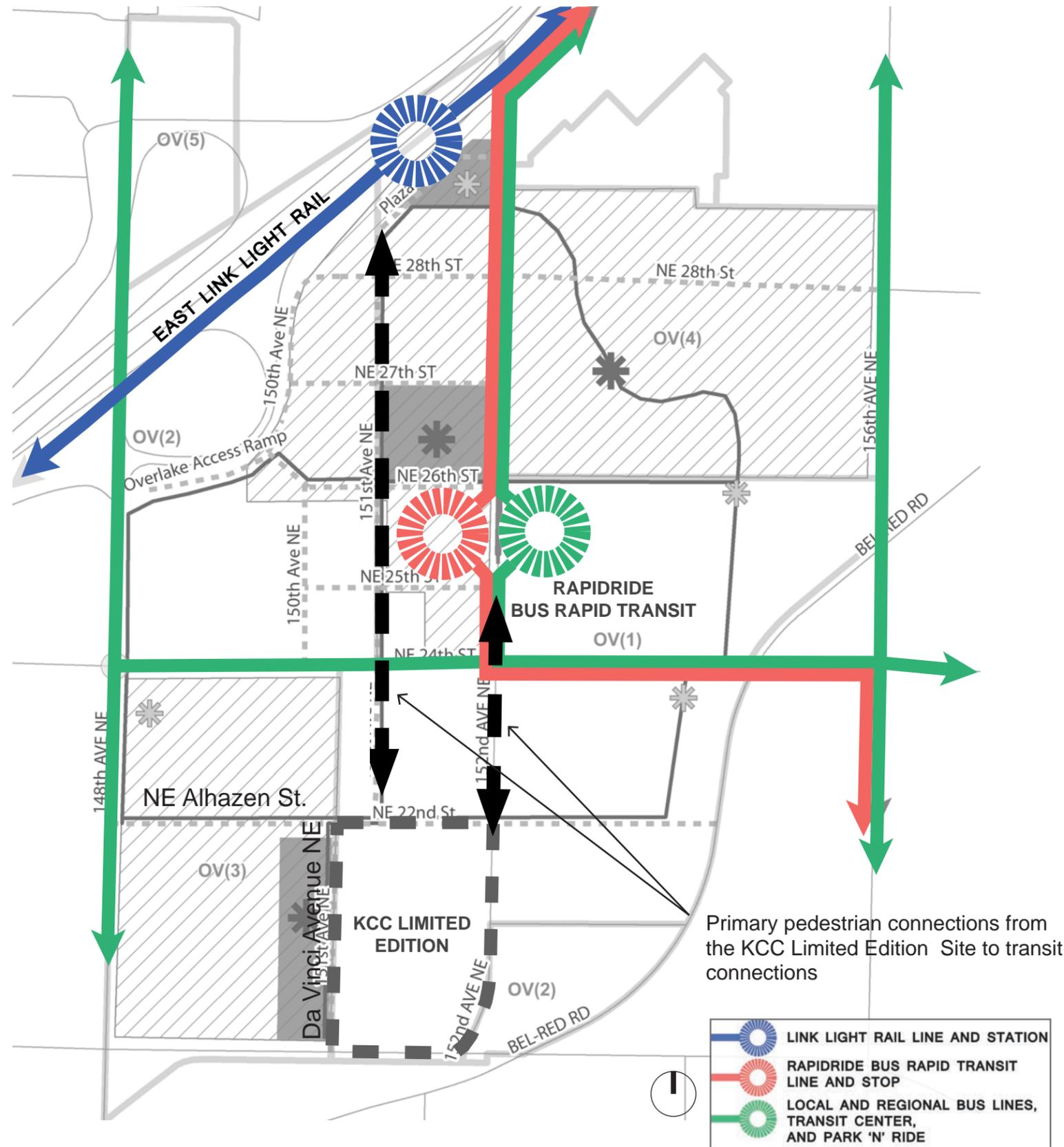
The planned street grid improvements flanking the KCC Limited Edition site on its east, north and west boundaries will greatly improve pedestrian experiences. The Master Plan envisions extending these improvements through the site with a new private drive providing a diversity of pedestrian and other non-motorized routes into and through the site.

On and around the site, every roadway has landscaped and lighted sidewalks on both sides, providing safety and pleasurable experiences. Landscaped plazas provide pedestrian respite, plus entry points to retail and office functions.

A new private drive will connect through the site extending NE 21st Street westward. This will create a direct pathway for pedestrian and vehicle flow to the planned city park at the west perimeter of Da Vinci Avenue NE along the length of the KCC Limited Edition site.

Street improvements at the site along Da Vinci and 152nd Avenues NE will include the addition of bicycle lanes with new landscape furniture, lighting and street trees.





## Transit

The planned arrival of light rail in the neighborhood has fundamentally shifted the focus of planning for development in the area. The neighborhood is envisioned as evolving into a pedestrian and transit-oriented community. Also provided in the neighborhood is an existing regional bus station and a Bus Rapid Transit stop. The easy access to a variety of transit options is a central component of the Overlake Village neighborhood.

### Link Light Rail (Estimated open in 2023)

- East Link will run from Overlake Transit Center (and eventually downtown Redmond) to downtown Seattle (connecting to Central link from the Northgate to Redondo Heights via SeaTac Airport)
- Light rail station construction will include creation of a public plaza and a ped/ bike bridge across SR 520

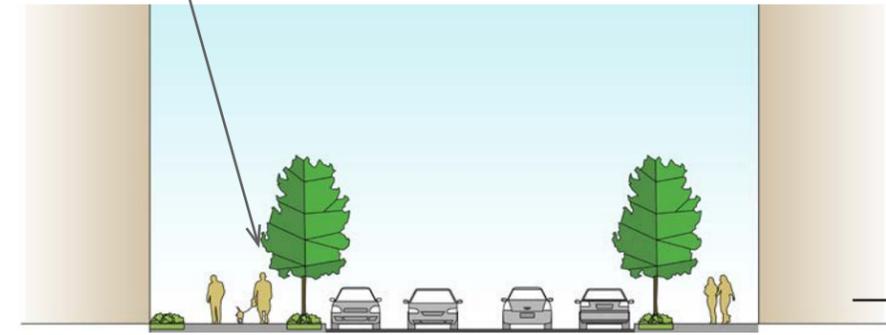
### Regional Bus Transit

- 14 King County Metro bus lines through Overlake Village
- Bus lines connect the site with Bellevue, Renton, Kent, Seattle, Issaquah, Kirkland, and Totem Lake

### RapidRide Bus Rapid Transit

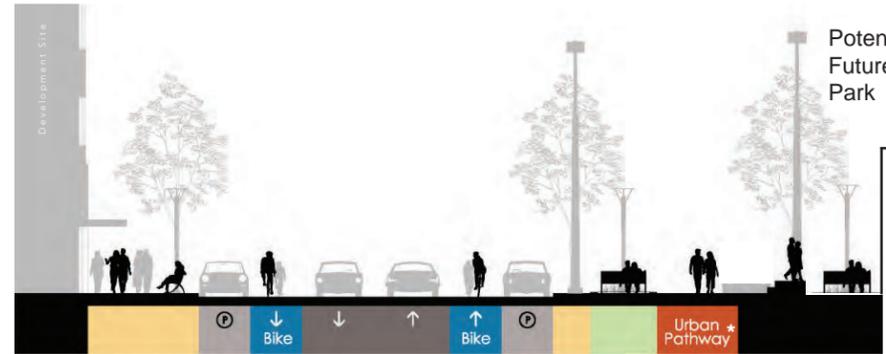
- RapidRide B Line connects downtown Redmond to downtown Bellevue
- Streamlined connections to regional employment centers transportation centers
- RapidRide buses run every 10 minutes during peak hours, and integrate service and reliability improvements over local bus service

Future Urban Pathway developed by adjacent property owners



### NE Alhazen Street (City Access Street) Looking East

These streets provide local access and areas for driveways and loading. Key features of the street cross section include: one vehicle travel lane in each direction with turn lanes as necessary, wide sidewalks, urban pathway and bicycle lanes (some segments), and curbside parking. 75' ROW Width. RZC Table 21.12.150B



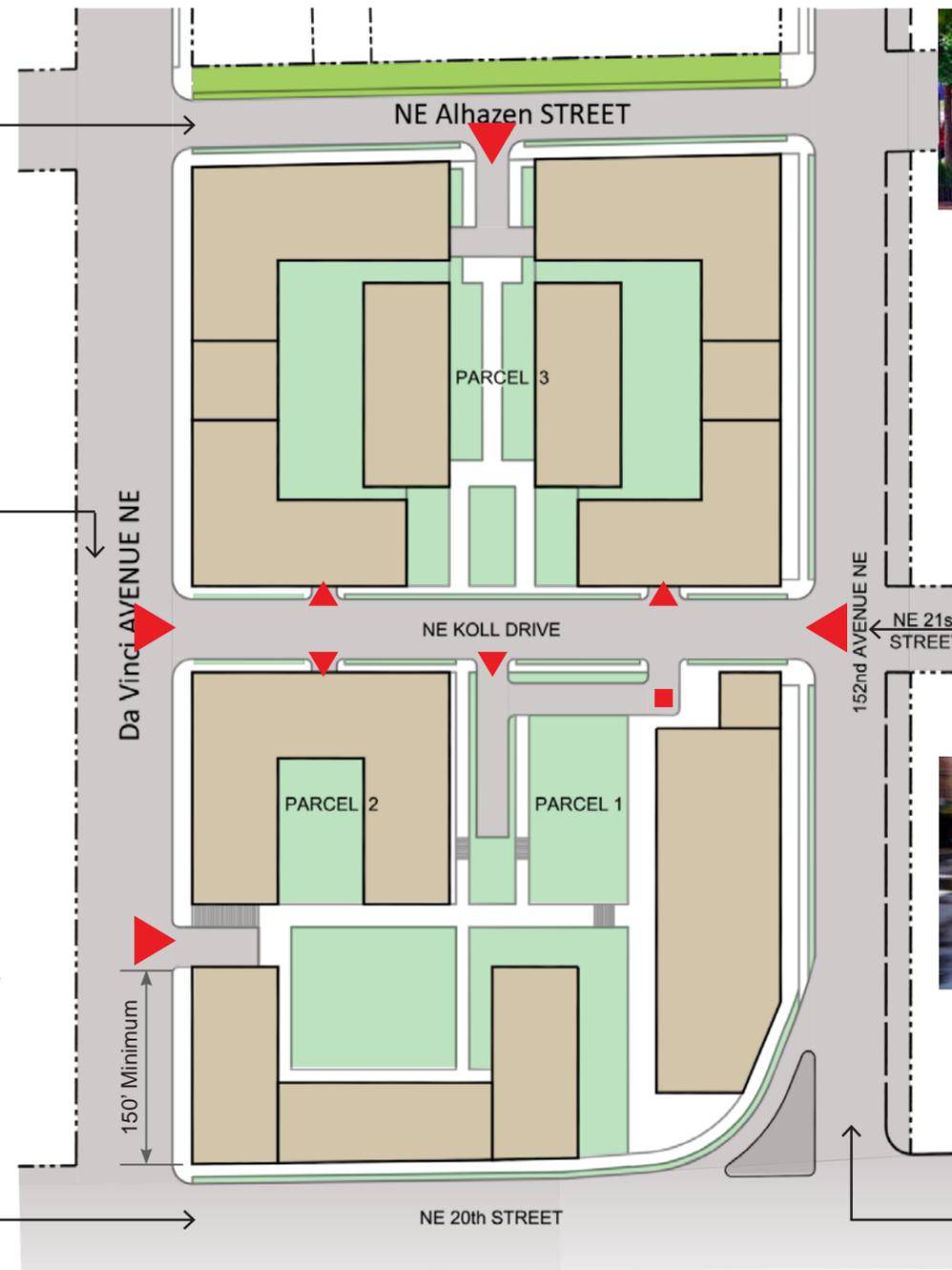
### Da Vinci Avenue NE Looking South

- Parking Access
- Drop-Off
- Urban Pathway Adjacent to Site



### NE 20th Street Looking East

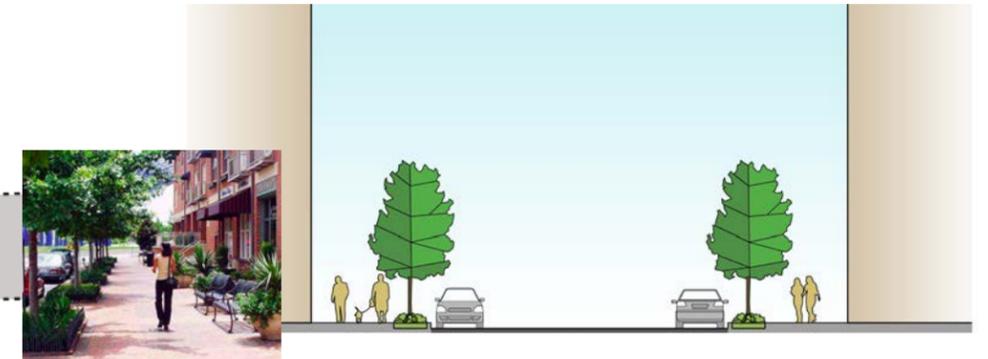
**NOTE:** NE Koll Drive street name will be updated and approved by the City per the Overlake Village standard street naming convention.



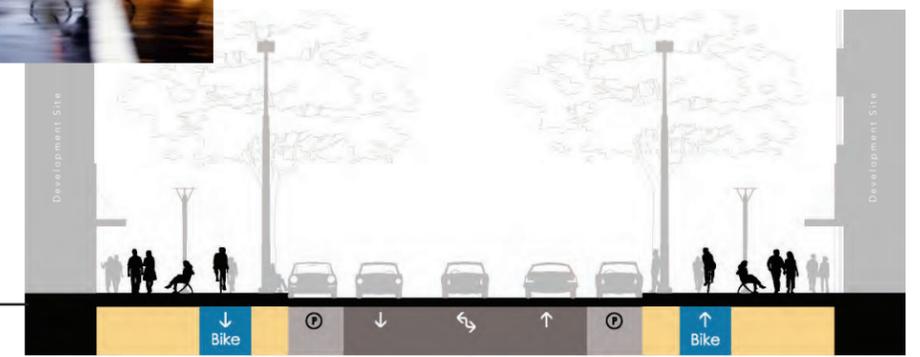
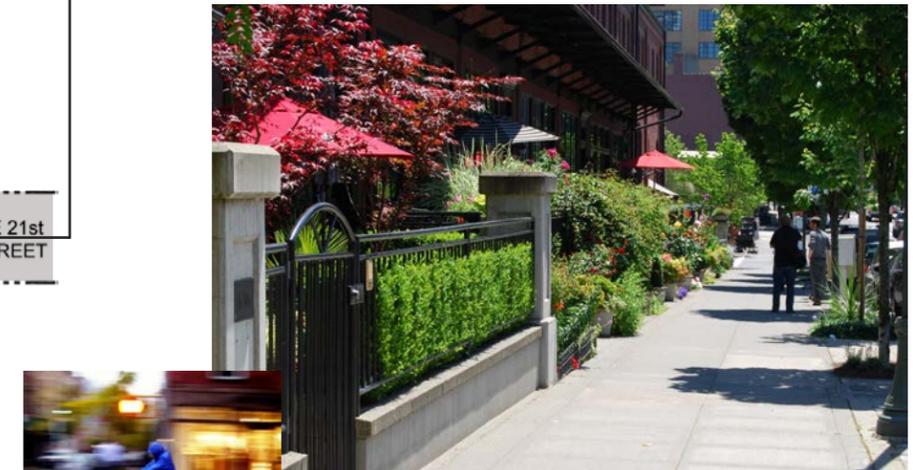
### Site Plan Diagram



## Roadways & Parking Access



### NE Koll Drive Looking West



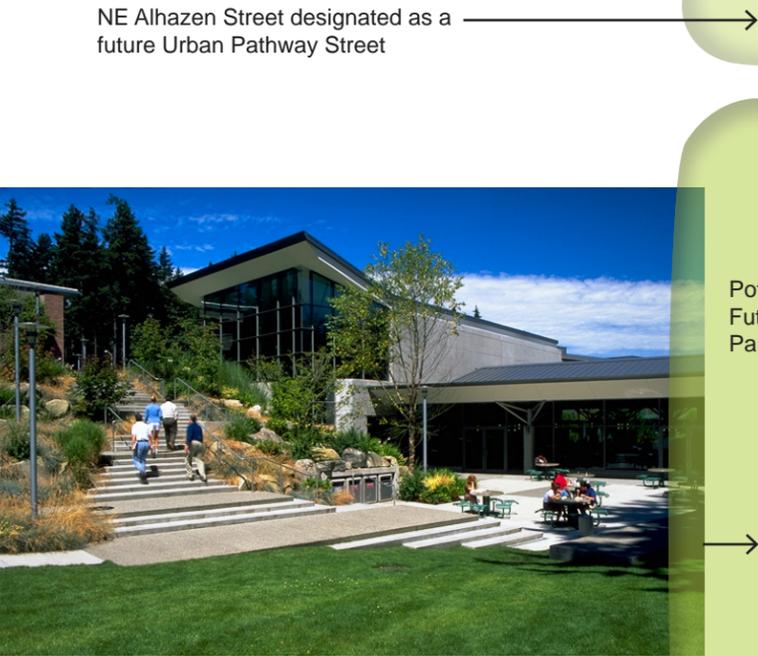
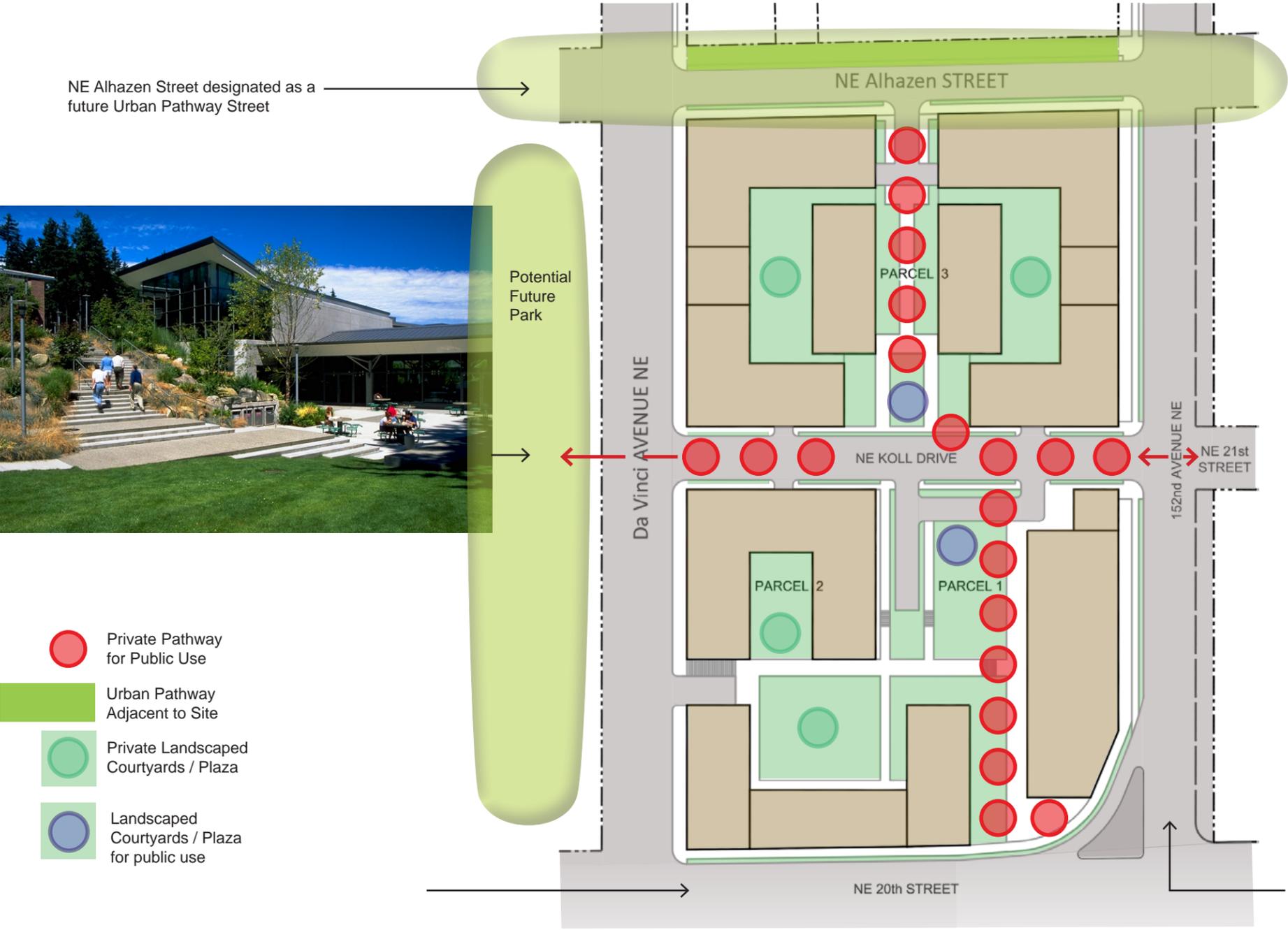
### 152nd Avenue NE Looking North

# Pedestrian Connections

The conceptual plan for Parks and Open Space adjacent to the KCC Limited Edition site envisions two types of public open space. NE Alhazen Street on the north boundary of the property is now designated to be improved as an Urban Pathway Street. Across Da Vinci Avenue NE, a new City Park is planned to be developed along the full length of the site between NE 20th and NE Alhazen Streets.

Site planning for the KCC Limited Edition property simplifies efficient vehicular circulation while increasing the future anticipated volume of cars and parking facilities. Pedestrian circulation is coordinated to provide efficient and safe movement to, from and within the new development's dense and mixed-use configuration.

Site design is accomplished with adherence to the City of Redmond's Overlake Village Master Plan and Zoning Requirements.



Site Plan Diagram

# Conceptual Site Plan

## North/South Pedestrian Connection

Creates a pedestrian pathway through the site with public open space amenities along the connection.

## Adjacent District Park

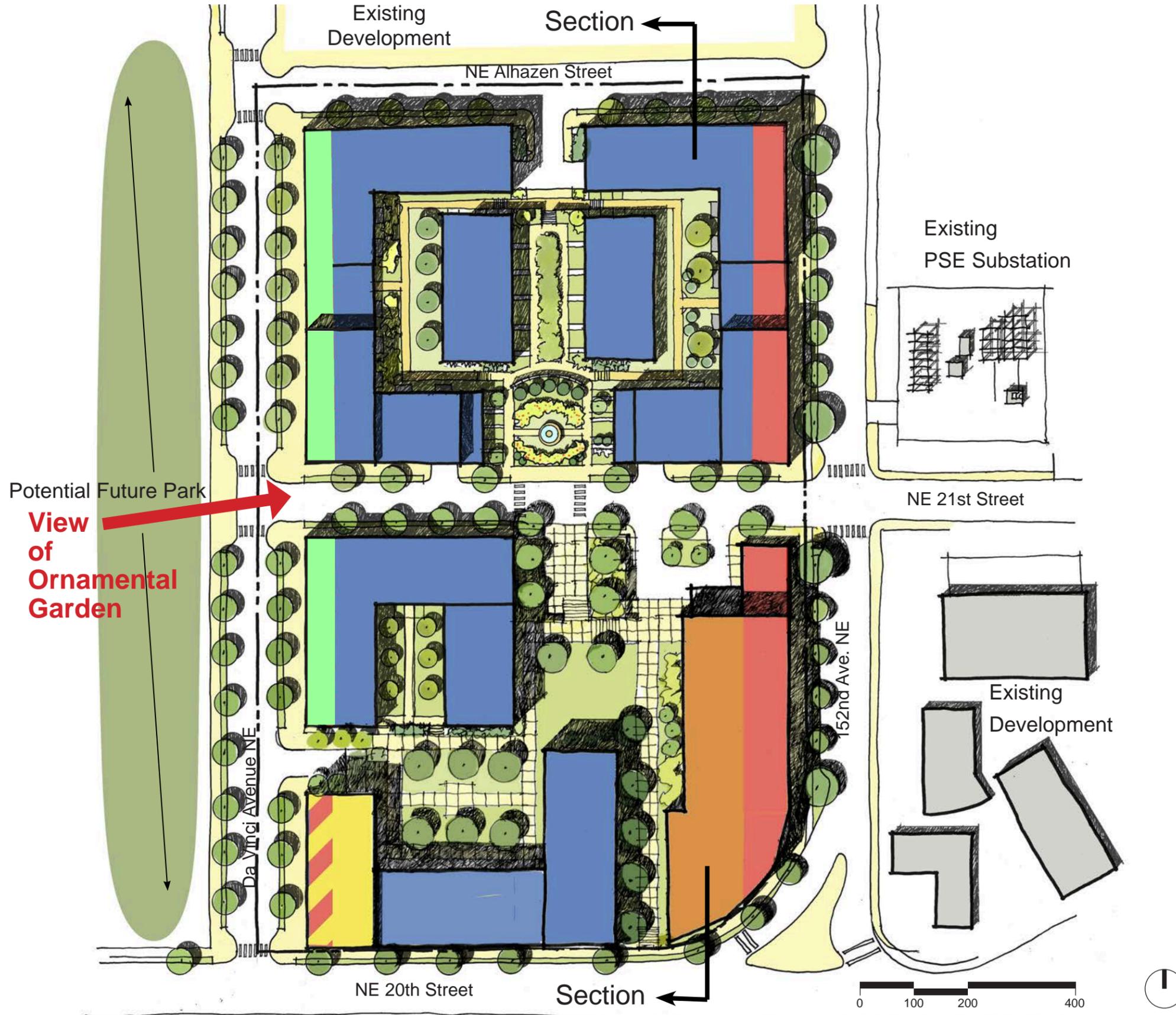
Concept design responds to adjacent city park (planned) for maximum opportunities to connect visually and physically.

## Multi-modal mobility

Accommodates pedestrians, bicycles, traffic & transit.

## Mix of land uses

Provides a mix of land uses appropriately located to respond to the neighborhood context and planning goals.



## LEGEND

- commercial/hotel
- commercial/office
- residential
- retail
- live/work/residential

## DEVELOPMENT TOTALS

Retail	36,350 SF
Hotel (80 keys)	66,800 SF
Office	173,000 SF
Residential Includes area as part of Live/Work Units	901,000 SF Approximately 885 residential units
Parking	1,805 Stalls

# Ornamental Garden at NE Koll Drive



# Development by Parcel

## Suggested residential development by parcel

The maximum number of residential units allowed for the district is determined by Floor Area Ratio (FAR) established by the City of Redmond Land Use Code. In order to create a balance between residential and commercial uses, a suggested number of residential units are shown as achievable on residential/ mixed-use building parcels.

## Required building setbacks and modulation

The City of Redmond's Land Use Code identifies building setback and modulation requirements for development in Overlake Village Zone 1. In order to establish an urban character of development at the district, no additional building setbacks within the district will be required.

## Notes for Visual Model

- 1) the visual model is a hypothetical configuration depicting the project development capacity
- 2) final building and open space configuration could be different than shown and still accommodate the Master Plan Vision



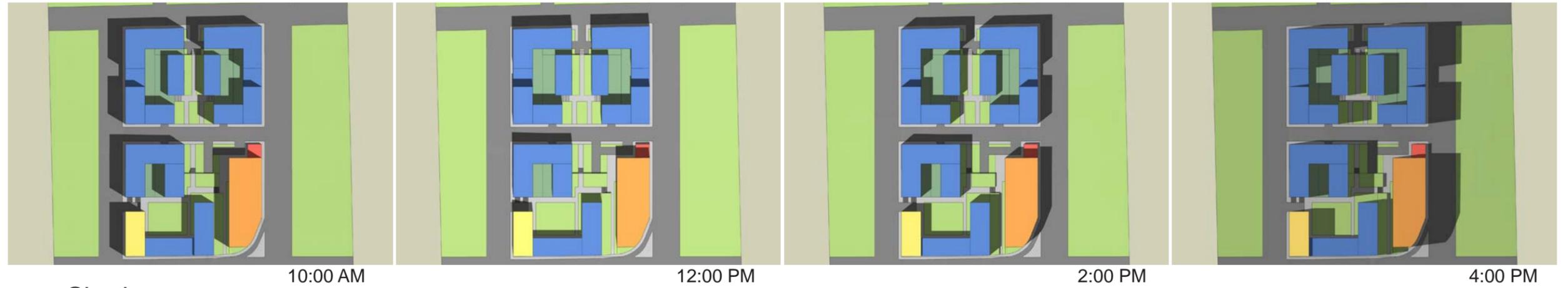
### LEGEND

<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> commercial/hotel	<span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> residential
<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> commercial/office	<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> retail

Conceptual Building Locations & Massing  
(used for district shadow studies)

# Shadow Studies

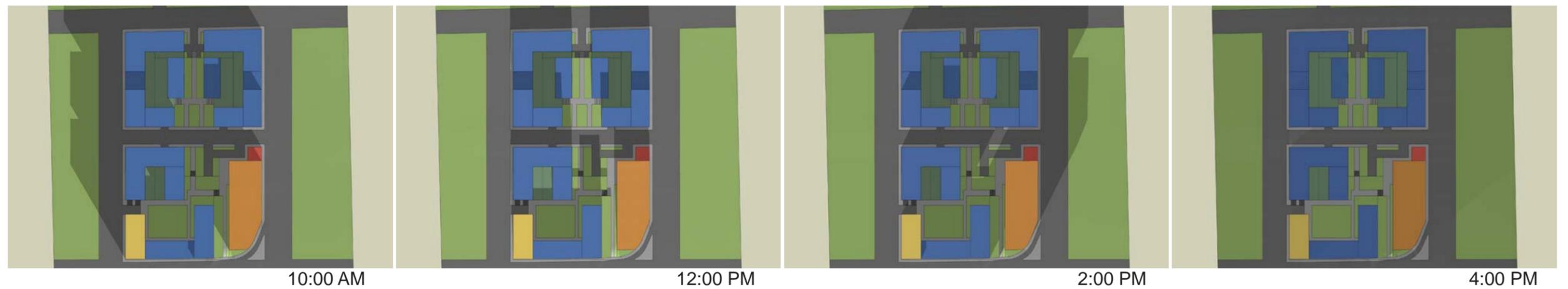
## Summer Shadows



## Spring/Autumn Shadows



## Winter Shadows



### LEGEND

- commercial/hotel
- commercial/office
- residential
- retail

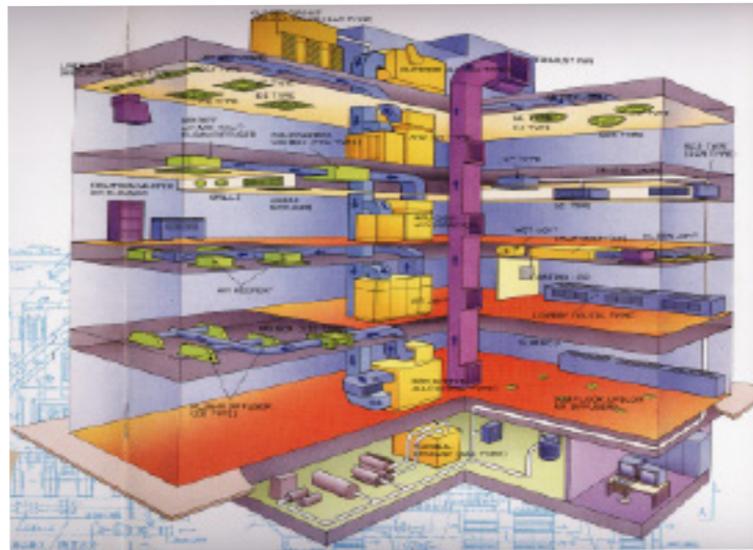
## Density, VMT, LEED Buildings

One of the biggest components of sustainability within the KCCLE Master Plan is the nature of the development itself. The mix of land uses and the high density of development increase the potential for a pedestrian oriented environment resulting in a dramatic reduction in the Vehicle Miles Traveled (VMT) by people living and working in the development. Parking requirements can also be reduced because every trip away from home or work will not need to be by automobile.

The increased density of people living and working in the development will support the retail and other services provided on site and in the adjacent neighborhood. These will also be easily accessible by bicycling or walking, thus further reducing VMT.

Sustainable strategies will be incorporated in the buildings, including LEED certification as one of the development incentives which will be employed to increase the development density on site.

The City of Redmond values trees as part of the city character. To sustain that character, while also allowing development at a density necessary to create sustainability and connectivity benefits, the trees removed due to development within the KCCLE site will be replaced by trees and understory plants on site which are complimentary to the new urban environment. When the site landscaping and publicly accessible plaza areas are considered together, development on the KCCLE site will provide an equivalent tree canopy and ground cover to that currently existing on the site.



## Environmental Strategies

### Tree Replacement

Due to the character of dense urban development which will necessitate major earthwork to provide Right of Way expansion, infrastructure and underground building facilities, it will be difficult to retain trees on the site. The adjacent tree plans indicate the new development impact on existing trees and also the proposed quantity of replacement trees.

To compensate for this situation a substantial amount on-site tree replacement is planned in addition to providing street trees to meet the project landscape requirements. The intent of the on-site replacement planting is to create pleasant circulation and amenities for the benefit of residents, employees and the community. Not only will the existing trees be replaced, but complimentary shrubs and ground covers will also be planted in conformance with a required three tiered vegetative landscape plan approval by the City.

### Plazas and Courtyards

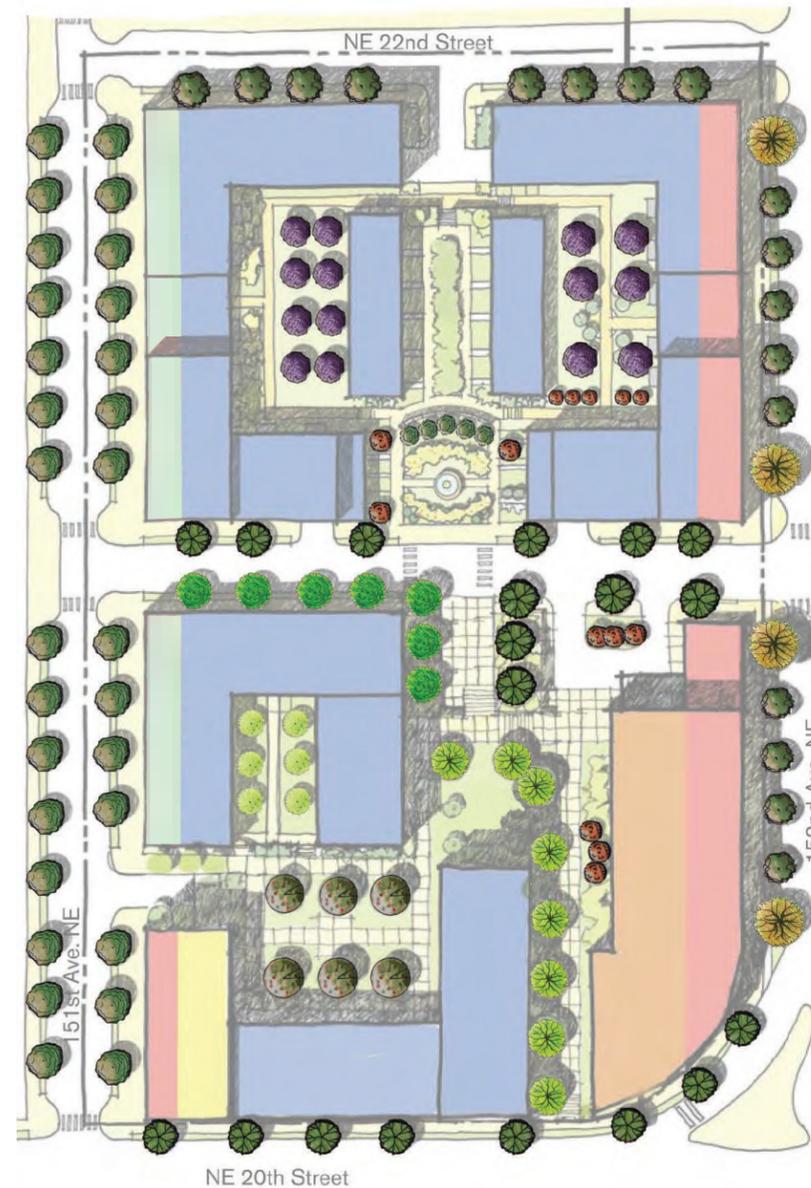
The proposed plazas and courtyards in the new development will provide a more consolidated approach to the landscape design across the site than is presently existing (small dispersed landscape areas at building entries and surface parking lots). This consolidation will provide larger landscaped open areas which are more usable by residents and the public for both active and passive outdoor activities.

### Public Art

KCCLE has agreed to provide \$100,000 of funds as a public benefit for on-site public art within the project as provided for within the Development Agreement. The Developer will work in partnership with the City of Redmond Arts Commission, Parks and Recreation Department and Planning and Community Development Department on type, placement and decisions on the public art considered. Approval of the type, placement and decisions on the public art by the City of Redmond Art's Commission as supported by the Park's and Recreation Department in coordination with the Developer and Planning staff is required prior to issuance of building permits for each phase. KCCLE has agreed to provide \$100,000 of funds as a public benefit for on-site public art within the project as provided for within the Development Agreement. The Developer will work in partnership with the City of Redmond Arts Commission, Parks and Recreation Department and Planning and Community Development Department on type, placement and decisions on the public art considered. Approval of the type, placement and decisions on the public art by the City of Redmond Art's Commission as supported by the Park's and Recreation Department in coordination with the Developer and Planning staff is required prior to issuance of building permits for each phase.



Existing On-Site Site Trees &  
New Development Arbor Impacts



Proposed Future Tree Plan &  
Replacement Tree Locations

# 4 Phasing

The phasing strategy for the KCCLE Master Plan is a key component for success in developing the district. Implementing the plan focuses on phasing the development in a manner that provides flexibility of development, certainty of the delivery of infrastructure, and the incremental provision of facilities appropriate to the changing needs of the district and the surrounding neighborhood.

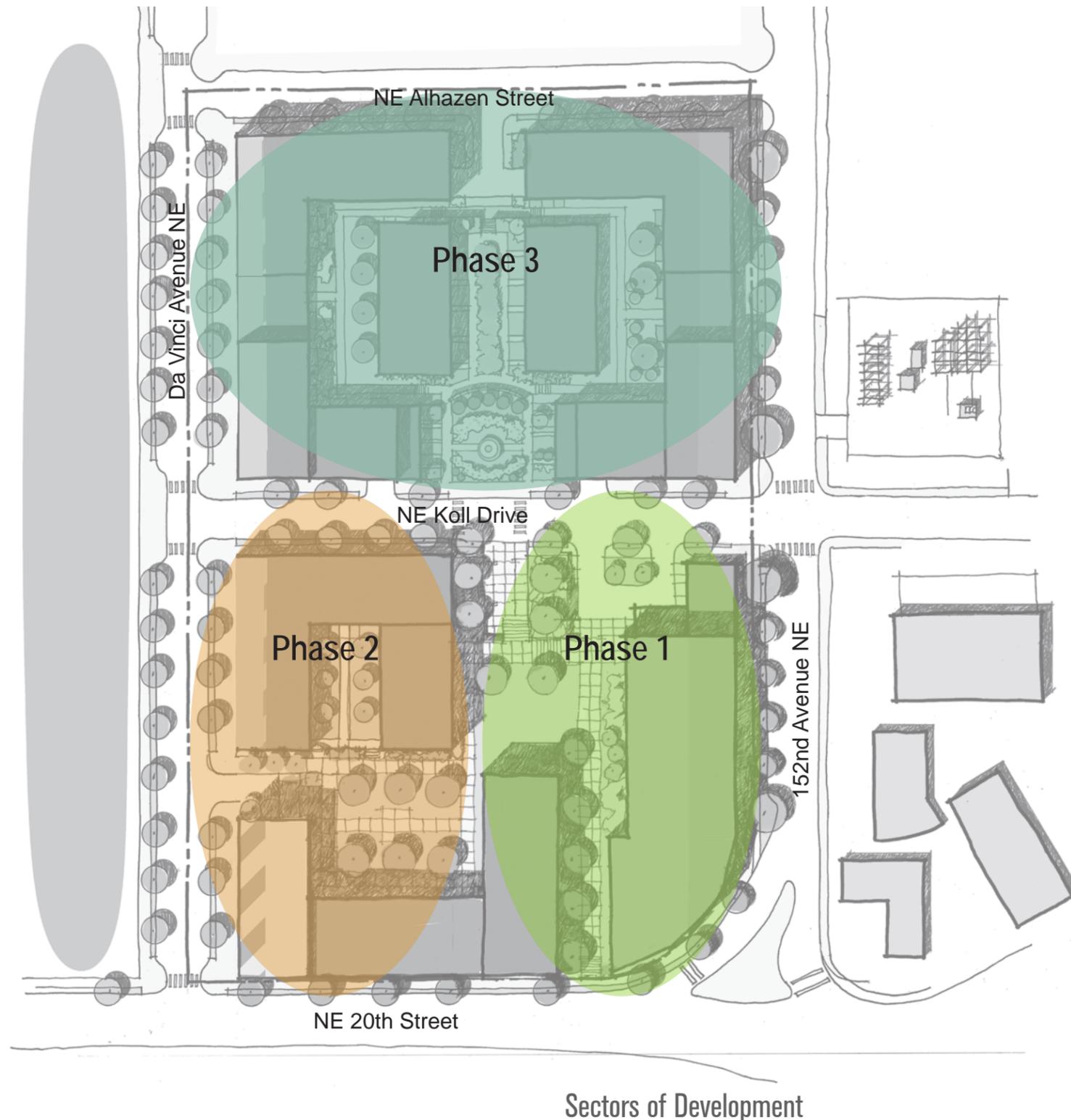
Three sectors of development within the district will each have a specific strategy for development and infrastructure delivery. Development of the office building in Phase 1 will trigger improvements to existing district infrastructure, including street and utility improvements at 152nd Ave. NE between NE 20th Street and NE 21st Street. Residential/mixed-use projects and accompanying infrastructure will be developed in Phase 2 and potential trigger new construction of street and utility infrastructure at Da Vinci Ave. NE between NE 20th Street and NE 21st Street. Phase 3 residential sectors, which are developed in later phases, will require earlier phase infrastructure to be complete prior to their development.

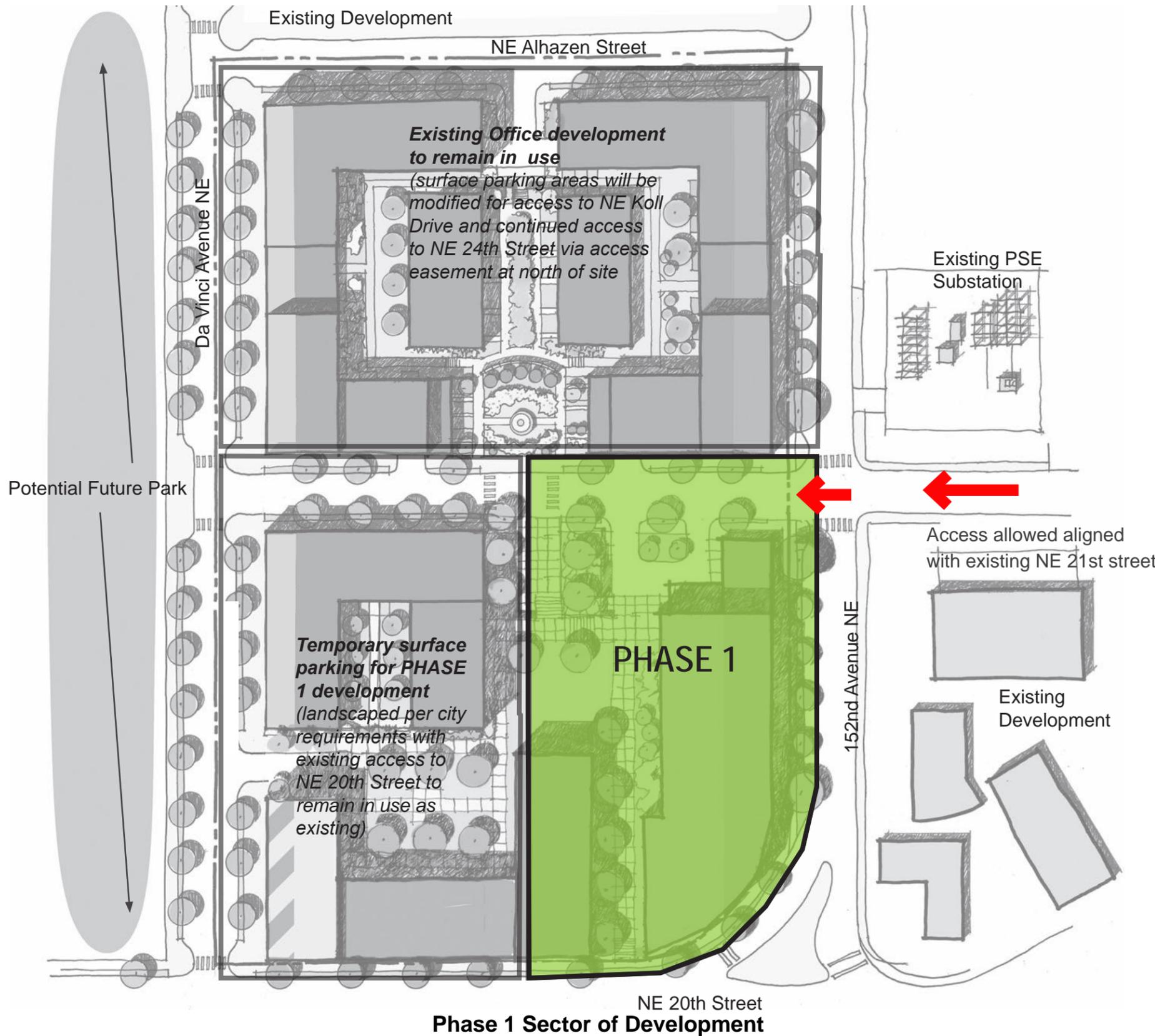
## Assumptions

- Development and infrastructure can be provided in less than full block parcels.
- Development in the later phase sectors may require completion of infrastructure in early phase sectors prior to construction.

## Goals

- Infrastructure will be delivered as proposed for planned projects.
- Infrastructure will be appropriately sized and delivered to serve the needs of the proposed development.
- Development phasing timed to ensure infrastructure can be funded incrementally if property within the KCCLE site is sold.
- Cluster development where ever possible to help create a sense of place at early projects.





# Phase 1

## Development of Southeast Parcel

At the time of development of the Southeast Parcel at NE 20th Street and 152nd Avenue NE the following infrastructure and public amenities will be delivered (see Appendix for Table of Infrastructure Delivery by Phase):

### Roadways

- 2-Way Access Drive (NE Koll Drive) aligns with existing NE 21st Street.
- Half street improvements to 152nd Ave. NE, between NE 20th Street and NE Koll Drive (or bond for future improvements, with delivery appropriately timed as determined by the city with other adjacent development).
- Frontage improvements behind curb line of NE 20th Street.

### Utilities

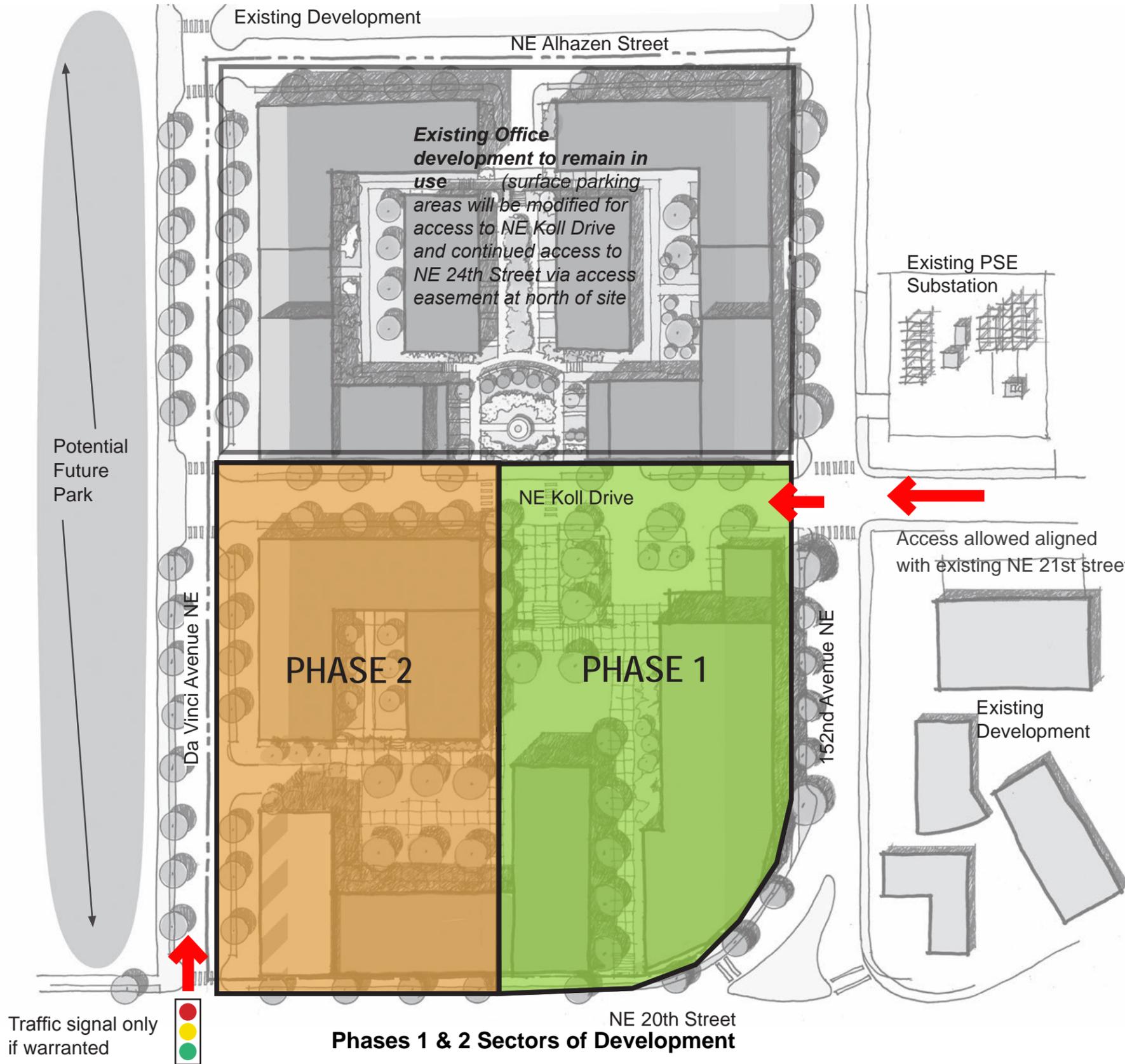
- Modifications to existing on-site utilities for continued use of existing office buildings and parking areas remaining on the KCCLC site.
- Off site improvements to public utilities as designated in the Master Plan Appendix (see page 46-56) and outlined in the Development agreement.
- On-site building connections to public utilities.

### Residential

- A minimum of 38 residential units shall be constructed in Phase 1.

### Incentives

- Plaza improvements at north section of the PHASE 1 development adjacent to NE Koll Drive (a private access drive).
- Pedestrian connection from NE 20th Street to NE Koll Drive(see page 19).
- LEED Silver building certification.
- Underground and/or wrapped parking.



## Phase 2

### Development of Southwest Parcel

At the time of development of the Southwest Parcel at NE 20th Street and Da Vinci Avenue NE the following infrastructure and public amenities will be delivered (see Appendix for Table of Infrastructure Delivery by Phase):

#### Roadways

- Two-way Access Drive (NE Koll Drive).
- NE Koll Drive (a private access drive) aligns with existing NE 21st street.
- Half street improvements to Da Vinci Avenue NE, between NE 20th street and the extended alignment of NE 21st Street, with city approved temporary channelization.
- Provide traffic signal at NE 20th Street / Da Vinci Avenue NE if warranted.
- Frontage improvements behind curb line of NE 20th Street.

#### Utilities

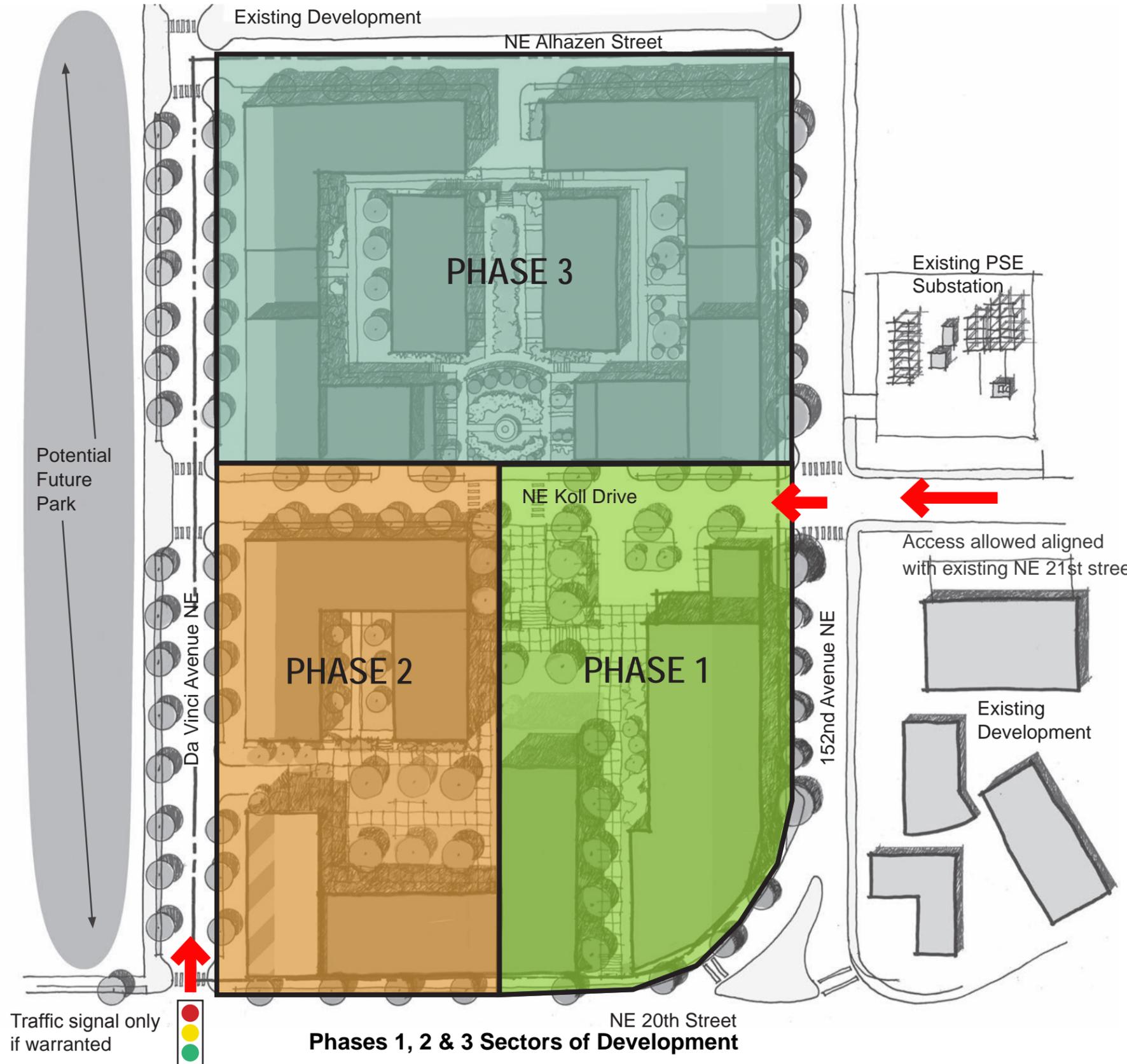
- Modifications to existing on-site utilities for continued use of existing office buildings and parking areas remaining on the KCCLE site.
- Off site improvements to public utilities as designated in the Master Plan Appendix (see page 46-56) and outlined in the Development agreement.
- On-site building connections to public utilities.

#### Residential

- A minimum of 132 residential units shall be constructed in Phase 2.

#### Incentives

- Pedestrian connection from Da Vinci Avenue NE to the PHASE 1 development.
- LEED Silver building certification.
- Underground and/or wrapped parking.



## Phase 3

### Development of North Parcel

At the time of development of the North Parcel (which may be subdivided into 2 or more separate phases) at NE Alhazen Street between Da Vinci Avenue NE and 152nd Street NE the following infrastructure and public amenities will be delivered (see Appendix for Table of Infrastructure Delivery by Phase):

#### Roadways

- Half street improvements to Da Vinci Avenue NE & 152nd Avenue NE, between NE Koll Drive and NE Alhazen Street at frontage of developed parcel.
- Half street improvement to NE 20th Street and NE Alhazen Street with city approved temporary channelization at frontage of developed parcel.
- Half street improvements at Da Vinci Avenue NE.
- Half street improvements at 152nd Avenue NE.
- Provide traffic signal at NE 20th Street/Da Vinci Avenue NE if warranted.
- Complete NE Koll Drive improvements.

#### Utilities

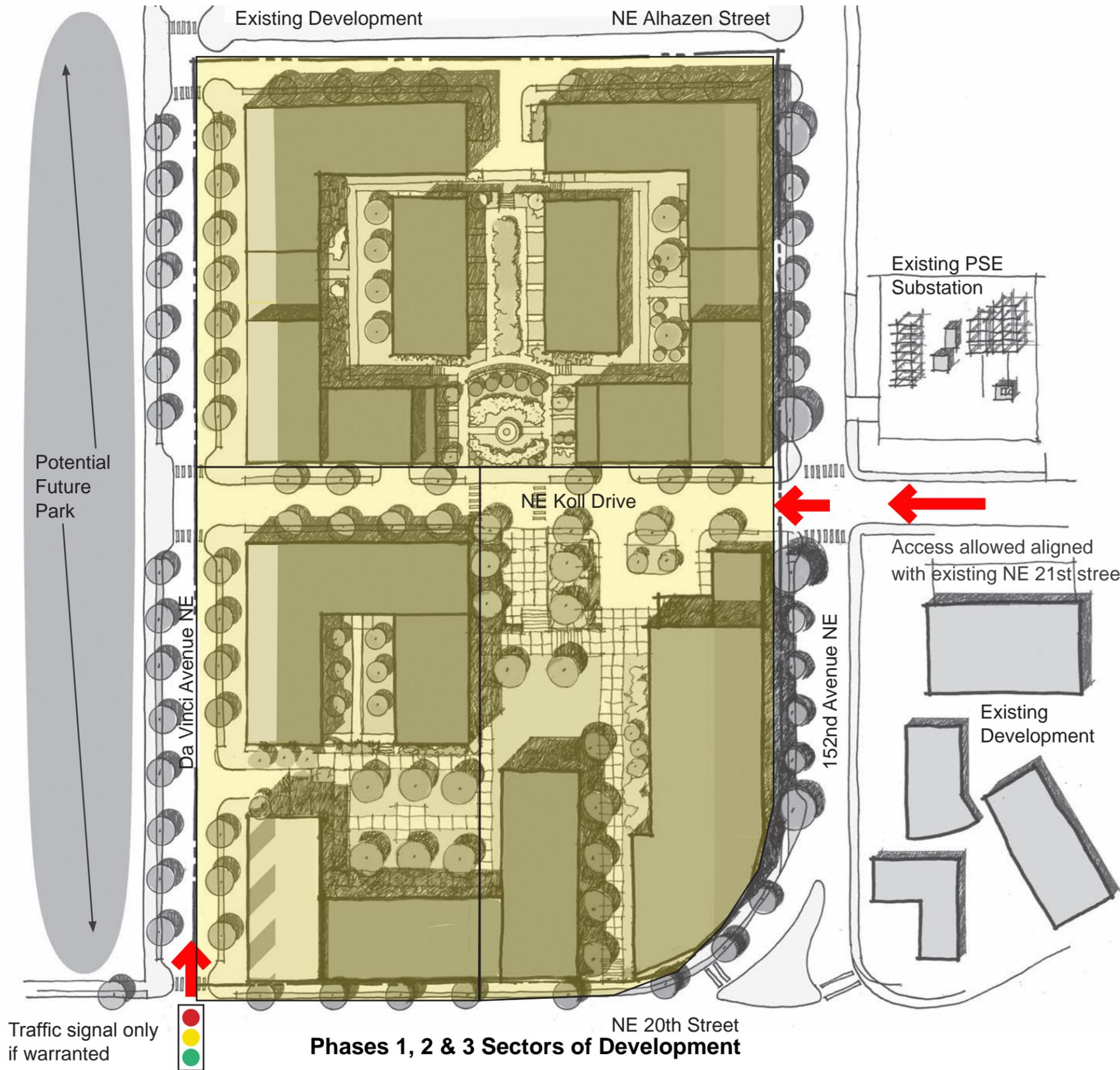
- Off site improvements to public utilities as designated in the Master Plan Appendix (see page 46-56) and outlined in the Development agreement.
- On-site building connections to public utilities.

#### Residential

- A minimum of 285 residential units shall be constructed in Phase 3.

#### Incentives

- Plaza improvements at center area of the PHASE 3 development adjacent to NE Koll Drive (a private access drive).
- Pedestrian connection from NE Alhazen Street to NE Koll Drive (see page 19).
- LEED Silver building certification.
- Underground and/or wrapped parking.



Phases 1, 2 & 3 Sectors of Development

## Complete District Development

At the time of development of the complete KCCLE Site surrounded by NE 20th Street, Da Vinci Avenue NE, NE Alhazen Street, and 152nd Avenue NE the following infrastructure and public amenities will be delivered:

### Roadways

- NE Koll Drive improvements completed.
- Half street improvements to Da Vinci Avenue NE between NE 20th Street and NE Alhazen Street, with approved temporary channelization.
- Half street improvements to 152nd Avenue NE between NE 20th Street and NE Alhazen Street (or bond for future improvements, with delivery appropriately timed as determined by the city with other adjacent development).
- Half street improvements to NE Alhazen Street, with approved temporary channelization.
- Provide traffic signal at NE 20th Street/Da Vinci Avenue NE if warranted.

### Utilities

- Off site improvements to public utilities as designated in the Master Plan Appendix (see page 46-57) and outlined in the Development agreement.
- On-site building connections to public utilities.

### Residential

- A minimum of 456 residential units shall be constructed.

### Incentives

- Plaza improvements at northeast corner of the PHASE 1 development
- Pedestrian connection from NE 20th Street to NE Koll Drive (see page 19).
- Pedestrian connection from Da Vinci Avenue NE to 152nd Avenue NE.
- Plaza improvements at center area of the PHASE 3 development adjacent to NE Koll Drive ( a private access drive).
- Pedestrian connection from NE Alhazen Street to NE Koll Drive (see page 19).
- LEED Silver building certification.
- Underground or wrapped parking.

# 5 Appendix

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## Development Criteria

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# Existing Site Plan

## Existing Buildings and Paving to be Demolished:

Parcel No.	Single Story Building Area
<b>392720</b>	
- 0010	6,400 SF
- 0020	6,392 SF
- 0030	9,111 SF
- 0040	8,226 SF
- 0050	5,140 SF
- 0060	4,935 SF
- 0070	4,687 SF
- 0080	6,156 SF
- 0090	6,463 SF
- 0100	6,476 SF
- 0110	8,409 SF
- 0120	7,073 SF
- 0130	7,365 SF
- 0140	6,817 SF
- 0150	6,787 SF
- 0160	6,667 SF
- 0170	7,113 SF
- 0180	7,703 SF
<b>Total Building Footprint Demolition</b>	<b>121,920 SF</b>
- 0190 Parking Lot	208,028 SF
<b>Total Impervious Surface Demolition</b>	<b>328,948 SF</b>

Note: Total Site Area is measured at 397,498 SF.

Note: Building and infrastructure demolition may be phased, and will be coordinated with the City of Redmond.

Note: Existing utilities will be capped and removed as necessary for demolition and infrastructure implementation.

## Recycling and Reuse of Site Materials

Existing buildings and paving will be recycled to the maximum extent feasible.

Developers will coordinate with City of Redmond to determine extent of tree removal in each phase of development. See Page 57 for Tree Mitigation Strategy.



- EXISTING BUILDING TO BE DEMOLISHED
- EXISTING PAVING TO BE DEMOLISHED



KCC Limited Edition Site

# Compliance with Redmond Zoning Code

## COMPLIANCE WITH REDMOND ZONING CODE (RZC)

The vision for the Koll Commerce Center Master Plan is in sync with that put forth by the City of Redmond Comprehensive Plan, which describes Overlake Village as “a neighborhood with a sense of place and activity that makes it attractive for living.” Although RZC 21.76.070 (P)(5)(c)(ii) states that “architectural design, exact building shapes and locations, and other detailed information required in a site plan shall not be required [for the master plan]”, the hypothetical scenario included in the Master Plan demonstrates that the various site requirements and incentive elements addressed by the RZC can be achieved.

The submittal documents demonstrate compliance with applicable sections of the RZC, such as:

### RZC 21.12.040 Site Requirements - Koll Commerce Center - Zone 1

REQUIREMENT	COMPLIANCE
<b>MAXIMUM LOT COVERAGE</b> 85% (on basis of the entire approved master plan, rather than on a site-by-site basis)	Master Plan represents 85% maximum lot coverage. See pages 38-39 for assumptions and calculations.
<b>MINIMUM LANDSCAPE AREA</b> 20% (as defined by RZC 21.12.070 and per specific requirements in RZC 21.12.130)	Master Plan represents 20% minimum landscape area. Details of planting and plaza design are not included in the Master Plan. See pages 40-41 for assumptions and calculations.
<b>BASE MAXIMUM BUILDING HEIGHT</b> w/o Bonuses	Superseded by incentive program - see page 35.
<b>BASE MAXIMUM FLOOR AREA RATIO</b> w/o Bonuses	Superseded by incentive program - see page 35.
<b>BUILDING SETBACKS AND BUILD-TO LINES</b>	Not applicable.
<b>STREET CROSS SECTIONS</b> NE Alhazen Street, Da Vicini Ave. NE, 152nd Avenue NE are to be designed as an Access Street per RZC 21.12.150(C)(2).	Applicant requests substitution of required cross section with City of Redmond staff-approved section as shown on pages 42-43.

REQUIREMENT	COMPLIANCE
<b>GROUND FLOOR USES</b> (per RZC 21.12.150(D) and 21.78.160) 152nd Avenue NE: Minimum 50% occupied by pedestrian-oriented uses; up to 50% designed for future pedestrian-occupied uses. Residential uses not permitted.	Applicant requests a departure to allow entry lobbies for upper-floor residential uses as a pedestrian-oriented use.
<b>MINIMUM RESIDENTIAL FLOOR AREA</b> (per RZC 21.12.040) Provide residential uses as a minimum of 50% of the gross floor area of proposed uses.	Development on overall site shall comply with this use requirement.
<b>RESIDENTIAL OPEN SPACE</b> (per RZC 21.12.120) 6.25% of gross residential floor area. Can include common space, private balconies, rooftop decks. Does not include parks or other bonus features.	Development on individual parcels shall comply with residential open space requirements. Required landscape requirements, as shown on pages 40-41, can be counted against residential open space required area, provided it meets the design criteria described in the RZC.
<b>TREE PROTECTION AND REPLACEMENT</b> (per RZC 21.72)	Applicant requests a departure in order to achieve development density in line with the District vision. Mitigation strategy is discussed on pages 57.
<b>PARKING</b> (per RZC 21.40)	Development on overall site shall comply with parking requirements.

## COMPLIANCE WITH DESIGN STANDARDS

As addressed in a separate exhibit submitted to the Design Review Board, the Master Plan complies with the Citywide, Context, and Site design standards - sections RZC 21.58 through 21.62. It also complies with other design standards that focus on site design issues, such as RZC Appendix 7 Street Design.

Per RZC 21.76.070 (P)(5)(c)(ii), “architectural design, exact building shapes and locations, and other detailed information required in a site plan shall not be required [for the master plan]”. Therefore the Master Plan does not directly address design of buildings or site features on portions of the site to remain as private development parcels. Future development proposals on private parcels will be subject to the underlying zoning and the Development Agreement, and will need to comply with all design standards.

# Bonus Calculations

## RZC 21.12.020 Master Planning

REQUIREMENT	COMPLIANCE
MASTER PLAN	Per RZC 21.12.020(B), 50% of buildings on a master planned site may be built with one additional floor. This master plan assumes a minimum of 8 buildings on the site at full buildout, and therefore an additional floor is assumed to be allowed on a minimum of 4 buildings.

## RZC 21.12.170 Overlake Village Incentive Program Table 1

REQUIREMENT	COMPLIANCE
PLAZA IMPROVEMENT	This incentive is being pursued. Master Plan complies. Specific design and timing for completion of the plaza improvements to be covered in the Development Agreement.

## RZC 21.12.170 Overlake Village Incentive Program Table 2

REQUIREMENT	COMPLIANCE
GREEN BUILDING or DEVELOPMENT	This incentive is being pursued.
RESIDENTIAL USES ABOVE MIN. REQUIRED	This incentive is being pursued. Residential uses shown greater than 50%.
BELOW-GRADE PARKING	This incentive is being pursued. Development on individual parcels shall comply with requirements for parking as described in RZC 21.12.170 Table 2.
COMBINATION OF BELOW GRADE AND WRAPPED STRUCTURED PARKING	This incentive is not being pursued.
AFFORDABLE DWELLINGS ABOVE MIN. REQUIRED	This incentive is not being pursued.
FULL-SERVICE HOTEL / CONFERENCE CENTER	This incentive is not being pursued.

## Maximum Building Height Using Incentive Programs

CATEGORY	Residential	Non-Hotel Comm.	Hotel/Conf Comm.
Base Height (stories)	5	4	4
Master Plan <sup>1</sup>	+1 (on no more than 50% of total buildings on site)		
Plaza Improvement <sup>2</sup>	+1 (on no more than 50% of total buildings on site)		
Parking Below-Grade	+1	+1	+1
Green Building	+1	+1	+1
Residential Uses Have Minimum	+1	+1	+1
Maximum Building Height allowed with bonuses (stories)	9	8	8
Maximum Allowable Height (stories / max. hgt.) per RZC 21.12.070(B) and (C)	8 / no max. hgt.	8 / no max. hgt.	8 / no max. hgt.
<b>Max Heights Proposed by Master Plan</b>	<b>8 / no max. hgt.</b>	<b>8 / no max. hgt.</b>	<b>8 / no max. hgt.</b>

## Maximum Floor Area Ratio Using Incentive Programs

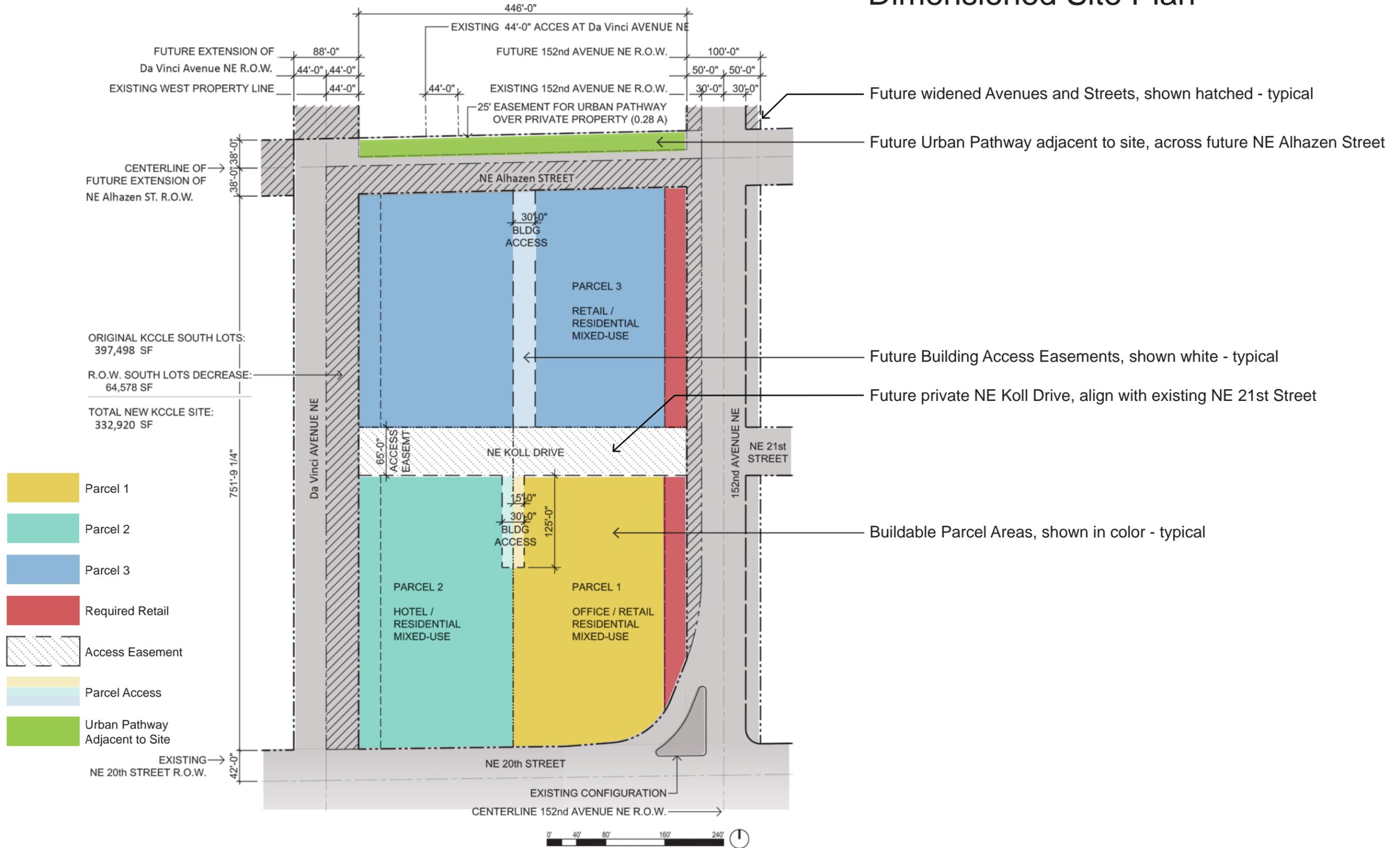
CATEGORY	Residential	Non-Hotel Comm.	Hotel/Conf Comm.
Base FAR w/ 50% Residential	2.5	0.41	1.20
Parking Below-Grade	+1.5	+0.15	+0.15
Maximum FAR allowed with bonuses	4.0	0.56	1.35
Maximum Allowable FAR per RZC 21.12.070(B) and (C)	4.0	0.55	1.35
<b>Max. FAR Proposed by Master Plan:</b>	<b>4.0</b>	<b>0.55</b>	<b>0.80</b>

<sup>1</sup> Developments completing a Master Plan may increase the height of 50 percent of the buildings in the development by one floor.

<sup>2</sup> Plaza improvements required to meet minimum design requirements specified in RZC21.62.030.J, Pedestrian Plazas and Open Spaces. 1-additional story for 50% of buildings or development.

<sup>3</sup> At least 60% of off-street parking for the development is located below-grade.

# Dimensioned Site Plan



# Development Assumptions

## Development for Residential Uses

Individual development parcels, and the final overall development, may have an FAR up to the maximum of 4.0, provided development is consistent with this Master Plan and Development Agreement, and the Redmond Zoning Code (RZC). See pages 34-35 for minimum requirements and FAR bonus calculations.

## Development for Non-Residential Uses

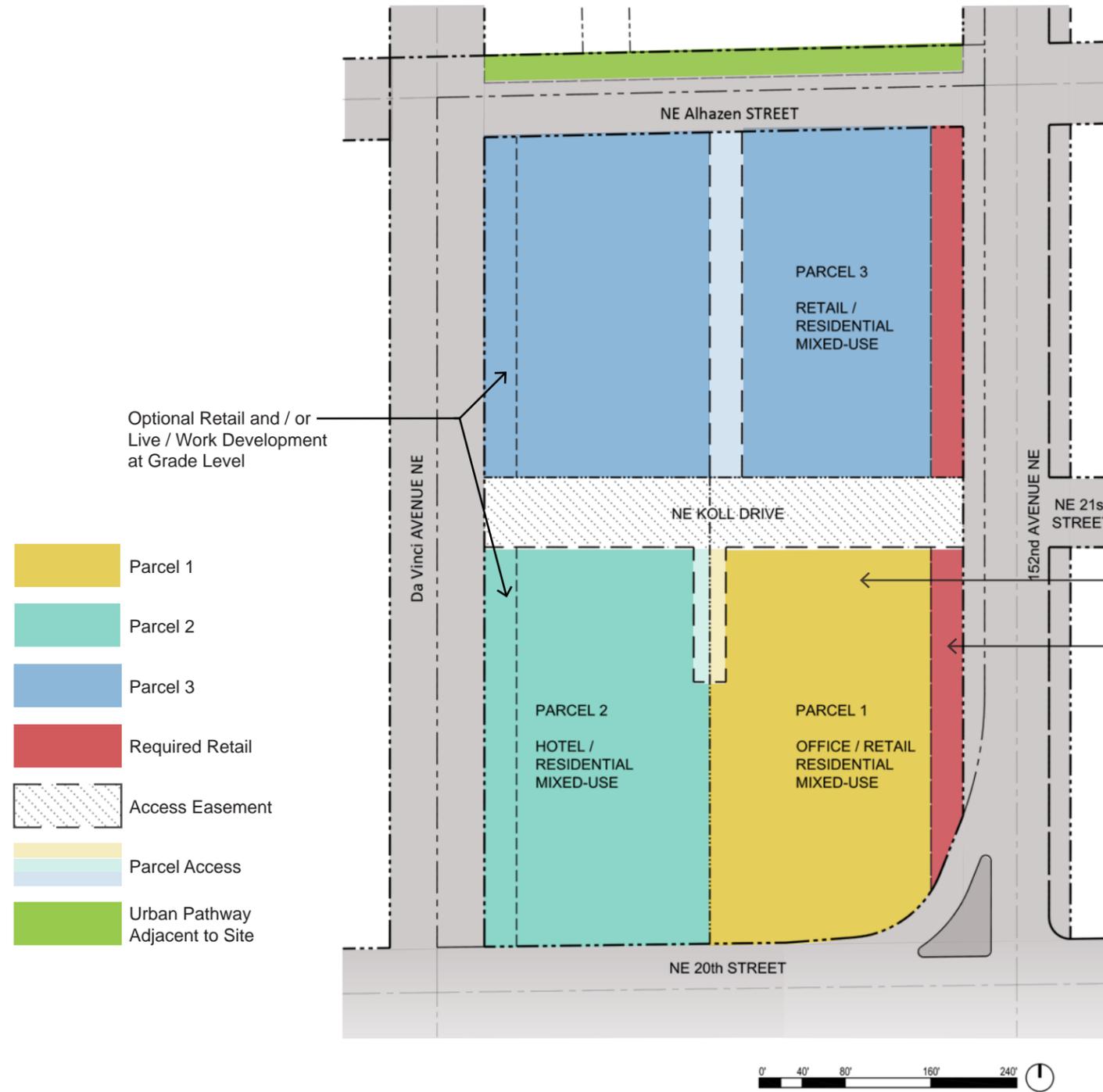
Total Site Area 397,498 SF

Non-Hotel Commercial (FAR 0.55) 218,624 SF

Hotel Commercial \* (FAR 0.80) 317,998 SF

Maximum Total Commercial Development (FAR 1.35) 526,722 SF

\* Hotel commercial uses can occupy a greater area provided that the maximum non-hotel commercial is reduced by a corresponding area for any square footage over the 218,624 SF noted.



# Impervious Lot Coverage Assumptions

1. In order to assign an appropriate maximum impervious area to each development parcel, assumed impervious percentages were developed for the Site Area taken by the ROW. The assumptions shown on this page establish the basis for the impervious calculations shown on the Impervious Lot Coverage Requirements, Page 39.

2. Impervious area requirements are based on the gross site area:

Gross Site Area	Code Maximum	Maximum Impervious Area
397,498 SF	85% of Site	337,873 SF

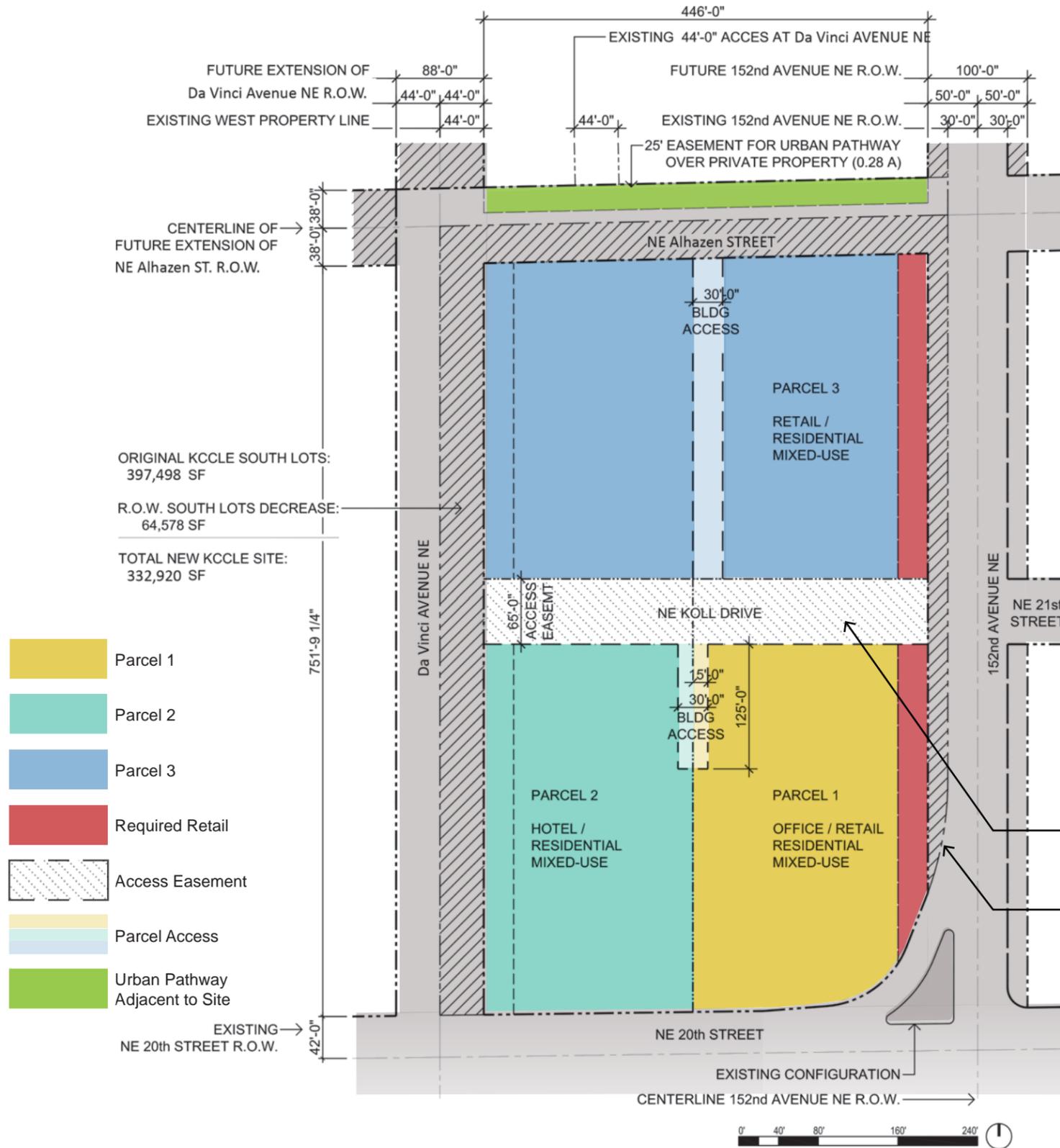
3. For the purposes of impervious area calculations, approximately 97% (or 60,761 SF) of the Total Site Area taken by the ROW and NE Koll Drive, a private access driveway, will be assumed to be impervious area. This is based on an assumption of 4'x6' pervious planting areas in the landscape / furniture zone at 20'-0" on center. See Street Sections (Pages 42-43) for locations of landscape/furniture zones.

4. For the purposes of impervious area calculations, an area over a parking garage or other structure can be considered pervious area, if the percolation rate of the area is equal to the percolation rate of undisturbed soil on the existing site, and the area is accessible from grade.

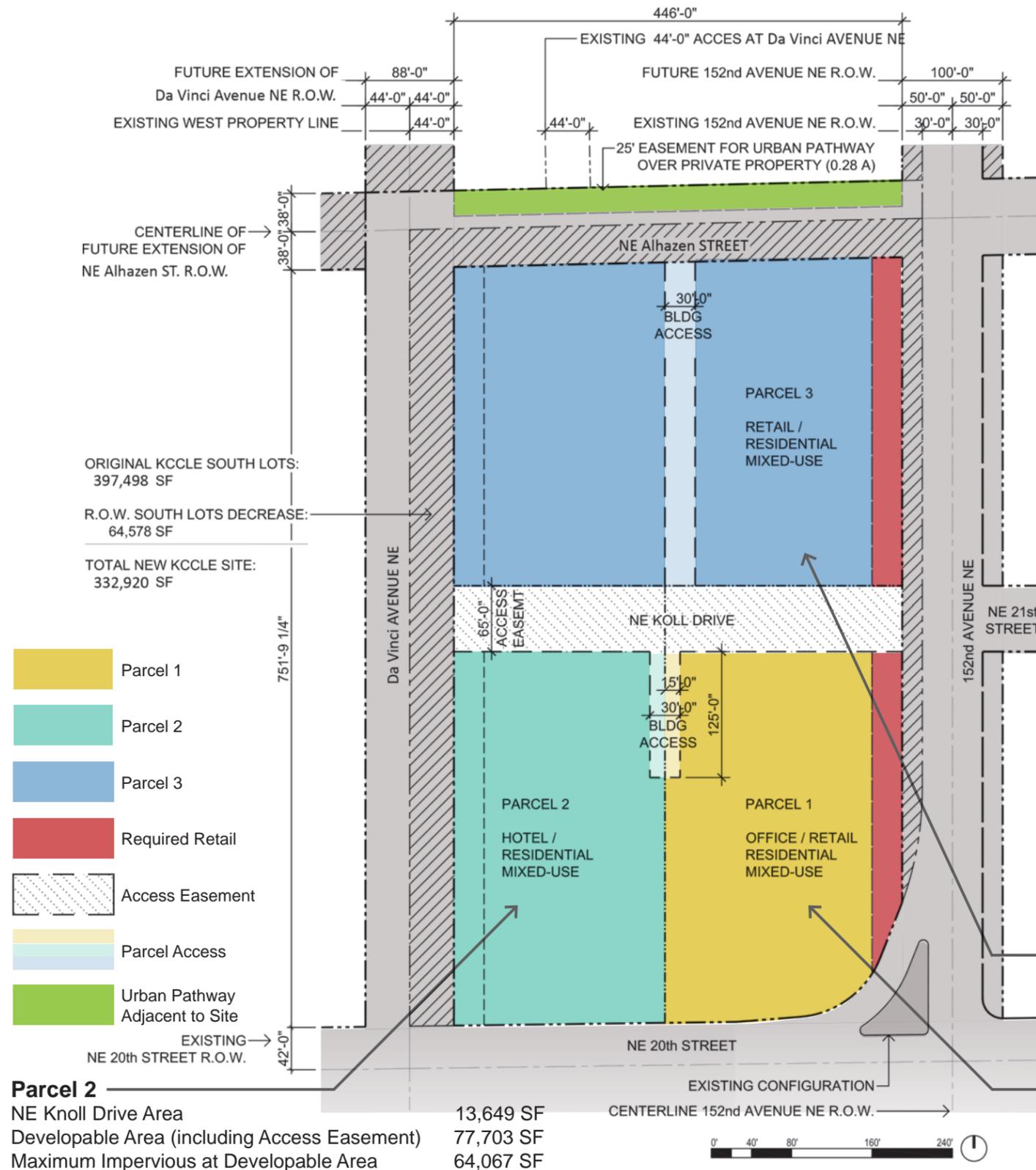
5. Impervious Area maximum requirements are based on an aggregate calculation for the entire original site. The impervious area on any particular parcel may exceed the listed prescribed maximum by up to 15% of prescribed maximum area provided that impervious area(s) on one or more other parcels with a similar use is reduced by the same aggregate area. The impervious area of any parcel will not be reduced more than 25% of its original maximum impervious area.

Total NE Koll Drive and Access Easements 28,986 SF  
Assumed 97% Impervious: 28,116 SF Impervious

Total Site Area taken by the ROW: 64,578 SF  
Assumed 97% Impervious: 62,642 SF Impervious



# Impervious Lot Coverage Requirements



Gross Site Area	Code Requirement	Maximum Impervious Area
397,498 SF	85% of Site	337,873 SF

**Constructed Impervious Areas**

**Public Space:**

	Area x % Impervious	Impervious Area
ROW	64,578 x 97%	62,641 SF
<b>Total Public Space Impervious</b>		<b>62,641 SF</b>

**Private Spaces:**

	Area x % Impervious	Impervious Area
NE Koll Drive	28,986 x 97%	28,116 SF

Mixed-Use Parcels	Maximum Impervious Area
Parcel 1	64,692 SF
Parcel 2	64,067 SF
Parcel 3	118,357 SF
<b>Total Parcel Spaces Impervious</b>	<b>247,116 SF</b>

**Maximum Impervious Area in Parcels & Drive: 275,232 SF**

**MAXIMUM IMPERVIOUS FOR OVERALL SITE: 337,873 SF**

# Landscape Assumptions

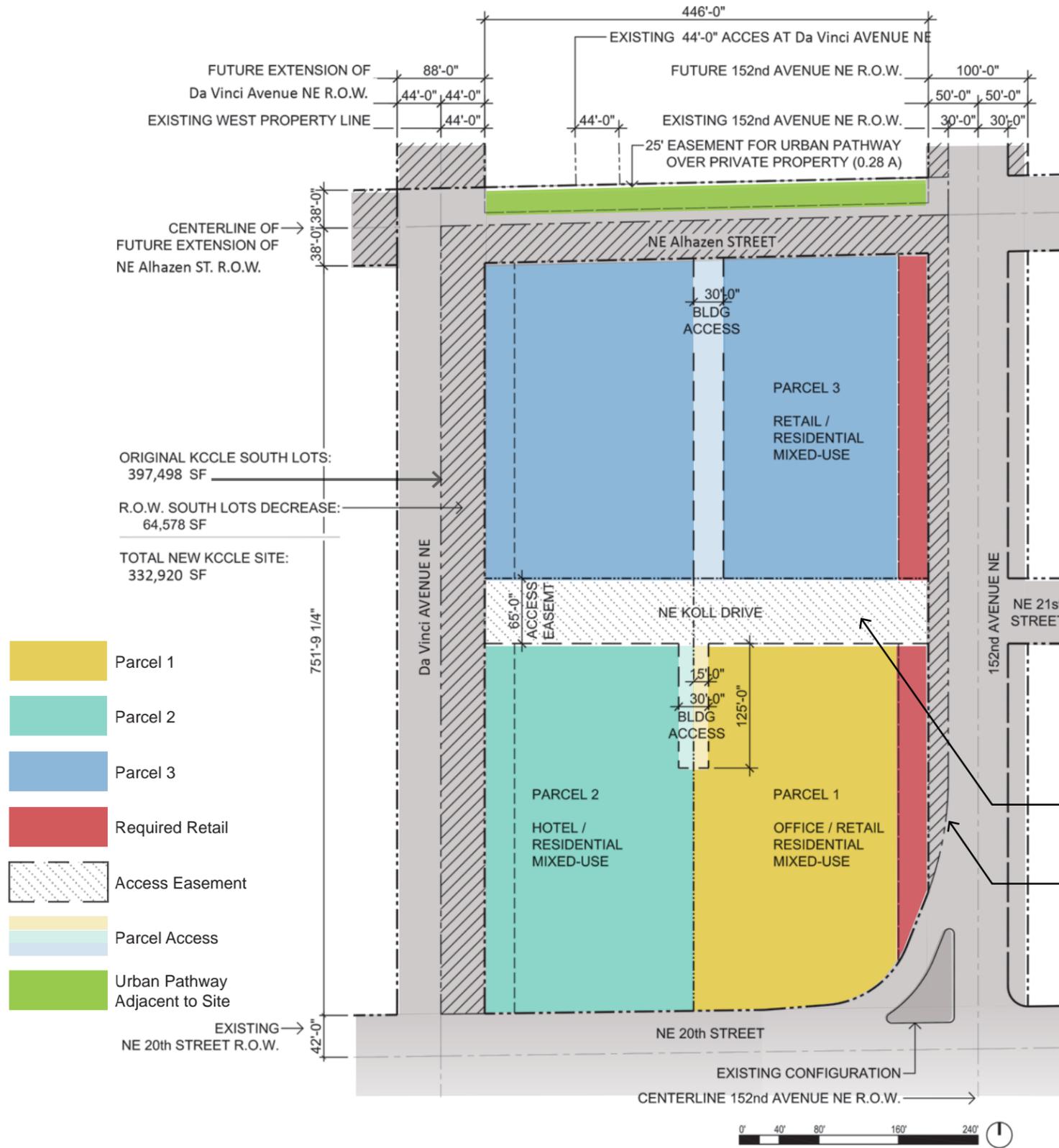
1. In order to assign an appropriate minimum landscape area to each development parcel, assumed landscape percentages were developed for the site Area taken by the public ROW plus the private NE Koll Drive. The assumptions shown on this page establish the basis for the landscape calculations shown on the Landscape Requirements, Page 41.
2. Minimum landscape area requirements for each parcel can be combined with residential open space requirements as described on Page 34.
3. Landscape area requirements are based on the gross site area:

Gross Site Area	Code Minimum	Minimum Landscape Area
397,498 SF	20% of site	79,500 SF

4. For the purposes of required landscape area calculations, approximately 3% of the total area of the public ROW Take plus the private NE Koll Drive and Building Access Easements (2,807 SF) on the site will be considered landscape area. This is based on an assumption of 4'x6' planting areas in the landscape/furniture zone at 20'-0" on center. See street sections (Pages 42-43) for locations of landscape/furniture zones.
5. For the purposes of required landscape area calculations by parcel, areas considered landscaped will be limited to a maximum 50% impervious materials.
6. Landscape area requirements are based on an aggregate calculation for the entire site. The landscape area on any particular parcel may be less than the listed prescribed maximum by up to 15% of prescribed maximum area provided that landscape area(s) on one or more other parcels with a similar use is increased by the same aggregate area. The landscape area of any parcel will not be increased more than 25% of its original minimum landscape area.

Total NE Koll Drive and Building Access Easements 28,995 SF  
Assumed 3% Pervious: 870 SF Pervious

Total ROW Take: 64,578 SF  
Assumed 3% Pervious: 1,936 SF Pervious



# Landscape Requirements

Gross Site Area	Code Requirement	Minimum Landscape Area
397,498 SF	20% of Site	79,500 SF

## Provided Landscape Areas

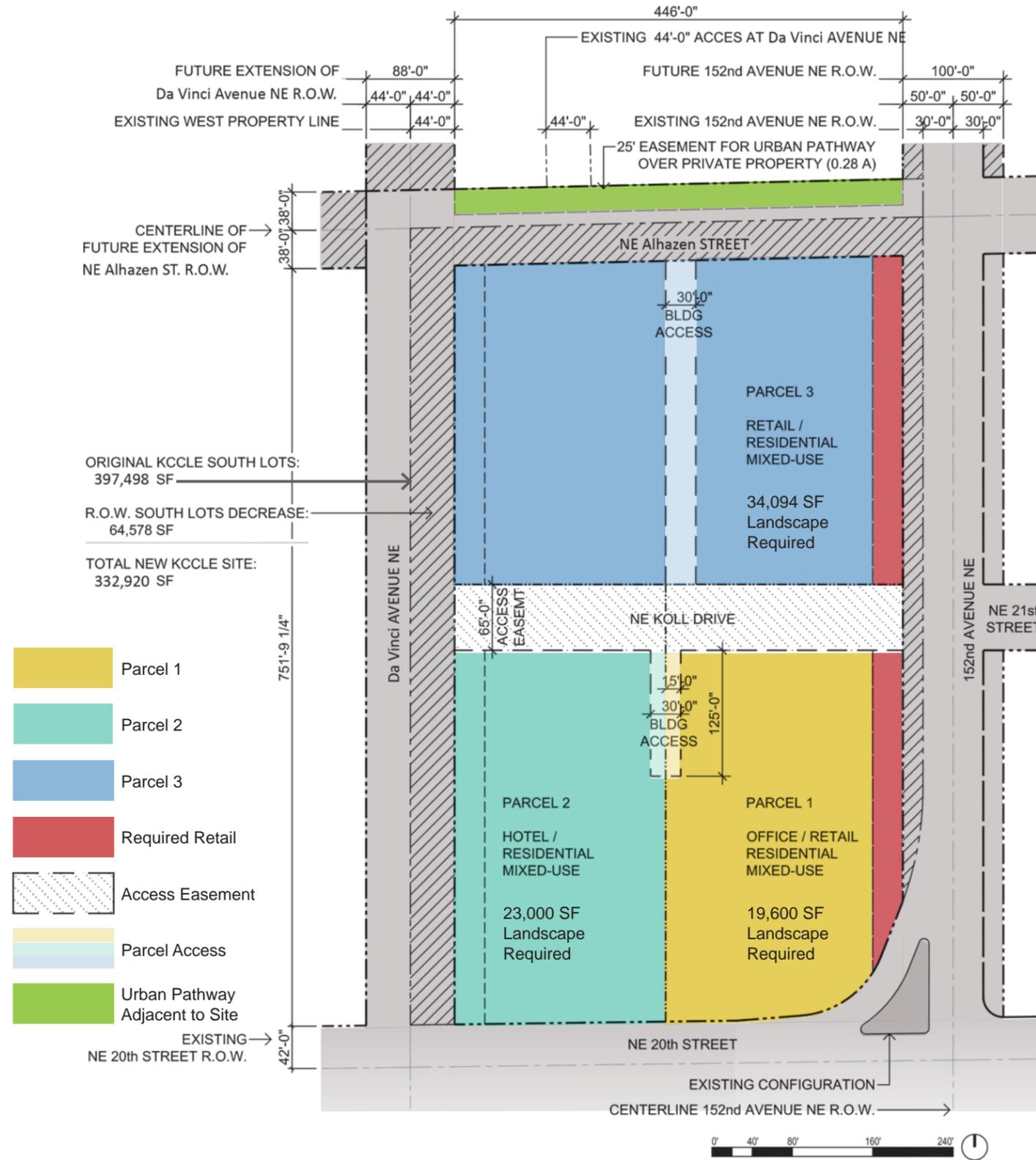
Roads & Drives	Area x % Pervious	Pervious Area
ROW	64,578 x 3%	1,936 SF
NE Koll Drive	28,986 x 3%	870 SF
<b>Total Road &amp; Drive Space</b>		<b>2,806 SF</b>

## Private Landscape Open Space at Parcels

Mixed-Use Parcels	Required Landscape Area
Parcel 1	19,600 SF
Parcel 2	23,000 SF
Parcel 3	34,094 SF

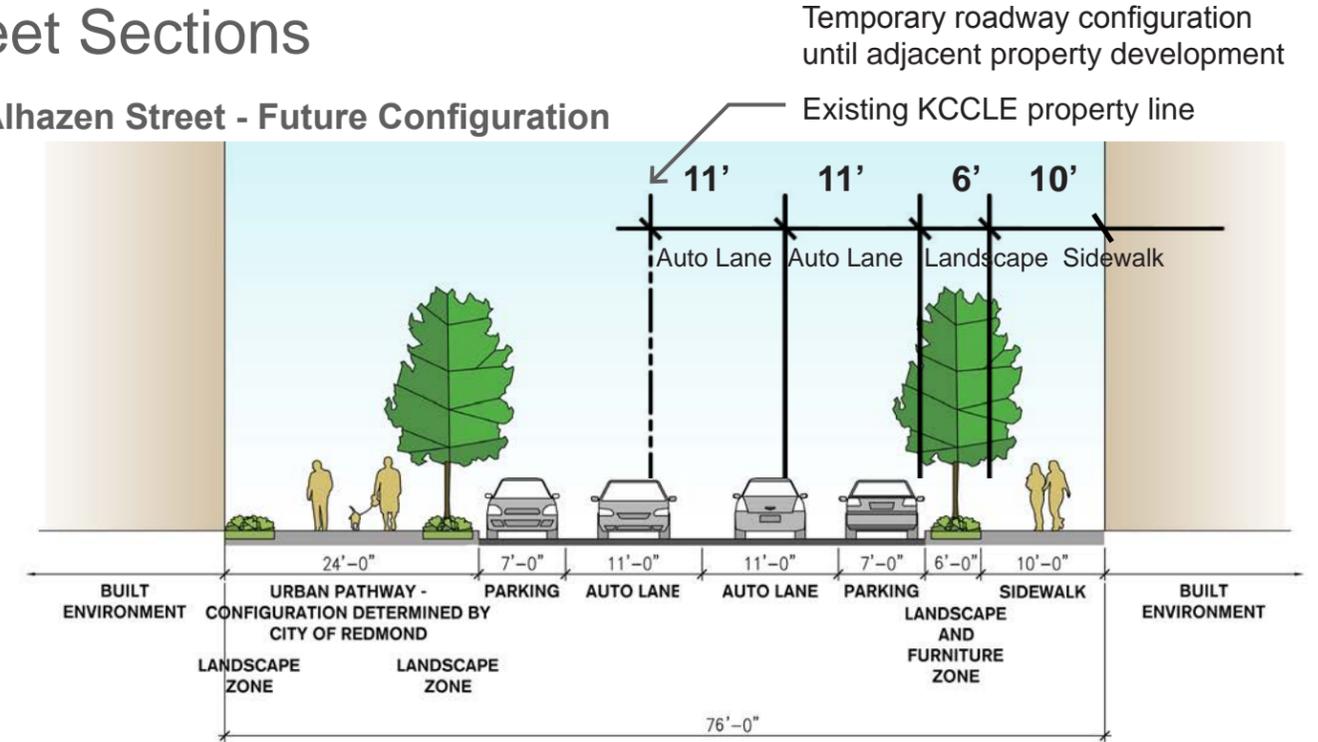
**Total Landscape Area Required at Parcels: 76,694 SF**

**TOTAL LANDSCAPE AREA FOR SITE: 79,500 SF**



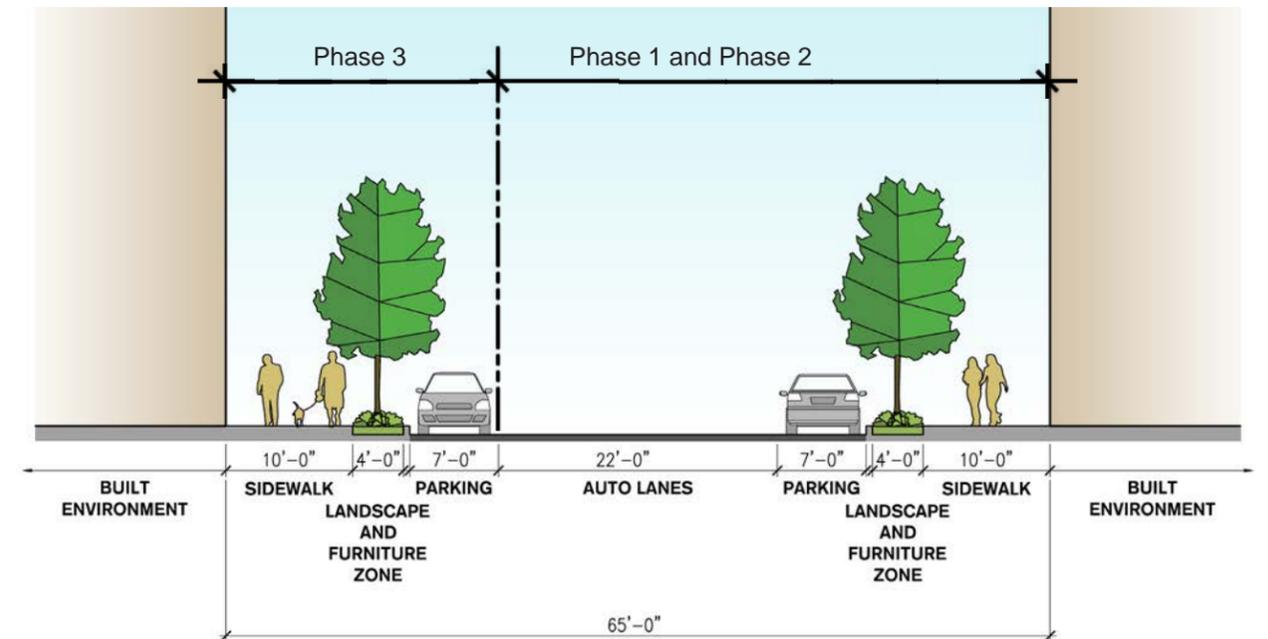
# Street Sections

## NE Alhazen Street - Future Configuration

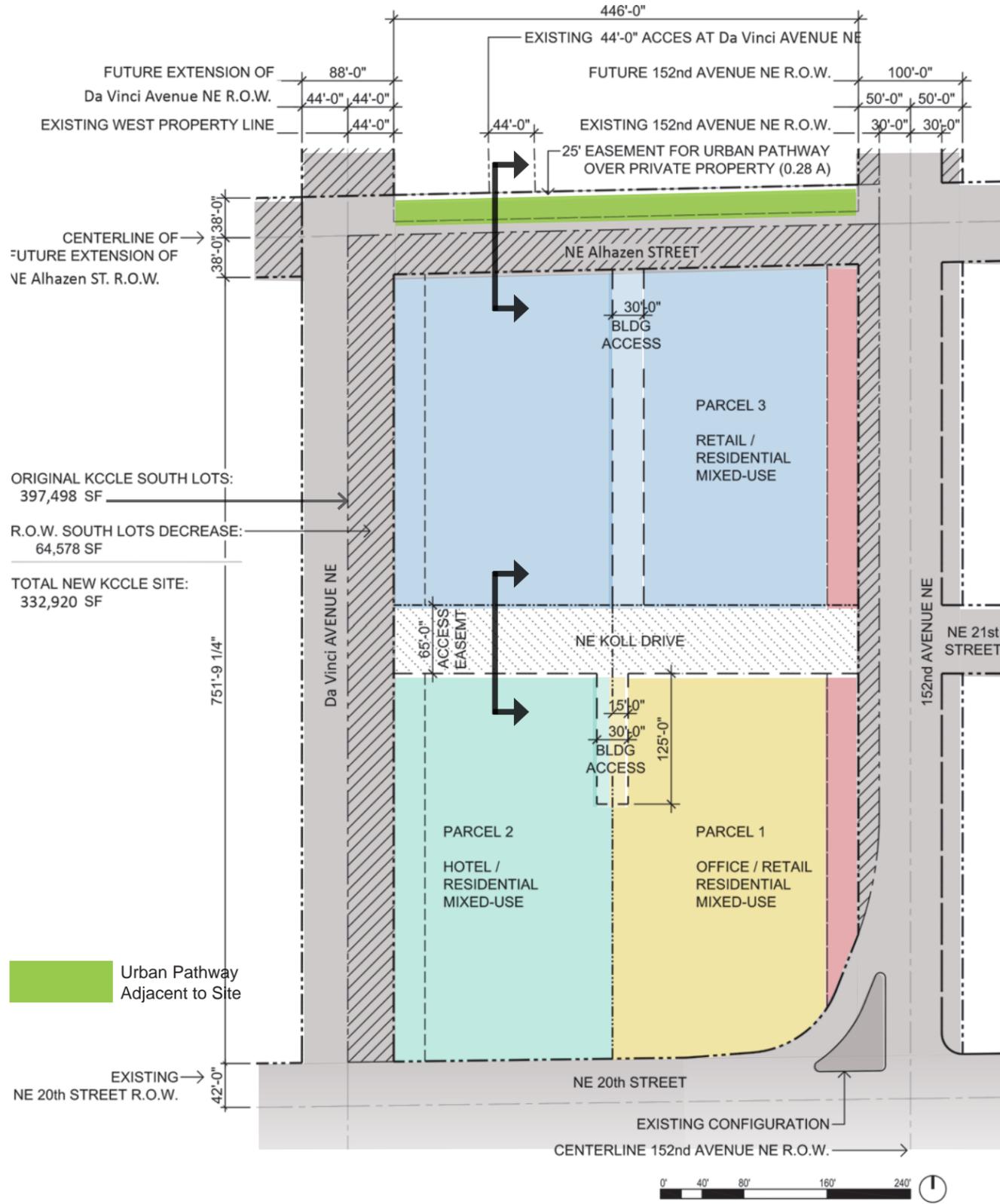


These streets provide local access and areas for driveways and loading. Key features of the street cross section include: one vehicle travel lane in each direction with turn lanes as necessary, wide sidewalks, urban pathway and bicycle lanes (some segments), and curbside parking. 75' ROW Width. RZC Table 21.12.150B  
 Traffic report prepared by TENW indicates very low traffic volumes not requiring turn lanes to accommodate proposed development.

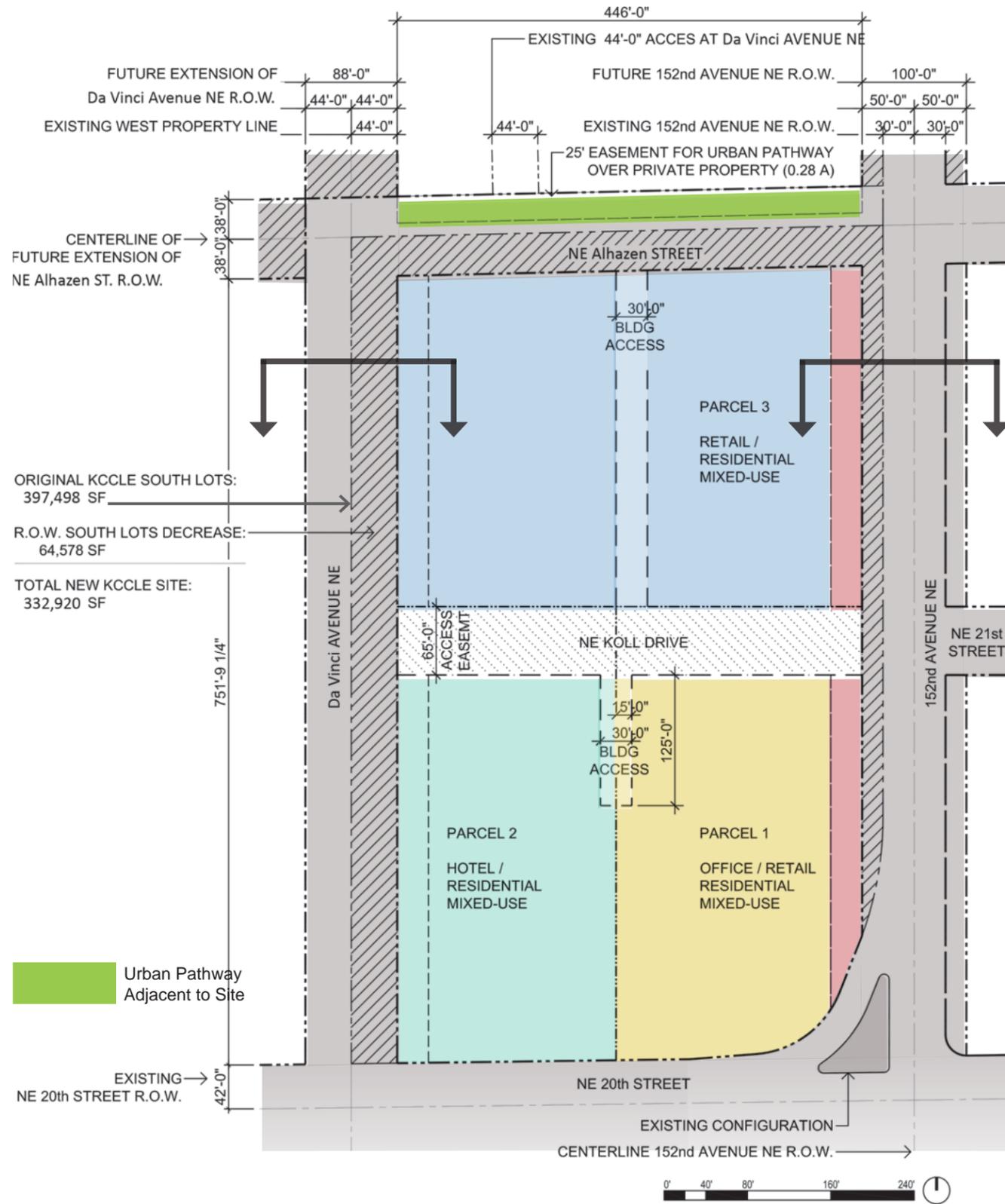
## NE Koll Drive (private access drive) - Potential Future Configuration



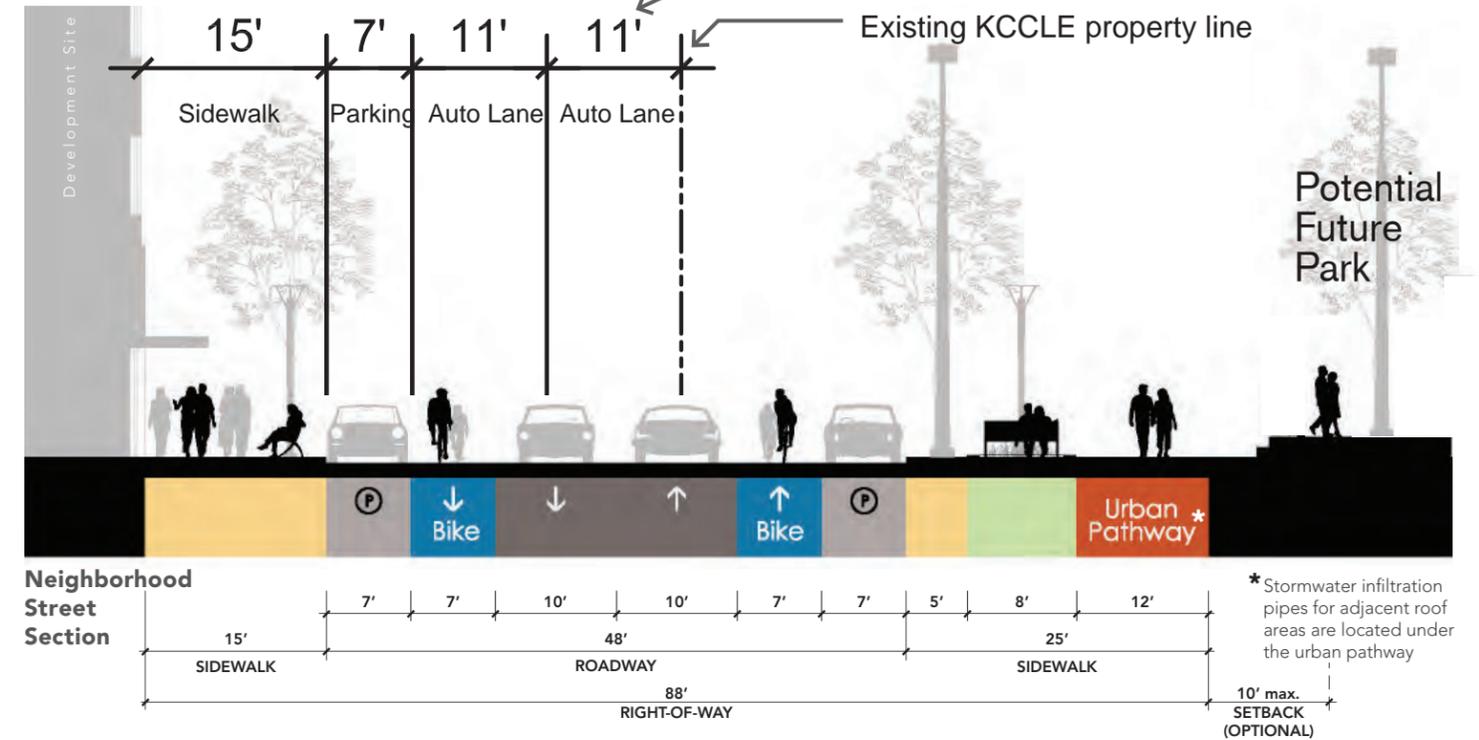
**NOTE:** NE Koll Drive street name will be updated and approved by the City per the Overlake Village standard street naming convention.



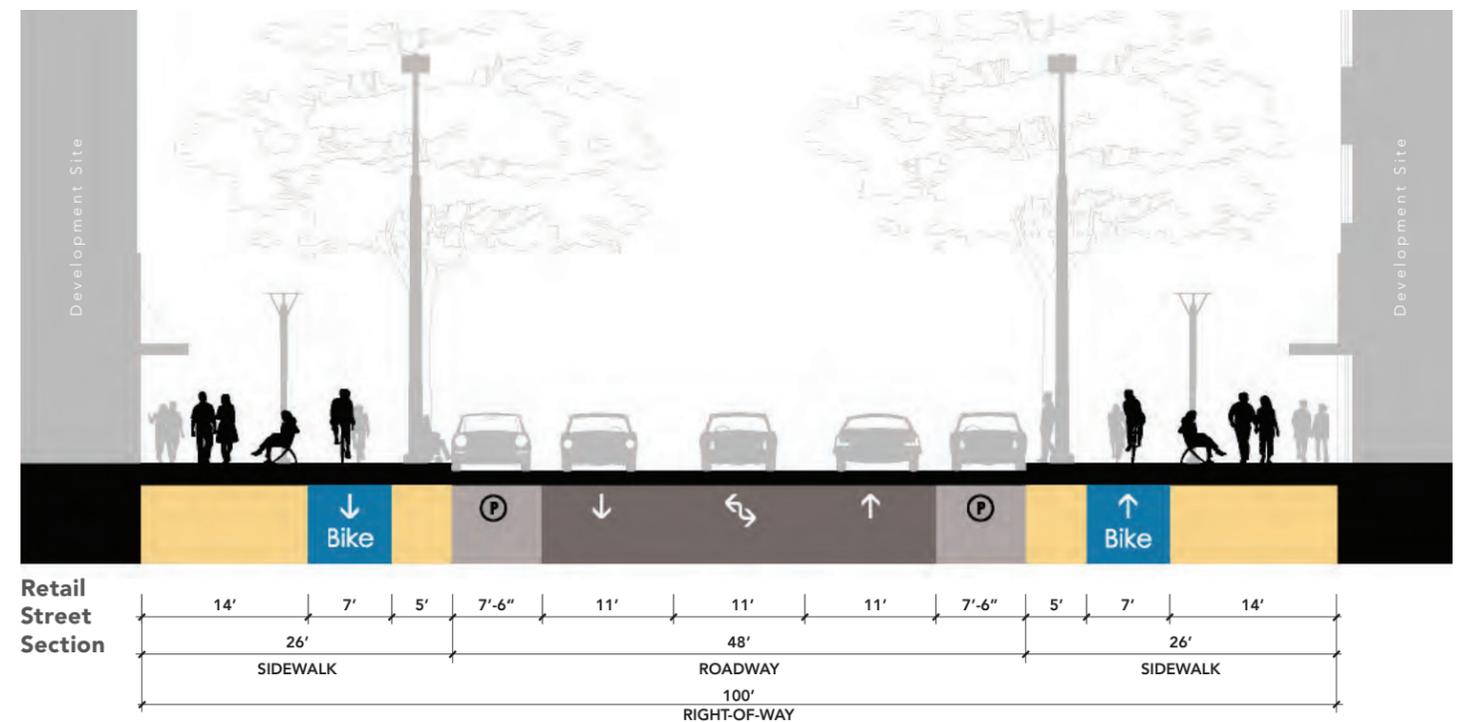
# Street Sections



## Da Vinci Avenue NE - Future Configuration



## 152nd Avenue NE - Future Configuration



# Vehicular Site Access

## No Access

- From 152nd Avenue NE at Parcels 2 & 3 (as shown).
- From NE 20th Street at Parcels 1 & 2 (as shown).

## Limited Access

- Right in / right out access point at Parcel 2 to Da Vicini Ave. NE (as shown).
- Must meet City of Redmond Street Design Standards.
- Access allowed with review and approval by City of Redmond for configuration and location.

## Approved Access

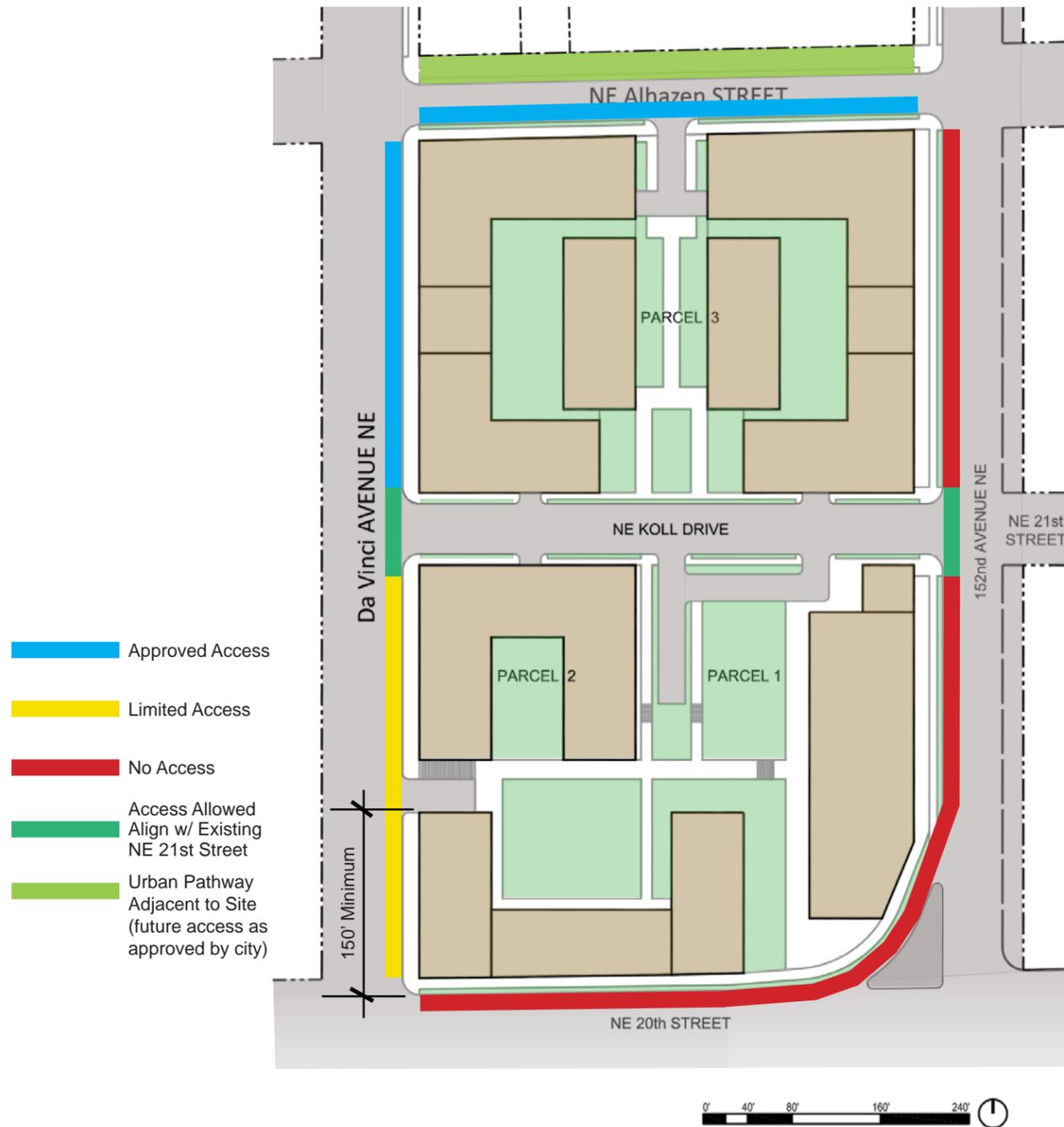
(must meet City of Redmond Street Design Standards).

- From Da Vicini Ave. NE at Parcel 3 as shown.
- From NE Alhazen Street at Parcel 3 as shown.
- Access allowed with review and approval by City of Redmond for configuration and location.

## Access Allowed (Private Drive)

- Align NE Koll Drive with Existing NE 21st Street.
- From Da Vicini Ave. NE into NE Koll Drive as shown.
- From 152nd Avenue NE into NE Koll Drive as shown.
- Access allowed with review and approval by City of Redmond for configuration and location.

Note: See page 18 for access points shown for this proposal.



# Civil Engineering

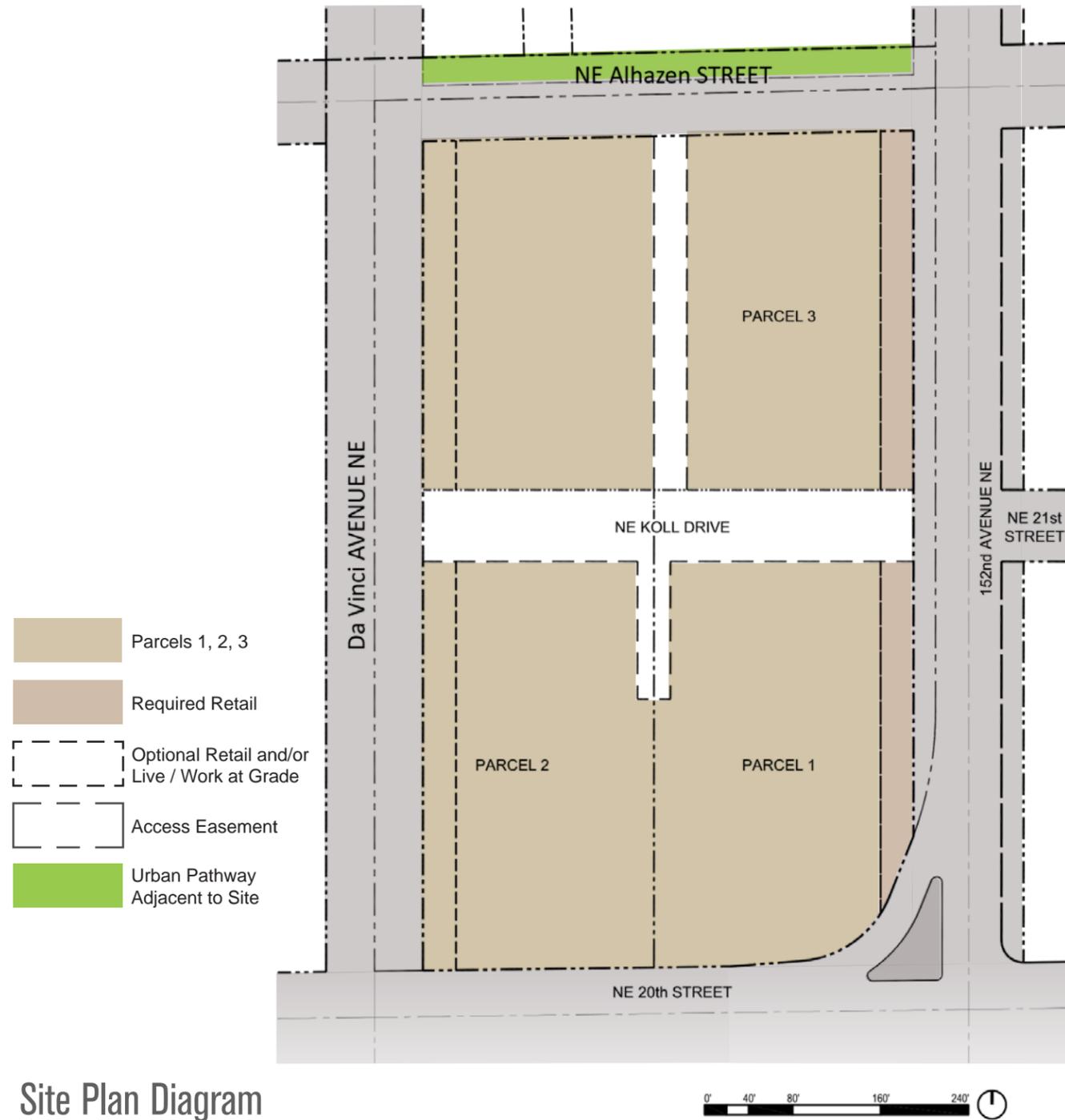
## Introduction

The Koll Development is a 9-acre parcel, comprised of 19 separate lots, located within the Overlake Village of Redmond. The site is currently developed with retail and small businesses. It is bounded by a retail area to the north, NE 20th Street to the south, 152nd Avenue NE to the east and a retail development to the west. Following is a brief description of existing utilities and potential future upgrades to the utilities systems related to redevelopment of the site under current Redmond Zoning Code entitlements for the OV(1) zoning district.

## Earthwork and Grading Plan

The site is relatively flat with an approximate elevation of 310 throughout the project area. Elevations of 152nd Avenue East and NE 20th Street are approximately 6 feet higher than the site near the south side and southeast corner of the property. This elevation difference is currently mitigated by a slope between the back of the sidewalk and the adjacent parking lots.

Assuming additional ROW is dedicated to the City as described above, the grade difference may become more pronounced as it extends into the property. Careful study of this site grades will be necessary to provide a seamless transition between the public sidewalk and the private development. Depending on the proposed development site plan, either a slope or a short wall will be required for this grade transition.



Site Plan Diagram

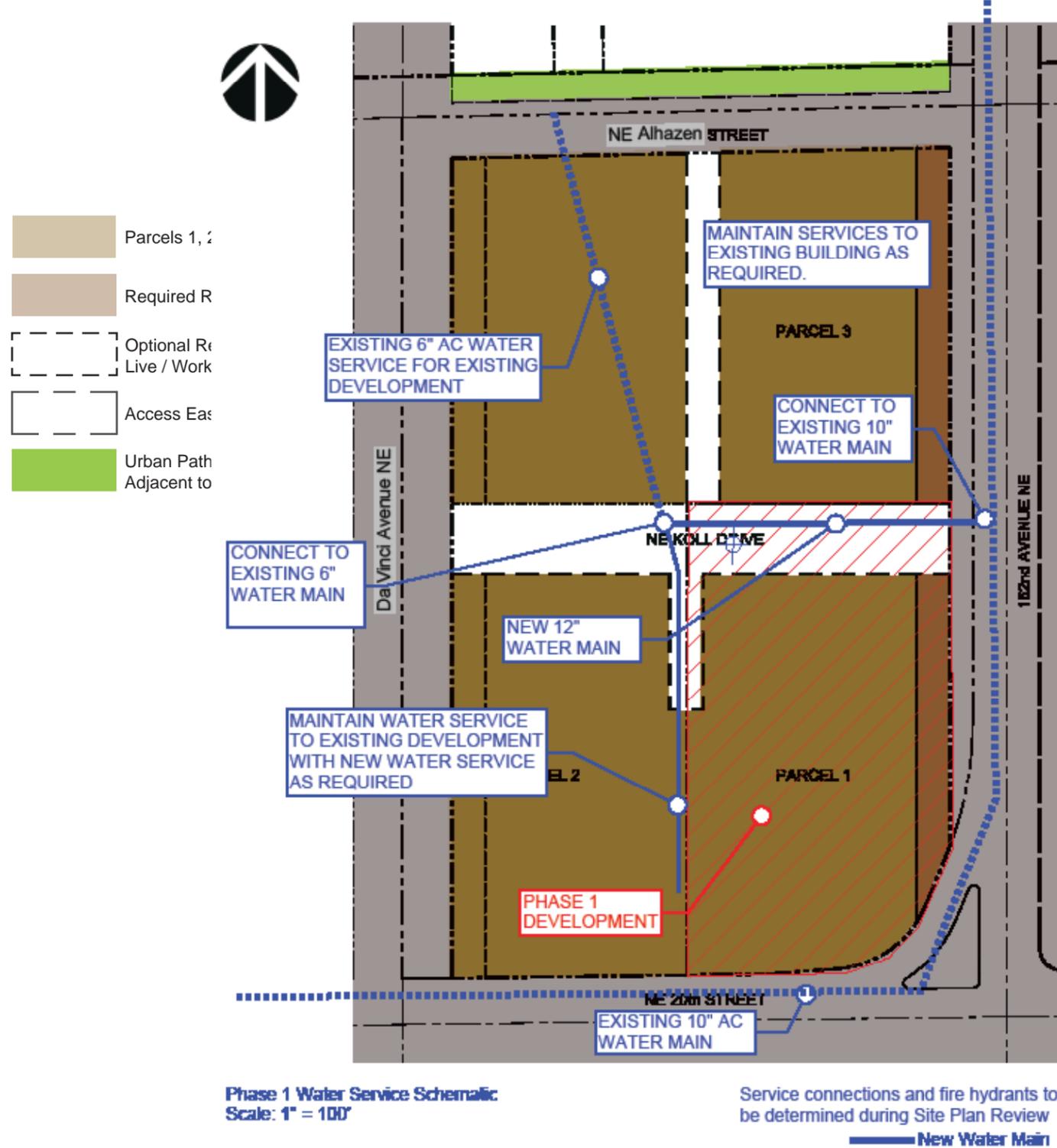
# Conceptual Water Utility Plan

This site is located within the 520 pressure zone of the City of Redmond's water system. This zone is fed from the 520 reservoir and booster located in the vicinity of the northwest corner of NE 40th street and 148th Avenue NE. City water mains are available in NE 20th Street and 152nd Avenue NE. The existing water pressure is approximately 90 psi.

A 6-inch AC main is currently routed from the northern property through the site connecting to the existing 10-inch ductile iron main in 152nd Avenue NE. There is an isolation valve separating the onsite water system from the development to the north, so future water main revision to the onsite water main can occur with minimal interruption to the adjacent property's water service.

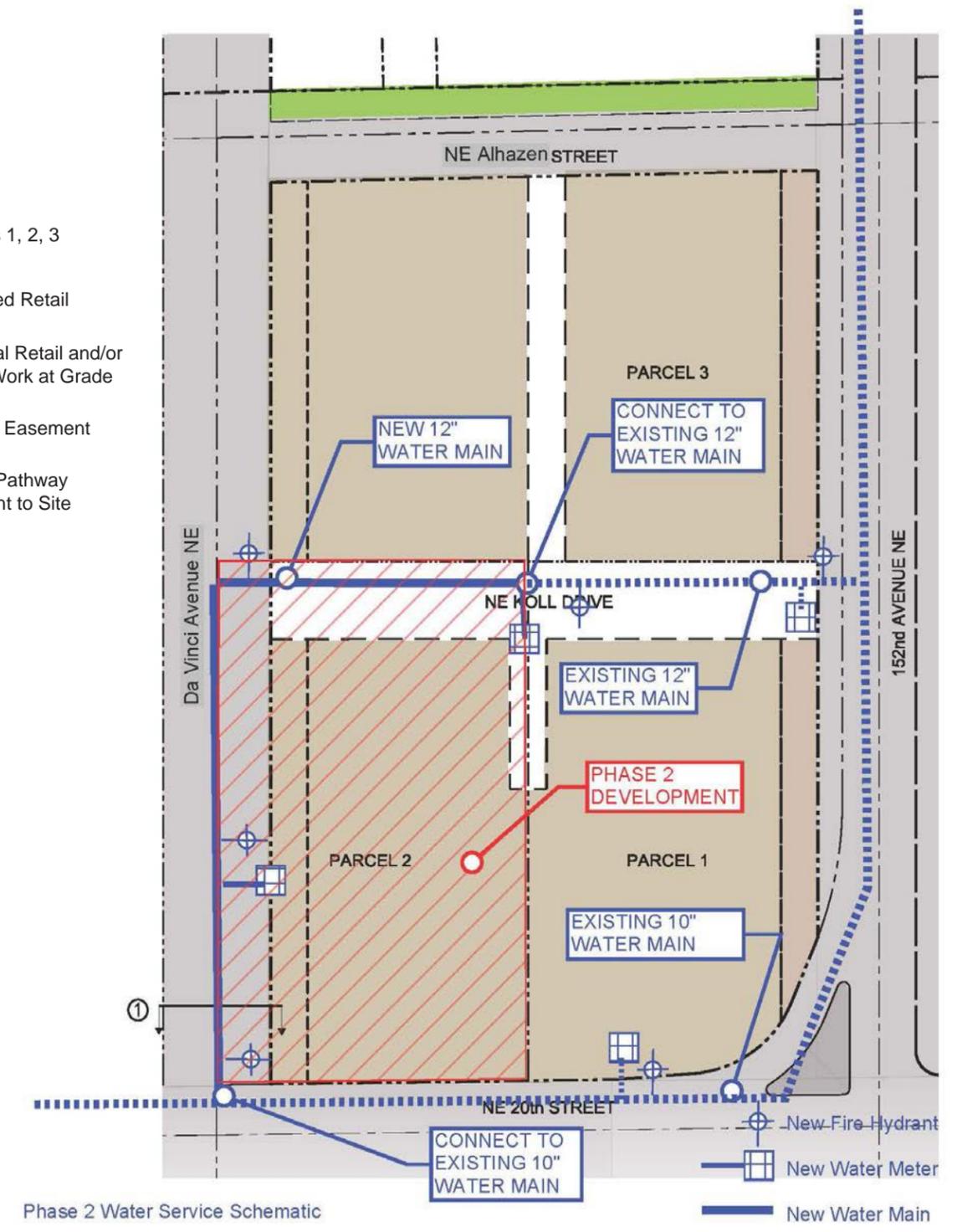
The proposed development will remove the existing 6-inch AC water main and install a looped 12-inch water main through the site and around the buildings to provide fire hydrant coverage. The new on-site 12-inch water mains will be connected to the existing 10-inch main in 152nd NE and the existing 10-inch main in NE 20th. Fire hydrants will be located throughout the site to provide adequate coverage at the time of future development.

Development of the water system will be in accordance with City of Redmond development guidelines. The required fire flow in multifamily and commercial areas is 3,500 gpm.



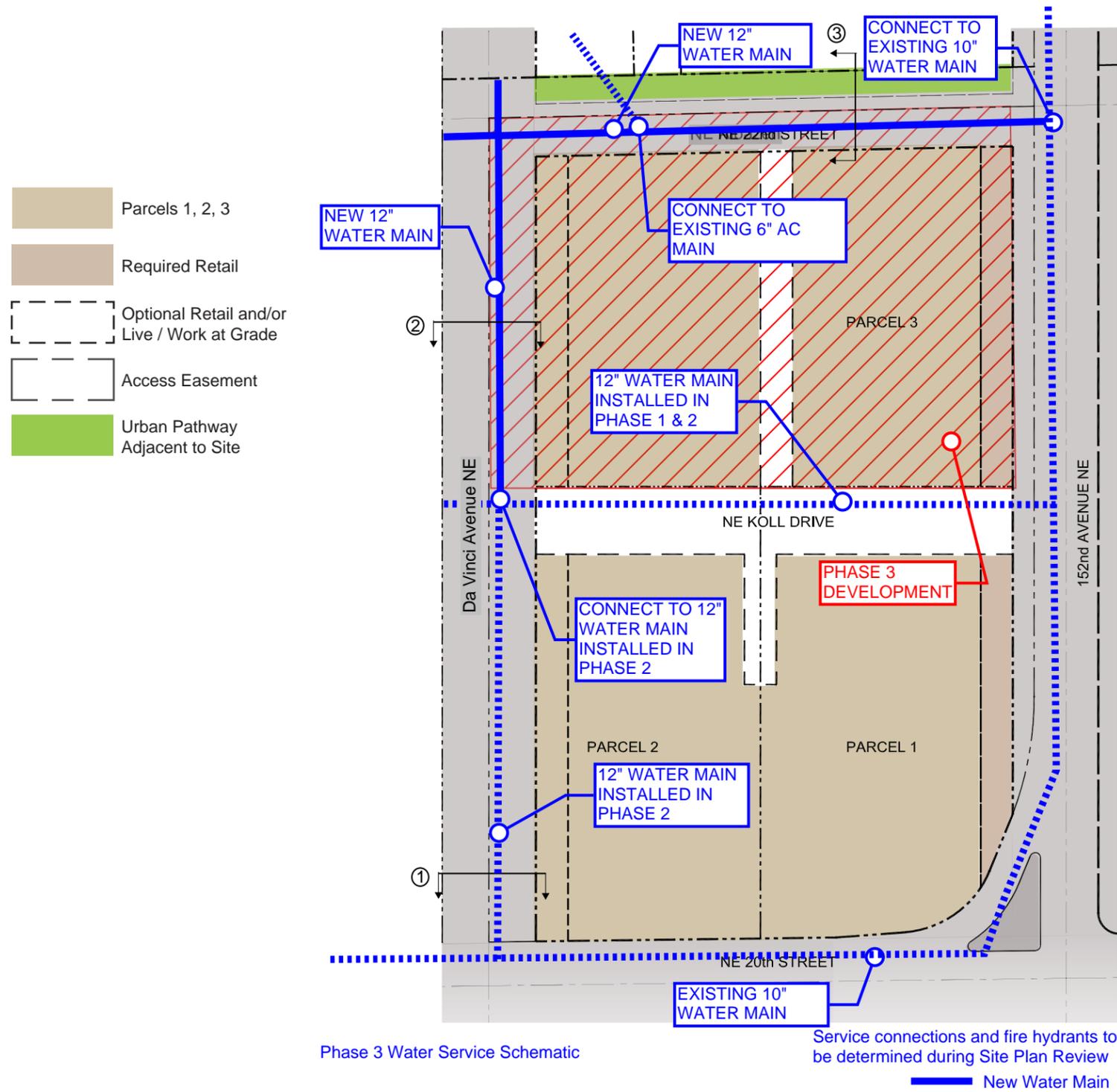
## Water Utility Schematic - Phase 1

-  Parcels 1, 2, 3
-  Required Retail
-  Optional Retail and/or Live / Work at Grade
-  Access Easement
-  Urban Pathway Adjacent to Site



Phase 2 Water Service Schematic

## Water Utility Schematic - Phase 2



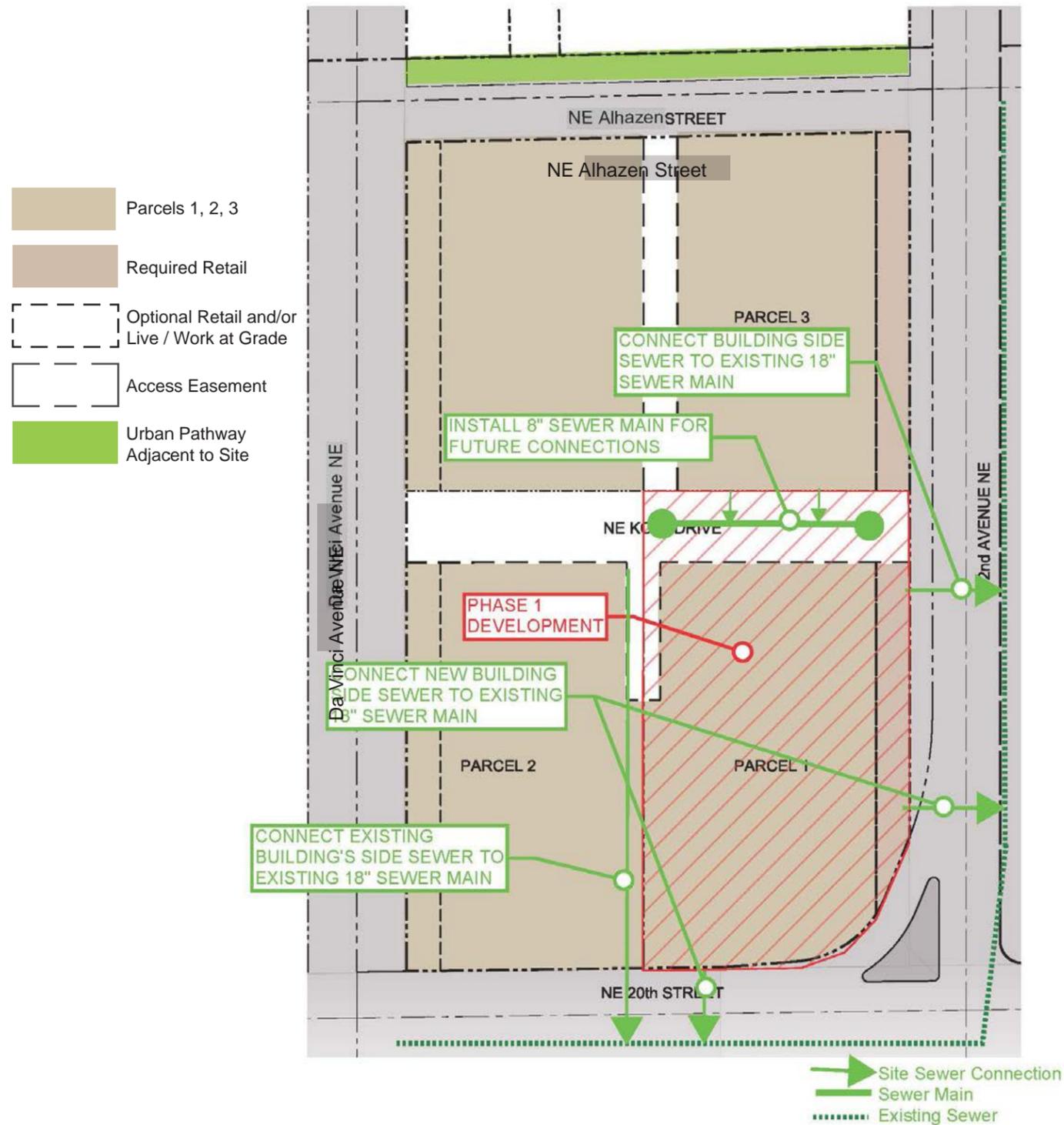
## Water Utility Schematic - Phase 3

# Conceptual Sewer Service Utility Plan

The development lies within the Overlake South sewer basin as defined by the City of Redmond. This sewer system generally flows south through 152nd Ave NE, west through NE 20th Street and continues south west in Bel-Red Road to near Kelsey Creek where it connects to the King County Trunk. The existing sewer main consists of 18-inch and 24-inch diameter PVC and DI pipes. This sewer main was previously upgraded through the Overlake South Reimbursement Agreement (or Latecomers Agreement), which provides a mechanism for the City to collect allocated costs for proposed developments within the basin to pay back to the developer who funded the sewer improvements. These costs are triggered by development of properties benefiting from this sewer upgrade, of which the KCCLC properties are included.

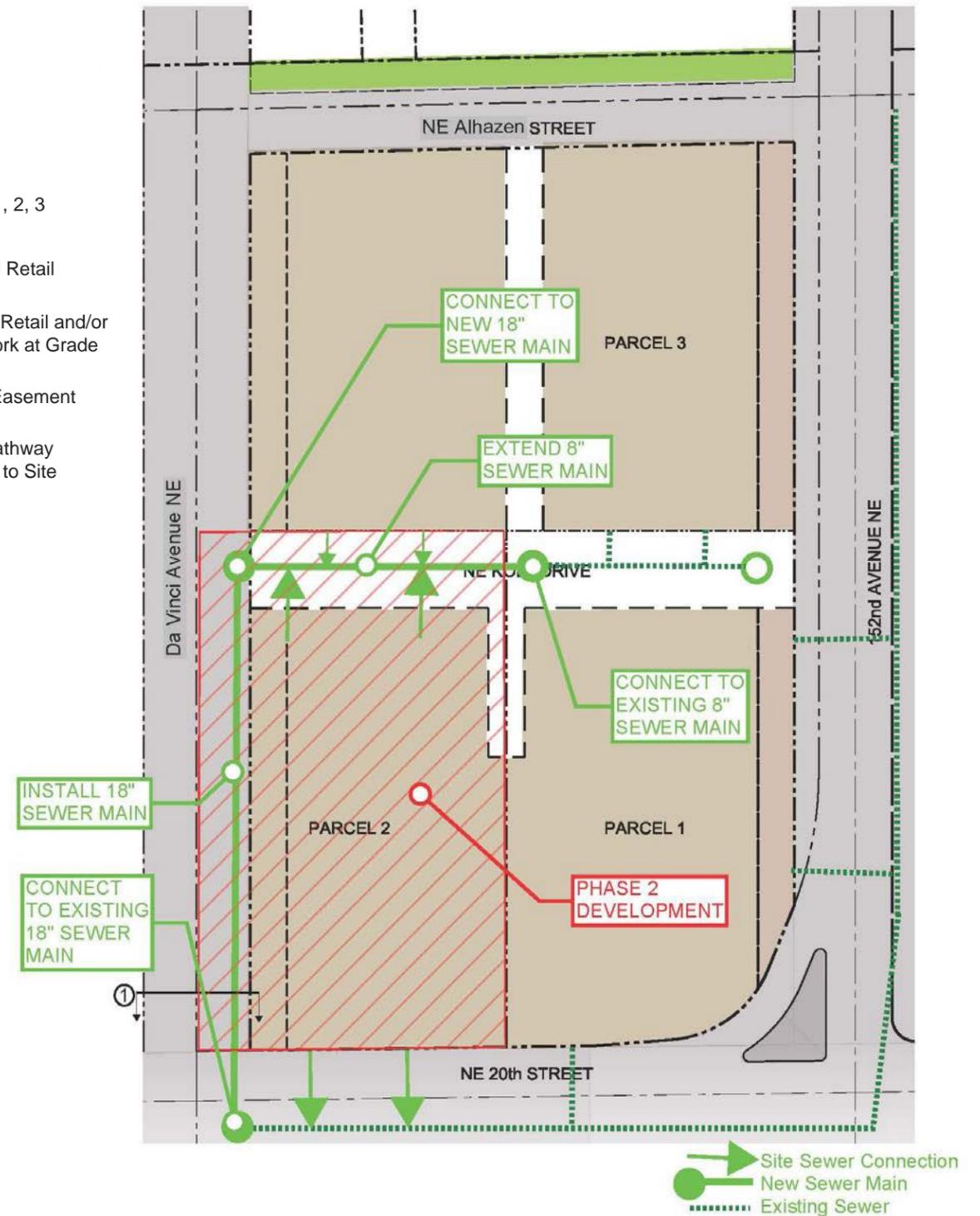
In addition, the City of Redmond is amending their sewer Master Plan for the Overlake South Sewer Basin to include an 18-inch public sewer main located in Da Vinci Avenue NE, west of the proposed KCCLC development. KCCLC will be required to build approximately 900 lineal feet of this sewer main between NE 20th Street and NE Alhazen Street.

Timing for the installation of this sewer main is subject to specific project phasing, as discussed in the Development Agreement. Sewer demand for KCCLC can be met with the existing sewer infrastructure in 152nd Ave NE and NE 20th Street through completion of the first construction phase. This new sewer main would not be required until KCCLC extends Da Vinci Ave NE.

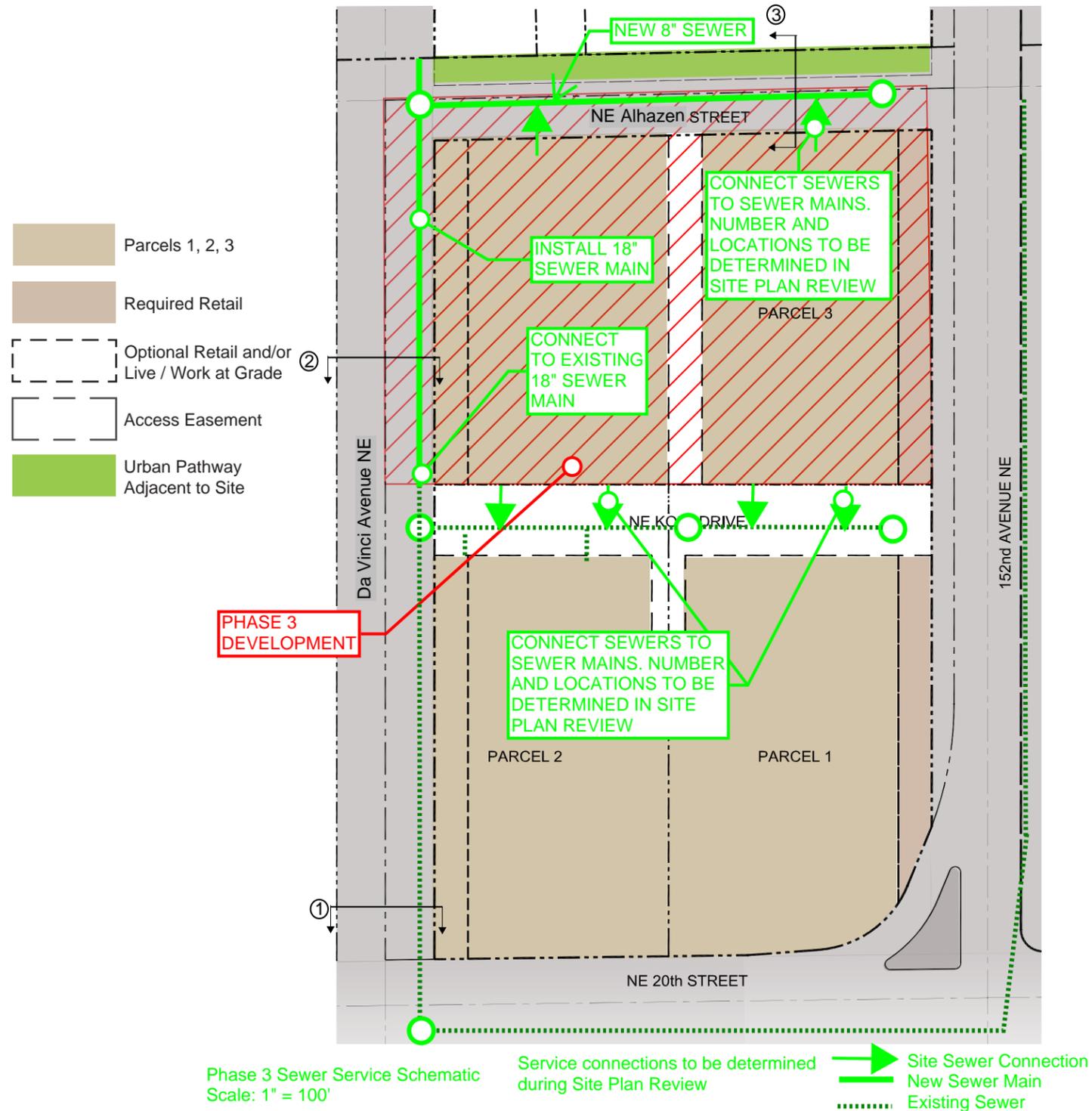


Sewer Service Schematic - Phase 1

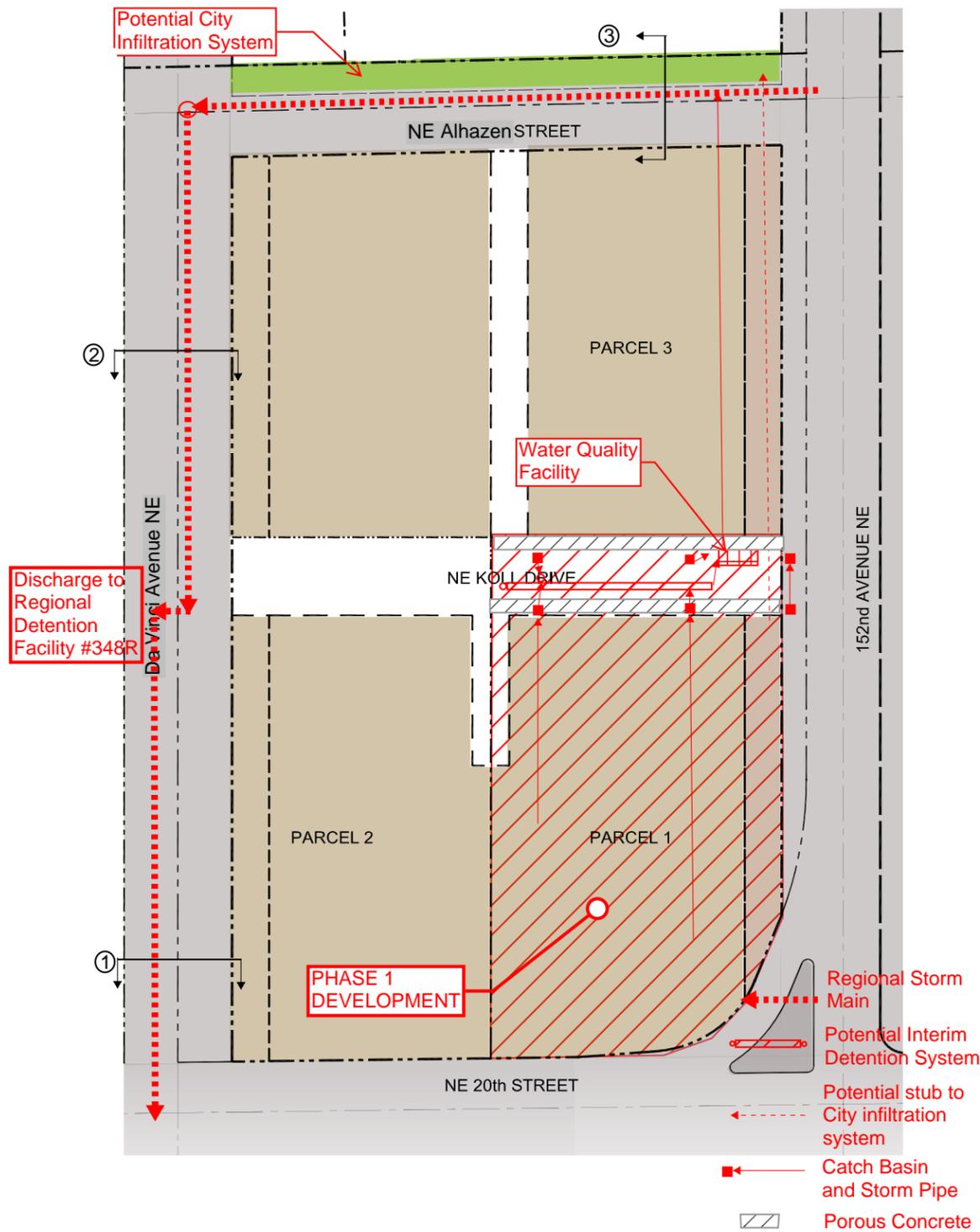
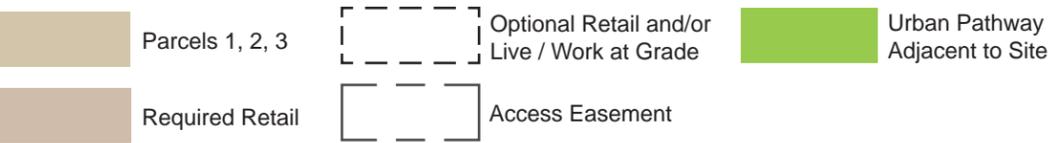
- Parcels 1, 2, 3
- Required Retail
- Optional Retail and/or Live / Work at Grade
- Access Easement
- Urban Pathway Adjacent to Site



**Sewer Service Schematic - Phase 2**



### Sewer Service Schematic - Phase 3



Stormwater Schematic - Phase 1

# Conceptual Stormwater Utility Plan

Stormwater system design will be in accordance with City of Redmond requirements. The development is located within the Overlake sub-basin of the Kelsey Creek Watershed, south of the future NE 26th Street (Hopper Street). Therefore, the site is located within the Overlake Sub-basin stormwater capital facilities charge area.

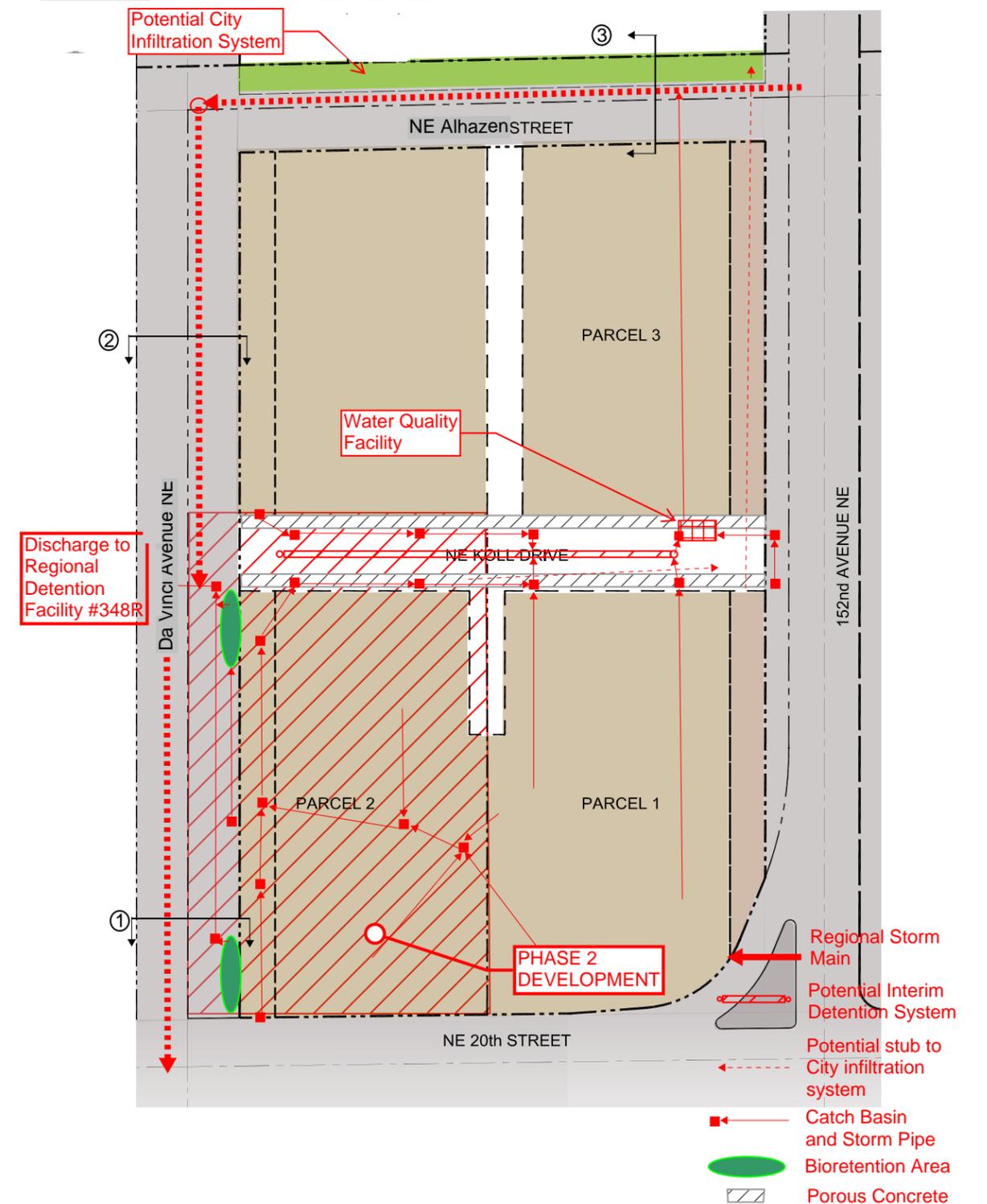
Stormwater requirements include conveyance, flow control, runoff treatment, and low impact development infiltration. It is expected that those requirements will be met by this project as follows:

- **Conveyance.** This development will be responsible for providing a comprehensive stormwater collection and conveyance system and connecting to the existing stormwater trunk located on the west side of the property. Half street improvements on NE Alhazen Street (NE Alhazen Street) and Da Vicini Ave. NE (Da Vinci Avenue NE) will also include stormwater conveyance.
- **Flow Control.** Payment of the Overlake Sub-basin stormwater capital facilities charge (Overlake CFC) relieves this project of the requirement for permanent onsite flow control facilities, subject to the following conditions:
  - 1) **Interim Flow Control.** Interim onsite flow control facilities may be required if the project has not reserved capacity in regional facilities that have already been built. The purpose of interim facilities is to ensure the proposed development does not create a greater negative environmental impact on receiving waters by increasing the peak flow rate and flow duration of stormwater runoff from the property as compared to the peak rate of runoff from the existing property. Peak flows and durations from the proposed development site must therefore be equal to or less than the existing development. The interim detention facility, if required, will be located below Koll Drive.
  - 2) Payment may be made to reserve capacity following approval of the development agreement, if capacity is available.
  - 3) **Capacity.** The City designs their facilities to retrofit a specific amount of impervious surface and then sells that capacity to developers. Capacity is available if facilities are included for construction on the City's six year capital improvement plan and the capacity of those facilities has not already been sold.
  - 4) **City's Construction Plans.** As of the date of this agreement, the first of three proposed regional facilities is under construction, scheduled for completion in 2015. The second facility is in design and is proposed to be operational by the end of 2017.
- **Runoff Treatment.** Stormwater runoff treatment is required for all pollution generating impervious surfaces (PGIS). PGIS for newly developed or redeveloped road areas shall be treated in bioretention cells located within the right-of-way. PGIS for private property shall be treated on private property using stormwater treatment measures approved for use by the City.
- **Low Impact Development Infiltration.** Stormwater code states that LID is required where feasible. Low Impact Design (LID) is a land development strategy intended to reduce stormwater runoff from a site. LID strategies appropriate for this development include porous concrete, bioretention systems, and roof infiltration. Porous concrete will be used within the sidewalk areas of NE Koll Drive (a private drive), and within the public sidewalks adjacent to the development on NE Alhazen Street, NE 20th Street, and 152nd Avenue NE as allowed by the City of Redmond at the time of future Phase 1 and Phase 2 permit applications. Bioretention systems will be designed to provide water quality treatment and infiltration for stormwater runoff from public PGIS developed or redeveloped by this project. These facilities will also provide green space within the public right-of-way.

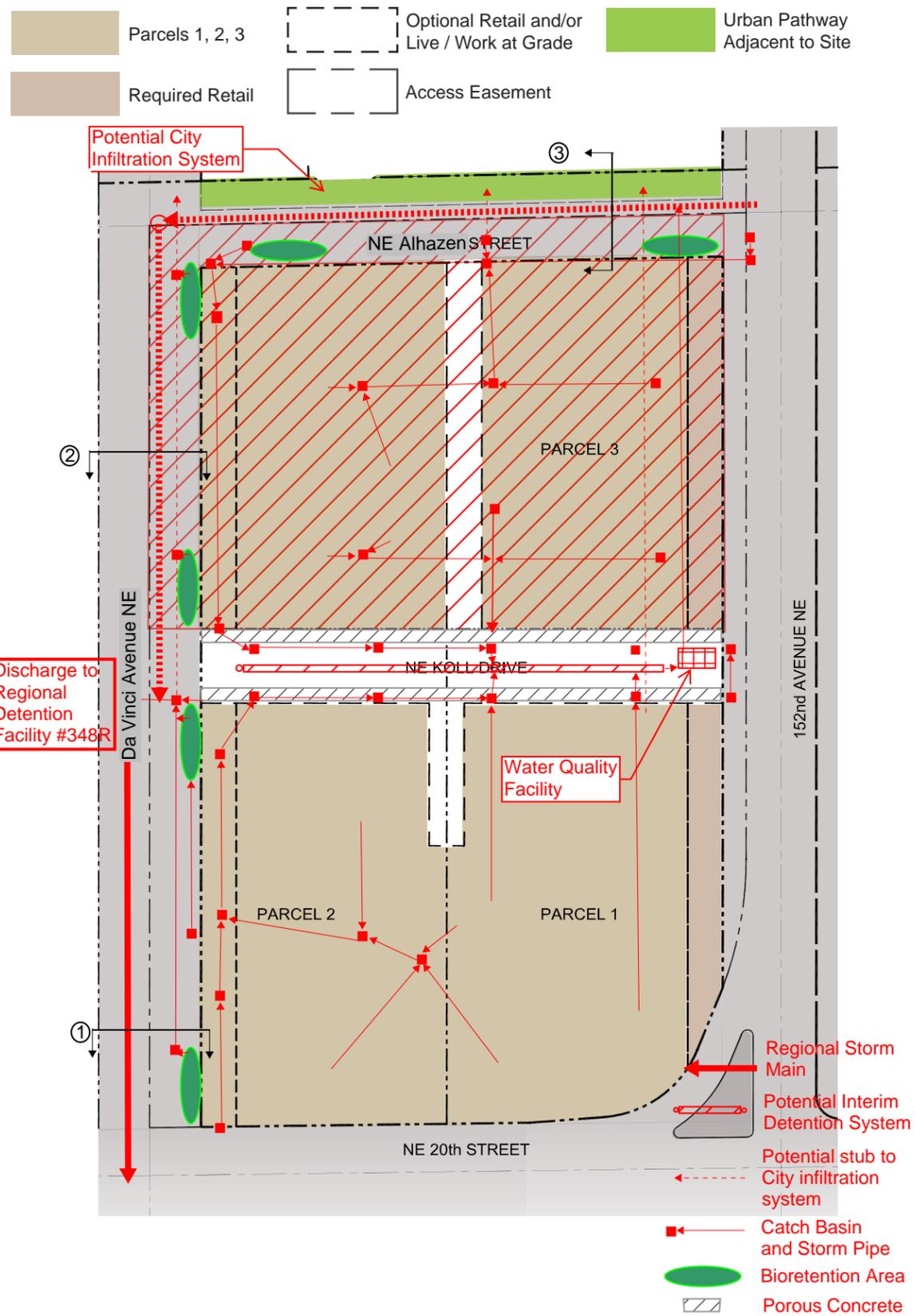
The City of Redmond is planning an infiltration facility located on the north side of NE Alhazen Street (at the future Urban Pathway park component of that street). Roof areas from this project will be connected to that infiltration facility using a dedicated stormwater pipe that is separated from PGIS. This dedicated pipe may be located in Da Vinci Ave NE, subject to separation requirements of other utilities or on private property. If the infiltration facility has not yet been constructed at the time of development, then the roof runoff will be designed to allow for future connection using appropriate stub-outs; an interim connection to the storm trunk located in NE Alhazen Street will be allowed until the infiltration facility is operational.

Alternatively, this project may build a private roof infiltration area on private property. Roof areas that are infiltrated in private systems receive an 80% credit against the Overlake CFC.

- Parcels 1, 2, 3
- Optional Retail and/or Live / Work at Grade
- Urban Pathway Adjacent to Site
- Required Retail
- Access Easement



**Stormwater Schematic - Phase 2**



Stormwater Schematic - Phase 3

**PHASING - Infrastructure Improvements required by Phase**

CATEGORY	Phase 1	Phase 2	Phase 3
Roadways	<ul style="list-style-type: none"> <li>• Provide two-way site access at NE Koll Drive (a private access drive) aligned with existing NE 21st Street.</li> <li>• Construct half street improvements to 152nd Ave. NE, between NE 20th St. and NE Koll Drive (or provide bond for future improvements with delivery appropriately timed as determined by the city to coincide with adjacent development)</li> <li>• Construct a northbound right-turn lane at the intersection of 148th Ave NE/NE 20th Street for any cumulative development within the project that exceeds 335 net new AM Peak Hour trips, regardless of Phase.</li> </ul>	<ul style="list-style-type: none"> <li>• Extend two-way site access at NE Koll Drive (a private access drive aligned with existing NE 21st St.) to Da Vinci Ave. NE</li> <li>• Construct half street improvements to Da Vinci Ave. NE (with city approved temporary channelization) between NE 20th St. and the extended alignment of NE Koll Drive</li> <li>• A traffic signal at NE 20th St &amp; Da Vinci Ave. NE may be required pending the availability of right-of-way and signal warrants being met at the time of development</li> <li>• Construct a northbound right-turn lane at the intersection of 148th Ave NE/NE 20th Street for any cumulative development within the project that exceeds 335 net new AM Peak Hour trips, regardless of Phase.</li> </ul>	<ul style="list-style-type: none"> <li>• Construct half street improvements to Da Vinci Avenue NE and 152nd Avenue NE, between NE Koll Drive and NE Alhazen Street</li> <li>• Construct half street improvement to NE Alhazen Street (with city approved temporary channelization) between NE 152nd Ave. NE &amp; Da Vinci Ave. NE</li> <li>• A traffic signal at NE 20th St &amp; Da Vinci Ave. NE may be required pending the availability of right-of-way and signal warrants being met at the time of development</li> <li>• Construct a northbound right-turn lane at the intersection of 148th Ave NE/NE 20th Street for any cumulative development within the project that exceeds 335 net new AM Peak Hour trips, regardless of Phase.</li> <li>• Complete NE Koll Drive improvements.</li> </ul>
Utilities - Water	<ul style="list-style-type: none"> <li>• Extend 12" dia. water main in NE Koll Drive between 152nd Ave NE and the western boundary of Phase 1 west.</li> <li>• On-site modifications to existing on-site water lines for continued use of existing office buildings and parking areas remaining on the KCCLE site.</li> </ul>	<ul style="list-style-type: none"> <li>• Complete water loop from Phase 1 by installing 12" dia. public water main in Da Vinci Ave. NE (between NE 20th Street and NE Koll Drive) and NE Koll Drive to the 12" dia. public water main installed in Phase 1. Connect to existing 10" dia. water mains at NE 20th St. and 152nd Ave. NE.</li> <li>• On-site modifications to existing on-site water lines for continued use of existing office buildings and parking areas remaining on the north half of the KCCLE site.</li> </ul>	<ul style="list-style-type: none"> <li>• Install 12" dia. public water main and fire hydrants in Da Vinci Ave. NE (between NE Koll Drive and NE Alhazen St.) and NE Alhazen St. between 152nd and Da Vinci Ave. NE; connect to existing 12" dia. water main at NE Koll Drive and existing 10" dia. water mains at 152nd Ave. NE</li> </ul>
Utilities - Sewer	<ul style="list-style-type: none"> <li>• On-site modifications to existing on-site sewer lines for continued use of existing office buildings and parking areas remaining on the KCCLE site as required.</li> <li>• Building sewer connections to existing 18" dia. public sewer main at 152nd Ave. NE and/or NE 20th St.</li> <li>• Install 8" sewer main in NE Koll Dr. from 152nd Ave. NE to Phase 1 extents.</li> </ul>	<ul style="list-style-type: none"> <li>• Installation of new 18" public sewer main in Da Vinci Ave. NE between NE 20th and NE Koll Drive.</li> <li>• New building sewer connections will be to this new 18" sewer main.</li> <li>• On-site modifications to existing on-site sewer lines for continued use of existing office buildings and parking areas remaining on the KCCLE site.</li> <li>• Continue 8" sewer main in NE Koll Dr. to sewer main in Da Vinci Ave. NE.</li> </ul>	<ul style="list-style-type: none"> <li>• Install 18" dia. public sewer main and in Da Vinci Ave. NE (between NE Koll Dr. and NE Alhazen St.).</li> <li>• Install a new 8" public sewer main in NE Alhazen St.</li> <li>• On-site building connections to 18" dia. public sewer main at 152nd Ave. NE and Da Vinci Ave. NE or new 8" sewer in NE Alhazen St.</li> </ul>

**PHASING - Infrastructure Improvements required by Phase (continued)**

CATEGORY	Phase 1	Phase 2	Phase 3
Utilities - Stormwater	<ul style="list-style-type: none"> <li>No off-site improvements are anticipated to improve existing public storm water utilities</li> <li>Interim on-site flow control facilities may be required if the project has not reserved capacity in regional facilities. Peak flows and durations from the proposed site development must be equal to or less than the existing development for detention not to be required</li> <li>Low Impact Design (LID) strategies such as porous concrete, bioretention systems, and roof infiltration will be used on this project. Porous concrete or equivalent porous materials will be installed within the sidewalk areas of NE Koll Drive (a private drive), and within the public sidewalks at 152nd Avenue NE as allowed by the City of Redmond.</li> <li>Modifications to existing on-site stormwater lines and catch basins for continued use of existing office buildings and parking areas remaining on the KCCLE site.</li> <li>Stormwater runoff for all pollution generating impervious surfaces (PGIS) within the ROW shall be treated in bioretention cells located within the right-of-way. PGIS for private property shall be treated on private property using stormwater treatment measures approved for use by the City.</li> <li>Provisions will be made for connection to a future infiltration facility located on the north side of NE Alhazen Street (at the future Urban Pathway park component of that street). Connect roof areas stormwater to that infiltration facility using a dedicated stormwater pipe that is separated from PGIS. If the infiltration facility has not yet been constructed at the time of development, then the roof runoff will be designed to allow for that future connection using appropriate stub-outs to an interim connection to the storm trunk located on private property.</li> </ul>	<ul style="list-style-type: none"> <li>No off-site improvements are anticipated to existing public storm water utilities</li> <li>Interim on-site flow control facilities may be required if the project has not reserved capacity in regional facilities. Peak flows and durations from the proposed site development must be equal to or less than the existing development for detention not to be required</li> <li>Low Impact Design (LID) strategies such as porous concrete, bioretention systems, and roof infiltration will be used on this project. Porous concrete or equivalent porous materials will be installed within the sidewalk areas of NE Koll Drive (a private drive), and within the public sidewalks at Da Vicini Ave. NE as allowed by the City of Redmond.</li> <li>Modifications to existing on-site stormwater lines and catch basins for continued use of existing office buildings and parking areas remaining on the KCCLE site.</li> <li>Stormwater runoff for all pollution generating impervious surfaces (PGIS) within the ROW shall be treated in bioretention cells located within the right-of-way. PGIS for private property shall be treated on private property using stormwater treatment measures approved for use by the City.</li> <li>Connect to infiltration facility if the elevation is low enough to accept runoff from the south end of Da Vinci Ave. NE</li> </ul>	<ul style="list-style-type: none"> <li>No off-site improvements are anticipated to existing public storm water utilities</li> <li>Interim on-site flow control facilities may be required if the project has not reserved capacity in regional facilities. Peak flows and durations from the proposed site development must be equal to or less than the existing development for detention not to be required</li> <li>Low Impact Design (LID) strategies such as porous concrete, bioretention systems, and roof infiltration will be used on this project. Porous concrete or equivalent porous materials will be installed within the sidewalk areas of NE Koll Drive (a private drive), and within the public sidewalks at Da Vinci Ave. &amp; 152nd Avenue NE and NE Alhazen St. as allowed by the City of Redmond.</li> <li>Stormwater runoff for all pollution generating impervious surfaces (PGIS) within the ROW shall be treated in bioretention cells located within the right-of-way. PGIS for private property shall be treated on private property using stormwater treatment measures approved for use by the City.</li> <li>Provisions for connection to a future infiltration facility located on the north side of NE Alhazen Street (at the future Urban Pathway park component of that street). Connect roof areas stormwater to that infiltration facility using a dedicated stormwater pipe that is separated from PGIS. If the infiltration facility has not yet been constructed at the time of development, then the roof runoff will be designed to allow for that future connection using appropriate stub-outs with an interim connection to the storm trunk located in NE Alhazen Street. This dedicated pipe may be located in Da Vinci Ave. NE, subject to separation requirements of other utilities or located on private property.</li> <li>Alternatively, this project may build a private roof infiltration area on private property. Roof areas that are infiltrated in private systems receive an 80% credit against the Overlake CFC.</li> </ul>

# Tree Mitigation Strategy

## Overview

An arbor survey and tree health assessment was performed to gauge the impacts imposed on the trees that are currently growing on site by this proposed development. The goal of the assessment was to evaluate the current trees on site, produce a map with all significant tree locations, recommend future actions, and provide a map with replacement tree locations.

Because major site construction is needed for the development of this property, it will impact the existing trees. Trees were evaluated based on

- 1) their location to existing utilities, hardscapes, buildings, and areas where excavation is probable
- 2) their location to known requirements for road right-of-ways, building frontages and site utilities

The condition of existing trees include observations of hardscape damage, twig dieback, deadwood, co-dominant growth and ivy infestation. The City of Redmond is constructing the Overlake Village South Detention Vault Project directly west of this property. This ongoing construction has already impacted trees on KCCLE's site. Multiple trees have been removed: 22 trees as of January 2014.

## Development Impacts

All of the existing buildings and hardscapes will need to be removed to accommodate the new development, utility infrastructure and City required roadway improvements. Large scale site disturbance and excavation for building foundations, underground parking garages, site utilities and public street improvements will occur in each phase of development. New buildings will occupy street frontages as required by Overlake Village zoning regulations. The planned site redevelopment will damage significant amounts of existing tree root systems.

## Exception Requests and Replacement Trees

There are 84 trees within the property boundaries and an additional 8 trees adjacent to the property in street strips along NE 20th Street and 152nd Avenue NE. All 92 trees are significant trees (3 are unhealthy and will be removed) and one tree is a Landmark Tree. There are 48 significant trees, including the Landmark Tree, that are within the areas impacted by City required street improvements. Per Redmond Zoning Code (RZC) 21.72.060 - 21.72.090, an exemption to the City's minimum tree retention requirement of 35% and an exemption to remove the Landmark Tree will be requested due to the extensive impacts described above.

It is proposed that no trees can be saved and KCCLE is requesting to remove more than the required 31 significant trees (including the Landmark Tree). RZC 21.72.090.B.3 allows tree replacement ratios of 1:1 for master plans within urban centers when accompanied by a three-tier vegetative landscaping plan. This code provision would require a replacement of 88 significant trees plus 3 additional trees for the Landmark Tree, for a total replacement of 91 trees. The conceptual landscaping plan shows a total of 114 trees to be planted within the new development area, which is greater than the 1:1 replacement standard. Each development phase will be required to submit a three-tier vegetative landscaping plan with their building permit application.

Additional data detail can be found under separate cover in the February 12, 2014 [KCC Limited Edition Arbor Study / Tree Health Assessment](#) publication.

Trees shown at westside of proposed Da Vinci Ave. NE provided by others (not required as part of the KCCLE Master Plan)



Proposed Future Tree Plan & Replacement Tree Locations

Legend

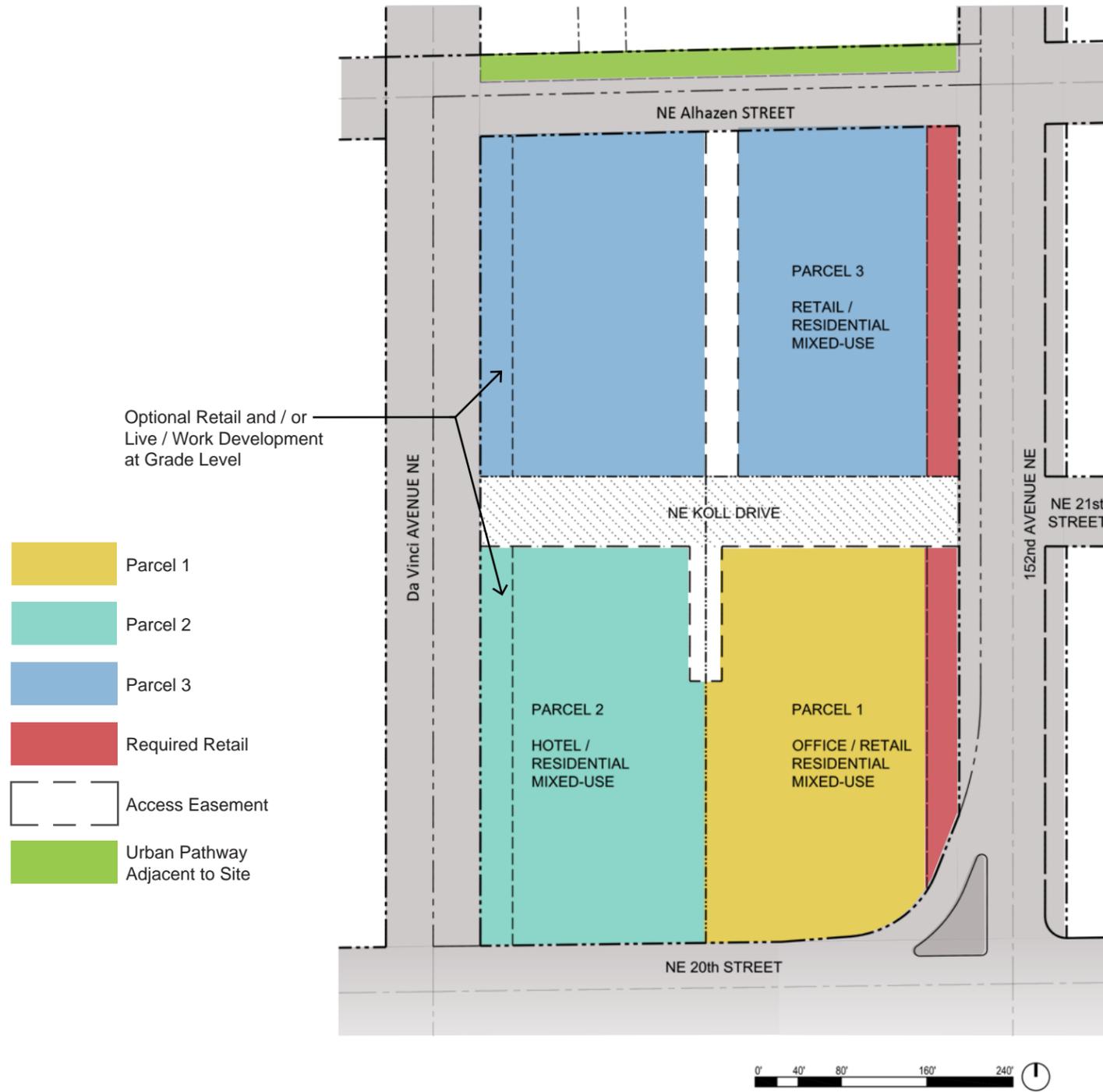
# Fire Protection Plan

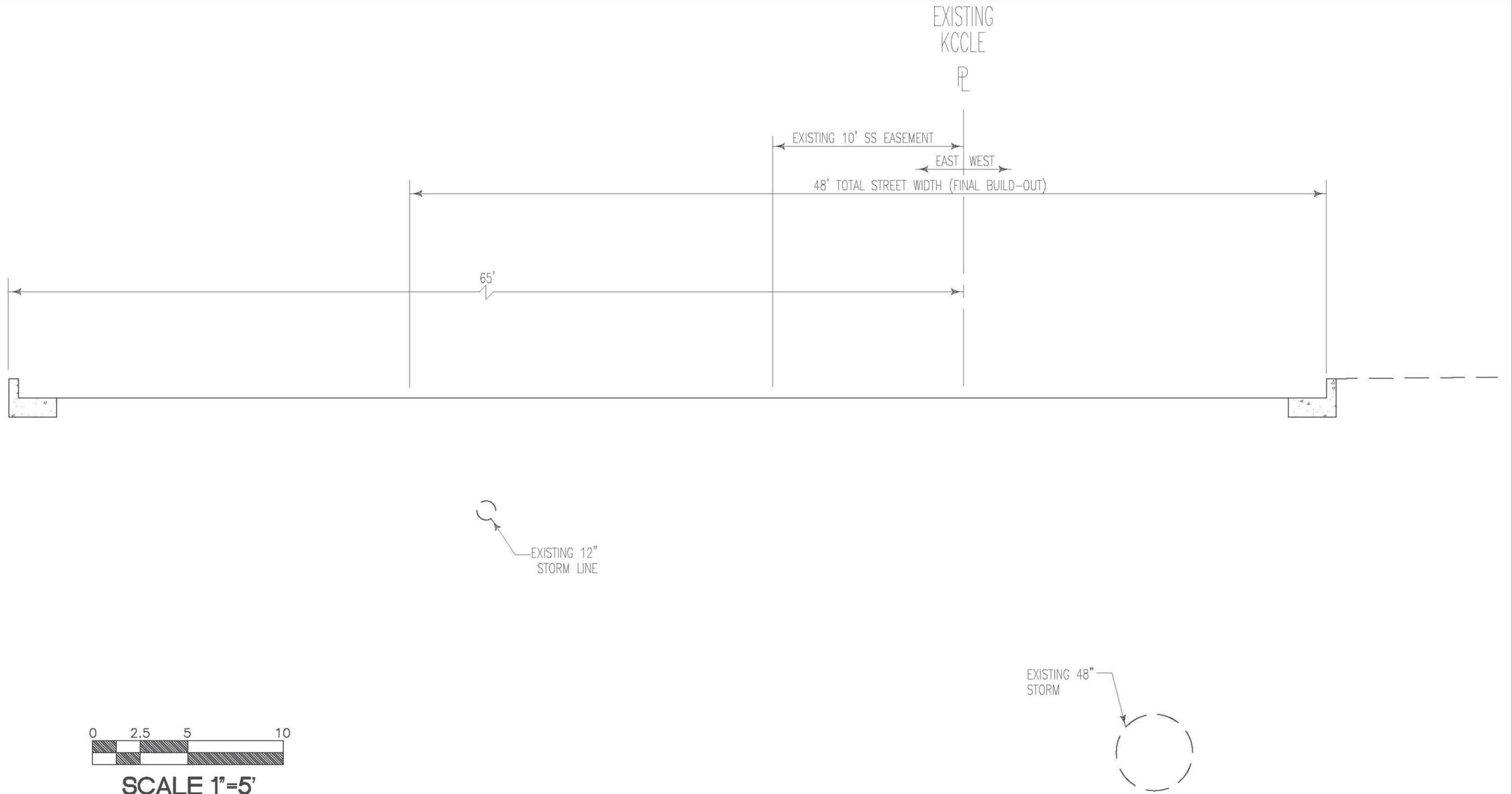
Public rights-of-way have been designed to City of Redmond standards, and will include fire hydrants and design configurations per City standards.

Access easements shown are potential locations for building and fire vehicle access, but may vary depending on final parcel configurations and building designs.

Public right-of-way and access easement configurations are shown on pages 42-43 of this document.

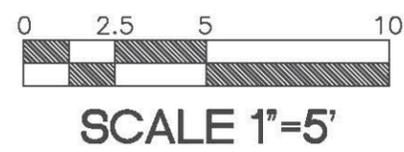
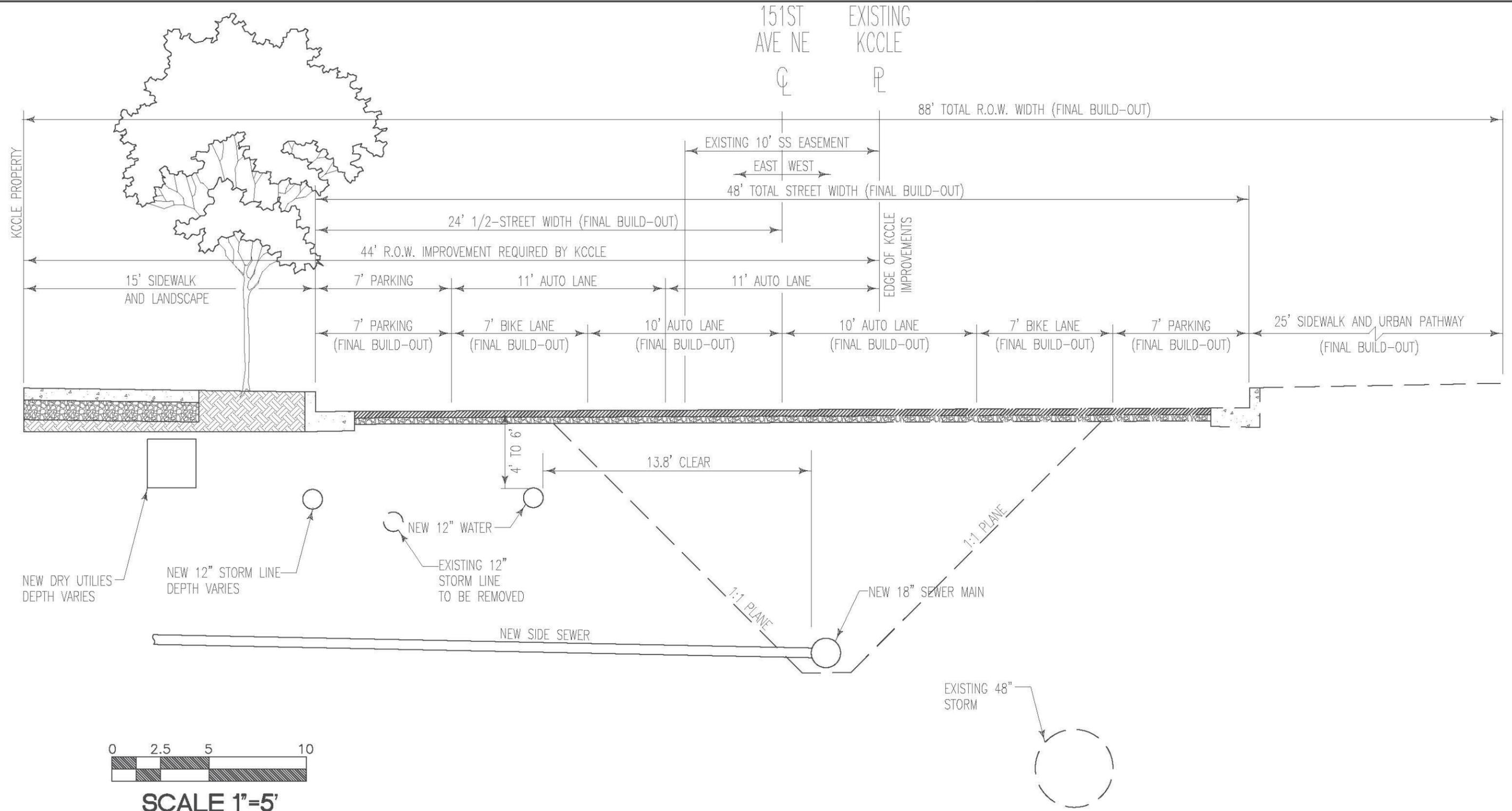
Final locations and configurations of access easements, fire vehicle access, fire hydrants, and other building access will be determined during the site plan entitlement process for each development parcel.





DA VINCI AVE NE - Cross Section #1 (South End, Looking South) - Phase I

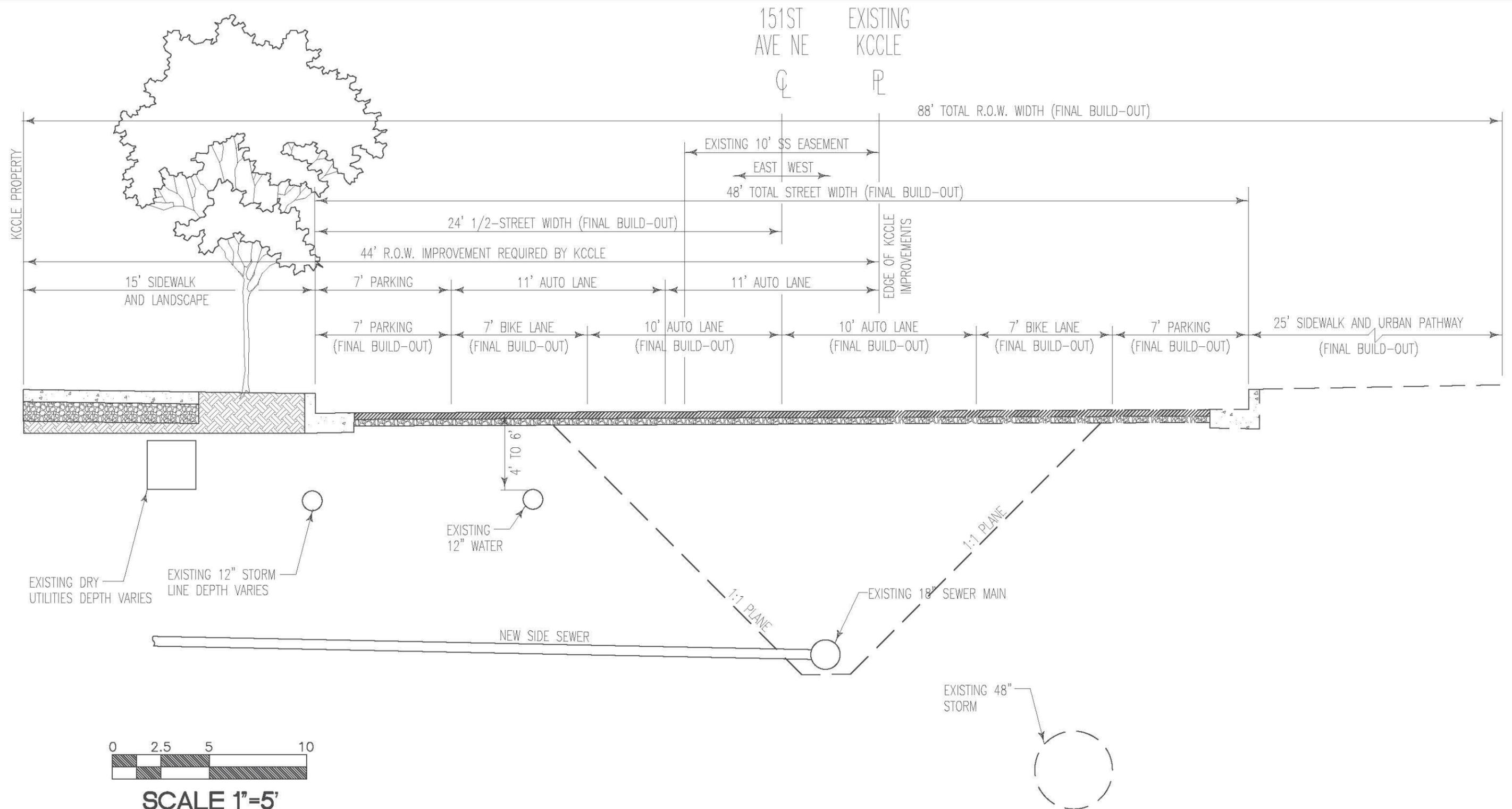
Scale: 1" = 5'



Scale: 1" = 5'

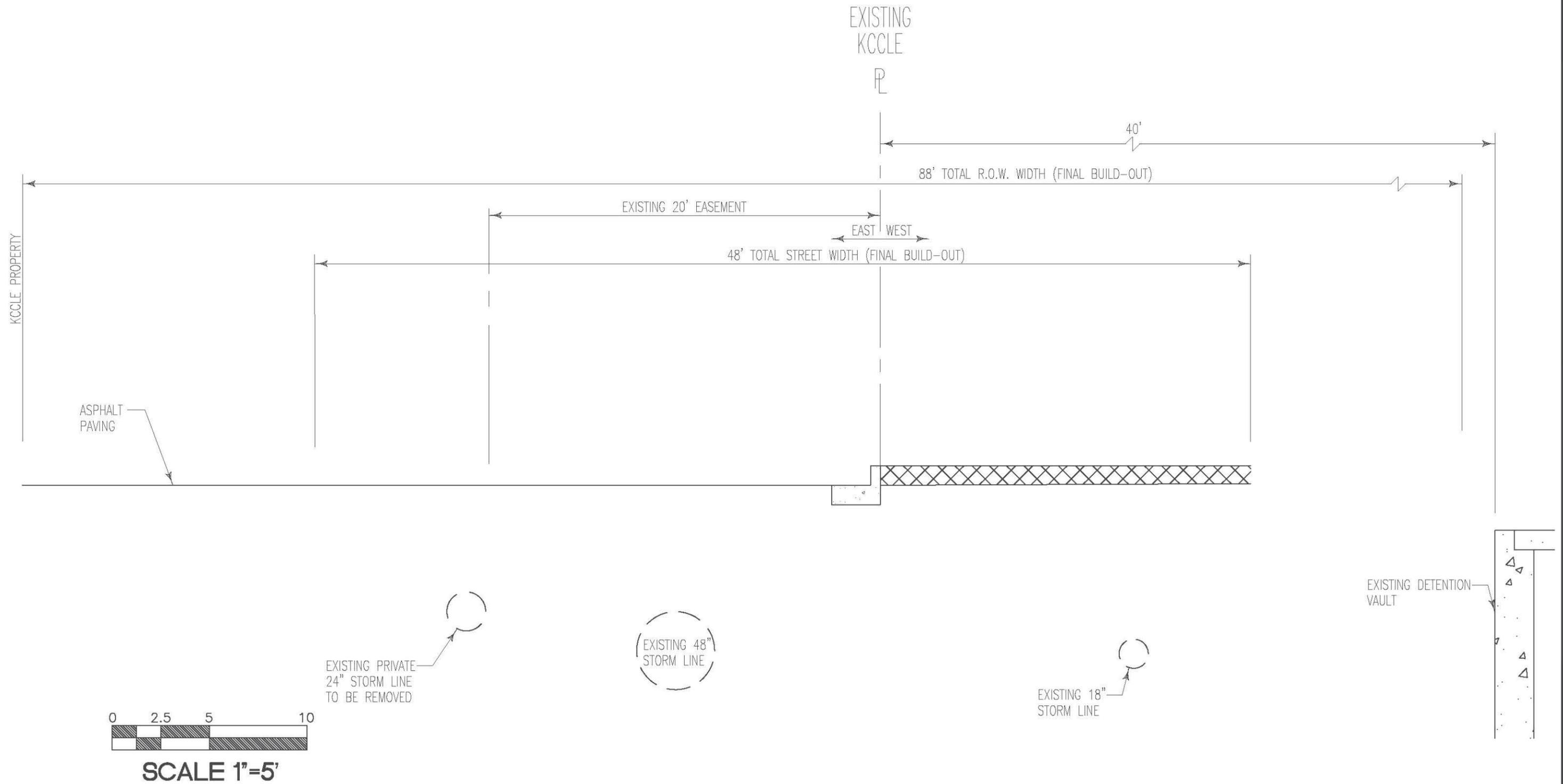
**DA VINCI AVE NE - Cross Section #1 (South End, Looking South) - Phase 2**

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DA VINCI AVE NE - Cross Section #1 (South End, Looking South) - Phase 3

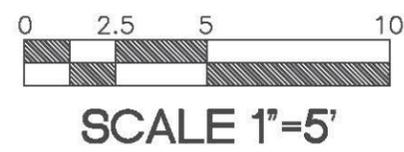
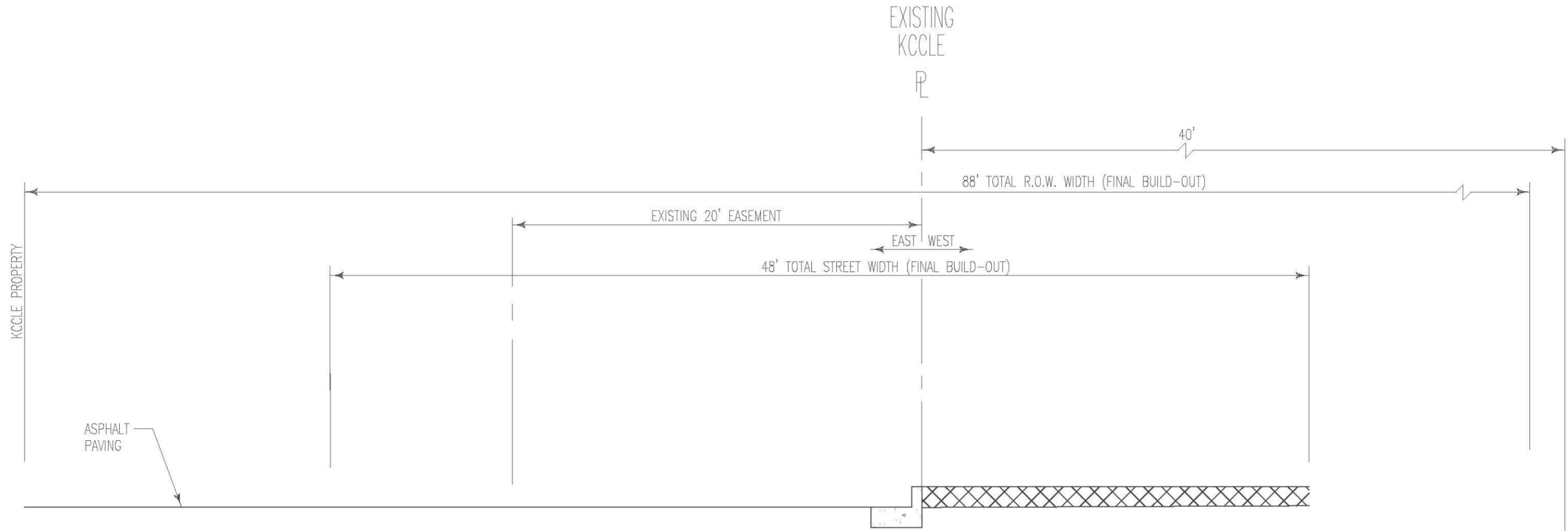
Scale: 1" = 5'



Scale: 1" = 5'

## DA VINCI AVE NE - Cross Section #2 (North End, Looking South) - Phase I

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EXISTING PRIVATE 24" STORM LINE TO BE REMOVED

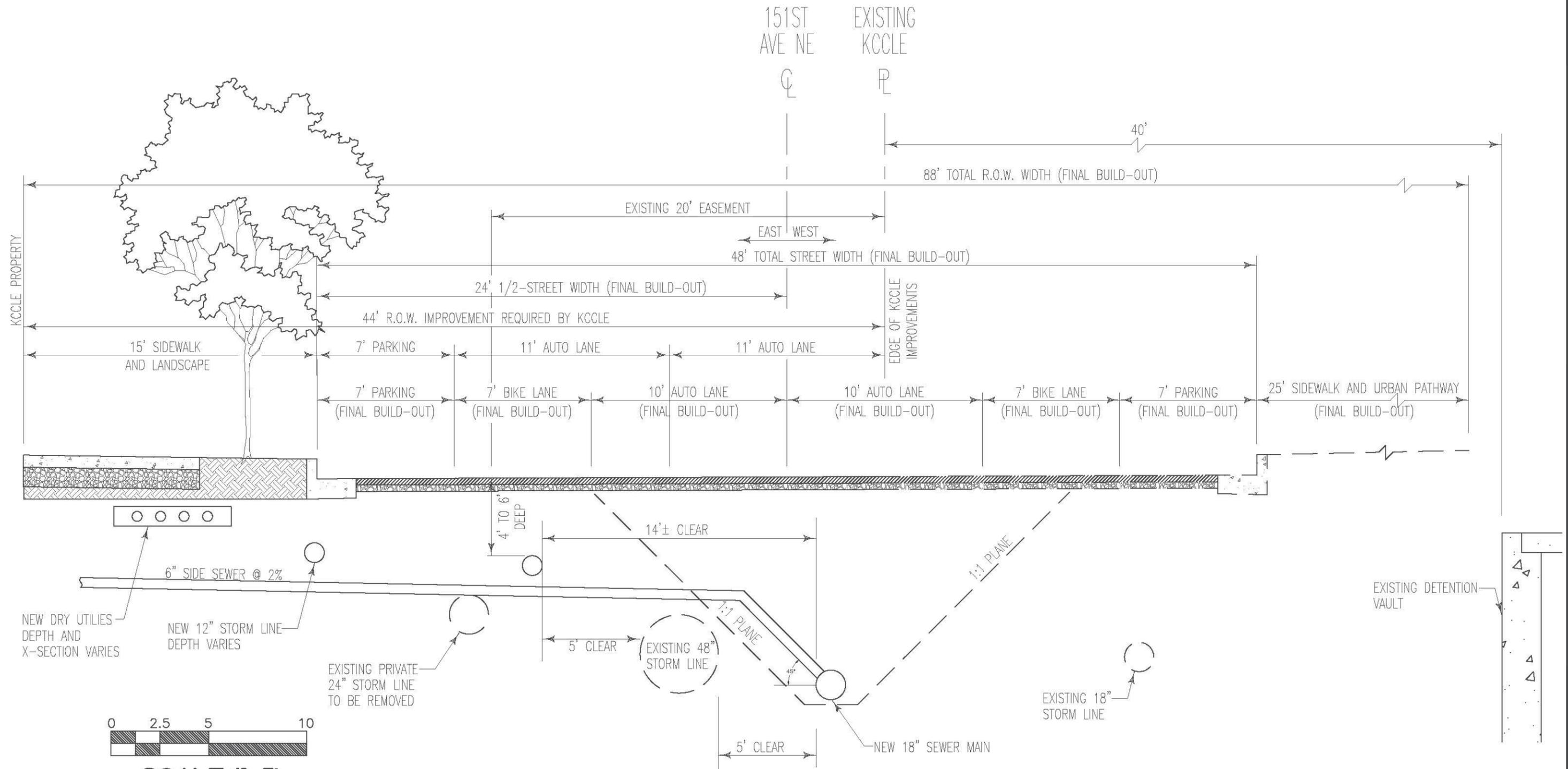
EXISTING 48" STORM LINE

EXISTING 18" STORM LINE

Scale: 1" = 5'

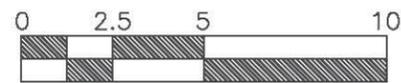
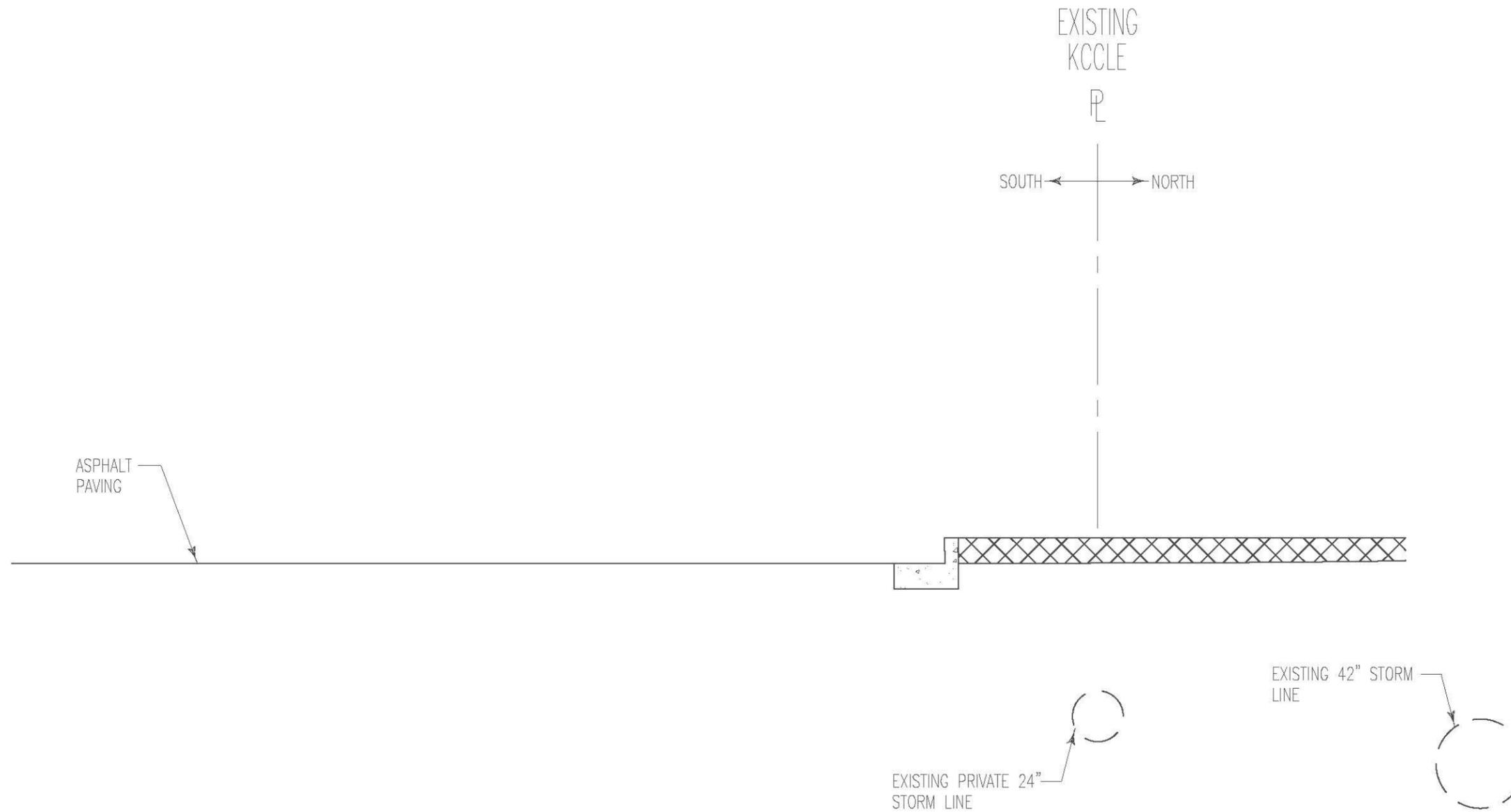
**DA VINCI AVE NE - Cross Section #2 (North End, Looking South) - Phase 2**

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DA VINCI AVE NE - Cross Section #2 (North End, Looking South) - Phase 3

Scale: 1" = 5'

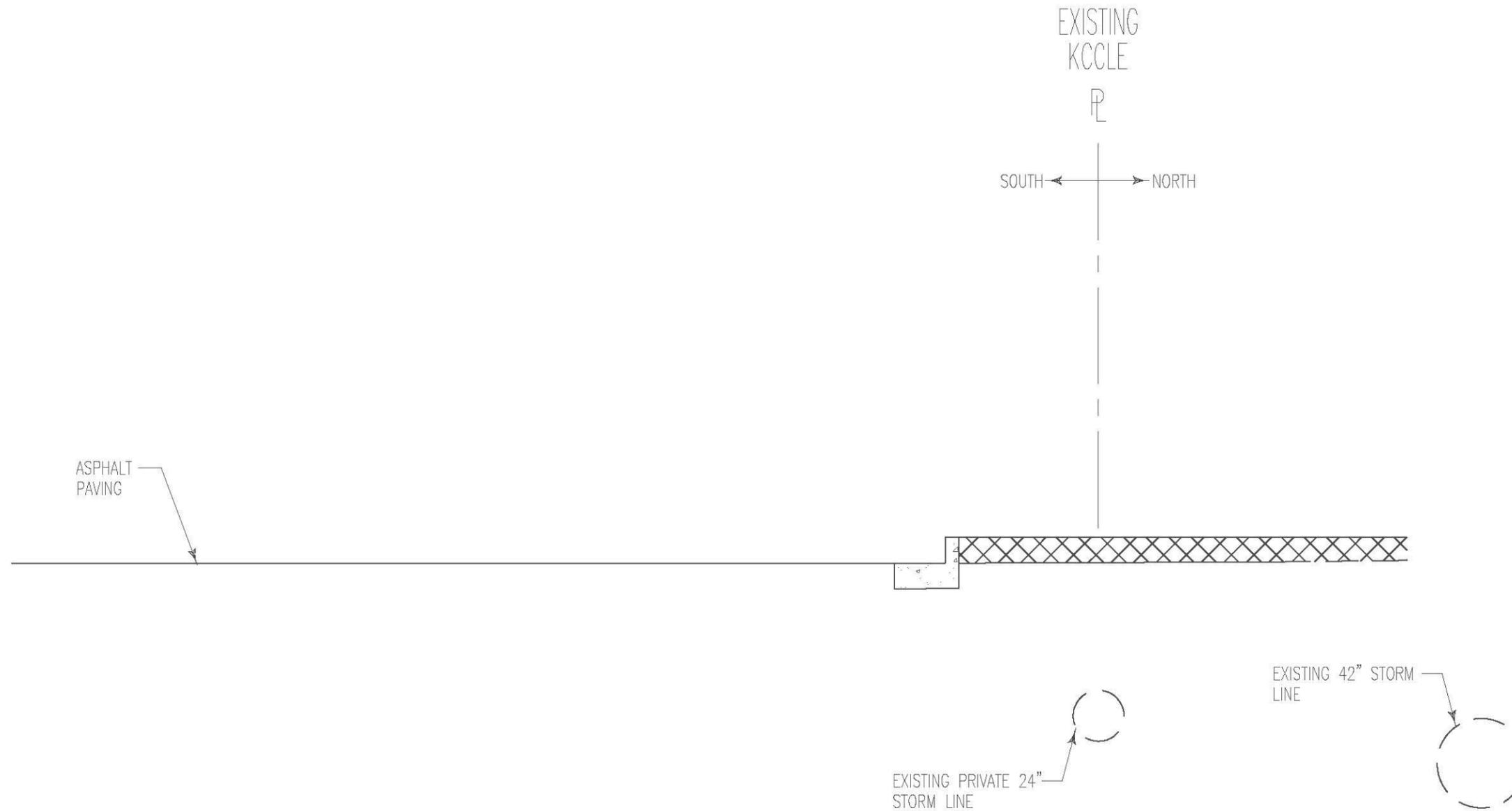


**SCALE 1"=5'**

FUTURE INFILTRATION SYSTEM PER CITY OF REDMOND. SIZE, LOCATION, AND DEPTH TO BE DETERMINED.

Scale: 1" = 5'

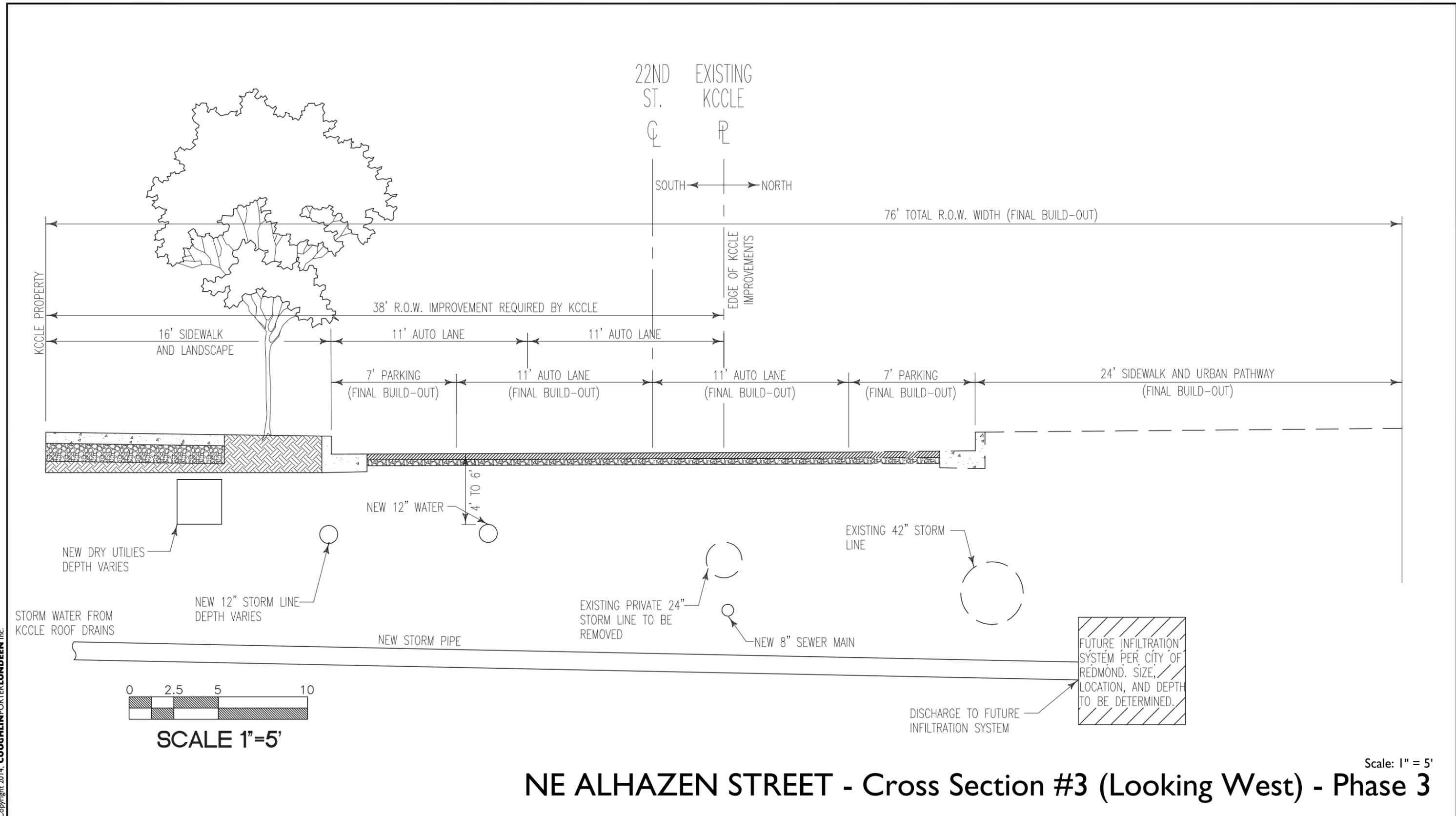
# NE ALHAZEN STREET - Cross Section #3 (Looking West) - Phase I



SCALE 1"=5'

Scale: 1" = 5'

## NE ALHAZEN STREET - Cross Section #3 (Looking West) - Phase 2



**NE ALHAZEN STREET - Cross Section #3 (Looking West) - Phase 3**

Scale: 1" = 5'

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