



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE., P.O. BOX 90012
BELLEVUE, WA 98009-9012

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

The attached materials are being sent to you pursuant to the requirements for the Optional DNS Process (WAC 197-11-355). A DNS on the attached proposal is likely. This may be the only opportunity to comment on environmental impacts of the proposal. Mitigation measures from standard codes will apply. Project review may require mitigation regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for this proposal may be obtained upon request.

File No. 16-1230954-LD

Project Name/Address: GIS Plaza
930 109th Avenue NE

Planner: Carol Hamlin

Phone Number: (425)-452-2731

Minimum Comment Period: June 16, 2016, 5PM

Materials included in this Notice:

- Blue Bulletin
- Checklist
- Vicinity Map
- Plans
- Other

ENVIRONMENTAL CHECKLIST

10/9/2009

Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

INTRODUCTION**Purpose of the Checklist:**

The State Environmental Policy Act (SEPA), Chapter 43.21c RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Bellevue identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Giving complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the Planner in the Permit Center can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

Use of a Checklist for Nonproject Proposals: *A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.*

For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.

For nonproject actions, the references in the checklist to the words *project*, *applicant*, and *property* or *site* should be read as *proposal*, *proposer*, and *affected geographic area*, respectively.

Attach an 8 ½" x 11 vicinity map which accurately locates the proposed site.

BACKGROUND INFORMATION

Property Owner:

Proponent:

Contact Person:

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

Address:

Phone:

Proposal Title:

Proposal Location:

(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 ½" x 11" vicinity map that accurately locates the proposal site.

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

1. General description:
2. Acreage of site:
3. Number of dwelling units/buildings to be demolished:
4. Number of dwelling units/buildings to be constructed:
5. Square footage of buildings to be demolished:
6. Square footage of buildings to be constructed:
7. Quantity of earth movement (in cubic yards):
8. Proposed land use:
9. Design features, including building height, number of stories and proposed exterior materials:
10. Other

Estimated date of completion of the proposal or timing of phasing:

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

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

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

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

- Land Use Reclassification (rezone) Map of existing and proposed zoning
- Preliminary Plat or Planned Unit Development
Preliminary plat map
- Clearing & Grading Permit
Plan of existing and proposed grading
Development plans
- Building Permit (or Design Review)
Site plan
Clearing & grading plan
- Shoreline Management Permit
Site plan

A. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site: Flat Rolling Hilly Steep slopes Mountains Other
- b. What is the steepest slope on the site (approximate percent slope)?
- c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

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

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

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

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

2. AIR

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

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

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

3. WATER

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

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

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

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

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

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

b. Ground

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

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

c. Water Runoff (Including storm water)

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

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

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

4. Plants

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

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

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

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

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

5. ANIMALS

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

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

- b. List any threatened or endangered species known to be on or near the site.
- c. Is the site part of a migration route? If so, explain.
- d. Proposed measures to preserve or enhance wildlife, if any:

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.
- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
- c. What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any:

7. Environmental Health

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

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

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

b. Noise

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

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

- (3) Proposed measures to reduce or control noise impacts, if any:

8. Land and Shoreline Use

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

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

- c. Describe any structures on the site.

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

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

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

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

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

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

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

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
- c. What existing off-site sources of light or glare may affect your proposal?
- d. Proposed measures to reduce or control light or glare impacts, if any:

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?
- b. Would the proposed project displace any existing recreational uses? If so, describe.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.
- b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.
- c. Proposed measures to reduce or control impacts, if any:

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
- c. How many parking spaces would be completed project have? How many would the project eliminate?

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).
- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
- g. Proposed measures to reduce or control transportation impacts, if any:

15. Public Services

- a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
- b. Proposed measures to reduce or control direct impacts on public services, if any:

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Signature

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

Signature Scott Jeffries Date Submitted.....

April 22, 2016

**Re: GIS Plaza (930 109th Ave NE)
Design Review Narrative**

The GIS Plaza project is located on a small, 5,682sf corner lot at the intersection of NE 10th St and 110th Ave NE. The site is zoned DNTN-R, as are the properties immediately adjacent. The nearby library and the neighboring mixed-use buildings are midrise in height, creating a neighborhood quality and scale. Additionally, the library landscaping creates an urban park and neighborhood amenity in close proximity. The corner has energy, both with vehicular and increasing pedestrian traffic, and the new development will help to promote this urban residential experience.

The project is mixed-use and will have six floors above grade with one floor below grade. The ground level will house a small retail space, an entry lobby for the office and residential floors above, and a highly efficient, mechanical stacked parking system (with pits housing portions of the parking system below). Level two will have a small office space and two residential apartments. Levels three and four will have four residential apartments each. Levels five and six will have a total of three residential condominiums with access to a private rooftop deck. The building's overall gross square footage is approximately 32,000sf. Between the apartments and the condominiums, there will be a total 13 residences.

Beginning early in the design process, the project team has been working closely with representatives from the City of Bellevue. The team has met often with the City to find options for design development that will both provide a sensitive response within the existing neighborhood context and allow for a successful development on what is otherwise a project site with significant restrictions due to small size and proximity to the existing street intersection.

Currently, the site is vacant with only the foundation of the previous residence remaining. As it stands undeveloped, the property is an eyesore within the community, often sitting with trash and overgrown vegetation. The proposed project would eliminate these undesirable concerns, resulting in a new, highly designed property favoring a modern aesthetic, clean simple lines, and an active ground plane.

While a taller development is possible per current zoning, keeping the building low (six stories) prevents introduction of a foreign element within the block, complimenting the scale of immediately adjacent buildings to maintain the existing residential neighborhood quality. In relation to the small scale, the exterior façade has been carefully considered through massing and form to create a vertical expression that gives the building a balanced significance to its site and completion of the fourth corner. Materials have been selected and composed to enhance pedestrian scale and residential familiarity while keeping the materials and colors of adjacent properties in mind.

Starting at street level, a retail space will front NE 10th Street to support the neighborhood and the civic front lawn of the library and its users. The retail storefront

will be wood with a large walk-up style operable window for sidewalk purchases, helping to create energy and vibrancy. Brick at the base gives a sense of permanence and tactility, anchoring the more transparent glass floors above.

The west side of the building will have large planters filled with appropriately scaled vegetation and is the location of the garage entry. Vehicles entering from 109th will flow through in a single direction, leaving through a right-turn only exit on the building's east side. Trash and recycle will be located within the garage. At street level, lighting will add an element of safety to the building as well as a welcoming quality to support sidewalk seating.

Moving beyond the ground floor base, the upper floors will feature an aluminum curtainwall complimented by vertical wood fins that give the small building presence and a related scale to its surroundings. The vertical skin elements subtly reference the programmatic uses of each floor. The spacing and rhythm of the wood fins and bay windows gives modulation to the building in the absence of decks. The wood fins also give the building varying levels of transparency and opacity, depending on perspective and view angle, allowing the building façade to have a dynamic changing quality.

Floor to ceiling glass will have window treatments that the occupants can raise and lower, adding another layer of detail that will keep the building in an active state of change. The tall windows and slim-profile curtainwall system offer a lighter element to the façade while maximizing views from within. The apartment floors are comprised of a mix of one and two bedroom apartments with open, spacious layouts.

Proximity to the adjacent building across the property line was a key consideration throughout development of the design. The GIS Plaza Ownership has engaged the neighboring HOA for discussion as a part of this process. The south façade will be mostly opaque with attention to creating a visually calming experience through color, texture and panel break up, maintaining privacy for the residents.

The GIS Plaza building represents a shift in the level of architectural design and development within this urban neighborhood, resulting in a property that is distinctly unique to the area while promoting the trend in Bellevue to support smart, modern buildings and the growth of small, urban communities.

We look forward to discussing our project with you further in the coming weeks. Please feel free to call with any questions.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read 'RHitt', with a horizontal line extending to the right.

Ryan Hitt
Project Manager
SkB Architects



1 PERSPECTIVE LOOKING SOUTHWEST FROM 110TH AVE NE AND NE 10TH ST
NOT TO SCALE

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NOT FOR CONSTRUCTION - DESIGN REVIEW DRAWINGS



1 PERSPECTIVE LOOKING NORTHEAST FROM 109TH AVE NE
NOT TO SCALE



2 BIRD'S EYE PERSPECTIVE FROM 110TH AVE NE AND NE 10TH STREET
NOT TO SCALE



3 PERSPECTIVE LOOKING SOUTHEAST 110TH ST AND 109TH AVE NE
NOT TO SCALE



4 BIRD'S EYE PERSPECTIVE FROM 109TH AVE NE AND NE 10TH ST
NOT TO SCALE

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1 PERSPECTIVE LOOKING SOUTHWEST 110TH ST AND 110TH AVE NE
NOT TO SCALE



2 PERSPECTIVE LOOKING SOUTHWEST 110TH ST AND 110TH AVE NE
NOT TO SCALE



3 PERSPECTIVE LOOKING NORTH ON 110TH AVE NE
NOT TO SCALE



4 PERSPECTIVE LOOKING SOUTHEAST 110TH ST AND 109TH AVE NE
NOT TO SCALE

| Rev. No. | Description | Date |
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NOT FOR CONSTRUCTION - DESIGN REVIEW DRAWINGS

DESIGN REVIEW April 22, 2016

1A BRICK VENEER

Material: Brick Masonry Veneer

Color: Dark

Location: Street Level



1B BRICK VENEER SOLDIER COURSE

Material: Brick Masonry Veneer

Color: Dark

Location: Street Level



1C BRICK VENEER ACCENT

Material: Brick Masonry

Color: Dark Blue

Location: Street Level radius corners



- 2A** **HORIZONTAL WOOD SIDING**
Material: Wood
Color: Natural color
Location: All floors, all facades



- 2B** **METAL PANEL**
Material: Metal
Color: Light
Location: Levels 2-Roof, all facades



- 2C** **METAL PANEL**
Material: Metal
Color: Medium
Location: Levels 2-Roof, south facade



- 2D** **METAL CURTAIN WALL**
Material: Metal
Color: Medium / Dark bronze
Location: All Levels, all facades



DESIGN REVIEW April 22, 2016

4A

VERTICAL WOOD FIN

Material: Wood

Color: Natural color

Location: All floors, all facades



5A-5D

METAL ACCENTS

Material: Metal

Color: Dark bronze / black

Location: Canopies, brick ledgers, decorative gates, louvers



5E

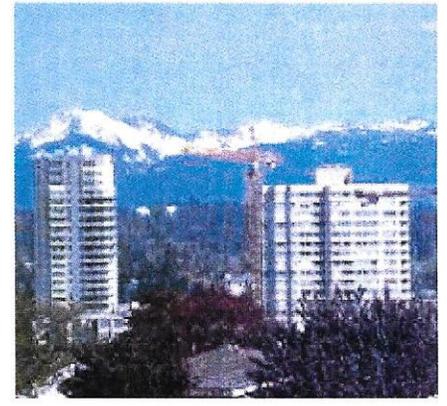
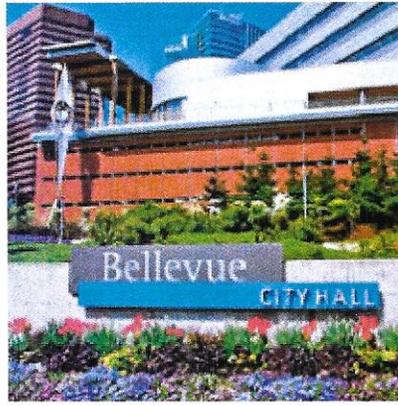
PLANTER

Material: Ceramic

Color: Dark brown / black

Location: Street Level





Bellevue
GIS PLAZA
TRIP GENERATION AND TRAFFIC IMPACT FEE LETTER
March 25, 2016



JTE . Jake Traffic Engineering, Inc.
 Mark J. Jacobs, PE (WA and OR), PTOE, President
 2614 39th Ave. SW - Seattle, WA 98116 - 2503
 Tel. 206.762.1978 - Cell 206.799.5692
 E-mail jaketraffic@comcast.net





March 25, 2016

GIS DEVELOPMENT CORPORATION

Attn: Eugene Gershman
600 Stewart Street, Suite 603
Seattle, WA 98101

Re: GIS Plaza – Bellevue
Trip Generation and Traffic Impact Fee Letter

Dear Mr. Gershman,

I have prepared this Trip Generation and Traffic Impact Fee Letter for GIS Plaza Mixed use building to be located at 930 109th Ave. NE in Bellevue. I understand the facility would comprise the following:

- Ground Level: Parking & Small Retail Suite (~750 sf)
- Second Floor: Home Office Space (approx 2100sf) + Two Residential (rental) Units
- Third & Fourth Floors: Four Residential (rental) Units per Floor
- Fifth & Sixth Floors: Three Total Private Condos

Mechanical garage parking for about 19 to 23 vehicles in a ground level garage is proposed with ingress off 109th Ave. NE and right turn egress to 110th Avenue Northeast.

The 2nd floor office space is to be used by the owners of the Three Private Condominiums who operate a small family business.

I have field reviewed and walked the site area. This letter has been prepared to identify the trip generation and provide a TIF assessment. The **SUMMARY, CONCLUSIONS AND RECOMMENDATIONS** begin on page six of this letter.

PROJECT INFORMATION

The preliminary site plan provided to me by SkB Architects, attached, shows the six-story building, at grade level mechanical garage parking for 19 to 23 vehicles. Ingress to the garage is off 109th and egress is via 110th Avenue Northeast..

EXISTING ENVIRONMENT

Project Site

The site is presently developed with a four vehicle parking lot. An aerial image of the project site obtained from King County iMap is depicted below.

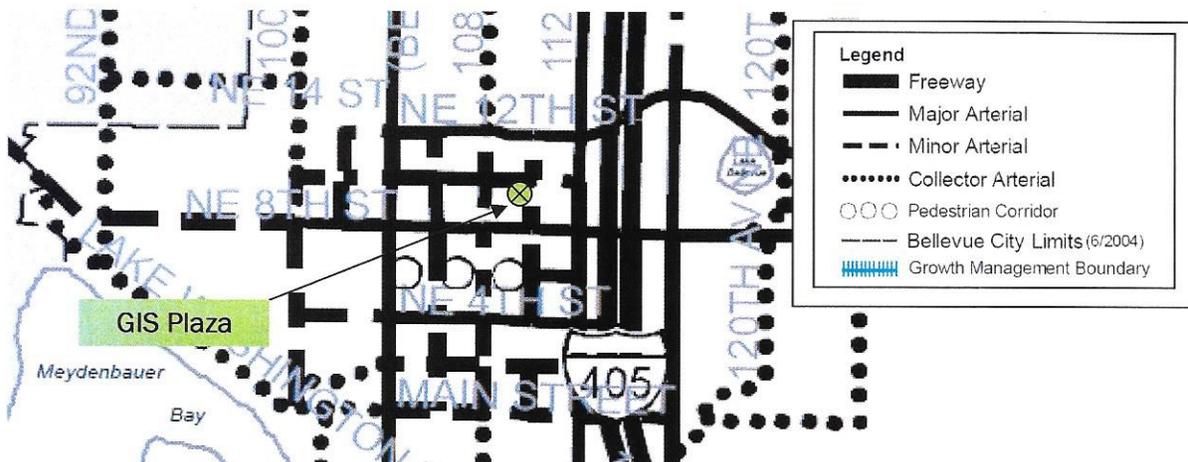
GIS DEVELOPMENT CORPORATION
 Attn: Eugene Gershman
 March 25, 2016
 Page -2-



The project site is currently vacant.

Street System

The primary streets and their classifications in the site vicinity per the City of Bellevue Transportation Element Figure TR.3 Existing Arterials and Freeways with Street Classifications are shown below:



GIS DEVELOPMENT CORPORATION
 Attn: Eugene Gershman
 March 25, 2016
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Alternative Transportation

I have reviewed the Metro Transit website (transit.metrokc.gov) for bus services in the vicinity of the proposed development. The pertinent section of the Metro Transit System Map, September 2015 is depicted below:



As shown in the above map excellent transit service is provided in the site vicinity. Further information on transit service can be obtained from the Metro website. Sound Transit also serves the site.

Pedestrian Facilities

Sidewalks exist on the streets in the site area. The site area is very walkable!

Commercial Services

Substantial retail, office and other commercial services are within walking distance of the proposed project. A QFC grocery store is located about ½ mile from the site, the Bellevue Regional Library is across the street and there are numerous restaurants, retail and commercial services in the site vicinity. Bellevue Square Mall is also about ½ mile from the site.

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Attn: Eugene Gershman
March 25, 2016
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TRIP GENERATION

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

- | | |
|----------------------|---|
| Pass-By Trips: | Trips made as intermediate stops on the way from an origin to a primary trip destination. |
| Diverted Link Trips: | Trips attracted from the traffic volume on a roadway within the vicinity of the generator but which require a diversion from that roadway to another roadway in order to gain access to the site. |
| Captured Trips: | Site trips shared by more than one land use in a multi-use development. |
| Primary (New) Trips: | Trips made for the specific purpose of using the services of the project. |

Trip Generation

The proposed GIS Plaza project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM peak hours as shown in Table 1. The trip generation for the project is calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, for Mid-Rise Apartment (ITE Land Use Code 223), Residential Condominium/Townhouse (LUC 230), General Office Building (LUC 710) and Specialty Retail Center (LUC 826,). All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the trip generation values.

The ITE just published the 3rd Edition of the Trip Generation Handbook, August 2014. This report adds new information regarding Trip Generation for Infill/Redevelopment (Section 7). Infill projects generate fewer vehicular trips, the more urban the site the fewer the trips, proximity to rail transit results in greater trip reduction than bus transit and in most cases walk trips exceed transit and bike trips.

Tables D.1, D.2 and D.3 in the Trip Generation Handbook provide information on mode split; aka car, transit, walk and bike. The data indicates a high proportion of site trips would not be by car; but instead would be via walking, transit and bike.

GIS DEVELOPMENT CORPORATION
 Attn: Eugene Gershman
 March 25, 2016
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| TABLE 1 - TRIP GENERATION GIS PLAZA - BELLEVUE TRIP GENERATION AND TRAFFIC IMPACT FEE LETTER | | | | | | | | | | | | | |
|--|-------|---------|---------|-------------|--------|------------|-------|------------|-----------|-----------|---------------|---------------------|-------------------------|
| Time Period | Size | TG Rate | Enter % | Enter Trips | Exit % | Exit Trips | Total | Car Trip % | Car Trips | Pass-by % | New Car Trips | Transit/Walk/Bike % | Transit/Walk/Bike Trips |
| Proposed: Mid Rise Apartment (ITE LUC 223; 10 - units) | | | | | | | | | | | | | |
| Weekday* | 10 | 4.25 | 50% | 21.3 | 50% | 21.3 | 42.5 | -- | -- | -- | -- | -- | -- |
| AM peak hour | 10 | 0.3 | 31% | 0.9 | 69% | 2.1 | 3.0 | 62.5% | 1.9 | 0% | 1.9 | 37.5% | 1.1 |
| PM peak hour | 10 | 0.39 | 58% | 2.3 | 42% | 1.6 | 3.9 | 56.8% | 2.2 | 0% | 2.2 | 43.2% | 1.7 |
| PMPH (City) | 10 | 0.37 | 58% | 2.1 | 42% | 1.6 | 3.7 | 56.8% | 2.1 | 0% | 2.1 | 43.2% | 1.6 |
| Proposed: Condominium (ITE LUC 230; 3 - units) | | | | | | | | | | | | | |
| Weekday | 3 | 5.81 | 50% | 8.7 | 50% | 8.7 | 17.4 | -- | -- | -- | -- | -- | -- |
| AM peak hour | 3 | 0.44 | 17% | 0.2 | 83% | 1.1 | 1.3 | 62.5% | 0.8 | 0% | 0.8 | 37.5% | 0.5 |
| PM peak hour | 3 | 0.52 | 67% | 1.0 | 33% | 0.5 | 1.6 | 56.8% | 0.9 | 0% | 0.9 | 43.2% | 0.7 |
| PMPH (City) | 3 | 0.37 | 44% | 0.5 | 56% | 0.6 | 1.1 | 56.8% | 0.6 | 0% | 0.6 | 43.2% | 0.5 |
| Proposed: Office (ITE LUC 710; 2,100 sf) | | | | | | | | | | | | | |
| Weekday | 2,100 | 11.03 | 50% | 11.6 | 50% | 11.6 | 23.2 | -- | -- | -- | -- | -- | -- |
| AM peak hour | 2,100 | 1.56 | 88% | 2.9 | 12% | 0.4 | 3.3 | 64.3% | 2.1 | 10% | 1.9 | 35.7% | 1.2 |
| PM peak hour | 2,100 | 1.49 | 17% | 0.5 | 83% | 2.6 | 3.1 | 57.6% | 2.0 | 10% | 1.8 | 42.4% | 1.3 |
| PMPH (City) | 2,100 | 1.12 | 17% | 0.4 | 83% | 2.0 | 2.4 | 57.6% | 1.4 | 10% | 1.2 | 42.4% | 1.0 |
| Proposed: Specialty (Miscellaneous) Retail (ITE LUC 826; 750 sf) | | | | | | | | | | | | | |
| Weekday | 750 | 44.32 | 50% | 16.6 | 50% | 16.6 | 33.2 | -- | -- | -- | -- | -- | -- |
| AM peak hour** | 750 | 0.96 | 62% | 0.4 | 38% | 0.3 | 0.7 | 72.5% | 0.5 | 40% | 0.3 | 27.5% | 0.2 |
| PM peak hour | 750 | 2.71 | 44% | 0.9 | 56% | 1.1 | 2.0 | 52.4% | 1.1 | 40% | 0.6 | 47.6% | 1.0 |
| PMPH (City) | 750 | 3.73 | 44% | 1.2 | 56% | 1.6 | 2.8 | 52.4% | 1.5 | 40% | 0.9 | 47.6% | 1.3 |
| Total | | | | | | | | | | | | | |
| Weekday | -- | -- | -- | 58.2 | -- | 58.2 | 116.3 | -- | -- | -- | -- | -- | -- |
| AM peak hour | -- | -- | -- | 4.5 | -- | 3.8 | 8.3 | -- | 5.3 | -- | 4.9 | -- | 3.0 |
| PM peak hour | -- | -- | -- | 4.7 | -- | 5.9 | 10.6 | -- | 6.2 | -- | 5.5 | -- | 4.7 |
| PMPH (City) | -- | -- | -- | 4.3 | -- | 5.7 | 10.0 | -- | 5.6 | -- | 4.8 | -- | 4.4 |

* - The identified daily trip rate is determined by applying the ratio of daily/PM peak rates of other residential LUC's; about 10.9/1
 ** - The identified AM peak hour trip rate is per LUC Shopping Center, no data is noted for LUC 826

Table 1 also includes the City of Bellevue traffic generation and pass-by rates as obtained from the City of Bellevue Transportation Fee Program 2013 Update, August 2013.

The projected vehicular trips of the infill redevelopment during the critical PM peak time period is projected at about six trips. A substantial portion of the site trips, four to five, would be other travel mode. This makes intuitive sense since people living within the project can readily walk to numerous commercial services including a QFC Grocery store, retailing as well as numerous restaurants. Additionally work opportunities exist in the area and Bellevue Square Mall is only a half mile away from the site. The site is also well served by transit.

CITY OF BELLEVUE TRAFFIC CONCURRENCY

This traffic letter provides the site traffic generation for the project and a Traffic Impact Fee estimate next section).

Bellevue City Code requires concurrency testing for developments that would generation 30 or more net new PM peak hour trips. The traffic generated by the proposed infill development is well below the City threshold to conduct a Traffic Concurrency test.

GIS DEVELOPMENT CORPORATION
 Attn: Eugene Gershman
 March 25, 2016
 Page -6-

TRAFFIC MITIGATION

The City of Bellevue has a Traffic Impact Fee program per City Code Section 22.16. Using the 2016 City TIF rate schedule I estimate the TIF for the re-development as follows:

| Use | Size | City TIF/rate | Estimated TIF | TIF Mixed Use ** |
|----------------------|-------|---------------|--------------------|--------------------|
| Multi Family* | 13 | \$1,711.00 | \$22,243.00 | \$20,018.70 |
| General Office* | 2,100 | \$6.43 | \$13,503.00 | \$12,152.70 |
| Miscellaneous Retail | 750 | \$4.76 | \$3,570.00 | \$3,213.00 |
| Net Total | | | \$39,316.00 | \$35,384.40 |

* - The City of Bellevue TIF for Downtown Land Uses.

** - In discussion with the City an additional 10% reduction for mixed use has been provided on other projects with justification.

Section 22.16.080 Calculating transportation impact fees.

F. The director may consider unusual circumstances for specific developments and may adjust the otherwise applicable impact fee for specific developments in order to ensure that impact fees are imposed fairly. The director shall set forth his/her reasons for adjusting the impact fee in written findings.

The proposed GIS Plaza is a mixed use development located in the downtown commercial area. Residents living in the building are able to walk to the internally provided commercial services as well as to the nearby commercial services and employment opportunities. The Trip Generation Handbook also identifies lower trip generation for infill projects and a high percentage of other trip modes other than driving a car.

The 2nd floor office space is to be used by the owners of the Three Private Condominiums who operate a small business. Thus this office space is not projected to generate employee vehicular trips since the employees live in the same building and would walk to and from work. The City's TIF cost for the office space thus should be removed in this case to account for office space operating essentially as a home office.

In addition to payment of the TIF, the site and access and egress would need to be constructed per applicable City requirements. Street frontage improvements to City requirements on 109th Ave. NE would also be required.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

This letter has identified the trip generation for the proposed GIS Plaza to be located at 930 109th Ave. NE in Bellevue. The building would provide 13 residential dwellings, about 750 sf of retail space and about 2,100 sf of home office space. The projected PM peak hour vehicular trips are projected at five to six well below the City Traffic Concurrence threshold of

GIS DEVELOPMENT CORPORATION

Attn: Eugene Gershman

March 25, 2016

Page -7-

30. Mechanical garage parking for 19 to 23 vehicles is envisioned with access off 109th Avenue Northeast.

The City of Bellevue Transportation Concurrency model analysis is not required for the project.

Based on my Traffic Review, I would recommend that the GIS Plaza be allowed with the following traffic impact mitigation measures.

1. Build the site in accordance with applicable City requirements.
2. Pay the City traffic impact fee; the City should adjust to reflect that the office space is essentially home office and thus should not be subject to added TIF.
3. Install the site ingress and egress to applicable City requirements.
4. Construct City required street frontage improvements.

If you have any questions you can contact me at 206.762.1978 or email me at jaketraffic@comcast.com.



MJJ: mjj

EXPIRES 4/3/2018

Very truly yours,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC.

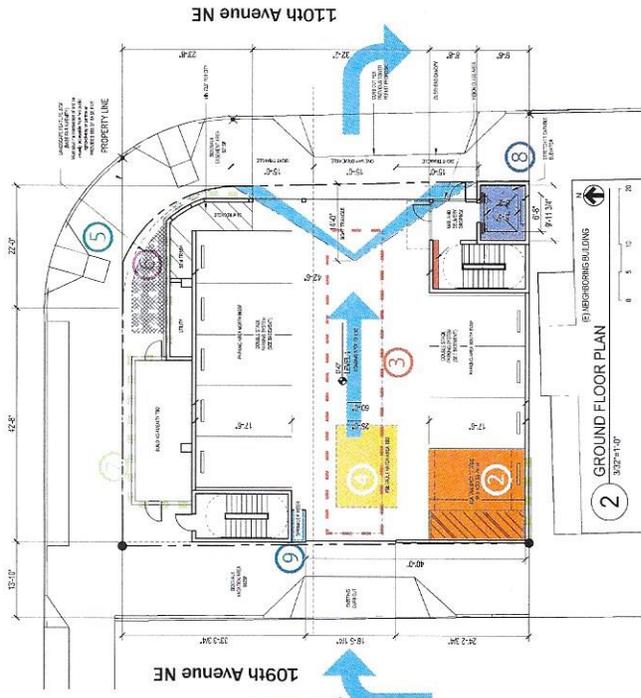
03.23.2016

APPENDIX

Site Plan (pertinent data)

City Comments (pertinent data)

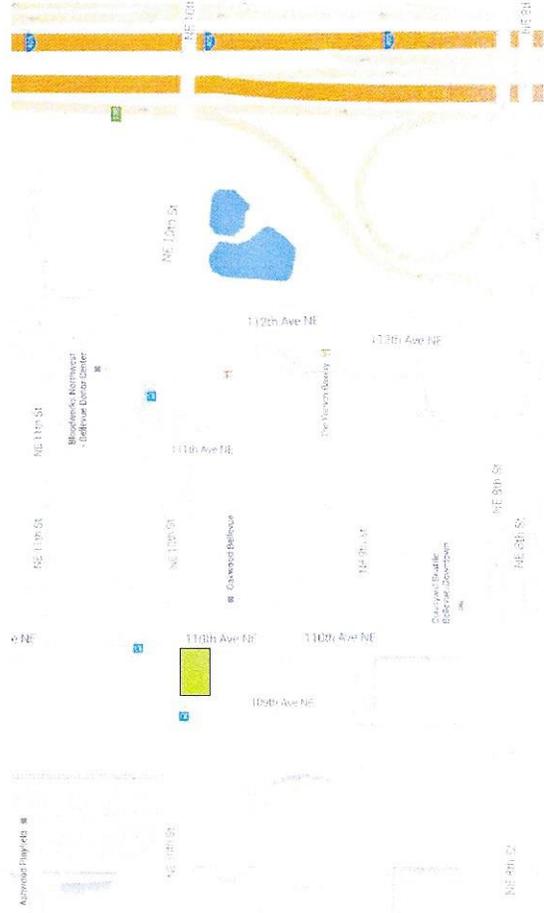
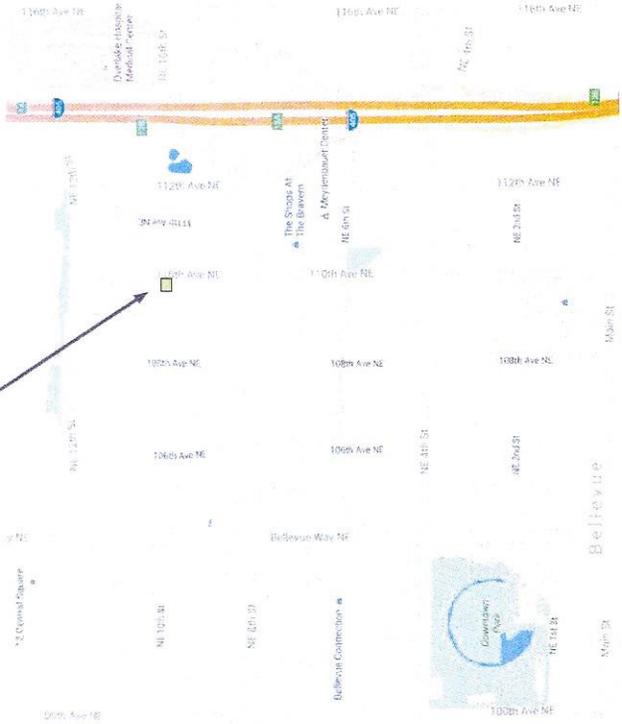
NE 10th Street



- ① traffic flow
 - one way traffic
 - right turn only
 - sight triangles
- ② parking
 - back out
 - ADA van stall
- ③ loading & garbage
 - drop box
 - open garage
- ④ vault
- ⑤ sidewalk - ADA curb ramps
- ⑥ amenity calc. base FAR
- ⑦ blank facade
- ⑧ elevator
- ⑨ sprink. riser



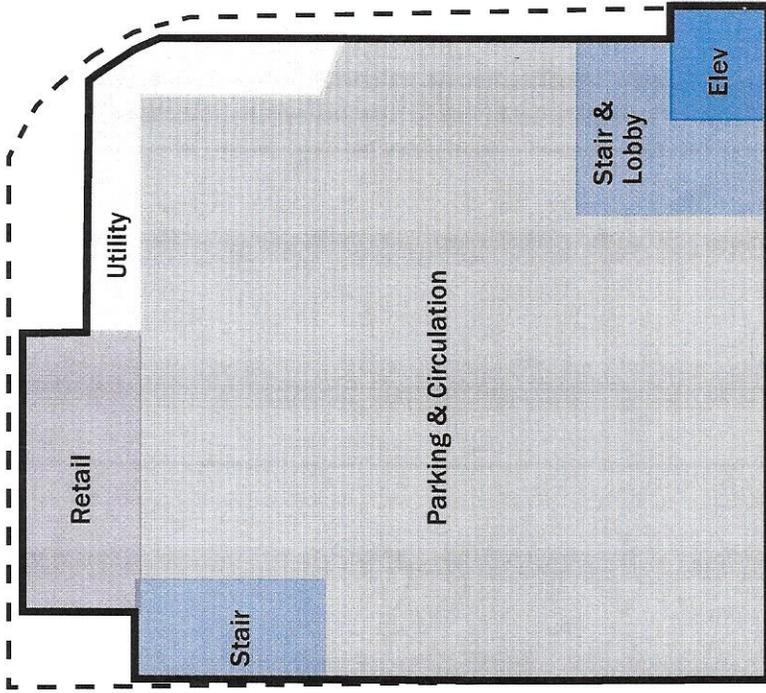
Site



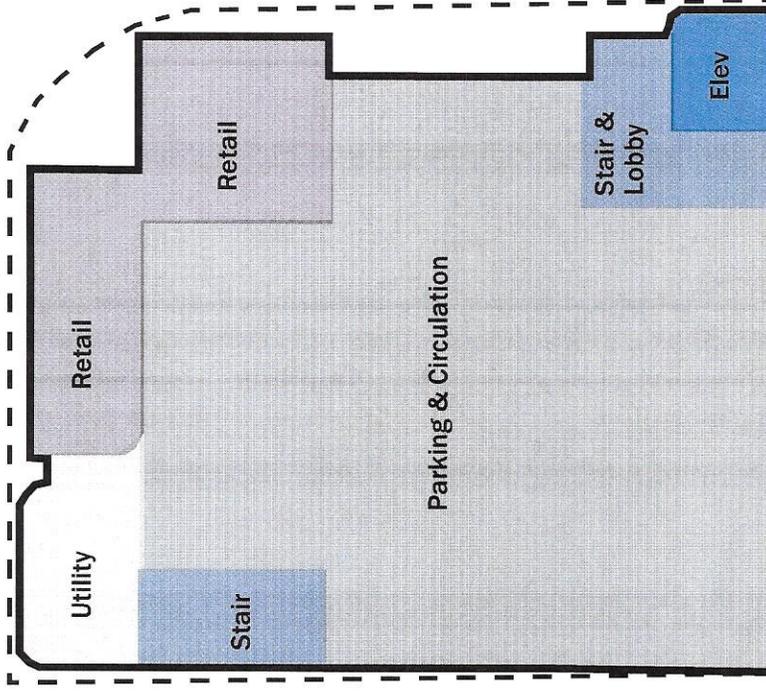
Ground Plans & Vicinity

GIS Plaza
January 21, 2016



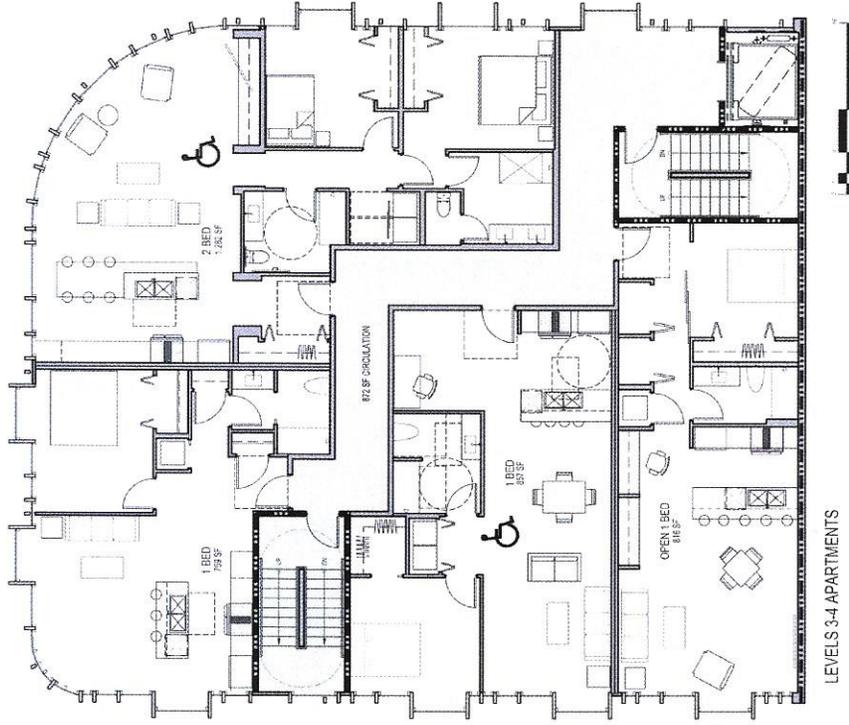
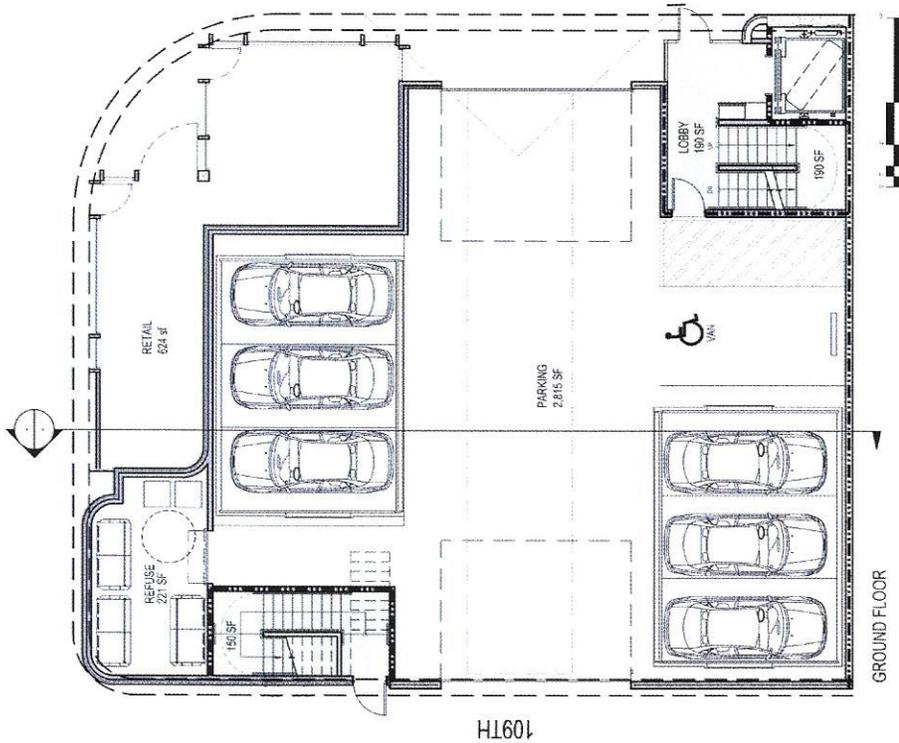


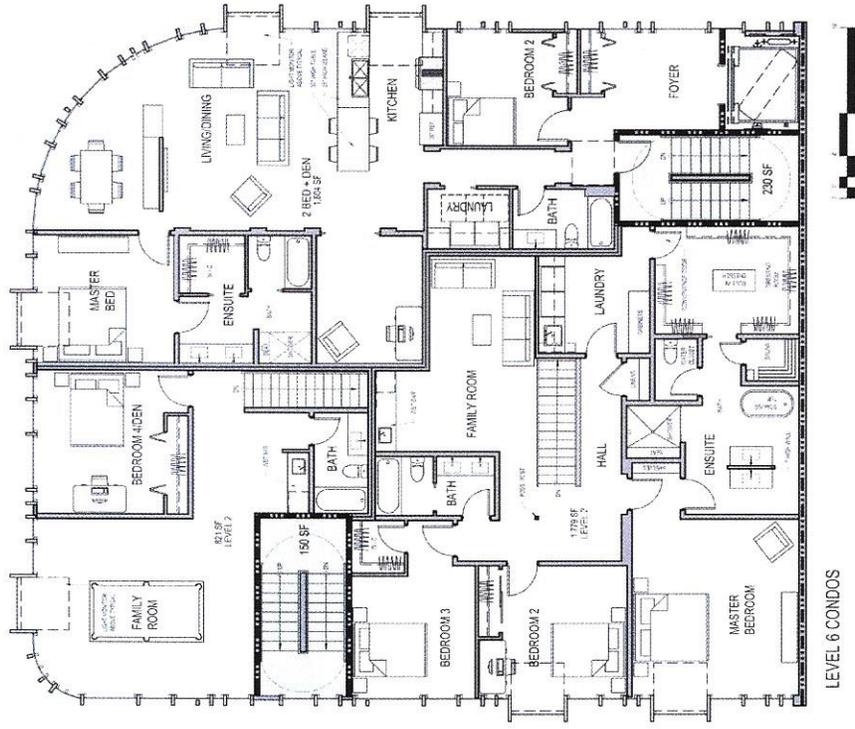
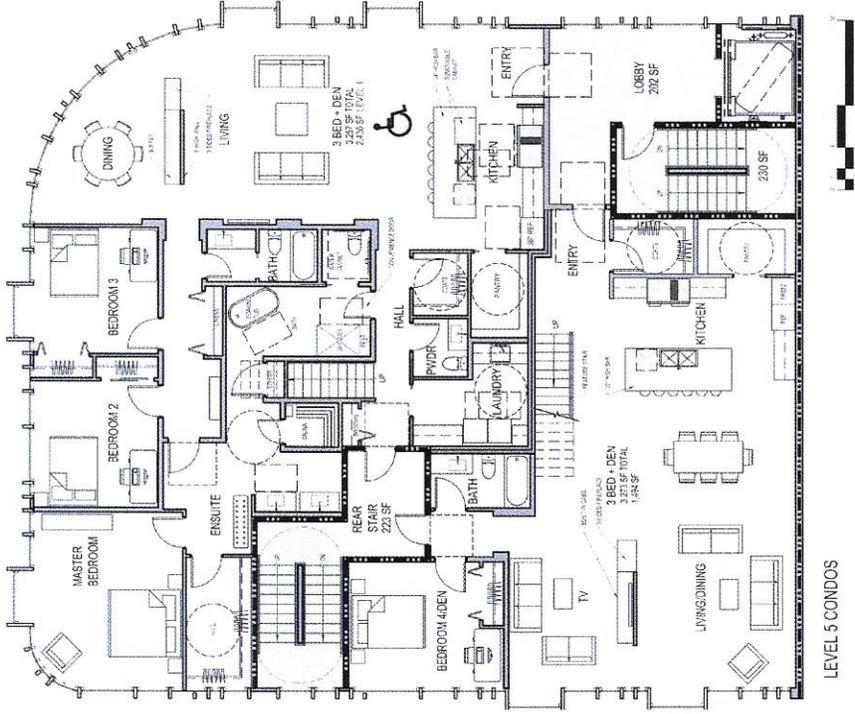
Previous Groundplane



Proposed Groundplane

10TH







ty of
Bellevue

Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

August 4, 2015

Jonathan Zegers
SKB Architects
2333 3rd Avenue
Seattle, Washington, 98121
JZEGERS@SKBARCHITECTS.COM

SENT ELECTRONICALLY VIA E-MAIL

RE: Pre-application Conference; 15-116715-DB
GIS Plaza Building
930 109th Ave NE

Dear Mr. Zegers:

Thank you for meeting with City staff to discuss your proposed project. In this letter, I have included the major comments made by the members of the City's pre-application conference team. The comments in this letter are based on a preliminary review of materials submitted and do not represent an exhaustive review of your proposed project.

It is the applicant's responsibility to research appropriate code provisions relevant to this project. Whenever possible staff has attempted to cite the applicable codes associated with their comments on this project. The City may identify additional concerns as additional information is provided about your proposal.

Your Design Review application should clearly demonstrate in a written narrative and on the plans submitted, how you have addressed the applicable standards, guidelines, policies and other requirements outlined in this letter.

Based on the scope of the project you described during the preapplication conference the following permits have been identified as being necessary:

| <u>DEPARTMENT</u> | <u>PERMIT NAME</u> | |
|-------------------|--|--|
| Land Use: | Development Services (DC) application to resolve issues prior to formal Design Review submittal – we encourage you to use the DC process, but it is not a requirement. | Design Review (referred to in this letter as the LD) is required for this proposal. This is an administrative review conducted by staff. Environmental review (SEPA) is conducted concurrently with this review. A public meeting will be required for this proposal given its location within the Downtown. |
| | Design Review (LD Permit) | |
| | SEPA Threshold | |

| <u>DEPARTMENT</u> | <u>PERMIT NAME</u> | |
|---------------------|---|---|
| | Determination | |
| Clearing & Grading: | C & G w/out SEPA (GD Permit) | This application can be submitted <u>concurrently</u> with the associated Development Extension agreement for this project. This permit must be issued before or at the same time as the building permit. |
| Utilities: | Developer extension agreement (UE Permit) Water Service Storm Connection Side Sewer | Must be submitted <u>concurrently</u> with the Clear and Grade permit for this proposal. |
| Building: | Major Project (BB Permit) Plumbing Electrical DEMO Tenant Improvements Shoring may be required | This application can be submitted after two or three revision rounds are completed in the Design Review process to ensure design is finalized. |
| Fire: | Fire Sprinkler Fire Alarms Smoke Control | Required for this application. Please contact the fire representative below for timing/submittal of such permits. |
| Transportation: | ROW –Short Term ROW- Surface Disturbance | May be submitted prior to building permit submittal if necessary. |

All permits may be submitted either by paper or electronically. For electronic submittals, please go to www.mybuildingpermit.com

Permitting Fee questions can be sent to Angie Lillie, Permit Processing, alillie@bellevuewa.gov or 425-452-4124.

General Reviewer Comments are as follows:

Land Use Division, Planning & Community Development

(Staff Contact: Carol Hamlin, 425-452-2731, chamlin@bellevuewa.gov)

Please refer to the specific Land Use Code citations highlighted below for the complete standard and regulations applicable to your proposed development. The City of Bellevue's Land Use Code (LUC) is available on-line at <http://www.codepublishing.com/wa/bellevue/?LUC> or you may purchase a paper copy from Code Publishing at 206-527-6831. Fee information and application packets including submittal requirements for Land Use approval and other permits are available from Development Services here at City Hall, online at http://www.bellevuewa.gov/permit_submittal_requirements.htm or by calling 425-452-4898.

Transportation Department

(Staff contact: Molly Johnson, 425-452-6175, majohnson@bellevuewa.gov)

Please note that these comments provide an initial review of the subject based on information provided at the pre-application meeting. Should the scope or nature of the proposal change, the comments provided herein may no longer be valid. All appropriate codes, development standards, and policies should be thoroughly researched prior to submitting formal plans to the City.

| | | |
|--|--|---|
| FINANCIAL ASSURANCE DEVICE NOT ACCEPTED FOR FRONTAGE IMPROVEMENTS | <p>Any transportation-related improvements required for this development must be completed prior to issuance of any Certificate of Occupancy. No such improvements may be delayed through provision of a bond or other financial assurance device, unless the city requires a delay.</p> | <p>BCC 14.60.110 LUC 20.40.490</p> |
| PROCEDURAL ISSUES AND SUBMITTAL REQUIREMENTS | <p>All transportation-related information must be included on plan sheets marked "Road Plan", which must meet the requirements for a road plan as described in Submittal Description Sheet #21. Submittal Description Sheet #21 can be downloaded at: http://www.cityofbellevue.org/pdf/PCD/sd_21.pdf. Note that a road plan may require identification of some features off the subject property or across the street. A road plan may be combined with other engineering information. The "Road Plan" label may be expanded to include other engineering topics.</p> <p>The applicant must include exact copies of all standard drawings specified herein or needed to clarify other engineering issues. The Transportation Department Design Manual can be downloaded without charge from the following web page: http://www.ci.bellevue.wa.us/transportation_design_manual.htm.</p> <p>That web page also includes links to transportation-related city codes that may be of interest to the developer.</p> <p>Approved transportation construction notes must be included in the final engineering plans. Sample notes can be emailed on request.</p> <p>The location, alignment, grade, and design of all street frontage improvements shall be as shown on the engineering plans. Architectural plans and landscape plans must be consistent with the engineering plans for all aspects of street frontage design. Within the site, architectural and other plans must be consistent with engineering requirements for driveway grade, width, location, and sight lines.</p> | <p>BCC 14.60.110 Design Manual</p> |
| CONCURRENCY | <p>It appears that the net p.m. peak hour trip generation for this proposed project would be less than 30 trips. Please confirm trip generation and a concurrency test will not be required.</p> | <p>BCC 14.10</p> |
| TRAFFIC IMPACT ANALYSIS | <p>It appears that the proposal would generate fewer than 30 trips in the p.m. peak hour. Please confirm trip generation and a traffic impact study for the proposed development will not be required.</p> | <p>BCC 14.60.050 </p> |

| | | |
|---|---|---|
| IMPACT FEES | Payment of traffic impact fees will be required at issuance of building permits. The traffic impact fee for a multi-family dwelling unit the downtown area is currently \$1,027 per unit, and the fee for office use in the downtown area is \$3.86 per square foot. Please see the Impact Fee Schedule for other uses. This fee is subject to change on January 1, 2016, and the most current fee schedule in effect at the time of permit issuance will apply. | BCC 22.16 <i>2016 TIF applies</i> |
| ACCESS LOCATION, SPACING, AND DESIGN | The access proposed on 109 th Avenue NE meets the minimum spacing requirement of 20 feet from the intersection. City standards for driveway widths range from 26 to 36 feet on arterial streets for two-way access. Driveway aprons must be constructed in accordance with the Design Manual. If this access is relocated or a second access proposed, the revised design will reviewed for compliance. | BCC 14.60.150 Design Manual |
| ACCESS RESTRICTIONS | No restrictions are required for the access proposed on 109 th Avenue NE as shown. If an access is proposed on 110 th Avenue NE, it will be evaluated for restrictions. | BCC 14.60.060 BCC 14.60.150 <i>ingress vic 109th egress vic 110th right</i> |
| SIGHT DISTANCE REQUIREMENTS | Vehicle and pedestrian sight distance triangles must be indicated on the conceptual architectural and the civil engineering plans submitted at the design review phase for both horizontal and vertical line of sight at all driveway locations for both directions. Landscaping, structures or fixtures within the sight triangles may require modification to maintain the sight triangles. | BCC 14.60.240, 14.60.241; Design Manual <i>turn only</i> |
| FRONTAGE IMPROVEMENTS | <p>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.</p> <p>109th Avenue NE will require a sidewalk at least eight feet wide with a planter strip at least four feet wide. It appears that the existing improvements will require reconstruction. NE 10th Street and 110th Avenue NE appear to meet standards, however some reconstruction may be required to meet accessibility requirements for cross slope. The ramps at the corner of NE 10th Street and 110th Avenue NE will require updating to current standards including the landing area behind.</p> | BCC 14.60.110 BCC 14.60.021 Design Manual |
| STREETLIGHTS AND SERVICE CABINETS | The existing streetlighting in the vicinity of the site appears to be adequate. This will be confirmed during Design Review. Compliance with accessibility requirements may require relocation of cabinets | BCC 14.60.110 BCC 14.60.210 |
| FIXED OBJECTS, BREAKAWAY OBJECTS | No fixed objects, including fire hydrants and streetlight poles, are allowed within ten feet of a driveway edge, identified as Point A in standard drawings DEV-7A through DEV 7F. Fixed objects are defined as anything with breakaway characteristics greater than a 4" by 4" wooden post. | Design Manual Standards 15, 16; Drawings DEV-7A to DEV-7F |
| UNDERGROUNDING OF UTILITY LINES | All above-grade utility lines and cabinets along street frontages must be undergrounded. | BCC 14.60.110 |

SITE PLAN B/ROAD PLAN

GIS PLAZA

930 109TH AVE NE
BELLEVUE, WA 98004

SE 1/4, SECTION 29, TOWNSHIP 25 NORTH, RANGE 05 EAST, W.M.



VICINITY MAP

NTS

OWNER/APPLICANT
EUROPEAN TOWER LLC
2737 152ND AVE NE #50
REDMOND, WA 98052

CONTACT
CSP ENGINEERING INC PS
1037 NE 65TH ST #153
SEATTLE, WA 98115

PROPERTY DESCRIPTION

LOT 1 IN BLOCK 2, CARROLL-HEDLUND'S FIRST ADDITION, AS PER PLAT RECORDED IN VOLUME 49 OF PLATS, PAGES 58 AND 59, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THAT PORTION THEREOF CONDEMNED BY THE CITY OF BELLEVUE IN KING COUNTY SUPERIOR COURT CAUSE NO. 91-2-02717-0 FOR 10TH AVENUE NE.

PARCEL NUMBER
1403300070

BASIS OF BEARING

CITY OF BELLEVUE=NAD83(91) BASIS OF BEARINGS: SOUTH 1/4 CORNER OF 29-25-05, CITY OF BELLEVUE CONTROL POINT NO. 0078 TO MONUMENT AT THE INTERSECTION OF 108TH AVENUE NE AND NE 10TH STREET BEING CITY OF BELLEVUE CONTROL POINT NO. 1365 DATUM: NAVD 88 BENCH: BENCHMARK NO. 25, "X" IN TOP OF SOUTHWEST BOLT IN TRAFFIC SIGNAL POLE BASE AT NORTH-WEST CORNER OF THE INTERSECTION OF NE 8TH STREET AND 108TH AVE. NE. ELEVATION = 182.15' FEET

PROJECT BENCHMARK

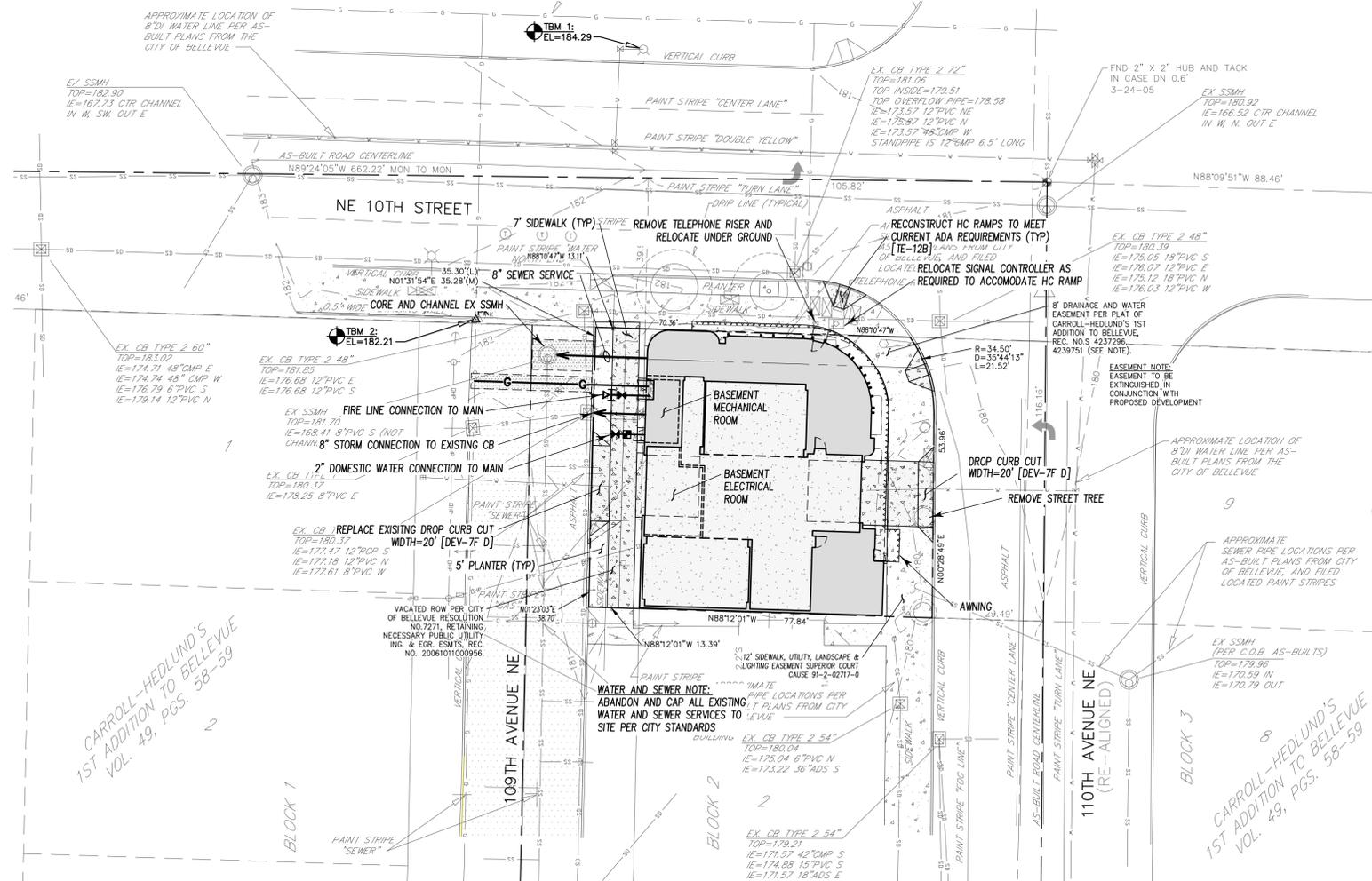
BENCH: BENCHMARK NO. 25, "X" IN TOP OF SOUTHWEST BOLT IN TRAFFIC SIGNAL POLE BASE AT NORTH-WEST CORNER OF THE INTERSECTION OF NE 8TH STREET AND 108TH AVE. NE. ELEVATION = 182.15' FEET

SITE BENCHMARK

SITE BENCH: TBM 1; ARROW HEAD ON FIRE HYDRANT TOP WEST FLANGE, NORTH SIDE NE 10TH ST OPP NW COR SITE ELEVATION=184.29' TBM 2; PK NAIL AT NORTHWEST CORNER ASPHALT 109TH AVE NE ELEVATION=182.21'

DATUM

DATUM: NAVD 88

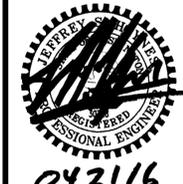


SITE PLAN B/ROAD PLAN

SCALE 1" = 20'



| REV | DATE | DESCRIPTION |
|-----|----------|--------------------|
| 0 | 04-21-16 | DESIGN DEVELOPMENT |



CSP Engineering
Civil Engineering Design and Consulting
1037 NE 65th Street # 153
Seattle, WA 98115
206.406.9965
email@cspengineering.com
www.cspengineering.com

GIS PLAZA
930 109TH AVE NE
BELLEVUE, WA 98004

SITE PLAN B/ROAD PLAN

CITY OF BELLEVUE
C1
SHEET 1 OF 1