



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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Pacific Regent II

LOCATION OF PROPOSAL: 919 109th Avenue NE

DESCRIPTION OF PROPOSAL: Application for Design Review approval to construct a 22-story residential tower with 168 new residential units, 52 new nursing beds, 14 new assisted living units, and 14 new memory care beds. The project includes 189 underground parking spaces and a 3-story Health Center.

FILE NUMBER: 13-134757-LD

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

- There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on September 4, 2014.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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

Carol V. Holland
Environmental Coordinator

August 21, 2014
Date

OTHERS TO RECEIVE THIS DOCUMENT:

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



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

Proposal Name: **Pacific Regent II**

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File Number: **13-134757 -LD**

Applicant: Jerry McDevitt, GGLO for Fountains Bellevue SL, LLC

Decisions Included: Process II, Combined Design Review decision and SEPA Determination

Planner: Carol Hamlin *CHamlin*

State Environmental Policy Act Threshold Determination: **Determination of Non-significance (DNS)**

Carol V. Helland

Carol V. Helland, Environmental Coordinator
Development Services Department

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

By: *Carol V. Helland*

Carol V. Helland, Land Use Director

Application Date: 11-27-2013
Notice of Application: 02-06-2014
Decision: 08-21-2014
Appeal Period Ends: 09-04-2014
Vesting Period Ends: 09-04-2014

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 proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision.

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ATTACHMENTS:

- Attachment A: Project Plans & Drawings
- Attachment B: Environmental Checklist
- Attachment C: Certificate of Concurrency

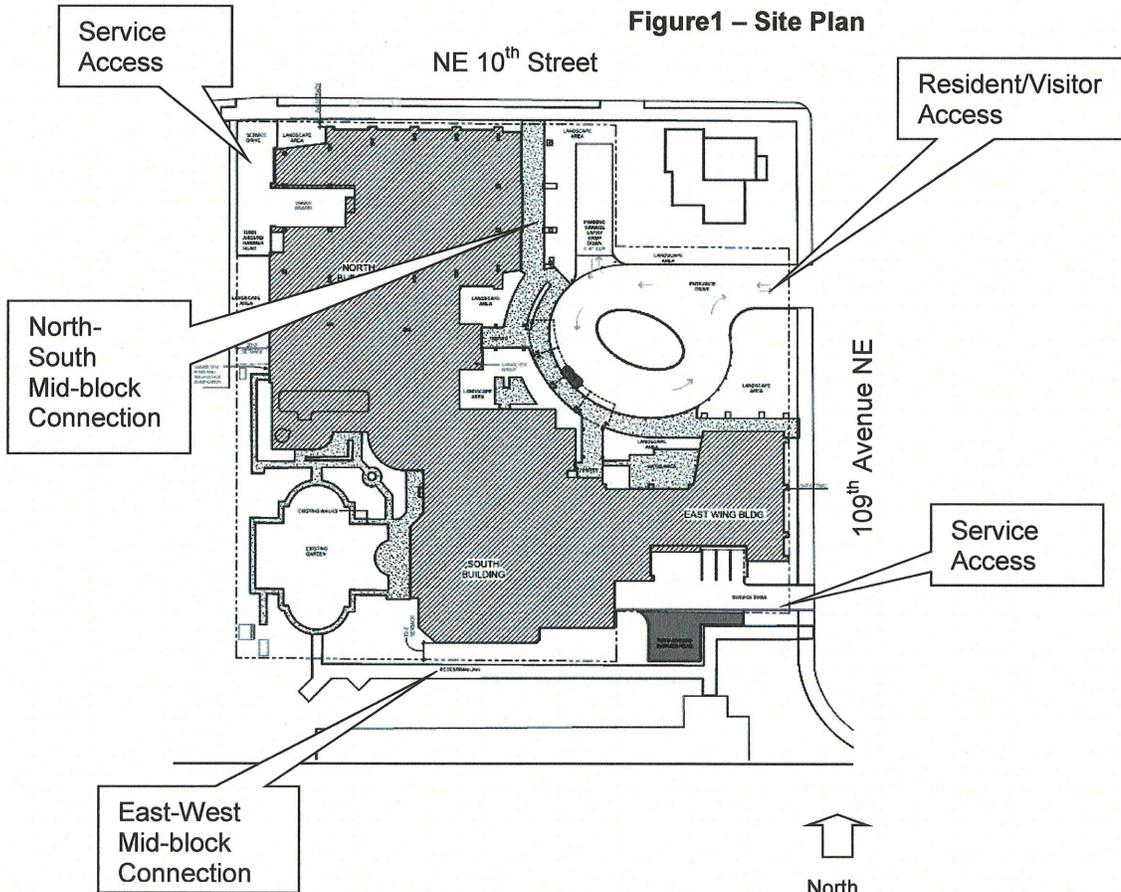
I. REQUEST/PROPOSAL DESCRIPTION

A. Request

The applicant requests Design Review approval and a Threshold Determination under the State Environmental Act (SEPA) to expand a senior housing and congregate care facility. The existing development includes a 17 story tower with 107 units over 98 underground parking stalls on two levels (Tower I). The current proposal (Tower II) is for a 22-story tower with 168 new senior residential units and new congregate care facility (52 nursing homes, 14 assisted living units, 14 memory care beds) over 189 underground parking stalls on three levels. This proposal includes a 3-story podium addition to the existing tower for a total of 305,000 new gross square feet. This proposal is very similar to the two previous Design Review decisions for this site, 06-112898-LD, issued March 13, 2008, and 10-117762-LD. The main purpose for this application is to extend vesting for the land use decision for two more years, until August of 2016.

B. Site Design

The proposed tower is located in the northwestern corner of the site, and connected to the existing tower at the podium level. The existing tower is located next to the southern boundary and includes a three story podium addition to its east side. An existing garden will remain in the southwestern corner of the site. The major elements form an L-shaped development footprint. The proposed access for both towers is from a single location off of 109th Avenue NE to an enhanced auto court with a circular shape and landscape feature at the center. The auto court will provide access to the ramp to the underground parking garage. Pedestrian connections link each street frontage to the main entrance to both towers. A large residential courtyard is proposed between the auto court and the podium. The proposal includes two loading areas; one at the southeastern corner of the site, with access from 109th Avenue NE, and the other at the northwest corner of the site, with access from NE 10th Street. The proposal retains the existing east-west mid-block connection, street trees along NE 10th Street, provides additional complimentary street trees along 109th Avenue NE and NE 10th Street, and the garden in the southwestern corner of the site.



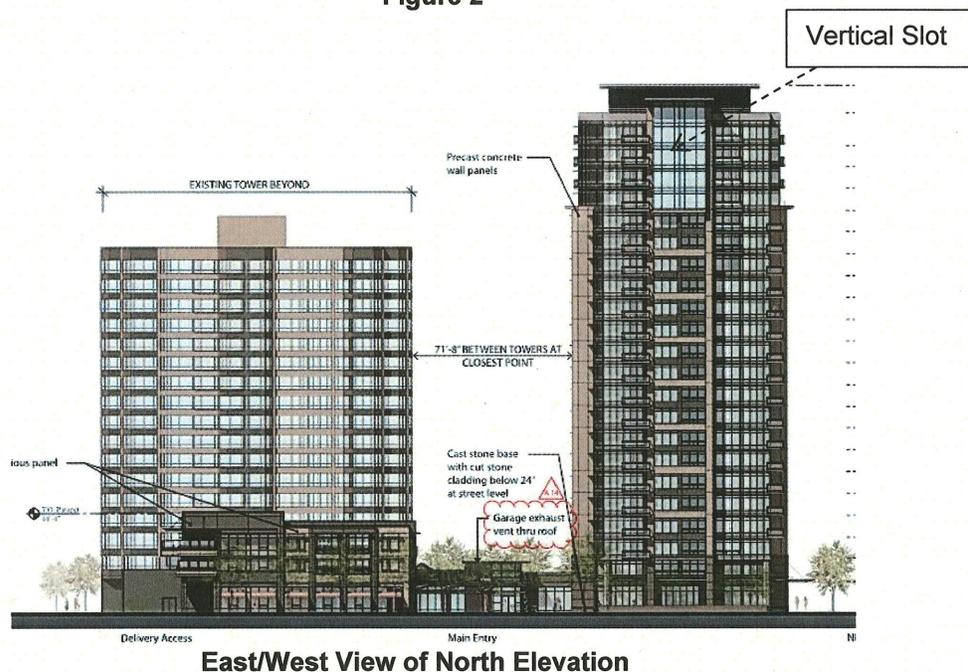
C. Building Design

The footprint of the proposed new tower is rectangular, with the long axis oriented east-west. The proposed building includes a distinctive base, middle, and top. An articulated 2-story base of a contrasting smooth or ground face cast-stone is provided along the building's perimeter resulting in a rich, tactile material at the street level. The base is expressed as a structural bay with deep set storefront windows with a glass and aluminum marquee canopy located mid-height.

As a contrast to the mass and thickness of the cast stone base along the center portion of the north facade and at the center of east and west facades, the building corners are kept very light and airy. The glass and metal curtain wall extends down to the base height and is supported by large 2 story metal columns at the building corners providing variation around the building perimeter. There is an emphasis on transparency in the storefront glazing with a varied and interesting mullion pattern that extends up to include the second floor.

The mass of the base is broken by an articulated concrete facade, relating to the scale of the adjacent existing towers. The addition of a pronounced vertical slot at the upper portions of the building that extends from the upper floor curtain wall between the precast section and continues through the building base, clearly divides the larger north and south facades into two distinct halves, further reducing apparent building bulk. The building top was modified to create symmetry and visual interest at both ends. The bulk of the mechanical penthouse height has been pushed to the center of the building to create a hierarchy of a taller center mass with lower ends projecting over the residential penthouse bays of the east and west facades. A preliminary sign package has been submitted. The proposed building exterior material and color samples are included in the project file.

Figure 2



The middle section of the building boasts an articulated precast concrete façade, intended to bring the relationship and scale of the adjacent existing tower to the new taller Phase II tower. The addition of a pronounced vertical slot extending from the upper floor curtain wall between the precast sections and continuing through the building base clearly divides the larger north and south facades into two distinct halves, further emphasizing verticality and reducing apparent building bulk. The horizontal projection at the top of the precast facades extends 3' out in order to clearly delineate the top of this element. The full height angled curtain wall at the new tower's NE and SW corner emphasizes verticality and further minimizes the building mass at the east and west ends. Integrated horizontal fin projections are proposed along the south facades of the curtain wall in order to provide the necessary shading from the south sun, further reducing cooling loads.

The applicant has requested a height increase beyond the underlying zoning district. LUC 20.25A.020.B.4.a states the following regarding height modifications:

The maximum height identified in subsection A of this section may be increased by no more than 15 percent or 15 feet, whichever is greater, and only if the applicant can demonstrate that the additional height accommodates architecturally integrated mechanical equipment, interesting roof forms, significant floor plate modulation, significant facade modulation, or other such unique architectural features, and that the resulting design exceeds the quality and design requirements of LUC 20.25.110.



The building top has been designed to create symmetry and visual interest at both ends. By extending the roof forms of the two penthouse heights, with approximately 6-8' overhangs, the two roof forms overlap and appear integrated. All proposed mechanical equipment mounted on the roof will be hidden from public view. The request for additional height is approved.

II. SITE DESCRIPTION, ZONING, & LAND USE CONTEXT

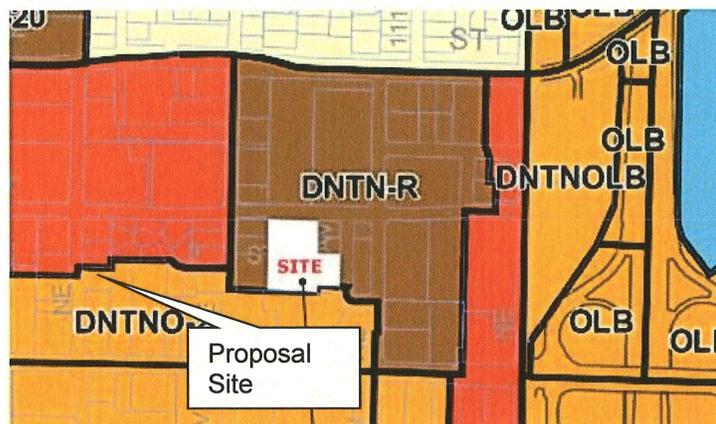
A. Site Description

The existing tower was constructed in 1987 (ADR 85-09) and modified in 1992 (DRCBD-89-5220). It has a total of 107 dwelling units. When Phase I was constructed the site was 78,948 SF (1.81 acres). The addition of two abutting parcels for Phase II has increased the site area to 93,407 SF (2.14 acres). The site is mostly level and roughly square shaped, excluding a 7,344 SF garden area in the northeastern corner of the site. The site dimensions are approximately 318 feet north-south by 327 feet east-west. Access to the existing development is from 109th Avenue NE and NE 10th Street.

B. Zoning

The site is located in the Ashwood neighborhood and zoned DNTN-R. The zoning is not affected by any concomitant agreement or overlay district. All proposed uses are permitted outright in this zone.

Figure 3 – Zoning Map



Both of the developments immediately east and west of the site are mixed-use residential. The Library is immediately north of the site, across NE 10th Street. There are mid-rise office buildings

located immediately south of the site. The Building/Sidewalk Design Guidelines designations for the frontage streets include "D" for 109th Avenue NE and "DR" for NE 10th Street. Residential uses are permitted outright in the DNTN-R zone per the Land Use Code.

The proposed tower is among other relatively recent residential tower projects on NE 10th Street in the Ashwood neighborhood, including 989 Elements at the intersection of 11th Avenue NE, 1020 tower and Hanover tower at the intersection of 108th Avenue NE and the Washington Square towers, located between 108th Avenue NE and 106th Avenue NE. Collectively, these projects help define NE 10th Street as a residential corridor and contribute to the "wedding cake" development concept envisioned by the City of Bellevue Comprehensive Plan and the Land Use Code's Downtown development requirements.

III. CONSISTENCY WITH LAND USE CODE/ZONING REQUIREMENTS

A. GENERAL PROVISIONS OF THE LAND USE CODE

1. Uses

Senior residential, congregate care (nursing beds, assisted living units, memory care beds) and retail uses are permitted outright in the DNTN-R zone.

2. Dimensional Requirements

As conditioned, all applicable dimensional requirements of the Land Use Code would be met. The following table provides more detailed information on dimensional requirements.

Table 1 – Dimensional Requirements

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit (SF)	No min./max.	93,407 SF	
Building Height	200', plus 15% (230') (plus 15' for roof- top mech. equip.)	234'-10", including mech. penthouse.	Land Use Code 20.25A.020.B.4 allows a 15% ht. increase (30') for an interesting building form (plus 15' for rooftop mech. equip.)
Floor Area Ratio (FAR)	5.0	4.95	Meets requirement. Land Use Code 20.25A.020 allows an FAR of 5.0 for residential uses
Floor Area per Floor Above 40 Feet	20,000 GSF/F	12,607 GSF/F	Meets requirement
Floor Area per Floor Above 80 Feet	12,000 GSF/F	12,607 GSF/F	Meets requirement. A 10% increase allowed per Land Use Code 20.25A.020.B.1.a. A 0.53% increase is requested with a proportionate FAR Amenity.
Exempt Retail/POF Floor Area	1.0 FAR Max.	1000 SF (0.008 FAR)	Meets Land Use Code 20.25A.020.6.3 & Building/Sidewalk Design Guidelines (Land Use Code 20.25A.115)
Gross Floor Area (GFA) for FAR (combined)	467,165 GSF (plus 1.0 FAR of POF Retail)	461,317 GSF (462,317 - 1,000)	Meets requirement. Excludes vertical shafts, stair-wells, balconies, etc. Excludes 1,000 SF of exempt retail per Land Use Code 20.25A.020.B.3.a
Lot Coverage by Structure	100%	46%	Meets requirement
Side (south) Rear (west)	0/20' 0/20'	20' 20'	Meets requirement
Sidewalk Widths 109th Avenue NE NE 10th Street	8' + 4' wide planting strip + 6" curb for 12'-6" total.	8' + 4' wide planting strip + 6" curb for 12'-6" total.	Meets minimum required sidewalk widths and planting strip widths. <u>See Section X.B.14 for related conditions of approval.</u>

<p>Street Trees and Planting Strips 10th Street.</p> <p>109th Avenue NE</p>	<p>Fraxinus pennsylvanica – Marshall Ash</p> <p>Not defined in the Land Use Code</p>	<p>Zelkova Serrata, "Village Green" – 2-1/2" cal" cal. and Yoshino Cherry to match existing. 4' wide planting strip.</p> <p>Tilia cordata 'Chancole' – Cahncellor Linden</p>	<p>Deviation from Land Use Code requested per an Alternative Landscape Option (LUC 20.20.520.J). <u>Refer to discussion in Section III.A.3 below and to related Conditions of Approval A.7 and D.39 in Section X.</u></p>
<p>Mid-block Connections</p>	<p>Maintain existing East-West connection. Provide North-South connection.</p>	<p>North-South connection provided from NE 10th Street through the site to 109th Avenue NE.</p>	<p>As conditioned, mid-block connections meet requirements. (Land Use Code 20.25A.060.C.2) <u>See Section X.B.11 for related conditions of approval.</u></p>

Table 2 – Parking

PARKING				
Use	Min. / Max. Parking Ratios	Min. / Max. Parking Stalls	Proposed Stalls/stalls	Comments Conditions
<p>New Residential 168 Senior units and Congregate Care (52 nursing beds, 14 assisted living units, 14 memory care beds) Rooms</p>	<p>0.33-1.0/unit 0.4-0.8/unit</p> <p>0.4-1.0/unit</p>	<p>55-168 stalls 21-42 stalls</p> <p>12-28 stalls 88 - 238 stalls</p>	<p>189 stalls (underground garage)¹</p>	<p>Meets requirements of Land Use Code 20.25A.050.B</p> <p>(Total load for facility is 145 stalls, 293 stalls are provided with both Phases)</p>
<p>New Tower Total Required Total Proposed</p>		<p>112- 263 Stalls</p>	<p>189 stalls</p>	<p>Meets requirements</p>

¹ Includes 4 stalls for retail @ 4:1000 NSF and 20 stalls for employees (@ 1:1. Applicant also proposes 3 surface stalls (in addition to the 189 parking stalls of the underground parking garage) behind the new 3-story addition for ADA van parking and concierge parking.

LOADING			
Item	Permitted/Required	Proposed	Comments/Conditions
Compact Stalls	0% required, 65% allowed	0%, compact stalls	Meets requirement. See plans for parking layout + dimensions
Loading Area	Minimum 10-foot wide (W) 55-foot deep. (Land Use Code) 20.20.590.K.4)	NW Corner: 23' W x 55' D	Meets requirement.
Refuse/Recycle Area	1.5 SF per unit/room, 5 SF/1000 GSF for retail, 2 SF/1000 GSF for office (Land Use Code 20.20.725)	372 SF per unit/room, 5 SF for the retail space, and 26 SF for office area = 403 SF required. 460 SF provided.	Meets requirement. Applicant shall provide a letter from Republic Services that the refuse/recycling area is adequate and accessible. <u>See Section X.D.34 for related conditions of approval.</u>

3. Alternative Landscape Option

After review by the Parks Department and Land Use, the applicant is requesting to use tree varieties that differ from those required in the Land Use Code Plate B for Downtown Trees, which was adopted in 1998. The changes are as follows and meet the criteria in LUC 20.20.520.J for an Alternative Landscape Option.

- Change the street trees on NE 10th Street from the Marshall Ash to the Village Green Zelkova: This is being requested largely because of the infestation by the ash borer, which is killing urban trees throughout the United States and is just starting to infect trees on the West Coast.
- Propose the Chancellor Linden for 109th Avenue NE: There is no tree specified for this street in the Land Use Code. The Parks Department has identified this trees as the preferred species for 109th Avenue NE.
- Propose 2-1/2" caliper at time of planting versus the 3" caliper specified in the Land Use Code: This change is being made at the request of the Parks Department. Parks has found that a 2-1/2" caliper trees has a much better success rate in the urban environment than trees planted with larger calipers.

The request for Alternative Landscape Option is approved.

B. SPECIAL DISTRICT REQUIREMENTS

1. Building/Sidewalk Design Guidelines

Both rights-of-ways abutting the site are designated D/R per *The Design Guidelines Building/Sidewalk Relationships*. At least 50% of the street level edge of the entire project must have service and commercial activities, landscape features, terraced planters, residential entry courtyards, plazas, or a combination of these features. The proposal includes a small retail space next to the public sidewalk along 109th Avenue NE and coffee shop along NE 10th Street, with access from the new mid-block connection and two courtyards. Landscaping is not proposed at the back of the sidewalk along the NE 10th frontage. However, the site plan includes a narrow setback between the back of sidewalk and building exterior. This decision requires an irrigated landscape strip between the sidewalk and this facade. See Section X.B.15 for related conditions of approval.

The applicant proposes a continuous construction schedule in the following sequence: 1) Detention Vault, 2) Parking garage, 3) Podium and Tower, 4) Podium addition to existing tower (east wing), and 5) Renovation of the existing tower, including the first floor and the health care floors (3 and 4).

2. FAR Amenity Incentive System

The proposal site is located outside the Downtown Core Design District and the Downtown Perimeter Design District. The FAR amenities are defined by Land Use Code 20.25A.020. The table below summarizes the Basic and Non-basic FAR amenity points earned by the proposed project.

Table 3 – FAR Bonus Amenities

Amenity		Provided	Bonus Ratio	Bonus Floor Area Earned	How it Meets the Design Criteria & Benefits the Public
BASIC Amenities	Pedestrian-Oriented Frontage (POF)	20 LF	100:1	2,000 (20 x 100)	Serves pedestrian needs. Requires agreement for POF uses + recording w/County. <u>See section X.D.32.</u>
	Active Recreation Area	6,776 SF	1:1	6,776 (6,776 x 1)	Meets Design Criteria of Land Use Code 20.25A.030.c
	Residential Entry Courtyard	1,500 SF	4:1	6,000 SF (1500 X 4)	Meets Design Criteria of Land Use Code 20..25A.030.c
	Marquee	1,743 SF	2:1	3,486 (1,743 X 2)	Provides weather protection and sunlight to pedestrians
	Sub-Total Basic			18,262 SF	
NON-BASIC Amenities	Landscape Area	12,000 SF	1:1	12,000 SF	Focal point and Visual Landmark
	Existing Underground Parking	36,852 SF	3:1	110,556 SF (36,852 x 3)	Hides parking and reduces impervious area

	Underground Parking	85,554 SF	3:1	256,662 SF (85,554 x 3)	Hides parking and reduces impervious area
	Non-BASIC Sub-Total Bonus			379,218 SF	
	COMBINED TOTAL			397,480 SF	

Table 4 – Summary: Bonus Amenity Area Earned

Project Area (Site)		93,407 SF
Project Gross Floor Area (GFA) Proposed for FAR Existing Tower: 157,317 SF Proposed Tower: 280,929 SF Proposed East Wing: 24,071 SF Minus Retail: 1000 SF		461,317 SF
FAR Proposed (461,317/93,407)		4.93 FAR
BASIC Permitted Floor Area (FAR) for Residential DNTN-R		186,814 SF
Basic Residential FAR (2.0) X Project Area		<i>2.0 X 93,407 SF = 186,814 SF</i>
MAXIMUM Permitted Floor Area (FAR) for Residential DNTN-R		416,490 SF
Maximum Residential FAR (5) X Project Area		<i>5.0 x 93,407 SF = 467,035 SF</i>
Basic FAR	BASIC FAR Amenity Required	9,341 SF
	Basic <u>Non-Residential</u> FAR (.5) x 20% of the Project Area	<i>0.5 x (0.2 x 93,407) = 9,341 SF *</i> <i>* 9,341 "buys" 186,814 SF</i>
	BASIC FAR Amenity Earned (See Table 4 below)	18,262 SF <i>18,262 SF > 9,341 SF – Meets requirement of Land Use Code 20.25A 020.C</i>
	Excess BASIC points that may be used to earn Non-Basic FAR Basic Amenity Earned – Basic Required	8,921 SF <i>18,262 SF – 9,341 SF = 8,921 SF</i>
Non-Basic FAR	NON-BASIC Earned	379,218 SF
	Remaining NON-BASIC FAR Amenity to Earn	274,503 <i>461,317 SF – 186,814 = 274,503 SF</i>
	GFA – Basic Permitted FAR of 2.0	
	Remaining FAR Available	951,760 SF

	Excess BASIC Points + NON-BASIC Provided	8,921SF + 379,218 – 274,503 SF = 113,636 SF
Excess FAR Amenity Earned (Total FAR Earned – BASIC FAR Amenity Required – Remaining FAR Amenity to Earn)		113,636 SF

The proposal generates a total of 397,480 amenity points, which exceeds the required number of amenity points (274,503) by 113,636. The bonus floor area earned through the FAR Amenity Incentive System and the total bonus floor area to be utilized for the project must be entered into the public record (Land Use Code 20.25A.030.D). The applicant must record a copy of the approved bonus point calculations, project drawings and conditions of the Design Review decision with King County, Division of Records & Elections. See Section X.D.35 for related conditions of approval.

3. Design Review Criteria

The following design criteria must be met for Design Review approval (Land Use Code 20.25A.110 and 20.25A.115).

Land Use Code 20.25A.110 Design Review Criteria

A. Site Design

1. Vehicular Circulation and Parking

Provide efficient vehicular access to parking and service areas, coordinated on a Super-block basis.

Finding: All required parking is proposed inside the garage. Access to the garage is from one location off of the residential entry courtyard. Access to service and delivery areas is from two locations, at the northwest and southeast corners of the site. Each access must meet the sight distance requirements of the Transportation Department. In addition, the applicant shall provide a letter from Republic Services that refuse/recycling trucks are capable of maneuvering within the vehicular areas. See Section X.D.34 for related conditions of approval.

a. Coordinate the location of vehicular and pedestrian mid-block connections, considering opportunities for mid-block crossings.

Finding: The proposal maintains the existing east-west mid-block connection along the site's southerly boundary. However, the surface of this connection is uneven due to settlement and the light standards have been disconnected. The paving system shall be replaced with a durable, barrier-free design, and the light standards shall be replaced with a vandal resistant design.

The north-south mid-block connection cannot run directly through the site due to the functional relationships between the existing and proposed uses within the structure. The proposal includes pedestrian connections from each frontage to the main entrance, which will allow travelers to "cut the corner" and experience retail frontage and a landscaped courtyard. Public access signs per the City Standard are required at each end of the connection.

See Section X.B.11, 12 for related conditions of approval.

b. Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance, or landscaping.

Finding: The pedestrian connections/spaces are either vertically or horizontally separated from vehicular areas. Potential conflicts between travel modes must be addressed by paving patterns/textures that support the pedestrian environment. Where possible, separation between the modes should be enhanced through landscaping. See Section X.B.12 for related conditions of approval.

Incorporate retail shopping space at ground level into parking structures whenever practical and appropriate.

Finding: The proposal includes a small retail space adjacent to 109th Place NE and the mid-block connection and a coffee shop along NE 10th Street. The applicant must record an agreement with King County to provide pedestrian-oriented use(s) in this space. See Section X.D.32 for related conditions of approval.

2. Pedestrian Circulation and Amenities (see Land Use Code 20.25A.060)

Finding: The existing development includes two mid-block connections; one running east-west along the site's southern boundary and one running north-south along the site's eastern boundary. The east-west connection is constructed of sand-set brick. This connection needs to be restored due to uneven settling and a lack of lighting; which was provided with the original development, but the standards were removed after they were vandalized. The connection shall be rebuilt to barrier-free standards, and the lighting replaced with a vandal-resistant standards.

The existing north-south connection currently aligns with the mid-block across NE 10th Street. This connection links the sidewalk along NE 10th Street to the project's main entrance and 109th Pl. NE. Both mid-block connections are required to remain open at all times for public use. The connections shall be marked for public use with the City's standard design for this use. Under the original Design Review approval the applicant granted public access to both connections.

Pedestrian-vehicular conflicts can increase where service vehicles cross the public sidewalk. Signage shall be required to alert drivers and pedestrians to the potential conflict.

See Section X.B.11-12, D.33 for related conditions of approval.

3. Wind and Sun

Ensure that the form and placement of buildings consider desirable year-round conditions of sun and shade in surrounding open spaces and public areas. Design new buildings so that pedestrians are sheltered from wind, particularly on the ground and in publicly accessible areas. And consider how new buildings can incorporate calm spaces, particularly in winter, and spaces with suitable breezes in summer.

Finding: The proposed tower location will ensure sunlight access to the existing garden and to both mid-block connections. The existing garden is somewhat protected from wind by its perimeter wall. Sunlight access to the existing garden will drop during the colder months due to the low sun angle and the shadows created by the office towers to the south.

Open Space

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

Finding: The existing garden, new perimeter/internal landscaping and on-site connections will provide visual relief for the residents and the people who live/work in the surrounding buildings.

Light and Glare

Consider and mitigate light and glare impacts upon major public facilities, streets and major public open spaces.

Finding: The proposed exterior building materials have low reflectivity. The street frontage glazing and site landscaping would help reduce and soften the impact of reflected light.

B. Downtown Patterns and Context

1. Natural Setting and Topography

Make creative use of any existing topographic variations in site design and the location of buildings, circulation patterns, parking area design and public spaces to enhance the setting and provide variety.

Finding: The site is relatively flat. The proposed garage access is located to minimize pedestrian-vehicular conflicts at the base of the structure. The garage entry and soffit will be finished to provide a view for the pedestrian that is consistent with the level of architectural detailing found on the rest of the building. See condition X.C.22.

a. Seek high quality of design for all buildings constructed at prominent locations, which may include ridge crests, hilltops, fronting on public open spaces, those closing a vista and those affording a silhouette against the sky.

Finding: The proposed tower's north and south facades include exterior wall offsets of a scale, material, and color that relate to the existing building. The offsets combined with an articulated roofline help modulate the facade and visually integrate the two towers. The proposed tower has a distinctive base, middle and top. These elements combined with variations in the fenestration provide visual interest and help break up the mass. The proposed tower's rooftop design fully integrates the mechanical equipment. The existing tower's parapet has been revised to integrate the mechanical equipment screen into the overall design of the roof. As designed, the two rooftops will make a subtle but positive contribution to the Downtown skyline.

2. Landscape Design

a. Make effective use of significant landscape features to complement and contrast with building forms. This includes massing the plant material to constitute a recognizable visual unit in contrast with the building.

Finding: The existing garden provides visual relief and passive recreational opportunities for the residents. The proposed landscaping around the entry courtyard and adjacent to the pedestrian connections will create inviting spaces, summer shade and seasonal color. It will also help "anchor" the project to the site.

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

Finding: The existing garden will be protected from the proposed construction by existing structure to remain. This decision requires the street trees on both frontages to be protected. Installation and maintenance devices will be required to ensure landscape establishment. An agreement with the Parks Department will be required to establish future maintenance responsibilities. See Section X.B.13 and D.37-39 for related conditions of approval.

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

Finding: The proposal does not require the installation of traffic control boxes. Utility boxes are not permitted in pedestrian areas unless no other options are available. In no event, may they be located in the pedestrian path.

3. Views

a. Consider the negative impact of a building on views, both from existing buildings and future developable or re-developable sites.

Finding: As the proposed design suggests, all rooftop mechanical equipment must be entirely enclosed within the building envelope, including from above. Additional height of the structure shall not exceed 15-feet above the maximum permitted height, including bonus height. See Section X.C.24 for related conditions of approval.

b. Consider the availability of public views from public spaces such as streets, street intersections, parks, plazas and areas of pedestrian concentration.

Finding: Views from Ashwood Park are primarily of the Downtown skyline. The street frontage views will not be adversely affected by Tower II. The proposed tower's pitched roof will add variation to the Downtown skyline. The proposed parapet addition to the existing building will help improve its skyline signature and create a visual connection to the proposed tower. The gray-green vision glass of the proposed tower will promote compatibility between the two towers, and create variations in the proposed building's appearance with changes in sunlight. Vents from the residential units must extend to the roof or be visually integrated with the overall design of the facade. See Section X.C.25 for related conditions of approval.

4. Building Height and Bulk

a. Buildings near public open spaces should permit visual access and, where feasible, physical access to the public open space.

Finding: The exterior walls include glazing which will allow the project residents to see Ashwood Park and the library's forecourt.

b. Wherever practicable, buildings should be oriented to minimize the shadows they cast on publicly accessible open spaces.

Finding: The proposed building will block sunlight to a portion of Ashwood Park during the coldest months of the year. This impact of this shade will be minimized by the proposed tower's east-west dimension and 300-feet of separation from the center of the park.

c. Encourage slender towers, particularly at upper levels.

Finding: The width of the proposed tower varies: the east and west elevations are slender, and the north and south elevations are not, at approximately 168-feet in length. This orientation was necessary to achieve adequate separation between the towers. The north and south elevations have increased modulation in the form of significant facade offsets. The scale, pattern and color of the offsets are will create a visual reference to the existing tower and help break down its scale.

d. Discourage buildings of extreme rectangular shape which tend to be out of proportion for their floor area.

Finding: The proposed building's rectangular footprint is necessary due to the existing development. The rectangular shape is somewhat offset by the fact that the long axis for each tower runs in the opposite direction. In any case, the length of the two largest facades is within the expected dimension for a Downtown tower.

e. Encourage spacing between towers to retain the feeling of an open, airy Downtown.

Finding: The proposal is for approximately 72-feet of separation between the two towers. This distance is sufficient to provide the future residents with a sense of privacy and maintain an "open airy" feel within the Downtown.

f. For buildings outside the Core Design District, encourage building massing which minimizes visual impacts to surrounding residential neighborhoods.

Finding: The proposed massing includes a number of things to help reduce the visual impact of the project on the surrounding neighborhood. Offsets in the proposed tower's north and south facades include precast panels matching the proposed color of the existing tower. The shared colors will create a visual connection between the two towers. The offsets will also

modulate the building envelope, and break down its scale. The new tower rooftop design provides visual interest and fully encloses the rooftop mechanical equipment. Together, these elements will help reduce the scale of the project and its visual impact on the surrounding neighborhood.

g. Stepbacks required for diminished floor plate buildings, Land Use Code 20.25A.020.A.2 (22), should be oriented to the public street or streets adjacent to the building site to maximize the availability of light and air at the street level and to preserve view corridors. Where the site abuts more than one public street, preference for the orientation of the step back should be given to the street intended to have the highest orientation to pedestrians as provided by Land Use Code 20.25A.115, Design Guidelines: Building/ Sidewalk Relationships.

Finding: The proposal is to expand a residential project. The diminishing floor plate provisions are for nonresidential structures.

h. Encourage rooftop features, appropriate to the overall height and scale of the building, to modify an otherwise un-modulated profile.

Finding: The proposed structure's rooftop mechanical screen is integral part of overall design for the structure. It extends for the length of the building and provides a graceful element that forms the top of the structure.

5. Transitions

In transitions between districts in the Downtown and between properties, the lower portions of buildings should be designed to promote easy circulation, good relationships among open spaces, visual connection in scale, and maximum penetration of sunlight to the ground level.

Finding: Site circulation includes the existing pedestrian connections between the public sidewalks and main entrance. Most of the open spaces will have access to sunlight, except during the cooler months when the sun angle is low.

6. Patterns of Activity

a. Maximize opportunities for vital, pedestrian-level activity in all areas of the Downtown. Not all criteria for Patterns of Activity are cited below; only those that require explanation or relate to a condition of approval.

Finding: The proposal includes a small, pedestrian-oriented retail use adjacent to 109th Place NE, with access from the mid-block connection. This space shall be occupied by a use that will serve pedestrians on a daily basis. The proposed plazas near the main entrance will help create human-scale and contribute to the pedestrian environment. Venting from the structure shall be located and designed to minimize potential impacts to pedestrian areas and connections. See Section X.C.21, 25, 26 for related conditions of approval.

7. Signage

Not all criteria for Signage are cited below; only those that require explanation or relate to a condition of approval.

a. Ensure that signage is an integral part of the architectural design, scaled to the pedestrian and enhances the pedestrian environment.

Finding: The submittal package includes the proposed sign locations, but not specific designs for signage. See Section X.D.36 for related conditions of approval.

IV. PUBLIC NOTICE & COMMENT

Application Date: 11/27/2013
Notice of Application: 02/06/2014
Public Meeting: 02/20/2014

The required minimum public comment period ended on February 20, 2014, but written comments were accepted up to the date of this decision. The city received one phone call of a general nature from an adjacent neighbor. No written emails or letters were received. One public meeting was held at Bellevue City Hall on February 20, 2014. The meeting was attended by 1

citizen, a student who was attending the meeting for a class project. The discussion at the public meeting was of a general nature.

V. TECHNICAL REVIEW

A. Utility Department

The development proposed for this application has been reviewed on a conceptual basis and can be feasibly constructed under current Utility codes and standards without requesting modifications or deviations from them. Major changes to the design or information submitted under this permit may cause delay in approval of future construction permits. It is the applicant's responsibility to verify the accuracy all field information and data gathered for the utility design and feasibility of this project. See Section X.A.4 for related conditions of approval.

B. Clear and Grade Code

The materials submitted with this application sufficiently meet the requirements of the Clearing & Grading Code for approval of this decision by the clearing and grading reviewer. All proposed clearing and grading work will be reviewed against the applicable requirements after a clearing and grading permit is submitted for City review and approval.

C. Fire Department

The site development plans for this decision generally conform to the Fire Code requirements. However, there are a number of conditions that must be met prior to the issuance of building permits. See Section X.C.27 for related conditions of approval.

D. Building Division

The Building Division has reviewed the proposal. The applicant must comply with the 2012 Energy Code if prior to July 2016. The applicant will also be required to provide an accessible parking stall in the parking garage which complies with the van height of 8'2" (98"). See Section X.C.27 for related conditions of approval.

E. Transportation Department

Site Access

Primary access to the proposed project will be provided by a driveway off of 109th NE. In addition, a driveway off of NE 10th Street and another off of 109th Avenue NE will provide access for service vehicles and trucks only. An existing general-purpose driveway off of NE 10th Street will be closed. Loading docks and truck turnaround areas will be provided on-site. On-street loading will not be allowed.

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, including street trees, is required as a condition of development approval. The design of the improvements must conform with the requirements of the Americans with Disabilities Act and the Transportation Development Code (Bellevue City Code 14.60), and the provisions of the Transportation Department Design Manual.

1. Existing streetlights are adequate on both NE 10th Street and 109th Avenue NE, therefore, no new street lights are required. See paragraph #17 below regarding streetlight relocation.
2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk

elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12 or TE-13.

3. Any non-standard patterns or textures in a public sidewalk must generally help guide handicapped people rather than creating a sense that there may be an obstruction.
4. The curb, gutter, and sidewalk on 109th NE shall be completely removed and reconstructed with a sidewalk width of at least twelve feet, not including the curb. Greater width, up to approximately fourteen feet, is acceptable. The planting strip is included within this width. All pedestrian facilities must be ADA compliant.
5. The sidewalk on NE 10th and the planter strip along NE 10th shall maintain their existing width. The existing sidewalk includes several decorative brick bands, which have settled so that they no longer comply with ADA standards regarding the smoothness of accessible pedestrian routes. The brick bands, and any other part of the sidewalk that does not meet ADA standards, must be replaced with concrete in a manner that will achieve and retain proper sidewalk smoothness and will meet other aspects of ADA compliance. The concrete replacements must also contribute to a uniform appearance along the site's NE 10th street frontage, including the area of driveway closure stated in paragraph # 7 below. Details of the design must be included in the final engineering plans.
6. The existing driveway entrance on NE 10th shall be closed with the installation of new curb, gutter, sidewalk, and planter strip matching the existing facilities on either side.
7. Install c-curb on NE 10th and signage as needed at the intersection of NE 10th / 109th NE to prohibit left turns in and out of 109th NE. Details of these installations shall be completed in the final engineering plans.
8. The design and appearance of the sidewalk and landscaping on both adjacent streets shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3. Sidewalks shall be constructed of standard concrete with a broom finish and a 2-foot by 2-foot score pattern, with 4-foot planting strip, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features, as described below under Alternative Sidewalk Materials, Planters, and Street Landscaping.
9. New planting strips within the sidewalk on either adjacent city street shall be irrigated with a metered water source separate from other water meters. Electrical connections for irrigation devices or lighting in planting strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices, lights, and electrical components shall not create a tripping hazard in the sidewalk. Electrical and irrigation components within any street right of way must be shown on the civil engineering plans submitted to the transportation department.
10. The main (northern) driveway on 109th NE shall have an approach width, as defined in standard drawing DEV-7A, of 28 to 30 feet. Per Bellevue City Code 14.60.150 J, the

northern edge of the driveway shall be no closer than 20 feet from the near edge of the driveway on the adjacent property to the north. The design of the driveway apron shall be consistent with standard drawing DEV-7A, which must be included in the final engineering plans.

11. The service driveway on 109th NE shall be constructed with a driveway apron consistent with standard drawing DEV-7A and a driveway width of at least 15 feet.
12. Service driveway on NE 10th:
 - a) This driveway shall be constructed with a driveway apron consistent with a modified version of standard drawing DEV-7A or DEV-7F and a driveway width of at least 20 feet.
 - b) In order to achieve safe pedestrian sight distance toward the west, the developer must install pavement markings in the driveway and signs as needed to ensure that vehicles exiting the driveway maintain a safe position relative to pedestrians.
13. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some situations (to be finalized during engineering and building plan review), a new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
14. 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, if there is no feasible alternative, and if located outside the main pedestrian path.
15. As much as feasible, no new manhole covers or other metal covers will be located within the tire tracks in the through lanes on any street.
16. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole.
17. 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 stronger than a 4-inch by 4-inch wooden post. This means that an existing streetlight pole near the new service driveway on NE 10th be must relocated to be ten feet east of Point A for that driveway. Details of the pole foundation, conduits, and junction box (if relocated) must be included in the final engineering plans. Any street tree less than 20 feet from the new pole location should be removed.
18. No new overhead utility lines will be allowed within or across any street right of way or sidewalk easement, and existing overhead lines must be relocated underground.

Holiday Construction & Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Right-of-Way reviewer to confirm the specifics of this restriction.

Use of the Right of Way

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit.

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.

For the Pacific Regent site, all streets affected by utility trenching or other project construction are presently classified as "Overlay Required", due to the excellent pavement condition. Any street cuts will require a pavement overlay at least 50 feet long for the full width of any affected lane. Any cuts in NE 10th, which has a concrete surface, will require replacement of entire concrete panels. The exact extent of pavement restoration will be determined in the field by Transportation Department inspectors and controlled by the right of way use permit for the project. Trench restoration requirements may change over time as the pavement condition changes, and the most recent restoration requirements will apply. Trench restoration shall comply with Section 23 from the Design Standards and the appropriate standard drawings from among Drawings ROW-1 through ROW-5. The appropriate drawings must be included in the final engineering plans.

Alternative Sidewalk Materials, Planters, and Street Landscaping

The Transportation Department, in conjunction with other departments as appropriate, will review proposals for the installation of alternative sidewalk materials or patterns or non-standard street-front landscaping by private developers. The materials and installation methods must meet typical construction requirements. If the alternative material or pattern is approved, the property owner must sign an indemnification agreement which states that all future maintenance and replacement is the responsibility of the property owner. Work within the alternative material or pattern area by City, franchise, or other workers as a result of either emergency, normal maintenance or new installation will result in replacement of the surface by standard materials and patterns. Advance notification of such work will not be provided to the property owner. In such a circumstance, should the property owner wish to replace or repair the surface with the alternative material or pattern, a Right of Way Use Permit may be required. A subsequent approval of the alternative material or pattern is not guaranteed. Paving samples must be submitted prior to building permit approval. The City of Bellevue Parks Department will maintain street trees and perennial plants in approved street planter beds. The property owner must maintain any non-perennial plants within the street right of way.

Transportation Management Program

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a Transportation Management Program (TMP). The owner of this development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a TMP to the extent required by Bellevue City Code 14.60.070 and 14.60.080. For a residential development of more than 100 units, the required program is to post approved ridesharing and transit information from Metro or other approved sources, such as the Bellevue Downtown Association. This development proposes the equivalent of approximately 196 new multifamily units, so the TMP requirement applies. It would be most advantageous to establish a TMP that benefits existing residents and employees of Pacific Regent, as well as benefiting the new development.

For Section V.D above:

See Sections X.A.5-7, B.9-10, 14, C.16-20, D.28-30 for related conditions of approval.

F. STATE ENVIRONMENTAL POLICY ACT

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of the *2013-2024 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS) adopted August, 2013. This document is available in the Records Office at City Hall, 450 110th Ave NE. This document analyzes the transportation and air quality impacts of the City's Traffic Task Force recommendations to meet the Comprehensive Plan, Transportation Element, and Mobility Management goals.

This section of the staff report is an addendum to the adopted EIS referenced above. Adverse impacts which are less than significant are usually subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Sec. 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process. A discussion of the impacts is noted below together with specific conditions of approval. These impacts will be mitigated through exercise of Code authority as well as through project-specific conditions of approval. See Sections X.A-D for related conditions of approval.

A. Transportation

Long Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 2024 have been addressed in the City's 2013-2024 Transportation Facilities Plan Final Environmental Impact Statement, dated July 2013. The impacts of growth which are projected to occur within the City by 2024 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. Pacific Regent Phase II development lies within MMA #3 which has a 2024 total growth projection of 5,569 new multifamily dwelling units and 1,463,687 Gross Square Feet (GSF) of other commercial uses such as hotels. Pacific Regent Phase II proposes 168 new senior dwelling units, 14 new assisted living units, 52 new nursing beds and 14 new memory care beds. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS. Furthermore, senior dwelling and assisted living beds have lower average trip generation than typical multifamily dwelling units, so the transportation impact will be less.

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 Bellevue City Code 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance.

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 (Bellevue City Code 14.10) requires that development proposals generating 30 or more p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

For the purpose of a concurrency check, city staff used a trip generation of 45 new p.m. peak hour trips. City staff then distributed and assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison,

the levels of service were also determined using traffic volumes without the project-generated trips. Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. (The concurrency analysis spread sheet is available in the project file.) Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency.

The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (Bellevue City Code 14.10.010.D). At the time of a complete building permit application, the Certificate of Concurrency will remain in effect for the life of the building permit application, pursuant to Bellevue City Code 23.05.090H. At issuance of building permit, the Certificate of Concurrency will be extended and remain in effect for one additional year (with the possibility of up to two one-year extensions) as provided for in Bellevue City Code 23.05.100.

Short Term Operational Impacts and Mitigation

This project is a re-submittal of similar development proposals per applications 06 112898 LD and 10 117762 LD (expansion of senior dwellings and assisted living beds) at the same location (919 109th Avenue NE). At the time of the 2006 submittal, city staff directed the applicant's traffic consultant, The Transpo Group, to analyze the short term operational impacts of the proposal in order to recommend mitigation if necessary. A portion of the transportation review for both of these applications was based on this Traffic Impact Analysis (dated October 2, 2006). For the transportation review for this application (13 134757 LD) the same traffic study was used since background traffic data in the vicinity of the project site experienced no significant change since the 2006 submittal. In addition, the applicant has modified access design to further enhance safety and lessen impact to adjacent city streets. Per the 2006 Traffic Impact Analysis, listed below are the specific transportation issues addressed with recommended mitigation:

- Effects of Closing the Existing Driveway on NE 10th: This closure, proposed by the applicant, means that all access (other than service vehicles) will be via a single driveway on 109th NE. Some traffic now accessing the site via NE 10th will be redirected. With both new and existing traffic, the total volume entering and exiting the site on 109th NE is predicted to be 48 vehicles in the p.m. peak hour. That is an average of less than one vehicle per minute, which is not enough to cause significant operational problems at the access point.
- Intersection of NE 10th/ 109th NE: Closing the site's driveway on NE 10th would have the effect of pushing more of the site's traffic to use the intersection of NE 10th/ 109th NE. That intersection is only 75 feet west of the signalized intersection of NE 10th and 110th NE. Vehicle queues back from the signal at 110th NE sometimes block the intersection at 109th NE, and that blockage problem would worsen with the proposed development. Therefore, the Transportation Department determined that the developer must take steps to prohibit left turns at the intersection of NE 10th/ 109th NE. Such steps will include installation of c-curb within NE 10th and installation of signs as determined during the review of engineering plans.
- Intersection of NE 9th/ 110th NE: With the combination of new traffic generated by the proposed development, existing site traffic redirected from the existing driveway on NE 10th, and traffic redirected by prohibiting left turns at the intersection of NE 10th / 109th NE, the site's greatest traffic impact is likely to occur at the intersection of NE 9th / 110th NE. The traffic study by The Transpo Group analyzed level of service and queue length at that intersection for both the morning and evening peak hours. Transpo determined that at the time of the development's opening, level of service at this intersection will worsen from LOS D to LOS E, but the worsening will not be critical. Queue lengths at the intersection will worsen only marginally, and will not exceed available storage space.

B. Noise

Construction Noise: The Bellevue Noise Control Ordinance Bellevue City Code 9.18 limits noise levels at the property line to 60 dBA. Construction noise is exempt during the hours from 7:00 a.m. to 6:00 p.m. on weekdays and from 9:00 a.m. to 6:00 p.m. on Saturdays that are not legal holidays. Expanded hours may be approved by the Director of the Development Services Department under two conditions: to accommodate traffic mitigation and/or for construction of essential public facilities. The purpose of restricted construction hours is to reduce construction noise impacts to neighboring properties. The site is located close to other residential uses. Expansion of construction hours late into the evening or to early morning hours would be disruptive to the nearby residents. In addition, the contractor must use the best available noise abatement technology consistent with feasibility during construction. See Section X.A.2, A.3 for related conditions of approval.

Interior Noise: The site's Downtown location means that the ambient noise levels are high, with an Ldn greater than 65 dBA typical for the Downtown. The Bellevue City Code, 9.18, prohibits the approval of new residential structures where the exterior noise level exceeds an Ldn of 65 dBA anywhere along the site boundary, unless interior noise levels no higher than 40 dBA in sleeping areas and 45 dBA in non-sleeping areas can be achieved. Prior to the issuance of any building permit, the applicant shall submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing a street frontage. Before any occupancy permits are issued, the noise levels shall be measured inside a random sample of the residential units and the report revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report shall include recommendations to modify the construction to meet the interior noise thresholds. See Section X.D.31 for related conditions of approval.

Garage and Kitchen Exhaust Noise/Air: The garage and kitchen exhaust vents must be designed and located to prevent adverse impacts to the pedestrian environment and to the people living in or near the project. The applicant must provide certification by a noise consultant that the operation of the garage exhaust fans will not exceed 60 dBA at any pedestrian area. Furthermore, the applicant shall document that garage and kitchen exhaust will not affect any pedestrian areas. See Section X.C.21 for related conditions of approval.

VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

a. Existing Tower

The existing tower was initially to remain unchanged; but the proposal was revised to include new updated exterior colors to complement the new tower and renovations to the first floor and health care floors (3 and 4). Additional onsite landscaping and a more defined pedestrian connection north-south were also included in the project scope.

b. Proposed Tower

The proposed tower's north and south facades were revised to further articulate the proposed verticality to reduce the apparent bulk of the building. The building was revised to provide a more clearly defined base, middle, and top and mechanical screening was more integrated to the architectural design of the building to create an interesting rooftop form.

VIII. DECISION CRITERIA

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

A. The proposal is consistent with the Comprehensive Plan; and

Finding: The site is located in the Ashwood neighborhood per the Downtown Subarea Plan. The proposal is consistent with the Comprehensive Plan and the Downtown Subarea Plan. The supporting policies focus on use, the pedestrian environment, design quality and connectivity. The proposal maximizes building height and approaches maximum FAR, which are supported by Policy S-DT-24. The proposal includes a Pedestrian-Oriented Frontage (POF) and use with access from 109th Avenue NE, which is supported by Policy S-DT-70. The proposal includes vision glass and marquees at the lower level, pedestrian-oriented uses on the first level, a garden in the southwest corner of the site, and plaza's near the main entrance, all of which are supported by Policy UD-5. The proposed tower's rooftop is integrated into the overall building design to provide a distinctive form against the Downtown skyline and screen the rooftop mechanical equipment. This design consideration is supported by Policy UD-8 and Policy UD-66. The plazas located at the main entrance and next to the two main entry walkway are supported by Policy UD-22, which encourages private open space for visual relief and contrast to the urban landscape. The public sidewalks and street trees along each frontage are supported by Policies UD-38 and UD-40. Views of the project from NE 10th Street, 109th Avenue NE and the library will be softened by the street trees, which is supported by Policy UD-59. The proposed building height and roofline will give Downtown's skyline a distinctive visual reference, which is supported by Policies UD-68. The scale/intensity of the proposed project is offset by increased pedestrian amenities. The mid-block connection and retail use abutting the public sidewalk, which are all supported by Polices UD-23 and UD-72.

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

Finding: As conditioned by this decision, the proposal complies with the applicable requirements of the Land Use Code, as summarized in Section III.B.3 of this report.

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

Finding: As conditioned by this decision, the proposal complies with the applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent, as summarized in Section III of this report.

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; and

Finding: The proposed project is compatible with the scale and appearance of many existing and recently approved/developed projects in Ashwood, and will contribute to the pedestrian-orientation of this neighborhood as envisioned by the Comprehensive Plan and required by the Land Use Code. The on-site pedestrian spaces and connections shall include paving patterns/textures that support the pedestrian environment and help minimize potential conflicts between pedestrians and vehicles. Where possible, landscaping should be used to enhance the pedestrian experience, including between the public sidewalk and the north facade of the proposed tower. See Section X for related conditions of approval.

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

Finding: The proposal will be served by adequate public facilities including streets, fire protection, and utilities, as discussed under Section V, Technical Review.

IX. DECISION

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

X. CONDITIONS OF APPROVAL

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

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

1. CITY CODES AND ORDINANCES

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

Clearing & Grading Code – Bellevue City Code 23.76	Savina Uzunow, 425-452-7860
Construction Codes – Bellevue City Code Title 23	Bldg. Division, 425-452-6864
Fire Code – Bellevue City Code 23.11	Adrian Jones, 425-452-6052
Land Use Code – Bellevue City Code Title 20	Carol Hamlin, 425-452-2725
Environmental Procedures Code – Bellevue City Code Title 22.02	Carol Hamlin, 425-452-2725
Noise Control – Bellevue City Code 9.18	Carol Hamlin, 425-452-2725
Right of Way Use Code – Bellevue City Code 14.30	Tim Stever, 425-452-4294
Sign Code – Bellevue City Code Title 22	Carol Hamlin, 425-452-2725
Transportation Code – Bellevue City Code 14.60	Ray Godinez, 425-452-7915
Transportation R.O.W. – Bellevue City Code 11.70, 14.30, 14.60	Tim Stever, 425-452-4294
Utility Code – Bellevue City Code Title 24	Don Rust, 425-452-4856

2. CONSTRUCTION HOURS

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

Authority: Bellevue City Code 9.18.040

Reviewer: Carol Hamlin

3. NOISE ABATEMENT DURING CONSTRUCTION

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

Authority: Bellevue City Code 9.18.020F

Reviewer: Carol Hamlin

4. DEVELOPER EXTENSION AGREEMENT

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

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

Authority: Bellevue City Code Title 24.02, 24.04, 24.06

Reviewer: Don Rust

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 moratorium accordingly.

Authority: Bellevue City Code 14.30.060

Reviewer: Tim Stever

6. GENERAL PROVISIONS FOR LOADING AND TRUCK ACCESS

The property owner shall provide off-street loading spaces with access to a public street. Truck parking, maneuvering, and loading must be achieved without backing onto the street or sidewalk.

Authority: Land Use Code 20.20.590.K.4, Bellevue City Code 14.60.150 A and H

Reviewer: Ray Godinez

7. STREET TREES

Any existing street trees damaged during construction shall be replaced by the applicant with the same size and type, and planted as specified by Parks Dept tree planting standards. All new street trees as well as the trees along the E-W mid-block connection shall be automatically irrigated and planted per details provided by City of Bellevue Parks Department.

Authority: Land Use Code 20.25A.060.6.1-4

Reviewer: Carol Hamlin

B. PRIOR TO ISSUANCE OF ANY CLEAR AND GRADE PERMIT

9. RIGHT-OF-WAY USE PERMIT

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

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

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

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

Authority: Bellevue City Code 11.70 & 14.30

Reviewer: Tim Stever

10. CIVIL ENGINEERING PLANS – TRANSPORTATION

Civil engineering plans produced by a qualified engineer must be approved 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. 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. Specific requirements for the engineering plans include, but are not limited to the following:

- a) Traffic signs, markings, and c-curb, including items needed to prohibit left turns at the intersection of NE 10th and 109th NE.
- b) Driveway locations, width, and alignment.
- c) Curb, gutter, sidewalk, and driveway approach design.
- d) Streetlight relocation on NE 10th.
- e) Handicapped ramps and ADA compliance.
- f) On-street parking on 109th NE.
- g) Vehicle and pedestrian sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- h) Landscaping and related fixtures in street rights of way.
- i) Location of fixed objects in the sidewalk or near driveway approaches.
- j) Trench restoration within any right of way or access easement.

Authority : Bellevue City Code 14.60; Transportation Department Design Manual
Reviewer: Ray Godinez

11. MID-BLOCK CONNECTIONS

The applicant shall maintain the existing East-West connection and provide a new North-South connection. City-approved public access signs and new paving will be required for the entire length. The paving design shall provide a durable, pedestrian-friendly surface in compliance with the state's barrier-free requirements.

Authority: Land Use Code 20.25A.060.C.3
Reviewer: Carol Hamlin

12. PEDESTRIAN SPACES/CONNECTIONS

The on-site pedestrian spaces and connections shall include paving patterns/textures that support the pedestrian environment and help minimize potential conflicts between pedestrians and vehicles. Where possible, landscaping should be used to enhance the pedestrian experience, including between the public sidewalk and the north facade of the proposed tower.

Authority: Land Use Code 20.25A.11 O.A.1.d
Reviewer: Carol Hamlin

13. EXISTING STREET TREES

The existing street trees along each street frontage shall be protected prior to the start of construction. The proposed protection method shall be shown on the clearing and grading plans. The applicant shall replace any damaged existing street with an equivalent tree of the same type and size.

Authority: Land Use Code 20.25A.060.B, Bellevue City Code 14.60.090, 110, 120, 210
Reviewer: Carol Hamlin

14. STREET TREES & RIGHT-OF-WAY LANDSCAPING

Street trees must be installed per the approved landscape plans.

Street Tree Species and Size:

- a) The street tree to be used on 109th Avenue NE is *Tilia cordata* 'Chancolle'.
- b) The street tree to be used on NE 10th Street is *Zelkova serrata* 'Village Green'.
- c) 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
- d) Street Trees to have a 2-1/2" caliper at time of planting.

All street trees are required to be planted per the Parks Department Best Management Practices and Design Standards for Streetscape Planting and Irrigation in place at the time of planting with

a minimum of 4x6-foot planting pits. The construction documents shall include details for all landscaping and irrigation within the right-of-way, including drip irrigation for all raised planters.

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.

Authority: LUC 20.25A.060.B
Reviewer: Carol Hamlin
Ray Godinez

15. IRRIGATION

a) Right-of-Way:

The irrigation system for all street trees and landscaping within the right-of-way shall include a separate water meter and controller that can be accessed at all times by the City of Bellevue. Include automatic operation and rain sensors to override the automatic cycle if needed. No drip irrigation will be allowed in the planting strip adjacent to the curb, but may be used in any raised planters. Any existing irrigation systems within the right-of-way shall be protected and extended to all new planting areas in the right-of-way.

If the irrigated area exceeds 500 square feet then the landscape irrigation budgeting section of the Water Code applies.

Prior to building permit approval, the final irrigation plan must be reviewed and approved by the City of Bellevue Utilities and Parks Departments.

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.

b) On-Site:

A private irrigation service line is required for all on-site landscape areas. Where feasible, drip-irrigation should be used to reduce water loss due to over-spray and evaporation.

Authority: Land Use Code 20.25A.060.B, Bellevue City Code 24.02.205
Reviewer: Carol Hamlin, Land Use

C. PRIOR TO ISSUANCE OF ANY BUILDING PERMIT

16. TRANSPORTATION IMPACT FEE

Payment of the traffic impact fee will be required at the time of building permit issuance. These fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

Authority: Bellevue City Code 22.16
Reviewer: Ray Godinez

17. BUILDING AND SITE PLANS – TRANSPORTATION

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

Authority: Bellevue City Code 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241
Reviewer: Ray Godinez

18. EXISTING EASEMENTS

If the site contains existing public or private utility easements that will be impacted by this development, then any negative impact on those easements must be mitigated or easements relinquished.

Authority: Bellevue City Code 14.60.100
Reviewer: Tim Stever

19. TRANSPORTATION MANAGEMENT PROGRAM

The owner of the property being developed shall sign and record at the King County Recorder's Office an agreement to establish a Transportation Management Program to the extent required by Bellevue City Code 14.60.070 and 14.60.080.

Authority: Bellevue City Code 14.60.070, 14.60.080
Reviewer: Ray Godinez

20. EQUIPMENT BOXES

Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas or on mid-block connections. Such equipment shall be located in underground vaults or in a building or substantially screened per the approval of Development Services.

Authority: Land Use Code 20.20.650, 20.25A.110.B, 20.20.730
Reviewer: Carol Hamlin
Ray Godinez

21. GARAGE AND KITCHEN EXHAUST

The garage and kitchen exhaust vents must be designed and located to prevent adverse impacts to the pedestrian environment and to the people living in or near the project. The applicant must provide certification by a noise consultant that the operation of the garage exhaust fans will not exceed 60 dBA at any pedestrian area. Furthermore, the applicant shall document that garage and kitchen exhaust (velocity and direction of airflow) will not adversely affect any pedestrian areas.

Authority: Bellevue City Code 9.18.030 and Land Use Code 20.30F.145
Reviewer: Carol Hamlin, Land Use

22. GARAGE SOFFIT VIEW

Sections submitted for building permit application shall provide finish for any soffits at second floor under slab insulation where it may be visible to public. Any sections of soffit insulation that will be visible when garage door is open must be finished at entry in a manner consistent with design of building.

Authority: Land Use Code 20.25A.110.B.6.a
Reviewer: Carol Hamlin, Land Use

23. EXTERIOR BUILDING LIGHTING

All exterior building lighting shall include cut-off shields that prevent light impacts to nearby residential properties and public spaces.

Authority: Land Use Code 20.25A.110.A.5
Reviewer: Carol Hamlin, Land Use

24. ROOFTOP MECHANICAL SCREENING

All rooftop mechanical equipment shall be entirely enclosed within the building envelope, including from above. The additional structure height for mechanical screening shall not exceed 15-feet above the maximum permitted structure height, including bonus height.

Authority: Land Use Code 20.25A.11 0.A.3.c and 6.2.a
Reviewer: Carol Hamlin

25. VENTS FROM UNITS

Vents from all residential units shall extend to the roof or be visually integrated with the overall façade design.

Authority: Land Use Code 25A.11 0.B.6
Reviewer: Carol Hamlin

26. VENTS FROM GARAGE

All garage exhaust vents shall be located and designed to minimize impacts to the pedestrian connection(s) or garden. A state-licensed acoustical consultant shall verify that the noise from the garage exhaust fans does not exceed 60 dBA. Second, the City's Mechanical Plans Examiner shall determine that the velocity and direction of airflow from these fans will not adversely affect the pedestrian experience.

Authority: Land Use Code 25A.110.A.1.c and Bellevue City Code 9.18.030

Reviewer: Carol Hamlin

27. FIRE CODE AND BUILDING CODE

The design shall comply with all requirements of the IFC, including but not limited to the following:

- a) Provide a Fire Service Access Elevator. (IBC 3007)
- b) Show locations of existing Fire pumps, Fire department connections, fire alarm, fire command center.
- c) Provide automatic fire sprinklers designed per NFPA 13. (International Fire Code (IFC) 903)
- d) Provide a fire alarm notification system throughout the building (IFC 907 & Bellevue City Code 903.4)
- e) Provide an emergency voice/alarm communication system throughout the building (IFC 907)
- f) Provide a smoke control and shaft pressurization systems (IFC 909 & Bellevue Standards) The Smoke control concept is required to be submitted and approved by Fire before the Building Permit can be submitted for review. See http://www.bellevuewa.gov/pdf/Fire/DevStdSmokeControl_6-08_FINAL.pdf for requirements.
- g) Provide a building radio coverage system. (BCC 510)
- h) Provide standpipes in all required stairways that are interconnected and have isolation valves. (IFC 905 & BCC 905)
- i) Provide two 4 way fire department connections on separate streets and on opposite sides of the building with fire hydrants within 50 feet. (IFC 903 & 912)
- j) Provide two independently driven fire pumps shall be provided. One taking water from a permanent connection the City water supply and from an onsite dedicated reservoir. Provide information on the capacity of the on-site water supply for the fire pump. (IFC 903.3.5.2)
- k) Provide information on the generator, fuel tank, venting and refueling system to comply with IFC chapter 27 & 34.
- l) Provide an approved layout for the enlarged Fire Command Room and the equipment on each wall. (IFC 509)
- m) Demolition & construction shall conform to International Fire Code Chapter 14.
- n) Provide fire vehicle loading over any driving surface.
- o) The fire hydrant and Fire Department Connection for the existing building shall be at an approved location at least 50 feet from the building. This shall be a location that is not blocked by vehicles both during and after construction. (IFC 508)
- p) Access to all areas of the existing occupied building shall be unobstructed during demolition and construction. (IFC 503 & Chapter 14)
- q) Provide an unobstructed area, including the parking of vehicles, for a fire aerial apparatus access no closer than 15 feet from the building and no further than 30 feet from the building. (BFDDS)
- r) The area east of the main entrance in the circle drive shall be posted and marked on both sides "FIRE LANE - NO PARKING" per Bellevue Standards.
- s) The canopy and bollards keep the truck away from the building. The concrete pavers would not allow the ladder truck outriggers to be used due to loading. The porous concrete may not take the fire vehicle loading requirements.
- t) Plan sheet 44. Level 2. Hose reach in parking garage cannot be extended between parked cars. The hose reach in the parking level is 240 feet. Bellevue Amended IFC 905.4 Exception 6)

Authority: International Fire Code (IFC), Bellevue City Code (BCC), Bellevue Fire Department Development Standards (BFDDS)

Reviewer: Adrian Jones

- u) The applicant must comply with the 2012 Energy Code if prior to July 2016.
- v) The applicant must provide an accessible parking stall in the parking garage which complies with the van height of 8'2" (98").

Authority: International Energy Code as amended by the State of Washington 2012, American National Standard Institute A117.1 Section 502.6 (2009)

Reviewer: Jonathan Anderson

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY

28. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements must be constructed by the applicant and accepted by the Transportation Department Inspector prior to the initial certificate of occupancy. All existing streetlight apparatus affected by this development must be relocated as necessary. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. Bonding or other types of assurance devices will not be accepted in lieu of construction. Other specific requirements include the following:

- a) Provide traffic signs, markings, and c-curb as needed to prohibit left turns at the intersection of NE 10th and 109th NE.
- b) Provide signs and markings as needed for on-street parking on 109th NE.
- c) Driveway locations, width, and alignment must be constructed per the approved engineering plans.
- d) Curb, gutter, sidewalk, and driveway approach revisions must be constructed per the approved engineering plans.
- e) Streetlight relocation near the new driveway on NE 10th must meet Transportation Department standards.
- f) Handicapped ramps and sidewalks in or approaching the adjacent street rights of way must be ADA compliant.
- g) Achieve vehicle and pedestrian sight distance per Bellevue City Code 14.60.240 and 241 at all driveways.
- h) Overhead wires along the frontage on 109th NE must be undergrounded.
- i) Landscaping, irrigation, and related fixtures in street rights of way must meet city standards.
- j) No fixed objects in the sidewalk or adjacent to driveway approaches shall be installed or allowed to remain within 10 feet of a point corresponding to Point A in standard drawing DEV-7A.

Authority: Bellevue City Code 14.60.110, 120, 150, 181, 190, 210, 240, 241; and
Transportation Department Design Manual.

Reviewer: Ray Godinez

29. PAVEMENT RESTORATION

For this site, all streets affected by utility trenching or other project construction are presently classified as "Overlay Required". Any street cuts or pavement damage in NE 10th, 109th NE, or 110th NE will require a pavement overlay at least 50 feet long for the full width of any affected lane. Any cuts in NE 10th, which has a concrete surface, will require replacement of entire concrete panels. The exact extent of pavement restoration will be determined in the field by Transportation Department inspectors and controlled by the right of way use permit for the project. Trench restoration requirements may change over time as the pavement condition changes, and the most recent restoration requirements will apply. Trench restoration shall comply with Section 23 from the Design Standards and the appropriate standard drawings from among Drawings ROW-1 through ROW-5. The appropriate drawings must be included in the final engineering plans.

Authority: Bellevue City Code 14.60.250; Design Manual Design Standard #21

Reviewer: Tim Stever

30. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM

The Transportation Management Program required by Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to the initial certificate of occupancy.

Authority: Bellevue City Code 14.60.070, 14.60.080

Reviewer: Ray Godinez

31. INTERIOR NOISE LEVELS

Interior noise levels inside residential units shall not to exceed 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. The project acoustical engineer shall document noise levels inside a random sample of the rooms and submit the findings to the City. If the noise levels exceed the required maximums, the City will require additional noise mitigation to achieve the maximum allowable levels prior to the issuance of any Occupancy Permit.

Authority: Bellevue City Code 9.18.045
Reviewer: Carol Hamlin

32. PEDESTRIAN-ORIENTED USES AGREEMENT

The applicant shall record an agreement with the King County Office of Records and Elections to provide pedestrian-oriented uses in the tenant space adjacent to 109th Avenue NE, for which pedestrian-oriented frontage amenity bonus points were granted.

Authority: Land Use Code 20.25A.030.C.1, Land Use Code 20.25A.115.A -C
Reviewer: Carol Hamlin

33. PUBLIC USE OF PLAZA / MID-BLOCK CONNECTIONS

The applicant shall sign an agreement with the City to allow public use of both connections through the site, and record the agreement with King County, Division of Records and Elections, and submit a copy of the agreement to the Bellevue City Clerk.

Authority: Land Use Code 20.25A.030.C.2
Reviewer: Carol Hamlin

34. REFUSE AND RECYCLING

The applicant shall provide a letter from Republic Services that the refuse/recycling area is adequate and accessible.

Authority: Land Use Code 20.20.590.K.4, Bellevue City Code 14.60.150 A and H, Bellevue City Code 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241
Reviewer: Carol Hamlin

35. RECORDING

The applicant shall record the following elements of this decision: SEPA Coversheet, Design Review coversheet, a copy of the approved FAR bonus point calculations, project drawings and conditions of the Design Review decision with King County.

Authority: Land Use Code 20.25A.030.D, Bellevue City Code 14.60.150 A and H
Reviewer: Carol Hamlin

36. SIGN PERMIT PACKAGE

The applicant shall submit a complete sign package and all sign permit applications for City review and approval. All signs shall be an integral part of the architectural design and scaled to the pedestrian.

Authority: Land Use Code 20.25A.115.B.7.a-c, Bellevue City Code Title 22, Sign Code
Reviewer: Carol Hamlin

37. LANDSCAPE INSTALLATION ASSURANCE DEVICE

All site landscaping shall be 100% complete per the City-approved plan. Alternatively, the applicant may submit: 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 Plan. The performance device will be replaced with a maintenance device after the installation is inspected and approved.

Authority: Land Use Code 20.40.490
Reviewer: Carol Hamlin

38. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

The applicant shall file with the Development Services Department, a landscape maintenance assurance device in the form of a bond or assignment of savings for 20% of the cost of labor and materials for all required landscaping.

Authority: Land Use Code 20.40.490

Reviewer: Carol Hamlin

39. MAINTENANCE AGREEMENT WITH THE CITY OF BELLEVUE

After one-year, the landscape shall be inspected by Land Use and the Parks Department. Prior to the release of the Landscape Maintenance Assurance Device, the applicant and the City of Bellevue shall enter into an agreement to determine future maintenance responsibilities for the streetscape and streetscape plantings.

Authority: LUC 20.25A.060

Reviewer: Carol Hamlin

Attachment A
Project Plans & Drawings

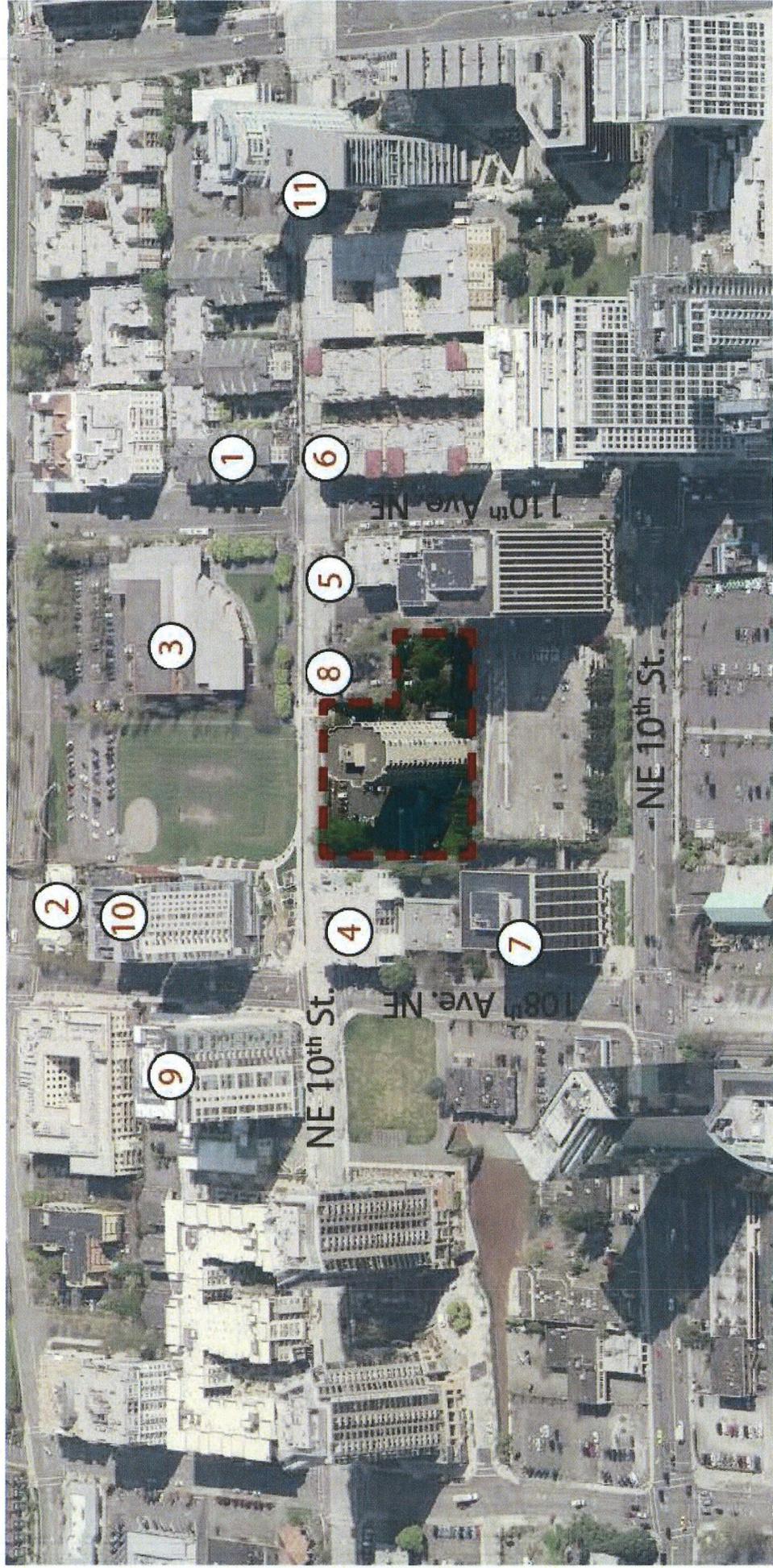
Pacific Regent of Bellevue, Phase II
919 109th Avenue NE, Bellevue WA
The Fountains Bellevue, SL-LLC



13-134757-LD
02/20/2014



Located in a rapidly developing and densely populated neighborhood in downtown Bellevue, the contemporary design of the new 22 story high-rise Independent Living addition will complement the existing 17 story tower and will front NE 10th Street and the park-like open space adjacent to the Library.





1 the Avalon



2 Villa Firenze



3 Bellevue Library



4 the Limestone



5 the Metropolitan



6 the Oakwood



7 U.S. Bank



8 Amini Law Firm



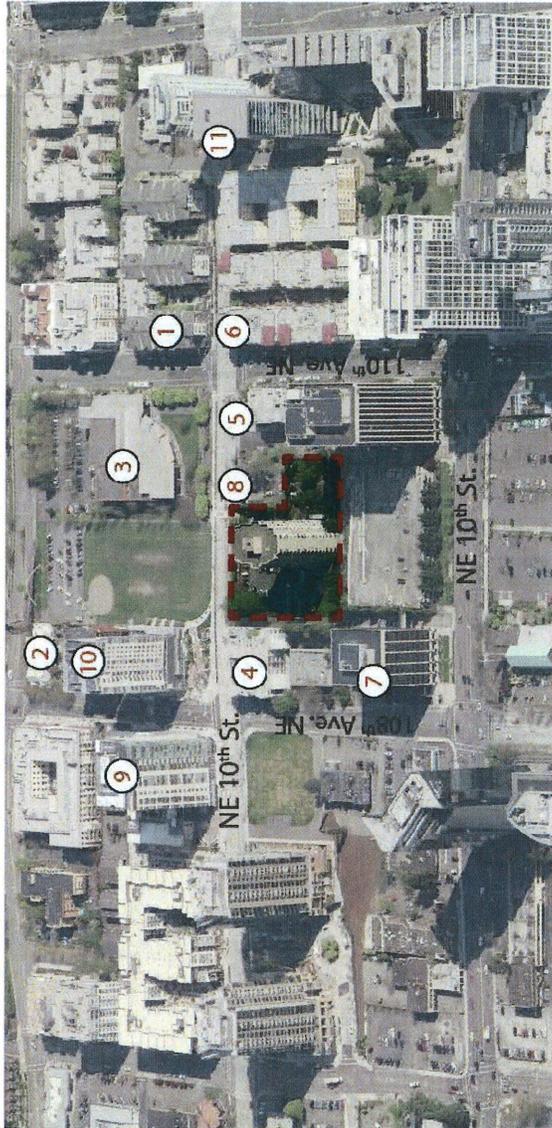
9 Ashton Bellevue



10 1020 Tower

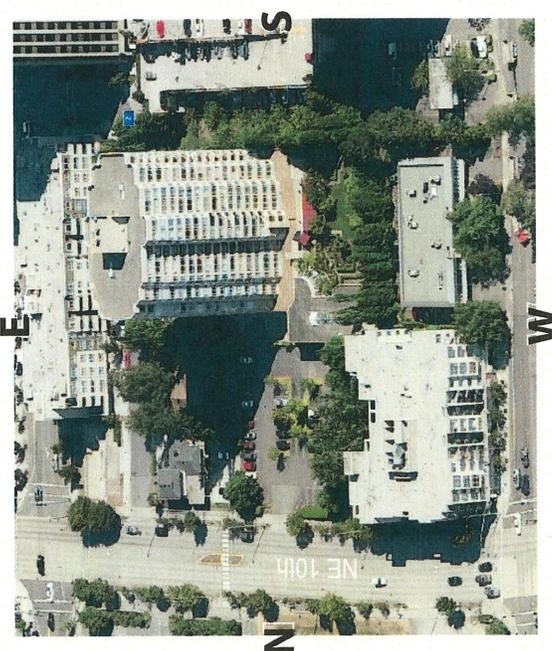
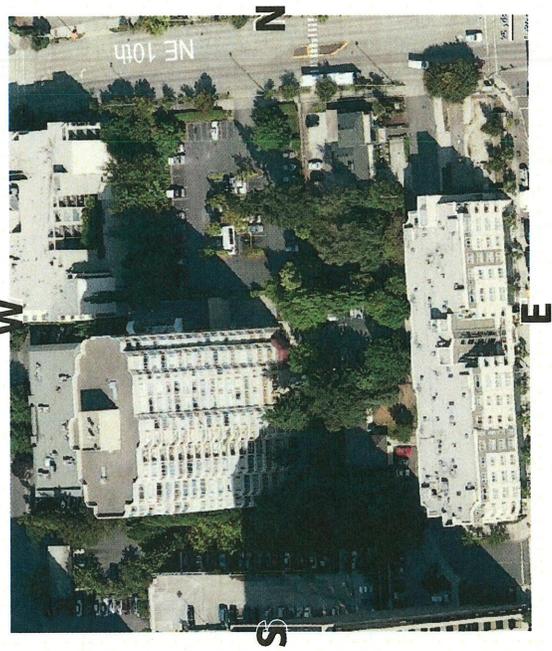
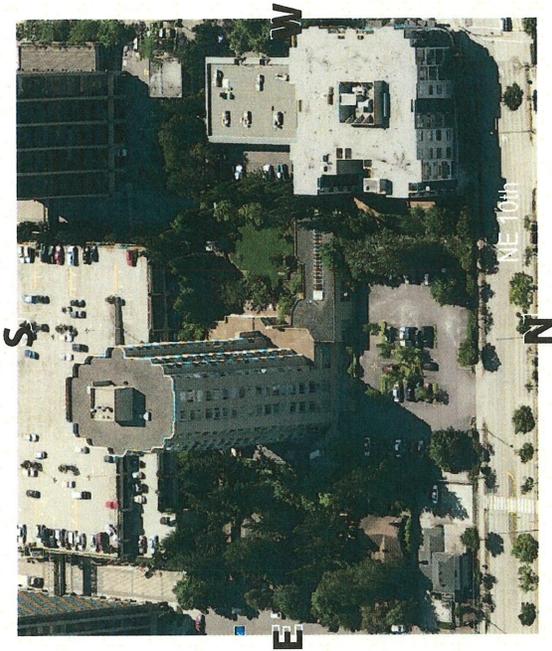


11 John Su Tower



Site Context

Pacific Regent of Bellevue, Phase II



Existing Tower



Proposed Phase II Tower



Existing Parking Lot

GGLO

architecture • interior design • landscape architecture • planning & urban design



Proposed Phase II Tower and East Wing looking Northwest



Proposed Phase II and Existing Phase I Towers looking East



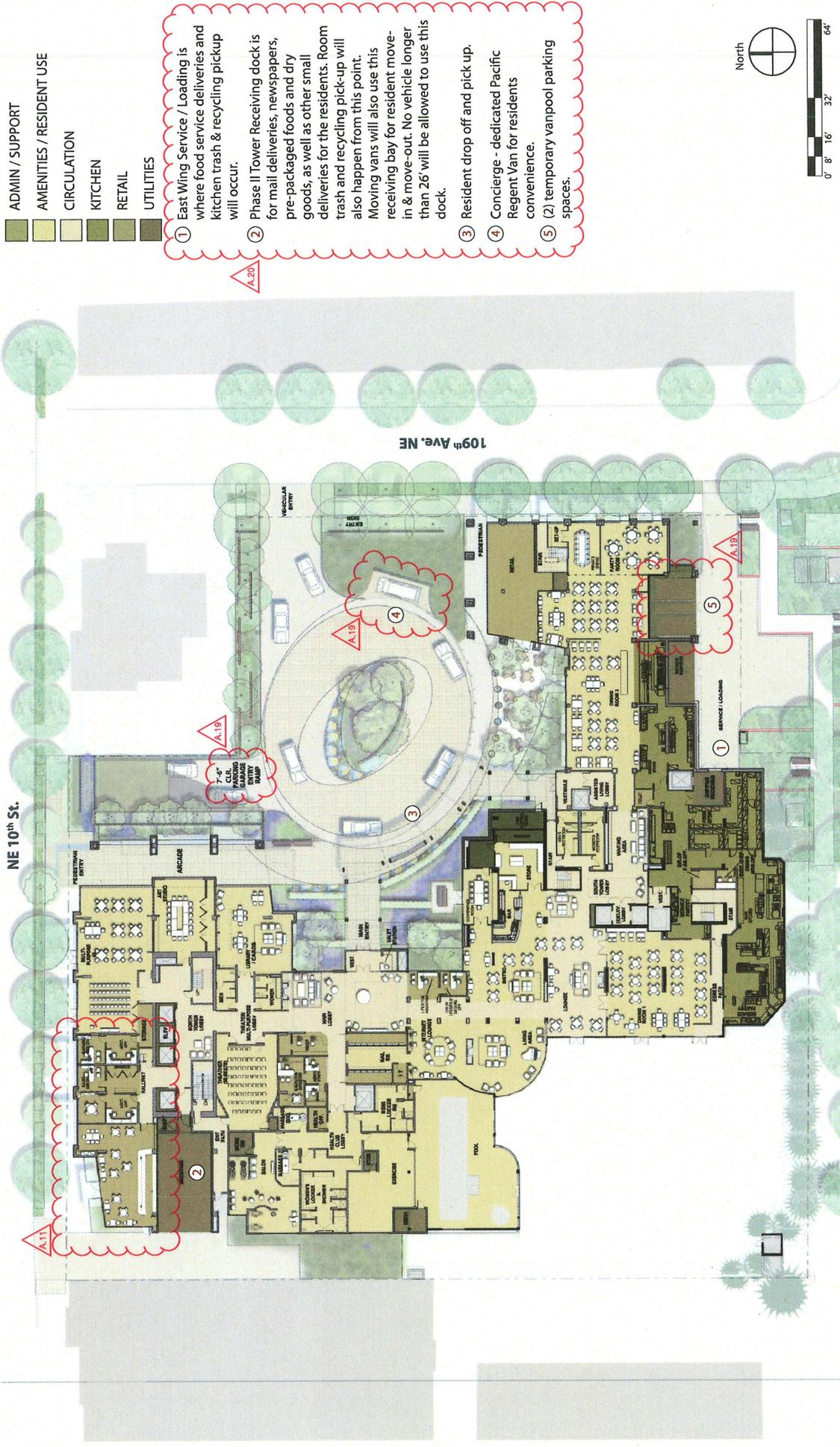
Proposed Phase II Tower and East Wing looking Southwest



Proposed and Existing Towers looking North-East



Proposed and Existing Towers looking North-West



- ADMIN / SUPPORT
- AMENITIES / RESIDENT USE
- CIRCULATION
- KITCHEN
- RETAIL
- UTILITIES

- 1 East Wing Service / Loading is where food service deliveries and kitchen trash & recycling pickup will occur.
- 2 Phase II Tower Receiving dock is for mail deliveries, newspapers, pre-packaged foods and dry goods, as well as other small deliveries for the residents. Room trash and recycling pick-up will also happen from this point. Moving vans will also use this receiving bay for resident move-in & move-out. No vehicle longer than 26' will be allowed to use this dock.
- 3 Resident drop off and pick up.
- 4 Concierge - dedicated Pacific Regent Van for residents convenience.
- 5 (2) temporary vanpool parking spaces.

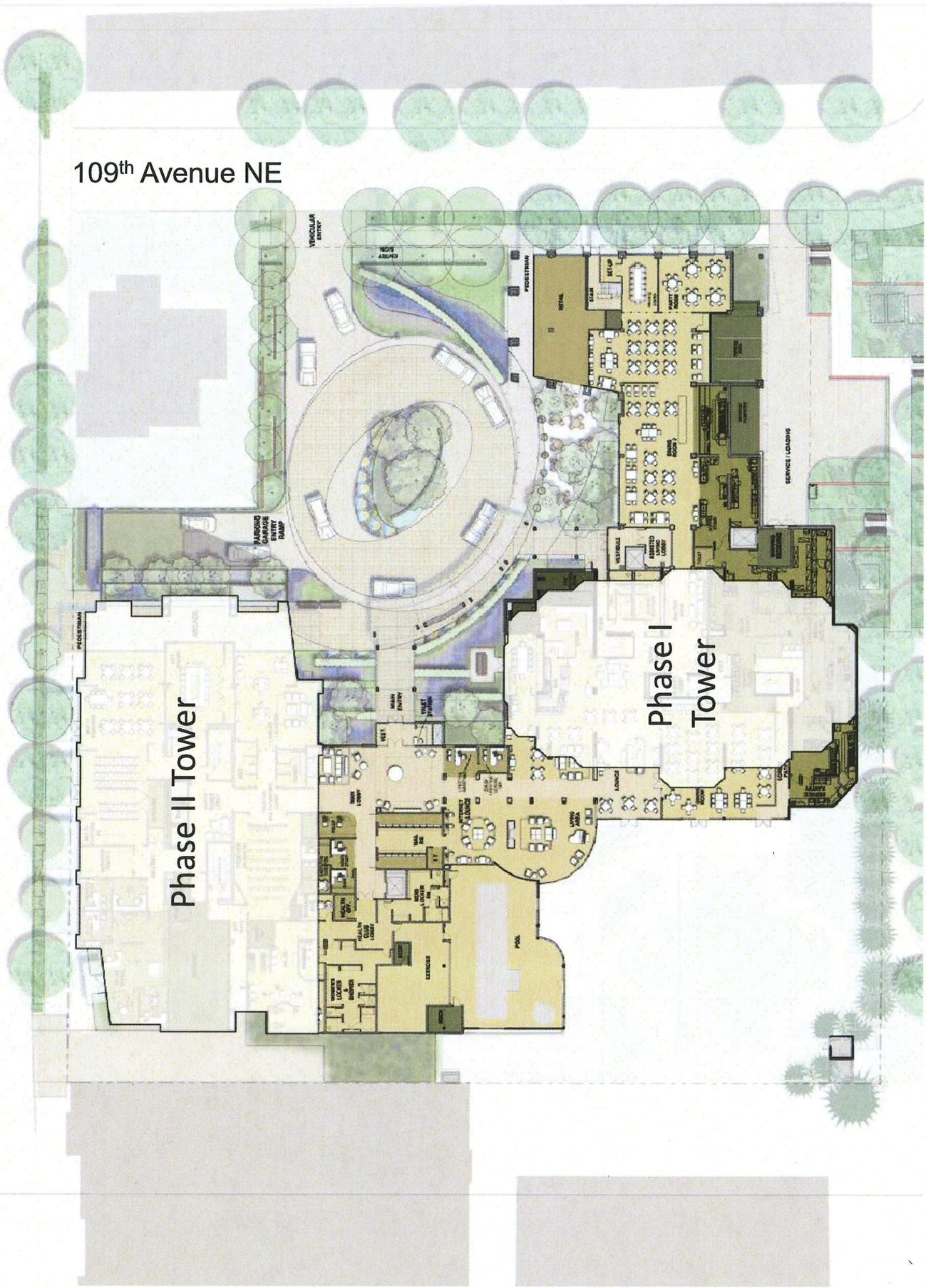
NE 10th Street

109th Avenue NE

Phase II Tower

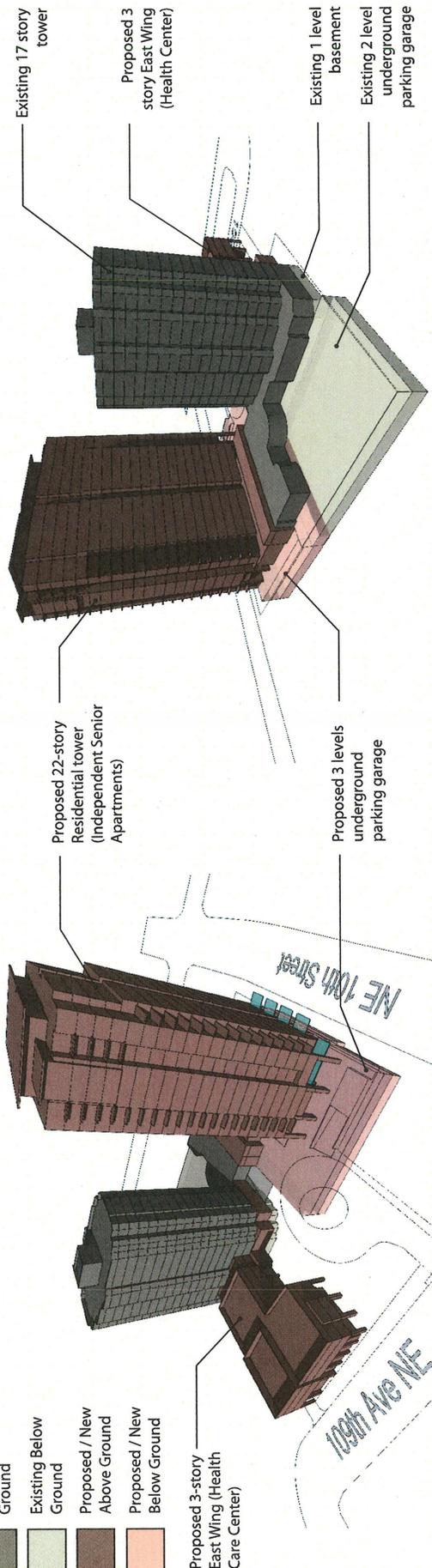
Phase I Tower

Relationship of Phase I and II Towers to Ground Floor Plan



Pacific Regent of Bellevue, Phase II

- Existing Above Ground
- Existing Below Ground
- Proposed / New Above Ground
- Proposed / New Below Ground



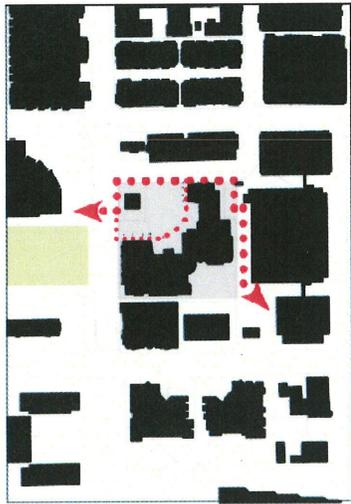
Building Area Analysis (calc based on COB LUC 20.50.020)

Level	Proposed - Tower 2 (North Tower) GSF	Proposed - East Wing GSF	Existing - Tower 1 (South Tower) GSF
Level 1	16,731 sf	7,343 sf	157,317 sf
Level 2	11,994 sf	8,364 sf	157,317 sf
Level 3	12,637 sf	8,364 sf	157,317 sf
Level 4	12,637 sf		
Level 5	12,637 sf		
Level 6	12,637 sf		
Level 7	12,637 sf		
Level 8	12,637 sf		
Level 9	12,637 sf		
Level 10	12,637 sf		
Level 11	12,637 sf		
Level 12	12,637 sf		
Level 13	12,637 sf		
Level 14	12,637 sf		
Level 15	12,637 sf		
Level 16	12,637 sf		
Level 17	12,637 sf		
Level 18	12,637 sf		
Level 19	12,503 sf		
Level 20	12,503 sf		
Level 21	12,503 sf		
Level 22	12,503 sf		
Subtotal:	280,929 sf	24,071 sf	467,165 sf

Parking Analysis (calc based on COB LUC 20.20.590 F)

Bellevue code requirement	"Min. Req."	"Max. Allowed"
Retail in a mixed use	2	4 per 1,000 sf
Senior Nursing Home	0.4	0.8 per bed
Senior Housing - congregate care	0.33	1 per bed
Assembly - per 8 fixed seats	1.5	2
Restaurant per 1,000 nsf	10	20
Existing Tower One		
Dwelling Units	107 units	107 spaces
Proposed Tower Two		
Dwelling Units	168 units	168 spaces
Health Center & East Wing		
Skilled Nursing - 2nd floor	26 beds	20.8 spaces
Skilled Nursing - 3rd floor	26 beds	20.8 spaces
Assisted Living - 2nd floor	14 beds	11.2 spaces
Alzheimer units - 3rd floor	14 beds	11.2 spaces
Assembly	56 seats	14 spaces
Restaurant		
Coffee Shop	1,000 sf	20 spaces
Retail		
Along 109th	1,000 sf	2 4 spaces
Leasing office	1,200 sf	2 4 spaces
Staff / employees		
1 space per employee	20	20 spaces
Guest Parking		
case by case review		
165.25 Req. - 397 Allowed		

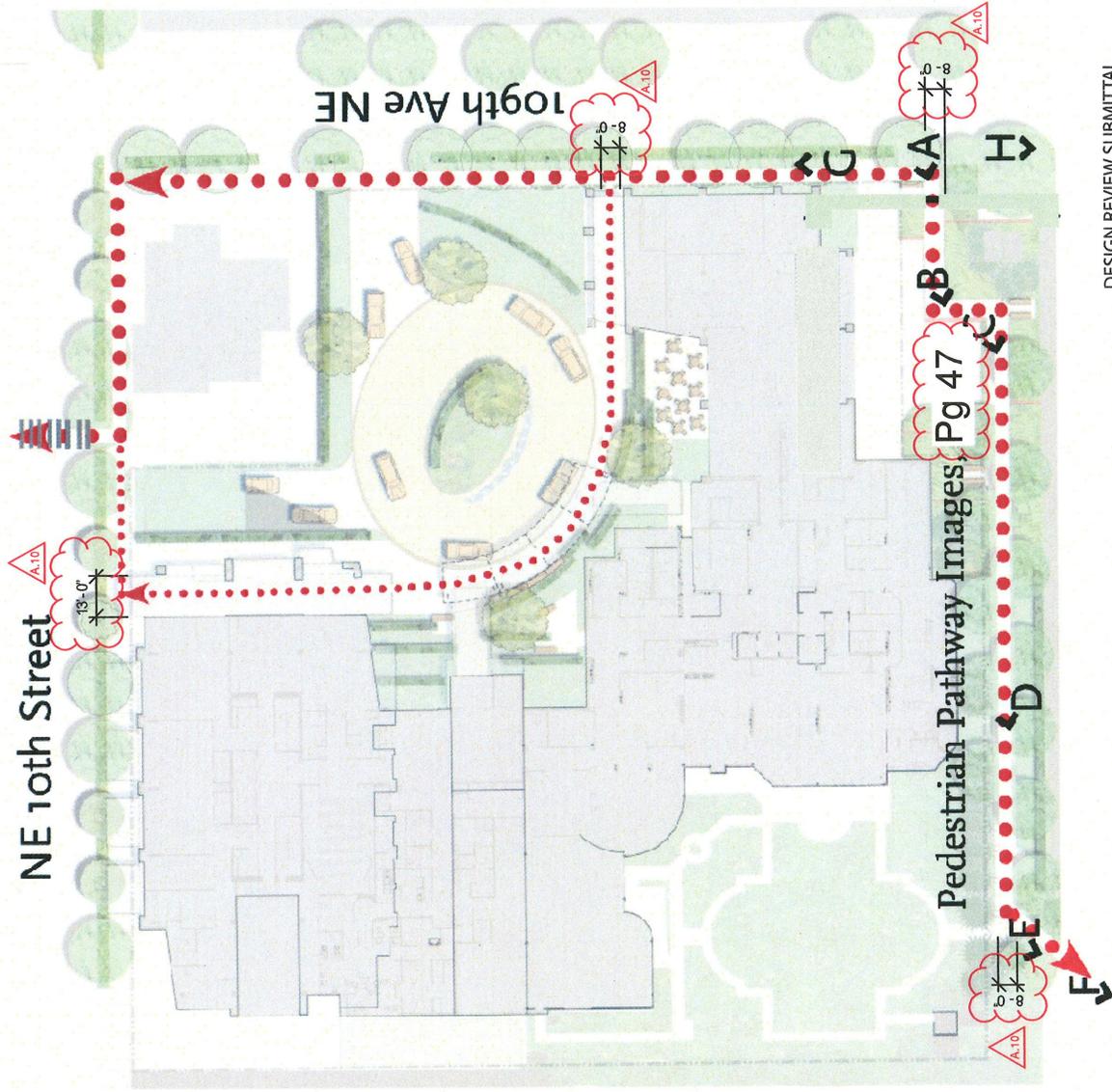
"Actual" Parking Provided	Subtotal:
Underground garage	287 spaces
Existing (2 levels)	98 spaces
Proposed (3 levels)	189 spaces
-includes (18) deep tandem stalls	
-(32) spaces at new garage req'd for assembly, restaurant, and retail	
Surface Parking	
Vanpool Parking	2 spaces
Concierge Van Parking	1 space
Total Parking Spaces: 290 spaces	
(see A2.01 for further parking breakdown)	

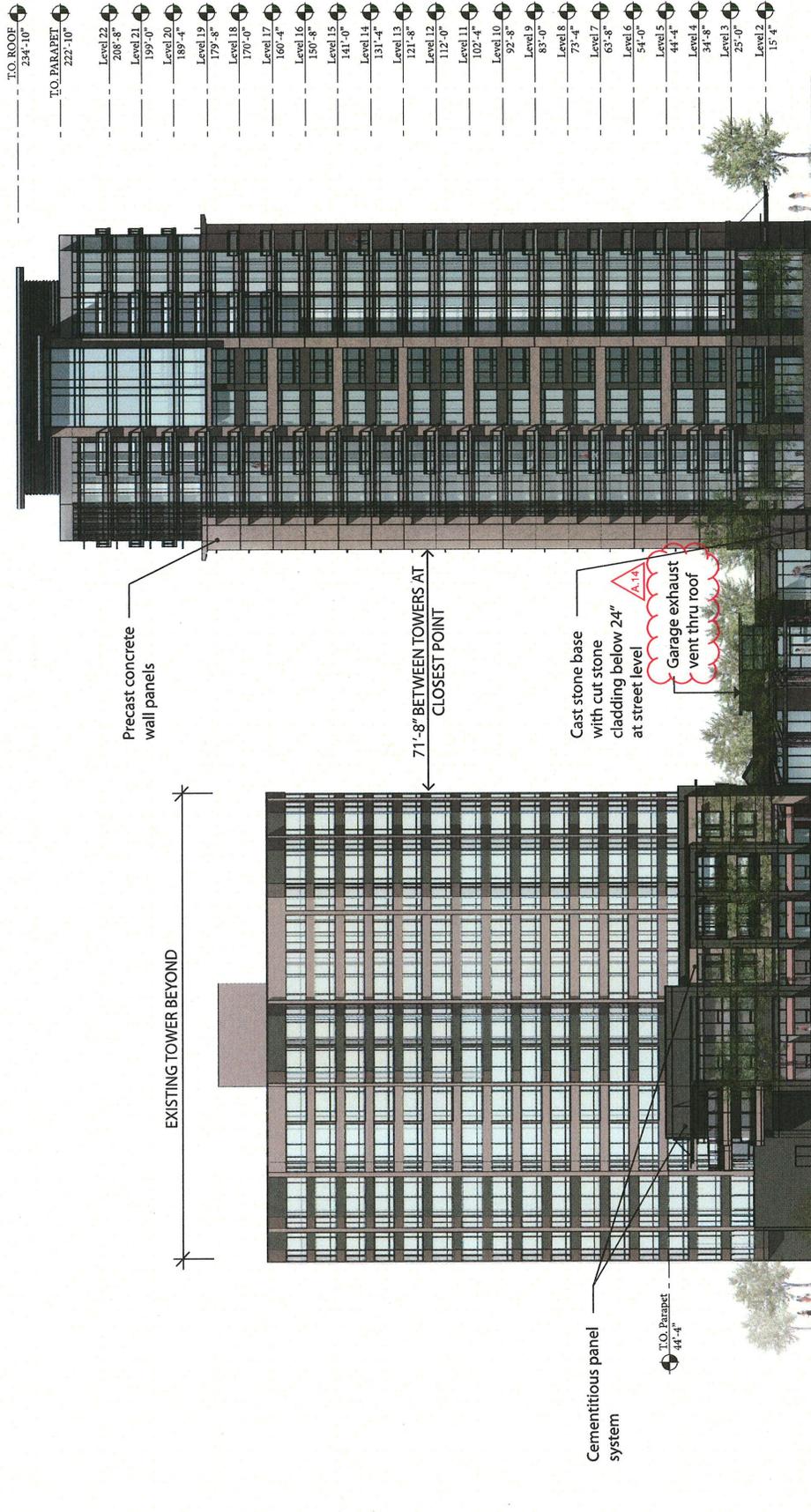


Overview

The existing East-West pedestrian connection that runs along the south edge of the property will be strengthened by the Phase II development. The Phase II development will:

- maintain the pathway as marked for public use
- have a scored concrete pathway to replace the existing, outdated pavers. These pathway will better tie the pedestrian path to the updated sidewalk along 109th Ave. NE and be built to barrier free standards.
- have a new pedestrian sitting nook where the pedestrian pathway intersects with 109th Ave. NE. This plaza will have several benches for sitting to encourage an active lifestyle for the elderly residents who wish to use the pedestrian pathway as part of a walking loop around the building.
- incorporate new "green-screen" wall that screens the pedestrian pathway from the delivery drive while providing visual interest and a level transparency that will help encourage the pathway's use by residents and visitors alike.
- the route and width of the path is to match the existing with and route, with the exception of where the pathway meets 109th Ave. NE. At this intersection the path will widen to create a space for benches.
- new vandal-resistant lighting along its length to replace the existing lighting standards.





- TO ROOF 234'-10"
- TO PARAPET 222'-10"
- Level 22 208'-8"
- Level 21 199'-0"
- Level 20 189'-4"
- Level 19 179'-8"
- Level 18 170'-0"
- Level 17 160'-4"
- Level 16 150'-8"
- Level 15 141'-0"
- Level 14 131'-4"
- Level 13 121'-8"
- Level 12 112'-0"
- Level 11 102'-4"
- Level 10 92'-8"
- Level 9 83'-0"
- Level 8 73'-4"
- Level 7 63'-8"
- Level 6 54'-0"
- Level 5 44'-4"
- Level 4 34'-8"
- Level 3 25'-0"
- Level 2 15'-4"

Precast concrete wall panels

71'-8" BETWEEN TOWERS AT CLOSEST POINT

Cast stone base with cut stone cladding below 24" at street level

Garage exhaust vent thru roof

Cementitious panel system

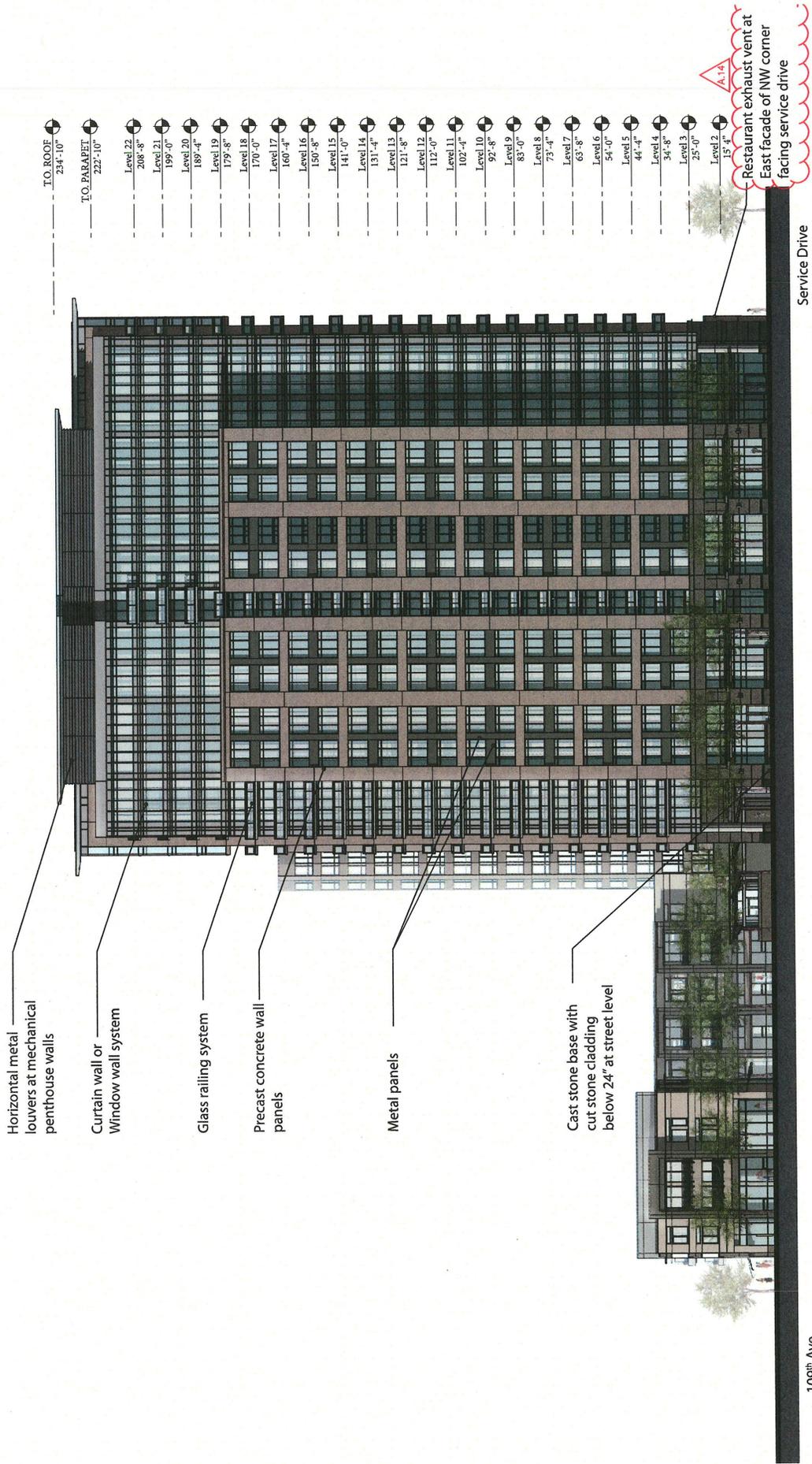
TO Parapet 44'-4"

NE 10th

Main Entry

Delivery Access

Pacific Regent of Bellevue, Phase II



Horizontal metal louvers at mechanical penthouse walls

Curtain wall or Window wall system

Glass railing system

Precast concrete wall panels

Metal panels

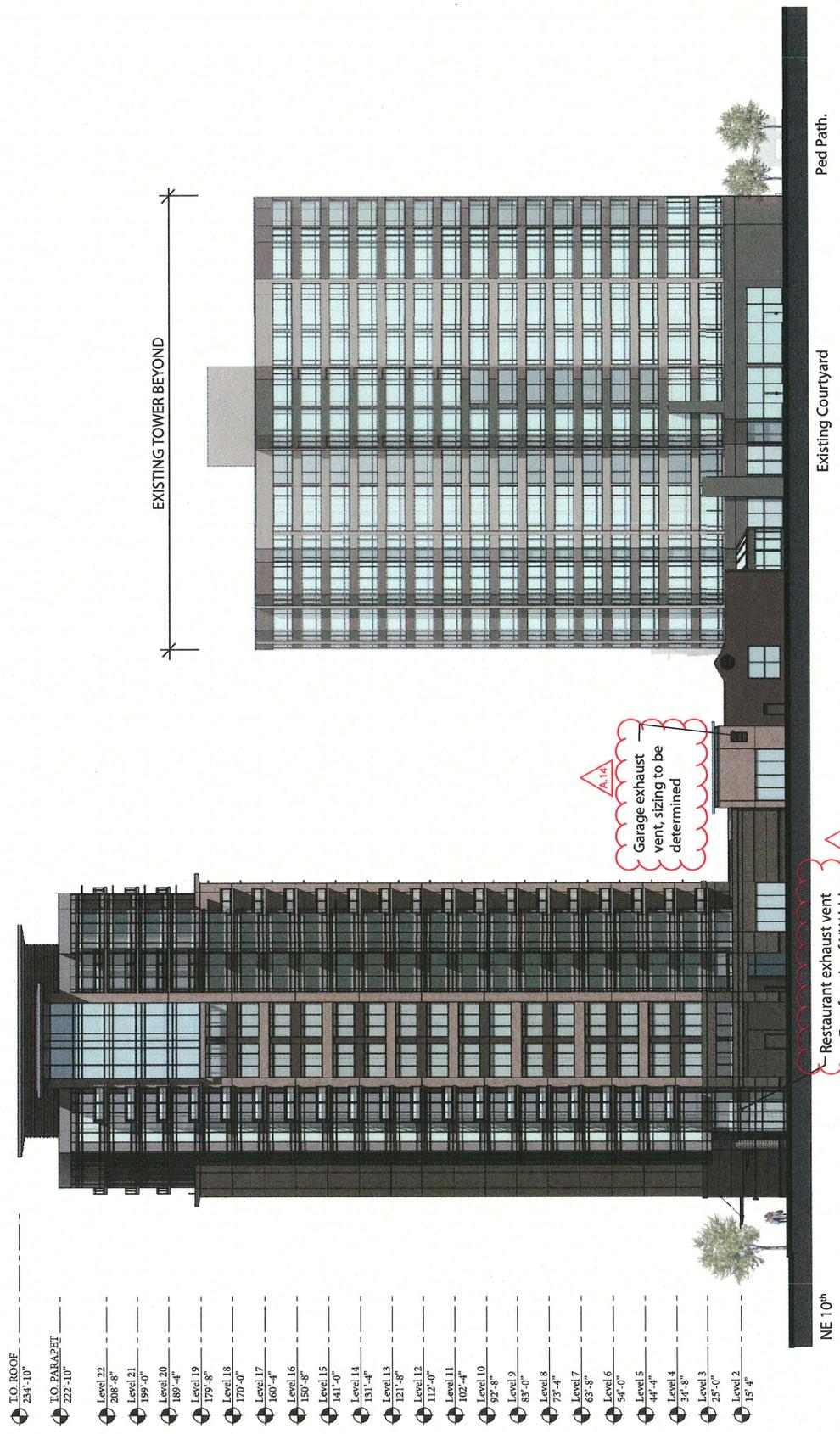
Cast stone base with cut stone cladding below 24" at street level

- TO. ROOF 234'-10"
- TO. PARAPET 222'-10"
- Level 22 208'-8"
- Level 21 199'-0"
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- Level 6 54'-0"
- Level 5 44'-4"
- Level 4 34'-8"
- Level 3 25'-0"
- Level 2 15'-4"

Restaurant exhaust vent at East facade of NW corner facing service drive

Service Drive

109th Ave.



- TO. ROOF 234'-10"
- TO. PARAPET 222'-10"
- Level 22 208'-8"
- Level 21 199'-0"
- Level 20 189'-4"
- Level 19 179'-8"
- Level 18 170'-0"
- Level 17 160'-4"
- Level 16 150'-8"
- Level 15 141'-0"
- Level 14 131'-4"
- Level 13 121'-8"
- Level 12 112'-0"
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- Level 7 63'-8"
- Level 6 54'-0"
- Level 5 44'-4"
- Level 4 34'-8"
- Level 3 25'-0"
- Level 2 15'-4"

EXISTING TOWER BEYOND

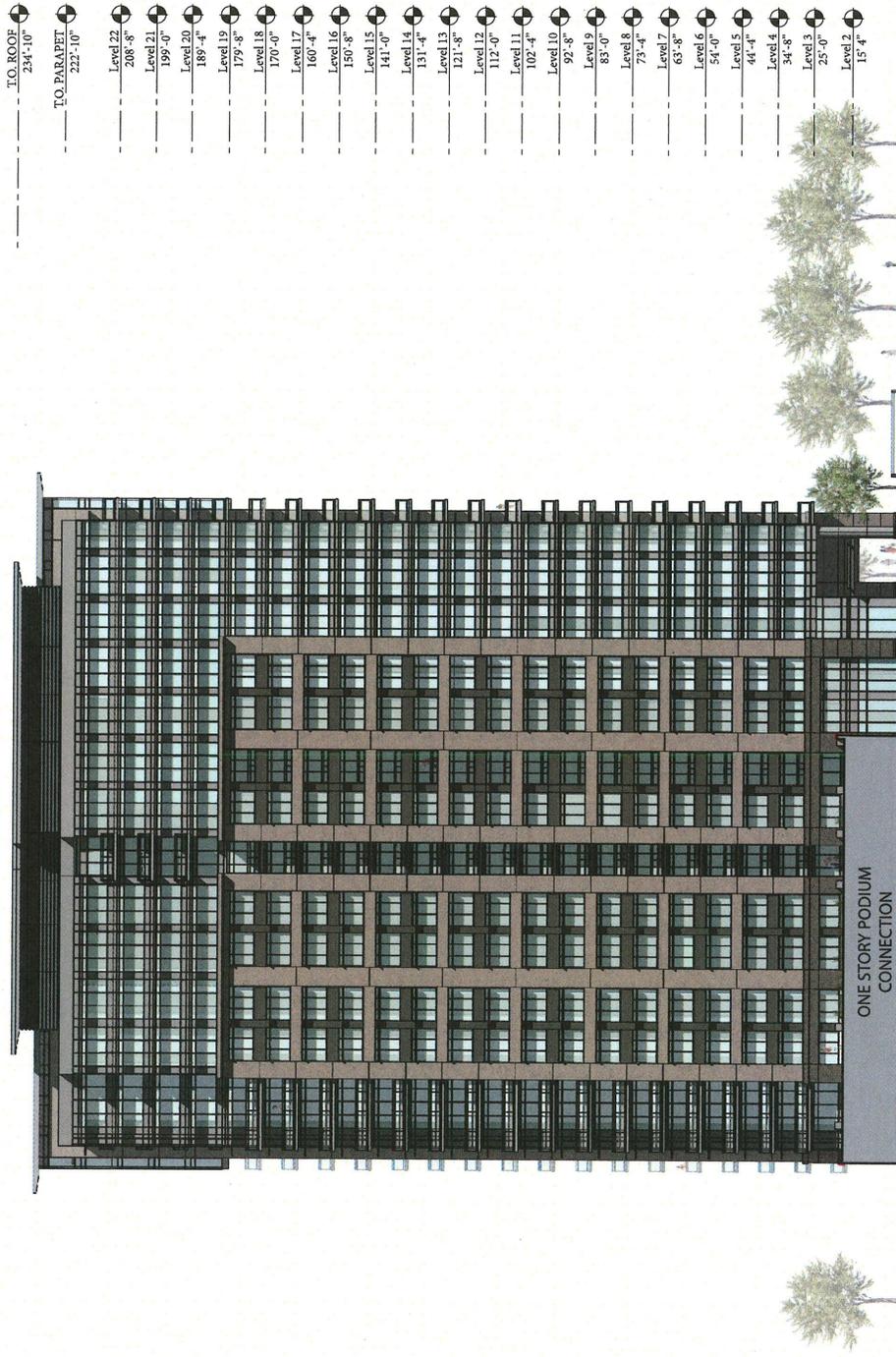
A.14
Garage exhaust vent, sizing to be determined

A.14
Restaurant exhaust vent at East facade of NW bldg. corner, facing service drive
G G L O

NE 10th

Existing Courtyard

Ped Path.



- TO ROOF 234'-10"
- TO PARAPET 222'-10"
- Level 22 208'-8"
- Level 21 199'-0"
- Level 20 189'-4"
- Level 19 179'-8"
- Level 18 170'-0"
- Level 17 160'-4"
- Level 16 150'-8"
- Level 15 141'-0"
- Level 14 131'-4"
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- Level 7 63'-8"
- Level 6 54'-0"
- Level 5 44'-4"
- Level 4 34'-8"
- Level 3 25'-0"
- Level 2 15'-4"

Delivery Access

Main Entry Concourse

109th NE

Design Intent

The new 3-story East Wing addition will add the needed Assisted Living and Memory Care environments attached to the existing Phase I Tower expanding the level of care provided by the Pacific Regent of Bellevue. It will also provide an attractive south building edge with active common areas to further animate the landscaped main entry auto-court.



Entry Concourse



Main Building Entry Concourse



East Wing looking south along 109th Avenue NE

Design Intent

The proposed main entry building, located between the two towers, will flank the west side of the new landscaped auto-court.



Building signage is an important part of the aesthetics and is currently being developed. This drawing depicts one potential direction - quiet but stately, lighted from the front with shadows cast on the site wall.

There will be two entrance signs on the property - the vehicular one shown and a similar one adjacent to the pedestrian arcade along NE 10th St. See L.1.1 for sign locations.

Vehicular entry from 109th Avenue NE

Design Intent

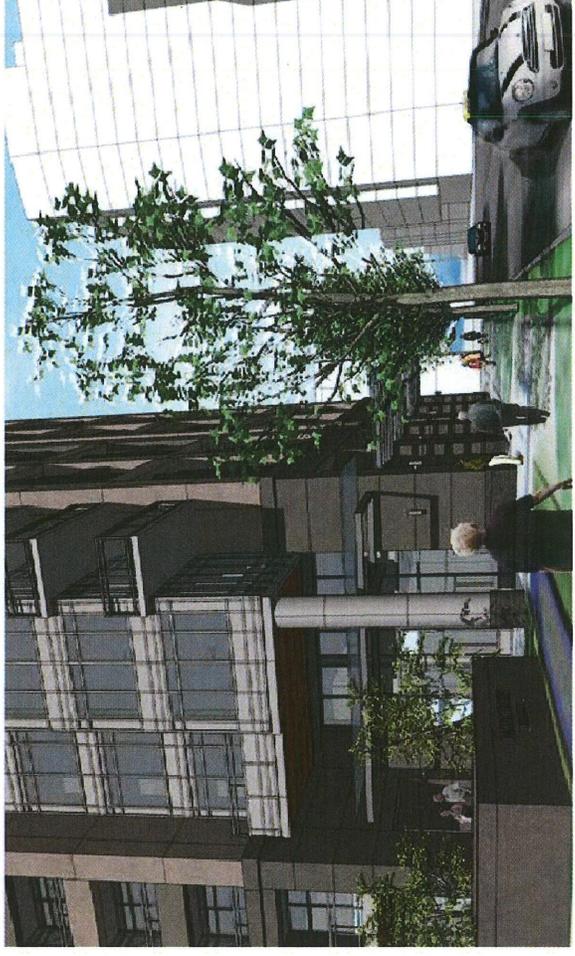
The design of the building's lower levels along the sidewalk at NE 10th will enhance the pedestrian level experience by animating the sidewalk with a rhythm of large transparent storefront windows and protective glass canopies above, elegant interior and exterior lighting in the evenings, by offering visual access into the activities of the Pacific Regent Community, and by adding a small coffee café at the NW corner.



Coffee café on NE 10th Street

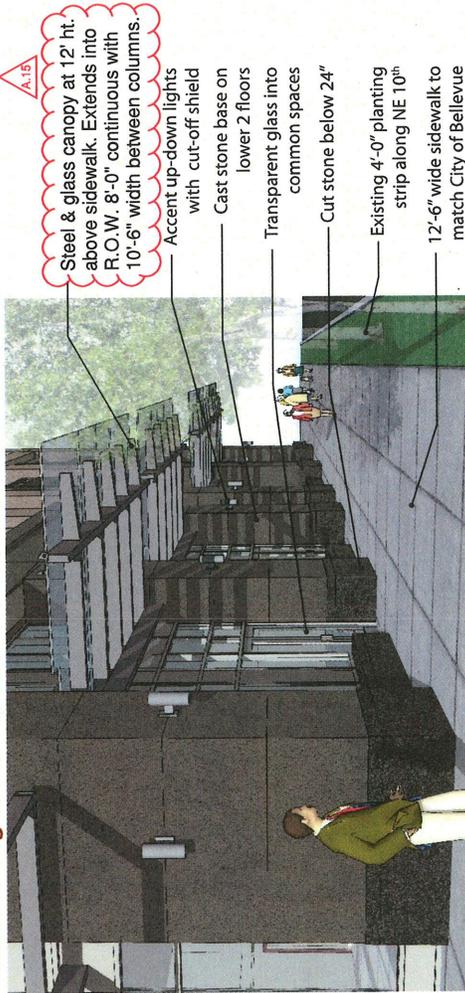
Design Intent

As an urban infill development, the proposed Phase II North Tower will replace the existing South Tower's surface parking lot which will enhance the needed urban edge / sidewalk frontage along this stretch of NE 10th .



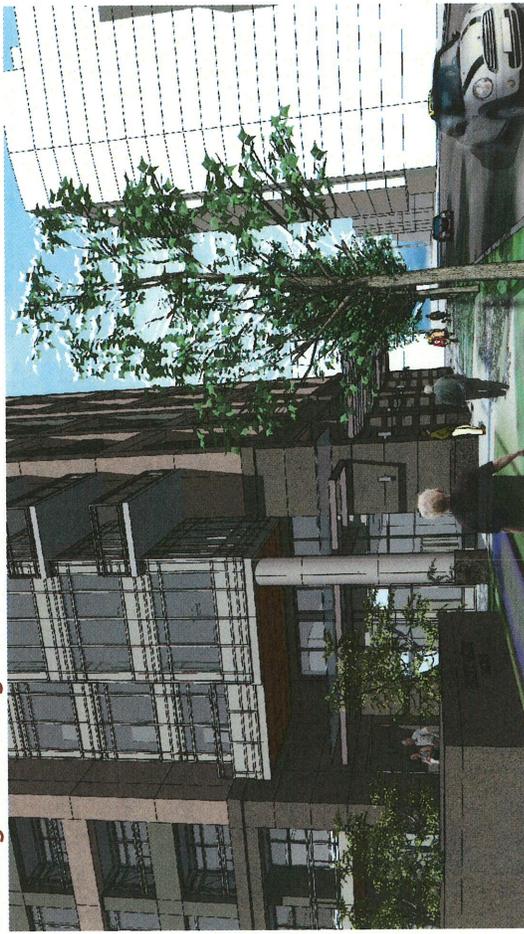
Pacific Regent of Bellevue, Phase II

Facade along NE 10th detail



- A.15** Steel & glass canopy at 12' ht. above sidewalk. Extends into R.O.W. 8'-0" continuous with 10'-6" width between columns
- Accent up-down lights with cut-off shield
- Cast stone base on lower 2 floors
- Transparent glass into common spaces
- Cut stone below 24"
- Existing 4'-0" planting strip along NE 10th
- 12'-6" wide sidewalk to match City of Bellevue standards

Looking West along NE 10th Street



Deck detail



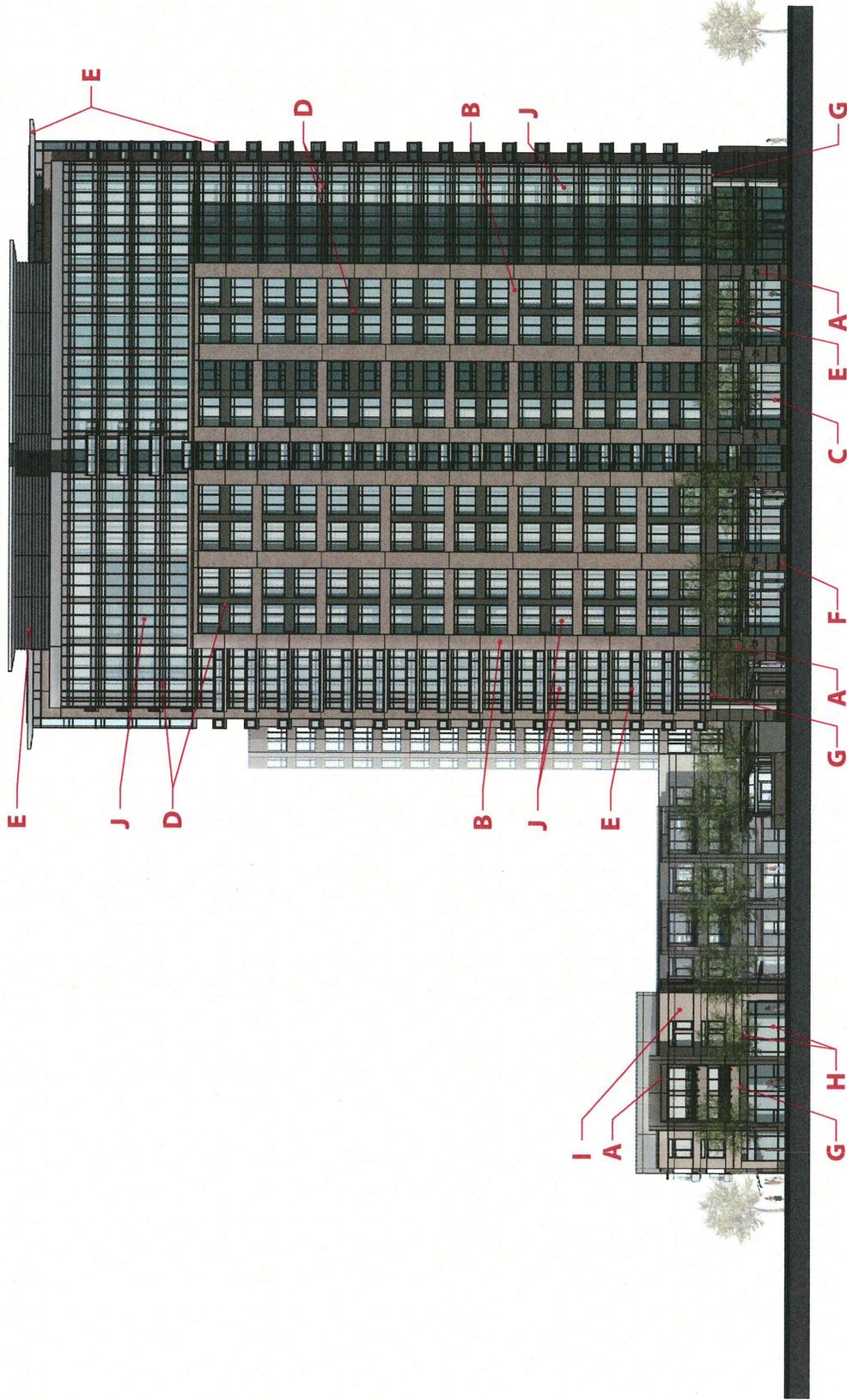
- Aluminum sunshade on south facade
- Aluminum top rail
- Glass panel
- Light weight conc. pavers
- Steel channel profile

Looking East along 10th Street



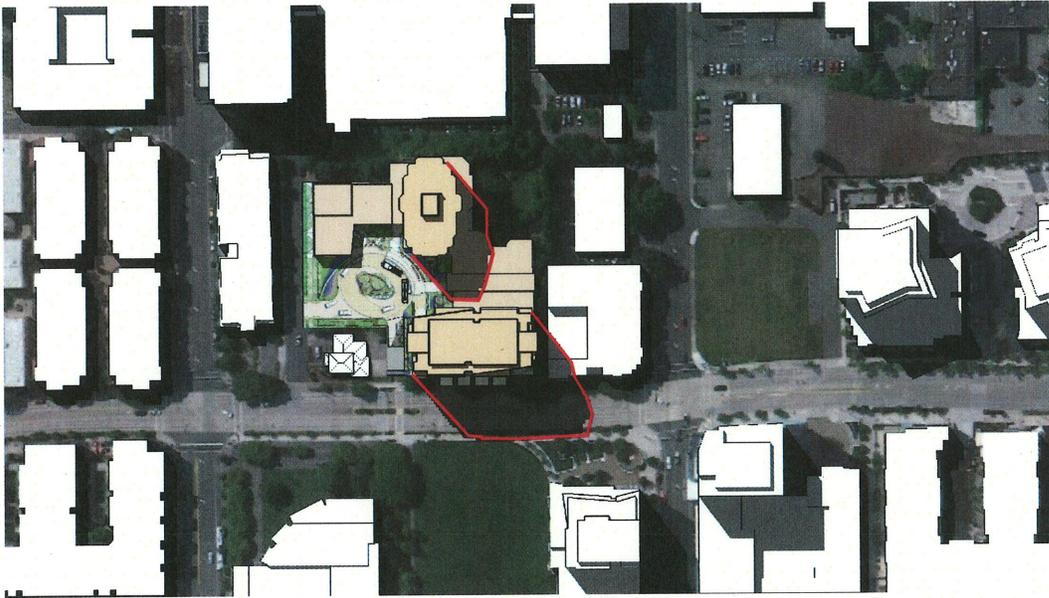


- A. ARCHITECTURAL CAST STONE PANEL, LEVELS 1 & 2
- B. PRECAST CONCRETE PANEL, LEVELS 3 - 18
- C. ALUMINUM STOREFRONT SYSTEM
- D. ARCHITECTURAL METAL PANELS/CURTAIN WALL AND WINDOW SYSTEM FRAMING
- E. ARCHITECTURAL METAL HORIZONTAL FINs, RAILINGS, LOUVERS, CANOPIES & MISC METALS
- F. DARK SANDSTONE BUILDING BASE BELOW 30"
- G. HIGH DENSITY RESIN/WOOD FACED PANEL AT TOWER AND EAST WING EXTERIOR SOFFITS
- H. ALUMINUM STOREFRONT SYSTEM AND METAL PANELS AT EAST WING
- I. PANELIZED EXTERIOR FIBER CEMENT CLADDING AT EAST WING
- J. EXTERIOR GLAZING SYSTEM

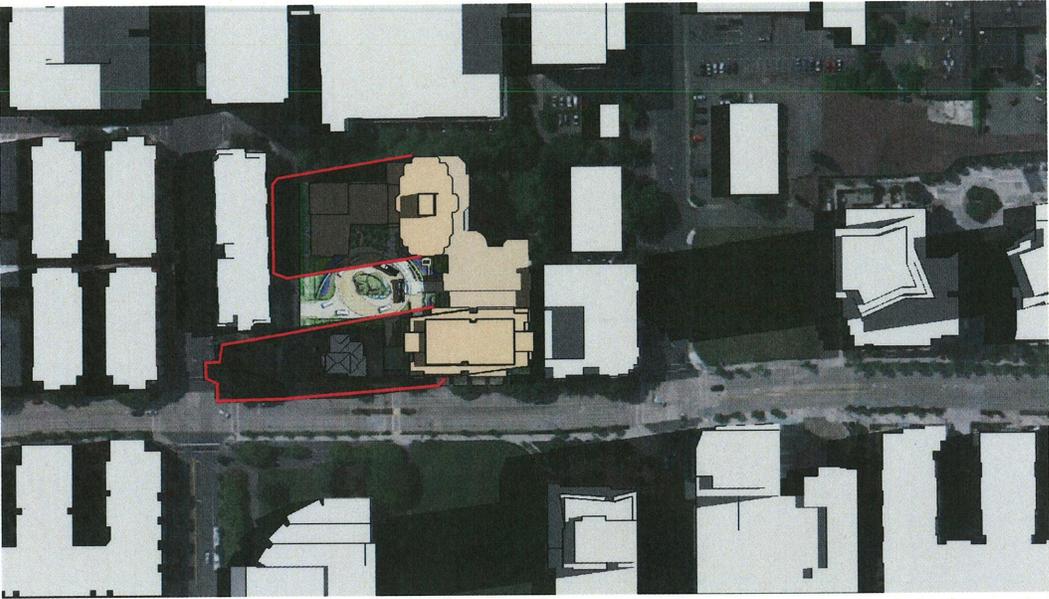




9:00 AM



NOON



5:00 PM



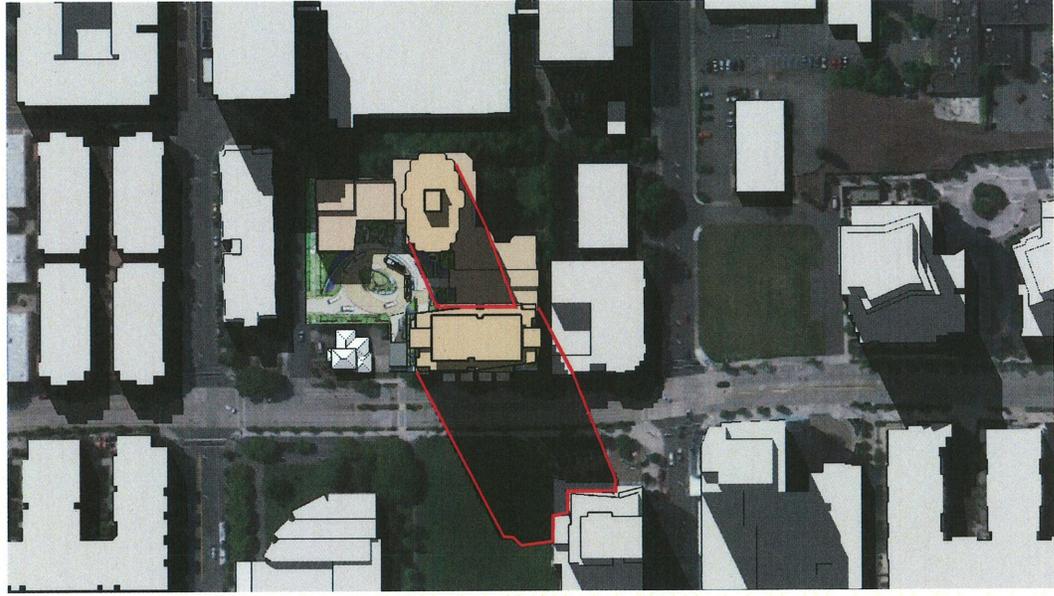
JULY 10, 2014

DESIGN REVIEW SUBMITTAL





9:00 AM



NOON

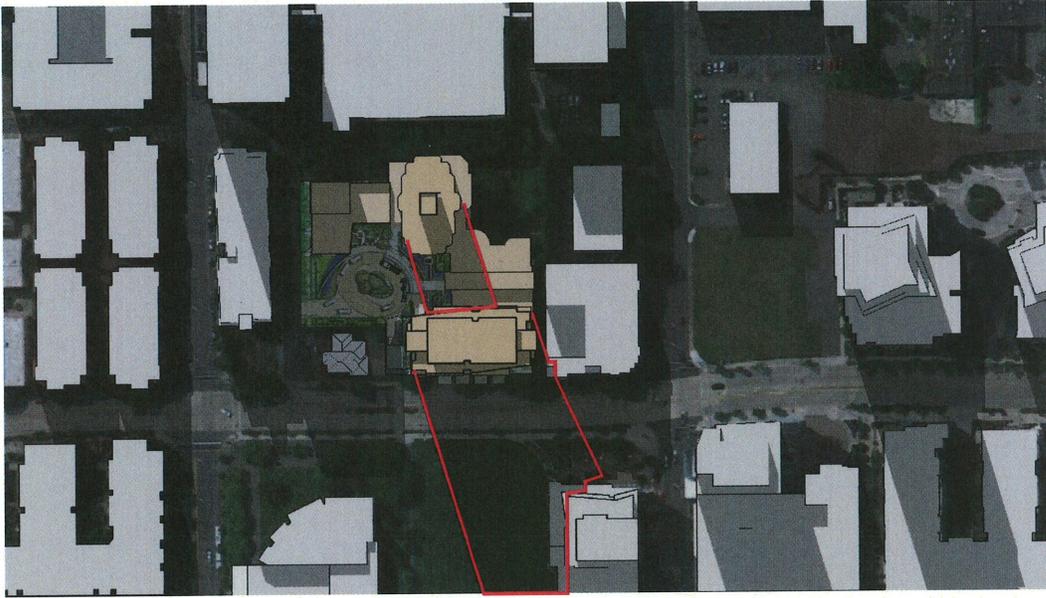


5:00 PM

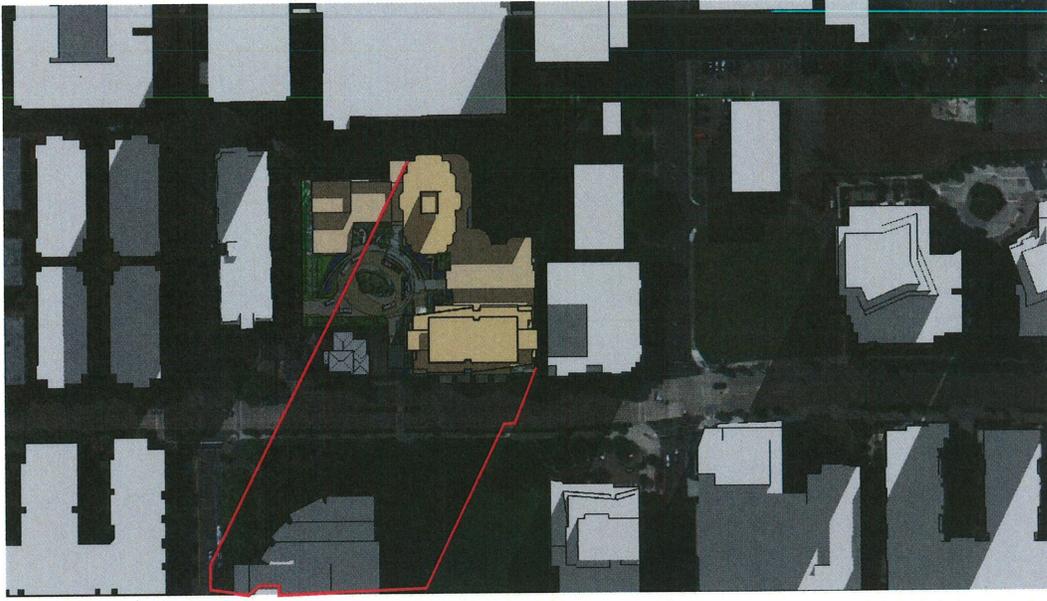




10:00 AM on Winter Solstice



NOON



3:00 PM on Winter Solstice



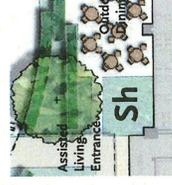
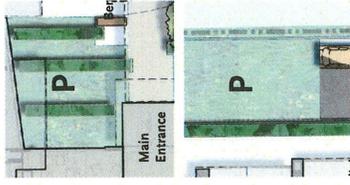
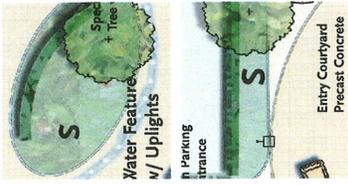
JULY 10, 2014

DESIGN REVIEW SUBMITTAL



PLANT LIST:

BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
S (SUN) PLANTINGS			
TREES			
FAGUS SYLVATICA	BEECH SP.	B&B	AS SHOWN
MAGNOLIA GRANDIFLORA	MAGNOLIA SP.	B&B	AS SHOWN
HEDGE			
LONICERA NITIDA	BOX HONEYSUCKLE	2 GAL	PLANT 3P O.C.
SHRUBS			
EUPHORBIA WULFENII	SPURGE	1 GAL	PLANT 3P O.C.
HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	PLANT 1P O.C.
LAURENOLA ANGUSTIFOLIA	LAURENOLA	1 GAL	PLANT 1P O.C.
PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	2 GAL	PLANT 2P O.C.
ROSVISMA ATRIPLOCFOLIA	RUSSIAN SAGE	1 GAL	PLANT 2P O.C.
ROSMARINUS OFFICINALIS	ROSEMARY	1 GAL	PLANT 2P O.C.
SALIX PURPUREA 'NAVA'	DWARF ARTIC WILLOW	1 GAL	PLANT 3P O.C.
STRONGIA PUBESCENS PATULA	MISS IOM LILAC	1 GAL	PLANT 3P O.C.
PERENNIALS			
HEMEROCALLIS SP.	DAY LILY	1 GAL	PLANT 2P O.C.
HEUCHERA SP.	HEUCHERA	1 GAL	PLANT 2P O.C.
VERONICA ALPINA	SPEEDWELL SP.	1 GAL	PLANT 1P O.C.
GROUNDCOVER			
LIRIOPE SPICATA	CREeping LILY TURF	1 GAL	PLANT 1P O.C.
ANNUALS / BULBS			
ALLIUM GIGANTEUM	ORNAMENTAL ALLIUM		
P (PARTIAL SUN) PLANTINGS			
TREES			
ACER CIRCINATUM	VINE MAPLE	B&B	10-12 HT
HEDGE			
LONICERA NITIDA	BOX HONEYSUCKLE	2 GAL	PLANT 3P O.C.
SHRUBS			
BLECHNUM SPICANT	DEER FERN	1 GAL	PLANT 1P O.C.
SPIREA NIPPONICA SNOWMOUND	SNOWMOUND SPIREA	1 GAL	PLANT 3P O.C.
DAPHNE ODORA	WINTER DAPHNE	1 GAL	PLANT 1P O.C.
HEBE SP.	HEBE	1 GAL	PLANT 2P O.C.
PERENNIALS			
HOSTA SP.	HOSTA SP.	1 GAL	PLANT 1P O.C.
SCILLA PERUVIANA	PERUVIAN SCILLA	1 GAL	PLANT 1P O.C.
VINES			
CLEMATIS X JACKMANII	PURPLE FLOWERING CLEMATIS	1 GAL	PLANT 1P O.C.
AKESIA QUINATA	PYREOP AKEBIA	1 GAL	PLANT 1P O.C.
GROUNDCOVER			
LIRIOPE SPICATA	CREeping LILY TURF	1 GAL	PLANT 1P O.C.
ANNUALS / BULBS			
CROCUS SP.			
Sh (SHADE) PLANTINGS			
TREES			
ACER CIRCINATUM	VINE MAPLE	B&B	10-12 HT
HEDGE			
LONICERA NITIDA	BOX HONEYSUCKLE	2 GAL	PLANT 3P O.C.
SHRUBS			
BLECHNUM SPICANT	DEER FERN	1 GAL	PLANT 1P O.C.
GAULTHERIA SHALLOON	SALAL	1 GAL	PLANT 2P O.C.
PERENNIALS			
HOSTA SP.	HOSTA SP.	1 GAL	PLANT 1P O.C.
GROUNDCOVER			
LIRIOPE SPICATA	CREeping LILY TURF	1 GAL	PLANT 1P O.C.
ANNUALS / BULBS			
IMPATIENS SP.	IMPATIENS SP.		



NO.	DATE	DESCRIPTION
1	2013/11/08	ISSUED FOR PERMIT
2	2013/11/08	ISSUED FOR PERMIT
3	2013/11/08	ISSUED FOR PERMIT
4	2013/11/08	ISSUED FOR PERMIT
5	2013/11/08	ISSUED FOR PERMIT
6	2013/11/08	ISSUED FOR PERMIT
7	2013/11/08	ISSUED FOR PERMIT
8	2013/11/08	ISSUED FOR PERMIT
9	2013/11/08	ISSUED FOR PERMIT
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42	2013/11/08	ISSUED FOR PERMIT
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45	2013/11/08	ISSUED FOR PERMIT
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49	2013/11/08	ISSUED FOR PERMIT
50	2013/11/08	ISSUED FOR PERMIT

DATE: 2013/11/08
 PROJECT: [REDACTED]
 DRAWN BY: [REDACTED]
 CHECKED BY: [REDACTED]
 APPROVED BY: [REDACTED]
 SCALE: 1/8" = 1'-0"
 SHEET NO: L3.01
 TOTAL SHEETS: 10

NOT FOR CONSTRUCTION

Table 1: Bonus Amenity Area Earned

Project Site	93,407 SF (2.14 acres)
Project Gross Floor Area Existing Tower 1: 157,317 SF Proposed Tower 2: 280,929 SF Proposed East Wing: 24,071 SF Minus retail: 1,000 SF	461,317 SF
Basic Permitted Floor Area (Basic FAR x Project Site)	186,814 SF (2.0 x 93,407 = 186,814 SF)
Basic FAR requirement 0.2 x site area x Basic Non-res FAR (0.2 x 93,407 x 0.5 = 9,341 SF)	9,341 SF
Basic FAR amenity points earned	18,262 SF
Bonus FAR Amenity Points to Earn (GFA - Basic Amenity Pts earned = Bonus FAR Amenity Points to Earn)	257,241 SF (275,503 - 18,262 = 257,241 SF)
Total FAR Amenity Earned (see table 2)	397,480 SF
Excess FAR Amenity Earned (Total FAR Amenity Pts. Earned - Basic FAR Amenity Pts. Earned - Bonus FAR Amenity Pts. to Earn)	121,977 Pts. (397,480 - 18,262 - 257,241 = 121,977)

FAR Amenity Points Diagram

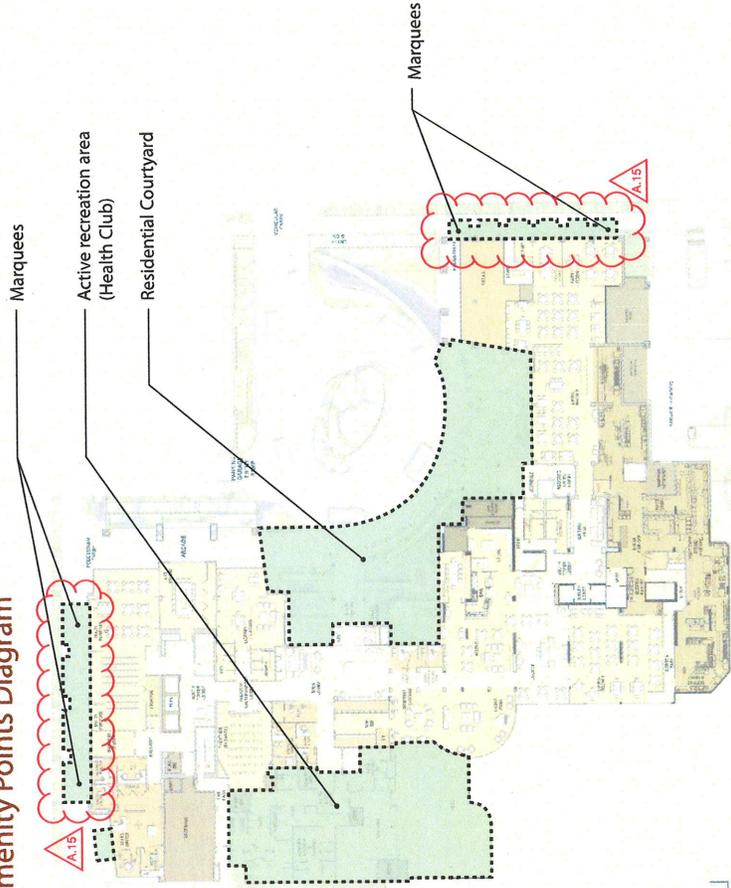


Table 2: Basic FAR Amenity Points

Amenity	Units of Measurement	Bonus Ratio	Bonus Floor Areas Earned	Design Criteria + Public Benefit
Marquees (both frontages)	1,743 SF	2:1	3,486 SF	Glass canopies, 10-ft above finish floor elev.
Active Recreation Area	6,776 SF	1:1	6,776 SF	Meets Design Criteria of LUC 20.25A.030.C
Residential Entry Courtyard	1,500 SF	4:1	6,000 SF	Meets Design Criteria of LUC 20.25A.030.C
Pedestrian oriented frontage			2,000 SF	Abuts public sidewalk and ped connection
Basic FAR Points				18,262 SF

Table 3: Non-Basic FAR Amenity Points

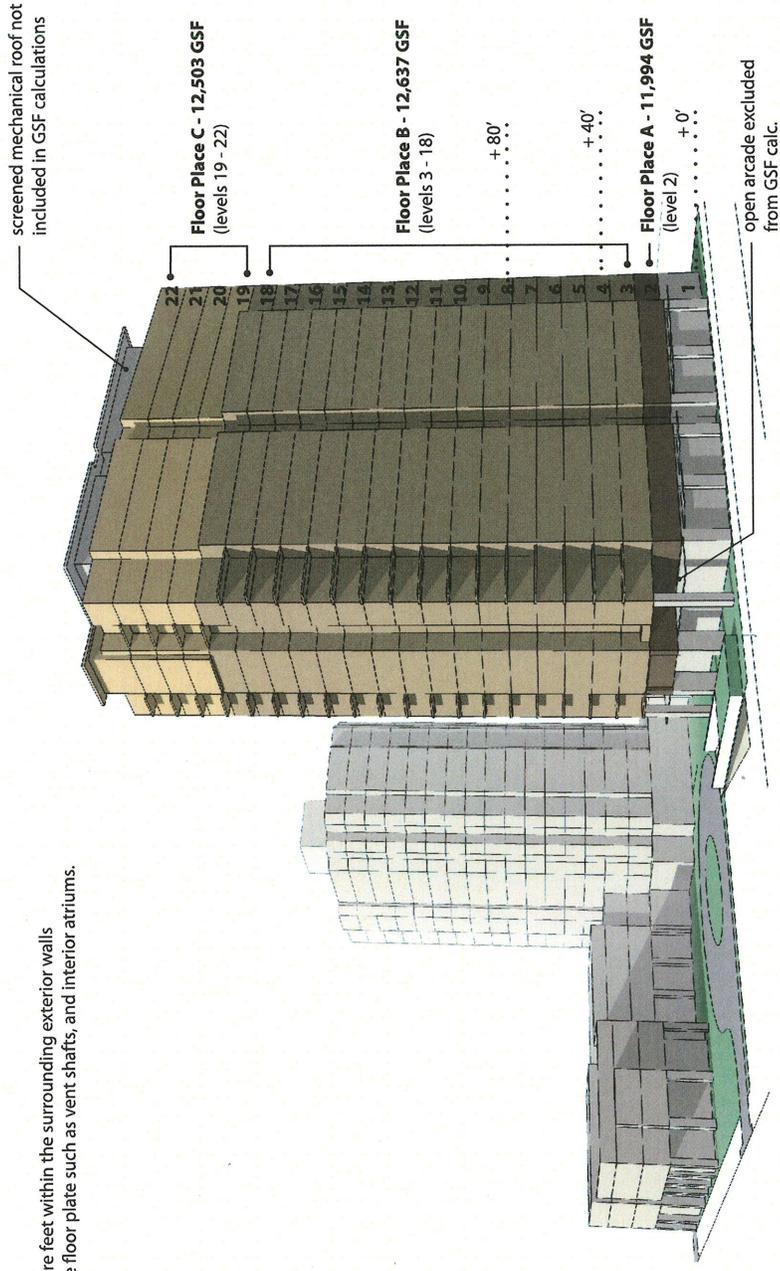
Amenity	Units of Measurement	Bonus Ratio	Bonus Floor Areas Earned	Design Criteria + Public Benefit
Landscape Area (Existing Garden)	12,000 SF	1:1	12,000 SF	Provides open space for the residents
Existing Under-ground parking	36,852 SF	3:1	110,556 SF	The parking is entirely underground
Proposed Under-ground parking	85,554 SF	3:1	256,662 SF	The parking is entirely underground
Non-Basic FAR Points				397,480 SF

Conclusion:
The proposal generates a total of 397,480 amenity points, which exceeds the required number of amenity points (275,503) by 121,977.

Relevant notes on floor plate averaging in Downtown Districts (LUC Chart 20.25A.020.A.2)

- (5) For floors above 40 feet, gross square feet per floor may be averaged unless an applicant takes advantage of the diminishing floor plates alternative described in subsection B of this section.
- (6) The maximum building height may only be achieved by participation in the FAR Amenity Incentive System, LUC 20.25A.030
- (9) See Subsection B of this section for exceptions to the minimum setback and maximum building floor area per floor above 40 feet requirements
- (18) For the purpose of determining Maximum Building Floor Area per Floor, including the averaging and diminishing floor plate methods described in Note (5) and subsection B of this section, hotels and motels shall be considered as nonresidential structures
- (24) Gross Square Feet Per Floor (gsff) refers to the floor area in square feet within the surrounding exterior walls measured from the interior wall surface and including opening in the floor plate such as vent shafts, and interior atriums.

	MAX Allowed GSF	Proposed GSF
Level 22	12,000 SF	12,503 SF
Level 21	12,000 SF	12,503 SF
Level 20	12,000 SF	12,503 SF
Level 19	12,000 SF	12,503 SF
Level 18	12,000 SF	12,637 SF
Level 17	12,000 SF	12,637 SF
Level 16	12,000 SF	12,637 SF
Level 15	12,000 SF	12,637 SF
Level 14	12,000 SF	12,637 SF
Level 13	12,000 SF	12,637 SF
Level 12	12,000 SF	12,637 SF
Level 11	12,000 SF	12,637 SF
Level 10	12,000 SF	12,637 SF
Level 9	12,000 SF	12,637 SF
Level 8	20,000 SF	12,637 SF
Level 7	20,000 SF	12,637 SF
Level 6	20,000 SF	12,637 SF
Level 5	20,000 SF	12,637 SF
Subtotal	248,000 SF	226,930 SF
Average (divide by 18)	13,778 SF	12,607 SF



GGLO

architecture • interior design • landscape architecture • planning & urban design

Attachment B
Environmental Checklist

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.

C. Hamilton
4/12/14

ENVIRONMENTAL CHECKLIST

4/11/2013

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).

BACKGROUND INFORMATION

Property Owner: The Fountains of Bellevue, SL-LLC ✓

Proponent: GGLO ✓

Contact Person: Jerry McDevitt ✓
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 1301 First Ave. Suite 301 ✓

Phone: (206) 902-5556 ✓

Proposal Title: Pacific Regent of Bellevue, Phase II ✓

Proposal Location: 909 109th Avenue NE, Bellevue ✓
(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 1/2" x 11" vicinity map that accurately locates the proposal site. *(attached)* ✓

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

1. General description: 22 story residential tower + 3 story health center add-on to an existing structure ✓
2. Acreage of site: 2.145 ✓
3. Number of dwelling units/buildings to be demolished: One (1) Single family house ✓
4. Number of dwelling units/buildings to be constructed: (new) 152 dwelling units; 2 buildings ✓
(1 bldg existing)
5. Square footage of buildings to be demolished: About 2,000 SF ✓
6. Square footage of buildings to be constructed: 332,125 SF ✓
7. Quantity of earth movement (in cubic yards): About 36,000 cu yard ✓
8. Proposed land use: Multi-family residential ✓
9. Design features, including building height, number of stories and proposed exterior materials:
Building height: 235', 22 stories. Exterior material: curtain wall (glass) & pre-cast concrete panels ✓
10. Other ✓
Vast improvement on amenities, including but not limited to: expanded kitchen and dining rooms; enlarged living room and library; health spa; theater; game room; community room; expanded underground parking; retail space.

ctt

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

Estimated date of completion is spring of 2016. ✓

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

There is no future addition or expansion planned for this project after this proposal. ✓

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

An EIS was done in the late 1980s when Phase One was built. ✓

Booktech Report prepared by Kleinfelder dated Oct 24, 2013

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.

Non beyond this proposal. ✓

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.

Design review approval and approval for construction/building plans will be needed for this project.

Construction permits, incl. but not limited to building, r.o.w., clear and grade, mechanical, smoke control etc., shoring...

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):

major project construction permits

Land Use Reclassification (rezone) Map of existing and proposed zoning *NA*

Preliminary Plat or Planned Unit Development Preliminary plat map *NA*

Clearing & Grading Permit ✓
Plan of existing and proposed grading
Development plans

Building Permit (or Design Review) ✓
Site plan
Clearing & grading plan

Shoreline Management Permit *NA*
Site plan

A. ENVIRONMENTAL ELEMENTS

1. Earth

downtown infill site

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)?
Site is flat.

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.
Post-glacial deposits over glacial till to a depth of about 40 feet.

CH

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
No. ✓

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

There is a need to excavate for a 3 level subterranean garage. There will be soils removed but no fill is imported or needed. ✓

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Erosion could occur as a result of clearing and construction. Once the site is stabilized at the end of construction, general use will not result in soil erosion.

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

Approximately 85% of the site will be covered with impervious surfaces after project construction. ✓

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

An erosion and sedimentation control plan will be implemented to minimize erosion of soils from the site. The plan will include provisions for establishing clearing limits, cover measures, perimeter protection, traffic area stabilization, sediment retention, surface water control, and dust control. Erosion control measures that will be implemented include filter fabric fence, seeding and mulching, stabilized rock construction entrance, interceptor dikes and swales, and installation of a sediment trap prior to discharge to public storm drain system. ✓

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.

Nothing beyond emissions from machinery in the normal course of construction. ✓

Dust

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

Nothing beyond emissions from machinery in the normal course of construction. ✓

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

Nothing beyond emissions from the machinery in the normal course of construction. ✓

*Construction Dust
Suppression measures
per BCC 23.76*

3. WATER

a. Surface

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

No ✓

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

No ✓

downtown etc

(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.

Not applicable. ✓

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

No. ✓

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

No. ✓

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

No. ✓

b. Ground

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

No.

Temp dewatering might be needed if water table is encountered

(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.

There will be no waste material discharged into the ground. ✓

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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.

Sources of runoff from the site include roof drainage, and runoff from sidewalks, driveways, and landscaped areas. The runoff will be collected in roof drains and catch basins and routed through an on-site detention facility and discharged to the city's piped storm drain conveyance system. ✓

- (2) Could waste materials enter ground or surface waters? If so, generally describe.
No. ✓

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

Runoff will be routed through an on-site detention facility to control runoff rates. Pollution generating surfaces will be routed through water quality facilities prior to discharge to the detention facility.

*Reviewed under
UT permit
Utilities Code
2000 24.06 -
storm and
surface water*

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

*landscaped area
around exist house
and landscaping for
pat. Regent One &
assoc. parking lots*

- b. What kind and amount of vegetation will be removed or altered? ✓
See landscape plan.

- c. List threatened or endangered species known to be on or near the site. ✓
None.

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

CH

5. ANIMALS

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

Birds: hawk, heron, eagle, songbirds, other:

Mammals: deer, bear, elk, beaver, other:

Fish: bass, salmon, trout, herring, shellfish, other:

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

None.

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

No.

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

Not applicable.

✓
Birds w/in Pacific Flyway,
which encompasses entire
Puget Sound region.

6. Energy and Natural Resources

Dntr site

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. ✓

Electric, natural gas and solar.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. ✓

No.

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:

Passive solar measures by shading and proper building orientation; high-E glazing; solar assisted water heating; ✓
geoexchange system, etc.

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.

No. ✓

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

Not applicable.

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

Not applicable.

✓
C & B Code
DOE chapters
in WAC

b. Noise

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

None. ✓

CH

- (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.

Short term: normal construction related noise generated by construction equipment and machineries.

Hours: construction hours as permitted by City ordinance. ✓

Noise Ordinance
BCC 9.18

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

All reasonable measures to minimize noise impact are expected or the construction crew. ✓

ind. mufflers
on machinery.
Use of noise suppression
techniques thru out
construction

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? ✓
Multi-family
- b. Has the site been used for agriculture? If so, describe. ✓
No.
- c. Describe any structures on the site.
Existing 17 story multi-family building and a single family house currently used as a marketing office. ✓
- d. Will any structures be demolished? If so, what? ✓
One (1) single family structure.
- e. What is the current zoning classification of the site? ✓
DNTN-R
- f. What is the current comprehensive plan designation of the site? ✓
DNTN-R
- g. If applicable, what is the current shoreline master program designation of the site? ✓
Not shoreline.
- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify. ✓
No.
- i. Approximately how many people would reside or work in the completed project? ✓
Max 300 new residents and 15 additional new staff
- j. Approximately how many people would the completed project displace? ✓
None.
- k. Proposed measures to avoid or reduce displacement impacts, if any: ✓
Not applicable.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
Proposed use is the intended and designated use for the zone. ✓

Downtown-
Residential

house on site
not used as a residence

Phase 2 of
a 2-phase, ~~two~~
residential
development

9. Housing

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

152 new units of independent living units for seniors, a majority of them will be retirees.

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

No housing units will be eliminated, currently the space is parking lot.

SK House is not used as a residence

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

Proposed project is a "community" offering a variety of amenities to the residents. ✓

See sun/shade studies attached

10. Aesthetics

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

Tallest part of the building (mechanical penthouse) will be no more than 235' above grade. ✓

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

The new tower will somewhat obstruct the northwest view of the existing tower. Obstruction to other/ adjacent properties is minimal.

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

The new tower will update and improve the aesthetic of the entire project.

WC 20.25A Downtown section of Land Use code incl. dimensional requirements

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The glazing proposed for this project will NOT be mirror glass and so reflective glare will be minimal.

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

No.

urban, non-reflective materials used light and glare - WC 20.25A.522

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

None except street lighting and lights from the park to the north.

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

Site lighting will be defined so glare impact is minimal. Landscaping will also help to confine unwanted leakage.

cut-off shields as necessary

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?
Ashwood Park and Bellevue library to the north. ✓
- b. Would the proposed project displace any existing recreational uses? If so, describe.
No. ✓
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
Proposed project will add amenities such as a health club, theater, community meeting room, arts and craft room, and a game room. ✓
- Provide additional rec. opportunities for residents*

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.
No. ✓
- b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.
None. ✓
- c. Proposed measures to reduce or control impacts, if any:
NA. ✓

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.
NE 10th Street to the north of the site, but vehicular access to the project will be off 109th Ave. NE. ✓
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
NE 10th is served by Metro and Sound Transit bus services. ✓
- c. How many parking spaces would be completed project have? How many would the project eliminate?
There will be a total of 293 parking spaces. *underground*
- 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).
No. ✓
- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
No. ✓
- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
See traffic study. ✓
- g. Proposed measures to reduce or control transportation impacts, if any:
See traffic study. ✓
- Title 14 Trans. Code BCC 22.16 - address trans. improvement program*
- city-run concurrency part of Design Review approval*

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.

There will be an additional 168 new residential units (for seniors). There will be a nominal increased need for fire and police services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.
Increased need will be nominal. ✓

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. ✓

Electricity: Puget Sound Energy
Natural Gas: Puget Sound Energy
Water: City of Bellevue
Refuse: Republic Services

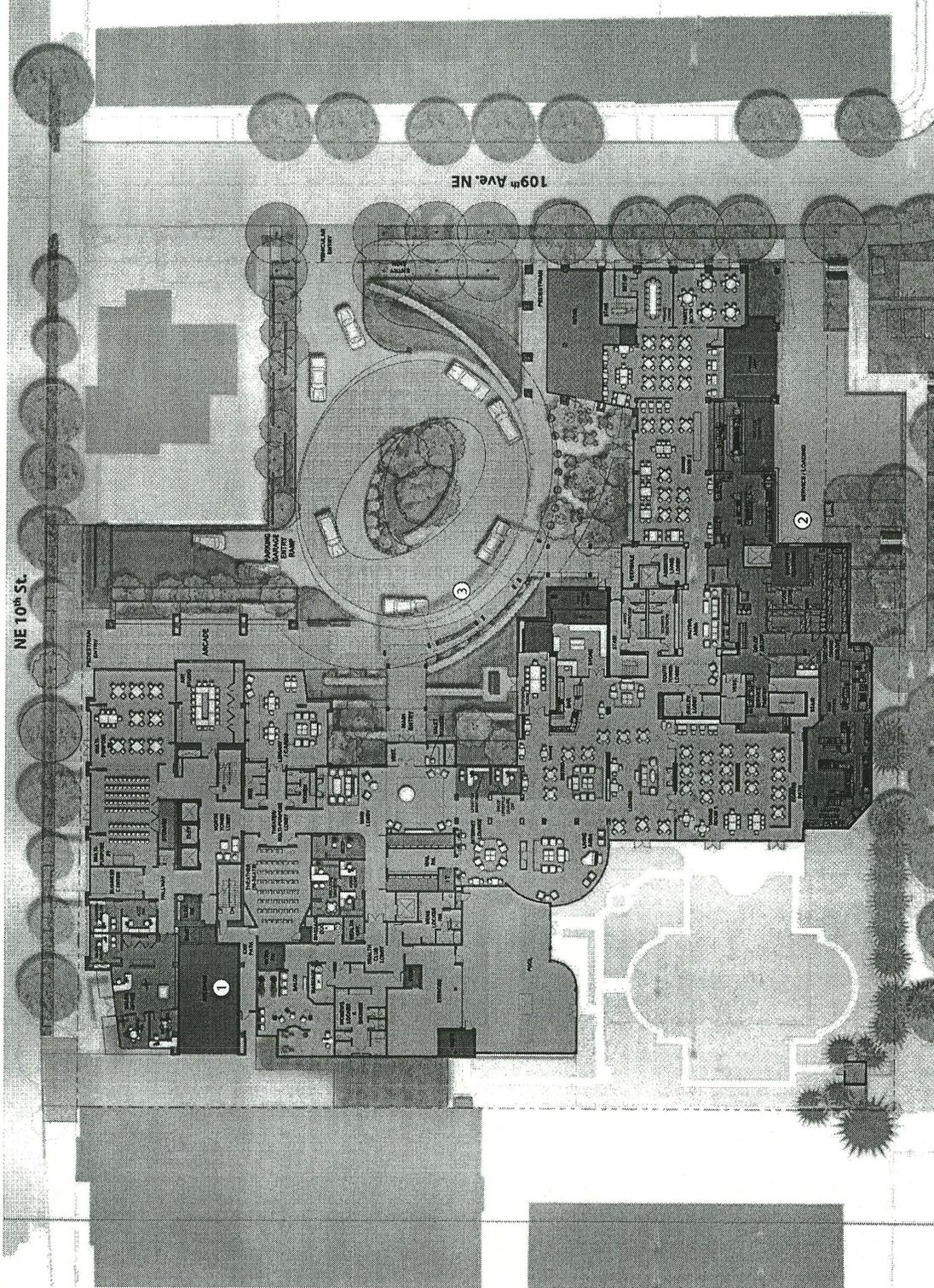
Telephone: Verizon
Sewer: City of Bellevue

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: Cam McFert 11-4-2013 ✓
Date Submitted: Nov 4, 2013

CT

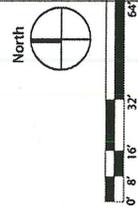


- ADMIN / SUPPORT
- AMENITIES / RESIDENT USE
- CIRCULATION
- KITCHEN
- RETAIL
- UTILITIES

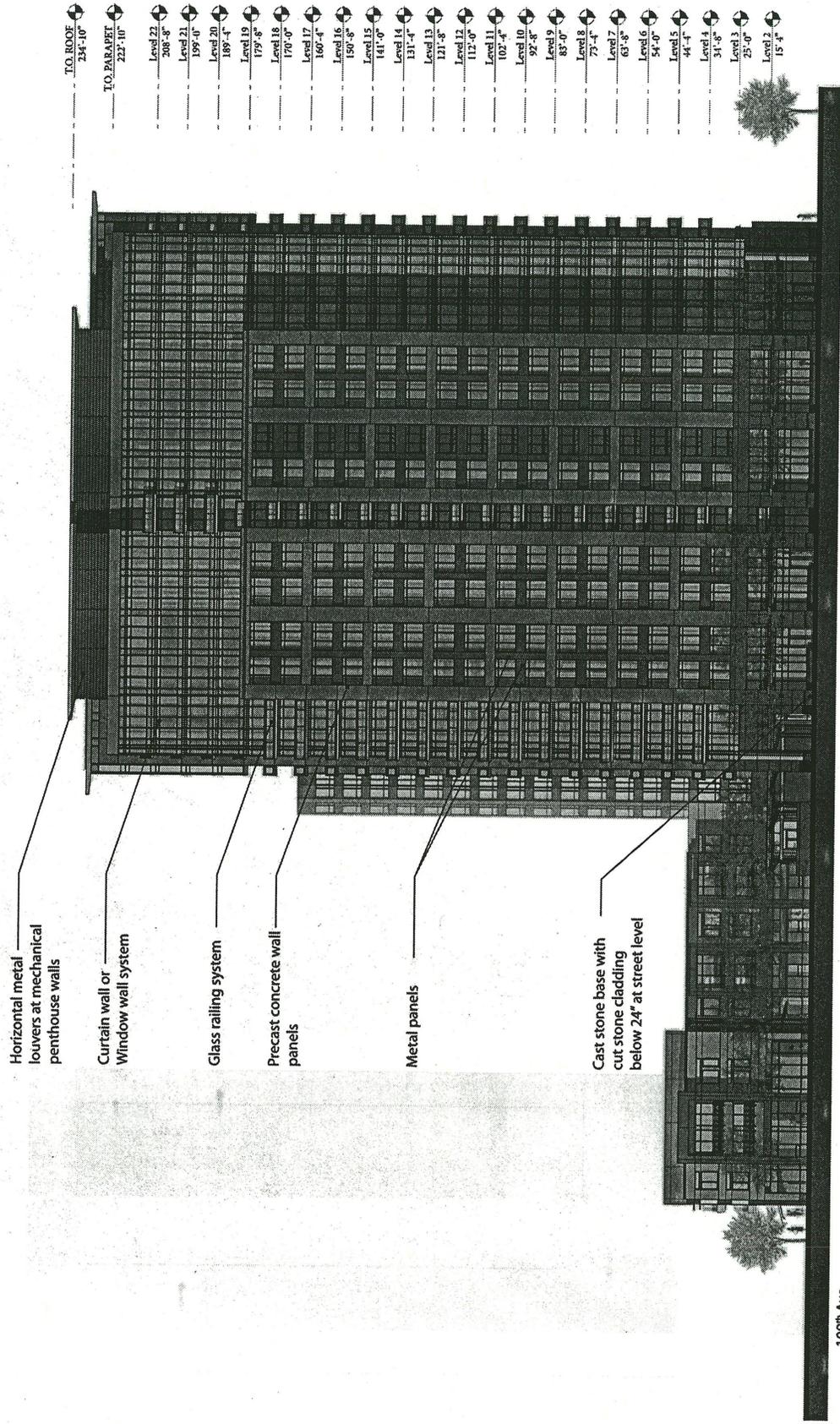
Note: The sales office along NE 10th Avenue can be converted into a cafe or other retail use once the majority of the Phase II tower leases.

Loading & Deliveries

- ① East Wing Service / Loading is where food service deliveries and kitchen trash & recycling pickup will occur.
- ② Phase II Tower Receiving dock is for mail deliveries, newspapers and other small deliveries for the residents. Room trash and recycling pick-up will also happen from this point. Moving vans will also use this receiving bay for resident move-in & move-out. No vehicle longer than 26' will be allowed to use this dock.
- ③ Resident drop off and pick up.



Pacific Regent of Bellevue, Phase II



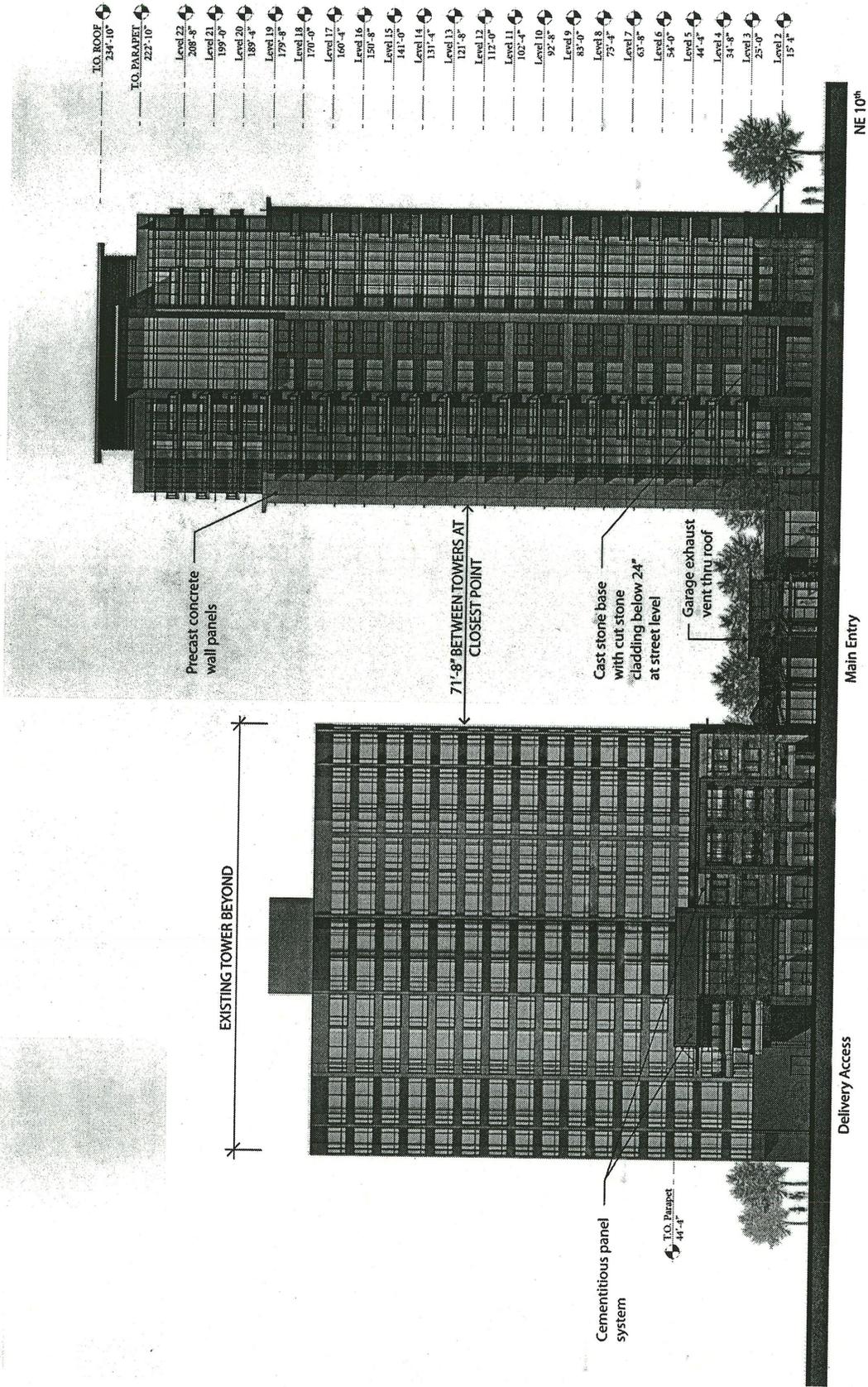
109th Ave.

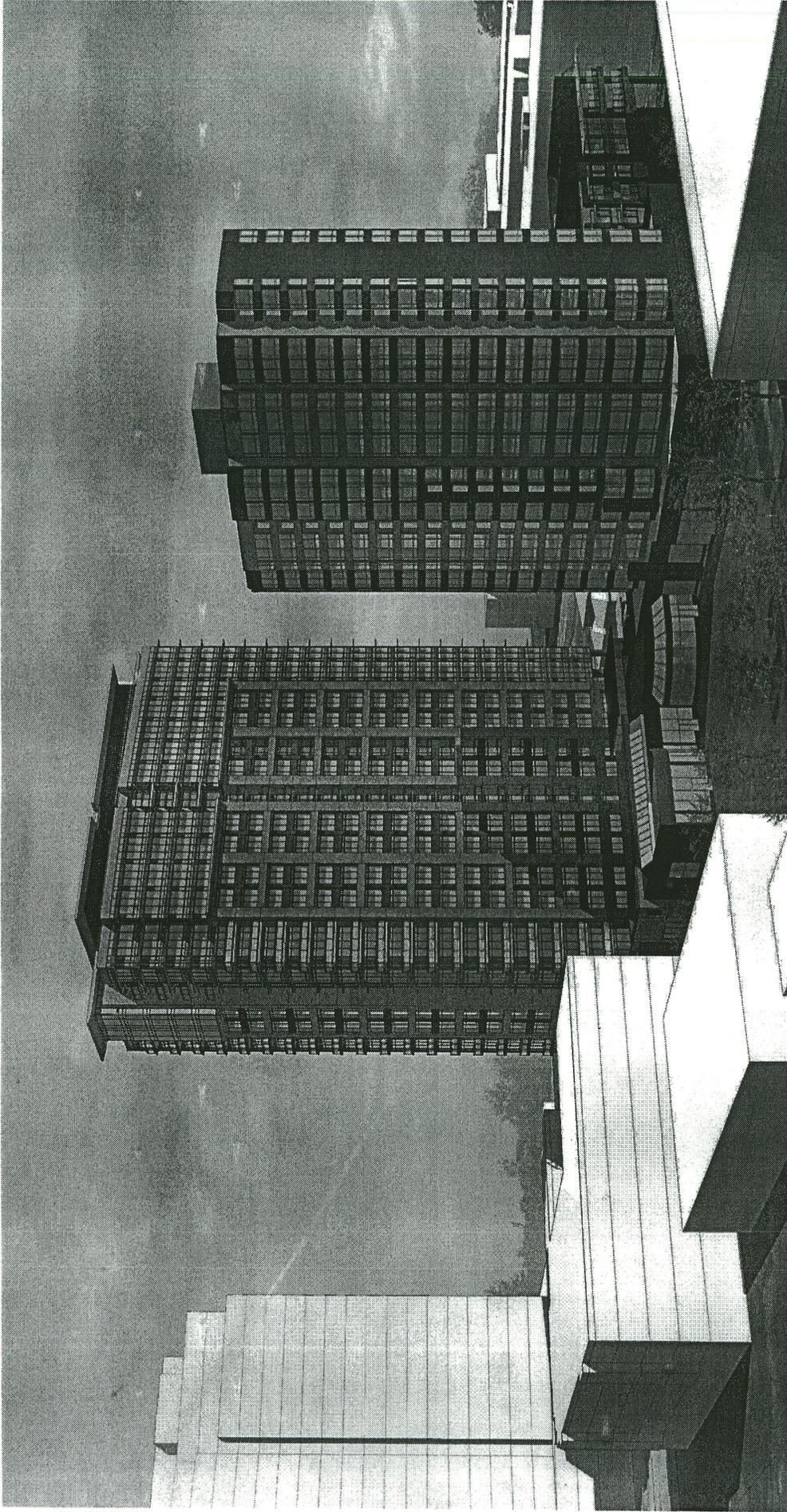
Service Drive

12 North Elevation

DESIGN REVIEW SUBMITTAL

OCTOBER 25, 2013





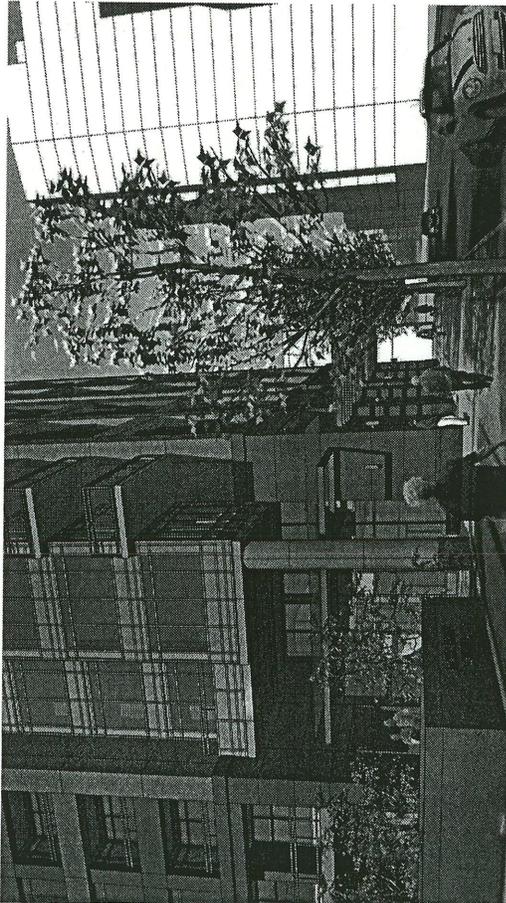
Pacific Regent of Bellevue, Phase II

Facade along NE 10th detail



- Steel & glass canopy at 13' above sidewalk. Extends into R.O.W by 9'-0"
- Accent up-down lights with cut-off shield
- Cast stone base on lower 2 floors
- Transparent glass into common spaces
- Cut stone below 24"
- Existing 4'-0" planting strip along NE 10th
- 12'-6" wide sidewalk to match City of Bellevue standards

Looking West along NE 10th Street



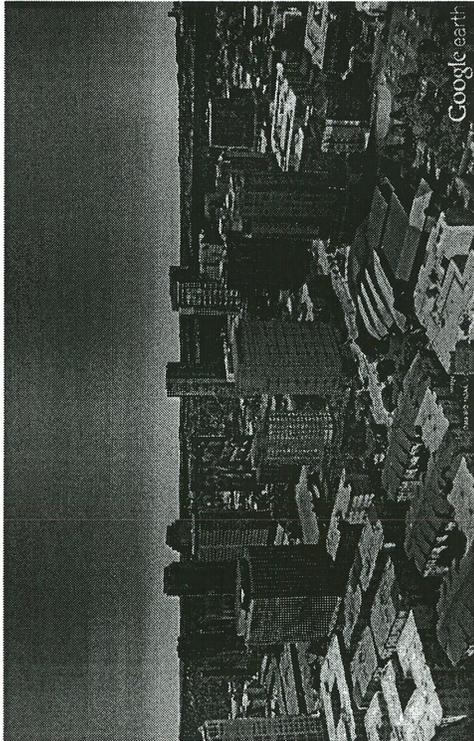
Deck detail



- Aluminum sunshade on south facade
- Aluminum top rail
- Glass panel
- Light weight conc. pavers
- Steel channel profile

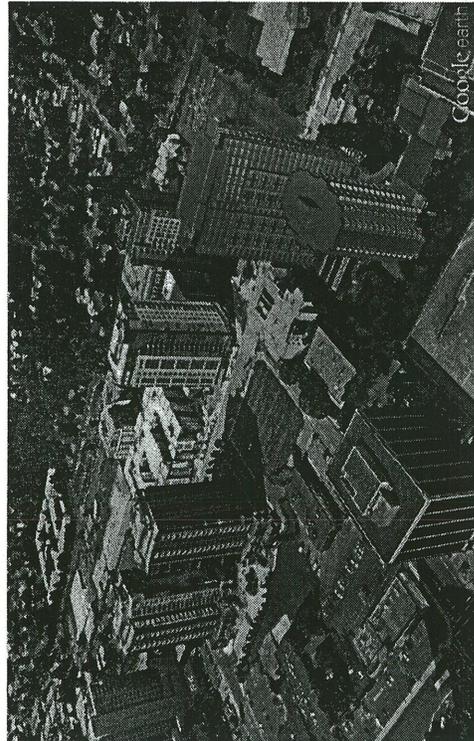
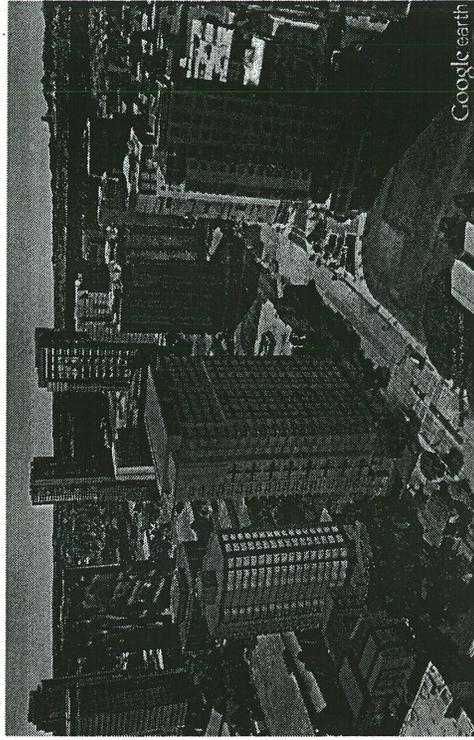
Looking East along 10th Street



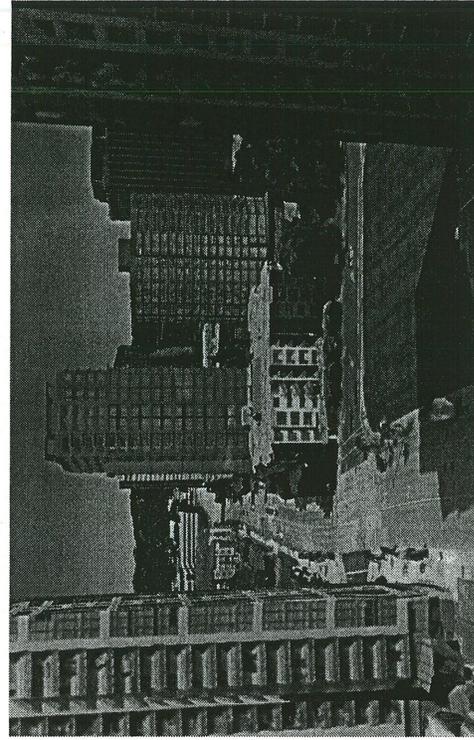


Note: proposed site work, landscape and paving are not shown. Colors are diagrammatic and are not representative of actual building materials. Image is to show relative massing only.

1. Left: Proposed Phase II tower and East Wing, looking Southwest.
2. Right: Proposed Phase II tower and East Wing, looking Southwest.

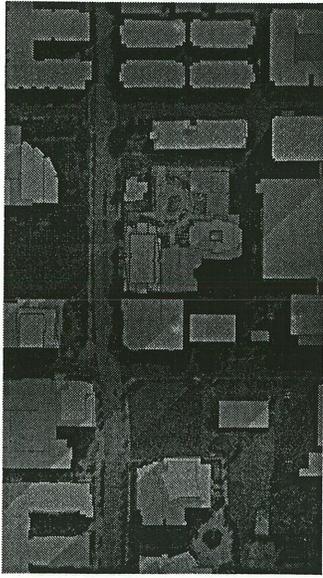


3. Left: Proposed Phase II tower and East Wing, looking Northwest.
4. Right: Proposed Phase II tower and East Wing, looking East down NE 10th St.



Pacific Regent of Bellevue, Phase II

9:00 AM (10:00 AM on Winter Solstice)

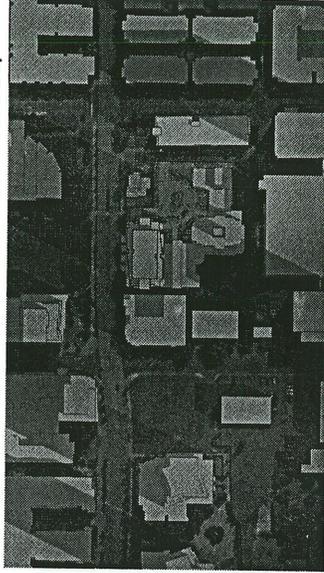


Winter Solstice

NOON

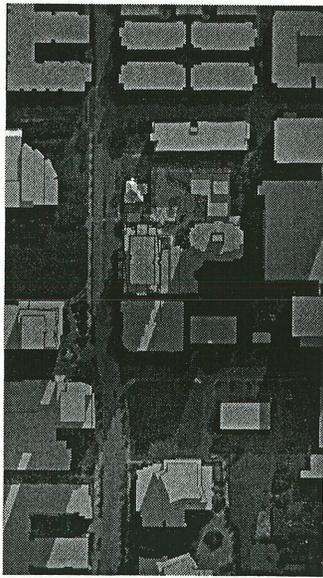


5:00 PM (3:00 PM on Winter Solstice)

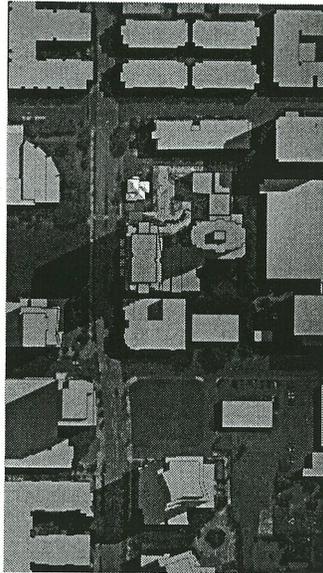


Winter Solstice

Equinox



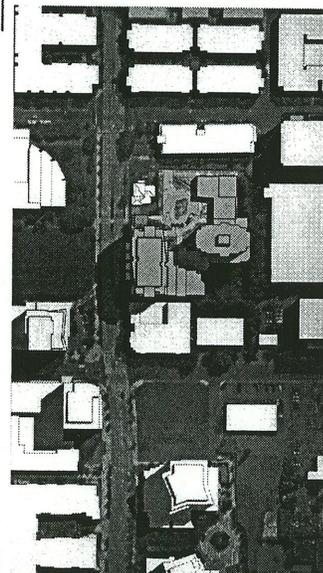
Equinox



Summer Solstice



Summer Solstice

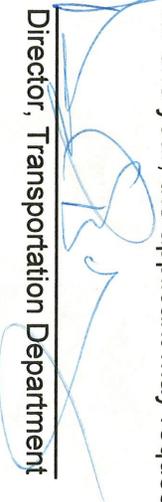


Attachment C
Certificate of Concurrency

CERTIFICATE OF CONCURRENCE

PACIFIC REGENT OF BELLEVUE PHASE II

This certificate documents the Transportation Department Director's decision that the development project at 919 109TH Avenue NE (Design Review File No. 13 134757 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 45 p.m. peak hour trips to this project, subject to Process II appeal of either the concurrency determination or the SEPA determination. Building permits have been filed for the project and deemed complete. This concurrency reservation will remain in effect for the life of the building permit application (BCC 23.05.090.H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100.E).



Director, Transportation Department

8/21/14

Date

Certificate No. 86