



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT  
ENVIRONMENTAL COORDINATOR  
11511 MAIN ST., P.O. BOX 90012  
BELLEVUE, WA 98009-9012

## DETERMINATION OF NON-SIGNIFICANCE

**PROPONENT:** Matt Segrest, Simpson Housing LP

**LOCATION OF PROPOSAL:** 317 112<sup>th</sup> Ave. NE

**DESCRIPTION OF PROPOSAL:** Construct 299 residential units and 25,271 square feet of commercial floor area with structured parking for 437 vehicles. The proposal includes a request for a modification to the building setback requirement and a variance to increase the maximum floor area for upper floor levels.

**FILE NUMBER:** 06-119979-LD

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 Department of Planning & Community Development. 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 **August 16, 2007**.
- 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 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, 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.

*Carol V. Heltner*

Environmental Coordinator

August 2, 2007

Date

**OTHERS TO RECEIVE THIS DOCUMENT:**

State Department of Fish and Wildlife  
State Department of Ecology, Shoreline Planner N.W. Region  
Army Corps of Engineers  
Attorney General  
Muckleshoot Indian Tribe

*Sapari*  
*8/2/07*  
**27a**  
5/17/06

**ENVIRONMENTAL CHECKLIST**

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call the Permit Center (425-452-6864) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

**BACKGROUND INFORMATION**

Property Owner: **Simpson Housing**

Proponent: **Matt Segrest, Senior VP of Development, 206.728.7380, matthew.segrest@simpsonhousing.com**

Contact Person: *Mark Heaviland 576-1629, markh*  
~~Brian Slick, Architect/PM, 206.944-8451, brians@amaa.com~~

(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: *do* **ANKROM MOISAN ASSOCIATED ARCHITECTS**  
**117 Union Trust Annex, S Main St**  
**Sea., WA 98104**

Phone: **206.576.1613** *1600*

Proposal Title: **112<sup>th</sup> Avenue Mixed-Use**

Proposal Location: **Southwest corner of NE 4<sup>th</sup> St and 112<sup>th</sup> Avenue NE**  
(Street address and nearest cross street or intersection) Provide a legal description if available.

Tax Account Numbers: **322505-9088, 322505-9147, 322505-9094, 239960-0021, 239960-0010, 239960-0005**

Please attach an 8 1/2" x 11" vicinity map that accurately locates the proposal site. *Not attached to env. checklist*

Give an accurate, brief description of the proposal's scope and nature:

1. General description: **The Project Site consists of <sup>5</sup> parcels zoned DNTN-MU CORE D/R, bounded by 111<sup>th</sup> and 112<sup>th</sup> Avenue NE and NE 4<sup>th</sup> Street in downtown Bellevue. The Site is moderately developed with ~~five~~ <sup>4</sup> single-story buildings to be demolished and surface parking, a portion of the site was previously developed as an electrical substation (environmental report attached). All existing improvements will be demolished. The site slopes downward to the south and east at a constant gradient, steeper to the east and more shallow to the south with a maximum slope in the range of ~~17-20%~~ <sup>10%</sup>**

*1.76 acres*

2. Acreage of site: **~~2.06~~**

3. Number of dwelling units/buildings to be demolished: **~~Zero~~ <sup>Five</sup> ~~Five~~ <sup>4</sup>**

4. Number of dwelling units/buildings to be constructed: **~~300~~ <sup>299</sup> ~~One~~**

5. Square footage of buildings to be demolished: **~12,000 GSF**

6. Square footage of buildings to be constructed: **~480,000 GSF**

7. Quantity of earth movement (in cubic yards): **~60,000 Cu Yd**

8. Proposed land use: **Residential Mixed-Use**

5

9. Design features, including building height, number of stories and proposed exterior materials:  
The building design will consist of two separate L-shaped wings, 3-stories to the east and 10-stories to the west, grouped around an elevated courtyard over a 1/2-block podium consisting of 2-stories and 3-basement floors. Commercial use will flank 112<sup>th</sup> Avenue and NE 4<sup>th</sup> Street with the residential entry lobby and resident services fronting 111<sup>th</sup> Ave NE. The building will be a high-rise, Type IB construction, reduced to Type IIA as permitted by IBC Section 403.1.1.2. The upper portions of the building will be constructed of cold-form metal framing with composite floor construction while the lower floors will be concrete. A mix of exterior cladding materials including stucco, metal siding and composite wall panels is envisioned.

10. Other

4

Estimated date of completion of the proposal or timing of phasing: **November 2008**

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. **No**

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. **See Attached**

*See file*

*Geotech rept  
Acoustical rept*

*Traffic impact analysis rept, traffic generation rept*

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known. **None that the Applicant is aware of.**

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known. **COB DR approval, COB Building Permit, COB Developer Extension Agreement, COB Clearing and Grading Permit, COB Demolition Permit(s), COB Shoring Permit**

Please provide one or more of the following exhibits, if applicable to your proposal. (Please check appropriate box(es) for exhibits submitted with your proposal):

- Land Use Reclassification (rezone) Map of existing and proposed zoning
- Preliminary Plat or Planned Unit Development  
Preliminary plat map
- Clearing & Grading Permit **Submitted under separate cover**  
Plan of existing and proposed grading **Attached**  
Development plans **Attached**

*In file*

X Building Permit **Submitted under separate cover** (or Design Review) **Attached**

*see file*

Site plan **Attached**

Clearing & grading plan **Submitted under separate cover**

Shoreline Management Permit

Site plan

A. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:  Flat  Rolling  Hilly  Steep slopes  Mountains  Other  
**Sloping to maximum ~17-20%** *10% average*

b. What is the steepest slope on the site (approximate percent slope)?

**See above** *20% isolated*

c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

**See attached Geotechnical Report prepared by The Riley Group dated 01.30.06.**

*in file*

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

**Not to the Applicant's knowledge.**

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

**None.**

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

**Potential erosion generated by clearing and grading activities will be addressed by the TESC plan submitted under separate cover**

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

~~~62%~~

*~95%*

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

**Site clearing and grading activities will be subject to provisions of the approved TESC plan.**

*Erosion control per CG permit & recommendations from geo tech report. BCC 23.76*

2. AIR

a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

**During Construction:** Construction activities will be governed by the approved TESC plan and requirements of the Demolition, Shoring and Building Permits. Typical construction emissions will include: materials off-gassing, vehicle exhaust, dust, etc.

**During Occupancy:** Occupants and Building Operations will generate equipment exhaust, cooking odors, commercial tenant exhaust and vehicle exhaust.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

**None that the Applicant is aware of.**

c. Proposed measures to reduce or control emissions or other impacts to the air, if any:

**To the extent feasible, the Owner will explore the use of "green" or recycled content materials and off-site fabrication to reduce construction time and noise and odors on-site. Dust control measures such as water misting, regular street-cleaning and construction detention will be designed to limit the amount of released particulates and fluid-borne sediments.**

*Construction  
dust suppression  
measures per  
BCC 23.76.*

### 3. WATER

#### a. Surface

(1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

**Not to the Applicant's knowledge.**

(2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If Yes, please describe and attach available plans.

**No**

(3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

**None.**

(4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

**No**

(5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

**No**

(6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

**No**

#### b. Ground

(1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description.

**No**

(2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

**None**

c. Water Runoff (Including storm water)

(1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

**During clearing and grading, all storm water run-off collection and dispersal will be governed by the approved TESC plan. Upon completion of foundation and footing drains, storm water will be detained on site and pumped to approved COB storm water collection point. Upon building completion, all roof and courtyard drains will be piped to on-site detention as required and from there stormwater will be conveyed via gravity drain or pump to approved COB storm water collection systems. Garage storm drain collection will be filtered via oil-water separators as required prior discharge.**

(2) Could waste materials enter ground or surface waters? If so, generally describe.

**Not to Applicant's knowledge.**

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:  
**See above.**

*Standard  
erosion control  
measures per  
CG permit + geotech. recomm.  
BCC 23.76*

*per BCC 24.06  
storm drainage per  
COB reg's + DOE  
Stormwater Manag't Manual  
for Pipet Sound.*

4. Plants

a. Check or circle types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

**100%**

c. List threatened or endangered species known to be on or near the site.

**None**

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

**ROW development will be per COB standards.**

*New landscape all  
4 perimeter  
per COB req 45  
LIC 20.25.  
040.*

**5. ANIMALS**

a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver, other:
- Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

**None**

c. Is the site part of a migration route? If so, explain.

**No**

d. Proposed measures to preserve or enhance wildlife, if any:

**None**

**6. Energy and Natural Resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.

**Residential and Commercial hot water will be supplied by gas-fired boilers. Residential heating will be provided by electric resistance fan coil units. Commercial HVAC will be provided by individual, ceiling-mounted, gas-fired fan-coil units with remote condensers.**

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.  
**Shadows generated by building massing developed through DR process to permitted zoning envelope may impact solar access during portions of the day to adjacent sites.**

c. What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any:

**This project will comply with all applicable codes for energy conservation and use.**

**7. Environmental Health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

**Not to Applicant's knowledge.**

(1) Describe special emergency services that might be required.

**This project will comply with high-rise provisions.**

(2) Proposed measures to reduce or control environmental health hazards, if any.

**No environmental health hazards are anticipated.**

b. Noise

(1) What types of noise exist in the area which may affect your project (for example, traffic, equipment, operation, other)?

**Typical urban noise generated by automobile traffic and adjacent businesses in particular traffic noise from I-405 to the east.**

(2) What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example, traffic, construction, operation, other)? Indicate what hours noise would come from the site.

**Typical construction operation noise followed by typical noise associated with a project of this type during occupancy.**

*↳ generators, transformers  
Truck traffic noise + construction noise per city's Noise Ordinance BCC 9.18.  
Recam per account - rpt.  
See DR - continue  
#X. P. 4,  
C.6.*

(3) Proposed measures to reduce or control noise impacts, if any:  
**No special mitigation measures are anticipated as required.**

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

**Miscellaneous commercial occupancies on-site surrounded by City Hall to the North, residential to the south, mixed-use residential to the west and commercial to the east.**

b. Has the site been used for agriculture? If so, describe.

**Not to Applicant's knowledge.**

*No*

c. Describe any structures on the site.

**Five single-story structures in varying states of repair include former residences now used for commercial purposes.**

d. Will any structures be demolished? If so, what?

**All existing structures will be demolished.**

e. What is the current zoning classification of the site?

**DNTN-MU CORE D/R**

f. What is the current comprehensive plan designation of the site?

**See above**

*Downtown Subarea East Main*

g. If applicable, what is the current shoreline master program designation of the site?

**Not applicable**

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

**Not to Applicant's knowledge.**

*No*

i. Approximately how many people would reside or work in the completed project?

**500**

j. Approximately how many people would the completed project displace?

**None**

k. Proposed measures to avoid or reduce displacement impacts, if any:

**None**

AS conditioned in  
DR,

i. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

**This Project will comply with all applicable land use and building code requirements.**

**9. Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

299

**300 market-rate rental housing units will be constructed.**

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

**None**

c. Proposed measures to reduce or control housing impacts, if any:

**None required**

**10. Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

**This Project will not exceed the Basic Allowable Height Limit of 150-ft. Exterior materials will include painted concrete, metal panel and composite panel siding, stucco, fiberglass and/or vinyl windows and doors, aluminum panelized window-wall and aluminum storefront.**

b. What views in the immediate vicinity would be altered or obstructed?

**View corridor of Mt. Rainer and Cascades would be preserved through DR process.**

c. Proposed measures to reduce or control aesthetic impacts, if any:

**This Project will is subject to Design Review.**

**11. Light and Glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?  
**Typical reflective glare and artificial light generation for this type of mixed-use occupancy.**

b. Could light or glare from the finished project be a safety hazard or interfere with views?

**Not to Applicant's knowledge.**

c. What existing off-site sources of light or glare may affect your proposal?

**None that Applicant is aware of.**

d. Proposed measures to reduce or control light or glare impacts, if any:

**Non-reflective glass coatings will be used to reduce energy use and glare.**

**12. Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity?

**Retail shopping and entertainment activities associated with downtown Bellevue and Belle-Square Mall, City of Bellevue municipal parks and recreational opportunities associated with Lake Washington.**

b. Would the proposed project displace any existing recreational uses? If so, describe.

None

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None required

*Fitness Center will be provided for tenants.*

**13. Historic and Cultural Preservation**

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No

b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

None known

c. Proposed measures to reduce or control impacts, if any:

None required

**14. Transportation**

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The site is served by existing Bellevue City Streets, bordered by 111<sup>th</sup> Ave NE on the west, NE 4<sup>th</sup> Street on the north and 112<sup>th</sup> Ave NE on the east. Regional access is provided by I-405 with on/off ramps at NE 4<sup>th</sup> and NE 8<sup>th</sup> Streets. Parking garage access will be provided on the west from 111<sup>th</sup> Ave NE with left/right in and out and from 112<sup>th</sup> Ave NE with right in/out only. Loading and building service will be accommodated off the through-block connecting service only vehicle drive located in vacated NE 3<sup>rd</sup> Street. See attached building plans for EL 95 and EL 108. *plans in file*

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes

c. How many parking spaces would be completed project have? How many would the project eliminate?

This project would provide 450 parking spaces and eliminate approximately 20.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Required ROW improvements will be per COB standards. A new pedestrian through-block connection will be created at vacated NE 3<sup>rd</sup> Street.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Connection to SeaTac Airport via I-405.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Please see attached Trip Generation Report prepared by William Popp Associates dated 05.09.06.

g. Proposed measures to reduce or control transportation impacts, if any:

*in file*

**15. Public Services**

a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No

*Yes - 299 new residential units will require all of the above.*

*143 new PM peak hr. trips per COB Trip Dep*

b. Proposed measures to reduce or control direct impacts on public services, if any.

~~None required~~

*Pay for facilities,  
direct pay it  
as req'd*

**16. Utilities**

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

All required utilities are available.

*NO septic*

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

See above.

**Signature**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature.....*[Handwritten Signature]*  
Date Submitted.....*06-30-06*



**City of Bellevue  
Department of Planning and Community Development  
Land Use Division Staff Report**

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Proposal Name: Metro 112 Apartments

Proposal Address: 317 112<sup>th</sup> Avenue N.E.

Proposal Description: Construct 299 residential units and 25,271 square feet of commercial floor area with structured parking for 437 vehicles. The proposal includes a request for a modification to the building stepback requirement and a variance to increase the maximum floor area for upper floor levels.

File Number: 06-119979 LD

Applicant: Matt Segrest, Simpson Housing LP

Decisions Included: Combined Design Review, Variance and SEPA, Process II

Planner: Carol Saari, Associate Planner *Saari*

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

*Carol V. Helland*  
\_\_\_\_\_  
Carol V. Helland  
Environmental Coordinator

Director's Decision: **Approval with Conditions**

*Carol V. Helland for*  
\_\_\_\_\_  
Matthew A. Terry, Director  
Dept. of Planning & Community Development

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Notice of Decision Date: 08/02/07  
Appeal Deadline: 08/16/07

For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6880. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision.

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**ATTACHED:**

- Exhibit A: Project Plans
- Exhibit B: Vicinity Map
- Exhibit C: Zoning Map
- Exhibit D: Comprehensive Plan Policies
- Exhibit E: Redline Landscape Plans
- Exhibit F: Certificate of Concurrency

## I. REQUEST/PROPOSAL DESCRIPTION

The applicant requests Design Review approval to construct 299 residential units and 25,271 square feet of commercial floor area with structured underground parking for 437 vehicles. The proposal includes a request for a modification to the building setback requirement and a variance to increase the maximum floor area for upper floor levels.



Perspective from NE 4<sup>th</sup> Street and 112<sup>th</sup> Ave. NE

### A. Site Design

The proposed building faces onto three rights-of-ways, NE 4<sup>th</sup> Street, 112<sup>th</sup> Ave. NE and 111<sup>th</sup> Ave. NE. The building covers most of the site, with the exception of areas dedicated to pedestrian access, vehicular access and landscaping. Vehicular access for residents and guests will be from both 112<sup>th</sup> Avenue NE and 111<sup>th</sup> Ave. NE to underground parking garages. Vehicular access for retail shoppers will be from 112<sup>th</sup> Ave. NE to the underground parking garage on Level 1 and shall be signed to direct vehicles to this location. See condition #X.D.1.

The project includes roadway frontage improvements along NE 4<sup>th</sup> Street, 112<sup>th</sup> Ave. NE and 111<sup>th</sup> Ave. NE. All rights-of-ways will have new sidewalks. NE 4<sup>th</sup> Street will have a planting strip (street trees and shrubs) that runs the length of the sidewalk. The street rights-of-ways of 112<sup>th</sup> and 111<sup>th</sup> Ave. NE will have new street trees to be added to those existing trees to remain. (The existing and proposed trees will be the same tree species.) New street lights will be provided along 111<sup>th</sup> Ave. NE (112<sup>th</sup> Ave. NE and NE 4<sup>th</sup> Street already have street lights). Two new driveway curb cuts will be provided, one along 112<sup>th</sup> Ave. NE and one along 111<sup>th</sup> Ave. NE. A landscape buffer will be provided along the southern property line.

Site design amenities include underground parking, at-grade parking located under the residential structure, an arcade, marquees, and Pedestrian Oriented Frontage (POF) such as a restaurant, personal services and retail space. A financial institution (bank) will be located at the gateway corner of 112<sup>th</sup> Ave. NE and NE 4<sup>th</sup> Street. A separate sign permit will be required for the bank signage. See condition #X.D.2.

**Refer to Exhibit A, Project Plans, for more information.**

## **B. Building Design**

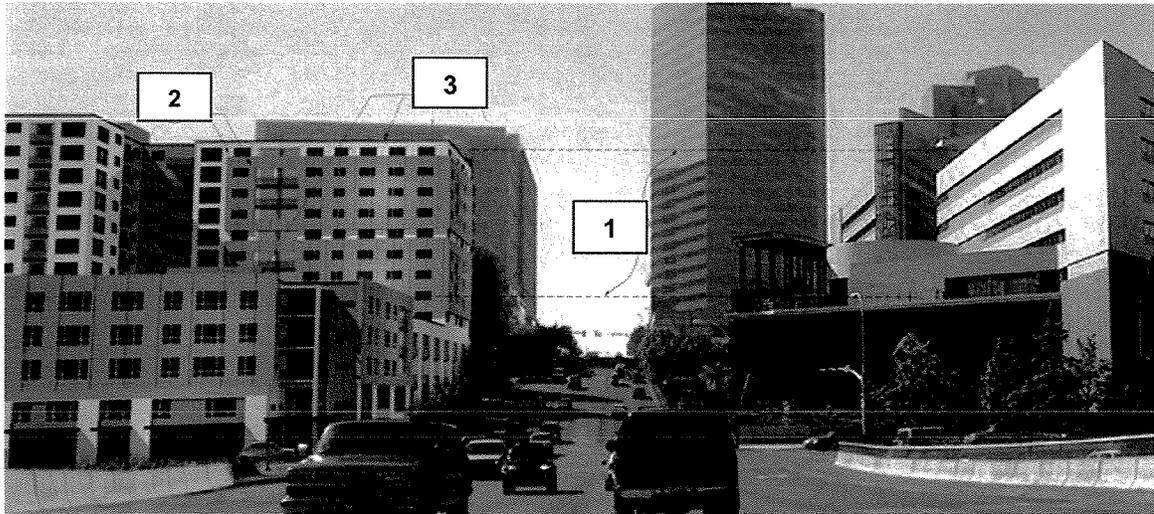
The building spans the width of the block between 112<sup>th</sup> Ave. NE and 111<sup>th</sup> Ave. NE. There are three elements to the building:

- The lower 5-story low-rise structure adjacent to 112<sup>th</sup> Ave. NE (Floor Levels 1-5)
- The connector building facing NE 4<sup>th</sup> Street (Floor Levels 1-3); and
- The higher western 10-story tower adjacent to 111<sup>th</sup> Ave. NE (Floor Levels 3-13)

The lower 5-story low-rise structure adjacent to 112<sup>th</sup> Ave. NE is a wood frame building while the connector building and higher western 10-story tower are constructed of steel studs and concrete. A parking garage of 4 levels is located under these structures. The garage has access from both 111<sup>th</sup> Ave. NE and 112<sup>th</sup> Ave. NE.

### **Project Gateway**

One of the primary issues considered in the design of this project was the prominence of its location as a gateway site. (A gateway is a designated key entry point into the City intended to provide an attractive and distinctive entry into the City.) The project needed to address its “gateway” location at the corner at 112<sup>th</sup> NE and NE 4<sup>th</sup> Street while providing a design that would complement the newly renovated City Hall to the north of NE 4<sup>th</sup> Street.



### **Legend**

1. Stepped massing aligns with the massing of City Hall.
2. Contrasting, yet complementary, materials make visual reference to strong 2-color scheme at City Hall.
3. Stepped building form provides a visual transition to the larger office structure to the west uphill.

The applicant has worked with the City to provide a gateway treatment at the corner of 112<sup>th</sup> Ave. NE and NE 4<sup>th</sup> Street. This involves a more elegant building entrance with seating and landscaping. The use of Cembonit panels for the exterior material is new to the City, but will create a distinctive visual impression reference point at the gateway into the downtown at NE 4<sup>th</sup> Street from I-405. The corner will feature a two-story retail/residential stucco treatment with Cembonit panels for the upper floors. Planter boxes and seating will be provided at the gateway entrance. A strong vertical steel element will connect all floors from the sidewalk level to the top of the upper floor. This will provide a visual identity. The gateway will include glazing and recessed residential units with sliding glass doors and guardrails.

### **Project Design Intent**

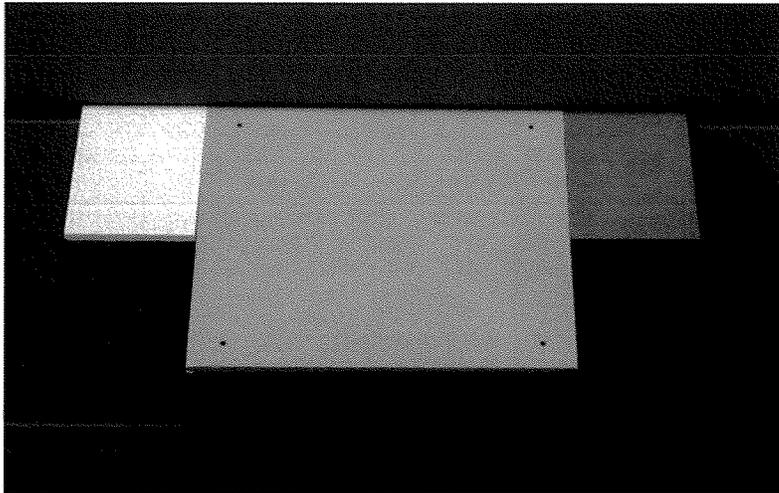
The project was designed to form a pairing with the City Hall building at the NE 4<sup>th</sup> Street gateway from I-405. The design was conceived to match in general scale the stepped massing of City Hall, while at the same time providing an appropriately scaled street wall that would be responsive to the pedestrian environment and conducive to supporting a strong retail development. The building's residential function is visually expressed through varied scale and a "soft" 2-tone color palette. It also book-ends the City Hall building. The two buildings form the entrance to downtown from I-405 by flanking each side of NE 4<sup>th</sup> Street that step up the slope of NE 4<sup>th</sup> toward downtown.

At the gateway corner of NE 4<sup>th</sup> and 112<sup>th</sup>, the applicant has proposed sliding glass doors with guardrails, instead of residential decks, to provide a more urban character at this corner. Also a bench and planter boxes will be provided at the entrance to create a pedestrian friendly corner.

### **Exterior Materials**

The exterior materials are concrete stucco and Cembonit concrete fiber panels. The Cembonit panels will be placed on the exterior upper floors of the entire building. Cembonit is a non-combustible alternative material not yet approved in the United States. The applicant is providing information to the Building Division for review and approval of this material. Cembonit is a construction material widely used in Europe.

The Cembonit panels will be 12" x 12" x 3/8" deep and bolted at all four corners. The Cembonit construction technique uses the rain screen panel treatment which allows rainwater to drain between the panels and exterior building (panels separated from the building by 3"). This treatment allows a ventilated path for rainwater to drain and has proven to be a successful technique. The rain screen panel treatment was used at the Alley 24 multi-family development (built in 2006) located near REI in Seattle, Washington (although this project used Richlite panels).



#### Cembonit Panels

Pearl  
Sienna  
Flint

The exterior material at the street level floors will be stucco in a light grey color. Along the 112<sup>th</sup> east elevation, there will be grey metal bands below the windows. This will provide a color contrast to the Sienna warm buff as well as provide a shiny urban material which will mimic the grey metal sheeting on City Hall.

The residential deck guardrails will be a grey wire mesh material. The specific guardrail material will be approved prior to building permit issuance. See condition #X.C.1. In order to provide a more urban image, the corner units at NE 4<sup>th</sup> Street and 111<sup>th</sup> Ave. NE will have smoke grey glass with metal trim, instead of the wire mesh material. See condition #X.C.2. Note: The units at the gateway corner of 112<sup>th</sup> Ave. NE and NE 4<sup>th</sup> Street will not have residential decks, but instead sliding glass doors with guardrails. This is to present a more urban image to those passers-by going west on NE 4<sup>th</sup> Street toward the downtown.

The colors of the building at the street level will be light grey stucco at the street level, a shade of warm buff (Sienna) for most of the Cembonit panels with accent colors of dark grey (flint) and white (pearl) panels. The window frames will be Finesse Fiberglass in a white color to provide an accent to the building colors.

The expanse of the warm buff (Sienna) panels along the east elevation adjacent to 112<sup>th</sup> Ave. NE is out of scale with the gateway corner at NE 4<sup>th</sup> Street and 112<sup>th</sup> Ave. NE. Segmentation of the Sienna color needs to occur with visual relief in the form of an absence of panels and/or more colors/patterns used for the this east elevation.

The final colors and patterns of the Cembonit panels and will be determined by revised drawings prior to installation of the panels. Special attention will be given to the gateway corner and the east elevation adjacent to 112<sup>th</sup> Ave. NE to assure that segmentation of colors and patterns occur to break up the mass of the Sienna color. Approval of samples of the bolts is required prior to installation. See condition #X.D.3.

The applicant proposes marquees over the doorways. The final colors and material of the marquees shall be submitted for review and approval. See condition #X.C.3.

The applicant submitted a conceptual sign package which will be finalized during construction of the building after the building colors have been approved. A separate sign permit approval is required. See condition #X.D.2.

### **Rooftop equipment**

There are two rooftop plazas proposed for the use by tenants. These rooftops will be garden areas for tenants. Rooftop mechanical equipment will be screened from all sides and above. See condition #X.C.4.

**Refer to Exhibit A, Project Plans, for more information.**

## **II. SITE DESCRIPTION, ZONING, & LAND USE CONTEXT**

### **A. Site Description**

The site is a 1.76 acre rectangular shaped parcel that slopes from west at 111<sup>th</sup> Ave. NE (high) to east at 112<sup>th</sup> Ave. NE (low) with a slope of 10% and elevation drop of 30 feet (over a run of about 300 feet). The site currently has a small auto retail store, a small dentist laboratory in a residential structure and two vacant structures. A commercial parking lot (former Puget Power substation) is located on the gateway corner (112<sup>th</sup> Ave. NE and NE 4<sup>th</sup> Street). The site is overgrown with deciduous trees and shrubs/weeds.

**See attached Vicinity Map, Exhibit B.**

### **B. Zoning**

The property is zoned Downtown – Mixed Use, Core Design District. **See Exhibit C, Zoning Map.** There is no concomitant agreement attached to the property. The proposed uses are permitted outright: multi-family residential, retail and personal service. See Section III.A.1 below for more discussion about land uses.

### **C. Land Use Context**

The site is located at the gateway corner of 112<sup>th</sup> Ave. NE and NE 4<sup>th</sup> Street, across the street from City Hall. To the south of the property is multi-family development (Pacific Inn) and a vacant parcel. To the east are office buildings. And to the west uphill is the Lakeshore Learning Center and Abella Apartments.

The immediate vicinity, from the downtown core (108<sup>th</sup> Ave. NE) to the freeway (I-405) between NE 2<sup>nd</sup> and NE 4<sup>th</sup> Street, is undergoing transition and new development. To the north, City Hall was reconstructed in 2006 from the vacant Qwest building. Multi-family development is located uphill to the west and the PSE office building further west on NE 4<sup>th</sup> Street. To the south at NE 2<sup>nd</sup>, a hotel is proposed. New multi-family development will occur on a number of vacant parcels south of this project.

In this area, properties with underutilized or vacant structures are being redeveloped as new mixed use high rise projects (residential over retail at the base). There are about a

dozen residences in this area built in the 1950's due for redevelopment which are either vacant or have small businesses.

For this project, particular emphasis was placed on providing consistency with City Hall. See graphic and discussion within Section I.B Project Gateway.

Another project element was to provide a view corridor of Mt. Rainier. The applicant revised the plans so a view corridor was maintained from the Major Public Open Space concourse within City Hall. See Sections III.B.2,3 for further discussion on the Variance and Stepback Modification.

**III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS**

**A. General Provisions of the Land Use Code**

**1. Use**

The applicant proposes multi-family residential development which is allowed outright in the Downtown-MU zoning district. At the street level, the applicant proposes a financial institution (not considered pedestrian oriented frontage), retail and personal service. All of these uses are allowed outright in the Downtown-MU zoning district.

The applicant proposes a restaurant at the pedestrian street / arcade base of the western tower within the arcade. Since there are limited land uses allowed within the Type IB/IIA construction, the applicant must meet the International Building Code Type IB/IIA construction land uses, as well as, the Land Use Code pedestrian oriented frontage land uses, per LUC 20.25A.030.C.1. See condition #X.D.4. The restaurant use meets both requirements, but there is no guarantee that the restaurant use will continue. New uses at the pedestrian street / arcade base will be limited to those allowed to occupy Type IB/IIA construction and allowed by the Land Use Code.

**2. Dimensional Requirements**

As conditioned, all applicable dimensional requirements of the Land Use Code would be met. Refer to the following tables for further information.

| Item                                               | Permitted/Required                                    | Proposed  | Comments/Conditions |
|----------------------------------------------------|-------------------------------------------------------|-----------|---------------------|
| <b>Project Limit</b>                               | No minimum                                            | 76,725 SF | 1.76 acres          |
| <b>Building Height</b><br>LUC<br>20.25A.020        | Basic 150 FT and<br>Maximum 200 FT<br>for Residential | 121.5 FT  | Meets code.         |
| <b>Floor Area Ratio (FAR)</b><br>LUC<br>20.25A.020 | Basic 2.0 and<br>Maximum 5.0<br>for Residential       | 3.74      | Meets code.         |

| Item                                                                                           | Permitted/Required           | Proposed                                                                                       | Comments/Conditions                                                                                              |
|------------------------------------------------------------------------------------------------|------------------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| <b>Project Total Gross Square Feet (GSF)</b><br>LUC 20.50.022                                  | 383,625 GSF<br>(at 5.0 FAR)  | 286,574 GSF                                                                                    | Meets code.<br>Excludes vertical penetrations, vent shafts, stairwells, and balconies.                           |
| <b>Project Exempt Retail/Ped-Oriented Frontage Floor Area</b><br>LUC 20.25A.030.C              | 76,725 SF<br>Maximum 1.0 FAR | 20,300 SF<br>(0.26 FAR)                                                                        | Meets code. <u>See conditions #X.D.5, D.6.</u>                                                                   |
| <b>GSF for FAR</b><br>LUC 20.50.022                                                            | 266,274 GSF                  | 266,274 GSF                                                                                    | Excludes parking and mechanical areas from GSF.                                                                  |
| <b>Floor Area per Floor Above 40 Feet</b><br>LUC 20.25A.020 Note (9) and LUC 20.25A.020.B.1.a. | 20,000 SF maximum            | Levels 6-10<br>21,338 SF –<br>21,548 SF                                                        | See Section III.B.2 of this staff report for discussion regarding increased floor area above 20,000 square feet. |
| <b>Floor Area per Floor Above 100 Feet</b><br>LUC 20.25A.020.A.2, Note (21).                   | 12,000 SF maximum            | Levels 11-13<br>21,070 SF –<br>21,548 SF                                                       | LUC 20.25A.020.A.2, Note (21).<br>See variance approval, Section III.B.2 of this staff report.                   |
| <b>Setbacks</b>                                                                                |                              |                                                                                                |                                                                                                                  |
| Item                                                                                           | Permitted/Required           | Proposed                                                                                       | Comments/Conditions                                                                                              |
| Front(s)<br>LUC 20.25A.020                                                                     | 0 FT                         | NE 4 <sup>th</sup> St= 0 FT<br>111 <sup>th</sup> Ave.NE=0 FT<br>112 <sup>th</sup> Ave.NE= 0 FT | Meets code.                                                                                                      |
| Side<br>LUC 20.25A.020                                                                         | 0/20 FT                      | 20 FT                                                                                          | Meets code.                                                                                                      |

| Item                                                               | Permitted/Required                                                                                                                                                               | Proposed                                                                                                                                                                                | Comments/Conditions                                                                                           |
|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Rear LUC<br>20.25A.020                                             | 0/20 FT                                                                                                                                                                          | NA                                                                                                                                                                                      | Rear yard setback is not applicable since the project has 3 front yards and one side yard.                    |
| <b>Stepbacks</b>                                                   |                                                                                                                                                                                  |                                                                                                                                                                                         |                                                                                                               |
| Item                                                               | Permitted/Required                                                                                                                                                               | Proposed                                                                                                                                                                                | Comments/Conditions                                                                                           |
| Upper Level Stepback In Core Design District LUC<br>20.25A.100.E.7 | 20 FT stepback required between 25 feet and the level of the first floorplate above 40 feet                                                                                      | 0 FT                                                                                                                                                                                    | See modification approval, Section III.B.3 of this staff report.                                              |
| <b>Sidewalk Width</b><br>LUC<br>20.25A.060.A                       | 111 <sup>th</sup> Ave. NE & 112 <sup>th</sup> Ave. NE = 8' wide sidewalk + 4' wide planter + 6" curb.<br><br>NE 4 <sup>th</sup> = 12' wide sidewalk + 4' wide planter + 6" curb. | 111 <sup>th</sup> Ave. NE & 112 <sup>th</sup> Ave. NE = 8' wide sidewalk + 4' wide planter + 6" curb.<br><br>NE 4 <sup>th</sup> = 12' wide sidewalk + 4' wide planter + 6" curb.        | Meets code.                                                                                                   |
| <b>Street Tree/Species &amp; Caliper</b><br>LUC<br>20.25A.060.B    | 3" Acer Platanoides (maple) along NE 4 <sup>th</sup> Street.<br>3" Scarlet Oak along 112 <sup>th</sup> Ave. NE.                                                                  | 5"-7" existing maples to remain along NE 4 <sup>th</sup> Street and portion of 112 <sup>th</sup> Ave. NE.<br>3" Scarlet Oak along 111 <sup>th</sup> Ave. NE & 112 <sup>th</sup> Ave. NE | Meets code.<br>No tree species specified for 111 <sup>th</sup> Ave. NE.<br><u>See conditions #X.A.5, B.1.</u> |
| <b>Mid-Block Walkways</b><br>LUC<br>20.25A.060.C                   | Required for an east – west connection                                                                                                                                           | NE 3 <sup>rd</sup> Street walkway (private driveway, vacated right-of-way)                                                                                                              | Meets code.<br>Sign required for public access. <u>See condition #X.D.2.</u>                                  |

| Item                                                          | Permitted/ Required                                                 | Proposed                                                            | Comments/Conditions                                                                                                                                                                        |
|---------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Gateway intersection</b><br>UD policy 45, S-DT-48, S-DT-56 | Required at NE 4 <sup>th</sup> Street and 112 <sup>th</sup> Ave. NE | Provided at NE 4 <sup>th</sup> Street and 112 <sup>th</sup> Ave. NE | Meets code. Corner sliding glass doors/guardrails and signage must be approved for consistency with the building architecture and gateway treatment.<br><u>See conditions #X.C.1, D.2.</u> |

**Parking and Loading**

| Item                                        | Required                                                                                       |                                       | Proposed                                                                                                   | Comments/ Conditions                                                                                                      |
|---------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
|                                             | Minimum and Maximum Permitted Ratios                                                           | Required and Permitted Parking Stalls |                                                                                                            |                                                                                                                           |
| <b>Parking – Downtown MU zone</b>           |                                                                                                |                                       | Proposed Parking Stalls                                                                                    | LUC 20.25A.050                                                                                                            |
| <b>Residential Units</b><br>(299 units)     | Min. 1:1 unit<br>Max 2:1 unit                                                                  | 299<br>598                            | 307                                                                                                        | Meets code requirements                                                                                                   |
| <b>Office</b><br>(5,262 NSF)                | 4:1000 NSF<br>5:1000 NSF                                                                       | 22<br>26                              | 24                                                                                                         | Meets code requirements                                                                                                   |
| <b>Personal Service</b><br>(7,503 NSF)      | 2:1000 NSF<br>3:1000 NSF                                                                       | 15<br>23                              | 23                                                                                                         | Meets code requirements                                                                                                   |
| <b>Restaurant</b><br>(3,925 NSF)            | 10:1000 NSF<br>20:1000 NSF                                                                     | 39<br>78                              | 63                                                                                                         | Meets code requirements                                                                                                   |
| <b>Financial</b> (not POF)<br>(4000 NSF)    | 4:1000 NSF<br>5:1000 NSF                                                                       | 16<br>20                              | 20                                                                                                         | Meets code requirements                                                                                                   |
| <b>Total</b>                                |                                                                                                |                                       | 437 stalls                                                                                                 | Meets code requirements. Public signage for the retail parking on Level 1 shall be provided. <u>See condition #X.D.1.</u> |
| <b>Compact Stalls</b><br>LUC 20.25A.050.F.2 | 50%                                                                                            |                                       | 49%                                                                                                        | Meets code.                                                                                                               |
| <b>Loading Area</b>                         | One off-street 10'x55' space, or other as approved by the Director (refer to 20.20.590K.4.a-c) |                                       | Provided from the driveway along the south side of the building (private street NE 3 <sup>rd</sup> Street) | Meets code.                                                                                                               |

**B. Special District Requirements**

**1. FAR Amenity System Requirements**

Subject to LUC 20.25A.020C.2, the amount of bonus floor area in square feet generated by the amenities provided to meet the Basic Floor Area Ratio (FAR) requirement must at a minimum be equal to 20% of the Project Limit area times the Basic FAR permitted for a non-residential building in the land use district.

**The Basic FAR requirement in square feet =  
 0.20 X the Project Limit area X the Basic Non-residential FAR.  
 For this project, the Basic FAR calculation is:  
 0.20 X 76,725 SF X 0.5 = 7,673 SF.**

The amount of “Basic” FAR Amenity Earned (27,618 SF SF), calculated below, exceeds the minimum required 7,673 SF.

**Table 1: Bonus Amenity Area Earned**

|                                                                                                                    |                                                                          |
|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| Project Gross Floor Area (GFA)                                                                                     | 286,574 SF – 20,300 SF = <b>266,274 SF</b>                               |
| Basic Permitted Floor Area<br>(Basic FAR X Project Limit)                                                          | 153,450 SF<br>(2.0 X 76,725 SF = 153,450 SF)                             |
| Additional Floor Area Requested<br>(Project GFA – Basic Permitted Floor Area)                                      | 112,824 SF<br>(266,274 SF - 153,450 SF = 112,824 SF)                     |
| “Basic” FAR Amenity Required                                                                                       | 7,673 SF<br>(0.20 X 76,725 SF X 0.5 = 7,673 SF)                          |
| “Basic” FAR Amenity Earned                                                                                         | 27,618 SF (points)<br>(Refer to Table 2 below)                           |
| Remaining (“Bonus”) FAR Amenity to Earn<br>(Project GFA - Basic Permitted Floor Area – “Basic” FAR Amenity Earned) | 85,206 SF<br>(266,274 GFA – 153,450 SF – 27,618 SF (points) = 85,206 SF) |
| Total FAR Amenity Earned                                                                                           | 764,301 SF (points)<br>(Refer to Table 2 below)                          |
| Excess FAR Amenity Earned<br>(Total FAR Amenity Earned – Basic FAR Amenity Earned - “Bonus” FAR Amenity to Earn)   | 651,477 SF<br>(764,301 SF – 27,618 SF - 85,206 F = 651,177 SF)           |

**Table 2: Bonus Amenities**

| Amenity                  |                                    | Units of Measure | Bonus Ratio | Bonus Floor Area Earned                                                                                                                                      | Public Benefit/Condition                                                                                                                                                                                                                                             |
|--------------------------|------------------------------------|------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Basic Amenities</b>   | Pedestrian Oriented Frontage (POF) | LF               | 100:1       | Level 1 = 110 LF<br>Level 2 = 0 LF<br>Level 3 = 93 LF<br><br>Total = 203 LF x 100 = <b>20,300 SF (points)</b>                                                | POF uses stimulate pedestrian activity. Uses include retail stores, restaurants, drycleaners, shoe repair, beauty shops. Financial institutions are not counted as POF. The POF requirement shall be recorded at King County. <u>See condition #X.D.6.</u>           |
|                          | Arcade                             | SF               | 4:1         | Level 3= 992 SF x 4 = <b>3,968 SF (points)</b>                                                                                                               | A continuously covered area which functions as a weather-protected extension of the publicly accessible space which it abuts. At least 50% of the linear frontage must be developed as POF.                                                                          |
|                          | Marquee                            | SF               | 2:1         | Level 1 = 1,074 SF<br>Level 2 = 0 SF<br>Level 3 = 601 SF<br><br>Total = 1,675 SF x 2 = <b>3,350 SF (points)</b>                                              | A permanent overhead canopy projecting from the elevation of a building, and designed to provide continuous overhead weather protection to the area underneath. The marquee material and color shall be approved prior to installation. <u>See condition #X.C.3.</u> |
|                          | <b>Sub-Total Basic</b>             |                  |             | <b>27,618 SF (points)</b>                                                                                                                                    |                                                                                                                                                                                                                                                                      |
| <b>Non-Basic (Bonus)</b> | Underground Parking                | SF               | 0.5:1       | Level B-1 = 58,362 SF<br>Level B-2 = 49,356 SF<br>Level L-1 = 46,695 SF<br>Level L-2 = 22,308 SF<br><br>Total = 176,721 SF x 0.5 = <b>88,361 SF (points)</b> | Provides parking beneath the structure instead of devoting a large area of the site to surface parking. By placing the parking below the structure, it presents a more urban character than a suburban surface parking lot.                                          |

| Amenity                                                 | Units of Measure | Bonus Ratio | Bonus Floor Area Earned                                                                                               | Public Benefit/Condition                                                                                                                                               |
|---------------------------------------------------------|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Above Grade Parking located under residential structure | SF               | 4:1         | Level L-2 = 14,558 SF<br>x 4 = <b>58,232 SF</b><br>(points)                                                           | Parking must be enclosed. Exterior surface must be the same material as used on the principal use building.                                                            |
| Amenity                                                 | Units of Measure | Bonus Ratio | Bonus Floor Area Earned                                                                                               | Comments                                                                                                                                                               |
| Residential Uses                                        | 1 SF             | 2:1         | <u>In SF:</u><br>64,695 East Bldg.<br>230,350 West Bldg.<br><br>Total: 295,045 SF x 2 =<br><b>590,090 SF</b> (points) | Area devoted to service cores and community facilities may be used to obtain bonus floor area. No area devoted to parking or circulation may be used for this purpose. |
| <b>Sub-Total Non-Basic (Bonus)</b>                      |                  |             | <b>736,683 SF</b> (points)                                                                                            |                                                                                                                                                                        |
| <b>Combined Total Basic and Non-Basic (Bonus)</b>       |                  |             | <b>764,301 SF</b> (points)                                                                                            |                                                                                                                                                                        |

This project provides more than the amount of total amenity required for the floor area proposed. As summarized in Table 1 above, the project is required to provide a minimum of 7,673 SF square feet of Basic FAR amenity and an additional 112, 824 SF of amenity resulting from additional requested floor area beyond the basic permitted 153,450 SF of floor area allowed. The project provides 764,301 SF, well in excess of the amount required.

Subject to LUC 20.25A.030.D, the total amount of bonus floor area earned through the Amenity Incentive System for a project, and the total amount of bonus floor area to be utilized on-site for that project, must be recorded with the King County Division of Records and Elections and with the Bellevue City Clerk. See condition #X.D.5 which requires the applicant record a copy of the approved bonus point calculations, project drawings and conditions of this Design Review. The applicant shall also record an agreement to provide pedestrian-oriented frontage uses in those tenant spaces for which pedestrian-oriented frontage amenity bonus is requested. See condition #X.D.6.

**2. Variance Criteria LUC Section 20.30G.140**

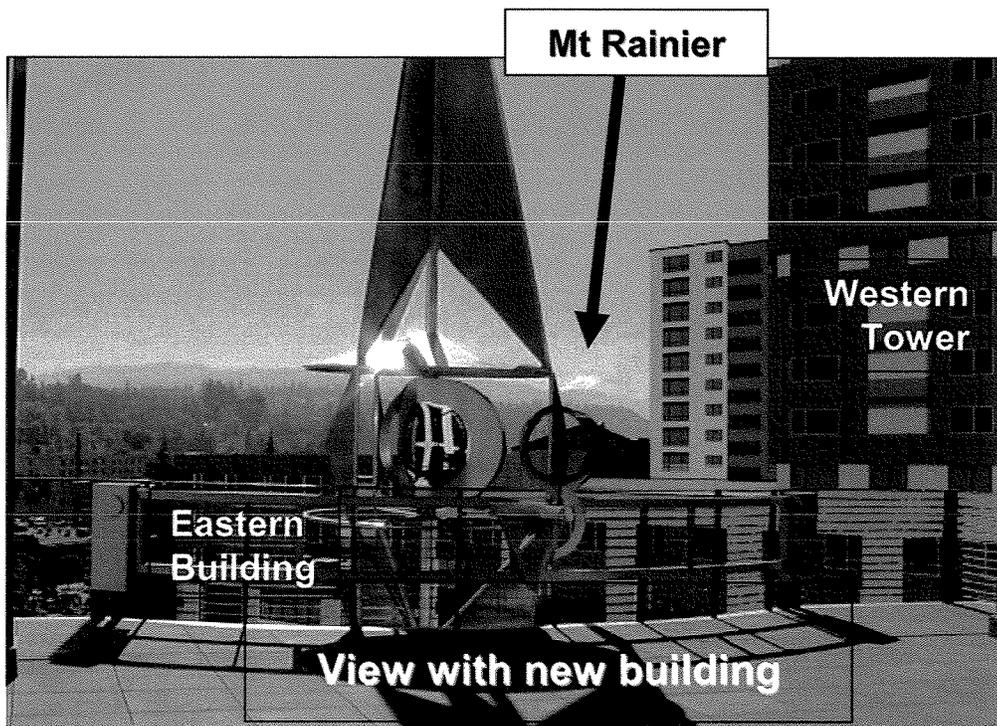
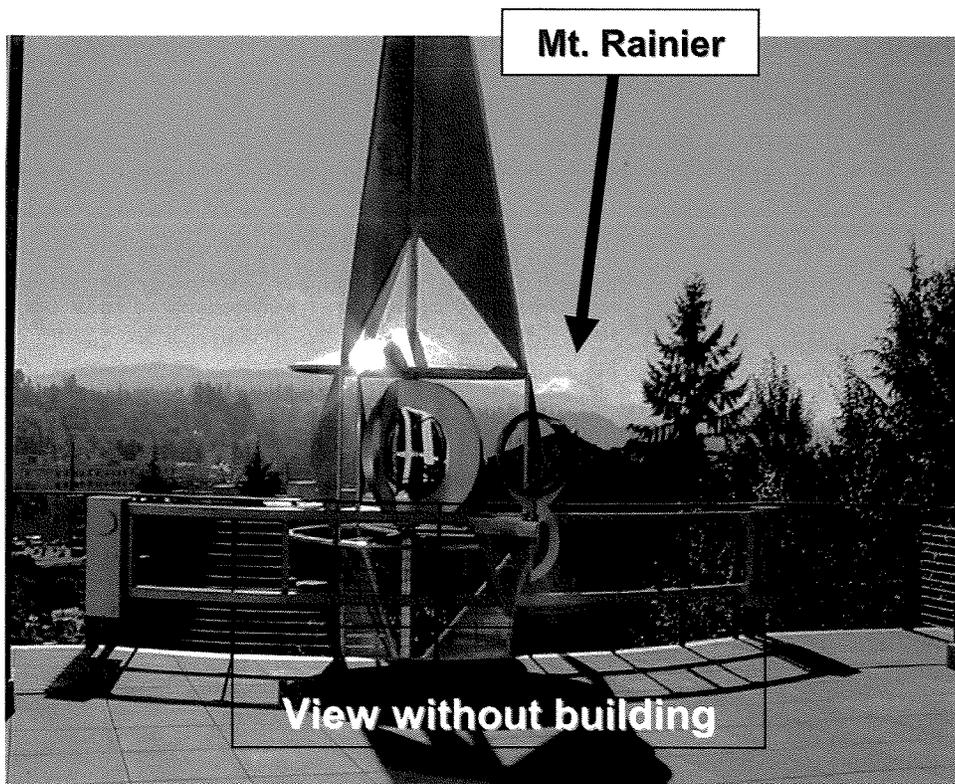
The applicant is requesting a variance for the western tower to increase the 20,000 gross square foot maximum floor area above 40 feet and to increase the maximum 12,000 gross square foot maximum floor area above 100 feet (for residential buildings in the Downtown-MU zoning district) as follows:

- Level 6: 21,548 square feet (at 41' height)
- Level 7: 21,440 square feet (at 51' height)
- Level 8: 21,548 square feet (at 61' height)
- Level 9: 21,338 square feet (at 71' height)
- Level 10: 21,440 square feet (at 81' height)
- Level 11: 21,548 square feet (at 91' height)
- Level 12: 18,308 square feet (at 101' height)
- Level 13: 17,858 square feet (at 111' height)

In order to comply with view corridor requirements to preserve the view of Mt. Rainier, per LUC 20.25A.100.E.6.a, the applicant reduced the height of the eastern portion of the building adjacent to 112<sup>th</sup> Ave. NE to 5 stories in height. To maintain the applicant's square footage and unit count for the project, Levels 6-13 on the western tower adjacent to 111<sup>th</sup> Ave. NE were increased over the 12,000 gross square footage limitation, per LUC Section 20.25A.020.A.2



**North elevation of the building as seen from NE 4<sup>th</sup> Street**



**Variance Decision Criteria / Findings and Conclusions LUC Section 20.30G.140:**

- a. The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and land use district of the subject property.**

The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and land use district of the subject property. Due to the requirement for a view corridor from the Major Public Open Space formed by the City Hall Concourse and balcony, it was necessary to redesign the bulk of the building and reallocate the unit square footage. Since the project was limited in height along the eastern portion of the building adjacent to 112<sup>th</sup> Ave. NE (to preserve the view of Mt. Rainier), square footage needed to be reallocated to other areas of the site. This resulted in increased floor plates for those floors Levels 6 through 13 for the western tower. This reallocation of square footage to provide the unit count and square footage is consistent with development potential of other properties in the vicinity.

- b. The variance is necessary because of special circumstances relating to the size, shape, topography, location or surroundings of the subject property to provide it with use rights and privileges permitted to other properties in the vicinity and in the land use district of the subject property.**

The special circumstances are unique to this property which is located directly across the street (south of NE 4<sup>th</sup> Street) from City Hall and the Major Public Open Space formed by the City Hall Concourse and balcony. As noted in the graphics above, the unobstructed view of Mt. Rainier from this Major Public Open Space necessitated lowering the height of the eastern portion of the building and increasing the square footage of the upper floors in the western tower. This reallocation provides the property with the same use rights and privileges of other properties in the vicinity, as this property can regain some of the square footage and unit count which would otherwise be achieved with an increased building height along the eastern portion of the site.

- c. The granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property.**

Granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property. The variance will preserve the view of Mt. Rainier from the Major Public Open Space while allowing increased floor square footage on the upper floors of the western tower.

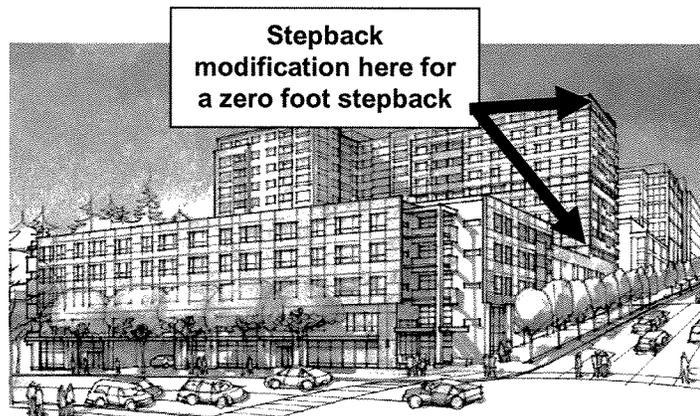
- d. The variance is not inconsistent with the Comprehensive Plan.**

The variance is not inconsistent with the Comprehensive Plan. It is consistent with the Comprehensive Plan by meeting policies to preserve views from Major Public Open Spaces (Downtown Subarea Policies S-DT-36, S-DT-37). The proposal is also consistent with gateway policies (Downtown Subarea Policies S-DT-48, S-DT-56, Urban Design UD-45) to provide an attractive urban gateway to the downtown.

Conclusion: Based upon the above findings, the proposed variance is approved.

### 3. Stepback Modification Criteria per LUC Section 20.25A.100.E.7

Stepback Modification: The applicant is requesting a modification to the upper level stepback of 20 feet between 25 feet and the level of the first floorplate above 40 feet, per LUC Section 20.25A.100.E.7. The applicant is proposing the building location at the edge of sidewalk along NE 4<sup>th</sup> Street (allowed per code) and that this extend the full height of the building. The modification request is for a zero foot stepback.



A stepback modification may be granted if it meets the following criteria:

- a. Such stepback is not feasible due to site constraints, such as a small or irregularly shaped lot.

Response: The modification is due to site constraints for maintaining the view corridor for Mt. Rainier from the Major Public Open Space Corridor. This necessitated lowering the eastern portion of the building to 5 stories and increasing the square footage of floors on the western tower by not providing a 20 foot stepback. In addition, the slope of the site along NE 4<sup>th</sup> Street is 10% with a 30 foot drop in elevation. This makes it difficult to achieve the stepback as intended by the code.

- b. The modification is necessary to achieve design elements or features encouraged in this Section 20.25A.100 or the provisions of LUC 20.25A.110 and the modification does not interfere with preserving view corridors.

Response: The modification is necessary to achieve design elements or features encouraged in for the Downtown Core Design District (LUC Section 20.25A.100) and the provisions of the Design Review criteria (LUC 20.25A.110 ). The modification does not interfere with preserving view corridors, in fact the applicant lowered the eastern portion of the building in order to preserve the view of Mt. Rainier. The eastern portion of the building is 5 stories in height to preserve the view. From NE 4<sup>th</sup> Street, it could be considered a stepback at the 5<sup>th</sup> floor roof and connecting building. Although not at the stepback height required by code, it does provide a stepback and visual relief.

Conclusion: Based upon the above findings, the proposed stepback modification is approved.

#### 4. Design Review Criteria

Subject to LUC 20.25A.110, 20.25A.100 and 20.25A.115, the following design criteria must be met for Design Review approval.

##### LUC 20.25A.110 Design Review Criteria

#### A. Site Design Criteria

##### 1. Vehicular Circulation and Parking

- a. *Provide efficient vehicular access to parking and service areas which is coordinated on a superblock basis.* Three vehicular circulation areas are proposed: (1) a private driveway (NE 3<sup>rd</sup> Street) that will serve as a load/unload and service area; (2) a driveway access along 112<sup>th</sup> Ave. NE which serves as garage access for residents, visitors and retail shoppers; and (3) a driveway access along 111<sup>th</sup> Ave. NE which serves as garage access for residents.
- b. *Coordinate the location of vehicular and pedestrian mid-block connections, considering opportunities for mid-block crossings.* The private driveway (NE 3<sup>rd</sup> Street) serves as the mid-block crossing. It provides pedestrian and vehicular access between 111<sup>th</sup> Ave. NE and 112<sup>th</sup> Ave. NE. The mid-block crossing also provides access for load/unload activities and solid waste pickup.
- c. *Provide for safe and pleasant movement within the Downtown for the pedestrian and bicyclist.* The mid-block connector provides pedestrian and bicycle through-way access from 111<sup>th</sup> Ave. NE to 112<sup>th</sup> Avenue NE. Signage is required for the public for the mid-block connector. See condition #X.D.2.
- d. *Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance, or landscaping.* Along all three rights-of-way, the sidewalks are separated from the roadway by a 6 inch curb. There is also landscaping/planting areas between the vehicular lane and sidewalk.
- e. *Incorporate retail shopping space at ground level into parking structures whenever practical and appropriate.* The parking garage is flanked by numerous uses at the sidewalk level: personal service, financial, offices, restaurant, and lounge/club room/fitness center for residents.
- f. *Minimize the location of parking adjacent to pedestrian connections.* The garage is buffered from the mid-block connection by solid concrete walls and the load/unload service area.
- g. *Limit the number of driveway openings and the number of access lanes in each opening.* The driveway openings are limited to one on the west side (111<sup>th</sup> Ave. NE) and one on the east side (112<sup>th</sup> Ave. NE).
- h. *Where appropriate, fit garages into the topography and make use of garage roofs for public open space, recreation or landscaped areas.* The garage is located underground with the retail/residential units on top. Due to the topographic change

between 111<sup>th</sup> and 112<sup>th</sup> (30 feet), there are 2 access points into the garage (one on each street).

- i. *Maximize the use of underground parking.* All of the parking is provided in the underground/underbuilding parking garage.

## **2. Pedestrian Circulation and Amenities (see LUC 20.25A.060)**

Pedestrians can circulate around the entire perimeter of the site, by way of sidewalks adjoining the streets and the east-west mid-block connector. Pedestrians can also move through the site from east to west through the parking garage and elevators from Level 1 (at 112<sup>th</sup> Ave. NE) to Level 3 (at 111<sup>th</sup> Ave. NE). Street trees, landscaping, and marquees are used to provide a more pleasant pedestrian experience.

## **3. Wind and Sun**

The building is designed so that the tower portion is located on the upper portion of the site which will minimize the solar shading impacts on properties to the east (downhill). Since the tower is 10-stories in height and is allowed by code, this height could potentially block morning sun from some multi-family residential units to the west which are in structures lower in height.

Rooftop plazas are designed to take advantage of the solar orientation from the south. The design of the building with the 10-story tower along the west will help to block winds from the south west (especially to the rooftop plazas). The project as a whole will be open enough with the lower 5-story structure and connector building to still allow breezes in the summer.

## **4. Open Space**

The primary open space for the project is the rooftop plazas. These plazas have southern orientation, ensuring exposure to sunlight, and are designed to be barrier-free. Scored concrete and wooden decking will be the floor material. These areas also include the following: trellis' and benches, tables with umbrellas, individual planters with seating, a fireplace and water feature. The landscaping adjacent to the sidewalk and along the south border of the mid-block connection also provides green open space to soften the hardscape of the driveway and building. This landscaping will be required to be installed and maintained. The applicant shall submit appropriate assurance devices. See conditions #X.D.7, D.8.

## **5. Light and Glare**

Light and glare are controlled by utilizing low-intensity lighting fixtures on the exterior of the building and non-reflective glass, as well as the non-reflective materials of stucco and Cembonit panels.

## **B. Downtown Patterns and Context**

### **1. Natural Setting and Topography**

There is a elevation change of 30 feet onsite (west uphill, east downhill) with an overall slope of 10%. The project is situated to take advantage of the view of Mt. Rainier and to preserve the view from the City Hall Concourse. More territorial views are afforded to the tower residential units facing east which looks toward Wilburton Hill as well as Mt. Rainier. The building design takes into consideration the topography of the site, with prominent corners along NE 4<sup>th</sup> Street each at 112<sup>th</sup> Ave. NE (gateway corner from the freeway) and 111<sup>th</sup> Ave. NE which faces the downtown. These building corners are detailed to present high-quality design to enhance their prominent locations.

### **2. Landscape Design**

The applicant will install specific street trees as required by the Land Use Code. These trees will match the existing street trees along 112<sup>th</sup> Ave. NE and NE 4<sup>th</sup> Street which will be saved. In addition to street trees, the landscaping design includes raised planters framing the gateway entrance at the corner of 112<sup>th</sup> Ave. NE, along with pedestrian-friendly benches at this corner. Planting strips will be provided along all 4 perimeters of the site. The rooftop plazas will provide ornamental landscaping as well as benches and other amenities for a pleasant experience for residents. The applicant shall contact the Parks Department and revise the landscape plan per the attached redline drawings. See Exhibit E. Tree protection and replacement of damaged trees is required. Landscape plant types shall be native and adapted plant species to minimize irrigation water needs. In addition, the applicant shall submit appropriate assurance devices. See conditions #X.A.5, B.1, C.9, D.7, D.8.

### **3. Views**

As discussed previously, the project was specifically designed to preserve the view of Mt. Rainier from the Major Public Open Space from the Concourse at City Hall. The building was lowered to 5-stories along the western portion to afford the view preservation. The uphill tower will provide views to residential units which face Mt. Rainier. As mentioned previously, there are territorial views of Wilburton Hill which will be seen from eastern-facing residential units in the tower. Since the tower is 10-stories in height and is allowed by code, this height could potentially block views from residential units in structures to the west which are lower in height.

### **4. Building Height and Bulk**

The scale and bulk of the project was designed to respond to the gateway entrance to Bellevue and the City Hall building. As mentioned in Section I.B., conceptually, the project was designed to form a set with City Hall through the nature of their pairing, a composition at the scale of I-405 and NE 4<sup>th</sup>. The design was developed to match in general scale the stepped massing of City Hall, while at the same time providing an appropriately scaled street wall that would be responsive to the pedestrian environment and conducive to supporting a strong retail development. The building expresses its residential nature through the varied scale of its fenestration and "soft" 2-tone color palette of warm buff and grey, yet book-ends the abstract sculptural architecture of City Hall with its modernist composition of floating

“boxes.” The two buildings form the entrance to Downtown from I-405 by flanking each side of NE 4<sup>th</sup> Street with sympathetic architectural gestures and forms at a scale appropriate to their larger regional environment. As mentioned earlier in this report, another feature of the project was the view preservation of Mt. Rainier. In order to achieve this and the square footage and unit count for the project, the applicant requested a variance to floor size and a stepback modification. See Sections III.B.2,3.

## 5. Transitions

Refer to discussion in item #4 above pertaining to the scale transition at adjacent properties.

## 6. Patterns of Activity

The building provides various opportunities for vital pedestrian-level activity at the ground plane, including ground level commercial (restaurant, bank, personal service), residential unit entries through a common lobby, and residential amenity spaces (including exercise rooms, and common living and visitor lounge area).

## 7. Signage

A sign package was included in this application. There are still some changes being contemplated with the signage on the building. Therefore, prior to issuance of any building permits, a sign package in compliance with the Sign Code must be submitted as a revision to this Design Review. Signage of the bank is expected to be located at the gateway intersection. Such signage shall be not located above the second level ceiling. See condition #X.D.2.

### **Downtown Core Design District LUC 20.25A.100**

This section of the code defines the requirements for the Major Pedestrian Corridor and Major Open Spaces. While not located adjacent to the pedestrian corridor or transit center and while not providing major open space, the project preserves the view of Mt. Rainier from the Major Open Public Space within the Concourse at City Hall. This was an essential element of the project to maintain this public view from the public space. As mentioned earlier, the applicant lowered the height of the lower building to 5 stories to achieve this view preservation of Mt. Rainier.

### **Design Guidelines – Building/Sidewalk Relationships LUC 20.25A.115**

All three streets (NE 4<sup>th</sup> Street, 112<sup>th</sup> Ave. NE and 111<sup>th</sup> Ave. NE) are designated as D/R rights of way in the Design Guidelines – Building/Sidewalk Relationships (LUC 20.25A.115). The intent of D/R rights of way is to have low to moderate orientation to pedestrians and to complement residential uses. This is supposed to be achieved by designing some relationship between exterior and interior activities with respect to visual access, and by incorporating landscape features that soften the urban edge. In addition, design attention should be given to elements (amenities) that complement the area’s residential character and moderate the urban environment, while providing attractive visual access for pedestrians and other passersby.

The D/R rights of way design guidelines state that: 1) At least 50 percent of the street level edges of the entire project shall incorporate service and commercial activities, landscape features, terraced planters, residential entry courtyards, plazas, or a combination of these features; and 2) characteristics such as ground-level windows, street walls, and differentiation at the ground level must be incorporated into the project.

As discussed herein and illustrated on the attached project plans, the proposal complies with the intent of D/R rights of way, including its design guidelines by providing ground-floor, pedestrian-oriented retail and resident uses, along with design elements that make for a comfortable pedestrian experience along all three streets. These elements include large expanses of vision glass along the ground floor along 112<sup>th</sup> Ave. NE, well-integrated residential interface with the sidewalk along 111<sup>th</sup> Ave. NE, marquees for weather protection, wide sidewalks and planter strips, benches at the gateway corner, and multiple building entries. More specifically, the project includes the following at the sidewalk interface:

|                               |                       |
|-------------------------------|-----------------------|
| • Restaurant/personal Service | 203 lineal feet       |
| • Marquee                     | 86 lineal feet        |
| • Arcade                      | 144 lineal feet       |
| • Seating wall/planting areas | <u>86 lineal feet</u> |
| Total                         | 519 lineal feet       |

519 lineal feet divided by 728 total street level edges = 71% which exceeds the minimum requirement of 50%. The applicant shall record an agreement that 50% of the street level edges will remain pedestrian-oriented uses with pedestrian-oriented design elements, per LUC 20.25A.020.115. See condition #X.D.6.

#### IV. PUBLIC NOTICE AND COMMENT

Application Date: July 14, 2006  
Notice of Application: September 21, 2006  
Public Notice Sign: September 21, 2006  
Minimum Comment Period: October 5, 2006

Although the minimum required public comment period ended on October 5, 2006, comments were accepted up to the date of this decision. Two written comment letters and 5 phone calls were received. Those who called were given information about how to become a party of record, but they declined to do so. The following is a list of stated concerns and City response:

- Three residents from Abella called concerned about the height of the new project and if it would block their views.

City response: City staff discussed the west elevation, number of stories and building height. Residents were invited to look at the file and plans.

- One neighbor asked if left turns would be allowed from the lower building garage onto 112<sup>th</sup> Ave. NE to travel north and inquired about circulation around the building.

City response: Left turns in and out of the lower building garage driveway onto 112<sup>th</sup> Avenue will be prohibited. This is a condition of approval. See condition #X.A.7. The Transportation Department has reviewed the proposal and will ensure that it meets City standards for traffic circulation around the building. The private alley (NE 3<sup>rd</sup> Street) will be one-way (eastbound) which will help to control traffic circulation around the building. Left turns out of the private alley will be prohibited.

- The owner of Platinum Automobile Sales inquired about the timing for demolition of the building he currently occupied on the property.

City response: City staff provided estimated timing for demolition and clearing and grading on the property (August 2007).

## V. TECHNICAL REVIEW

### A. Utility Department

Utility review has been on a conceptual basis only, consequently there are no implied approvals of the engineering specifications for the water, sewer and storm drainage components of the project. Engineering review of the water, sewer and storm drainage infrastructure will be performed under the Utility Developer Extension Agreements, and will coincide with the clearing and grading permit review. Final civil engineering may require changes to the site layout to accommodate the utilities. See conditions #X.A.1,2.

### B. Clear and Grade Code

The plans and materials submitted for the project are sufficient for the Clearing and Grading section to approve the Design Review. Technical review will occur through the Clearing and Grading Permit.

### C. Transportation Department

#### Site Access

Access to the proposed project will be provided via a driveway on 112<sup>th</sup> Avenue NE, a driveway on 111<sup>th</sup> Ave NE, and a private alley running along the southern side of the property with connections to both 111<sup>th</sup> and 112<sup>th</sup>. The alley will be one-way toward the east. Left turns to and from 112<sup>th</sup> will be prohibited for both the driveway on 112<sup>th</sup> and the alley connection to 112<sup>th</sup>. All loading will be via the alley or inside the building. On-street loading will not be allowed. See conditions #X.A.7, A.8.

#### Sight Distance for Access Points

The Traffic Impact Analysis by William Popp Associates confirmed that vehicle sight distance, as required by BCC 14.60.240, is adequate for the access points on both 111<sup>th</sup> Avenue and 112<sup>th</sup> Avenue.

Pedestrian sight distance, as required by BCC 14.60.241, requires further analysis. That city code section requires that the driver of an exiting vehicle must be able to see a one-foot high object on the sidewalk fifteen feet away from the edge of the driveway throat

when the driver's eye is fourteen feet behind the sidewalk. Building plans submitted on June 8, 2007 show building corners cut back and planters installed to guide pedestrians as needed to achieve the required pedestrian sight lines adjacent to driveways and the private alley, but compliance with sight distance must be confirmed prior to issuance of the building permit. See condition #X.C.12.

### **Street Frontage Improvements**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), the Transportation Department Design Manual, and requirements stated within this document. See conditions #X.B.3, D.9.

Requirements for street frontage improvements include the following:

1. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. Street trees and streetlights must be shown on the same plan sheet, with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-6). The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. The landscape plan submitted on June 8, 2007 requires revision regarding the spacing between the streetlight on 112<sup>th</sup> Avenue and the nearest tree. Other revisions relative to items below may be needed.
2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk easement. Installation of colored or textured bands to guide pedestrians in the direction of travel are advisable, subject to the requirements for non-standard sidewalk features described in section 3 below.

Two ADA-compliant curb ramps shall be installed at the intersection of NE 4<sup>th</sup> Street and 112<sup>th</sup> Ave. NE, consistent with standard drawings TE-12 or TE-13. Polara-type pedestrian push buttons shall be installed at the corner of NE 4<sup>th</sup> Street and 112<sup>th</sup> Avenue, consistent with standard drawing TSSL-28, which will likely require installation of an auxiliary button and pedestrian pole.

3. The design and appearance of the sidewalks and landscaping on NE 4<sup>th</sup> Street, 111<sup>th</sup> Avenue and 112<sup>th</sup> Avenue shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3. The public portion of the sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the Department of Planning and Community Development agree to accept any non-standard pattern, color, or other features. If so agreed, then non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone.
4. The curb, gutter, and sidewalk on NE 4<sup>th</sup> Street shall be completely removed and reconstructed with a sidewalk width of at least sixteen feet, not including the curb. The curb, gutter, and sidewalk on 112<sup>th</sup> Avenue shall be completely removed and reconstructed with a sidewalk width of at least twelve feet, not including the curb. Any planters or tree wells are included in the sidewalk width. The alignment of existing curbs on NE 4<sup>th</sup> and 112<sup>th</sup> will not change, and in some cases, existing curb may not require replacement if approved by the Transportation Department inspector. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.
5. Complete half-street improvements are required for the frontage on 111<sup>th</sup> Avenue, including standard curb, gutter, and sidewalk, with the curb face located fourteen feet from centerline. The sidewalk shall be at least twelve feet wide, not including the curb. Four-foot by six-foot tree wells are included in the twelve-foot width. The eastern half of the street surface must be regraded as needed to achieve a standard cross slope of approximately two percent. South of the site, the developer must install a transition area that tapers to meet the existing grade approximately 75 feet south of the property line. The street cross slope may exceed two percent as needed in the transition area.
6. Tree wells and other landscaping within the sidewalk on either adjacent city street shall be irrigated with a metered water source. Electrical connections for lighting in tree wells or planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

7. Both driveways in and out of the building shall have an approach width of 30 feet, as defined in standard drawing DEV-6. The driveways may be narrower within the site, provided that turning movements will be adequate. The driveway apron design shall be consistent with standard drawing DEV-6.
8. No new building structure or garage shall be constructed on or under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city. The tops of pilings under a sidewalk and utility easement shall be cut off at least eight feet below grade in order to accommodate possible installation of future utilities. This site includes an existing wedge-shaped sidewalk and utility easement that extends under the proposed building. Relinquishment of the portion of the easement that will be under the building must be obtained (see the Easement section below).
9. As much as feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk.
10. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole.
11. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-6. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.
12. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
13. The developer is required to install a c-curb within 112<sup>th</sup> Avenue NE as needed to prevent left turns. The location and length of the c-curb will be determined by the Transportation Department during engineering review and must be shown on the final engineering plans. The need for directional signage will be determined during engineering review and shall be installed by the developer if necessary.
14. The existing traffic signal control box near the corner of NE 4<sup>th</sup> Street and 112<sup>th</sup> Avenue shall be relocated by the developer to an acceptable position outside the main walking route in the sidewalk. If the developer wishes to choose a cabinet color different from the existing color, then the developer must provide a new cabinet with a color applied by the cabinet manufacturer from a list of manufacturer's colors acceptable to the Transportation Department.

### **Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any sidewalks located outside the city rights of way fronting this site. On NE 4<sup>th</sup> Street, an additional easement width of approximately four feet is required to encompass the required sixteen-foot sidewalk width. On 111<sup>th</sup> Avenue NE, an easement width of approximately six feet is required to encompass the required twelve-foot sidewalk width. On 112<sup>th</sup> Avenue NE, an easement twelve feet wide is needed to encompass the required twelve-foot sidewalk width. On both 111<sup>th</sup> and 112<sup>th</sup>, the new twelve-foot sidewalks will flare out at the north end and curve around the corner to match the sixteen-foot width along NE 4<sup>th</sup> Street, and the line marking the back of the new sidewalk easements must accommodate that transition.

A mix of irregularly shaped easements exists on 112<sup>th</sup> Avenue NE. At least one of those easements will apparently be automatically extinguished when the site redevelops. At least one of the other easements extends more than twelve feet into the site and would be partly encroached upon by the proposed building. The city attorney's office has determined that the developer must request relinquishment of that part of the easement that would be under the building. Relinquishment requires city council approval. City staff will manage the process to request council action and will recommend council approval. City staff cannot guarantee that the city council will approve the proposed easement relinquishment.

Any utility easements contained on this site, which are affected by this development, must be identified. Any negative impact on those utility easements must be mitigated or easements relinquished.

Existing utility, sidewalk, or other easements affecting this site have not been studied definitively by city staff. The city has relied on the developer's representation that the proposed development will not cause significant conflicts with existing easements that cannot be relinquished or mitigated as described above.

See conditions #X.C.13, C.14.

### **Holiday Construction & Traffic Restrictions**

From November 15<sup>th</sup> to January 5<sup>th</sup>, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit, which is issued directly by the Transportation Department. See condition #X.A.6.

### **Use of the Right of Way**

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. Sidewalks may not be closed, except as specifically allowed by the Right of Way Use Permit. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. This permit is issued directly by the Transportation Department. See condition #X.B.2.

### **Pavement Restoration**

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted", "Overlay Required", and "Standard Trench Restoration". Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

All three public streets adjacent to the proposed site are presently classified as "No Street Cuts Permitted". Cutting into such a street requires permission from the Right of Way Manager and will require extensive pavement restoration with a grind and overlay at least 50 feet long for the full width of any affected lane. See condition #X.D.10.

### **Transportation Management Program**

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of this development shall, prior to approval of the building permit, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC 14.60.070 and 14.60.080. For a downtown residential site with 100 or more units, the only requirement is to post ridesharing and transit information from approved sources in an approved location. The program shall be implemented and the information posted in an approved location prior to initial occupancy. See conditions #X. C.15, D.11.

### **D. Fire Department**

The site development plans for this application generally conform to Fire Code requirements. However, there are a number of conditions that must be met prior to issuance of the building permit. See condition #X.C.5.

## **VI. STATE ENVIRONMENTAL POLICY ACT**

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of the *2006-2017 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS) updated November 2006. This document is available in the Department of Planning and Community Development Records Room, Bellevue City Hall, 450 110<sup>th</sup> Ave NE. Transportation-related impacts associated with the (enter project name here) project are consistent with the potential projected impacts analyzed in the 2006-2017 TFP EIS.

Adverse impacts which are less than significant are usually subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and

regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Sec. 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

## **TRANSPORTATION**

### **Long Term Impacts and Mitigation**

The long-term impacts of development projected to occur in the City by 2017 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2017 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. This project lies within MMA # 3, which has a 2017 total unallocated growth projection of 2320 multifamily dwelling units, 2,490,000 square feet of office, and 1,067,000 square feet of retail. This development proposes 299 multifamily dwelling units, 16,765 square feet of office, and 3925 square feet of retail (restaurant). Therefore, the proposed development is within the assumptions of the Transportation Facilities Plan EIS.

Traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. See condition #X.C.11.

### **Mid-Range Impacts and Mitigation**

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

This development will generate approximately 143 net new PM peak hour trips; however, 150 trips were used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, four system intersections received 20 or more p.m. peak hour trips. Neither the maximum area-average levels of service nor the congestion allowances were exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. A concurrency determination was issued on the date of issuance of the land use (design review) decision. This project

complies with the Traffic Standards Code and received a Certificate of Concurrency. **See Exhibit F for Concurrency Certificate.**

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated May 23, 2001. The concurrency determination is reserved to this project at the land use decision date. Because a complete building permit application has already been filed (06-133383-BB), the Certificate of Concurrency will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090H. At issuance of building permit, the Certificate of Concurrency will be extended and remain in effect for one additional year (with the possibility of up to two one-year extensions) as provided for in BCC 23.05.100.

### **Short Term Operational Impacts and Mitigation**

City staff analyzed the short term PM peak hour operational impacts of this proposal in order to recommend mitigation if necessary. Issues that were analyzed included driveway operations and intersection level of service, queuing, and accident rates. The results of the short-term traffic analysis are published in the "Traffic Impact Analysis, 112<sup>th</sup> Ave NE Mixed Use Development," dated July 20, 2006, by William Popp Associates. The study is included in the Transportation Department file for this development.

Aside from standard street frontage improvements and standard traffic impact fees, the study found no need for any traffic mitigation, except for a recommendation to prohibit left turns to and from 112<sup>th</sup> Avenue. The left turn prohibition will be accomplished by requiring the developer to install a c-curb in 112<sup>th</sup> Avenue, with the location and length of the c-curb to be determined by the Transportation Department.

### **NOISE**

Noise will be generated from the construction phase of the development. The City of Bellevue Noise Ordinance, BCC 9.18 regulates hours of construction-related noise and the conditions under which they may be expanded. Residents located within the vicinity will be impacted by construction noise. Due to the close proximity of residences in the area, noise mitigation is required by limiting hours of construction. See condition #X.A.3.

There is a potential for noise impacts to units from outside sources (freeway, local traffic, etc.). The plans submitted for building permit approval shall incorporate the recommendations of the acoustical study by Listen Acoustics dated January 4, 2007. An additional acoustical study shall be submitted which provides noise attenuation for the generator, transformers, and any other equipment located directly below units on Level 3 (south side). The report shall include expected levels of noise from such equipment and noise attenuation recommendations. These recommendations shall be incorporated into the building permit plans. See condition #X.C.6.

There is the potential that noise/garage exhaust could impact pedestrians traveling along the private driveway. The applicant must provide certification by a noise consultant that

the noise from the garage exhaust fans will not exceed 60 dBA and a determination by the City's Mechanical Plans Examiner that the velocity and direction of airflows from the garage exhaust system will not adversely affect pedestrian comfort within the mid-block connection. See condition #X.C.10.

## VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

### Building Design

- At the preapplication stage, the City asked the applicant to preserve the view of Mt. Rainier from the Major Public Open Space Concourse balcony at City Hall. This request was supported by several Comprehensive Plan policies (S-DT-36, S-DT-37, S-DT-48, S-DT-56, UD-45). Through the presubmittal process (Development Services), the applicant submitted plans for a building mass study. As a result of this analysis, the applicant revised the building along the eastern portion of the site from 20 stories to five stories. This preserved the view of Mt. Rainier.
- The applicant provided several gateway designs which were evaluated by City staff. The goal was to create an appealing gateway for those traveling from I-405 to the downtown. Through a series of meetings with the applicant, a new gateway was designed which eliminated the residential decks and revised the lines/colors to provide a more urban character to the building and more presence to this gateway.
- At the gateway corner of NE 4<sup>th</sup> and 112<sup>th</sup> the applicant provided sliding glass doors, instead of residential decks, to provide a more urban character. At the entrance to the building, a marquee, benches and landscape planters will be provided to create a friendly pedestrian environment.
- More glazing was provided along the 111<sup>th</sup> pedestrian arcade to be more pedestrian friendly, instead of blank walls adjacent to the sidewalk.
- The colors/patterns of the Cembonit panel exterior material were revised. The final decision of the colors/patterns of the Cembonit panels will be determined prior to installation of the panels. See condition #X.D.3.
- The applicant redesigned the garage exhaust vents to be color compatible with the rest of the building.
- The PSE transformer box was relocated to inside of the parking garage and screened by louvers.
- The screening for the rooftop equipment was changed from a wire mesh to a solid metal panel system with screening to obscure views from above. See condition #X.C.4.
- Blank walls along NE 4<sup>th</sup> and along the south side of building were revised to show scoring of the concrete. See condition #X.C.7.
- The City requested that the applicant remove the dog walk and batting cages from the rooftop of the 5-story building.

- Smoked glass railings will be provided for the residential units above the northwest corner at NE 4<sup>th</sup> Street and 111<sup>th</sup> Ave. NE. This is to provide a more urban character to the building and reduce the potential for clutter at this location.
- The southeast corner of the building was revised to provide better sight distance to those traveling east along the south of the building.

#### **Site Design**

- The garbage/recycling pickup area was redesigned be entirely within the building, instead of towing the dumpsters along the sidewalk around the corner to the loading area. The applicant will need to contact Allied Waste regarding garbage/recycling requirements. See condition #X.D.12.
- The traffic signal box was relocated out of the middle of the sidewalk along NE 4<sup>th</sup> Street to adjacent to the building.
- The private driveway (NE 3<sup>rd</sup> Street) was determined to be one-way in the direction from west to east.

### **VIII. DECISION CRITERIA**

***The Director may approve, or approve with modifications, an application for Design Review if:***

#### **1. The proposal is consistent with the Comprehensive Plan.**

The Comprehensive Plan envisions this area of downtown to be of mixed land uses, including residential buildings with ground floor retail uses. This proposal will further this vision of the area and complete the gateway corner of NE 4<sup>th</sup> Street and 112<sup>th</sup> Ave. NE.

A list of Comprehensive Plan policies that are applicable to, and provide support for, this project are attached in Exhibit D. A summary of how the project meets the Comprehensive Plan policies is below:

**Policy S-DT-48.** Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.

The building is designed to meet both the gateway requirement of the City, as well as, the requirement for view preservation of Mt. Rainier from the Major Public Open Space of the City Hall Concourse. The corner will feature a two-story retail/residential stucco treatment with Cembonit panels for the upper floors. Planter boxes and seating will be provided at the gateway entrance. A strong vertical steel element will connect all floors from the sidewalk level to the top of the upper floor. This will provide a visual identity.

**Policy UD-72.** Link the increased intensity of development with the increased pedestrian amenities, pedestrian-oriented building design, mid-block connections, public spaces, activities, openness, sunlight, and view preservation.

The project provides a mid-block connection at NE 3<sup>rd</sup> Street (private) and ample public sidewalk widths along 112<sup>th</sup> Ave. NE, NE 4<sup>th</sup> Street and 111<sup>th</sup> Ave. NE.

**Policy UD-40.** Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspapers boxes etc. without interfering with pedestrian circulation.

All of the public sidewalks adjacent to the site will have ample sidewalk width and will also be flanked by a planting strip of street trees, shrubs and groundcover. There will be seating areas provided at the gateway corner and along 111<sup>th</sup> Ave. NE.

**2. The proposal complies with the applicable requirements of this Code.**

As conditioned, the proposal complies with applicable requirements of the Land Use Code. Refer to section III.A.2 of this report for further information. The applicant shall record a copy of all of the Conditions of Approval with King County Recording. Future building owners will then be aware of the required conditions that run with the building approval. See condition #X.D.6.

**3. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**

The proposal meets the development standards and design guidelines of the Downtown MU Core Design district (LUC 20.25A.100). Refer to Section III.B.4.

Refer to Exhibit A, Project Plans, for more information about the project design.

**4. The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.**

The proposal is compatible with, and responds to, the intended character, appearance, and quality of development in the immediate vicinity which is a mix of low, mid and high rise development. The materials proposed will be new to Bellevue and will set the stage for more contemporary design in the area.

As stated in Section II.C of this report, the immediate vicinity, from the uptown financial district (108<sup>th</sup> Ave. NE) to the freeway (I-405) between NE 2<sup>nd</sup> and NE 4<sup>th</sup> Street, is undergoing transition and new development. There are still some underutilized structures (converted 1950's houses) or vacant parcels in the area. However, many properties have developed. To the north, City Hall was reconstructed in 2006 from the vacant Qwest building. To the west uphill are multi-family developments and the PSE building. To the south at NE 2<sup>nd</sup>, a new hotel is proposed.

**5. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**

All required public services and facilities are available to the site. However, a condition of approval has been added that requires power, telephone, or other ground-mounted equipment not be located in above-ground cabinets in sidewalk areas. The traffic signal control box must be located adjacent to the building and clear of the sidewalk. See condition #X.C.8.

**IX. DECISION**

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, SEPA and City Code & Standard compliance reviews, the Director of Planning and Community Development does hereby **APPROVE WITH CONDITIONS** the subject proposal.

**X. CONDITIONS OF APPROVAL:**

The following conditions are imposed on the applicant under the authority referenced:

**A. GENERAL CONDITIONS: The following conditions apply to all phases of development.**

**COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES**

Compliance with all applicable Bellevue City Codes and Ordinances including but not limited to the following is required:

|                                        |               |              |
|----------------------------------------|---------------|--------------|
| Clearing and Grading Code - BCC 23.76  | Savina Uzunow | 425-452-7860 |
| Bellevue Development Standards         |               |              |
| Transportation Code - BCC 14.60        | Carl Wilson   | 425-452-4228 |
| Trans. Improvement Program - BCC.22.16 | Carl Wilson   | 425-452-4228 |
| Right-of-Way Use Permit - BCC 14.30    | Jon Regalia   | 425-452-4599 |
| Bellevue Utilities Code - BCC Title 24 | Nicole Mecum  | 425-313-1078 |
| Construction Codes - BCC Title 23      | Carrie Lewis  | 425-452-4197 |
| Land Use Code - BCC Title 20           | Carol Saari   | 425-452-2731 |
| Sign Code - BCC Title 22B              | Carol Saari   | 425-452-2731 |
| Noise Control - BCC 9.18               | Carol Saari   | 425-452-2731 |
| Uniform Fire Code - BCC 23.11          | Adrian Jones  | 425-452-6032 |

**1. PRELIMINARY UTILITY DESIGN**

The Utilities Department approval of the Design Review application is based on the preliminary utility design. Final civil engineering of the utility design may require changes to the site layout to accommodate the utilities.

AUTHORITY: BCC Title 24.02, 24.04, 24.06  
Reviewer: Nicole Mecum, 425-313-1078

## **2. DEVELOPER EXTENSION AGREEMENT**

The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Developer Extension Agreement and Utilities Permit Processes.

AUTHORITY: BCC Title 24.02, 24.04, 24.06  
Reviewer: Nicole Mecum, 425-313-1078

## **3. CONSTRUCTION HOURS**

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

AUTHORITY: BCC 9.18.040  
Reviewer: Carol Saari, 425-452-2731

## **4. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY**

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

AUTHORITY: BCC 9.18.020F  
Reviewer: Carol Saari, 425-452-2731

## **5. DAMAGE TO STREET TREES**

Any existing street trees damaged during construction shall be replaced by the applicant with the same size and type, and planted as specified by Parks Dept tree planting standards.

AUTHORITY: LUC 20.25A.040  
Reviewer: Carol Saari, 425-452-2731

**6. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS**

Construction activities such as hauling and lane closures between November 15<sup>th</sup> and January 5<sup>th</sup> will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this moratorium accordingly.

AUTHORITY: BCC 14.30.060  
Reviewer: Jon Regalia, 425-452-4599

**7. VEHICULAR ACCESS RESTRICTIONS**

Access to and from this site on 112<sup>th</sup> Avenue NE will be restricted to right-turn-in and right-turn-out only. No access will be allowed from NE 4<sup>th</sup> Street.

AUTHORITY: BCC 14.60.0.60, 110, and 150  
Reviewer: Carl Wilson, 425-452-4228

**8. PROVISIONS FOR LOADING**

The property owner shall provide an off-street loading space which can access a public street. On-street loading/unloading will not be permitted.

AUTHORITY: LUC 20.20.590.K.4  
Reviewer: Carl Wilson, 425-452-4228

**B. PRIOR TO CLEARING & GRADING PERMIT: The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:**

**1. TREE PROTECTION**

Include on the project plans tree preservation detail Drawing #35, Tree Protection, of the City of Bellevue Development Standards.

AUTHORITY: BCC 23.76 and Bellevue Development Standards  
Reviewer: Carol Saari, 425-452-2731

**2. RIGHT-OF-WAY USE PERMIT**

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant will secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

AUTHORITY: BCC 11.70 and 14.30  
Reviewer: Jon Regalia, 425-452-4599

### **3. CIVIL ENGINEERING PLANS – TRANSPORTATION**

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Specific requirements for the engineering plans include, but are not limited to:

- a) Traffic signs, markings, and c-curb, as needed to control traffic movements.
- b) Curb, gutter, public sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
- c) Handicapped ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) Installation or relocation of streetlights and related equipment, including coordination with street tree locations.
- e) Relocation of the traffic signal controller cabinet and related equipment.
- f) Vehicle and pedestrian sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- g) Location of fixed objects in the sidewalk or near the driveway approach.
- h) Trench restoration within any right of way or access easement.

AUTHORITY: BCC 14.60; Transportation Department Design Manual  
Reviewer: Carl Wilson, 425-452-4228

**C. PRIOR TO BUILDING PERMIT ISSUANCE: The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building permit application:  
PRIOR TO BUILDING PERMIT ISSUANCE:**

**1. SLIDING GLASS DOORS AND GUARDRAILS FOR THE DECKS**

The gateway corner sliding glass doors/guardrails and wire mesh material for the guardrails for the remaining decks shall be submitted and approved prior to building permit issuance.

AUTHORITY: Comprehensive Plan Policies UD-1, UD-2, UD-6, UD 45, S-DT-48, S-DT-56  
Reviewer: Carol Saari, 425-452-2731

**2. SMOKED GLASS GUARDRAILS FOR THE NORTHWEST CORNER DECKS**

Smoked glass guardrails for the decks shall be installed for the corner residential units above the northwest corner of the building at NE 4<sup>th</sup> Street and 111<sup>th</sup> Ave. NE. This material shall be submitted and approved prior to building permit issuance.

AUTHORITY: Comprehensive Plan Policies UD-1, UD-2, UD-6  
Reviewer: Carol Saari, 425-452-2731

**3. MARQUEES**

The applicant shall submit for review and approval the final colors and material of the marquees.

AUTHORITY: Comprehensive Plan Policies UD-1, UD-2, UD-5, UD-6  
Reviewer: Carol Saari, 425-452-2731

**4. SCREENING FOR THE ROOFTOP MECHANICAL BOXES**

The rooftop mechanical screening and equipment shall not exceed a height of 15-feet above the roof. The equipment shall be consolidated. The screen shall be visually integrated with the form and color of the building, and the equipment shall be screened from all sides and from above. Screening from above shall be accomplished by a solid non-reflective roof, which may incorporate louvers, vents or similar penetrations to provide the necessary ventilation or exhaust the equipment being screened. The applicant shall submit for review and approval a sample of the flat metal panels to be used for screening for the rooftop mechanical boxes. The color of the screen shall match the color of the roof. Any rooftop structures to house mechanical equipment shall be the minimum size necessary and also painted to match the color of the roof.

AUTHORITY: LUC 20.20.525; Comprehensive Plan Policy UD-8  
Reviewer: Carol Saari, 425-452-2731

**5. FIRE DEPARTMENT CONDITIONS**

- a. Provide life safety systems to include fire alarm, automatic fire sprinklers, emergency voice/alarm communication system, fire communications system, standpipes, smoke control and shaft pressurization systems, building radio coverage system.

AUTHORITY: International Fire Code (IFC) & Bellevue City Code (BCC)  
Reviewer: Adrian Jones, 425-452-6032

- b. Standpipes shall be interconnected and have isolation valves. Two 4 way fire department connections shall be provide on separate streets.

AUTHORITY: IFC & NFPA 14  
Reviewer: Adrian Jones, 425-452-6032

- c. The design of the standpipes shall provide 750 gpm at the roof level at 100 psi and shall provide 300 gpm at 150 psi.

AUTHORITY: NFPA 14 & BCC 5675  
Reviewer: Adrian Jones, 425-452-6032

- d. The most remote portion of each floor shall be within 200 feet of a 2 ½ inch hose station located at the intermediate level of the pressurized stair when routed in the normal manner on the floor.

AUTHORITY: IFC 905.4  
Reviewer: Adrian Jones, 425-452-6032

- e. Provide 2 Fire Department Connections on opposite sides of the building with fire hydrants within 50 feet.

AUTHORITY: IFC & Bellevue Fire Department Development Standards (BFDDS)  
Reviewer: Adrian Jones, 425-452-6032

- f. Two independently driven fire pumps shall be provided with water supplies from a permanent connection to the City water supply and the second must be from an onsite dedicated reservoir.

AUTHORITY: International Fire Code (IFC) 903  
Reviewer: Adrian Jones, 425-452-6032

- g. Provide smoke detectors throughout the building.

AUTHORITY: International Fire Code (IFC) 903  
Reviewer: Adrian Jones, 425-452-6032

- h. Provide a Fire Department Central Control Station with a direct exterior exit at an approved location.

AUTHORITY: International Fire Code (IFC) 509  
Reviewer: Adrian Jones, 425-452-6032

- i. Provide standby and Emergency power systems and fuel systems.

AUTHORITY: International Fire Code (IFC) 604  
Reviewer: Adrian Jones, 425-452-6032

- j. Demolition & construction shall conform to International Fire Code Chapter 14.

AUTHORITY: International Fire Code (IFC) Chapter 14  
Reviewer: Adrian Jones, 425-452-6032

- k. The Fire Command Room shall be located in the high rise part of the building at an approved location. IFC

AUTHORITY: International Fire Code (IFC) 509  
Reviewer: Adrian Jones, 425-452-6032

- l. Provide a man door next to the garage entrance on 112th Ave NE.

AUTHORITY: International Fire Code (IFC) 504  
Reviewer: Adrian Jones, 425-452-6032

- m. Direct access is required to the Fire Command Room from the outside of the building.

AUTHORITY: International Fire Code (IFC) & Bellevue City Code (BCC)  
Reviewer: Adrian Jones, 425-452-6032

- n. Information is required for generator and fire pump fuel tank fueling location.

AUTHORITY: International Fire Code (IFC) Chapter 34  
Reviewer: Adrian Jones, 425-452-6032

- o. Smoke Control is required.

AUTHORITY: BFDDS  
Reviewer: Adrian Jones, 425-452-6032

- p. Trash shoot is required to be sprinklered.

AUTHORITY: NFPA 13  
Reviewer: Adrian Jones, 425-452-6032

- q. Stairwells are required to extend to the roof.

AUTHORITY: International Fire Code (IFC) 504.3

Reviewer: Adrian Jones, 425-452-6032

## 6. ACOUSTICAL STUDY

The plans submitted for building permit approval shall incorporate the recommendations of the acoustical study by Listen Acoustics dated January 4, 2007. An additional acoustical study shall be submitted which provides recommendations for noise attenuation of the generator, transformers, and other equipment located directly below units on Level 3 (south side). The report shall include expected levels of noise from such equipment and noise attenuation recommendations. Such recommendations for the shall be incorporated into the building permit plans prior to building permit issuance.

AUTHORITY: BCC 9.18

Reviewer: Carol Saari, 425-452-2731

## 7. SCORED WALLS ALONG NE 4<sup>TH</sup> STREET AND THE SOUTH ELEVATION OF THE BUILDING

The concrete walls along NE 4<sup>th</sup> Street and the south elevation of the building shall be scored. Such scoring pattern shall be shown on the elevations (color highlight). The applicant shall provide a material sample of the concrete with scoring depth for approval prior to building permit issuance.

AUTHORITY: Comprehensive Plan Policies UD-1, UD-2, UD-5, UD-6

Reviewer: Carol Saari, 425-452-2731

## 8. ABOVE-GRADE MECHANICAL EQUIPMENT SCREENING

- (a) Show the location of each piece of above-grade mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings. Above-grade equipment boxes shall not be located in the middle of the sidewalk and shall not block pedestrian access.
- (b) Power, telephone, or other equipment shall not be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults or in a building or substantially screened per the approval of PCD.
- (c) The traffic signal control box shall be located along the NE 4<sup>th</sup> Street sidewalk against the north side of the building west of the gateway corner. This box shall be painted the same color as the building. The location shall be shown on the plans (site plan) prior to prior to building permit issuance (provide dimensions and elevations).

AUTHORITY: LUC 20.20.650, 20.25A.110.B, 20.20.730

Reviewer: Carol Saari, 425-452-2731

## **9. LANDSCAPE PLANT TYPES**

The landscape plan submitted with the building permit application shall be comprised of native and adapted plant species to minimize irrigation demands and reduce maintenance requirements. The applicant shall contact the Parks Department and revise the landscape plan per the attached redline drawings. See Exhibit E.

AUTHORITY: LUC 20.20.520.I

Reviewer: Carol Saari, 425-452-2731

## **10. GARAGE EXHAUST**

Provide certification by a noise consultant that the noise from the exhaust fans will not exceed 60 dBA and a determination by the City's Mechanical Plans Examiner that the velocity and direction of airflows from the exhaust system will not adversely affect pedestrian comfort within the mid-block connection.

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145

Reviewer: Carol Saari, 425-452-2731

## **11. TRANSPORTATION IMPACT FEE**

Payment of the traffic impact fee will be required at the time of building permit issuance. Under present rates, the impact fee is \$151.69 for each multifamily unit and fees range from \$0.44 per square foot to \$1.79 per square foot for various types of retail, office, and restaurant. These fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16

Reviewer: Carl Wilson, 425-452-4228

## **12. BUILDING AND SITE PLANS – TRANSPORTATION**

The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241

Reviewer: Carl Wilson 425-452-4228

## **13. EXISTING UTILITY EASEMENTS**

Utility easements contained on this site which are affected by this development must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100  
Reviewer: Jon Regalia, 425-452-4599

#### 14. PEDESTRIAN EASEMENTS

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any sidewalks located outside the city rights of way fronting this site. Documents granting such easements shall be signed by the property owner.

City staff will manage the process to request city council approval to relinquish the affected part of any existing sidewalk or other public easement that is wider than required and that would be encroached upon by the new building. The developer is required to assist city staff as needed to support the relinquishment request.

AUTHORITY: BCC 14.60.100  
Reviewer: Carl Wilson, 425-452-4228

#### 15. TRANSPORTATION MANAGEMENT PROGRAM

The owner of the property being developed shall sign an agreement and record it at the King County Office of Records and Elections to establish a Transportation Management Program to the extent required by BCC Sections 14.60.070 and 14.60.080.

AUTHORITY: BCC 14.60.070 and 14.60.080  
Reviewer: Carl Wilson, 425-452-4228

**D. PRIOR TO TCO ISSUANCE: The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with prior to issuance of the Temporary Certificate of Occupancy (TCO):**

##### 1. COMMERCIAL PARKING STALLS

Commercial parking stalls shall be provided in Level 1 underground parking garage (gaining vehicular access from 112<sup>th</sup> Avenue NE). There shall be a minimum of 130 commercial parking stalls. Prior to temporary certificate of occupancy, the applicant shall install signs which clearly designate commercial parking stalls.

AUTHORITY: LUC 20.25A.050.B  
Reviewer: Carol Saari, 425-452-2731

##### 2. PROJECT SIGNAGE AND SIGNAGE FOR MID-BLOCK CONNECTION

- (a) A sign master plan package in compliance with the Sign Code shall be submitted to the Permit Center for review and approval as an application for a Sign Permit and revision to the Design Review.
- (b) The signage for the proposed financial institution (bank) at the gateway corner shall be reviewed for consistency with the building architecture and gateway treatment. Such signage shall be not located above the second level ceiling.

- (c) Prior to Temporary Certificate of Occupancy, the public signs for the mid-block connection shall be installed. One sign shall be installed at 111<sup>th</sup> Ave. NE and the other at 112<sup>th</sup> Ave. NE at the entrance to NE 3<sup>rd</sup> Street.

AUTHORITY: BCC 22B.025, LUC 20.25B.040.G, LUC 20.25A.060.C  
Reviewer: Carol Saari, 425-452-2731

### **3. CEMBONIT PANELS AND BOLTS**

The final colors and patterns of the Cembonit panels and will be determined by revised drawings prior to installation of the panels. Special attention will be given to the gateway corner and the east elevation adjacent to 112<sup>th</sup> Ave. NE to assure that segmentation of colors and patterns occur to break up the mass of the Sienna color. Approval of samples of the bolts is required prior to installation.

AUTHORITY: Comprehensive Plan Policies UD-1, UD-2, UD-6  
Reviewer: Carol Saari, 425-452-2731

### **4. ALLOWABLE LAND USES AT THE PEDESTRIAN STREET/ARCADE LEVELS:**

The applicant shall record a document with King County that only uses per construction Type IB/IIA will be allowed in that leasing space that meet the Land Use Code pedestrian oriented frontage land uses. This condition will run with the land and forever be attached to the title of the property.

AUTHORITY: International Building Code (IBC) IBC 403.3.1 Item 2; LUC 20.25A.030.C.1  
Reviewer: Carol Saari, 425-452-2731

### **5. BONUS SYSTEM RECORDING**

Record a copy of the approved bonus point calculations, a statement that designated the street frontage shall remain pedestrian-oriented uses, and the project drawings and conditions of this Design Review with the King County Division of Records and Elections and with the Bellevue City Clerk.

AUTHORITY: LUC 20.25A.020.D.3  
Reviewer: Carol Saari, 425-452-2731

### **6. RECORD AGREEMENT TO PROVIDE PEDESTRIAN ORIENTED FRONTAGE USES AND DESIGN REVIEW CONDITIONS OF APPROVAL**

The applicant shall record the following with the King County Office of Records and Elections:

- (a) An agreement to provide pedestrian-oriented frontage uses in the tenant spaces for any frontage for which the pedestrian-oriented frontage amenity bonus is requested.
- (b) The applicant shall record an agreement that 50% of the street level edges will remain pedestrian-oriented uses with pedestrian-oriented design elements, per LUC 20.25A.020.115.

(c) A document which contains all of the Design Review Conditions of Approval.

AUTHORITY: LUC 20.25A.020.C, LUC 20.25A.020, .040, .050, .100, .115  
Reviewer: Carol Saari, 425-452-2731

## **7. LANDSCAPE ASSURANCE DEVICE**

All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized Assignment of Savings dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation, inspection approval and rededication of the plaza property to the City filed with King County Records Office.

AUTHORITY: LUC 20.40.490  
Reviewer: Carol Saari, 425-452-2731

## **8. LANDSCAPE MAINTENANCE ASSURANCE DEVICE**

File with the Department of Planning & Community Development a landscape maintenance assurance device for a one-year period in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

AUTHORITY: LUC 20.40.490  
Reviewer: Carol Saari, 425-452-2731

## **9. COMPLETE STREET FRONTAGE IMPROVEMENTS**

All street frontage improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant and accepted by the City Inspector. All existing street light and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the city requires a delay. Specific requirements include, but are not limited to, the following:

- a) Driveway widths at the curb shall be 30 feet. Driveway aprons must be constructed in accordance with Design Manual Standard Drawing DEV-6.
- b) Landings on sloping approaches are not to exceed a grade of 8% for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- c) Streetlights shall be located per the approved streetlight plan and street trees shall have the required spacing from the streetlights in order to achieve the required on-

street lighting levels.

- d) Fixed objects shall be at least ten feet from any driveway edge, as defined by Point A in standard drawing DEV-6.
- e) Public sidewalks, ramps, and pedestrian pushbuttons shall be ADA compliant.
- f) Street and sidewalk improvements shall have an acceptable cross slope and shall have adequate provisions for drainage.
- g) Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole.
- h) Required traffic signs, markings, and c-curb shall be installed.
- i) Vehicle and pedestrian sight distance shall be provided per BCC 14.60.240 and 14.60.241. Vertical as well as horizontal line of sight and all fixed objects, structures, and mature landscaping must be considered when checking for sight distance.

AUTHORITY: BCC 14.60.090, 110, 120, 150, 181, 200, 210, 240, 241; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings.

Reviewer: Carl Wilson, 425-452-4228

## **10. PAVEMENT RESTORATION**

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows. All adjacent streets were recently overlaid and a five-year no-cut moratorium is currently in effect on each street. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a grind and overlay at least 50 feet long will be required for the full width any affected lane. Cutting a "no-cut" street requires permission from the Right of Way Manager.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #21

Reviewer: Jon Regalia, 425-452-4599

## **11. IMPLEMENT TRANSPORTATION MANAGEMENT PROGRAM**

A Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080 and specified in the TMP agreement that the property owner is required to record against the property (see Condition of Approval above) must be implemented and accepted by the Transportation Department prior to occupancy.

AUTHORITY: BCC 14.60.070 and 14.60.080

Reviewer: Carl Wilson, 425-452-4228

**12. SOLID WASTE/RECYCLING**

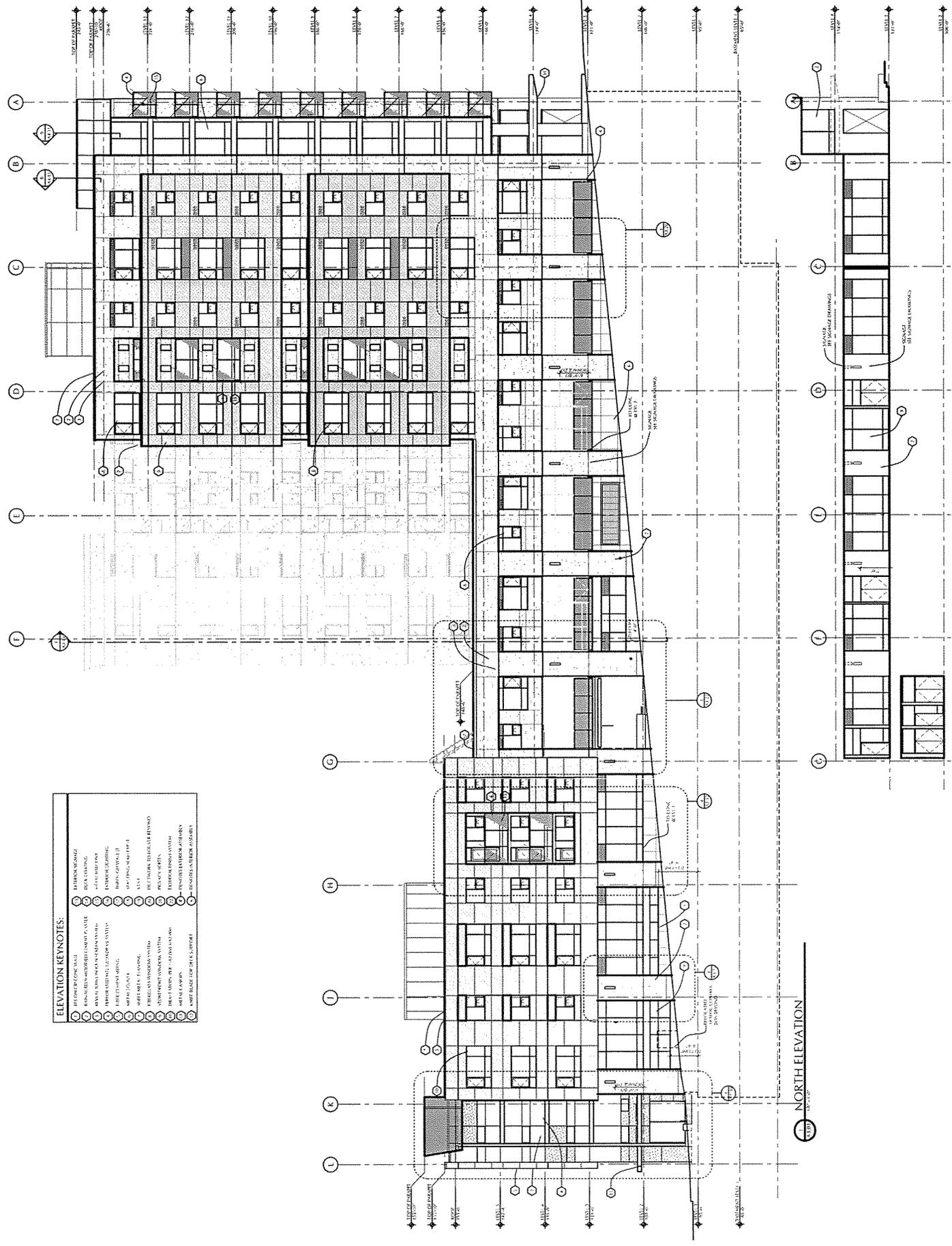
The applicant shall provide a written document showing that Allied Waste (206-682-3037) has been contacted to establish adequate sizing of recycling and solid waste collection area for this building using current standards. In addition, the owner shall provide for the return of receptacles and trash not removed from the property back into the building the day of pick-up; all rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.720

Reviewer: Carol Saari, 425-452-2731



|                     |                                         |
|---------------------|-----------------------------------------|
| DATE:               | 06/20/07                                |
| BY:                 | ASST                                    |
| CHECKED:            | ASST                                    |
| DESIGNED:           | ASST                                    |
| PROJECT NO.:        | 06-133383BB                             |
| PROJECT NAME:       | METRO 112                               |
| PROJECT LOCATION:   | 317 112TH AVENUE NE, BELLEVUE, WA 98009 |
| PROJECT OWNER:      | SHLP BELLEVUE, LLC                      |
| PROJECT ARCHITECT:  | ANKROM MOISAN                           |
| PROJECT ENGINEER:   | ANKROM MOISAN                           |
| PROJECT CONTRACTOR: |                                         |
| PROJECT SUBMITTER:  |                                         |
| PROJECT REVIEWER:   |                                         |
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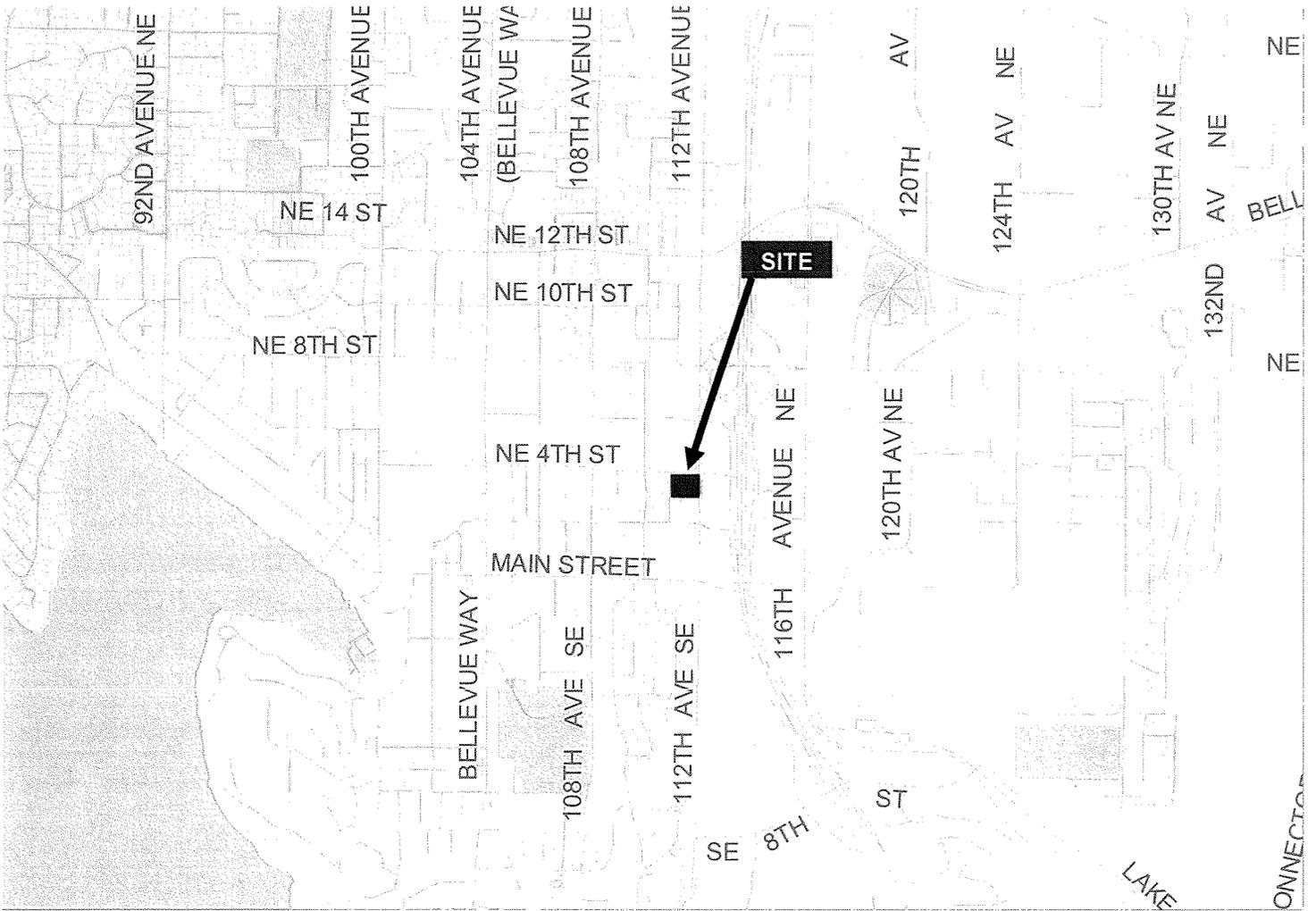
NORTH ELEVATION  
 NORTH ARCADE ELEVATION



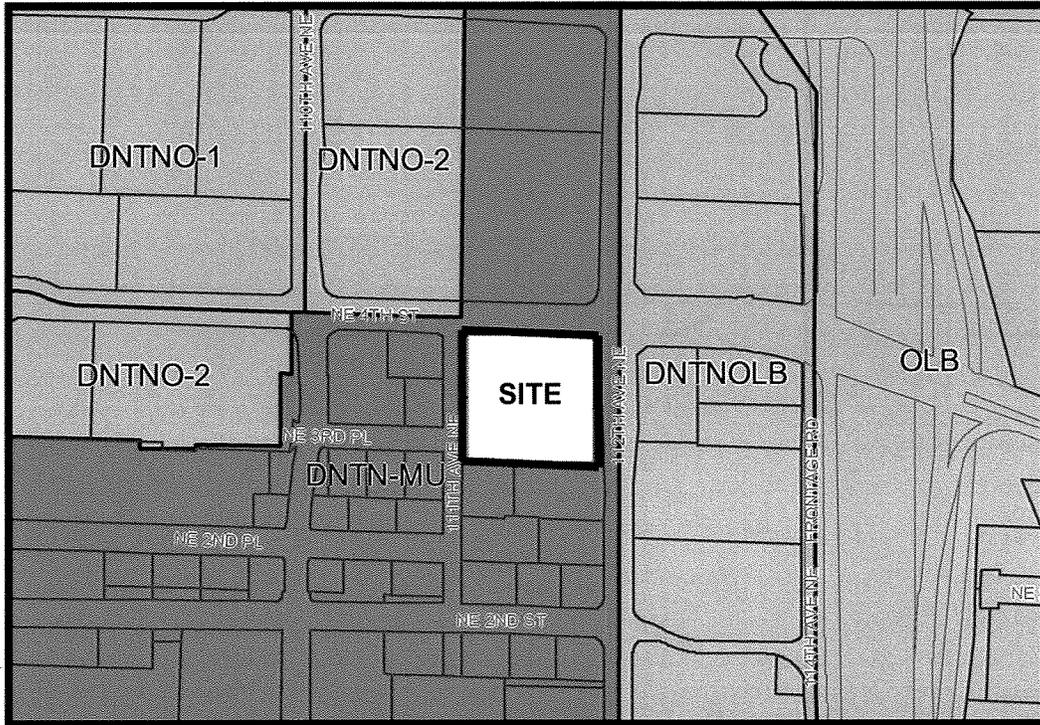




# Vicinity Map



# Zoning Map



# Comprehensive Plan Policies

## Site and Building Design Policies

**Policy UD-1.** Encourage high-quality, attractive architecturally appealing designs for major buildings in order to create distinctive visual reference points in the community.

**Policy UD-2.** Support designs for the built environment that are visually stimulating and thoughtful and which convey excellence in architecture and workmanship, and durability in building materials.

**Policy UD-3.** Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this plan.

**Policy UD-4.** Ensure that development relates, connects, and continues design quality and site functions from site to site.

**Policy UD-5.** Include accessible and attractive places for the general public, employees and visitors to wait, to be outdoors, or to socialize in more intensive commercial development.

**Policy UD-6.** Design buildings located on the edge of public spaces using materials, forms, details and other architectural elements that will enrich the appearance of the places and encourage people to use them.

**Policy UD-8.** Design rooftop mechanical screening so that it is integral with building architecture. Consider the visual effects of technical advances, such as satellite dishes, on building design.

**POLICY S-DT-36.** Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.

**POLICY S-DT-37.** Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.

**Policy UD-45.** Establish attractive gateways at all key entry points into the city and into smaller districts and communities within the city.

*Discussion: Study the concept of gateways to recommend various design treatments and locations at key entry points into the city and its neighborhoods. A gateway can be dramatic and obvious, sometimes including non-commercial signs, art, structures, and unique lighting in commercial areas. It can also be quiet and more subtle, using signs, a change in plant material or paving surface in residential areas.*

**Policy S-DT-48.** Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.

**Policy S-DT-56.** Differentiate Downtown Districts through streetscape improvements such as wayfinding elements, gateways, mid-block pedestrian crossings, public art, landscaping and street trees, lighting, and street furniture.

The building is designed to meet both the gateway requirement of the City, as well as, the requirement for view preservation of Mt. Rainier from the Major Public Open Space of the City Hall Concourse. The use of Cembonit panels for the exterior material is new to the City, but will create a distinctive visual impression reference point at the gateway

into the downtown at NE 4<sup>th</sup> Street from I-405. The corner will feature a two-story retail/residential stucco treatment with Cembonit panels for the upper floors. Planter boxes and seating will be provided at the gateway entrance. A strong vertical steel element will connect all floors from the sidewalk level to the top of the upper floor. This will provide a visual identity. The gateway will include glazing and recessed residential units with sliding glass doors and guardrails.

The rooftop equipment and screening will be integral with the building architecture. The applicant will submit a sample of the flat metal panels to be used for screening of the rooftop equipment for the City's review and approval. All rooftop structures for mechanical equipment will be the minimum necessary and painted to match the color of the roof.

The mid-block connection of the private road NE 3<sup>rd</sup> Street is a 24-hour open space that the general public will be encouraged to use. Public access signs will be visible to pedestrians from 111<sup>th</sup> Ave. NE and 112<sup>th</sup> Ave. NE indicating that NE 3<sup>rd</sup> Street is a public access.

### **Downtown Policies**

**Policy UD-67.** Enhance the appearance, image, and design character of the downtown to be an inspiring place to live, shop, play, and work.

**Policy UD-68.** Encourage rooflines which create interesting and distinctive forms against the sky within downtown.

**Policy UD-71.** Permit high intensity residential development subject to design criteria which assures a livable urban environment.

**Policy UD-72.** Link the increased intensity of development with the increased pedestrian amenities, pedestrian-oriented building design, mid-block connections, public spaces, activities, openness, sunlight, and view preservation.

**Policy UD-73.** Create a pedestrian environment with a sense of activity and protection.

As described above, the project will provide a design character which will enhance the downtown and create a sense of gateway at NE 4<sup>th</sup> Street. It was designed to compliment the newly renovated City Hall. See Section I.B. Project Gateway for further discussion about the massing and stepped building form for the project.

The project provides a mid-block connection at NE 3<sup>rd</sup> Street (private) and ample public sidewalk widths along 112<sup>th</sup> Ave. NE, NE 4<sup>th</sup> Street and 111<sup>th</sup> Ave. NE.

The rooftops of the buildings are flat (which will match City Hall's flat roof) and will have mechanical equipment which will be screened.

The street level retail, service and restaurant uses will provide the pedestrian with an opportunity for activity along the sidewalk.

### **Vegetation and Landscaping Policies**

**Policy UD-14.** Encourage seasonal color plantings in public and semi-public areas.

**Policy UD-15.** Use landscaping design that is urban in character in more urban settings.

Site and landscaping design objectives focus on integrating the project into the downtown context through the use of plant materials appropriate to the region and consistent with project environs. Landscaping is proposed along all three rights-of-way, including street trees, shrubs and ground cover. Planter boxes will be provided at the gateway corner at the entrance to the building. In addition, there will be two rooftop garden open space plazas for use by the residents.

### **Open Space Policies**

**Policy UD-21.** Encourage major development to integrate public and semi-public open spaces.

The project will provide planting along the three rights-of-way as well as seating at the gateway corner and along 111<sup>th</sup> Ave. NE. Along the mid-block connection, there will be planting along the south property line adjacent to the walkway.

### **Public Places and Connections Policies**

**Policy UD-29.** Provide a system of public spaces of various sizes and types throughout the community.

**Policy UD-30.** Ensure public spaces give access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.

**Policy UD-32.** Ensure access to sunlight in major public spaces by avoiding building shadows during periods of the year and times of day when outdoor activity is most prevalent.

The east-west mid-block connection will provide sunlight without the shadow the of the building since the building will be located to the north of this mid-block connection.

Public seating will be available at the gateway and along 111<sup>th</sup> Ave. NE which will be clearly visible from the adjacent right-of-way and have a sense of security by its open access.

### **Sidewalks, Walkways, and Trails Policies**

**Policy UD-38.** Ensure continuous and ample sidewalks along principal, minor and collector arterials which are integrated with abutting land uses.

**Policy UD-39.** Include clear and ample walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of the site design.

**Policy UD-40.** Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lightning, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspapers boxes etc. without interfering with pedestrian circulation.

The mid-block connection will provide access for the public from 111<sup>th</sup> Ave. NE to 112<sup>th</sup> Ave. NE. This connection will have a sidewalk which will be flanked by a planting strip to provide aesthetic appeal as well as a softscape to the site development. All of the public sidewalks adjacent to the site will have ample sidewalk width and will also be flanked by a planting strip of street trees, shrubs and groundcover. There will be seating areas provided at the gateway corner and along 111<sup>th</sup> Ave. NE.

### **Street Corridors Policies**

**Policy UD-43.** Provide clear and identifiable circulation systems into and through Bellevue's large commercial blocks to improve pedestrian's activity.

**Policy UD-45.** Establish attractive gateways at all key points into the city and into smaller districts and communities within the city.

The vehicular access to the site from both 112<sup>th</sup> Ave. NE and 111<sup>th</sup> Ave. NE. There will be no vehicular access along NE 4<sup>th</sup> Street and only service vehicle access at the loading area along the south side of the building.

A major goal of the project was to establish an attractive gateway into the City at NE 4<sup>th</sup> Street. This is accomplished through a special corner feature including planter boxes and seating at the building entrance, residential units with deeply set sliding glass doors instead of residential decks and the use of urban materials (stucco, glass and Cembonit panels).

### **Growth Management Policy**

**Policy LU-4.** Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.

This project maximizes the number of residential units allowed based on height and floor area limits, and takes advantage of density bonuses granted for providing pedestrian amenities as allowed in the Land Use Code.

### **Land Use Compatibility Policies**

**Policy LU-7.** Support inclusion of residential uses in commercial districts where compatibility can be demonstrated.

**Policy LU-9.** Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within an already developed areas.

**Policy LU-13.** Reduce the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate.

The Downtown Mixed-Use zoning designation allows for a dense variety of commercial and residential land uses. This project incorporates retail, restaurant, and a mix of residential types.

### **Downtown Urban Center Policies**

**Policy LU-30.** Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown over the next decade.

**Policy LU-31.** Encourage and foster economic development in areas designated for commercial uses.

The City has approved, and construction is under way on, a number of retail and office commercial projects in the downtown for which workers may desire to live near their jobs. This project would provide 299 new residential units to serve that demand.

**SHEET INDEX**

- U1.B STREET LANA, LAYOUT PLAN
- U1.C REFINISHED LAYOUT PLAN
- U1.D IMPROVEMENT PLAN
- U1.E DETAILS
- U1.F DETAILS
- U1.G DETAILS
- U1.H DETAILS
- U1.I FINISHED PLAN AND SCHEDULES
- U1.J FINISHED FINISHED PLAN
- U1.K FINISHED FINISHED PLAN
- U1.L FINISHED FINISHED PLAN
- U1.M FINISHED FINISHED PLAN
- U1.N FINISHED FINISHED PLAN
- U1.O FINISHED FINISHED PLAN

**ABBREVIATION**

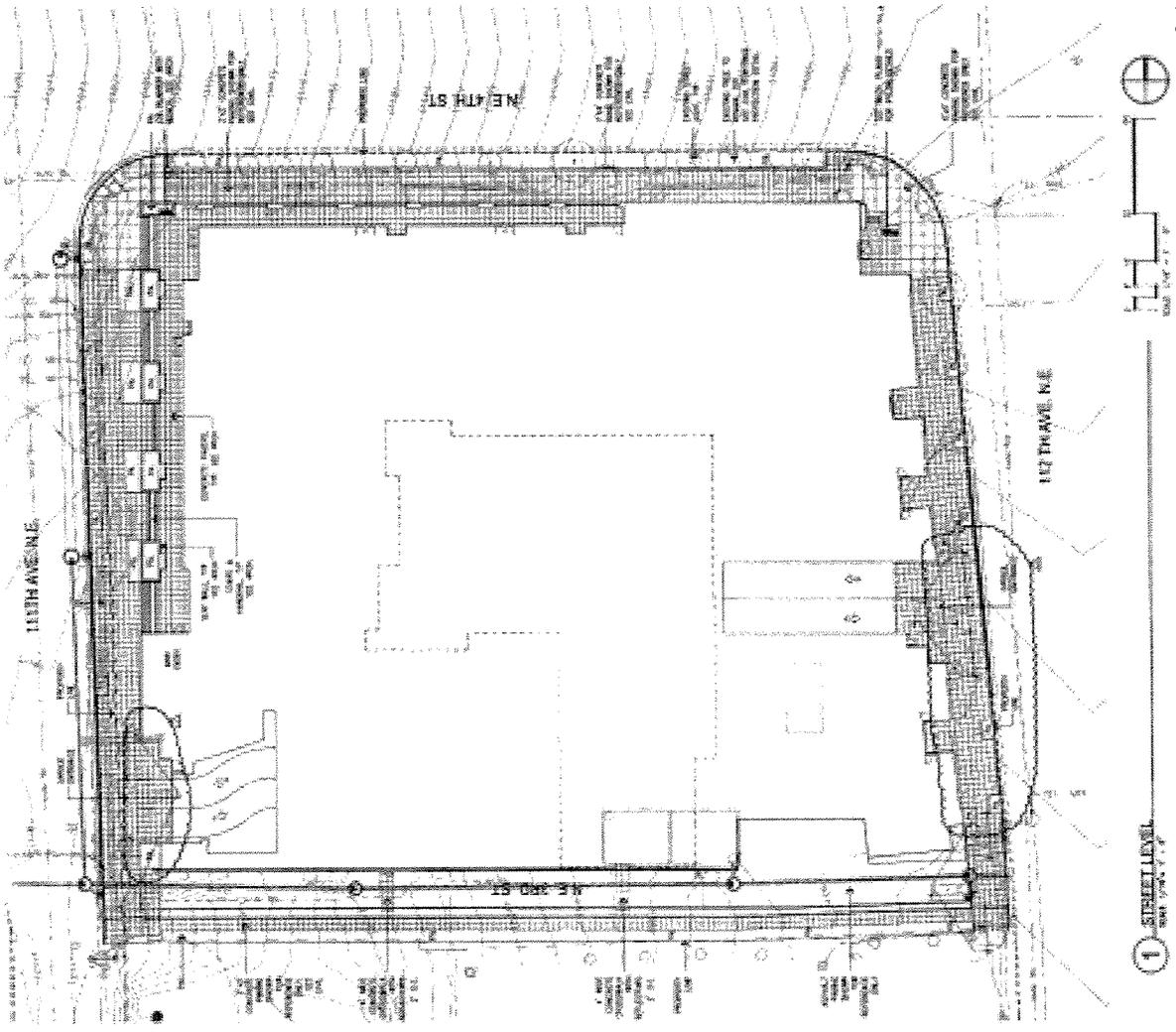
|    |               |
|----|---------------|
| PK | PLUMBING AREA |
| TR | TRUCKING      |
| TR | TRUCKING      |
| TR | TRUCKING      |

**NOTE**

SEE SHEET U1.J FOR FINISHED FINISHED PLAN

FOR EXISTING TREES  
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 DEPARTMENT. CONTRACTOR  
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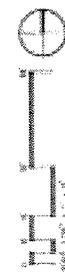
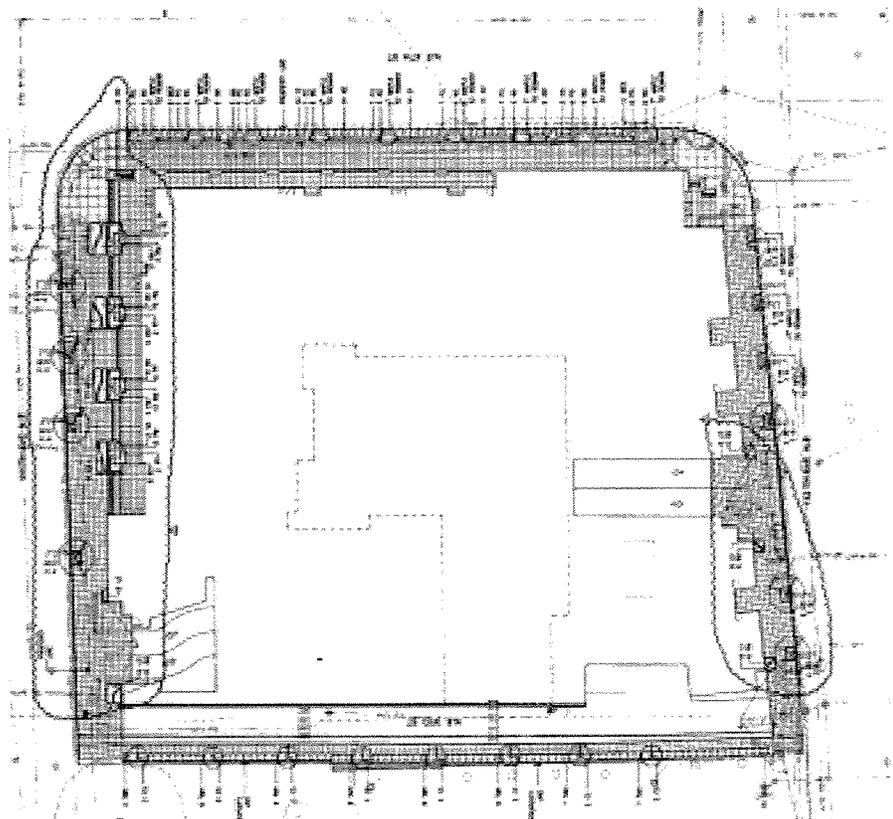
(725) 452-7865



|     |          |                   |
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| NO. | DATE     | DESCRIPTION       |
| 1   | 06/07/07 | ISSUED FOR PERMIT |
| 2   | 06/07/07 | ISSUED FOR PERMIT |
| 3   | 06/07/07 | ISSUED FOR PERMIT |
| 4   | 06/07/07 | ISSUED FOR PERMIT |
| 5   | 06/07/07 | ISSUED FOR PERMIT |

| SYMBOL | DESCRIPTION / COMMON NAME | SIZE      | NOTES                                      |
|--------|---------------------------|-----------|--------------------------------------------|
| ○      | STANDARD LIGHT FIXTURE    | 2" DIA.   | SEE ONLY PLANT FOR MORE PROTECTION DETAILS |
| ○      | STANDARD LIGHT FIXTURE    | 4" DIA.   |                                            |
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| ○      | STANDARD LIGHT FIXTURE    | 94" DIA.  |                                            |
| ○      | STANDARD LIGHT FIXTURE    | 96" DIA.  |                                            |
| ○      | STANDARD LIGHT FIXTURE    | 98" DIA.  |                                            |
| ○      | STANDARD LIGHT FIXTURE    | 100" DIA. |                                            |

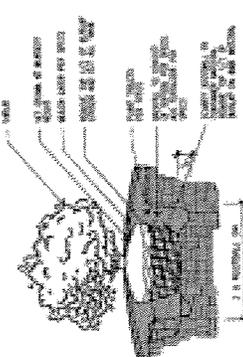
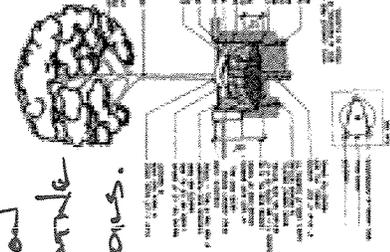
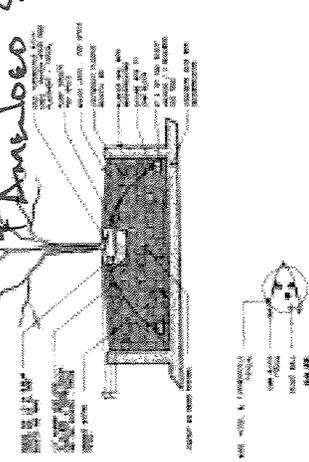
*Please Design Plant  
Spacely Based on MAXIMUM  
PLANT SIZES.*



① STREET LEVEL  
BASE DATA: 5,110.00



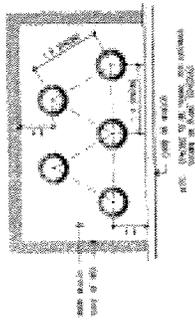
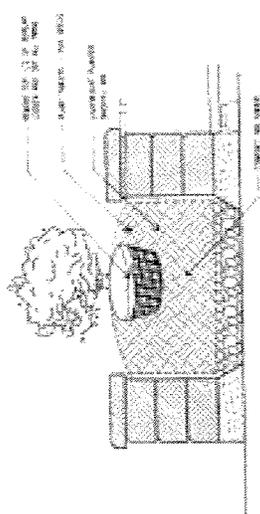
Create Soil reclamation  
 Zones Between North  
 & Amelco SONS.  
 Install 4" PEEL PIPE @  
 BOTTOM OF TREE PITS



1. CONSTRUCTURE TREE PLANTING DETAIL

2. ON-GRADE TREE PLANTING DETAIL

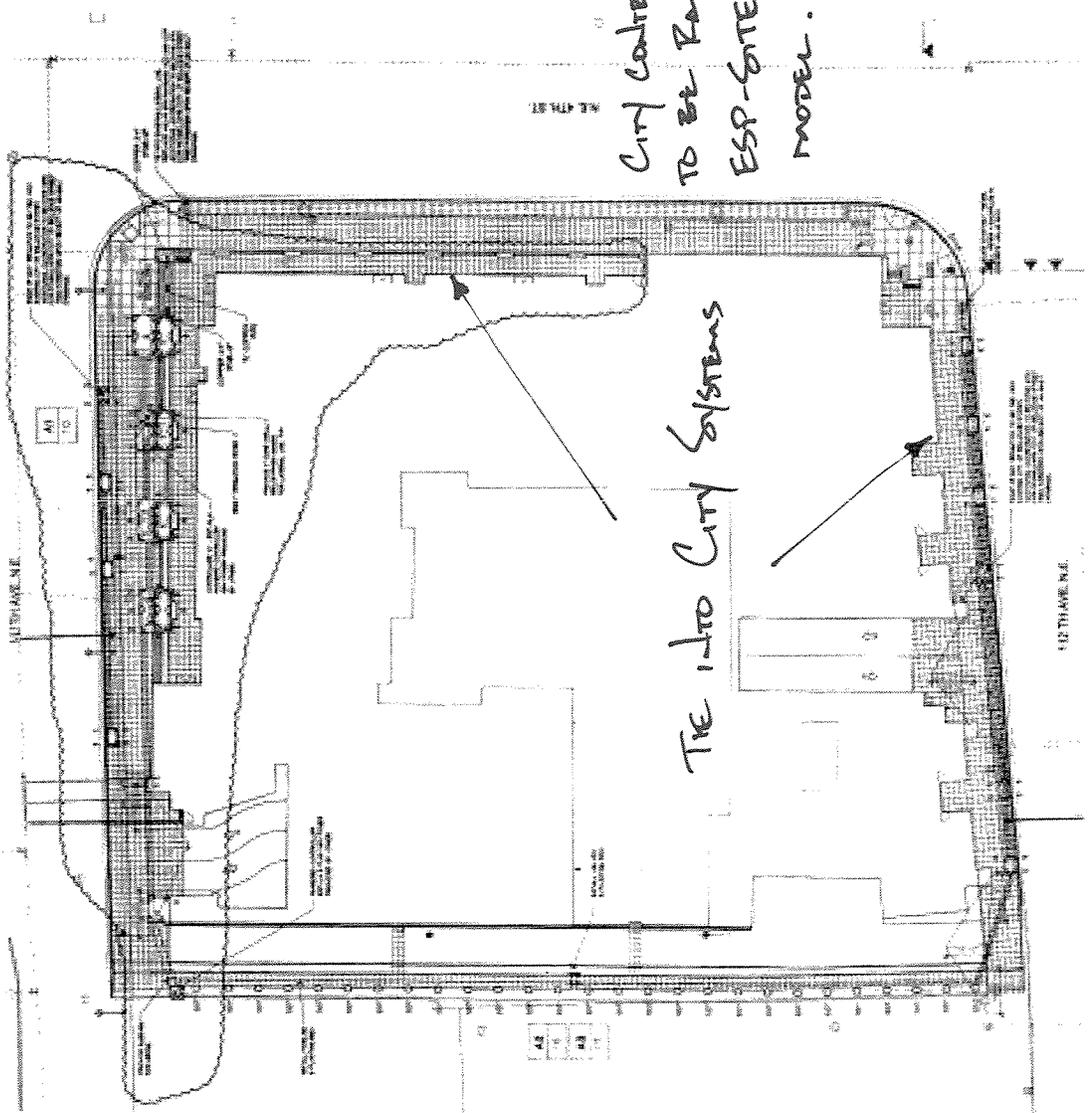
3. ON-GRADE SHEET PILING DETAIL



4. UNSTRUCTURE SHEET PILING DETAIL

5. ON-GRADE SHEET PILING DETAIL





*CITY CONTRACTORS  
TO BE RAINFALL  
ESP-SITE  
MODEL.*

*TIE INTO CITY SYSTEMS*

1 STREET LEVEL - EROSION PLAN

| SYMBOL | DESCRIPTION                               | PG | NO  | DATE  |
|--------|-------------------------------------------|----|-----|-------|
| 0.1    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 10  | 10/17 |
| 0.2    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 11  | 10/17 |
| 0.3    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 12  | 10/17 |
| 0.4    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 13  | 10/17 |
| 0.5    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 14  | 10/17 |
| 0.6    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 15  | 10/17 |
| 0.7    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 16  | 10/17 |
| 0.8    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 17  | 10/17 |
| 0.9    | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 18  | 10/17 |
| 0.10   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 19  | 10/17 |
| 0.11   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 20  | 10/17 |
| 0.12   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 21  | 10/17 |
| 0.13   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 22  | 10/17 |
| 0.14   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 23  | 10/17 |
| 0.15   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 24  | 10/17 |
| 0.16   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 25  | 10/17 |
| 0.17   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 26  | 10/17 |
| 0.18   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 27  | 10/17 |
| 0.19   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 28  | 10/17 |
| 0.20   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 29  | 10/17 |
| 0.21   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 30  | 10/17 |
| 0.22   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 31  | 10/17 |
| 0.23   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 32  | 10/17 |
| 0.24   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 33  | 10/17 |
| 0.25   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 34  | 10/17 |
| 0.26   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 35  | 10/17 |
| 0.27   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 36  | 10/17 |
| 0.28   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 37  | 10/17 |
| 0.29   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 38  | 10/17 |
| 0.30   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 39  | 10/17 |
| 0.31   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 40  | 10/17 |
| 0.32   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 41  | 10/17 |
| 0.33   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 42  | 10/17 |
| 0.34   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 43  | 10/17 |
| 0.35   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 44  | 10/17 |
| 0.36   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 45  | 10/17 |
| 0.37   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 46  | 10/17 |
| 0.38   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 47  | 10/17 |
| 0.39   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 48  | 10/17 |
| 0.40   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 49  | 10/17 |
| 0.41   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 50  | 10/17 |
| 0.42   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 51  | 10/17 |
| 0.43   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 52  | 10/17 |
| 0.44   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 53  | 10/17 |
| 0.45   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 54  | 10/17 |
| 0.46   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 55  | 10/17 |
| 0.47   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 56  | 10/17 |
| 0.48   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 57  | 10/17 |
| 0.49   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 58  | 10/17 |
| 0.50   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 59  | 10/17 |
| 0.51   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 60  | 10/17 |
| 0.52   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 61  | 10/17 |
| 0.53   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 62  | 10/17 |
| 0.54   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 63  | 10/17 |
| 0.55   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 64  | 10/17 |
| 0.56   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 65  | 10/17 |
| 0.57   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 66  | 10/17 |
| 0.58   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 67  | 10/17 |
| 0.59   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 68  | 10/17 |
| 0.60   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 69  | 10/17 |
| 0.61   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 70  | 10/17 |
| 0.62   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 71  | 10/17 |
| 0.63   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 72  | 10/17 |
| 0.64   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 73  | 10/17 |
| 0.65   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 74  | 10/17 |
| 0.66   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 75  | 10/17 |
| 0.67   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 76  | 10/17 |
| 0.68   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 77  | 10/17 |
| 0.69   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 78  | 10/17 |
| 0.70   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 79  | 10/17 |
| 0.71   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 80  | 10/17 |
| 0.72   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 81  | 10/17 |
| 0.73   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 82  | 10/17 |
| 0.74   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 83  | 10/17 |
| 0.75   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 84  | 10/17 |
| 0.76   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 85  | 10/17 |
| 0.77   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 86  | 10/17 |
| 0.78   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 87  | 10/17 |
| 0.79   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 88  | 10/17 |
| 0.80   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 89  | 10/17 |
| 0.81   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 90  | 10/17 |
| 0.82   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 91  | 10/17 |
| 0.83   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 92  | 10/17 |
| 0.84   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 93  | 10/17 |
| 0.85   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 94  | 10/17 |
| 0.86   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 95  | 10/17 |
| 0.87   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 96  | 10/17 |
| 0.88   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 97  | 10/17 |
| 0.89   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 98  | 10/17 |
| 0.90   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 99  | 10/17 |
| 0.91   | RAISED 1800-2000-100, 6" POP-UP SPRINKLER | 26 | 100 | 10/17 |

*PLEASE COORDINATE IRRIGATION DESIGNS w/ CITY  
PARKS DEPARTMENT. CONTACT DON McQUINNAN  
@ (425) 452-7865*



Permit Revision Set 5 June 07, 2007



# CERTIFICATE OF CONCURRENCY

## METRO 112 APARTMENTS

This certificate documents the Transportation Department Director's decision that the development project at 317 – 112<sup>th</sup> Avenue NE (Design Review File No. 06-119979 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 150 p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. A building permit application (File No. 06-133383 BB) was filed for the project on November 13, 2006, and deemed complete on December 13, 2006. This concurrency reservation will remain in effect for the life of the building permit application (BCC 23.05.090.H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100.E).

  
\_\_\_\_\_  
Director, Transportation Department

August 2, 2007  
\_\_\_\_\_  
Date

Certificate No. 41