



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

Proposal Name: McDonald's Eastgate Re-build

Proposal Address: 3239 156th Avenue SE

Proposal Description: Application for a Design Review approval to demolish an existing 4,625 square foot restaurant and replace it with a new 4,229 square foot restaurant. Project will include new parking stall configuration (44 stalls) and new perimeter landscaping. Lot size is 0.92 acres.

File Number: 15-107316-LD

Applicant: McDonald's USA, LLC by
Ivana Halvorsen, Barghausen Consulting Engineers, Inc.

Decisions Included: Design Review and SEPA Determination

Process: Process II (LUC 20.35.200)

Planner: Mark C. Brennan, Associate Planner, 425-452-2973

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

Carol V. Helland
Carol V. Helland, Environmental Coordinator
Development Services Department

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

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

Application Date: March 16, 2015
Completeness Date: April 23, 2015
Notice of Decision Date: June 16, 2016
SEPA Appeal Deadline: June 30, 2016
Design Review Appeal Deadline: June 30, 2016

For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the Design Review decision within the noted comment period for a SEPA Determination. Appeals 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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Attachments:
Type 2 Soil Preparation
Environmental Checklist
Project Drawings

I. REQUEST AND REVIEW PROCESS

A. Request

McDonald's USA, LLC requests Design Review approval and a Threshold Determination under the State Environmental Policy Act (SEPA) to demolish an existing 4,625 square foot restaurant and replace it with a new 4,229 square foot restaurant on a 0.92 acre parcel. The purpose of the project is to replace the existing McDonald's restaurant with a new restaurant to meet new corporate standards.

The project will include a new parking stall configuration (44 stalls), new double lane drive-through configuration and new landscaping along all perimeters. The refuse/recycling area will be rebuilt and screened in its existing location.

The colors of the building will be earth tones with a yellow accent at the roofline and the marquees. The exterior materials will be cementitious fiber board siding and stone veneer. This design is consistent with McDonald's corporate standard for this region.



Elevation of Proposed McDonald's restaurant along 156th Street SE

B. Review Process

Design Review is required since the project is located in the Community Business zoning district and is therefore within the Community Retail Design District, Land Use Code (LUC) 20.251.030

A Design Review application is a Process II application (LUC 20.35.200) with an administrative decision by the Director of Development Services (LUC 20.30F). The SEPA Determination is also a Process II with an administrative decision by the Environmental Coordinator. Appeals are heard and decided by the Hearing Examiner for Process II applications. Minor changes to the approved Design Review may be processed as a Land Use Exemption. **Refer to Condition of Approval regarding Modification to Design Review in Section X.A.1.**

II. SITE CONTEXT AND DESCRIPTION

A. Site Context

The McDonald's Eastgate restaurant is located in the Eastgate Subarea of Bellevue. It is located along the west side of 156th Avenue SE between SE 30th Place to the northeast and SE Eastgate Way to the southwest. The site is located in a medium density neighborhood typified by office developments, retail establishments and multi-family residential complexes. The site's immediate context consists of a hotel/motel use to the southwest and northwest and a convenience store and restaurant with take-out to the northeast. The site is within walking distance to the Lake Hills neighborhood one half mile to the north. There is a bus stop one quarter of a mile to the west. The closest freeway connection is at Interstate 90 (one quarter mile to the southwest).

Site Vicinity Map



NORTH

Aerial Photograph of Site



SITE



NORTH

B. Site Description

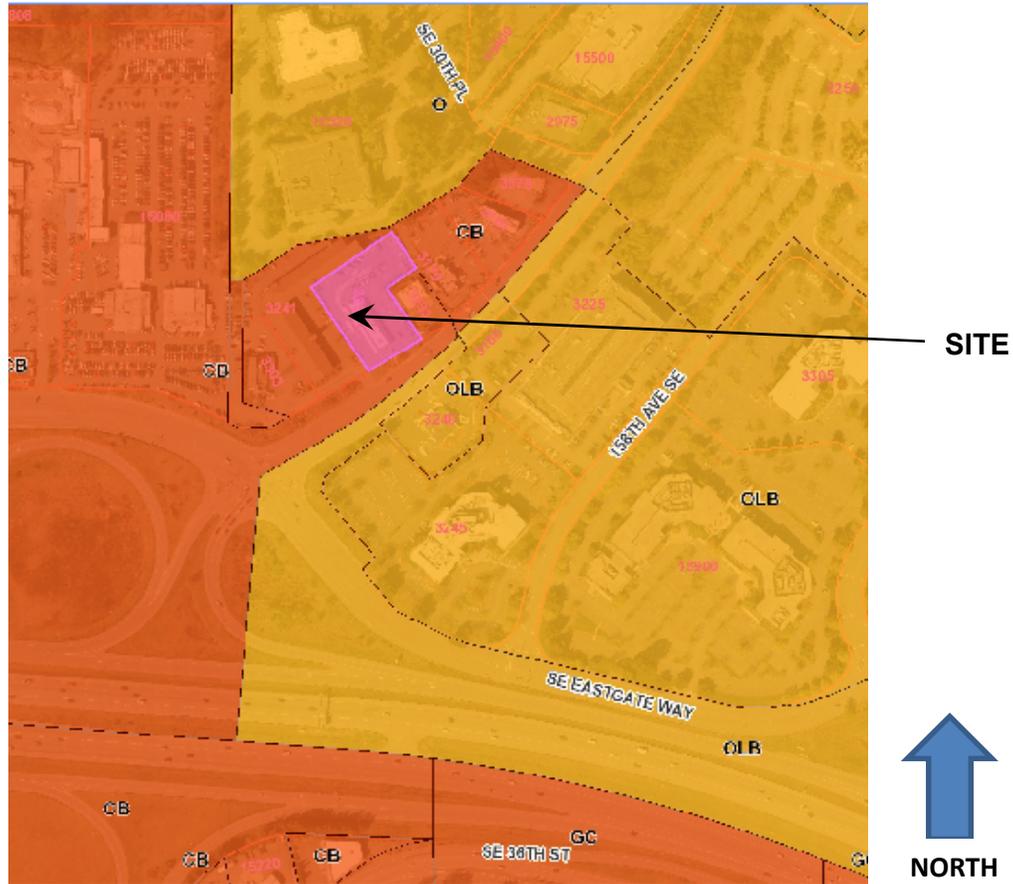
The 0.92-acre site is currently developed with an existing 4,625 square foot McDonald's Restaurant that is served by a single-lane drive-thru and 44 parking stalls. The site gains access from 156th Avenue SE with a right-in/right out driveway at the northeast side of the site and a right-out only driveway at the southeast side of the site.

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

The site is located in the Community Business Land Use district. As such, the proposal is subject to the Community Retail and Transition Area Design District requirements of LUC 20.251.030.

Zoning Map



The proposal meets the dimensional requirements of the Land Use Code as follows:

TABLE 1 - - DIMENSIONAL REQUIREMENTS

ITEM	PERMITTED/REQUIRED	PROPOSED	COMMENTS
ZONING	Community Business (CB) Land Use District	No change.	Community Retail Design District
ALLOWED LAND USES LUC 20.10.440	Permitted LUC 20.10.440 Wholesale and Retail – Nonresidential Districts	Restaurant. Permitted as an “Eating & Drinking Establishment”	Continuation of existing use. Allowed land use in this zoning district.
BUILDING HEIGHT LUC 20.20.010	45 feet	23 feet 4 inches	Meets code.
IMPERVIOUS SURFACE AREA LUC 20.20.010 LOT COVERAGE LUC 20.20.010	Maximum 85%. Lot coverage not measured in the CB District per LUC 20.20.010.	80%	Meets code.
BUILDING SETBACKS LUC 20.20.010	Front: 0 feet Rear: 0 feet Side: 0 feet	Front: 30 feet Side (West): 30 feet Side (East) 62 feet Rear: 110 feet	Meets code.
PARKING STALLS LUC 20.20.590	Parking stall calculations must meet LUC 20.20.590:Min.16 stalls per 1000 nsf. No maximum. 44 stalls required.	44 stalls	Proposal meets current net square feet of proposal. If non-habitable areas are converted to habitable space in the future, additional parking may be required to meet LUC 20.20.590. Refer to Conditions of Approval regarding <u>Parking Stall Calculations</u> in Section X.A.10.

ITEM	PERMITTED/ REQUIRED	PROPOSED	COMMENTS
<p>LANDSCAPING LUC 20.20.520 LUC 20.20.900 BCC 14.60</p> <p>- Street frontage</p> <p>- Interior boundaries</p> <p>- Surface parking area</p> <p>- Significant tree retention</p> <p>-Soil preparation</p> <p>-Interior irrigation</p> <p>- R.O.W. irrigation</p> <p>- R.O.W. plant selection/street trees</p>	<p>Street frontage 10 feet Type III. Rear: 8 feet Type III. Side: 8 feet Type III</p> <p>Type V surface parking area landscaping.17.5 SF/stall.</p> <p>Tree retention 100% diameter inches of significant trees within perimeter, min. 15% diameter inches of significant trees within interior.</p> <p>The applicant shall include a detail for soil preparation on the Clearing & Grading permit plans. Refer to attachment Type 2 Soil Preparation.</p> <p>Provide schedule for irrigation of plants during establishment period.</p> <p>Provide R.O.W. irrigation plan.</p> <p>R.O.W. planting to be consistent with shrub types planted southwest of the site along 156th Avenue SE. Provide two Quercus coccinea "Scarlet Oak" street trees in R.O.W.</p>	<p>Street frontage: 10 feet Type III. Side: 8 feet Type III Rear: 8 feet Type III</p> <p>Type V parking area landscaping. 2,164 SF</p> <p>Applicant proposal shows significant trees removed due to conflict with a new utility line. Trees will be retained per Condition of Approval. See comments at right.</p>	<p>Meets code.</p> <p>Meets code.</p> <p>Meets code (17.5 SF x 44 stalls = 770 SF code min.).</p> <p>Existing significant trees to be retained over proposed storm sewer line by moving proposed storm sewer line to the north Refer to Condition of Approval regarding Retention of Significant Trees on Site in Section X.B.5.</p> <p>Refer to Conditions of Approval regarding Planting in the R.O.W in Section X.B.3.</p> <p>Refer to Condition of Approval regarding R.O.W. Irrigation in Section X.B.4.d And X.D.2.</p> <p>Refer to Condition of Approval regarding R.O.W. Irrigation in Section X.B.4.</p> <p>Refer to Condition of Approval regarding Street Trees in Section X.A.8 and Planting in the R.O.W in Section X.B.3.</p>

ITEM	PERMITTED/ REQUIRED	PROPOSED	COMMENTS
REFUSE & RECYCLING AREA LUC 20.20.725 LUC 20.20.525	All refuse and recycling containers shall be contained within structures enclosed on all four sides and utilize lids made of molded plastic or other sound buffering material. 20 square feet required.	The refuse and recycling containers shall be located within a refuse and recycling enclosure with concrete masonry walls, painted metal gate doors and painted canopy.	Square footage meets code. The applicant shall provide details of the screening. Such screening shall be architecturally compatible with the building (material and color). Refer to Condition of Approval Solid Waste / Recycling Enclosure and Collection in Section X.A.2.
SIGNS BCC 22B.10	Separate sign permits are required.	Proposed signs are shown on the submitted plans.	Separate sign permits are required. Such signs shall be architecturally compatible with the building. Refer to Condition of Approval regarding All Signage to Comply with Bellevue Sign Code in Section X.D.3.

DESIGN GUIDELINES AND STANDARDS IN THE COMMUNITY RETAIL DESIGN DISTRICT

20.251.040 Design Guidelines

The following design guidelines apply to development in the Community Retail Design District:

A. Building Design Guidelines:

1. All buildings within a multi-building complex should achieve a unity of design through the use of similar architectural elements, such as roof form, exterior building materials, colors, and window pattern.

Finding: The site is a single-building site; therefore, this item does not apply.

2. Individual buildings should incorporate similar design elements, such as surface materials, color, roof treatment, windows and doors, on all sides of the building to achieve a unity of design.

Finding: The new building will be clad with McDonald's regional materials and colors with a northwest color palette, including hardi-plank siding and stone veneer accents. The colors will be earth tones with horizontal yellow accents along the roof and marquees.

B. Site Design Guidelines:

1. Where a perimeter landscape area required under LUC 20.20.520.F may be relocated under Note (1) of that section, some or all of the relocated area should be used to provide a landscaped courtyard. Any relocated landscape area should be visible from the public street. The courtyard should be protected from wind on two sides and in sun during part of the day. Seating shall be provided.

Finding: The applicant is not requesting relocated perimeter landscaping. Additional landscaping is provided along the street-facing façade to soften the southeast elevation (facing 156th Avenue SE).

2. Parking areas should be designed to minimize conflicts between pedestrian and vehicular movements. Parking area landscaping should be used to define and separate parking, access, and pedestrian areas within parking lots.

Finding: The parking lot is designed to provide maximum parking, necessary maneuverability for the McDonald's food delivery truck, and to avoid pedestrian conflicts. Designated walkways provide pedestrian connectivity from the parking area and from the public street. Crossings of pedestrian routes over internal travel ways are shown to be marked with paint striping.

3. The landscape design for the site should include plantings which emphasize the major points of pedestrian and vehicular access to the site.

Finding: The landscape plan provides ornamental landscaping at pedestrian areas and driveway access points (perennial flowering plants and shrubs).

4. Site features such as fences, walls, trash/recycle enclosures and light fixtures should be designed to be consistent with the scale and architectural design of the primary structure(s). Such site features should be designed and located to contribute to the pedestrian environment of the site development.

Finding: The trash enclosure, located in the northeast corner of the site will be clad with split face CMU block and metal gates. It will be painted to match the colors of the new building. Site lighting shall be shielded to minimize light shed off site. **Refer to Condition of Approval regarding Solid Waste/Recycling Enclosure and Collection in Section X.A.2.**

5. Loading areas should not be located between the building and the street unless there is no alternative location possible. Loading areas, if located between the building and the street, should be oriented away from the street and screened to minimize views of the loading area from the street and sidewalk. Loading areas should not be located on the side of a building which faces toward a residential use.

Finding: The truck delivery area is not located between the street and the building. The loading location will be along the northwest property line during off-peak or non-dining room hours (the dining room will have typical hours and the drive-through will operate 24 hours a day). The parking stalls along the northwest property line will be blocked during deliveries so that drive-through traffic can still circulate. **Refer to Conditions of Approval regarding Provisions for Loading in Section X.A.6 and Vehicular Restrictions in Section X.A.9.**

6. In multiple-building complexes, buildings should be located to facilitate safe and comfortable pedestrian movement between buildings. On sites which are adjacent to other properties within the Community Retail Design District, building location should be chosen to facilitate pedestrian and vehicular connections to buildings on those adjacent properties.

Finding: This project is not within a multiple-building complex. Pedestrian connectivity for this project is provided to the public street which connects to adjacent businesses.

7. In locations and districts specifically described in the Comprehensive Plan Urban Design Element Figure UD.1, consideration should be given to locating buildings closer to the public street with entrances to the buildings from the public sidewalk with no intervening parking or driving area. Corner locations are particularly appropriate for this treatment.

Finding: The site is not located on the Comprehensive Plan Urban Design Element Figure UD.1. The new building is located as close to the public street as possible based on the grade of the site and the finished floor elevation for the floor plan.

8. Opportunities should be found for safe, convenient, and pleasant pedestrian connections to existing transit facilities. Where needed, shelters and lay-bys for transit vehicles should be incorporated into the site development.

Finding: The ADA accessible route from the new building to the public street provides the most safe and convenient connection to the existing Metro Transit stop. This Metro stop is located approximately one quarter mile west of the property on Eastgate Avenue.

20.251.050 Design Standards:

A. Special Corner Feature

If the property is located at the intersection of two arterial streets, the site development shall incorporate a special corner feature at the corner of the site. A special corner feature can be a landscape feature, seasonal color planting area, sculpture or water feature. The feature should provide a visual landmark and some amount of seating area. If the property is not located at an intersection, a similar feature should be considered in conjunction with a transit stop or at the primary access point to the site.

Finding: The site is not located at a corner. The front façade of the building faces the public street and the pedestrian route from local transit. Due to the limited street frontage and two vehicular access points along 156th Avenue SE, public seating onsite within the 10' landscape area is not practical.

B. Building Design Standards:

1. The design of buildings shall incorporate elements such as special architectural details, distinctive color schemes, special art and other features, which are sensitive to and enhance the surrounding area and serve to distinguish the complex from other retail complexes in the City.

Finding: The Eastgate area is a mix of older development and renewed development. The scale, color scheme, and design of the new McDonald's building is consistent with other renewed buildings in the area. The new McDonald's building will provide an upgraded image along the west side of 156th Avenue SE.

2. The sides of a building which face toward a public street shall include public entrances to the building and windows to provide visual access to the activity within the building.

Finding: The front façade of the new building contains primarily glazing that is surrounded with stone veneer. The public entrances to the building are near the street and the southeast entrance faces the public street, although it is not located on the front façade of the building.

3. The sides of a building which face toward an adjoining property, but not toward a public street, shall include elements such as windows, doors, color, wall texture or landscape to provide visual interest and prevent the development of a long continuous blank wall.

Finding: The northeast side of the building, which faces a convenience store, is designed with windows, stone veneer accents, color accents and architectural details on the wall and roofline to prevent the appearance of a continuous blank wall. The northwest wall has one window and one door. The southwest wall has windows and architectural details on the wall and the roofline to break up the appearance of a blank wall.

4. Building design shall provide for architecturally integrated signage. Signs shall be in proportion to the development and oriented to the main direction access and to pedestrian movement. Signs shall meet the requirements of Chapter 22B.10 BCC, Bellevue Sign Code.

Finding: The project is using the McDonald's national standard lighting package. The signs are appropriately scaled to the size of the building and are oriented to primary access locations. Separate sign permits are required. Such signs shall be architecturally compatible with the building. **No cabinet signs are permitted.**
Refer to Condition of Approval All Signage to Comply with Bellevue Sign Code in Section in X.D.3.

C. Internal Walkways:

The following design standards apply within the Community Retail Design District:

1. Walkways, of six feet in width minimum, shall be provided from the public sidewalk or right-of-way to the building. At a minimum, walkways shall be located to connect focus

points of pedestrian activity such as transit stops and street crossings to the major building entry points.

Finding: A 6-foot walkway connects the new building with the public sidewalk. The public sidewalk connects to the nearest transit stops.

2. Walkways shall be provided to connect with walkways or potential walkway locations on adjoining properties in the district to create an integrated internal walkway system along the desired lines of pedestrian travel. The width of the walkway should be commensurate with the anticipated level of pedestrian activity along the connecting walkway.

Finding: Pedestrian access between the McDonald's site and adjacent properties will be provided via the public sidewalk located along 156th Avenue SE. The limited pedestrian access between sites is consistent with the medium-density retail, restaurant and hotel/motel uses along 156th Avenue SE.

3. Internal walkway surfaces shall be designed to be visually attractive and distinguishable from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort.

Finding: Interior walkways are proposed as scored concrete and are generally surrounded by landscaping.

D. Other Development Standards:

1. Rooftop equipment shall be visually screened pursuant to LUC 20.20.525. The design and color of rooftop mechanical equipment should be integrated with the building architectural style.

Finding: Rooftop equipment is screened by a parapet around the building.

2. The outdoor display of building materials and similar bulky products shall be screened from views from the street, sidewalk and properties outside the district with a durable, solid wall or fence, or an evergreen hedge or a combination of the above. The screening requirement does not apply to the display of seasonal products of a decorative nature such as bedding plants, Halloween pumpkins, and holiday greens.

Finding: No outdoor display areas are proposed.

3. Bicycle racks shall be provided on-site. Facilities for a minimum of 10 bicycles shall be provided for developments having 100 or fewer parking stalls. For each 100 additional stalls, facilities for five additional bicycles shall be provided.

Finding: One 10-bike "loop rack" is provided near the front of the building to allow for bike parking that will not interfere with the pedestrian experience. The bike rack will be painted black.

IV. PUBLIC NOTICE AND COMMENTS

Application Date: March 16, 2015
Notice of Application: April 30, 2015
Minimum Comment Period: May 14, 2015

The minimum required public comment period ended May 14, 2015. However, comments were accepted up to the date of this decision. No written comments, emails or phone calls were received of a general or specific inquiry. There are no parties of record.

V. TECHNICAL REVIEW

A. Transportation

Site Access

Access to the proposed project will be provided via two existing access locations onto 156th Avenue SE. Both access locations appear to be acceptable with the proposed improvements to each driveway approach and internal circulation improvements. The northeast access location will have the concrete driveway approach updated to meet current ADA standards. Currently the southeast driveway, shared with the property to the south, will also be improved to meet current ADA standards. The southeast access will have the entrance, exit, and internal circulation improved with the use of a striped or raised island, additional striping, signage, and hard channelization as shown on the plans to date.

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual. In conjunction with the development, the sidewalk will be replaced in kind with a 6-foot wide concrete sidewalk. **Refer to Condition of Approval regarding Street Frontage Improvements in Section X.D.4.**

1. According to the City's streetlight engineer, existing streetlights along this frontage meet current City standards. Therefore, no streetlight work will be required of this development, unless any existing streetlight(s) must be moved.
2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed.

The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements.

3. For a two-way commercial driveway onto an arterial street, the City Standard ranges from 26 to 30 feet. The plans submitted to date show a 30-foot driveway for the northeast access location and a 35-foot driveway for the southeast access location with a median. The southeast location features a striped or raised traffic island to separate vehicles entering and exiting the property. The driveway apron design shall be consistent with standard drawing DEV-7A.
4. To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
5. 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-7A. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
6. 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.

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 regarding Right of Way Use during Construction Permit in Section X.B.1.**

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. Near this project, 156th Avenue SE has been classified as "No Street Cuts Permitted." Restoration requirements will be provided in the Right of Way Use Permit. **Refer to Condition of Approval regarding Pavement Restoration in Section X.D.5.**

B. Utilities

The development proposed for this application has been reviewed on a conceptual basis and can feasibly construct water, sewer and storm facilities under current.

Utility codes and standards without requesting modifications or deviations from them. Major changes to the design may cause delay in approval of future utility construction permits.

Domestic water for the site will connect to an 8" cast iron main in 156th Avenue SE. There is sufficient capacity in the water mains to supply the site with domestic water. Domestic sewer for the site is available to an existing 8" sewer main in 156th Avenue SE. The project proposes to use the existing side sewer connection to the main. There is adequate supply in the sewer main to serve the development.

C. Fire

The Fire Department has reviewed this proposal. The following comments are based on the assumption of an occupant load over 100 people. This was discussed at the Pre-application meeting, however is not called out on the plans. Conditions of approval for the Design Review include fire sprinklers, a fire alarm, and fire department connection to be within 100 feet of a fire hydrant.

Refer to Conditions of Approval regarding Fire Department in Section X.C.3.

VI. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. The Environmental Checklist together with information submitted (in the official file) adequately discloses expected environmental impacts associated with the proposal. The City codes and requirements, including SEPA, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements. Adverse impacts which are less than significant are typically 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, Section 22.02.140, provides substantive authority to mitigate impacts disclosed through the environmental review process.

The following amendments to the Environmental Checklist are provided by the City of Bellevue.

Transportation:

Long-Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 2027 have been addressed in the City's 2016 – 2027 Transportation Facilities Plan EIS Addendum. The impacts of growth that are projected to occur within the City by 2027 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's 2016 - 2027 Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. The McDonald's Eastgate project lies within MMA

#10, which has a 2027 total growth projection of 2,130,014 square feet of new space not classified as Office or Retail. The proposed project will demolish the existing 4,625 square foot fast food restaurant and replace it with a 4,229 square foot restaurant for a net reduction of 396 square feet. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS Addendum.

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. This project will produce a net reduction in the square footage of fast food restaurant and will therefore not have a traffic impact fee.

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 PM peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained. This development is expected to generate no net new PM peak hour trips; therefore, concurrency testing is not required.

Short-Term Operational Impacts and Mitigation

City staff has analyzed the short term operational impacts on 156th Avenue SE due to the proposed project in order to determine if mitigation is necessary. There are currently two access locations for the existing fast food restaurant, and neither driveway approach meets current ADA standards. There is a 6-foot wide sidewalk for the length of the parcel along 156th Avenue SE with a street light located just south of the access on the north side. The northeast curb cut provides access to enter and exit the site. From that entry point vehicles follow a U-shaped internal circulation pattern and exit the site from the southeast access point. The southeast curb cut also provides access to enter and exit the site. This curb cut also provides entry and exit for the adjacent property owner, resulting in three alternating lanes of traffic utilizing one driveway approach.

The northeast access location will have the concrete driveway approach updated to meet current ADA standards. The approach will be updated to be both an entrance and an exit.

The southeast driveway, shared with the property to the south, will be also be updated to meet current ADA standards. The approach will have a striped or raised island installed between the different ingress and egress paths to eliminate the confusion of having a driveway approach with three lanes of alternating traffic. The striped or raised island will be able to be driven over by delivery trucks as they exit the site at this location. Additional striping, signage, and hard channelization will be installed as shown on the plans to provide clear internal circulation for the proposed project and to improve the southeast shared driveway approach.

Earth

The site consists of an L-shaped area of approximately 0.92 acres. The site is bordered to the south by 156th Avenue SE, and to the west, north, and east by commercial properties.

The site is occupied by an existing McDonald's restaurant, with paved parking and drive areas and localized planter areas. The site is relatively flat with an overall elevation difference of less than 5 feet.

According to the geotechnical report of record (The Riley Group Inc., dated August 16, 2013), the soils encountered throughout the site are glacial till which consist of medium dense to very dense silty sand with some gravel.

Groundwater was not encountered during field exploration. The report provides recommendations for the site preparation and grading, structural fill, placement of spread footing foundations, slab-on-grade construction and soil compaction. Proposed earthwork includes importing approximately 1,200 cubic yards of imported fill and reusing onsite approximately 2,100 cubic yards of cut material for a total of approximately 3,300 cubic yards of earth movement.

There is potential for erosion and sedimentation impacts as a result of the earth movement activities. Applicants and permittees are responsible for preventing erosion and discharge of sediment and other pollutants into the storm and surface water system and receiving waters. A construction stormwater pollution prevention plan (CSWPPP) prepared according to the Washington State Department of Ecology Stormwater

Management minimum technical requirement # 2, will be required at time of Clearing and Grading permit application for each of the development phases. (Bellevue City Code 23.76)

By incorporating within the construction permits, the requirements of existing codes and standards, the recommendations included in the geotechnical report, use of Best Management Practices for temporary erosion and sedimentation control, and rainy season restrictions, it is expected that anticipated impacts to earth resources will be adequately mitigated.

Surface Water

The site is located within the Vasa Creek Drainage Basin. Storm water from the site currently drains to 156th Avenue SE and is conveyed in catch basins and pipes along the road frontage east and then southeast in Eastgate Way and eventually discharges to Lake Sammamish. The site proposes to mitigate for runoff impacts by providing detention prior to discharge to the public drainage system in 156th Avenue SE. Water Quality impacts will be mitigated by treating storm water through Filterra units prior to discharge to the public drainage system in 156th Ave SE. The Filterra units will treat for enhanced and phosphorus controls.

Air Quality

During construction, emissions to the air will be released by construction vehicles and heavy equipment. Following construction, emissions from truck deliveries, customers and employees will be released.

Construction would temporarily increase dust and vehicle emissions near the construction area. Mitigation will include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off. Construction vehicles will be fitted with required, factory-installed emission control devices. To reduce the potential of dust, construction accesses will be covered with rock or aggregate. Dust emissions will also be reduced during construction through the use of spray water as necessary during dry weather conditions and planting disturbed areas with erosion control seed mix as soon as is practical. Material stockpiles will also be covered or watered as necessary to control dust. These are standard practices imposed on the Clearing & Grading permit (Bellevue City Code 23.76).

Plants and Animals

The site has approximately 89% of existing impervious surface. Upon completion of the project, the overall impervious surface will be reduced to 80%. This will provide more opportunity for new plants (native/ornamental), animals (typical urban animals such as squirrels, moles), and native birds to occupy the site. The applicant proposes a generous amount and diversity of plant material for the project. See attached plans.

Noise

As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. 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. The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses. These standard requirements are imposed with the construction permits (Bellevue City Code 9.18).

Light and Glare

There is the potential for light and glare due to building and site lighting fixtures. In order to mitigate potential impacts, any light source emitting from the project area shall be designed so as not to provide light and glare and spillover offsite. **Refer to Condition of Approval regarding light and Glare in Section X.A.4.**

VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

- The site plan was modified to delineate a safe pedestrian route from the north parking area to the new building.

- Bicycle parking has been re-located to be near the sidewalk connection from 156th Avenue SE.
- Additional landscaping has been added to provide aesthetic separation between the north parking lot and the drive thru lanes.
- Utility line location will be moved during plan review to save existing site trees along northeast property line.

VIII. DECISION CRITERIA

Per Land Use Code 20.30F.145, the Director may approve or approve with modifications an application for Design Review if:

A. The proposal is consistent with the Comprehensive Plan.

The site is located within the Eastgate Subarea Plan. The Plan designates the site as Community Business. The zoning designation of Community Business is consistent with the Plan. The proposal, as conditioned, is consistent with the Comprehensive Plan and Eastgate Subarea Plan.

Economic Development

POLICY ED-1

Maintain a business climate that supports the retention and expansion of the city's economic base.

Finding:

The McDonald's restaurant will be re-built in its present location within the Community Business zoning district. This zoning designation allows for the retention and expansion of businesses like McDonald's. The use of the site can be maintained without any changes that might cause McDonald's to seek another jurisdiction in which to build.

General Land Use:

POLICY S-EG-3

Encourage office and retail land uses that take advantage of freeway access, transit service, and non-motorized transportation alternatives without adversely impacting residential neighborhoods.

Finding:

The McDonald's Re-build project maintains the site's usage as a retail (restaurant) development. In so doing the McDonald's restaurant continues to serve as a well-known fast food venue of a type consistent with areas offering quick access to the Interstate Highway System and major local arterials.

Environment:

POLICY S-EG-6

Ensure that increases in impervious surface area or stormwater runoff will not increase the quantity or worsen the stormwater quality entering public drainage systems, streams, Phantom Lake, Lake Washington, and Lake Sammamish.

Finding:

The McDonald's Re-build project reduces site impervious surface area from 89% to 80%, thereby decreasing the volume of stormwater run-off entering public drainage systems, in this instance the Vasa Creek drainage system which empties into Lake Sammamish.

Community Design:

POLICY S-EG-25

Diminish the effect of rooftop equipment on views from residential areas by requiring rooftop equipment to be low-profiled and screened to match the building's exterior color, building materials, and styles.

Finding:

The McDonald's Re-build project has been designed with low-profile rooftop mechanical equipment and screening to shield it from view. Although the McDonald's project is not set within a residential neighborhood there are existing hotel/motel buildings immediately to the site's northwest and southwest which do have upper level rooms with views of the McDonald's rooftop.

POLICY S-EG-28

Create community character in commercial, office, and mixed use development through the use of standards and incentives that support public art street lighting, landscaping, distinctive building design, and pedestrian-oriented site design.

Finding:

The McDonald's Re-build is located in a Community Business (CB) zoning district. As such the project is also set within a Commercial Retail Design District requiring Design Review. This process ensures development to include site landscaping, distinctive building design and site design that acknowledges and includes pedestrian access.

Planning District Guidelines - Planning District 2

POLICY S-EG-43

Retain neighborhood-serving commercial uses through flexible zoning that allows a rich combination of neighborhood retail and services.

Finding:

The McDonald's Re-build project is located in the Community Business (CB) district. The CB district is characterized by a flexibility that encourages a rich combination of neighborhood retail and services.

B The proposal complies with the applicable requirements of this Code.

As conditioned, the proposal complies with applicable requirements of the Land Use Code:

- Allowed land uses.
- Dimensional requirements.
- Parking/Loading requirements.
- Landscaping requirements (see Alternative Landscape Option Section III.B)

See Section III, Consistency with Land Use Code/Zoning Requirements.

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

See Section III, Consistency with Land Use Code/Zoning Requirements. This section includes discussion on the following applicable requirements. As conditioned, the proposal meets the applicable design guidelines and criteria in the Community Retail Design District Design Guidelines/Standards LUC 20.25I.040 - .050.

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

As conditioned, the project meets this criterion. See responses in Section VIII Decision Criteria A-C above.

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

All urban level public utilities/infrastructure are available to or on the site or will be constructed/installed with the development. All city departments have reviewed the proposal and required conditions, as necessary. See Section V. for Technical Review.

IX. DECISION OF THE DIRECTOR:

After conducting the various administrative reviews associated with this 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 and Ordinances including but not limited to:

Clearing & Grading Code – BCC 23.76	Janney Gwo	425-452-6190
Bellevue Development Standards		425-452-6190
Transportation Code - BCC 14.60	Ryan K. Miller	425-452-7915
Trans. Dev. Review - BCC.22.16	Ryan K. Miller	425-452-7915
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425-425-4294
Bellevue Utilities Code - BCC Title 24	Mark Dewey	425-452-6179
Construction Codes - BCC Title 23	Lee Kranz	425-452-2732

Structural Codes – BCC Title 23	Lee Kranz	425-452-2732
Land Use Code - BCC Title 20	Mark C. Brennan	425-452-2973
Sign Code - BCC Title 22B.10	Mark C. Brennan	425-452-2973
Noise Control - BCC 9.18	Mark C. Brennan	425-452-2973
Uniform Fire Code - BCC 23.11	Derek Landis	425-452-7832
Trans. Department Design Manual	Ryan K. Miller	425-452-7915
Addressing	Jamie Carter	425-452-4310
Street Trees	Tom Kuykendall	425-452-7924

A. GENERAL CONDITIONS:

The following conditions apply to all phases of development. The following conditions are imposed under authority referenced:

1. Modifications to Design Review:

Any modification to this approval shall be documented as an Amendment to this Design Review OR as an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Conditions of Approval run for the life of the project.

Authority: Land Use Code 20.30F.175
Reviewer: Mark C. Brennan, 425-452-2973

2. Solid Waste/Recycling Enclosure and Collection:

The applicant shall provide details of the recycling and solid waste collection area screening with the building permit submittal. Such screening shall be architecturally compatible with the building (material and color). All refuse and recycling containers shall be contained within structures enclosed on all four sides and utilize lids made of molded plastic or other sound buffering material.

Prior to the issuance of any construction permit, the applicant shall provide a written document demonstrating that Republic Services (Allied Waste) has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for this building using current standards. In addition, all rights of way and public easement shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

Authority: LUC 20.20.725, LUC 20.25B
Reviewer: Mark C. Brennan, 425-452-2973

3. Utilities Conceptual Approval:

Utility Department approval of the design review application is based on the conceptual design only. Minor changes to the site layout may be required to accommodate the utilities after land use design review is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department construction plan review, approval, and field inspection is performed under the Utility Developer Extension Agreement (DEA) and Utilities Permit Processes. A water, and storm drainage Developer Extension Agreement will be required for the project. An over the counter commercial side sewer permit will be required with the

developer extension agreement approval. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit.

Authority: BCC 24.02, 24.04, 24.06
Reviewer: Mark Dewey, Utilities

4. Light and Glare:

There is the potential for light and glare with the site lighting at night. The applicant shall submit a detailed design for all building exterior lighting. Lighting shall be contained to this site and not be permitted to spill-over to adjacent sites. All exterior building lighting is required to include cut-off shields to minimize impacts of light and glare.

Authority: LUC 20.20.522
Reviewer: Mark C. Brennan, 425-452-2973

5. 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 restriction accordingly.

Authority: BCC 14.30.060
Reviewer: Tim Stever (425) 452-4294

6. Provisions for Loading:

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

Authority: LUC 20.20.590.K.4; BCC 14.60.180
Reviewer: Ryan Miller (425) 452-7915

7. Relocated Fire Hydrant & FDC:

The new fire hydrant and FDC shown on the plans should be relocated so they can serve a Fire Engine that remains on 156th Avenue SE when responding. A Fire Ladder truck might enter the property but the Fire Engine will remain on the street during a response.

Authority: 2013 IFC 912.2
Reviewer: Derek Landis 425-452-7832

8. Street Trees:

- a) The two street trees to be used along 156th Avenue SE are to be *Quercus coccinea*. (Scarlet Oak), minimum of 2 1/2" caliper at time of planting and planted 40' apart and centered in the street frontage planting area 15 feet from the back edge of the public sidewalk.
- b) Prior to ordering any street tree, confirm cultivar with City of Bellevue Parks Department. Contacts are:

- Tom Kuykendall, tkuykendall@bellevuewa.gov, 425-452-7924, or
- Melissa Kerson, mkerson@bellevuewa.gov, 425-452-4100

Authority: LUC 20.20.520
Reviewer: Mark C. Brennan, 425-452-2973

9. Vehicular Restrictions:

Access to and from this site will be restricted to right-turn-in and out at the northeast driveway on 156th Avenue SE and right-turn-out only at the southeast driveway.

Authority: BCC 14.60.15
Reviewer: Ryan K. Miller 425-452-7915

10. Parking Stall Calculations:

If non-habitable areas are converted to habitable space in the future, additional parking may be required to meet LUC 20.20.590.

Authority: Land Use Code 20.20.590
Reviewer: Mark C. Brennan 425-452-2973

B. PRIOR TO CLEARING AND GRADING (CG) PERMIT:

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

1. Right of Way Use during Construction 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:

1. Designated truck hauling routes.
2. Truck loading/unloading activities.
3. Location of construction fences.
4. Hours of construction and hauling.
5. Requirements for leasing of right of way or pedestrian easements.
6. Provisions for street sweeping, excavation and construction.
7. Location of construction signing and pedestrian detour routes.
8. 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 prevent 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: Tim Stever (425) 452-4294

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 the Americans with Disabilities Act, 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. 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) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. 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.
- d) City standards for driveway widths range from 26 to 30 feet wide, with a median included on the southern driveway location a greater width of 35-feet is approved. Driveway aprons must be constructed in accordance with Design Manual Standard Drawing DEV-7A.
- e) Location of fixed objects in the sidewalk or near the driveway approach.
- f) Trench restoration within any right of way or access easement.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards.

Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

Authority: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
Reviewer: Ryan Miller (425) 452-7915

3. Planting in the R.O.W.:

- a) Planting shall be done according to the Parks and Community Services Department Environmental Best Management Practices and Design Standards in place at the time of construction.
- b) Soil: Provide at least 24" of soil prepared in the ROW. per the City of Bellevue document "Type 2 Soil Preparation" attached.
- c) **A Parks Department representative shall be on-site to inspect street trees prior to planting and at the time of planting to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 at least 24 hours before planting to schedule the inspection.**
- d) Replace the ilex currently shown with planting selections that will not cause sight distance issues.
- e) The applicant shall provide a revised street frontage/R.O.W. planting plan utilizing selections from the following list of shrubs planted in the R.O.W. to the southwest of the site along 156th Avenue SE:
 - *Arbutus unedo*
 - *Carex testacea*
 - *Cornus stolonifera* 'Kelseyi'
 - *Gaultheria shallon*
 - *Geranium macrorrhizum* 'Ingwersen's Variety'
 - *Hemerocallis* sp.
 - *Sedum* x 'Autumn Joy'
 - *Spirea japonica* 'Magic carpet'

Authority: LUC 20.20.520

Reviewer: Mark C. Brennan, 425-452-2973

4. Right-of-Way Irrigation:

- a) Right-of-Way: 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 and shall remain separate from the on-site systems. The applicant will be required to construct the irrigation service line, setter and pay for the meter installation and associated connection charges for this meter.
- b) The irrigation system shall include automatic operations and rain sensors to override the automatic cycle if needed. **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.** If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.
- c) Drip irrigation will **not** be allowed in the right-of-way planting strip. Schedule 40 irrigation pipe is required in the right-of-way and there shall be a minimum 4-inch diameter sleeves under all new sidewalks and driveways.
- d) A private irrigation service line(s) is required for all on-site landscape areas. The Utilities Department is responsible for reviewing all irrigation designs.
- e) 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. As-built drawings shall be submitted to the City of Bellevue Parks Department and Land Use. Irrigation devices and electrical components shall not

- create a tripping hazard in the sidewalk.
- f) Parks Department Contacts:
- Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
 - Melissa Kerson, mkerson@bellevuewa.gov or (425) 45204100
- g) Irrigation shall be designed per the Parks and Community Services Department Environmental Best Management Practices and Design Standards. Prior to Clearing and Grading Permit approval, the final irrigation plan must be reviewed and approved by the City of Bellevue Utilities and Parks Departments.

Authority: BCC 24.02.205, LUC 20.20.520
Reviewer: Mark C. Brennan 425 452 2973

5. Retention of Significant Trees on Site:

The applicant shall retain the existing significant trees located on the perimeter of the site located above the proposed storm sewer line. Tree retention will be achieved by moving the proposed storm sewer line to the north and into the parking area to avoid conflicts with the trees or associated root systems.

Authority: LUC 20.20.520
Reviewer: Tom Kuykendall, 425-452-7924

C. PRIOR TO BUILDING PERMIT (BM):

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:

No traffic impact fee will be collected at this time. The plans to date show a decrease in the restaurant square footage. The existing restaurant is 4,625 square feet and the proposed restaurant will be reduced in size to 4,229 square feet.

2. Existing Easements:

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

Authority: BCC 14.60.100
Reviewer: Tim Stever (425) 452-4294

3. Fire Department:

The following conditions are based on the assumption of an occupant load over 100 people:

- a) A separate permit for Fire sprinklers (FB).
- b) A separate permit for Fire alarm (FA).
- c) A separate permit for Fire underground (FD).
- d) A Fire Safety and Emergency Plan to be designed in accordance with IFC Chapter 4 (required before fire final approval) on the building permit).
- e) A Fire Department Connection (FDC) shall be located within 100 ft. of a fire hydrant.
- f) Fire Sprinkler Flow shall activate exterior fire alarm notification device.

- g) A cover/canopy "U occupancy" over the trash dumpster is not required to have fire sprinklers if the dumpster is located over 10' from other buildings.
- h) A Manual Pull for UL300 System shall be a minimum of 10' and maximum of 20' from a cooking line (not located directly on the cooking appliance).

912.2 Location:

With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connections shall be approved by the fire chief.

Comments submitted 2/9/16:

The new Fire Hydrant and FDC shown on the plans should be relocated so they can serve a responding Fire Engine that remains on 156th Avenue SE when responding. A fire department ladder truck might enter the property but the Fire Engine will remain on the street during a response.

Authority: International Fire Code Chapter 9
Reviewer: Derek Landis, (425) 452-4112

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY:

1. Landscape Installation Assurance Device:

All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized Assignment of Savings dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan.

Authority: LUC 20.40.490
Reviewer: Mark C. Brennan, Land Use

2. Landscape Maintenance Assurance Device:

The applicant shall file with the Development Services Department a landscape maintenance assurance device for a one year period in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all landscaping on the site. To ensure that interior plants will thrive, provide a water schedule to show how plants will be cared for during the establishment period (per Sheet L1.0, Note 6) and thereafter.

Authority: Land Use Code 20.40.490
Reviewer: Mark C. Brennan, 425-452-2973

3. All Signage to Comply with Bellevue Sign Code:

- a) This Design Review approval addresses the *conceptual* design of signage only and does not include approval of the design of any specific sign(s). Design review of each sign and compliance with the Sign Code will occur through review of each Sign Permit application.
- b) The sign package plans, elevations, and/or sketches shall include but are not limited

to:

- Location
- Illumination
- Color and Materials
- Design (no cabinet or freestanding signs are permitted)

Authority: LUC 20.25A.110, LUC 20.30F, BCC 22B.10.025.B.4 and 10.030

Reviewer: Mark C. Brennan, Land Use

4. Street Frontage Improvements:

All street frontage improvements must be constructed by the applicant and accepted by the Transportation Department inspector. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the City requires a delay.

Authority: BCC 14.60; Comprehensive Plan Policy UT-39 and Transportation Department Design Manual Standard Drawings DEV-7A.

Reviewer: Ryan Miller (425) 452-7915

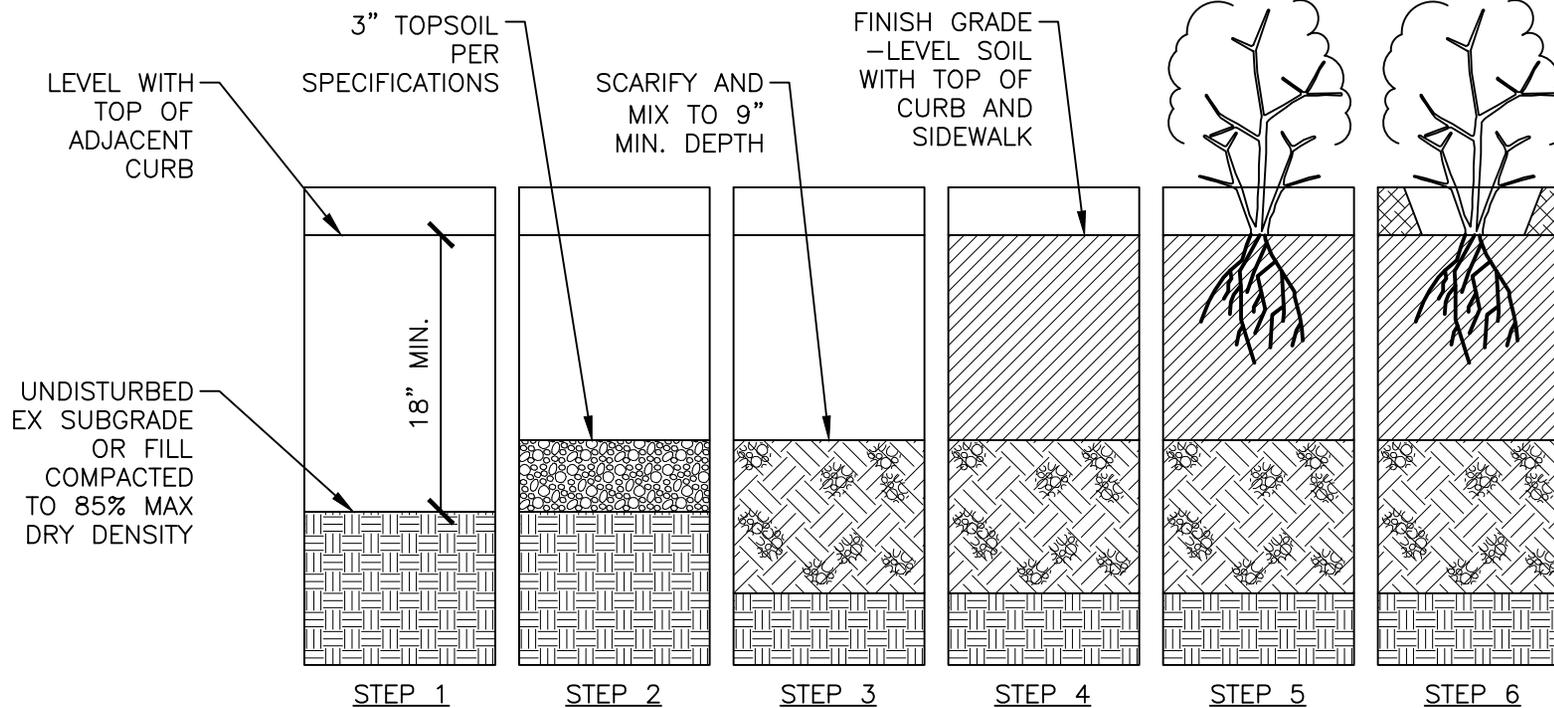
5. Pavement Restoration:

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

156th Ave SE: Based on this street's excellent condition, it is classified with the City's overlay program as "No Cuts Permitted." Pavement restoration requirements are provided with the Right of Way Use Permit.

Authority: BCC 14.60. 250; Design Manual Design Standard #23

Reviewer: Tim Stever (425) 452-4294



TYPE 2 PREPARATION SEQUENCE:

STEP	DESCRIPTION
1	EXCAVATE EX SOIL TO 18" MIN. DEPTH BELOW FINISH GRADE. AVOID UNDERMINING NEARBY FEATURES.
2	INSTALL 3" DEPTH FINE COMPOST.
3	SCARIFY TOPSOIL TO A 9" DEPTH. ENGINEER SHALL REVIEW & APPROVE SCARIFICATION PRIOR TO PROCEEDING TO STEP 4.
4	INSTALL 15" MIN. DEPTH TOPSOIL TYPE A AND REVIEW FINISH GRADE WITH ENGINEER PRIOR TO PLANTING.
5	INSTALL PLANTS, MATERIALS & IRRIGATION PER SPECIFICATIONS.
6	INSTALL 1½" DEPTH MULCH PER SPECIFICATIONS (NO WOOD CHIPS)

NOTES:

1. ALL DIMENSIONS INDICATE COMPACTED DEPTHS. TOPSOIL TYPE A & MULCH SHALL BE COMPACTED TO 85% DRY DENSITY.
2. INCREASE DEPTH OF EXCAVATION & TOPSOIL TO ACCOMODATE TREE ROOT BALL DEPTHS OF 18"-30".
3. MOUND TOPSOIL IN PLANTER STRIPS AND MEDIANS PER SPECIFICATIONS.



City of
Bellevue

TITLE:

TYPE 2 SOIL PREPARATION

DRAWING #:	PK-IM-XX
SCALE:	N.T.S.
REVISION DATE:	08-2015
DEPARTMENT:	PARKS