



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Steve Costa, City of Bellevue Transportation Department

LOCATION OF PROPOSAL: 11608 NE 12th Street

DESCRIPTION OF PROPOSAL: Construct Spring Boulevard, a new east-west roadway between 116th Avenue NE and 124th Avenue NE that is proposed to be built in three zones: 1A, 1B, and 2. The project includes all associated systems, utilities, improvements, landscaping, demolition of structures, and impacts to the buffer of a category III wetland

FILE NUMBERS: 15-130016-LO

PLANNER: Reilly Pittman

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **4/14/2016**
- ☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.


Environmental Coordinator

3/31/2016
Date

OTHERS TO RECEIVE THIS DOCUMENT:

- ☒ State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
- ☒ State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
- ☒ Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
- ☒ Attorney General ecyolyef@atg.wa.gov
- ☒ Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: NE Spring Blvd – Roadway Improvements

Proposal Address: 11608 NE 12th Street

Proposal Description: A City of Bellevue Transportation Department proposal to construct Spring Boulevard, a new east-west roadway between 116th Avenue NE and 124th Avenue NE that is proposed to be built in three zones: 1A, 1B, and 2. The project includes all associated systems, utilities, improvements, landscaping, demolition of structures, and impacts to the buffer of a category III wetland.

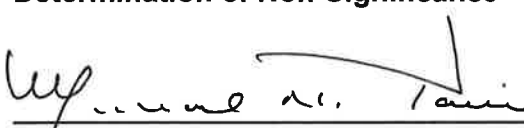
File Number: 15-130016-LO

Applicant: Steve Costa, City of Bellevue Transportation

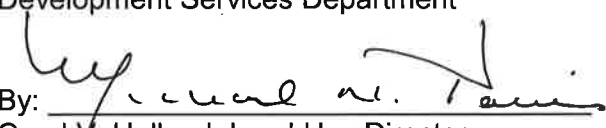
Decisions Included Critical Areas Land Use Permit
(Process II. 20.30P)

Planner: Reilly Pittman, Land Use Planner

**State Environmental Policy Act
Threshold Determination:** **Determination of Non-Significance**


Carol V. Helland, Environmental Coordinator
Development Services Department

Director's Decision: **Approval with Conditions**
Michael A. Brennan, Director
Development Services Department


By: Carol V. Helland
Carol V. Helland, Land Use Director

Application Date: December 18, 2015
Notice of Application Date: January 14, 2016
Decision Publication Date: March 31, 2016
Project Appeal Deadline: April 14, 2016

For information on how to appeal a proposal, visit Development Services Center at City Hall or call (425) 452-6800. Appeal of the decision must be received in the City's Clerk's Office by 5 PM on the date noted for appeal of the decision.

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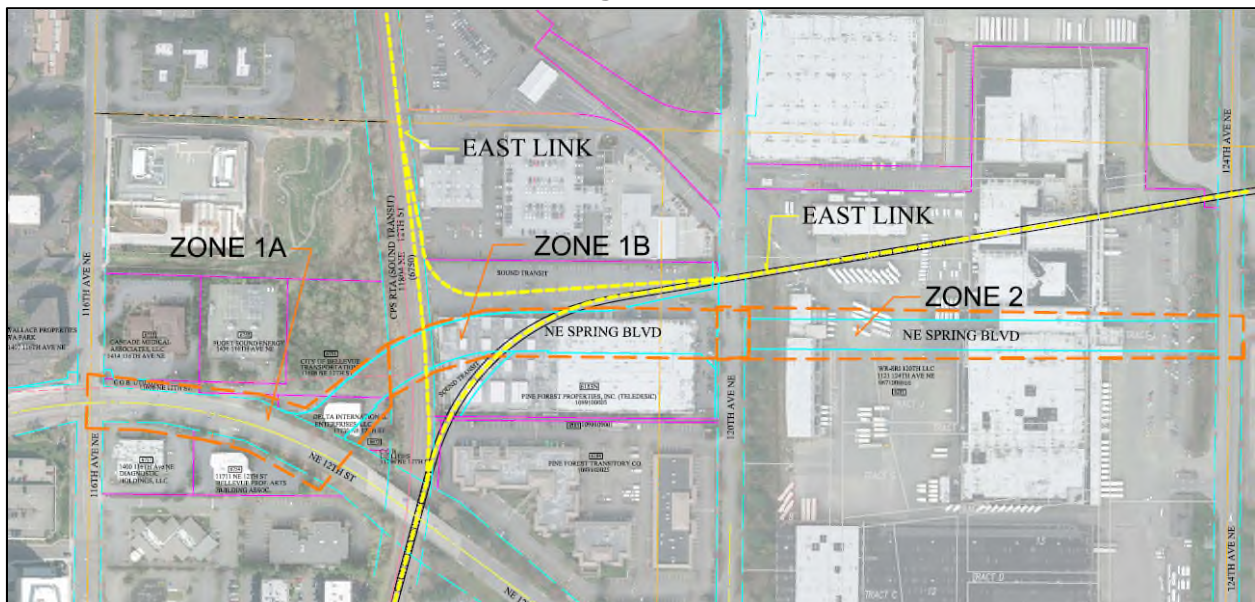
Attachments

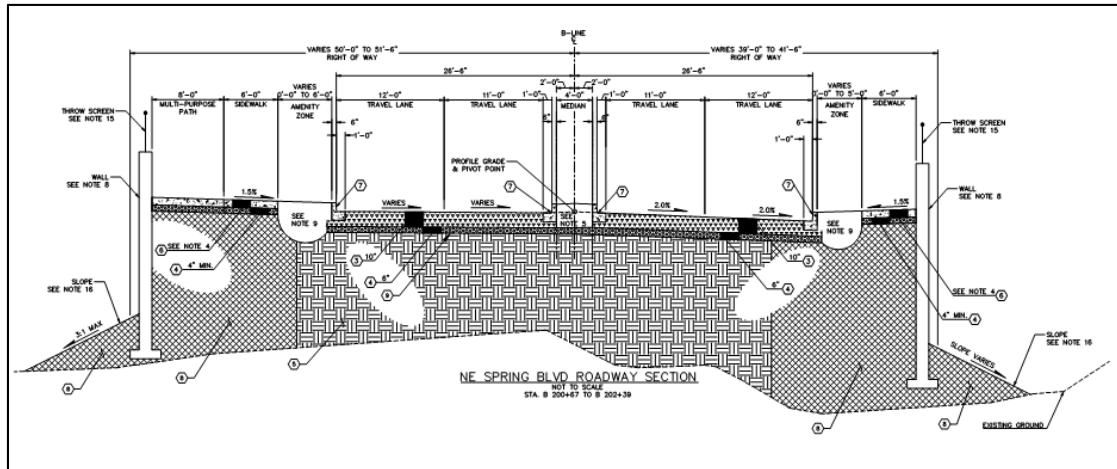
1. Project Scope – Enclosed
2. Project Plans – In File
3. Mitigation Planting Plan – Enclosed
4. Critical Areas Report, Mitigation and Monitoring Plan, Wetland Rating Forms – In File
5. Geotech Report – In File
6. Public Comment Communications, Survey, Project forms, SEPA checklist – In File

I. Proposal Description

The City of Bellevue Transportation Department proposes to construct a new roadway, Spring Boulevard, between 116th Avenue NE and 124th Avenue NE. The project is separated into three zones, 1A, 1B, and 2. Review includes all associated systems, utilities, improvements, landscaping, demolition of one structure and impacts to the buffer of a Category III wetland adjacent to the Sound Transit Rail Corridor. The proposed roadway cross section of NE Spring Boulevard from 116th Avenue and 120th Avenue NE will include two travel lanes in each direction with a separated multi-use path on the north side and sidewalk on the south side. Between 120th Avenue NE and 124th Avenue NE, the cross section will feature two travel lanes in each direction with widened outside lanes for shared bicycle use and a wide sidewalk on both sides. In addition, the new corridor will feature five new signalized intersections (NE 12th Street, 120th Avenue NE, 121st Avenue NE, 123rd Avenue NE, and 124th Avenue NE) connected to the city's traffic adaptive control system, right turn pockets and center turn lanes where appropriate, urban landscaping, lighting, and stormwater treatment and drainage facilities consistent with the Bel-Red Corridor design standards. New utilities will be installed to accommodate stormwater, water, sewer, underground electricity, telephone, and natural gas. These new mainline services will require connection to the existing system on either end of the project. The NE Spring Boulevard Multi-Modal project is one of several high-priority transportation improvements that resulted from the City of Bellevue's Bel- Red Corridor Plan to address residential and commercial growth anticipated in the Bel-Red area. See Figure 1 below for project scope and cross section and Attachment 1.

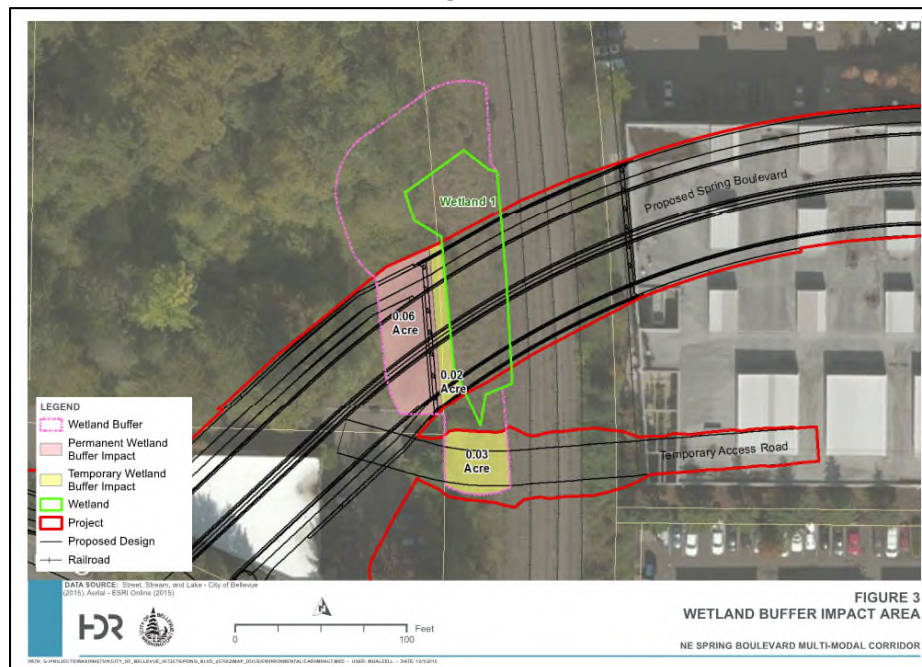
Figure 1





Impacts from zone 1A of the project are proposed to the wetland buffer of a .10 acre category III wetland adjacent to the Sound Transit rail corridor. No direct impacts to the wetland are proposed by this project. The impact is at the location where the proposed road crosses over the rail corridor via a bridge structure. The bridge will cross directly over the wetland and be 35 feet above the wetland. As noted in the submitted reports, WSDOT has found that bridges over 24 feet above wetlands have minor impacts to wetlands and vegetation as there is minimal shading. The proposed impacts to the wetland buffer are approximately .06 acres or 2,613 square feet. Impacts result from vegetation clearing and permanent ill placement for the supports of the bridge structure. Temporary impacts are also proposed to the wetland buffer for construction and impact .05 acres of buffer. All permanent and temporary impacts are proposed to be mitigated and restored. See the discussion in section III of this report for more information on the project impacts and mitigation. See Attachment 2 for project plans, 2 for mitigation plating plan, and 3 for critical areas documentation, plans, and reports. See Figure 2 below for wetland buffer impacts.

Figure 2



**FIGURE 3
WETLAND BUFFER IMPACT AREA**

The proposal requires review of a Critical Areas Land Use Permit for the proposed wetland buffer impacts, review under the State Environmental Policy Act (SEPA), and the National Environmental Policy Act (NEPA).

II. Route Description, Zoning, Land Use and Critical Areas

A. Route Description

- Zone 1A of Spring Boulevard begins at 116th Avenue and extends to the western edge of the Sound Transit East Link light rail corridor. Zone 1A work includes a section of NE 12th Street that will be widened leading to the new intersection with NE Spring Boulevard where it meets NE 12th Street. A temporary access road will be constructed as part of the construction for this zone and will begin on private property and cross the rail track. Zone 1A will be built after zone 1B.
- Zone 1B begins at the western edge of the East Link rail corridor and goes east to the new intersection of Spring Boulevard and 120th Avenue NE. Zone 1B includes two bridges separated by a fill structure. Zone 1B will be the first zone constructed.
- Zone 2 continues east from the 120th Avenue NE intersection and will pass through the Spring District development area, ending at a new intersection with 124th Avenue NE. Zone 2 will be constructed after zone 1.

B. Zoning

The properties in vicinity of the proposed public right of way are zoned:

- BR-OR-1 and OR-2, Bel-Red Office/Residential, Node 1 and Node 2
- BR-MO, Bel-Red Medical Office
- MI, Medical Institution

C. Land Use Context

The properties in vicinity have predominantly mixed commercial and residential Land Use Designations with some medical institution and office zoning.

D. Critical Areas On-Site and Regulations

i. Wetlands

Wetlands include the vegetated edges of ponds and areas commonly called swamps, marshes, and bogs. Frequently, their water is only visible in the spring. Wetlands are classified into four categories, based on a combination of habitat, water quality, and flood-flow-reduction functions.

Wetlands provide rearing and foraging habitats for fish and wildlife and food chain support for downstream waters. Wetlands provide natural water quality improvement; flood-flow reduction and storage; shoreline erosion protection; and opportunities for passive recreation. Many urban wetlands are heavily disturbed, but still provide valuable water quality treatment and flood-flow reduction.

III. Consistency with Land Use Code Requirements:

A. Zoning District Dimensional Requirements:

Zoning requirements of the Land Use Code do not apply within the public right-of-way which this road will be placed within. The only structures proposed are bridges to cross the Eastside Rail Corridor and the Sound Transit Link light rail.

B. Critical Areas Requirements LUC 20.25H:

The City of Bellevue Land Use Code Critical Areas Overlay District (LUC 20.25H) establishes performance standards and procedures that apply to development on any site which contains in whole or in part any portion designated as critical area, critical area buffer or structure setback from a critical area or buffer. The proposed road and associated improvements are allowed uses in critical areas, buffers, and setbacks, provided certain requirements are met. The project is subject to the performance standards found in LUC 20.25H.055.C below.

i. Consistency With LUC 20.25H.055.C.2.a

New or expanded facilities and systems are allowed within the critical area or critical area buffer only where no technically feasible alternative with less impact on the critical area or critical area buffer exists. A determination of technically feasible alternatives will consider:

1. The location of existing infrastructure;

The proposal is to construct a new road. Based on the need to align with existing roads and acquire private property the proposed alignment was selected. The alignment of the road avoids all impacts to critical areas. The proposed road crosses above a wetland which is more than 30 feet below the bridge. The only impact proposed is to the wetland buffer where the bridge support structure will be located. The proposed impacts to the wetland buffer are approximately .06 acres or 2,613 square feet. Impacts result from vegetation clearing and permanent fill placement for the supports of the bridge structure. Temporary impacts are also proposed to the wetland buffer for construction of a temporary road access and impact .05 acres of buffer. See figure 3 below for wetland location.

Figure 3



2. The function or objective of the proposed new or expanded facility or system;

The proposal is one of the road improvements necessary to fulfill the City's long term vision and plans for the Bel-Red subarea. The plan calls for the conversion of an historical industrial area to commercial, office, and residential uses, improvement of all modes of transportation as well as remediation of historical environmental impacts and degradation. This road project provides a new connection serving the new Spring District. Based on all of the future development and infrastructure plans the chosen roadway alignment best serves these envisioned plans.

3. Demonstration that no alternative location or configuration outside of the critical area or critical area buffer achieves the stated function or objective, including construction of new or expanded facilities or systems outside of the critical area;

Given the City's plans for the Bel-Red area, plans for light rail, and future private development, the selected alignment is not easily reconfigured. The use of a bridge minimizes the impact to the wetland buffer and avoids direct impact to the wetland. Due the limitations placed by other projects and plans, the chosen alignment has the least impact on critical areas as it is mostly located in and over existing development and improvements on private property.

4. Whether the cost of avoiding disturbance is substantially disproportionate as compared to the environmental impact of proposed disturbance; and

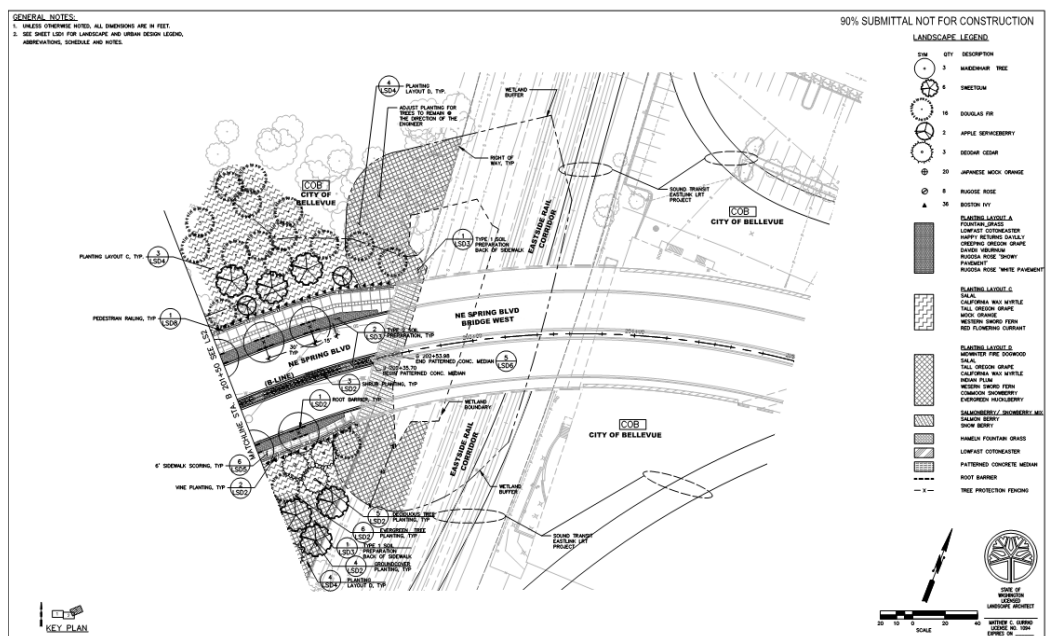
The wetland in question is adjacent to the former Burlington Northern rail line and is highly disturbed. The use of the bridge to cross over the wetland avoids direct impact to the wetland and only impacts the wetland buffer. The costs associated with the construction allow environmental impacts to be avoided and reduced. Impacts cannot be avoided since there are a series of wetlands and other critical areas along the rail corridor and in the Bel-Red area. The proposed alignment avoids all impacts except to the wetland buffer as described. Narrowing the road or moving the road to avoid the buffer would result in additional private property acquisition and cost. The cost of avoidance is disproportionate to the gain achieved by avoiding the wetland buffer impacts proposed.

5. The ability of both permanent and temporary disturbance to be mitigated.

Buffer mitigation is proposed at a 1:1 ratio with the amount of impact. .09 acres of the wetland buffer are proposed to be mitigated and improved with native planting and invasive species removal. See buffer planting and plant schedule below.

Figure 4





This plan must also address the .05 acres temporary impacts to the wetland buffer proposed which result from the construction of a temporary access road. The plans submitted under the clearing and grading permit must show restoration of areas of temporary disturbance. **See Section X for a related condition of approval.**

The mitigation planting found as Attachment 3 is required to be implemented. Construction plans submitted under the clearing and grading permit shall show plant quantities and spacing meeting the minimum requirements of the City's planting templates for wetlands. The mitigation planting is required to be maintained and monitored for five years as described in the submitted mitigation and monitoring plan found in Attachment 4. **See Section X for a related condition of approval.**

ii. **Consistency with LUC 20.25H.055.C.2.b**

If the applicant demonstrates that no technically feasible alternative with less impact on the critical area or critical area buffer exists, then the applicant shall comply with the following:

1. Location and design shall result in the least impacts on the critical area or critical area buffer;
2. Disturbance of the critical area and critical area buffer, including disturbance of vegetation and soils, shall be minimized;
3. Disturbance shall not occur in habitat used for salmonid rearing or spawning or by any species of local importance unless no other technically feasible location exists;
4. Any crossing over of a wetland or stream shall be designed to minimize critical area and critical area buffer coverage and critical area and critical

area buffer disturbance, for example by use of bridge, boring, or open cut and perpendicular crossings, and shall be the minimum width necessary to accommodate the intended function or objective; provided, that the Director may require that the facility be designed to accommodate additional facilities where the likelihood of additional facilities exists, and one consolidated corridor would result in fewer impacts to the critical area or critical area buffer than multiple intrusions into the critical area or critical area buffer;

5. All work shall be consistent with applicable City of Bellevue codes and standards;
6. The facility or system shall not have a significant adverse impact on overall aquatic area flow peaks, duration or volume or flood storage capacity, or hydroperiod;
7. Associated parking and other support functions, including, for example, mechanical equipment and maintenance sheds, must be located outside critical area or critical area buffer except where no feasible alternative exists; and
8. Areas of new permanent disturbance and all areas of temporary disturbance shall be mitigated and/or restored pursuant to a mitigation and restoration plan meeting the requirements of LUC 20.25H.210.

The location of the proposed road is limited by existing infrastructure, existing private property improvements that must be acquired, and by future planned infrastructure for the light rail. The design and alignment of the project results in the least impact by aligning the project as far from the wetland critical areas and critical areas buffers as possible while limiting private property acquisition and connecting to existing and future infrastructure. The use of bridges will avoid impact to the wetland by crossing above the wetland. The project is located in developed and improved areas and avoids vegetation removal as much as possible. No stream crossing is proposed or impact to species of local importance or salmon. All project work will be consistent with applicable City of Bellevue codes and standards. The project incorporates stormwater management and water quality treatment into the road design so that there is no adverse aquatic impacts. The project does not include any parking or other support functions within critical areas or critical areas buffers. All areas of new permanent disturbance and temporary disturbance within critical areas or critical areas buffers will be mitigated pursuant to the mitigation included in this report meeting requirements of Bellevue LUC 20.23H.210.

iii. Consistency with LUC 20.25H.100

LED lighting will be used along the road corridor and has a narrower bandwidth that is expected to result in less light disturbance in to vegetation areas. All lighting is directed to the roadway and will avoid the wetland which is under the bridge. The bridge elevates the future traffic above and away from the wetland which will minimize noise near the wetland. The project is subject to the BMPs for stormwater which include on-site management, flow control, and water quality treatment. The project will incorporate bioretention planter boxes, filterra systems, and detention/wetvault systems throughout the project corridor. The proposed roadway will likely be an

improvement over the existing stormwater treatment provided by the existing private development which the road corridor is replacing. Runoff from NE 12th Street will be treated and eventually released to the rail corridor ditch and wetland. The proposed mitigation planting will provide a dense buffer planting. Use of pesticides, insecticides, and fertilizers within 150 feet of the edge of buffers adjacent to the West Tributary will be in accordance with the City of Bellevue's Environmental Best Management Practices.

IV. Public Notice and Comment

Application Date:	December 18, 2015
Public Notice (500 feet):	January 14, 2016
Minimum Comment Period:	January 28, 2016

The Notice of Application for this project was published in the City of Bellevue Weekly Permit Bulletin and Seattle Times on January 14, 2016. It was mailed to property owners within 500 feet of the project site. Comments were received from Beverley Brooks, a resident in the area, concerning impacts to the wetland and that the road should be rerouted to avoid impact to the wetland. The road has been designed to avoid impact to the wetland by bridging over it. The roadway will be more than 30 feet above the wetland and avoid all impacts to the actual wetland. The only impact is to the buffer of the wetland which is disturbed and surrounded by existing development. The project mitigation will improve the buffer with native plants and remove invasive species. Given the constraints of existing development, proposed infrastructure and private property the chosen alignment is the one with the least impact.

V. Summary of Technical Reviews

A. Clearing and Grading

The Clearing and Grading Division of the Development Services Department has reviewed the proposed site development for compliance with Clearing and Grading codes and standards. The Clearing and Grading staff found no issues with the proposed development and has approved the application.

VI. State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA)

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. The Environmental Checklist submitted with the application adequately discloses expected environmental impacts associated with the project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes are expected to mitigate potential environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements. The project received a Categorical Exclusion from the WSDOT under NEPA on February 29, 2016 that found the project has no adverse effects.

A. Earth, Air, and Water

All phases (zones) of the proposed five lane, multi-modal roadway will result in 71,156 cubic yards of earth movement which is broken down by construction zone in the SEPA checklist.

The project will be required to comply with the City's BMPs and sediment and erosion controls for clearing and grading during construction as well as all clearing and grading codes in BCC 23.76. Disturbance of critical areas as reviewed in this report is limited to where the road crosses over the wetland in the rail corridor. There is no direct impact to the wetland but impact to the buffer is proposed for the bridge support. Proposed impacts are mitigated with buffer planting and restoration of disturbed areas. All runoff and stormwater is collected within five separate Threshold Discharge Areas throughout the corridor. The water is collected and directed for water quality treatment through varying methods.

B. Animals

No threatened or endangered species are noted in vicinity of the project. The project is within the Pacific Flyway.

C. Plants

Approximately 1.54 acres of vegetation is proposed for clearing and grubbing. No threatened or endangered species are known to exist in or near the project site. Significant landscaping is proposed as part of the project including wetland buffer mitigation planting. The project is built within existing developed and improved property and as such will have less vegetation removal than if the road were proposed through undisturbed and vegetated areas.

D. Noise

The project is adjacent to primarily commercial properties but is near some residential properties whose residents are most sensitive to disturbance from noise during evening, late night and weekend hours when they are likely to be at home. Construction noise will be limited by the City's Noise Ordinance (Chapter 9.18 BCC) which regulates construction hours and noise levels. **See Section X for a related condition of approval.**

VII. Changes to Proposal Due to Staff Review

No changes were requested by staff.

VIII. Decision Criteria

A. 20.30P.140 Critical Area Land Use Permit Decision Criteria – Decision Criteria

The Director may approve, or approve with modifications an application for a Critical Area Land Use Permit if:

1. The proposal obtains all other permits required by the Land Use Code.

All required permits will be obtained.

2. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer.

The project uses a bridge to avoid the wetland by passing above it and the location of the road has the least impact on critical areas given the alignment requirements.

3. The proposal incorporates the performance standards of Part 20.25H to the maximum extent applicable.

As discussed in Section III of this report, the applicable performance standards of LUC Section 20.25H are being met.

4. The proposal will be served by adequate public facilities including street, fire protection, and utilities.

The proposed improvements create a new public facility providing new capacity and non-motorized transportation options.

5. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC Section 20.25H.210.

The mitigation planting plan is found in Attachment 3 and mitigates the project impacts by improving the wetland buffer.

6. The proposal complies with other applicable requirements of this code.

As discussed in this report, the proposal complies with all other applicable requirements of the Land Use Code.

IX. Conclusion and Decision

After conducting the various administrative reviews associated with this proposal, including Land Use Code consistency, SEPA, City Code and Standard compliance reviews, the Director of the Development Services Department does hereby **approve with conditions** the modification of a wetland buffer for the proposed construction of zone 1A of Spring Boulevard. A SEPA determination is issued for all phases (zones) of the roadway, zones 1A, 1B, and 2. **Approval of this Critical Areas Land Use Permit does not constitute a permit for construction. Separate development permits are required and all plans are subject to review for compliance with applicable City of Bellevue codes and standards.**

Note- Expiration of Approval: In accordance with LUC 20.30P.150 a Critical Areas Land Use Permit automatically expires and is void if the applicant fails to file for a building permit or other necessary development permits within one year of the effective date of the approval unless additional time is granted by the approval. This expiration only impacts zone 1A which has the wetland buffer impact which is approved by the permit. SEPA approval for the entire project does not expire.

X. Conditions of Approval

The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to:

<u>Applicable Ordinances</u>	<u>Contact Person</u>
Clearing and Grading Code- BCC 23.76	Savina Uzunow, 425-452-7860
Land Use Code- BCC Title 20	Reilly Pittman, 425-452-4350
Noise Control- BCC 9.18	Reilly Pittman, 425-452-2973

The following conditions are imposed under the Bellevue City Code or SEPA authority referenced:

- 1. Construction Permit:** Approval of this Critical Areas Land Use Permit does not constitute an approval of a development permit. Application for a clearing and grading or other required permits must be submitted and approved. Plans submitted as part of either permit application shall be consistent with the activity permitted under this approval.

Authority: Land Use Code 20.30P.140

Reviewer: Reilly Pittman, Development Services Department

- 2. Mitigation Plan:** The final mitigation planting plan submitted with the clearing and grading permit shall include restoration of the temporary impacts created as a result of the temporary construction access road. The plans shall also specify plant quantities and spacing that at least meet the minimum established by the City's planting templates for wetlands contained in the City's Critical Area Handbook

Authority: Land Use Code 20.30P.140; 20.25H.220

Reviewer: Reilly Pittman, Development Services Department

- 3. Maintenance and Monitoring:** Maintenance and monitoring of the mitigation planting is required for five years per the plan found in the submitted mitigation and monitoring plan as Attachment 4, unless a longer monitoring period is required by a State or Federal Agency. A copy of the monitoring report is required to be submitted to the Environmental Planning Manager for the Land Use Division of Development Services annually. Monitoring reports must reference the project by name and include the relevant permit numbers.

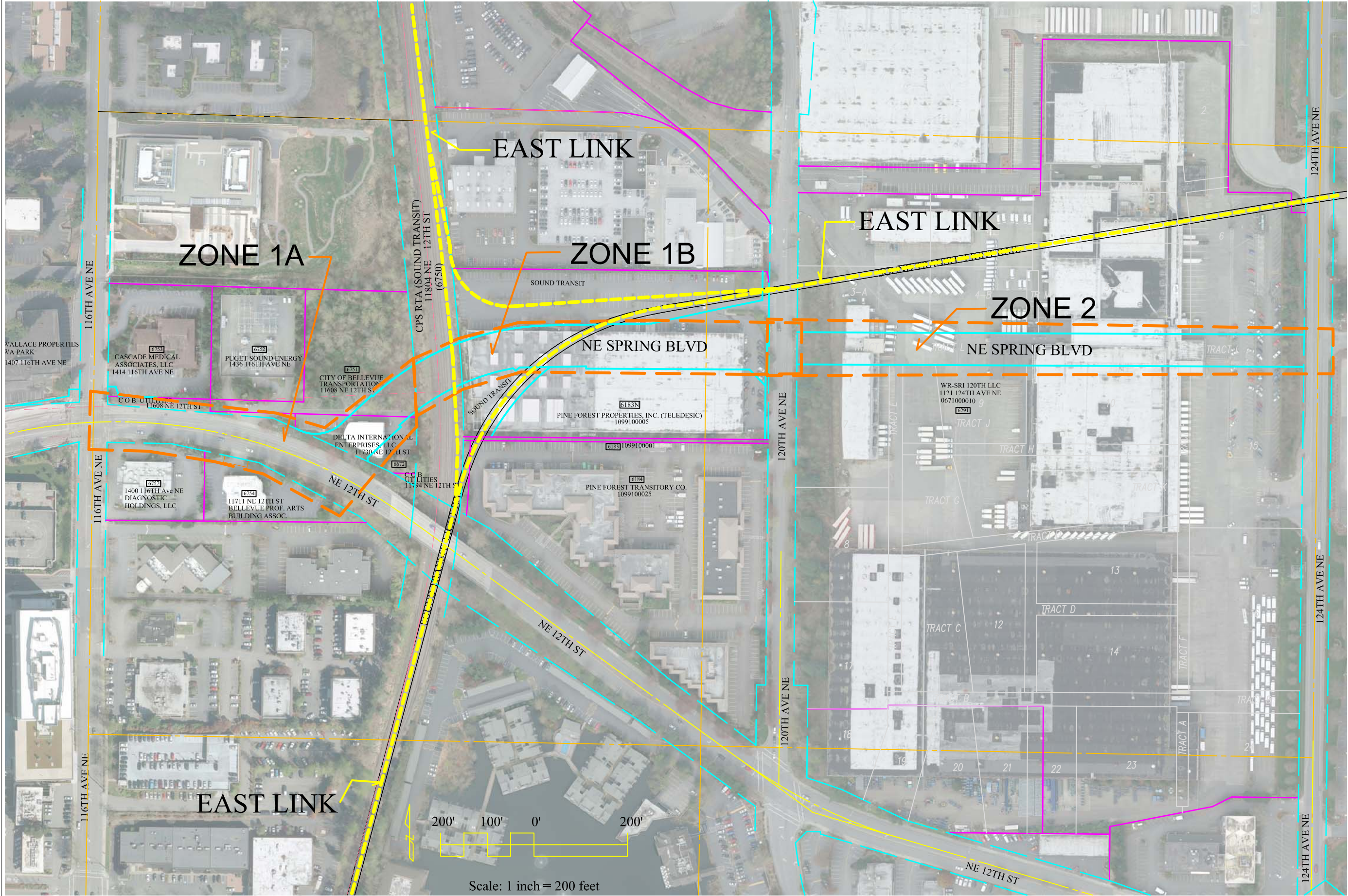
Authority: Land Use Code 20.30P.140; 20.25H.220

Reviewer: Reilly Pittman, Development Services Department

- 4. Noise Control:** Noise related to construction is exempt from the provisions of BCC 9.18 between the hours of 7 am to 6 pm Monday through Friday and 9 am to 6 pm on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Noise emanating from construction is prohibited on Sundays or legal holidays unless expanded hours of operation are specifically authorized in advance. Requests for construction hour extension must be done in advance with submittal of a construction noise expanded exempt hours permit.

Authority: Bellevue City Code 9.18

Reviewer: Reilly Pittman, Development Services Department









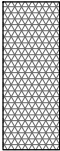
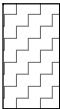









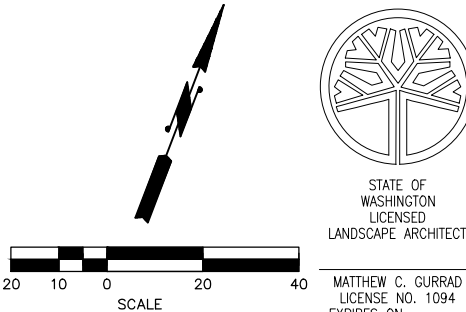
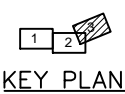
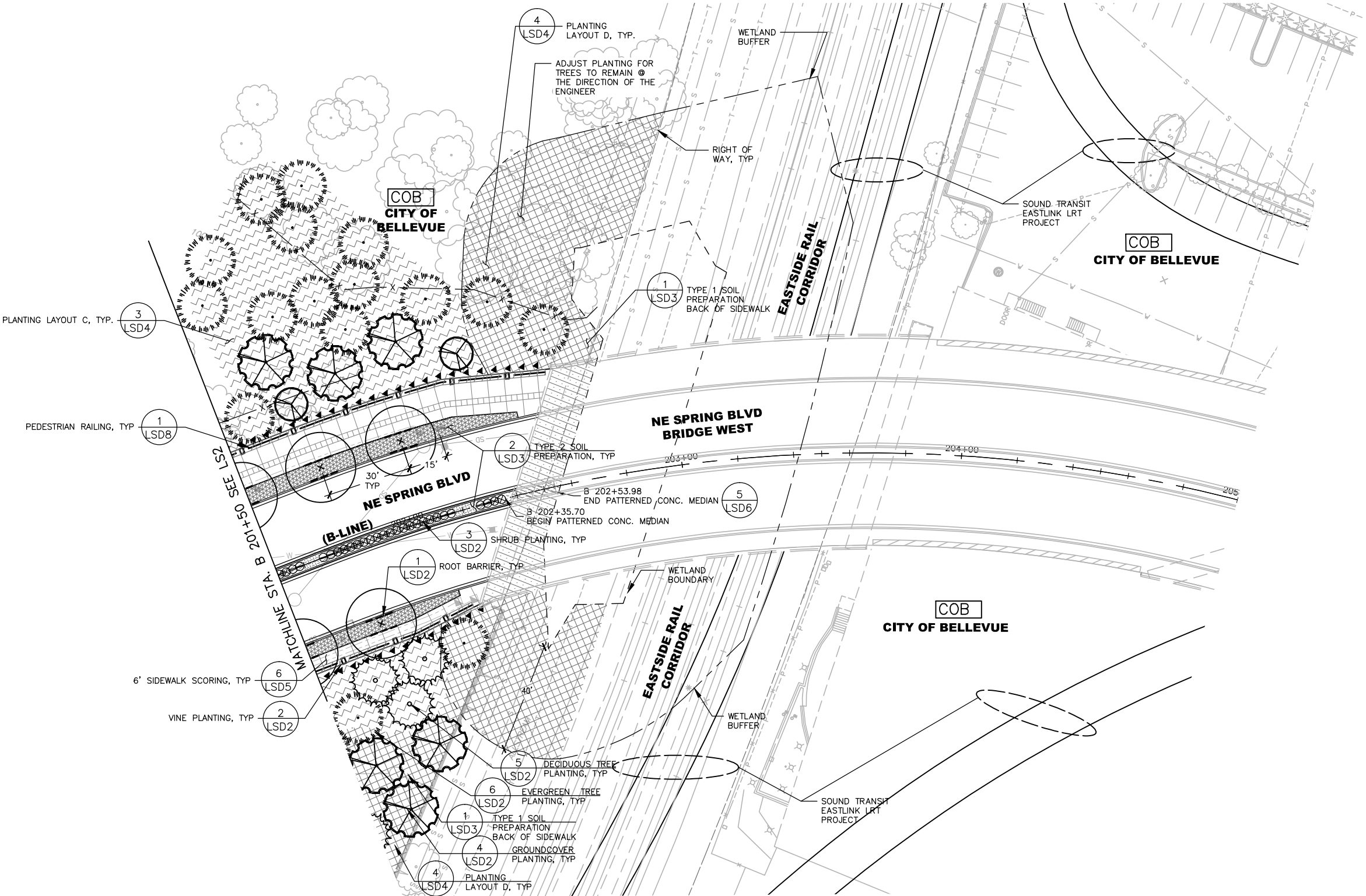
GENERAL NOTES:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET.
2. SEE SHEET LSD1 FOR LANDSCAPE AND URBAN DESIGN LEGEND, ABBREVIATIONS, SCHEDULE AND NOTES.

90% SUBMITTAL NOT FOR CONSTRUCTION

LANDSCAPE LEGEND

SYM	QTY	DESCRIPTION
	3	MAIDENHAIR TREE
	6	SWEETGUM
	16	DOUGLAS FIR
	2	APPLE SERVICEBERRY
	3	DEODAR CEDAR
	20	JAPANESE MOCK ORANGE
	8	RUGOSE ROSE
	36	BOSTON IVY
		PLANTING LAYOUT A FOUNTAIN GRASS LOWFAST COTONEASTER HAPPY RETURNS DAYLILY CREEPING OREGON GRAPE DAVIDII VIBURNUM RUGOSA ROSE 'SHOWY PAVEMENT' RUGOSA ROSE 'WHITE PAVEMENT'
		PLANTING LAYOUT C SALAL CALIFORNIA WAX MYRTLE TALL OREGON GRAPE MOCK ORANGE WESTERN SWORD FERN RED FLOWERING CURRANT
		PLANTING LAYOUT D MIDWINTER FIRE DOGWOOD SALAL TALL OREGON GRAPE CALIFORNIA WAX MYRTLE INDIAN PLUM WESTERN SWORD FERN COMMON SNOWBERRY EVERGREEN HUCKLEBERRY
		SALMONBERRY/ SNOWBERRY MIX SALMON BERRY SNOW BERRY
		HAMELN FOUNTAIN GRASS
		LOWFAST COTONEASTER
		PATTERNED CONCRETE MEDIAN
		ROOT BARRIER
		TREE PROTECTION FENCING



NO.	DATE	BY	APPR.	REVISIONS

Approved By	
TRANSPORTATION DESIGN MANAGER	DATE
R. LOGWOOD	
PROJECT MANAGER	DATE

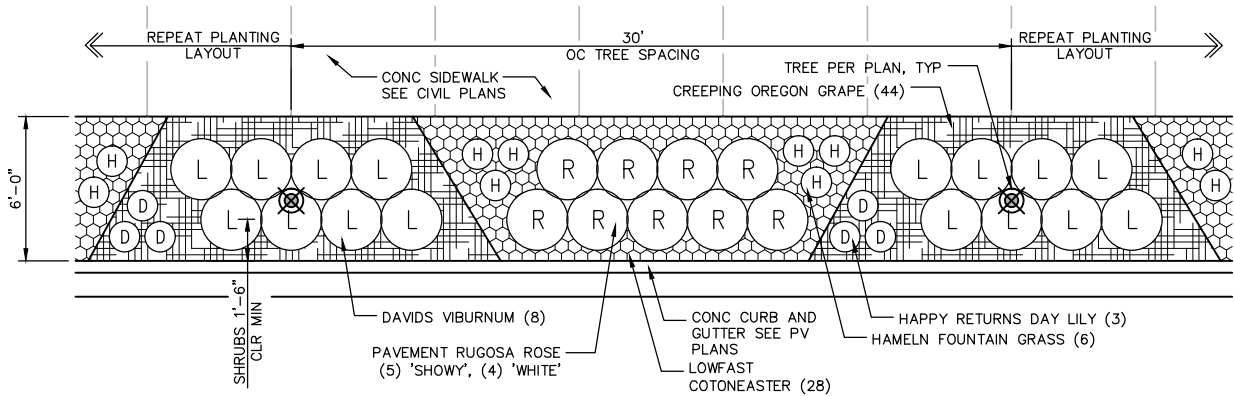
M. GURRAD	DATE
DESIGNED BY	
J. FRYE	DATE
DRAWN BY	
G. ROYCROFT	DATE
CHECKED BY	



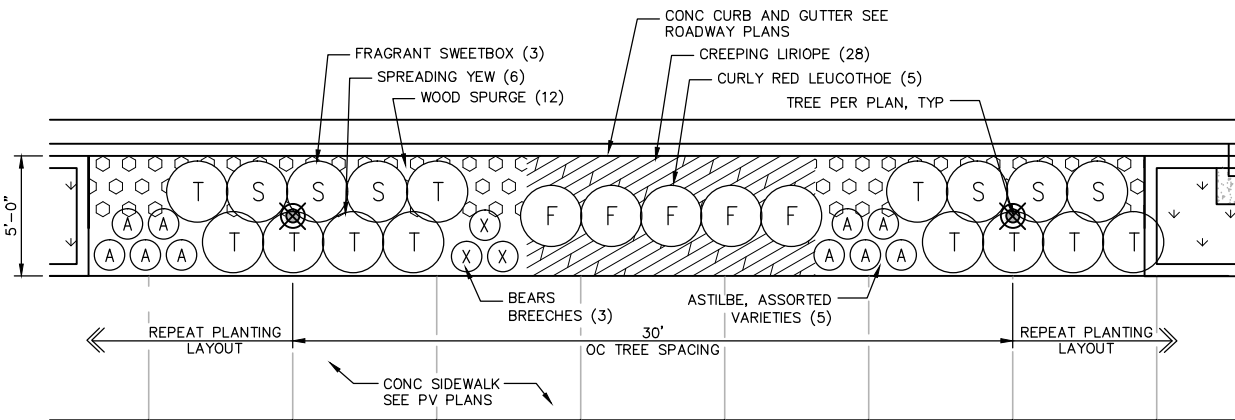
NE SPRING BLVD - ZONE 1A
90% DESIGN

LANDSCAPE & URBAN DESIGN PLAN
STA. B 201+50 TO END ZONE 1A

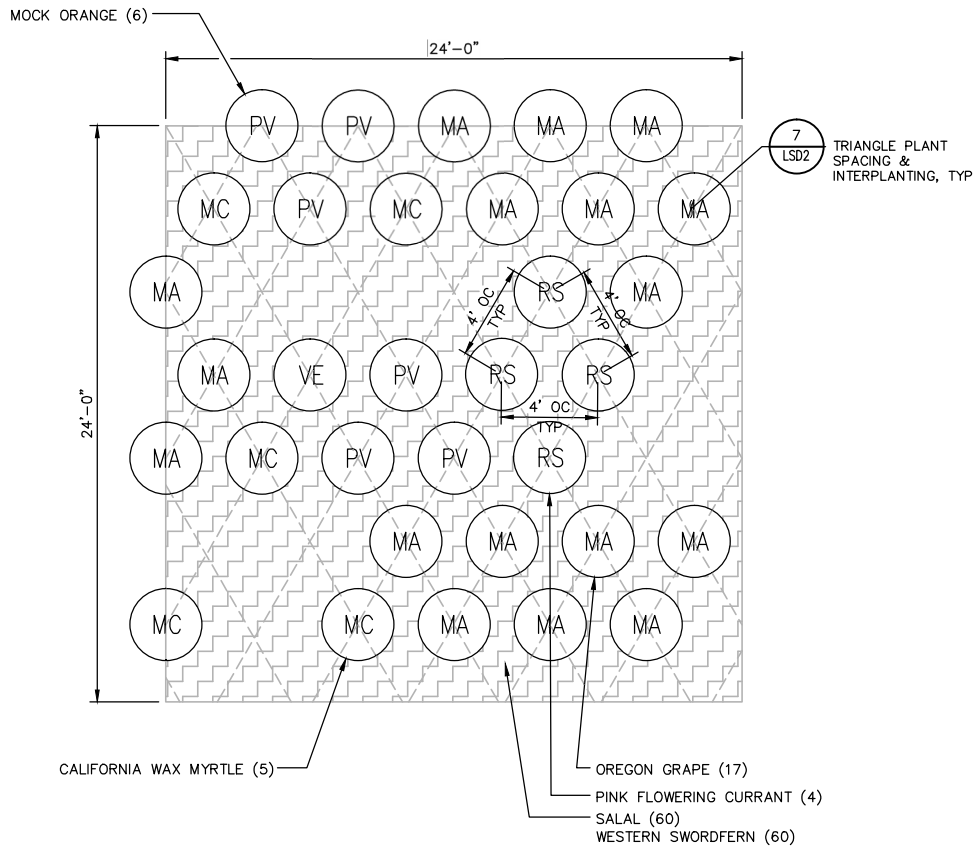
SHEET NAME	LS3	SHT	61	OF	101
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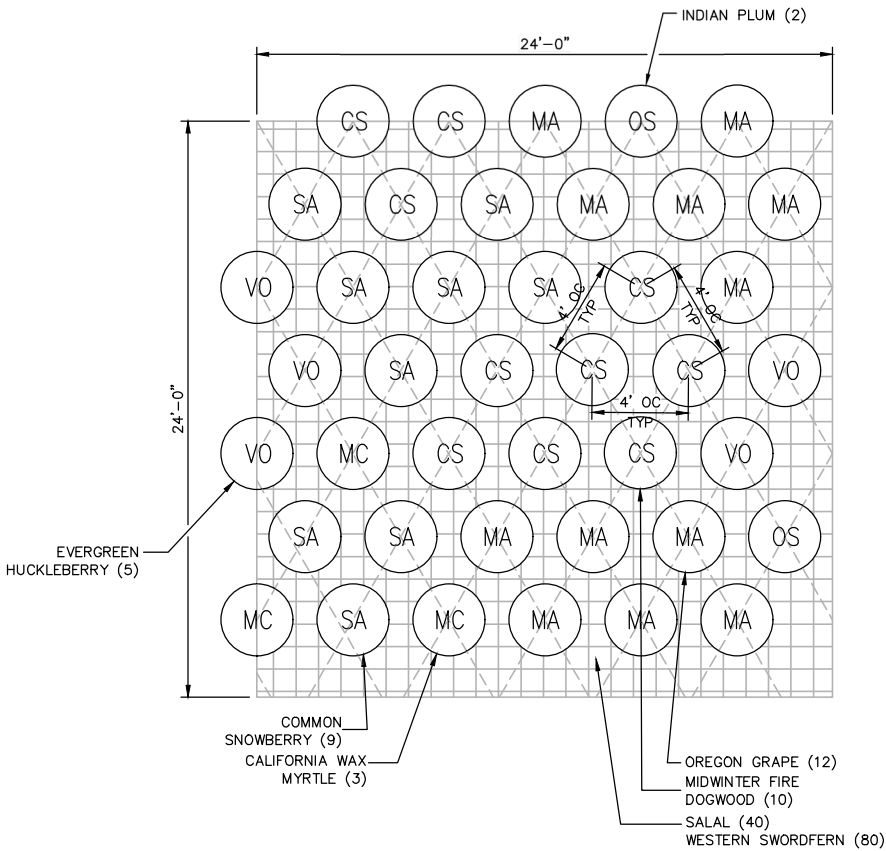
1 PLANTING LAYOUT A
SCALE 1/4" = 1'-0"



2 PLANTING LAYOUT B
SCALE 1/4" = 1'-0"



3 PLANTING LAYOUT C
SCALE 1/4" = 1'-0"



4 PLANTING LAYOUT D
SCALE 1/4" = 1'-0"



STATE OF
WASHINGTON
LICENSED
LANDSCAPE ARCHITECT

MATTHEW C. GURRAD
LICENSE NO. 1094
EXPIRES ON _____

NO.	DATE	BY	APPR.	REVISIONS

Approved By	
TRANSPORTATION DESIGN MANAGER	DATE
S. COSTA	DATE
PROJECT MANAGER	DATE
	DATE
	DATE

M. GURRAD	DATE
DESIGNED BY	DATE
J. FRYE	DATE
DRAWN BY	DATE
G. LAI	DATE
CHECKED BY	DATE



City of
Bellevue
TRANSPORTATION DEPARTMENT



NE SPRING BLVD - ZONE 1A
90% DESIGN

LANDSCAPE DETAILS TYPICAL PLANTING LAYOUTS	
SHEET NAME	LSD4
SHT	65 OF 101