



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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: The Park Metro
 Alex Marcos, Evergreen Point Development

LOCATION OF PROPOSAL: 11017 and 11027 NE 12th Street

DESCRIPTION OF PROPOSAL: Application for Design Review approval and SEPA determination to construct a 6-story, 75 unit, multi-family residential building on a 20,304 SF site (0.46 acres) within the Perimeter 'A' Downtown zoning district. Also included will be 3,300 SF of pedestrian-oriented retail/commercial space over 3 levels of underground parking with 111 parking spaces.

FILE NUMBERS: 07143059-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 7, 2008.
- 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This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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 J. Stollard
 Environmental Coordinator

7/22/08
 Date

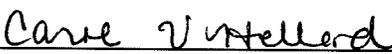
OTHERS TO RECEIVE THIS DOCUMENT:
 State Department of Fish and Wildlife
 State Department of Ecology,
 Army Corps of Engineers
 Attorney General
 Muckleshoot Indian Tribe



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

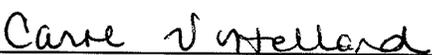
Proposal Name: The Park Metro
Proposal Address: 11017 & 11027 NE 12th Street
Proposal Description: Application for Design Review approval and SEPA determination to construct a 6-story, 75 unit, multi family residential building on a 20,304 SF site (0.46 acre) within the Perimeter 'A' Downtown zoning district. Also included will be 3,300 SF of pedestrian-oriented retail/commercial space over 3 levels of underground parking with 111 parking spaces.

File Number: 07-143059-LD
Applicant: Alex Morcos, Evergreen Point Development
Decisions Included: Process II, Combined Design Review and SEPA
Planner: Sally Nichols
State Environmental Policy Act Threshold Determination: **Determination of Non-Significance**



Carol V. Helland
Environmental Coordinator

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



Carol V. Helland, Land Use Director
Development Services Department

Notice of Decision Date: July 24, 2008
Appeal Deadline: August 7, 2008

For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6864. 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: Project Plans

I. REQUEST/PROPOSAL DESCRIPTION

The applicant requests Design Review approval and SEPA determination to construct a 6-story, 75 unit multi-family residential building on a 20,304 SF site (0.46 acre) within the Perimeter 'A' Downtown zoning district. Also included will be 3,300 square feet of pedestrian-oriented retail commercial space and 3 levels of underground parking with 111 parking spaces.

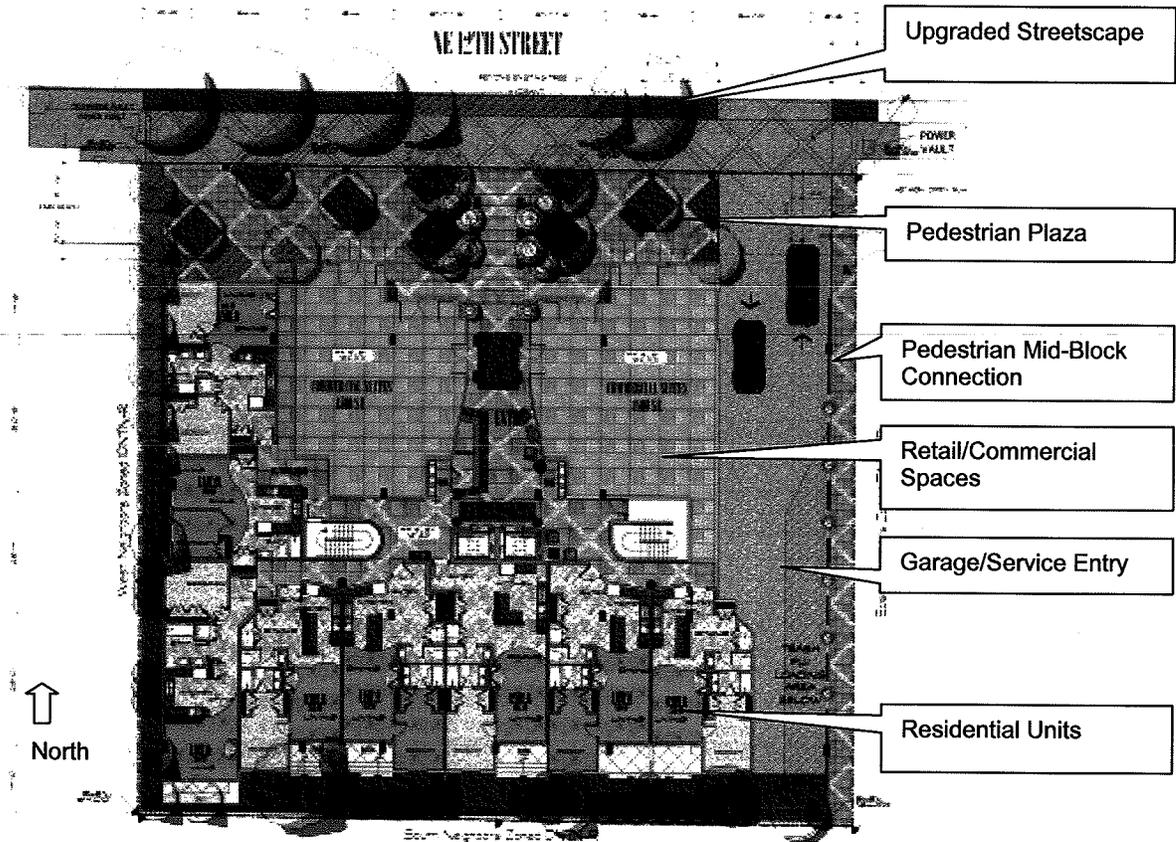
Vicinity Plan



A. Site Design

The proposal site faces north onto NE 12th Street and McCormick Park. The residential entry of the proposed building is centrally located on the building façade and there will be a glass canopy providing weather protection from the public sidewalk to this entry. The public streetscape will be upgraded with six new street trees in a six-foot wide planting strip and a new eight foot wide sidewalk.

Proposed Site Plan/Ground Floor Plan



The public sidewalk will transition into a new pedestrian-oriented plaza that also serves as the required 20 foot side linear buffer within the Perimeter Design District building setback (LUC 20.25A.090.4.b). The plaza will incorporate amenities such as seating, landscaping, bike racks, trash receptacles and marquees along the building to create a pedestrian friendly space. The plaza will be edged on the south side with pedestrian-oriented retail space. Both the plaza and all building entries will be fully accessible to the city sidewalk without the need for ramps, stairs or lifts. The hard surface of the plaza will consist of concrete pavers, laid out in a decorative pattern that is also proposed to be reflected in the score pattern of the public sidewalk. The vehicular access to the parking garage will be located along the eastern side of the site via an access driveway off of NE 12th Street with a right in, right out configuration. The driveway will be separated from the public plaza to the west side with a large landscaped planting area and from the mid-block pedestrian connection to the east with an open metal railing. **Refer to Condition of Approval regarding alternative paving materials in the right-of-way in Section X of this report.**

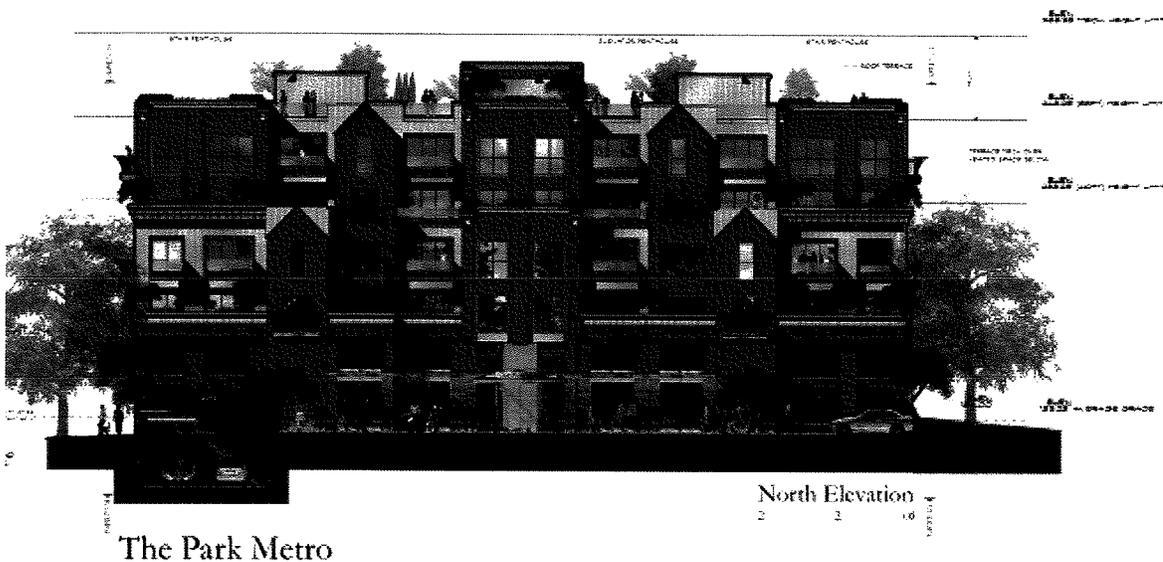
A paved pedestrian mid-block connection will run along the eastern property line, within the five foot building setback. Although it is flanked with the proposed building on the western side, decorative paving, lighting, plantings in seasonal baskets, and a wide landscaped area

on the Verona Apartments' property will help to create a pleasant pedestrian experience. This pedestrian pathway will then connect to the existing path that runs along the west side of the Ashwood Commons building to the south and continues to NE 11th Street. The connection between the two pathways will be designed to be ADA accessible. **Refer to Condition of Approval regarding ADA requirements for the pedestrian mid-block connection, signage and the public access agreement for the mid-block pedestrian connection in Section X of this report.**

The rear building setback will vary from seven feet at the southwest corner to 9'-10" at the southeast corner. Within this setback, there will be semi-private landscaped open space that can be accessed from the patios of the ground floor residential units. There will also be landscaping with trees, shrubs and groundcovers along the western, five foot wide setback to help soften the buffer between the proposed building and the Park Place Condominium complex to the west.

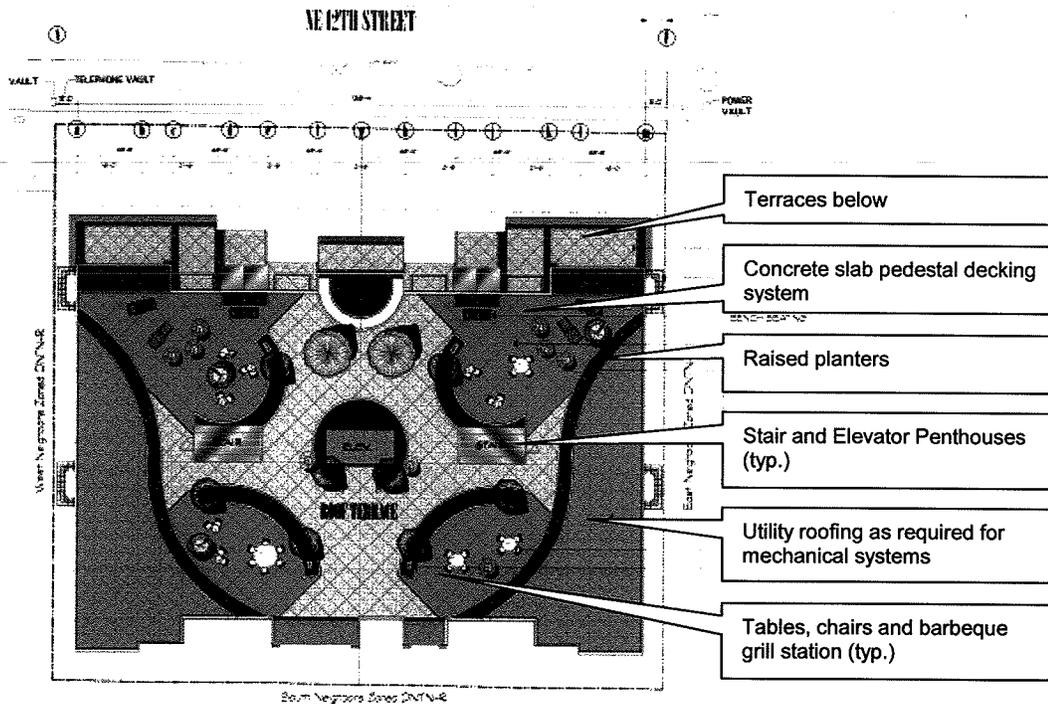
B. Building Design

The proposed building has a size and scale similar to the surrounding apartment and condominium projects within the Ashwood District. There will be three floors of underground parking, one level of mixed use retail and residential space, five levels of residential units, and an open, roof top garden terrace.

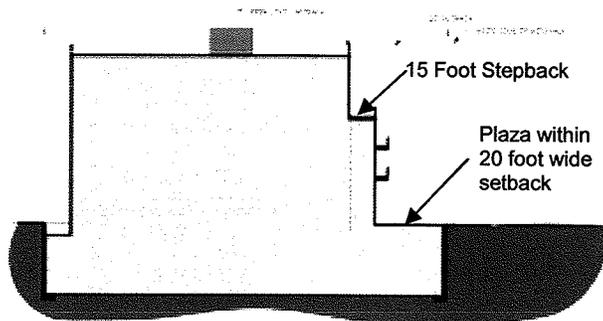


The concept for the building is to create an urban loft-like appearance, while still maintaining a residential character in response to the single family neighborhood to the north. It will be a symmetrical building form with a separate central pedestrian residential entry. The two retail spaces flanking the entry will be accessed off of the pedestrian plaza. The northern building façade will be modulated to add residential scale and interest. This modulation includes stepbacks, balconies and small pitched roofs. (LUC 20.25A) that will pull the mass of the building further off of the street, allowing more light into the pedestrian plaza, and will further reduce the apparent size of the building as seen from the neighborhoods to the north.

Several units have been configured to mimic the appearance of two-story town homes. There is also a required stepback above forty feet of 15 feet. Additional detailing that addresses the residential scale of the building includes glass railings at the roof terrace levels and decks that are semi-recessed for privacy. All of the roof top mechanical units and elevator over-runs will be incorporated into the roof top terrace design and screened with plantings, screen wall, trellises and arbors.



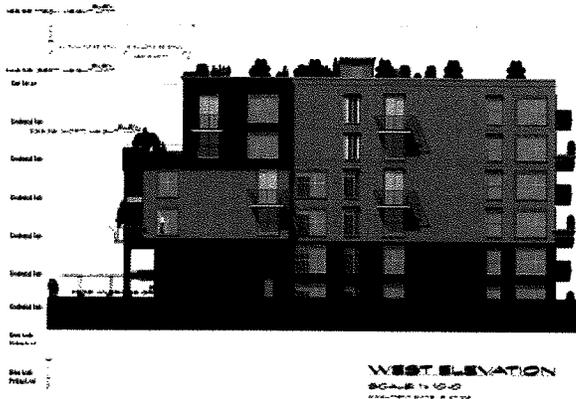
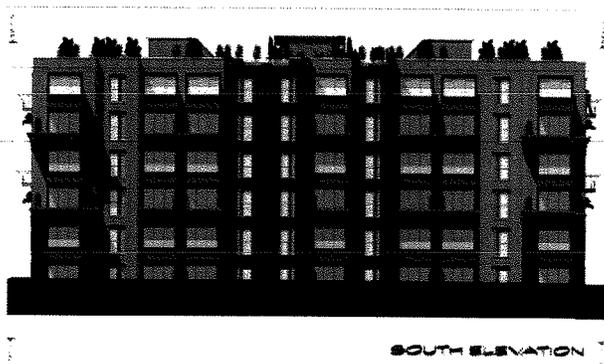
The materials on the north-facing, public façade are urban in character, yet have been used in a manner that reflects the residential concept of the building. The predominant material on this façade is brick, punctuated with metal siding systems, glass and standing seam metal roofing. The large, oversize windows and a mix of glass and iron railing systems will also help express the urban residential concept of the building and add architectural interest. The marquees and building entry canopy will be painted steel with glass canopies.



Required Stepback – looking west

The design of the western, southern and eastern facades are more restrained, reflecting the fact that they will be very close to the three adjacent residential buildings. The facades will be clad with a mixture of urban, durable materials, including

Hardie plank and corrugated aluminum siding. Again, large windows and balconies will enhance the urban residential concept of the building, will add visual interest and will provide light into the residential units. The colors used on the building facades will be non-reflective earthtones to further reduce the visual impact of the building and to fit with the color palettes of the surrounding buildings, the landscape of McCormick Park, and the single family neighborhoods to the north.

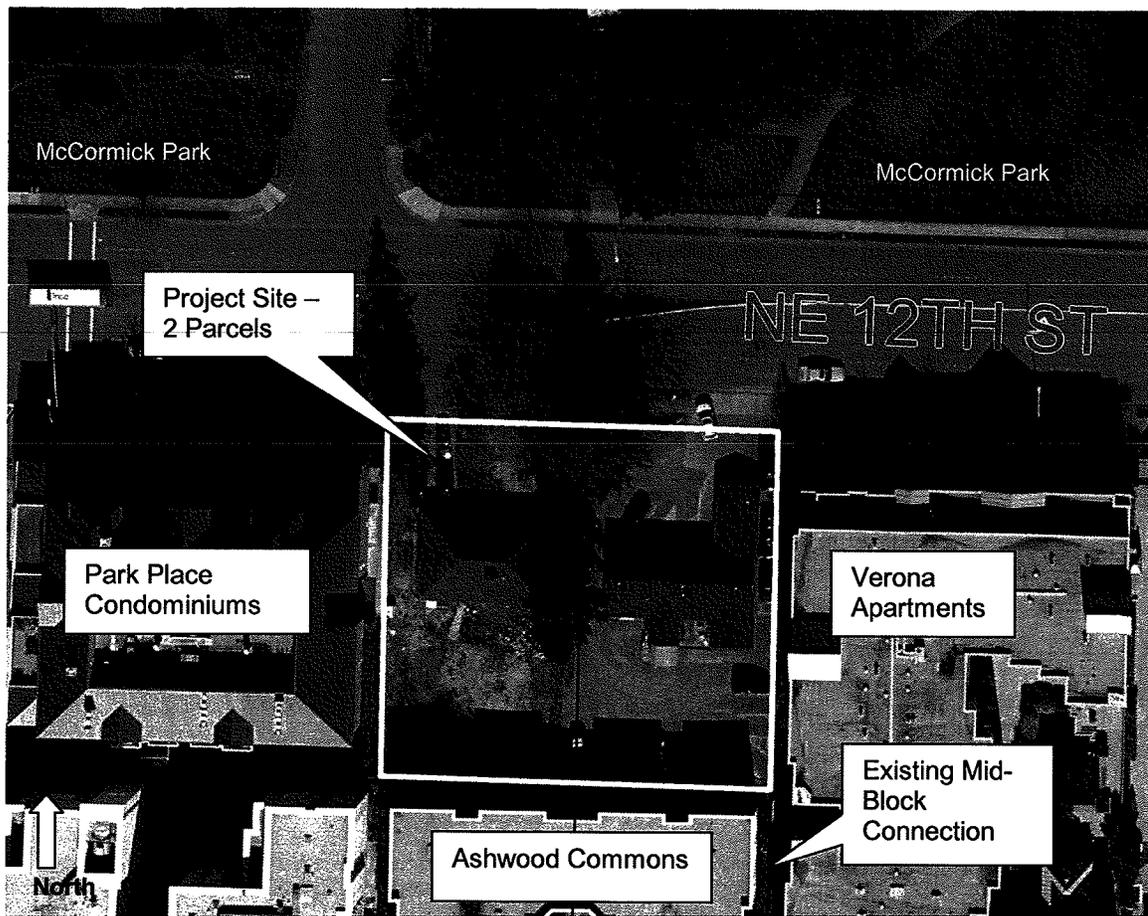


II. SITE DESCRIPTION, ZONING, & LAND USE CONTEXT

A. Site Description and Context

The project is comprised of two existing parcels located mid-block at 11017 and 11027 NE 12th Street. NE 12th Street is a busy, major downtown arterial with four lanes of traffic and one turn lane. Directly across the street to the north is a portion of McCormick Park within a single family zoning district. The western parcel is currently occupied by an older, vacant single family house and the eastern parcel is currently occupied by another single family home with a retail use (hair salon), gravel driveway, and gravel parking lots both in front and behind the building. Both homes will be demolished with this proposal. The entire proposal site is surrounded on the remaining three sides with multi-family residential buildings; each with a similar height and scale as the proposed building.

Aerial Photograph



The site (both parcels) is relatively level, sloping slightly toward the east. The streetscape currently contains a sidewalk, a narrow planting strip and two street trees. The exposed roots of the existing street trees have raised the grade of the planting strip well above the sidewalk, necessitating the need for tree removal and upgraded streetscape improvements; including new, healthy street trees, a new planting strip and a new sidewalk. There are five significant evergreen trees on the site, although most appear to be in poor health and are being choked with English ivy. **Refer to Condition of Approval regarding the street trees/streetscape and a single site agreement in Section X of this report.**

B. Zoning

The property is zoned Downtown – Residential (DNTN-R) within the Ashwood Neighborhood and the Perimeter Design District - Subdistrict A. This site, along with all of Downtown, was rezoned in 1981 through Ordinance 3013 to implement the 1979 Downtown Subarea Plan Map. The Perimeter Design District was initially adopted in 1985 (Ord. 3553) and was amended in 1991 (Ords. 4235 & 4268). The proposed residential and retail uses are permitted outright.

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

The proposal site lies within the Downtown-Residential (DNTN-R) zoning District. According to LUC 20.20.440, residential and retail uses are permitted outright on this site.

2. Dimensional Requirements

As conditioned, all applicable dimensional requirements of the Land Use Code for the Downtown and the Downtown Perimeter Design District would be met. Refer to the following tables for further information:

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit	No minimum	Site: 20,304 SF	Meets LUC requirements
Building Height	Basic: 30 FT Max.: 55 FT plus max. 15 FT for mechanical equipment. LUC 20.25A.090 Perimeter Design Sub-district A	53'-6" FT plus 11 FT of mechanical penthouse	Meets LUC requirements
Lot Coverage	75% = 15,228 SF LUC 20.25A.090	69% = 14,000 SF	Meets LUC requirements
Floor Area Ratio (FAR)	<u>Basic: 2.0</u> 2.0 x 20,304 SF = 40,608 SF <u>Max.: 3.5</u> 3.5 x 20,304 SF = 71,064 SF LUC 20.25A.020	69,893 GSF divided by 20,304 = <u>3.44 FAR</u>	Meets LUC requirements Refer to Section III.B.1 below regarding the FAR amenity system requirements.
Setbacks			
Front	20 FT LUC 20.25A.090	23 FT	Meets LUC requirements for Perimeter Area Setback from the DNTN boundary.
Side(s) (East & West Property Lines)	0 FT LUC 20.25A.020	East Property Line: 5 FT West Property Line: 5 FT	Meets LUC requirements
Rear	0 FT LUC 20.25A.020	Varies between 7 FT And 9'-10"	Meets LUC requirements

Item	Permitted/Required	Proposed	Comments/ Conditions
Stepback: Upper level Stepback in Perimeter Design District	15 FT above 40 FT LUC 20.25A.090.D.5.a	15 FT above 40 FT	Meets LUC requirements for Perimeter Design District
Public Sidewalk	Right-of-Way Designation E 6 inch curb, 4 FT planter strip & 8 FT sidewalk = 12'-6" total	Minimum 6 inch curb, 6 FT planter strip & 8 FT sidewalk = 14'-6" total	Meets LUC requirements LUC 20.25A.060.A
Street Tree/ Species & Caliper	4" caliper in Perimeter District Sugar Time Crabapple/ Chanticleer Pear Mix on 12 th Avenue NE LUC 20.25A.060.B - (See Street Tree Map)	3" caliper mix of 2 Sugar Time Crabapples and 4 Chanticleer Pears in 4 FT planter strip	Meets LUC requirements as conditioned LUC 20.25A.060.B No turf will be allowed in planter strip. <u>Refer to Condition of Approval regarding the final landscape and plaza plan, streetscape irrigation and street tree caliper in Section X of this report.</u>
Mid-Block Walkways	Pedestrian mid-block connection required per the guidelines in LUC 20.25A.060.C	Continuous 5 FT wide pathway along entire western property line	Meets LUC requirements
Parking <u>Residential Units</u> 75 units <u>Retail</u> 3,300 SF <u>Total Stalls</u>	Min.: 1/unit = 75 stalls Max.: 2/unit = 150 stalls Min.: 4.0/1000 SF = 14 stalls Max.: 5.0/1000 SF = 17 stalls Min.: 89 stalls Max.: 167 stalls LUC 20.20.590	65 stalls plus 17 tandem stalls = 82 stalls + 15 guest stalls (97 residential stalls) 14 retail stalls 111 stalls Note: All of the retail and guest parking will be located on one floor and will be separated from the assigned residential parking floors	Meets LUC 20.20.590 requirements Meets LUC requirements Meets LUC requirements

Item	Permitted/Required	Proposed	Comments/ Conditions
<p>Parking Cont'd</p> <p><u>Compact Stalls</u></p> <p><u>Loading Area</u></p>	<p>Max. 65% of total stalls = 72 stalls LUC 20.25A.050.F.2</p> <p>LUC 20.25A.050.F</p>	<p>59%= 65 stalls</p> <p>Loading has been provided within the underground parking garage</p>	<p>Meets LUC requirements</p> <p>Meets LUC requirements</p>
<p>Site Landscaping Perimeter Design District – Subdistrict A LUC 20.25A.090</p> <p><u>Basic Requirements</u></p> <p><u>Supplemental Requirements – Alternative B Pedestrian Plaza</u></p>	<p>1) Min. 20 foot width 2) Abut & be within 3 feet of sidewalk elevation 3) 1 sitting space per 200 SF of setback – 30” per seat-15 req’d 4) No parking 5) Accessible at all times 6) Seasonal color: 10% of setback area – 2,985 SF x 0.10 = 298 SF</p> <p>1) Min 3 deciduous trees per 1,000 SF of setback – 6 req’d 2) Groundcover on at least 25% of the perimeter setback: 2,986 SF x .25 = 746 SF 3) Paved surface on 75% or less of setback: 2,986 x .75 = 2,240 SF max.</p>	<p>1) 20 feet wide plaza 2) Level with sidewalk 3) 18 seats at 30” per seat provided 4) No parking on plaza 5) Accessible at all times 6) Seasonal color: Approx. 300 SF in large pots and planting areas</p> <p>1) 2,986 SF of setback: 6 deciduous trees provided 2) 764 SF lawn and groundcover in setback 3) 2,228 SF paved plaza</p>	<p>Meets LUC requirements</p> <p>Meets LUC requirements</p> <p><u>Refer to Condition of Approval regarding the final landscape and plaza plan in Section X of this report.</u></p>

Item	Permitted/Required	Proposed	Comments/ Conditions
Site Landscaping Cont'd <u>Supplemental Requirements – Alternative B Pedestrian Plaza Cont'd</u>	1) Paved areas shall use brick, stone or tile in a pattern & texture that is level and slip resistant 2) Pedestrian flow shall be frequent and direct	1) Concrete pavers in a decorative pattern that is level and slip resistant 2) At grade connections are provided with no need for stairs or ramps	Meets LUC requirements

3. FAR Amenity System Requirements

Subject to LUC 20.25A.020.C.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 = $0.20 \times 20,304 \text{ SF (Project Limit)} \times .5 \text{ (Basic Non-residential FAR)} = \underline{2,030 \text{ SF}}$.

The amount of "Basic" FAR Amenity Earned (13,944 SF), calculated below, exceeds the minimum required 2,030 SF.

Table 1: Bonus Amenity Area Earned

Project Site Area	20,304 SF
Project Gross Floor Area (GFA) Excludes 3,300 SF of Retail	$(73,193 \text{ SF} - 3,300 \text{ SF}) =$ 69,893 SF
Basic Permitted Floor Area (Basic FAR 2.0 X Project Limit)	$(2.0 \times 20,304 \text{ SF}) =$ 40,608 SF
Additional Floor Area Requested (Project GFA – Basic Permitted Floor Area)	$(69,893 \text{ GFA} - 40,608 \text{ SF}) =$ 29,285 SF

“Basic” FAR Amenity Required	(20,304 x 0.20 x 0.5) = 2,030 SF (Refer to Table 2 below)
“Basic” FAR Amenity Earned	9,000 SF (Refer to Table 2 below)
Remaining (“Bonus”) FAR Amenity to Earn (Project GFA - Basic Permitted Floor Area – “Basic” FAR Amenity Earned)	(69,893 SF – 40,608 SF – 9,000 SF) = 20,285 SF
Total FAR Amenity Earned	155,400 SF (Refer to Table 2 below)
Excess FAR Amenity Earned (Total FAR Amenity Earned – Basic FAR Amenity Earned – Bonus FAR Amenity to Earn)	(155,400 SF – 9,000 SF – 20,285 SF) = 126,115 SF

Table 2: Basic and Non-Basic Bonus Amenities

Amenity		Units of Measure	Bonus Ratio	Bonus Floor Area Earned	How it Meets the Description and Design Criteria? Public Benefit?
Basic Amenities	Pedestrian-Oriented Frontage (Basic)	90 LF/SF	100:1	9,000 SF	<u>Refer to Condition of Approval regarding recording of pedestrian oriented frontage in Section X of this report.</u>
	90 LF of retail along 12 th Avenue NE				
	Sub-Total Basic			<u>9,000 SF</u>	Exceeds Basic Requirements of 2,030 SF
Non-Basic	Underground Parking	46,800 SF	3:1	140,400 SF	All loading, service, and retail, resident and guest parking is underground.
	Residential Entry Courtyard/Plaza – Approx. 2,720 SF	1,500 SF (Maximum bonusable area allowed)	4:1	6,000 SF	Pedestrian-oriented plaza, enclosed with landscaping, hardscape and pedestrian amenities
	Sub-Total Bonus			<u>146,400 SF</u>	Exceeds Non-Basic Requirements of 20,285 SF
	<u>COMBINED TOTAL</u>			<u>155,400 SF</u>	Exceeds Required 29,285 SF of Amenities

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 29,285 square feet of amenity. The project provides **155,400 square feet**; 126,115 square feet 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. **Refer to Condition of Approval regarding recording the approved bonus point calculations and the pedestrian oriented frontage in Section X of this report.**

4. Downtown Design Review Criteria

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

LUC 20.25A.110 Design Review Criteria

The proposal meets the downtown design review criteria in LUC 20.25A.110 as follows:

A. Site Design Criteria

1. Vehicular Circulation and Parking

All of the required parking, for both the residential and commercial activities, will be located inside the parking garage within three floors of underground parking. There will be only one access point/driveway from NE 12th Street on the eastern side of the property. In addition, loading, recycling and solid waste pick-up, drop-off, and any other miscellaneous service functions will occur within the parking garage. All guest and retail parking will be on a separate floor from the residential parking and will be accessible at all times. Access to residential parking will be controlled from dusk to daybreak via a security gate operable by the residents. **Refer to Condition of Approval regarding solid waste and recycling in Section X of this report.**

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

The proposal will upgrade the public sidewalk and streetscape with a new six-inch curb, six-foot wide planting strip with street trees, and an eight-foot wide sidewalk. A 20-foot wide pedestrian plaza will be located adjacent to the new City sidewalk. Since the grade of the site is relatively level, the plaza and streetscape will create one large, pedestrian friendly open space that will not require stairs, lifts or ramps.

A pedestrian mid-block connection will be provided along the eastern property line, creating a barrier-free route in the north-south direction from NE 12th Street to NE 11th Street. The pedestrian experience will be enhanced via decorative paving, lighting, hanging baskets, and landscaping. There is also a large amount of existing landscaped space directly to the east on the Verona Apartments property that will further enhance the pedestrian experience and allow natural light into the pathway.

3. *Wind and Sun*

The building will be accessed from the north; thereby giving protection to pedestrians from winter storms that typically arrive from the south. In addition, there will be a covered entry canopy that extends from the back of the public sidewalk, through the pedestrian plaza, to the building entry. Smaller marquees along the retail frontages will also provide weather protection for pedestrians.

Because this is an infill site facing north, it will be difficult to get large amounts of natural light into the residential units and open space. However, the distances between buildings, particularly along the eastern, western and southern sides, will allow a fair amount of light to filter into the building. There will also be a large roof deck where residents can take advantage of unobstructed solar access. Finally, the required 20 foot side building setback and the 15 foot wide stepback of the building facade will also allow more sun to penetrate into the pedestrian plaza.

4. *Open Space*

- a. *Design and locate open spaces, such as plazas, squares and large landscaped areas to work as part of a comprehensive system of spaces in the downtown.*

Finding: The project's pedestrian plaza will add to the ever-growing system of pedestrian spaces within the Downtown. Although the right-of-way designation of 'E' in the design guidelines acknowledges that this streetscape will have a low orientation to pedestrians, the plaza will provide a useable space that is off of the busy arterial street. It will be the only such space on the south side of NE 12th Street between 110th and 112th Avenues NE since the two adjoining properties do not have public plaza spaces within their linear buffers. In addition, there will be an opportunity to use the north-south mid block pedestrian connection to help direct pedestrian traffic to and from Downtown Bellevue. **Refer to Condition of Approval regarding the final plaza plan in Section X of this report.**

- b. *Design open spaces to provide for maximum use by a wide range of people.*

Finding: This plaza space will be open to the street and thus available for use at all times by a wide range of people; from building residents to shoppers using the retail/commercial spaces.

- c. *In designing open spaces, especially plazas, consider the following:*

i. *Orientation:* Due to the relatively flat site, there will be a seamless, barrier-free connection between the public sidewalk/streetscape and the plaza; thereby effectively increasing the apparent size of the plaza. Although the northern orientation of the open space was dictated by the site, the plaza will be open to NE 12th Street and McCormick Park, allowing it to borrow light from the street and the openness of the Park.

ii. *Dimensions:* The size of the pedestrian plaza is large enough to accommodate more than one group of people, but small enough to feel like a residential front yard. Seating and residential-scaled planting areas are dispersed throughout the area to create more intimate spaces. **Refer to Condition of Approval regarding the final landscape plan in Section X of this report.**

iii. Seating: A variety of open and covered seating opportunities are provided throughout the plaza.

iv. Pavement. The proposed paving material for the pedestrian plaza is a concrete paver, laid in a decorative patterns. This materials will be slip resistant and will not cause any glare. The pattern of the plaza may then be expressed via the scoring pattern in the public sidewalk, using the City standard concrete material. **Refer to Condition of Approval regarding alternative paving materials in Section X of this report.**

v. Trees and Planting. The public open space plaza has a rich mix of residential-scaled tree species, all of which display seasonal interest. There is a hierarchy of tree sizes. The largest trees will be the street trees, the intermediate trees will delineate the building's residential entry, and the smallest trees will provide shade around the seating areas in the summer. All of these trees are deciduous, thus allowing as much light as possible into the north facing plaza during the winter months.

As conditioned, the right-of-way planting strip along the curb will contain a mix of groundcovers, shrubs, and six new street trees that will be a combination of the required Sugar Tyme Crabapples and Chanticleer Pears. Small planting beds within the plaza will contain shrubs, perennials and seasonal flower beds. These beds help to define the plaza space, create gathering/seating spaces, and provide refuge for pedestrians from the busy traffic on NE 12th Street. **Refer to Conditions of Approval regarding the final landscape plan, the streetscape tree caliper and landscape installation and maintenance assurance devices in Section X of this report.**

vi. Barrier Free: The pedestrian plaza will be barrier free due to the relatively flat site. The mid-block pedestrian connection will also be barrier free. As conditioned, the applicant will provide a barrier-free connection to the existing pathway on the property to the south. **Refer to Condition of Approval regarding the ADA requirements for the mid-block pedestrian connection in Section X of this report.**

vii. Amenities. The site design will feature pedestrian scaled amenities such as benches, bike racks, trash receptacles, pots with landscaping and seasonal color, pedestrian scaled lighting under the canopy in the plaza and along the mid-block connection, and hanging baskets.

viii. Provision of Space for Attractions: The design of the plaza and its direct connection to two retail spaces will allow for attractions such as outdoor café space, displays and events to occur.

ix. Physical access: All open space and public building entrances will be open to the public at all times. The location of the central residential entry and the canopy will reach out to the street to enhance the visual access to the site.

x. *Enclosure:* Because there will be no significant change in grade, the pedestrian plaza effectively will encompass the entire space from the street curb to the north-facing building façade and entry. Landscaping is used to create a sense of enclosure from the busy arterial. A generous six foot wide planting strip will direct the pedestrian further into the site and away from the traffic. Additional islands along the western and eastern boundaries of the plaza help to frame the space and protect and separate the plaza users from the vehicular entry driveway.

5. *Light and Glare*

Potential light spillage and glare will be mitigated via proposed landscaping, and low-reflectivity exterior building materials, colors and finishes. All lighting will be shielded to reduce and soften the impact of reflected light on the surrounding properties. **Refer to Condition of Approval regarding storefront glazing in Section X of this report.**

B. Downtown Patterns and Context

1. *Natural Setting and Topography*

The site is relatively flat. This design will seamlessly tie the public sidewalk to the pedestrian plaza and will allow the plaza feel even larger and more welcoming and open to the street.

Because this development is an infill site and the proposed building is approximately the same height as the surrounding buildings, there will be little opportunity for views beyond the adjacent properties. However, the applicant has provided a generous roof deck where the residents will have unlimited access to views of the mountains to the west and to downtown Bellevue. In addition, the views from adjacent properties will be enhanced via landscaping and building modulation.

2. *Landscape Design*

a. *Make effective use of significant landscape features to complement and contrast with building forms. This includes massing of plant materials to constitute a recognizable visual unit which contrasts effectively with built forms.*

Finding: As conditioned, the proposal will use a variety of small to medium tree heights and forms to create a landscape that has a human, residential scale, will relate to the plantings to the north in McCormick Park, and will help to break down the overall scale of the building. These trees will be underplanted with a variety of groundcovers and shrubs. The overall character and scale of all of the plantings, in conjunction with the existing trees in the traffic island on NE 12th Street, will further reinforce the residential character of the building and its ties to the single family neighborhoods to the north. **Refer to Condition of Approval regarding the final landscape plan in Section X of this report.**

b. *Encourage retention of significant existing vegetation, where it can be incorporated into efficient site design and maintained in a safe and healthful condition.*

Finding: Due to the size of this relatively small infill site, the overall poor conditions of the existing vegetation and the location of the existing plant material, no existing vegetation will be retained.

c. *Consider the location or relocation of traffic control boxes, power vaults, utility boxes and similar features in the design of the pedestrian areas to minimize the impact on the visual and physical quality of the pedestrian environment.*

Finding: As conditioned, utility boxes and vaults will either be flush with any paving surface or located out of the public sidewalk and main plaza area in a location that can be screened. **Refer to Condition of Approval regarding the easements for signal control and street light boxes and vaults and ground mounted mechanical equipment screening in Section X of this report.**

3. Views

Views from surrounding properties: The site is highly visible from McCormick Park, which is located to the north across NE 12th Street. Numerous elements of the project design, including the building articulation, materials, residential-scale landscaping, the pedestrian plaza and upgraded streetscape will enhance the view from the Park and the single family neighborhoods to the north.

Because this is an urban, Downtown infill site with development on three sides, the adjacent multi-family building windows will directly face this building. Along the western property line, the adjacent building is largely a blank wall with only a few windows. At the southern property line, the adjacent building is pulled back from the property line and the proposal building will be setback from seven feet to over nine feet. On both the west and southern property lines, the setbacks will be fully landscaped, thus providing a pleasant buffer to look at from adjacent buildings. There is an existing landscaped buffer along the eastern property line on the Verona Apartments' site that will also help diffuse views into the proposal property.

4. Building Height and Bulk

The applicant has addressed the proximity to and views from the adjacent residential neighborhood and McCormick park by providing a well-articulated north building façade. To further reduce the apparent size, bulk and scale of the development, the applicant has also incorporated additional decks, architectural detail and building modulation in conjunction with the required fifteen foot wide building setback. The applicant has provided a large roof terrace for the residents that will incorporate screening of the mechanical penthouses, transparent railings and landscaping in order to further soften the building height and add architectural interest.

5. Transitions

To promote transitions between the proposed project and the surrounding context, lower portions of the building will be designed to promote circulation from the residential and retail entries through the plaza to the public sidewalk. There will be a perceived seamless relationship between the public sidewalk area and the pedestrian plaza due to a level paving surface and consistency of plant materials and paving patterns. The apparent scale of the entire development will step down toward the

street, thereby acknowledging the single family scale of the Park and residential neighborhoods to the north and allowing the maximum penetration of sunlight to the ground level possible.

6. *Patterns of Activity*

The project site has an 'E' right-of-way designation. This designation acknowledges that there will be a low orientation to pedestrians, due largely to the fact that the site is on the edge of the downtown near I-405 and is on a very busy arterial street. However, the pedestrian plaza space opens up to the street and will provide seating, gathering spaces and refuge for any pedestrians in the area. In addition, the pedestrian-oriented retail uses on the main floor of the building will help to energize the space. Non-pedestrian services such as the vehicular entry to the underground garage have been pulled to the western edge of the property and all loading, parking and service will occur underground within the garage.

7. *Signage*

Signage, as proposed, will be limited to the building name, address and the signage for each of the two retail/commercial spaces. The building name font is clean and simple, taking up only ten square feet. It will have individual letters that will be backlit. The required building address will be in the same font, with numbers only five inches tall. The allowed individual commercial tenant signs will be reviewed under separate sign permits. Lastly, the applicant will be required to install two City of Bellevue signs for the pedestrian mid-block connection. **Refer to project drawings and Condition of Approval regarding project signage and signage for the mid-block connection in Section X of this report.**

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

The proposal meets the design guidelines regarding building/sidewalk relationships in LUC 20.25A.115. **Refer to Section III.B.6 (Patterns of Activity) above and project drawings.**

IV. PUBLIC NOTICE AND COMMENT

Application Date: November 28, 2007
Notice of Application: March 6, 2008
Public Notice Sign: March 6, 2008
Minimum Comment Period: March 20, 2008

Although the minimum required public comment period ended on March 20, 2008, comments were accepted up to the date of this decision. No written comment letters or e-mails were received and there are no parties of record.

V. TECHNICAL REVIEW

A. Utility Department

The water, sewer and storm drainage utility systems must be designed to meet the requirements found in City of Bellevue Utility Codes and Utility Engineering Standards. All plan approval and field inspection shall be performed under the Utilities Developer Extension Agreement. The Utilities Department review of this application is based on a conceptual design. Final Engineering approval may require changes to the site layout to accommodate the necessary utilities, including but not limited to: the building footprint, runoff control and treatment facilities, water and sewer infrastructure, parking lots and proposed utility easements. **Refer to Condition of Approval regarding utilities department approval in Section X of this report.**

Bellevue is a member of the Cascade Water Alliance (CWA). CWA was formed as a new regional water supply entity that would provide Bellevue and other CWA members with new water supply to meet the growing needs of the region. To finance new water supply facilities CWA has implemented a regional capital facilities charge or "growth charge" beginning in 2003. This regional capital facilities charge is based on domestic and irrigation meters with a 3/4" meter being \$5,674 as of January 1, 2008. This charge is due upon application for meter installation; or, prior to construction approval for meters larger than 2", which are contractor installed. Combination domestic/fire services for single family homes will be charged at the 3/4" meter rate. The City of Bellevue Utilities collects this charge at the time of Water Service Application.

Capital Recovery Charges (CRC) apply to the water, sewer and storm system. The dollar amount of the charge can not be determined until the final design stage. Additionally, any future connection charges assessed the property will be due prior to utility construction.

B. Clearing & Grading Department

The Clear and Grade Reviewer reviewed the plans and materials submitted for this project and determined that clearing and grading portion of this land use application can be approved without conditions of approval. The future Clearing and Grading Permit application for this development must comply with City of Bellevue Clearing and Grading Code (BCC 23.76).

C. Transportation Department

1. Site Access

Access to the proposed project will be provided via a single 24-foot wide driveway on NE 12th. The vehicular access will be limited to right in, right out operation due to the presence of a landscaped median in NE 12th Street.

2. 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 and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

a) 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 at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. The building shall be designed so that doors do not swing out into the pedestrian path. Installations of colored or textured bands to guide pedestrians in the direction of travel are advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12 or TE-13.

b) A new curb, gutter, and sidewalk shall be installed on NE 12th with a sidewalk width of 12 feet minimum, not including the curb. The planter strip is included in the first four feet next to the 6-inch wide curb within the 12-foot width. Any damage to NE 12th frontage during the construction must be repaired or replaced as directed by the Transportation Department Construction 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.

c) The design and appearance of the sidewalk and landscaping on NE 12th must comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3. 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.

Alternative Paving Materials:

The Transportation Department, in conjunction with other departments as appropriate, will review proposals for the installation of alternative materials by private developers. The materials and installation methods must meet typical construction requirements. If the alternative material is approved, the property owner must sign an indemnification agreement which states that all future maintenance and replacement is the responsibility of the property owner. Work within the alternative material area by City, franchise or other workers as a result of either emergency, normal maintenance or new installation will result in replacement of the surface by standard materials. Advance notification of such work will not be provided to the property owner. In such a circumstance, should the property owner wish to replace or repair the surface with the alternative material, a Right of Way Use Permit may be required. A subsequent approval of the alternative material is not guaranteed. Paving samples must be submitted to the Transportation Department prior to building permit approval. **Refer to Condition of Approval regarding alternative paving materials in Section X of this report.**

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. The materials and installation methods must meet typical construction requirements. See section on alternative paving materials above for further details.

d) Trees and other landscaping within the sidewalk on the city street shall be irrigated with a separate meter and controller which can be accessed by the City of Bellevue Parks Department. 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. **Refer to Condition of Approval regarding streetscape irrigation in Section X of this report.**

e) The site driveways on NE 12th shall have an approach width as defined in standard drawing DEV-6. The driveway apron design shall be consistent with standard drawing DEV-6.

f) No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.

g) 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, but may not interfere with the pedestrian path.

h) 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.

i) 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.

Refer to Condition of Approval regarding civil engineering plans, building plans and site plans for transportation, alternative paving materials and street frontage improvements in Section X of this report.

3. Easements

The applicant must provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks located outside the city right of way fronting this site. There are some utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

The applicant must provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area all street frontages. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. **Refer to Conditions of Approval regarding existing easements, easements for signal control and street light boxes and vaults, and pedestrian and utilities easements in Section X of this report.**

4. Holiday Construction & Traffic Restrictions

From November 15th to January 5th, 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. **Refer to Condition of Approval regarding holiday construction and traffic restrictions in Section X of this report.**

5. Use of the Right-of-Way During Construction

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. A Right-of-Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right-of-Way Use Permit. **Refer to Condition of Approval provisions for loading and right-of-way use permit in Section X of this report.**

6. 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.

Currently, NE 12th is classified as "Overlay Required." Should street cuts prove unavoidable on these streets or if the street surface is damaged in the construction process, in some cases the applicant must grind and overlay the entire street width. **Refer to Condition of Approval regarding pavement restoration in Section X of this report.**

C. Fire Department

The site development plans for this decision generally conform to the Fire Code requirements. **Refer to Conditions of Approval regarding fire department requirements in Section X of this report.**

VI. STATE ENVIRONMENTAL POLICY ACT

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of this 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 110th Ave NE. Transportation-related impacts associated with The Park Metro 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.

Earth

There are no Critical Areas or environmental issues associated with this site. Therefore, issuance of a DNS is the appropriate threshold determination under the SEPA requirements.

Noise

Construction Noise: While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Ordinance, BCC 9.18, regulates hours of construction-related noise emanating from the site. The Ordinance provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays which are not legal holidays. Therefore, no specific measures to reduce noise during this period are proposed.

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. Because this proposed building lies within a Downtown residential district and is adjacent to a single family neighborhoods, there will be many residents located within at least 300 feet of the site who will be impacted by construction noise. The Department Director, as outlined in the Noise Control Ordinance, may grant an approval to expand the hours for which construction-related noise emanates from the site subject to meeting the criteria of BCC 9.18.020.C.1&2. However, order to minimize impacts 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.

Interior Noise Levels: The Bellevue City Code, BCC 9.18, limits interior noise levels within residential structures to 40 dBA in sleeping areas. Special construction may be necessary to meet these thresholds. Prior to the issuance of any occupancy permits, the applicant shall verify that this threshold has been met.

Garage Exhaust: Exhaust fans blowing air over a sidewalk or pedestrian connection can create noise levels exceeding that allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk prior to the issuance of any Certificate of Occupancy

Refer to Conditions of Approval regarding noise & construction hours, holiday construction and traffic restrictions, noise abatement technology and noise levels in Section X of this report.

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. The mixed use proposal lies within MMA # 3, which has a 2017 total growth projection of 9,481 multifamily units and 4,939,745 Gross Square Feet (GSF) of retail. This development proposes a 75 residential units and 3,300 GSF of retail. Therefore, the proposed development is within the assumptions of the Transportation Facilities Plan EIS.

It should be noted that the City of Bellevue's Downtown Implementation Plan (DIP) forecasts an additional three years beyond the TFP to 2020. Included with this additional three years forecast are additional transportation improvements, which are shown to further improve the area-wide level of service in the Downtown. The additional DIP transportation improvements have been adopted into the City's Downtown Comprehensive Plan.

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. **Refer to Condition of Approval regarding the transportation impact fee in Section X of this report.**

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 29 new p.m. peak hour trips. Therefore, the proposal is exempt from requirements of Traffic Standards Code.

Short Term Operational Impacts and Mitigation

City staff has analyzed the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the p.m. peak hours. Issues that were analyzed included site driveway operation, loading/unloading operation, site vehicular and pedestrian circulation and transit availability. We do not anticipate any adverse operational impacts due to the proposed development.

VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

Site Design

- 1) The applicant's original proposal located the vehicular access driveway in the center of the site. This broke up the required pedestrian plaza/linear buffer. By relocating the driveway to the east, the 20 foot wide plaza became much more pedestrian friendly and useable, and will be a more effective buffer between the proposal and the single family neighborhoods and McCormick Park to the north.
- 2) Loading/Garbage Pick Up: These activities were originally accommodated in the required plaza/linear buffer or on the street. The applicant has been able to locate both activities within the garage.

Building Exterior

- 1) Materials: The applicant has eliminated stucco and has added more urban, durable materials on the east, west and south facades. In addition, some of the more reflective materials, as shown on the stair penthouse enclosures, were changed to more opaque, non reflective materials such as corrugated aluminum siding.
- 2) Stair Penthouse: The slope of the penthouse was reconfigured to be more rectilinear to work better with the overall building composition.

VIII. DECISION CRITERIA

Design Review:

The Director may approve, or approve with modifications, an application for Design Review (LUC 20.30F.145) if:

1. The proposal is consistent with the Comprehensive Plan.

A list of Comprehensive Plan policies that are applicable to, and provide support for, this project are the following:

Downtown Subarea Policies

Policy S-DT-26: Encourage residential uses to occur in mixed-use structure or complexes.

Policy S-DT-38: Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.

Policy S-DT-40: Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.

Policy S-DT-70: Encourage uses that will bring additional pedestrian activity to the area.

Policy S-DT-103: Encourage developers to provide open space amenities accessible to the public. Such amenities must be clearly identified and maintained for public use.

Policy S-DT-124: Utilize sidewalk, landscaping and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.

Policy S-DT-160: Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown.

Policy S-DT-162: Provide pedestrian linkages through superblocks that help create a finer-grained pedestrian network.

Finding: This proposal will be a 75 unit, residential building with 3,300 square feet of pedestrian-oriented retail. The proposal respects its adjacency to the single family neighborhoods and McCormick Park to the north. Through articulated building design, setbacks and stepbacks, pedestrian-oriented retail spaces, upgraded public streetscape, landscaped public plaza/linear buffer, and a pedestrian mid-block connection to the south, the project will enhance the Downtown edge and provide numerous pedestrian-scaled public amenities that can be used by many different user groups.

Housing Policy

Policy HO-17: Encourage infill development on vacant or under-utilized site that have adequate urban services and ensure that the infill is compatible with the surrounding neighborhoods.

Finding: The proposal project is located on an infill site that is surrounded with multi-family residential projects of similar size and scale. The proposal has also responded

to the single family neighborhood to the north through the provision of an upgraded public streetscape, a 20 foot wide pedestrian plaza across the entire street frontage, building articulation, building setbacks and stepbacks, materials and landscaping.

Land Use Policies

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

Policy LU-24: Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

Finding: The proposal is compatible with the surrounding built environment both in terms of use and design. Pedestrian connections are enhanced via the upgraded streetscape on NE 10th Street and the provision of a mid-block pedestrian pathway that connects to the existing pathway on the property to the south; thereby creating an accessible north-south connection from NE 10th Street to NE 11th Street. This connection also directs traffic towards the Bellevue Transit Center to the south.

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.**

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 Perimeter Design District (LUC 20.25A.090.E) as follows:

Perimeter Design District

The proposal meets the design guidelines of the Perimeter Design District in LUC 20.25A.090.E as follows:

a) *Development project should include a mid-block street, where feasible, to provide more convenient circulation within the perimeter of the Downtown and to promote development with a human scale.*

Finding: This project is on a relatively small infill site which is very close to the major street intersection of NE 12th Street and 112th Avenue NE. The Transportation Department would not support a vehicular connection at this location. However, the applicant has provided a pedestrian mid-block connection that will create a seamless north-south connection from NE 12th Street to NE 11th Street, which will also facilitate pedestrian movement from the single family neighborhoods to the north to the Downtown. **Refer to Condition of Approval regarding ADA requirements for the pedestrian mid-block connection in Section X of this report.**

b) *Buildings should incorporate interior arcades, open courtyards, enclosed plazas or combinations thereof which offer mid-block pedestrian connections between perpendicular and/or parallel streets.*

Finding: The applicant was able to provide a pedestrian mid-block connection that will meet up with the existing mid-block connection on the Ashwood Commons

development site to the south; thereby providing a continuous, ADA accessible walkway from NE 12 Street to NE 11th Street.

c) Buildings should be clad with materials which minimize reflected light. Overhangs, awnings, sunscreens and other devices should be considered in order to minimize conditions of glare.

Finding: The majority of the materials on the north-facing, public building facade include brick, aluminum siding, and Hardie plank. These materials and their earthtone colors have all been chosen for non-reflectivity, durability and urban character. The building marquees and canopy over the residential entry also help to minimize glare. **Refer to Condition of Approval regarding storefront glazing in Section X of this report.**

d) Building facades should be divided into increments through the use of bay windows, offsets, angled facets, recesses and other architectural features which serve to break down the scale.

Finding: The scale and the mass of the building has been broken down with building articulation that includes recesses for decks, large windows, different roof orientations, stepbacks, and modulation of the building façade.

e) Rooftops should incorporate features such as pitched or sloped forms, terraces, perimeter planting to soften an otherwise rectilinear profile.

Finding: The proposal project will include a large roof terrace that will include plantings, arbors, decorative railings and trellises. These elements will help to soften the rectilinear profile of the building.

f) Surface parking should be concealed from street level views by berms, hedges, walls or combinations thereof.

Finding: There will be no surface parking with this proposal.

g) Special attention should be given to the provision of elements at or near the ground level such as awnings, recessed entries, water features, address signs, seasonal flower beds, seating, pedestrian-oriented uses and display kiosks.

Finding: Within the upgraded public sidewalk/streetscape and the pedestrian plaza, attention has been paid to elements that respond to the human scale at the ground level. These elements include marquees along each retail space, a covered canopy that extends from the public sidewalk to the residential entry, a project and address sign on the canopy, seasonal flower beds, pedestrian-oriented retail/commercial spaces, bike racks, special paving and seating throughout the plaza.

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.

As discussed throughout this report and as conditioned, the design of the proposed development is compatible with, and responds to, the residential context of the surrounding

buildings in the Ashwood Neighborhood of the Downtown, and to the single family residential neighborhood to the north, which includes McCormick Park.

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

The site has access to water, electrical and sewer utilities. Storm drainage controls and the site access will be constructed as part of this project. The present street system is adequate to support the proposal.

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 does hereby **APPROVE WITH CONDITIONS** the subject proposal.

X. CONDITIONS OF APPROVAL:

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Applicable Codes, Standards and Ordinances	Contact Person
Clearing & Grading Code – BCC 23.76	Savina Uzunow, 525-452-7860
Construction Codes – BCC Title 23	Bldg. Division, 425-452-6864
Fire Code – BCC 23.11	Adrian Jones, 425-452-6032
Land Use Code – BCC Title 20	Sally Nichols, 425-452-2727
Environmental Procedures Code – BCC Title 22.02	Sally Nichols, 425-452-2727
Noise Control – BCC 9.18	Sally Nichols, 425-452-2727
Right of Way Use Code – BCC 14.30	Jon Regalia, 425-452-4599
Sign Code – BCC Title 22	Sally Nichols, 425-452-2727
Transportation Code – BCC 14.60	Abdy Farid, 425-452-7698
Utility Code – BCC Title 24	Mark Dewey, 425-452-6179

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

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

1. Construction Noise 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, except for Federal holidays and as further defined by the Bellevue City Code. 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. 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 9.18.020 and 9.18.040
REVIEWER: Sally Nichols, Land Use

2. Holiday Construction & Traffic Restrictions

Construction activities such as hauling and lane closures between November 15th and January 5th 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, Transportation

3. 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: Sally Nichols, Land Use

4. Provisions for Loading (during construction)

The property owner shall provide an off-street loading space which can access a public street. No use of the public street is allowed for loading.

AUTHORITY: LUC 20.20.590.K.4
REVIEWER: Sally Nichols, Land Use

5. Utilities Department Approval

Utilities Department approval is based on the preliminary utility design only. Final civil engineering of the utility design may require changes to the site layout to accommodate the utilities. A water Developer Extension Agreement is required for the engineering review and inspection of the water improvements. Storm drainage is minor in nature and can be covered under an over the counter commercial storm permit with self certification for inspection. The side sewer connection will be permitted under an over the counter commercial side sewer permit. If the development proposes more than one use on the property then one domestic water meter will be required per use. The Developer Extension Agreement booklet(s) and submittal requirements are available from the Utility Representative at the Permit Center at any time.

AUTHORITY: Bellevue City Code Title 24.02, 24.04, 24.06.120
REVIEWER: Mark Dewey, Utilities

6. Boundary Line Adjustment

Prior to the issuance of any construction permits, the applicant shall submit and receive City approval of a Boundary Line Adjustment (LW Permit) to create one project site.

AUTHORITY: LUC 20.45B.260
REVIEWER: Sally Nichols, Land Use

7. Streetscape

All new street trees along 112th Avenue NE shall be planted as specified by Parks Department tree planting standards.

AUTHORITY: LUC 20.25A.040
REVIEWER: Sally Nichols, Land Use

B. PRIOR TO CLEARING & GRADING PERMIT: These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:

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

AUTHORITY: BCC 11.70 & 14.30
REVIEWER: Jon Regalia, Transportation

2. 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 ADA, the Transportation Development Code, the provisions of 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 and markings.
- b) Curb, gutter, 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.
- e) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- f) Location of fixed objects in the sidewalk or near the driveway approach.
- g) Trench restoration within any right of way or access easement.

AUTHORITY: BCC 14.60; Transportation Department Design Manual
REVIEWER: Abdy Farid, Transportation

3. ADA Requirements for Pedestrian Mid-Block Connection

The connection between the proposed pedestrian mid-block connection along the western property line must connect up with the existing pathway on the property to the south such that the connection is barrier free and meets construction code handicapped requirements.

AUTHORITY: LUC 20.25a.060.c.3.E
REVIEWER: Sally Nichols, Land Use

C. PRIOR TO BUILDING PERMIT: 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:

1. Transportation Impact Fee

Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance for the above ground building permit will apply.

AUTHORITY: BCC 22.16
REVIEWER: Abdy Farid, Transportation

2. 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: Abdy Farid, Transportation

3. Existing Easements

There are some utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100
REVIEWER: Jon Regalia, Transportation

4. Easements for Signal Control and Street Light Boxes and Vaults

The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100
REVIEWER: Abdy Farid, Transportation

5. Pedestrian and Utilities Easements

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area. In addition, provide an access easement for the pedestrian mid-block connection.

AUTHORITY: BCC 14.60.100
REVIEWER: Abdy Farid, Transportation

6. Final Landscape and Pedestrian-Oriented Plaza Plan

A final landscape and pedestrian-oriented plaza plan shall be submitted that will include revised streetscape planting areas, bike rack and waste receptacle locations and a revised plant list for the plaza on NE 12th Street. The final design for the pedestrian plaza must be in compliance with the FAR Amenity standards and design criteria for a residential entry courtyard. The plaza must be constructed per the approved clear & grade and/or building permit applications. Any significant modification of this plaza will require review and approval under a land use exemption.

AUTHORITY: LUC 20.25A.030.C.23, 110.B.3.b and 520.I
REVIEWER: Sally Nichols, Department of Planning & Community Development

7. Streetscape (Right-of-Way) – Irrigation

Any irrigation system for all landscaping within the City right-of-way will be on a separate meter and controller which can be accessed 24 hours a day by the City of Bellevue Parks Department. Coordinate the exact location with the Parks Department

prior to irrigation installation and submit proof that the irrigation design for the right-of-way has been approved by the Parks Department prior to building permit issuance. The applicant shall also provide a sleeve with a mainline under the new project driveway. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.

AUTHORITY: LUC 20.25A.090.4.c, BCC 24.02.205
REVIEWER: Sally Nichols, Land Use

8. Streetscape (Right-of-Way) - Tree Caliper

The caliper inches of all street trees at time of installation shall be at least four inches.

AUTHORITY: LUC 20.25A.090.4.c
REVIEWER: Sally Nichols, Land Use

9. Alternative Paving Materials

Any alternative paving materials and/or installation methods (including, but not limited to scoring and expansion joint patterns) within the City right-of-way shall be submitted and approved by the Transportation Department and Planning and Community Development Department prior to building permit approval and a paving sample shall be submitted. If the alternative material is approved, the property owner must sign an indemnification agreement which states that all future maintenance and replacement is the responsibility of the property owner.

AUTHORITY: BCC 14.30 and 11.70
REVIEWER: Jon Regalia, Transportation

10. Fire Department Requirements

The following requirements must be shown on the building permit set:

- a) Provide a fire hydrant within 50 feet of the Fire Department Connection (IFC 508 & BFDDS).
- b) Provide automatic fire sprinklers throughout the building designed per NFPA 13 (IFC 903).
- c) Provide a Fire Department Connection at an approved location (IFC 903).
- d) Provide standpipes with 2 ½ hose connection at the intermediate landing of each stairway. All areas of each floor shall be reached with 200 feet of hose (IFC 905.4).
- e) Provide a fire alarm notification system throughout the building (IFC 907 & BCC 5749).
- f) Provide the fire alarm panel or a fire alarm annunciator panel at an approved location at the entrance to the building (IFC 907 & NFPA 72).
- g) Provide a Knox Box for access to the building (IFC 506).
- h) With a 5 over 1 construction type, a smoke control system will be required with a Fire Controls and annunciator panel located at the entrance to the building.

- i) At least one elevator shall be sized to accommodate a 24 inch by 84 inch stretcher in the horizontal open position (IBC 3002.4).

AUTHORITY: BFDDS, IFC 506, 508, 903, 905.4, and 907, BCC 5749, NFPA 72, IBC 3002.4

REVIEWER: Adrian Jones, Fire

11. Ground-Mounted Mechanical Equipment Screening

No mechanical equipment (including power, telephone, traffic control, etc) shall be located in above ground cabinets in sidewalk areas within the main pedestrian path. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of PCD. 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.

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

REVIEWER: Sally Nichols, Land Use

12. Noise Levels

a. Sleeping Areas: Noise levels in sleeping areas shall not to exceed 40 dBA. The applicant shall measure the noise levels in a random sample of the rooms and submit the findings to the City. If the maximum threshold is exceeded, additional noise mitigation will be required to meet the threshold prior to the issuance of any Occupancy Permit.

AUTHORITY: BCC 9.18

REVIEWER: Sally Nichols, Land Use

b. 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: Sally Nichols, Land Use

13. Storefront Glazing

To ensure visibility from the sidewalk into the retail use spaces, clear (non-tinted, non-reflective) window glass shall be used. A sample of the glass shall be submitted to the Land Use Division of PCD for review and approval prior to building permit issuance.

AUTHORITY: LUC 20.25A.030.C.1, 20.25A.090.E, 20.30F.145

REVIEWER: Sally Nichols, Land Use

14. Solid Waste/Recycling

The applicant shall provide a written document showing that Allied Waste has been contacted to establish adequate sizing of recycling and solid waste collection area for this building using current standards. In addition, no rights-of-way and public easements shall be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.720

REVIEWER: Sally Nichols, Department of Planning & Community Development

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY: 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. Street Frontage Improvements

All street frontage improvements and other required transportation elements, including sidewalk, curb and gutter, landscaping and street lighting system and pavement widening on all sides of the site 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. Specific requirements are detailed below.

- a) A new curb, gutter, and sidewalk shall be installed on NE 12th with a sidewalk width of 12 feet minimum, not including the curb. The planter strip is included in the first four feet next to the 6-inch wide curb within the 12-foot width. Any damage to NE 12th frontage during the construction must be repaired or replaced as directed by the Transportation Department Construction 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.
- b) Miscellaneous:
 - ♦ Driveway aprons for the proposed commercial driveways must be constructed in accordance with Design Manual Standard Drawing DEV-6 or DEV-7E updated in 2008.
 - ♦ Landings on sloping approaches are not to exceed a 10% slope for a distance of 20 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
 - ♦ Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight 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 Sections 9, 12, 14, 19, 20; and Transportation Department Design Manual Standard Drawings DEV-2, DEV-3, DEV-6, DEV-10, TE-4, TE-5, TE-7, TE-10, TE-11, TE-12 and TE-21. LUC 20.25A.060

REVIEWER: Abdy Farid, Transportation

2. Pavement Restoration

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:

- a) Currently, NE 12th is classified as "Overlay Required". Should street cuts prove unavoidable on these streets or if the street surface is damaged in the construction process, in some cases the applicant must grind and overlay the entire street width.

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

REVIEWER: Jon Regalia, Transportation

3. Bonus System Recording

Record a copy of the approved bonus point calculations, a statement that 100% of the NE 12th Street frontage shall remain pedestrian-oriented retail, and the project drawings & 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: Sally Nichols, Land Use

4. Recording of Pedestrian Oriented Frontage

The applicant shall record with the King County Division of Records and Elections and the Bellevue City Clerk the amount of pedestrian oriented frontage shown on the plans, to remain for the life of the project.

AUTHORITY: LUC 20.25A.020.D.3

REVIEWER: Sally Nichols, Land Use

5. Public Access Agreement

The applicant shall submit documentation providing continuous public accessibility through the mid-block connection and to the plaza, subject to modification by mutual agreement of the City and the property owner.

AUTHORITY: LUC 20.25a.100

REVIEWER: Sally Nichols, Land Use

6. 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 with Land Use Exemption from Design Review.

b) Prior to Temporary Certificate of Occupancy, the public signs for the mid-block connection shall be installed. One sign shall be installed on NE 11th Street and the other on NE 12th Street.

AUTHORITY: BCC 22B.025, LUC 20.25B.040.G and LUC 20.25B.040.G
REVIEWER: Sally Nichols, Land Use

7. Landscape Installation Assurance Device

All site landscaping shall be 100% complete per the plan approved by the City. If a Temporary Certificate of Occupancy is requested prior to completion of the landscape installation, the applicant shall file with PCD a landscape installation assurance device equal to 150% of the cost of labor and materials for any landscaping that has not yet been installed. The assurance device will be released upon complete installation and inspection approval.

AUTHORITY: LUC 20.40.490
REVIEWER: Sally Nichols, Land Use

8. Landscape Maintenance Assurance Device

The applicant shall file with the Department of Planning & Community Development a landscape maintenance assurance device in the form of an assignment of savings or letter of credit for 30% of the cost of labor and materials for all landscaping on the site. The City shall have access to the funds for a minimum period of one-year. The City shall release the device after one year provided that the site landscaping has been inspected by City staff, conforms to the approved plan, and all of the plants are healthy. Any dead or dying plants shall be replaced by the applicant prior to releasing the maintenance device.

AUTHORITY: LUC 20.40.490
REVIEWER: Sally Nichols, Land Use

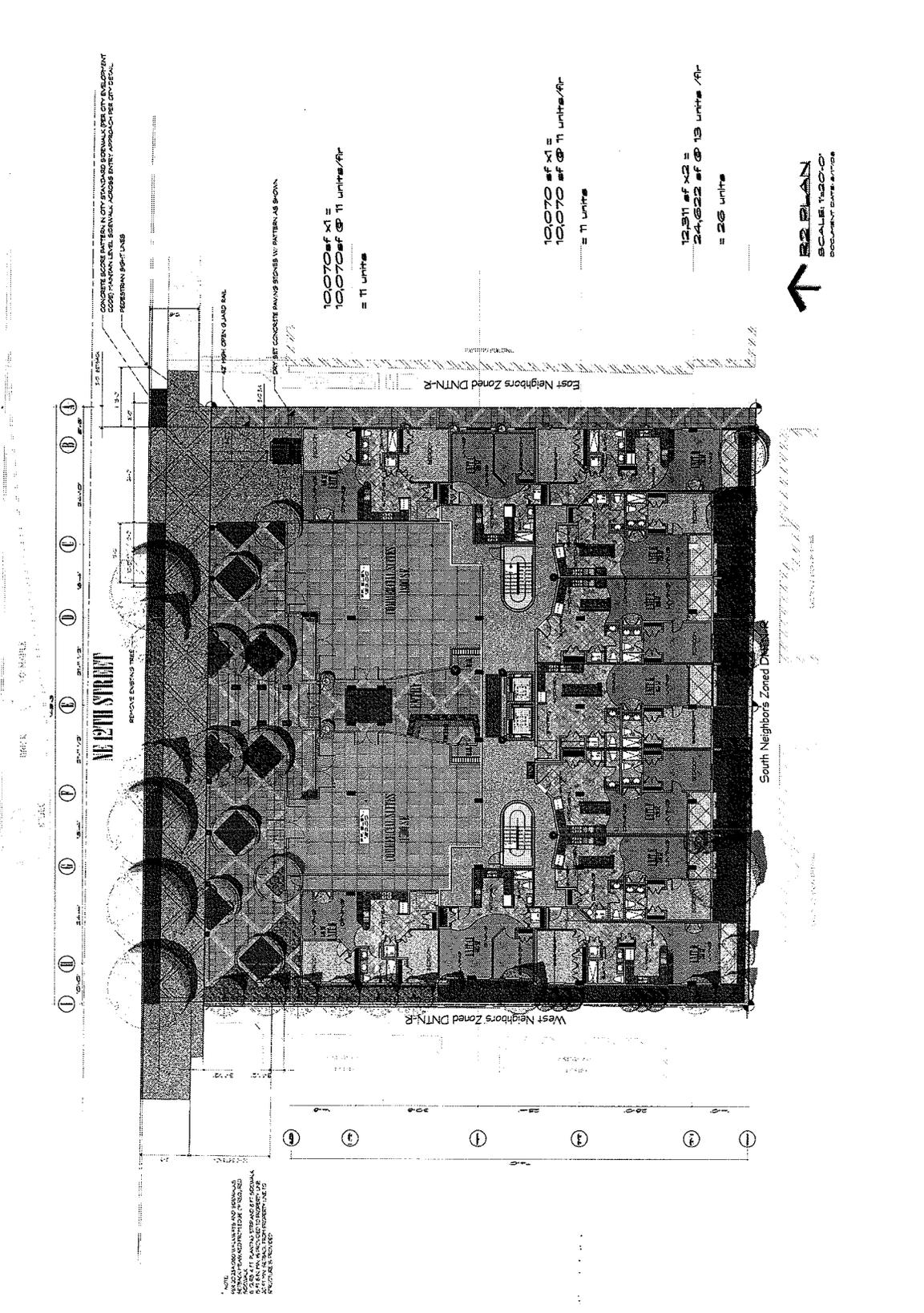


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250	07/10/31	REVISIONS
251	08/10/31	REVISIONS
252	09/10/31	REVISIONS
253	10/10/31	REVISIONS
254	11/10/31	REVISIONS
255	12/10/31	REVISIONS
256	01/10/32	REVISIONS
257	02/10/32	REVISIONS
258	03/10/32	REVISIONS
259	04/10/32	REVISIONS
260	05/10/32	REVISIONS
261	06/10/32	REVISIONS
262	07/10/32	REVISIONS
263	08/10/32	REVISIONS
264	09/10/32	REVISIONS
265	10/10/32	REVISIONS
266	11/10/32	REVISIONS
267	12/10/32	REVISIONS
268	01/10/33	REVISIONS
269	02/10/33	REVISIONS
270	03/10/33	REVISIONS
271	04/10/33	REVISIONS
272	05/10/33	REVISIONS
273	06/10/33	REVISIONS
274	07/10/33	REVISIONS
275	08/10/33	REVISIONS
276	09/10/33	REVISIONS
277	10/10/33	REVISIONS
278	11/10/33	REVISIONS
279	12/10/33	REVISIONS
280	01/10/34	REVISIONS
281	02/10/34	REVISIONS
282	03/10/34	REVISIONS
283	04/10/34	REVISIONS
284	05/10/34	REVISIONS
285	06/10/34	REVISIONS
286	07/10/34	REVISIONS
287	08/10/34	REVISIONS
288	09/10/34	REVISIONS
289	10/10/34	REVISIONS
290	11/10/34	REVISIONS
291	12/10/34	REVISIONS
292	01/10/35	REVISIONS
293	02/10/35	REVISIONS
294	03/10/35	REVISIONS
295	04/10/35	REVISIONS
296	05/10/35	REVISIONS
297	06/10/35	REVISIONS
298	07/10/35	REVISIONS
299	08/10/35	REVISIONS
300	09/10/35	REVISIONS
301	10/10/35	REVISIONS
302	11/10/35	REVISIONS
303	12/10/35	REVISIONS
304	01/10/36	REVISIONS
305	02/10/36	REVISIONS
306	03/10/36	REVISIONS
307	04/10/36	REVISIONS
308	05/10/36	REVISIONS
309	06/10/36	REVISIONS
310	07/10/36	REVISIONS
311	08/10/36	REVISIONS
312		



NO. 101	DATE
NO. 102	DATE
NO. 103	DATE
NO. 104	DATE
NO. 105	DATE
NO. 106	DATE
NO. 107	DATE
NO. 108	DATE
NO. 109	DATE
NO. 110	DATE
NO. 111	DATE
NO. 112	DATE
NO. 113	DATE
NO. 114	DATE
NO. 115	DATE
NO. 116	DATE
NO. 117	DATE
NO. 118	DATE
NO. 119	DATE
NO. 120	DATE

SCALE: 1/8" = 1'-0"
A 2.5
 SHEET NO. 11
 DATE: 11/15/11



10,070 sf x1 =
 10,070 sf @ 11 units/sf
 = 11 units

10,070 sf x2 =
 10,070 sf @ 11 units/sf
 = 11 units

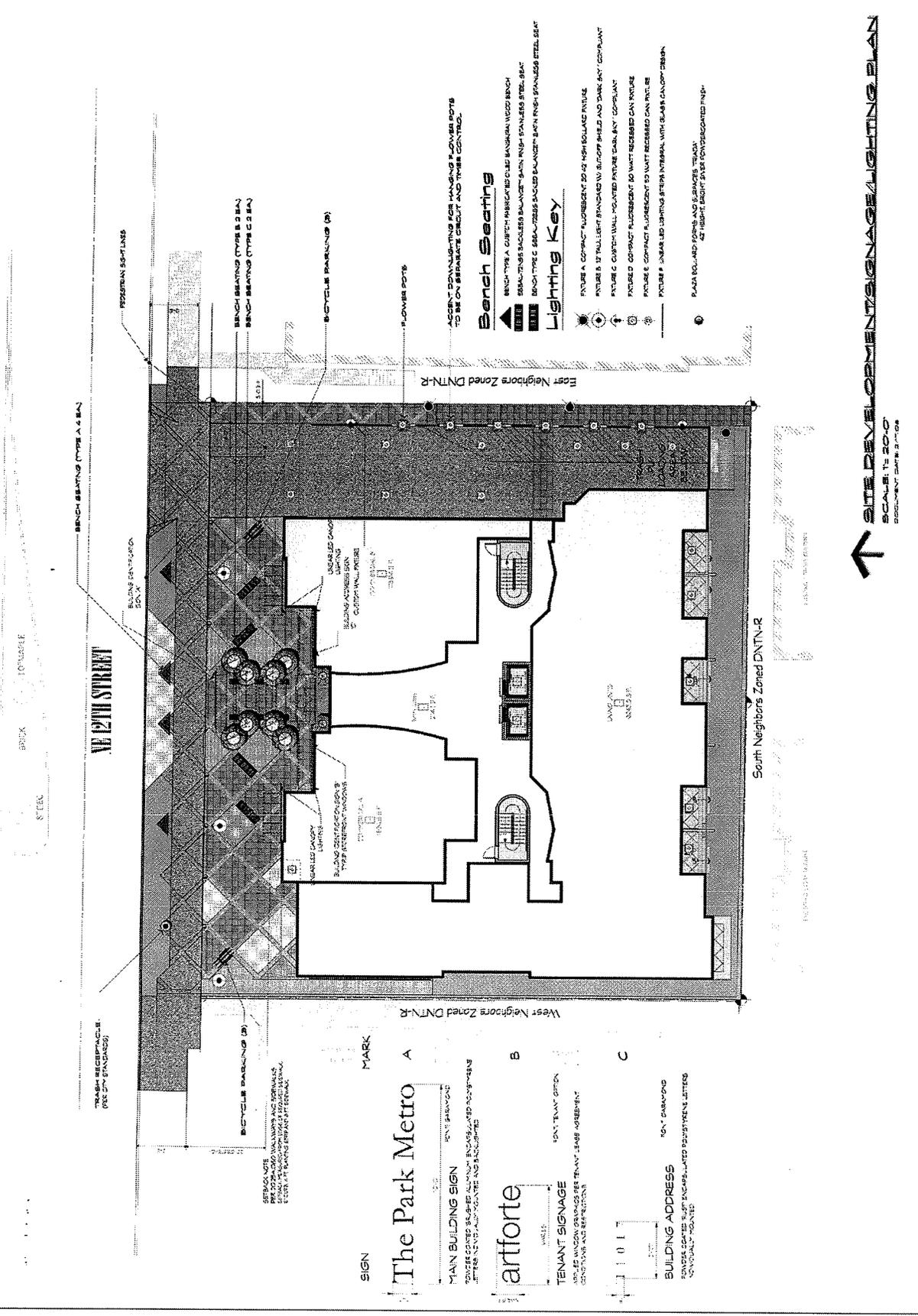
12,311 sf x2 =
 24,622 sf @ 13 units/sf
 = 26 units

↑
F2 PLAN
 SCALE: 1/8" = 1'-0"
 DOCUMENT DATE: 11/15/11

NOTE:
 ALL EXISTING WALLS AND WINDOWS
 TO REMAIN. ALL NEW WALLS AND
 WINDOWS TO BE MATCHED TO EXISTING
 IN ALL AREAS EXCEPT TO INDICATED
 AREAS WHERE NOTED OTHERWISE.
 FINISHES TO BE KEPT.



NO.	DATE	DESCRIPTION
1	10/21/14	ISSUED FOR PERMIT
2	11/17/14	REVISIONS
3	12/15/14	REVISIONS
4	01/20/15	REVISIONS
5	02/10/15	REVISIONS
6	03/02/15	REVISIONS
7	03/16/15	REVISIONS
8	03/23/15	REVISIONS
9	04/06/15	REVISIONS
10	04/13/15	REVISIONS
11	04/20/15	REVISIONS
12	05/04/15	REVISIONS
13	05/11/15	REVISIONS
14	05/18/15	REVISIONS
15	05/25/15	REVISIONS
16	06/01/15	REVISIONS
17	06/08/15	REVISIONS
18	06/15/15	REVISIONS
19	06/22/15	REVISIONS
20	06/29/15	REVISIONS
21	07/06/15	REVISIONS
22	07/13/15	REVISIONS
23	07/20/15	REVISIONS
24	07/27/15	REVISIONS
25	08/03/15	REVISIONS
26	08/10/15	REVISIONS
27	08/17/15	REVISIONS
28	08/24/15	REVISIONS
29	08/31/15	REVISIONS
30	09/07/15	REVISIONS
31	09/14/15	REVISIONS
32	09/21/15	REVISIONS
33	09/28/15	REVISIONS
34	10/05/15	REVISIONS
35	10/12/15	REVISIONS
36	10/19/15	REVISIONS
37	10/26/15	REVISIONS
38	11/02/15	REVISIONS
39	11/09/15	REVISIONS
40	11/16/15	REVISIONS
41	11/23/15	REVISIONS
42	11/30/15	REVISIONS
43	12/07/15	REVISIONS
44	12/14/15	REVISIONS
45	12/21/15	REVISIONS
46	12/28/15	REVISIONS
47	01/04/16	REVISIONS
48	01/11/16	REVISIONS
49	01/18/16	REVISIONS
50	01/25/16	REVISIONS
51	02/01/16	REVISIONS
52	02/08/16	REVISIONS
53	02/15/16	REVISIONS
54	02/22/16	REVISIONS
55	02/29/16	REVISIONS
56	03/06/16	REVISIONS
57	03/13/16	REVISIONS
58	03/20/16	REVISIONS
59	03/27/16	REVISIONS
60	04/03/16	REVISIONS
61	04/10/16	REVISIONS
62	04/17/16	REVISIONS
63	04/24/16	REVISIONS
64	05/01/16	REVISIONS
65	05/08/16	REVISIONS
66	05/15/16	REVISIONS
67	05/22/16	REVISIONS
68	05/29/16	REVISIONS
69	06/05/16	REVISIONS
70	06/12/16	REVISIONS
71	06/19/16	REVISIONS
72	06/26/16	REVISIONS
73	07/03/16	REVISIONS
74	07/10/16	REVISIONS
75	07/17/16	REVISIONS
76	07/24/16	REVISIONS
77	07/31/16	REVISIONS
78	08/07/16	REVISIONS
79	08/14/16	REVISIONS
80	08/21/16	REVISIONS
81	08/28/16	REVISIONS
82	09/04/16	REVISIONS
83	09/11/16	REVISIONS
84	09/18/16	REVISIONS
85	09/25/16	REVISIONS
86	10/02/16	REVISIONS
87	10/09/16	REVISIONS
88	10/16/16	REVISIONS
89	10/23/16	REVISIONS
90	10/30/16	REVISIONS
91	11/06/16	REVISIONS
92	11/13/16	REVISIONS
93	11/20/16	REVISIONS
94	11/27/16	REVISIONS
95	12/04/16	REVISIONS
96	12/11/16	REVISIONS
97	12/18/16	REVISIONS
98	12/25/16	REVISIONS
99	01/01/17	REVISIONS
100	01/08/17	REVISIONS



Bench Seating

ACCENT DOWNLIGHTING FOR HANGING FLOWER POTS TO BE ON SEPARATE CIRCUIT AND TIMER CONTROL.

Lighting Key

- FIGURE A: COMPACT FLUORESCENT 20W HIGH BOLLARD INFLUX
- FIGURE B: FULL-HEIGHT FINISHED W/ SUSPENDED AND DARK SKY COMPLIANT
- FIGURE C: COMPACT WALL-MOUNTED FUTURE DARK SKY COMPLIANT
- FIGURE D: COMPACT FLUORESCENT 20W HANG RECEIVED CAN INFLUX
- FIGURE E: COMPACT FLUORESCENT 20W HANG RECEIVED CAN INFLUX
- FIGURE F: UNDER CAB LIGHTING WITH SUSPENDED WITH DARK CANOPY DESIGN
- FIGURE G: PADA BOLLARD POTS AND SPACES TRACK 42" HEIGHT, BRIGHT WHITE POLYCARBONATE FINISH

Site Development Signage Lighting Plan

SCALE: 1/8" = 1'-0"

PROJECT: PARK METRO

MARK A

The Park Metro

MAIN BUILDING SIGN

MARK B

artforte

TENANT SIGNAGE

MARK C

BUILDING ADDRESS SIGN

SEPARATE NOTE

REVISIONS TO BE MADE TO THIS PLAN AS PER THE COMMENTS FROM THE CITY OF PORTLAND AND THE PORTLAND PLANNING AND ZONING COMMISSION.

TRASH RECEPTACLE (PER DP STANDARDS)

BICYCLE PARKING (B)

PLANTER POTS

BENCH SEATING (TYPE A, B, C, D)

PROVIDER SEATING

BRICK

STEEL

NE 12TH STREET

NE 13TH STREET

West Neighbors Zoned DNTN-R

South Neighbors Zoned DNTN-R

