



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

## DETERMINATION OF NON-SIGNIFICANCE

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**PROPONENT:**

Oscar Del Moro, Cosmos Development Company

**LOCATION OF PROPOSAL:**

549 156<sup>th</sup> Avenue SE, Bellevue, WA

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**DESCRIPTION OF PROPOSAL:**

Design Review application for a mixed use project consisting of a 10,000 square foot library, 90 residential units, and 104,157 square feet of office and retail uses over an underground parking garage.

**FILE NUMBER: 06-116811-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 Development Services Section. This information is available to the public on request.

- There is no comment period for this DNS
- 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 \_\_\_\_\_
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment from the date below. Comments must be submitted by 5 p.m. on \_\_\_\_\_

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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

Carol V. Holland  
Environmental Coordinator

Date 1/29/09

**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**

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Proposal Name: Lake Hills Shopping Center

Proposal Address: 549 156th Avenue SE

Proposal Description: Design Review application for a mixed use project consisting of a 10,000 square foot library, 90 residential units, and 104,157 square feet of office and retail uses over an underground parking garage.

File Number: 06-116811-LD

Applicant: Oscar Del Moro, Cosmos Development Company

Decisions Included: Combined Design Review and SEPA (Process II)

Planner: Mike Upston, AICP

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

Carol V. Helland

Carol V. Helland, Environmental Coordinator  
Development Services Department

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

By: Carol V. Helland

Carol V. Helland, Land Use Director

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Notice of Application: 6/22/06  
Notice of Decision: 1/29/09  
Appeal Deadline: 2/12/09

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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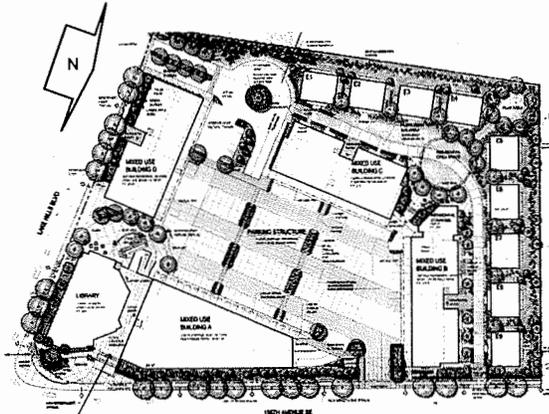
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### ATTACHED:

Project Plans

**I. REQUEST/PROPOSAL DESCRIPTION**

The applicant requests Design Review approval to construct a mixed use project consisting of a 10,000 square foot library, 90 residential units, and 104,157 square feet of office and retail uses over an underground parking garage.

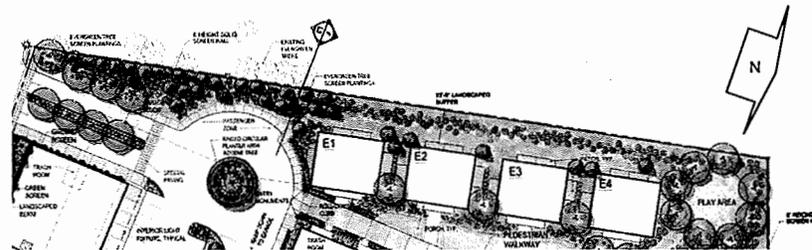


Site Design

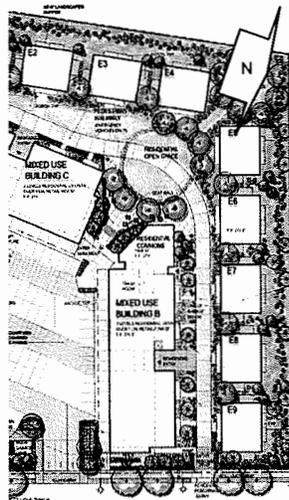
The proposed site design replaces a 6.7 acre development, consisting of a 1950's auto-dominated retail center, with a mixed use pedestrian oriented village accommodating a library, residential, office, and retail uses. Over 60% of the site area currently utilized by automobiles will be transformed into pedestrian promenades, planted buffers, play areas, and landscaped plazas. Seating walls, garden furniture, accent paving, and lighting will be distributed throughout these areas to further articulate their intended designs. These site amenities are

strategically distributed around the full perimeter of the site and will integrate the project with the residential character of the Lake Hills Neighborhood. The site amenities will provide places for the community to gather and linger. They will also foster safe and visually interesting pedestrian shortcuts through the site.

A landscaped transition zone is proposed between the proposed duplexes and the back yards of the existing single family homes on the west and north sides of the property. A six (6) foot high masonry wall will also be built along the full west and north property line of the project to provide for added sound and visual screening between the proposed duplexes and existing single family residential uses.

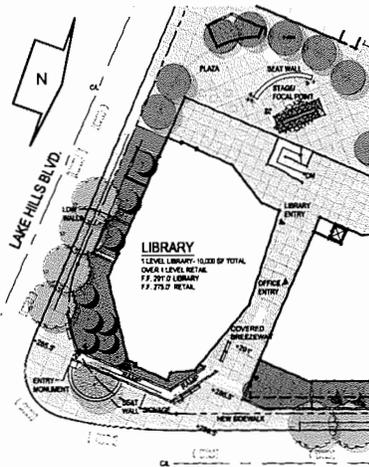


Refer to Section X of this report for a condition of approval requiring that a segment of this wall be taller than 6 feet to address privacy concerns expressed by a neighbor on the west side.



An internal, landscaped, pedestrian-only street is proposed between Buildings B/C and E 1-9. This landscaped space ranges between 30 and 130 feet wide and is approximately 575 feet long. Open spaces lining this pedestrian street include urban gardens, bermed grassy knolls, a tree lined central plaza, children's play area, paved entry lobbies, and raised entry porches to duplex and studio units. At the north-east end of this street a landscaped entry transitions to 156th Avenue SE. This area includes entry monuments, accent paving, lighting, and ramps. On the south-western end of this pedestrian street a landscaped auto drop-off defines the main entry to the residential portion of the project. The drop-off is located at the end of a tree lined

boulevard entrance to the project from Lake Hills Boulevard. A bermed landscape area approximately 200 feet long is also located along the western edge of the boulevard entry and drop-off. This landscape area is intended to provide a significant buffer area between the proposed project and the residential uses to the west.



A pedestrian plaza is located at the southern end of the project between Building D and the Library. This plaza will be urban in character and will function as a public gathering space for the project. It will have flexible seating for outdoor dining, seat walls to define the central portion of the space, and perimeter landscaping to highlight the plaza's edges.

Retail activities for the project are clustered around an internal parking plaza specifically designed to be physically and visually buffered from the adjoining streets. This will dramatically reduce light and noise into the surrounding community. The parking plaza is scaled and textured to provide safe pedestrian circulation through and around it. Its unique design features allow portions of the parking plaza to be cordoned off for potential open air markets and planned community gatherings. A one level underground parking garage interconnects the entire site. This will provide an alternative climate protected route for all users. Vertical circulation into all buildings is provided by dedicated stairwells and elevators.

Planned perimeter site improvements along both streets will enhance vehicular and pedestrian circulation and safety. New traffic channelization, tree lined sidewalks, and undergrounded utilities are proposed for both streets along the project site. The pocket plaza described above at the corner of Lake Hills Blvd and 156th Avenue SE will serve as a gateway landmark into the Lake Hills Neighborhood.

### Building Design

A variety of building types and scales are proposed for the mixed use village. Two-story duplexes, two and three story residential over retail buildings, and a two story office over retail building are clustered within the site to achieve contextual transitions between the neighboring single family residential homes and this project.

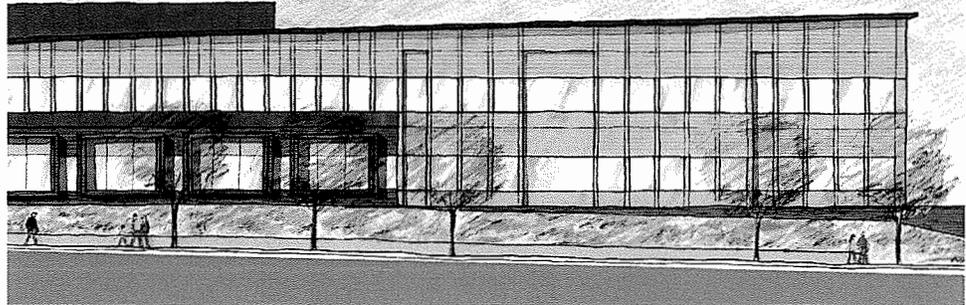
Residential duplexes with slopped roofs are proposed along the western and northern site perimeters, adjacent to the existing single family homes.



The buildings will be built with traditional materials and detailing that is typically utilized in single family home construction.



Two 3-story commercial/residential buildings and one 2-story residential building will be built above a 1-story retail level. The middle-of-site location and scale of these buildings will provide a transition between the duplexes located along the north & west and the commercial building proposed at the intersection of Lake Hills Boulevard and 156th Avenue SE. Each of these buildings will be constructed of commercial and multifamily systems and materials. Residential components will be further modulated to refine them and tone down the scale. A 2-story office building over one level of retail is proposed at the corner of Lake Hills Boulevard and 156th Avenue SE. This building will be tucked into the high



point of the site. The retail component will be partially buried along both street edges to reduce its scale to a 2-story building from the surrounding community. The corner portion of this building is further articulated to provide a 10,000 square foot, 1-story landmark office/retail building currently proposed for a King County Library. The retail component of this building will front along the surface parking plaza. This building will have traditional construction detailing utilizing brick and precast materials. All buildings will have stylistic variations commensurate with a village concept, with each also possessing an underlying unity between different components. All buildings along the major internal pedestrian circulation of the parking plaza will have awnings for weather protection. Refer to attached Project Plans for more information.

#### Project Phasing

The project will be built in two phases. Phase I will consist of the library and two story office building located at the corner of Lake Hills Blvd and 156th Avenue SE. The construction will include frontage improvements as indicated on the plans as well as the arcade between these buildings. Included is a partial channelization plan to eliminate any unnecessary islands in the roadway; some currently in place at existing driveway entrances will be eliminated as part of phase I. The buildings will sit atop a partially constructed retail podium which will be utilized as a daylight parking structure until phase II is initiated. This parking structure will include a new loading dock and partial construction of the ramp to the future underground parking garage. Because this Phase I garage and building configuration is somewhat vague as described, a condition of approval is included in section X of this report requiring that it, along with all Phase I construction, be built in compliance with the City's requirements for permanent structures and site improvements; the Phase I development shall not rely on improvements to occur in subsequent phases as a means of not providing an attractively built development compliant with all City guidelines, standards and requirements. A portion of the retail/upper plaza lid will be built in Phase II in order to keep the current Bank of America facility operational. Phase I will also include demolition of a portion of the Stamos Building located at the center of the existing retail complex. The majority of this building will remain throughout Phase I construction in order to retain existing tenants who wish to relocate to the new Phase I facilities once those are completed.

Construction of Phase I is expected to start in early 2009 and be completed by mid 2010. During Phase I all other retail areas are expected to remain open and accessible. The construction staging areas for Phase I were submitted to the City with the Clearing and Grading permit application on October 10, 2008. A Phase I site plan for the project is shown on the attached plan sheet 02.01. Property management and maintenance of the existing project will be handled by Cosmos Management Corporation and will continue throughout the construction phase and in the interim period between Phases I and II if needed.

Phase II will consist of redevelopment of the remaining site as proposed, including any unfinished undergrounding as planned by PSE. Final street channelization will also occur at the end of Phase II. The construction timeline for Phase II is expected to be 18 months. Construction start will depend on the relocation options exercised by Bank of America and market conditions. The earliest construction start is expected to be mid 2010 and completed in late 2011. During the construction of Phase II, the Phase I portion of the project is intended to be fully operational and self contained.

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

### A. Site



The site is 6.7 acres (291,852 SF). It is located at the northwest corner of Lake Hills Boulevard and 156th Avenue SE. The site is bounded on the north, south, and west by single family residences. Along the eastern boundary are multifamily residential buildings.

### B. Zoning



The property is zoned Community Business (CB). Land uses in this district governed by Section 20.10.360 of the Land Use Code are modified by a Concomitant Zoning Agreement adopted under Ordinance 5611 approved on August 29, 2007. The proposed uses are permitted outright under both of these requirements. The property must also conform to the requirements of the Transition Area Design District (TADD), LUC 20.25B as the site is surrounded by single family and multifamily homes.

### C. Land Use Context

The existing shopping center was established in the mid 1950's. It was originally established to serve the commercial needs of the developing Lake Hills neighborhood.

**III. CONSISTENCY WITH THE LAND USE CODE**

Development standards for this project site are governed by LUC 20.25B.040 Transition Area Design District (TADD), along with applicable sections of LUC 20.20 and the Concomitant Zoning Agreement (CZA) referenced above. The proposed development complies with the land use and dimensional requirements prescribed by the CZA and its associated master plan drawing (see pages 4 & 5 Section C, Dimensional Standards of CZA and the attached Project Plans). The proposal meets all applicable development standards of the Land Use Code as described below:

	<b>Required/Permitted</b>	<b>Proposed</b>
<b>Height</b>	45 feet maximum.  (LUC 20.25B.040.A.2 & 3 and the Concomitant Zoning Agreement)	45 feet
<b>Building Setbacks</b>	20 foot minimum bldg setback from property lines abutting the public right of way (Lake Hills Blvd and 156th Ave SE).  30 foot minimum bldg setback from internal property lines adjacent to property receiving transition on the north and west sides.  20 foot minimum distance between primary structures on the project site.  (LUC 20.25B.040.B.1 & 2, LUC 20.25B.040.C, and the Concomitant Zoning Agreement)	20 feet  30 feet  20 feet +
<b>Parking</b>		
Residential		
1 bdrm units	1.2 per unit @ 16 units = 20	
2 bdrm units	1.6 per unit @ 56 units = 90	
3 bdrm units	1.8 per unit @ 18 units = <u>32</u>	
	Sub-total 142	Residential 142 stalls
Retail & Office	4 per 1,000 SF @ 104,157 SF = 417	Retail & Office 437 stalls
<b>Library</b>	3 per 1,000 SF @ 10,000 SF = 30	Library 30 stalls
	Total Minimum Parking Required = <u>589</u>	Total Parking Provided = <u>609 stalls</u>

	Note: Library is an unspecified use in the Land Use Code. See discussion below regarding how the parking ratio identified above for the library has been determined. (LUC 20.20.590.F.1, including note 3.b which specifies that office uses in a mixed-use development provide at least 4 stalls/1,000 SF. Since retail and office uses have the same ratio, they are combined into a single line item above.)	
<b>Landscape</b>	<p>Compliance with LUC 20.20.520, 20.25B.040.C, and the Concomitant Zoning Agreement.</p> <ul style="list-style-type: none"> <li>• Perimeter - Min 20 foot landscape buffer along street frontages and interior property lines as prescribed by LUC 20.25B.040.C.</li> <li>• Parking Area – Type V landscaping as prescribed by LUC 20.20.520.G.5 which requires a minimum 35 SF of landscape area per parking stall applied in min 100 SF areas with at least one tree, min 4 feet wide, and located at the ends of every aisle.</li> </ul>	<p>As allowed by LUC 20.20.520.J.2, an Alternative Landscape Option (ALO) is being applied. This ALO exchanges required landscaping at the ends of some parking aisles for more landscape area throughout the site outside the parking area; including the plaza between the library and Bldg D, the entry area off Lake Hills Boulevard, the residential open space area, and the residential play area.</p> <p><u>A condition of approval is included in section X of this report to ensure that landscape plans submitted with the building permit application are comprised of native and adapted plant species to minimize irrigation demands and reduce maintenance requirements.</u></p>
<b>Loading</b>	<p>One off-street 10'x55' space, or other as approved by the Director</p> <p>(LUC 20.20.590K.4.a-c)</p>	<p>Loading accommodation for the site is split between residential and commercial areas: three loading stalls sized for moving vans are proposed within the residential area of the parking garage, and a loading area sized for commercial delivery trucks is proposed on the main level of Bldg A.</p>

<p><b>Recycling &amp; Solid Waste</b></p>   <p>Residential Retail Office Library</p>	<p>The Land Use Code does not specify minimum requirements for these facilities within mixed use developments. However, approximate need is calculated as follows, and more discussion is provided below:</p> <p>1.5 SF/unit @ 90 units = 135 SF                      5 SF/1000 SF @ 61,677 SF = 309 SF                      2 SF/1000 SF @ 43,877 SF = 88 SF                      2 SF/1000 SF @ 10,000 SF = 20 SF                      Total Min Area Required = 552 SF</p> <p>(LUC 20.20.725)</p>	<p>As depicted on the site plan and floor plans, separate areas are proposed for the Library &amp; Building A, Building B, Building C, and Building D. The complex of Building E's will share the trash rooms in Buildings B &amp; C.</p> <p><u>A condition of approval is included in Section X of this report requiring coordination with Allied Waste to ensure that adequate space, equipment and access is provided, and that garbage containers are kept out of view.</u></p>
<p><b>Mechanical Equipment</b></p>	<p>Locate on the roof or below grade and visually screen, unless this requirement is modified by the City for projects requiring discretionary approval per LUC 20.20.525.C.5 &amp; 6.</p>	<p>Rooftop equipment will be screened behind parapets (refer to attached Project Plans, sheet 01 Site Perspective and sheets 19 – 26 Building Elevations and Sections). Ground mounted equipment will be located within the parking garage (refer to attached plan sheet 04 Garage Plan). Still, <u>a condition of approval is included in section X of this report should locational issues arise during building permit review.</u></p>

**Library Parking**

Library is an unspecified use in the Land Use Code and therefore does not have a pre-determined parking ratio requirement. The parking analysis contained in the Traffic Study (refer to project file) indicates that peak weekend use would dictate a range of 4 to 5 stalls/1,000 SF for a stand-alone library. However, since the library in this proposal is not a stand-alone building, but rather part of a mixed-use development, it will benefit from shared parking and additional evening and weekend parking supply when the offices are not occupied. Based on these development-specific characteristics, a ratio of 3 stalls per 1,000 SF is sufficient.

**Recycling & Solid Waste Collection**

A recycling and solid waste collection system for the project is detailed on attached plan sheet 16 (Service Site Plan) in compliance with LUC 20.20.725. This plan identifies the circulation routes and clearances needed by all vehicles providing service to the project. The service vehicles expected for the project range from vans to full size tractor trailer combinations. The service plan also identifies locations of trash rooms, recycling areas, and their associated loading zones.

#### **IV. PUBLIC NOTICE AND COMMENT**

Application Date: June 22, 2006  
Notice of Application Publish Date: July 27, 2006  
Public Notice Sign Posting Date: July 27, 2006  
Public Meetings: East Bellevue Community Council 8/4/06, 2/3/07, 9/28/07, 2/5/08  
Minimum Comment Period: 14 days ending August 10, 2006

Although the minimum required public comment period ended on 8/10/06, comments were accepted up to the date of this decision. A written comment from an adjacent single family property owner prompted the inclusion of a condition in section X of this report requiring that the segment of screen wall between her property and the project be at least 8 feet tall or an equivalent screening treatment applied at the City's discretion to address privacy concerns expressed by the home owner.

#### **V. TECHNICAL REVIEW**

##### **A. Utilities**

Utilities review has been on a conceptual basis only. Consequently there are no implied approvals of the engineering specifications for the water, sewer and storm drainage components of the project. Engineering review of the water, sewer and storm drainage infrastructure will be performed under the Utility Developer Extension Agreements, and will coincide with the Clearing and Grading permit application review. Final civil engineering may require changes to the site layout to accommodate the utilities. See Section X of this report for Utilities related Conditions of Approval.

##### **B. Clearing and Grading**

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

##### **C. Fire**

The site development plans for this application generally conform to Fire Code requirements. However, there are a number of conditions that must be met prior to issuance of building permits. See Section X of this report for Fire related Conditions of Approval.

##### **D. Transportation**

###### **Site Access and Loading/Unloading**

When all phases are complete, access to the proposed project will be provided via one new driveway on Lake Hills Blvd near the site's western property line and one new driveway on 156th Avenue SE, located approximately 220 feet south of the site's northern property line. There will be an auxiliary driveway on 156th Avenue SE located approximately 80 feet south of the northern property line, intended for emergency vehicles and some delivery vehicles only. All existing driveways will be closed. In order to provide adequate vehicle capacity with only two primary driveways, the driveway on Lake Hills Blvd will have a driveway throat approximately 140 feet long, and the driveway on 156<sup>th</sup> Avenue SE will have two outbound lanes. (The driveway

throat is the area between the back of sidewalk and the first major change of direction.) Other steps will be implemented as needed to enhance driveway capacity and operations, including the following requirements:

1. **Special Event Traffic Management:** Temporary or special events must be managed with the intent of preventing traffic problems and parking demand from spilling off the site. A Temporary Use Permit will be required for special events per LUC 25.30 M. During the review of Temporary Use Permits, the Transportation Department may require a Right of Way Use Permit, may require the applicant or property owner to submit traffic and parking analysis related to the proposed temporary use, and may require on-site and off-site traffic mitigation as needed to prevent traffic problems from spilling off the site. Required mitigation may include on-site signage, barriers, and traffic flaggers intended to prevent problems from spilling off the site. Use of off-site signage or flaggers is generally discouraged, but if the Transportation Department decides that such methods are necessary, then a Right of Way Use Permit will be required for such off-site activity. The size of and nature of special events must be limited based on traffic and parking capacity.

2. The applicant shall provide a financial assurance device acceptable to the Transportation Department to guarantee that the developer or property owner will perform or install any revisions or additions to on-site or off-site traffic control measures, signage, or channelization that the Transportation Department may identify as needed to correct traffic problems or pedestrian safety concerns caused by deficiencies in the on-site circulation system. This includes correction of on-site deficiencies that are observed to cause traffic to queue back into either adjacent city street.

Said financial assurance device shall be in the amount of \$30,000, to be provided to the city prior to initial occupancy of Phase I. The device will be held for three years after occupancy of the final building in the final phase of the development; however, if construction of Phase II has not begun within three years after occupancy of phase one, then the city may allow release of this assurance device, provided that a similar assurance device shall be provided prior to initial occupancy of Phase II.

3. All loading/unloading for any phase of the development shall be accommodated within the site. On-street loading will not be allowed. Prior to approval of any building permit for Phase II, the applicant must submit an agreement for city review and approval regarding the management of truck and loading/unloading operations, including limits on truck size, routes, and hours, as well as enforcement mechanisms. After city approval and prior to issuance of any building permit for Phase II, the agreement must be recorded at the King County Recorder's Office, to run with the property for the life of the development. The property owner shall be required by the agreement to control loading and unloading activity in a way that prevents traffic conflicts from spilling back into either adjacent public street.

4. Prior to approval of any building permit for Phase II, the applicant must submit an agreement for city review and approval requiring the property owners to inform new occupants of residential units that occupants must accept specified limitations on size, routes, and hours for vehicles making deliveries to or pick-ups at residential units; and that occupants must accept the potentially negative impacts of vehicles making deliveries to or pick-ups at other residential units or on-site businesses. The agreement must specify allowed vehicle uses and hours for the

internal circulation route among the residential buildings. The agreement must include enforcement measures to be implemented by property owners as needed. After city approval and prior to the sale or occupancy of any residential unit, the agreement must be recorded at the King County recorder's office, to run with the property for the life of the development. For rental residential units, owners must obtain renters' signatures indicating that renters understand and accept these limitations. For owner-occupied residential units, recording the agreement against the property is sufficient.

5. The internal circulation route to be constructed in Phase II among the residential buildings is intended primarily as a pedestrian route. It will be available for use by emergency vehicles and some delivery vehicles. This route will connect to 156th Avenue SE approximately 80 feet south of the northern property line. In order to prevent that connection from becoming a significant conflict point on 156<sup>th</sup> Avenue SE, the connection to 156th Avenue SE will be signed "Do Not Enter," the curb cut will be designed in a manner that discourages entry by automobiles, and the southwestern entry to the pedestrian route will be signed to preclude general traffic. The route will function as one-way toward the north and east for delivery vehicles, although emergency vehicles may enter as needed.

### **Street Frontage Improvements**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), the Transportation Department Design Manual, and other transportation-related requirements stated in this document. The developer intends to split the development into two phases. The list of street frontage improvements immediately below includes the Transportation Department's requirements for the site's entire frontage on both adjacent streets. Phasing of frontage improvements is discussed further below.

1. Prior to approval of the final engineering plans for this development, a combined street tree and street light plan is required for review and approval as part of a complete engineering and landscape plan set. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-6).
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. 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 and on-site pedestrian path elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the plans in a manner that proves that pertinent on-site 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 building elevations, and city inspectors may require spot surveys during construction in order to confirm the required elevations.



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Notice of Decision: 1/29/09  
Appeal Deadline: 2/12/09

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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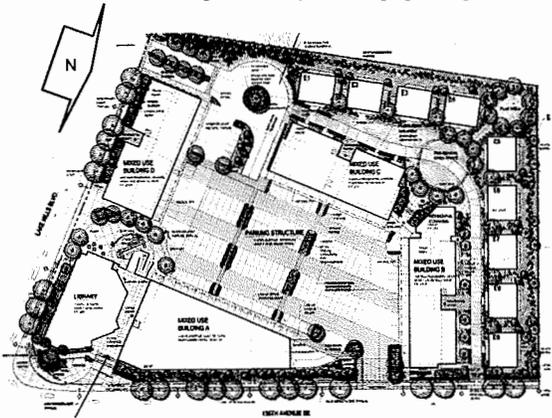
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### **ATTACHED:**

Project Plans

**I. REQUEST/PROPOSAL DESCRIPTION**

The applicant requests Design Review approval to construct a mixed use project consisting of a 10,000 square foot library, 90 residential units, and 104,157 square feet of office and retail uses over an underground parking garage.

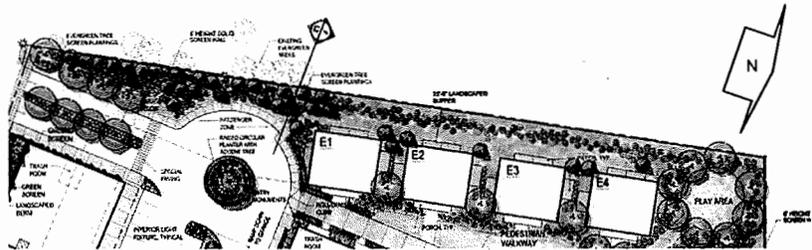


**Site Design**

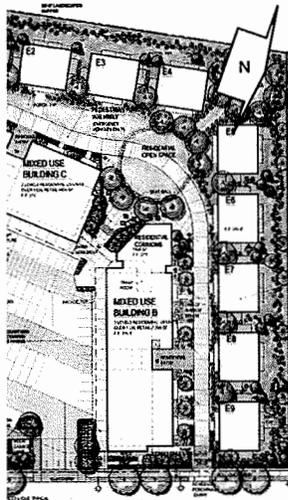
The proposed site design replaces a 6.7 acre development, consisting of a 1950's auto-dominated retail center, with a mixed use pedestrian oriented village accommodating a library, residential, office, and retail uses. Over 60% of the site area currently utilized by automobiles will be transformed into pedestrian promenades, planted buffers, play areas, and landscaped plazas. Seating walls, garden furniture, accent paving, and lighting will be distributed throughout these areas to further articulate their intended designs. These site amenities are

strategically distributed around the full perimeter of the site and will integrate the project with the residential character of the Lake Hills Neighborhood. The site amenities will provide places for the community to gather and linger. They will also foster safe and visually interesting pedestrian shortcuts through the site.

A landscaped transition zone is proposed between the proposed duplexes and the back yards of the existing single family homes on the west and north sides of the property. A six (6) foot high masonry wall will also be built along the full west and north property line of the project to provide for added sound and visual screening between the proposed duplexes and existing single family residential uses. Refer to

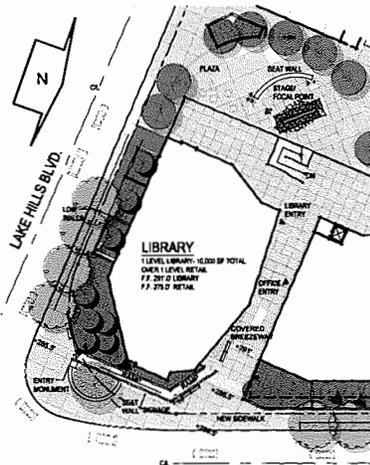


Section X of this report for a condition of approval requiring that a segment of this wall be taller than 6 feet to address privacy concerns expressed by a neighbor on the west side.



An internal, landscaped, pedestrian-only street is proposed between Buildings B/C and E 1-9. This landscaped space ranges between 30 and 130 feet wide and is approximately 575 feet long. Open spaces lining this pedestrian street include urban gardens, bermed grassy knolls, a tree lined central plaza, children's play area, paved entry lobbies, and raised entry porches to duplex and studio units. At the north-east end of this street a landscaped entry transitions to 156th Avenue SE. This area includes entry monuments, accent paving, lighting, and ramps. On the south-western end of this pedestrian street a landscaped auto drop-off defines the main entry to the residential portion of the project. The drop-off is located at the end of a tree lined

boulevard entrance to the project from Lake Hills Boulevard. A bermed landscape area approximately 200 feet long is also located along the western edge of the boulevard entry and drop-off. This landscape area is intended to provide a significant buffer area between the proposed project and the residential uses to the west.



A pedestrian plaza is located at the southern end of the project between Building D and the Library. This plaza will be urban in character and will function as a public gathering space for the project. It will have flexible seating for outdoor dining, seat walls to define the central portion of the space, and perimeter landscaping to highlight the plaza's edges.

Retail activities for the project are clustered around an internal parking plaza specifically designed to be physically and visually buffered from the adjoining streets. This will dramatically reduce light and noise into the surrounding community. The parking plaza is scaled and textured to provide safe pedestrian circulation through and around it. Its unique design features allow portions of the parking plaza to be cordoned off for potential open air markets and

planned community gatherings. A one level underground parking garage interconnects the entire site. This will provide an alternative climate protected route for all users. Vertical circulation into all buildings is provided by dedicated stairwells and elevators.

Planned perimeter site improvements along both streets will enhance vehicular and pedestrian circulation and safety. New traffic channelization, tree lined sidewalks, and undergrounded utilities are proposed for both streets along the project site. The pocket plaza described above at the corner of Lake Hills Blvd and 156th Avenue SE will serve as a gateway landmark into the Lake Hills Neighborhood.

### Building Design

A variety of building types and scales are proposed for the mixed use village. Two-story duplexes, two and three story residential over retail buildings, and a two story office over retail building are clustered within the site to achieve contextual transitions between the neighboring single family residential homes and this project.

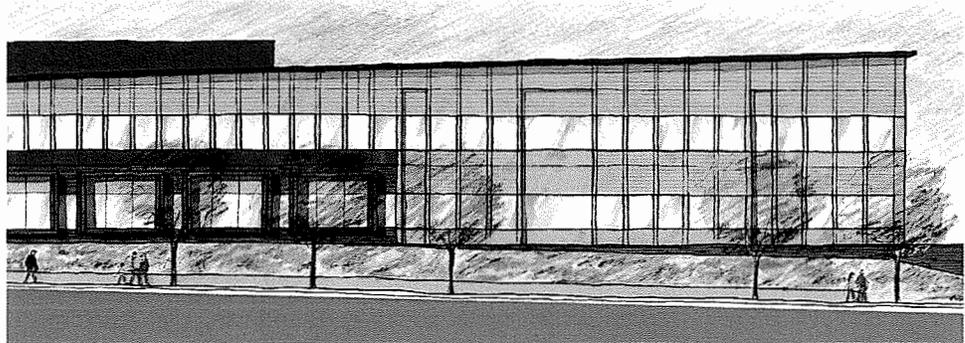
Residential duplexes with slopped roofs are proposed along the western and northern site perimeters, adjacent to the existing single family homes.



The buildings will be built with traditional materials and detailing that is typically utilized in single family home construction.



Two 3-story commercial/residential buildings and one 2-story residential building will be built above a 1-story retail level. The middle-of-site location and scale of these buildings will provide a transition between the duplexes located along the north & west and the commercial building proposed at the intersection of Lake Hills Boulevard and 156th Avenue SE. Each of these buildings will be constructed of commercial and multifamily systems and materials. Residential components will be further modulated to refine them and tone down the scale. A 2-story office building over one level of retail is proposed at the corner of Lake Hills Boulevard and 156th Avenue SE. This building will be tucked into the high



point of the site. The retail component will be partially buried along both street edges to reduce its scale to a 2-story building from the surrounding community. The corner portion of this building is further articulated to provide a 10,000 square foot, 1-story landmark office/retail building currently proposed for a King County Library. The retail component of this building will front along the surface parking plaza. This building will have traditional construction detailing utilizing brick and precast materials. All buildings will have stylistic variations commensurate with a village concept, with each also possessing an underlying unity between different components. All buildings along the major internal pedestrian circulation of the parking plaza will have awnings for weather protection. Refer to attached Project Plans for more information.

#### Project Phasing

The project will be built in two phases. Phase I will consist of the library and two story office building located at the corner of Lake Hills Blvd and 156th Avenue SE. The construction will include frontage improvements as indicated on the plans as well as the arcade between these buildings. Included is a partial channelization plan to eliminate any unnecessary islands in the roadway; some currently in place at existing driveway entrances will be eliminated as part of phase I. The buildings will sit atop a partially constructed retail podium which will be utilized as a daylight parking structure until phase II is initiated. This parking structure will include a new loading dock and partial construction of the ramp to the future underground parking garage. Because this Phase I garage and building configuration is somewhat vague as described, a condition of approval is included in section X of this report requiring that it, along with all Phase I construction, be built in compliance with the City's requirements for permanent structures and site improvements; the Phase I development shall not rely on improvements to occur in subsequent phases as a means of not providing an attractively built development compliant with all City guidelines, standards and requirements. A portion of the retail/upper plaza lid will be built in Phase II in order to keep the current Bank of America facility operational. Phase I will also include demolition of a portion of the Stamos Building located at the center of the existing retail complex. The majority of this building will remain throughout Phase I construction in order to retain existing tenants who wish to relocate to the new Phase I facilities once those are completed.

Construction of Phase I is expected to start in early 2009 and be completed by mid 2010. During Phase I all other retail areas are expected to remain open and accessible. The construction staging areas for Phase I were submitted to the City with the Clearing and Grading permit application on October 10, 2008. A Phase I site plan for the project is shown on the attached plan sheet 02.01. Property management and maintenance of the existing project will be handled by Cosmos Management Corporation and will continue throughout the construction phase and in the interim period between Phases I and II if needed.

Phase II will consist of redevelopment of the remaining site as proposed, including any unfinished undergrounding as planned by PSE. Final street channelization will also occur at the end of Phase II. The construction timeline for Phase II is expected to be 18 months. Construction start will depend on the relocation options exercised by Bank of America and market conditions. The earliest construction start is expected to be mid 2010 and completed in late 2011. During the construction of Phase II, the Phase I portion of the project is intended to be fully operational and self contained.

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

### A. Site



The site is 6.7 acres (291,852 SF). It is located at the northwest corner of Lake Hills Boulevard and 156th Avenue SE. The site is bounded on the north, south, and west by single family residences. Along the eastern boundary are multifamily residential buildings.

### B. Zoning



The property is zoned Community Business (CB). Land uses in this district governed by Section 20.10.360 of the Land Use Code are modified by a Concomitant Zoning Agreement adopted under Ordinance 5611 approved on August 29, 2007. The proposed uses are permitted outright under both of these requirements. The property must also conform to the requirements of the Transition Area Design District (TADD), LUC 20.25B as the site is surrounded by single family and multifamily homes.

### C. Land Use Context

The existing shopping center was established in the mid 1950's. It was originally established to serve the commercial needs of the developing Lake Hills neighborhood.

**III. CONSISTENCY WITH THE LAND USE CODE**

Development standards for this project site are governed by LUC 20.25B.040 Transition Area Design District (TADD), along with applicable sections of LUC 20.20 and the Concomitant Zoning Agreement (CZA) referenced above. The proposed development complies with the land use and dimensional requirements prescribed by the CZA and its associated master plan drawing (see pages 4 & 5 Section C, Dimensional Standards of CZA and the attached Project Plans). The proposal meets all applicable development standards of the Land Use Code as described below:

	<b>Required/Permitted</b>	<b>Proposed</b>
<b>Height</b>	45 feet maximum.  (LUC 20.25B.040.A.2 & 3 and the Concomitant Zoning Agreement)	45 feet
<b>Building Setbacks</b>	20 foot minimum bldg setback from property lines abutting the public right of way (Lake Hills Blvd and 156th Ave SE).  30 foot minimum bldg setback from internal property lines adjacent to property receiving transition on the north and west sides.  20 foot minimum distance between primary structures on the project site.  (LUC 20.25B.040.B.1 & 2, LUC 20.25B.040.C, and the Concomitant Zoning Agreement)	20 feet  30 feet  20 feet +
<b>Parking</b>		
<b>Residential</b>		
1 bdrm units	1.2 per unit @ 16 units = 20	
2 bdrm units	1.6 per unit @ 56 units = 90	
3 bdrm units	1.8 per unit @ 18 units = 32	
	Sub-total 142	Residential 142 stalls
<b>Retail &amp; Office</b>	4 per 1,000 SF @ 104,157 SF = 417	Retail & Office 437 stalls
<b>Library</b>	3 per 1,000 SF @ 10,000 SF = 30	Library 30 stalls
	Total Minimum Parking Required = <u>589</u>	Total Parking Provided = <u>609 stalls</u>

	<p>Note: Library is an unspecified use in the Land Use Code. See discussion below regarding how the parking ratio identified above for the library has been determined. (LUC 20.20.590.F.1, including note 3.b which specifies that office uses in a mixed-use development provide at least 4 stalls/1,000 SF. Since retail and office uses have the same ratio, they are combined into a single line item above.)</p>	
<p><b>Landscape</b></p>	<p>Compliance with LUC 20.20.520, 20.25B.040.C, and the Concomitant Zoning Agreement.</p> <ul style="list-style-type: none"> <li>• Perimeter - Min 20 foot landscape buffer along street frontages and interior property lines as prescribed by LUC 20.25B.040.C.</li> <li>• Parking Area – Type V landscaping as prescribed by LUC 20.20.520.G.5 which requires a minimum 35 SF of landscape area per parking stall applied in min 100 SF areas with at least one tree, min 4 feet wide, and located at the ends of every aisle.</li> </ul>	<p>As allowed by LUC 20.20.520.J.2, an Alternative Landscape Option (ALO) is being applied. This ALO exchanges required landscaping at the ends of some parking aisles for more landscape area throughout the site outside the parking area; including the plaza between the library and Bldg D, the entry area off Lake Hills Boulevard, the residential open space area, and the residential play area.</p> <p><u>A condition of approval is included in section X of this report to ensure that landscape plans submitted with the building permit application are comprised of native and adapted plant species to minimize irrigation demands and reduce maintenance requirements.</u></p>
<p><b>Loading</b></p>	<p>One off-street 10'x55' space, or other as approved by the Director</p> <p>(LUC 20.20.590K.4.a-c)</p>	<p>Loading accommodation for the site is split between residential and commercial areas: three loading stalls sized for moving vans are proposed within the residential area of the parking garage, and a loading area sized for commercial delivery trucks is proposed on the main level of Bldg A.</p>

<p><b>Recycling &amp; Solid Waste</b></p>   <p>Residential                  Retail                  Office                  Library</p>	<p>The Land Use Code does not specify minimum requirements for these facilities within mixed use developments. However, approximate need is calculated as follows, and more discussion is provided below:</p> <p>1.5 SF/unit @ 90 units = 135 SF                  5 SF/1000 SF @ 61,677 SF = 309 SF                  2 SF/1000 SF @ 43,877 SF = 88 SF                  2 SF/1000 SF @ 10,000 SF = 20 SF                  Total Min Area Required = 552 SF</p> <p>(LUC 20.20.725)</p>	<p>As depicted on the site plan and floor plans, separate areas are proposed for the Library &amp; Building A, Building B, Building C, and Building D. The complex of Building E's will share the trash rooms in Buildings B &amp; C.</p> <p><u>A condition of approval is included in Section X of this report requiring coordination with Allied Waste to ensure that adequate space, equipment and access is provided, and that garbage containers are kept out of view.</u></p>
<p><b>Mechanical Equipment</b></p>	<p>Locate on the roof or below grade and visually screen, unless this requirement is modified by the City for projects requiring discretionary approval per LUC 20.20.525.C.5 &amp; 6.</p>	<p>Rooftop equipment will be screened behind parapets (refer to attached Project Plans, sheet 01 Site Perspective and sheets 19 – 26 Building Elevations and Sections). Ground mounted equipment will be located within the parking garage (refer to attached plan sheet 04 Garage Plan). Still, <u>a condition of approval is included in section X of this report should locational issues arise during building permit review.</u></p>

**Library Parking**

Library is an unspecified use in the Land Use Code and therefore does not have a pre-determined parking ratio requirement. The parking analysis contained in the Traffic Study (refer to project file) indicates that peak weekend use would dictate a range of 4 to 5 stalls/1,000 SF for a stand-alone library. However, since the library in this proposal is not a stand-alone building, but rather part of a mixed-use development, it will benefit from shared parking and additional evening and weekend parking supply when the offices are not occupied. Based on these development-specific characteristics, a ratio of 3 stalls per 1,000 SF is sufficient.

**Recycling & Solid Waste Collection**

A recycling and solid waste collection system for the project is detailed on attached plan sheet 16 (Service Site Plan) in compliance with LUC 20.20.725. This plan identifies the circulation routes and clearances needed by all vehicles providing service to the project. The service vehicles expected for the project range from vans to full size tractor trailer combinations. The service plan also identifies locations of trash rooms, recycling areas, and their associated loading zones.

#### **IV. PUBLIC NOTICE AND COMMENT**

Application Date: June 22, 2006

Notice of Application Publish Date: July 27, 2006

Public Notice Sign Posting Date: July 27, 2006

Public Meetings: East Bellevue Community Council 8/4/06, 2/3/07, 9/28/07, 2/5/08

Minimum Comment Period: 14 days ending August 10, 2006

Although the minimum required public comment period ended on 8/10/06, comments were accepted up to the date of this decision. A written comment from an adjacent single family property owner prompted the inclusion of a condition in section X of this report requiring that the segment of screen wall between her property and the project be at least 8 feet tall or an equivalent screening treatment applied at the City's discretion to address privacy concerns expressed by the home owner.

#### **V. TECHNICAL REVIEW**

##### **A. Utilities**

Utilities review has been on a conceptual basis only. Consequently there are no implied approvals of the engineering specifications for the water, sewer and storm drainage components of the project. Engineering review of the water, sewer and storm drainage infrastructure will be performed under the Utility Developer Extension Agreements, and will coincide with the Clearing and Grading permit application review. Final civil engineering may require changes to the site layout to accommodate the utilities. See Section X of this report for Utilities related Conditions of Approval.

##### **B. Clearing and Grading**

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

##### **C. Fire**

The site development plans for this application generally conform to Fire Code requirements. However, there are a number of conditions that must be met prior to issuance of building permits. See Section X of this report for Fire related Conditions of Approval.

##### **D. Transportation**

###### **Site Access and Loading/Unloading**

When all phases are complete, access to the proposed project will be provided via one new driveway on Lake Hills Blvd near the site's western property line and one new driveway on 156th Avenue SE, located approximately 220 feet south of the site's northern property line. There will be an auxiliary driveway on 156th Avenue SE located approximately 80 feet south of the northern property line, intended for emergency vehicles and some delivery vehicles only. All existing driveways will be closed. In order to provide adequate vehicle capacity with only two primary driveways, the driveway on Lake Hills Blvd will have a driveway throat approximately 140 feet long, and the driveway on 156<sup>th</sup> Avenue SE will have two outbound lanes. (The driveway

throat is the area between the back of sidewalk and the first major change of direction.) Other steps will be implemented as needed to enhance driveway capacity and operations, including the following requirements:

1. **Special Event Traffic Management:** Temporary or special events must be managed with the intent of preventing traffic problems and parking demand from spilling off the site. A Temporary Use Permit will be required for special events per LUC 25.30 M. During the review of Temporary Use Permits, the Transportation Department may require a Right of Way Use Permit, may require the applicant or property owner to submit traffic and parking analysis related to the proposed temporary use, and may require on-site and off-site traffic mitigation as needed to prevent traffic problems from spilling off the site. Required mitigation may include on-site signage, barriers, and traffic flaggers intended to prevent problems from spilling off the site. Use of off-site signage or flaggers is generally discouraged, but if the Transportation Department decides that such methods are necessary, then a Right of Way Use Permit will be required for such off-site activity. The size of and nature of special events must be limited based on traffic and parking capacity.

2. The applicant shall provide a financial assurance device acceptable to the Transportation Department to guarantee that the developer or property owner will perform or install any revisions or additions to on-site or off-site traffic control measures, signage, or channelization that the Transportation Department may identify as needed to correct traffic problems or pedestrian safety concerns caused by deficiencies in the on-site circulation system. This includes correction of on-site deficiencies that are observed to cause traffic to queue back into either adjacent city street.

Said financial assurance device shall be in the amount of \$30,000, to be provided to the city prior to initial occupancy of Phase I. The device will be held for three years after occupancy of the final building in the final phase of the development; however, if construction of Phase II has not begun within three years after occupancy of phase one, then the city may allow release of this assurance device, provided that a similar assurance device shall be provided prior to initial occupancy of Phase II.

3. All loading/unloading for any phase of the development shall be accommodated within the site. On-street loading will not be allowed. Prior to approval of any building permit for Phase II, the applicant must submit an agreement for city review and approval regarding the management of truck and loading/unloading operations, including limits on truck size, routes, and hours, as well as enforcement mechanisms. After city approval and prior to issuance of any building permit for Phase II, the agreement must be recorded at the King County Recorder's Office, to run with the property for the life of the development. The property owner shall be required by the agreement to control loading and unloading activity in a way that prevents traffic conflicts from spilling back into either adjacent public street.

4. Prior to approval of any building permit for Phase II, the applicant must submit an agreement for city review and approval requiring the property owners to inform new occupants of residential units that occupants must accept specified limitations on size, routes, and hours for vehicles making deliveries to or pick-ups at residential units; and that occupants must accept the potentially negative impacts of vehicles making deliveries to or pick-ups at other residential units or on-site businesses. The agreement must specify allowed vehicle uses and hours for the

internal circulation route among the residential buildings. The agreement must include enforcement measures to be implemented by property owners as needed. After city approval and prior to the sale or occupancy of any residential unit, the agreement must be recorded at the King County recorder's office, to run with the property for the life of the development. For rental residential units, owners must obtain renters' signatures indicating that renters understand and accept these limitations. For owner-occupied residential units, recording the agreement against the property is sufficient.

5. The internal circulation route to be constructed in Phase II among the residential buildings is intended primarily as a pedestrian route. It will be available for use by emergency vehicles and some delivery vehicles. This route will connect to 156th Avenue SE approximately 80 feet south of the northern property line. In order to prevent that connection from becoming a significant conflict point on 156<sup>th</sup> Avenue SE, the connection to 156th Avenue SE will be signed "Do Not Enter," the curb cut will be designed in a manner that discourages entry by automobiles, and the southwestern entry to the pedestrian route will be signed to preclude general traffic. The route will function as one-way toward the north and east for delivery vehicles, although emergency vehicles may enter as needed.

### **Street Frontage Improvements**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), the Transportation Department Design Manual, and other transportation-related requirements stated in this document. The developer intends to split the development into two phases. The list of street frontage improvements immediately below includes the Transportation Department's requirements for the site's entire frontage on both adjacent streets. Phasing of frontage improvements is discussed further below.

1. Prior to approval of the final engineering plans for this development, a combined street tree and street light plan is required for review and approval as part of a complete engineering and landscape plan set. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-6).

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. 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 and on-site pedestrian path elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the plans in a manner that proves that pertinent on-site 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 building elevations, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

The ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Streetlight contractor 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 may be 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. The curb, gutter, and sidewalk on both adjacent streets shall be completely removed and reconstructed with a sidewalk width of at least eight feet and a planter width of at least four feet, not including the curb.

On Lake Hills Blvd, the face of curb on the project frontage shall be located approximately 53 feet from the south right of way line, with the back of sidewalk approximately 65.5 feet from the south right of way line. This requires dedication of a new sidewalk/utility easement approximately 5.5 feet wide. The ultimate cross section of Lake Hills Blvd at this location is intended to include bike lanes 4.25 to 5 feet wide on each side and three eleven-foot vehicle lanes with a raised island in part of the median lane. The raised island shall be landscaped and irrigated. Turn pockets and a merge lane consistent with vehicle turning volumes predicted for the site shall be provided as needed on Lake Hills Blvd.

On 156th Avenue SE, the face of curb on the project frontage shall be located approximately 50 feet from the east right of way line, with the back of sidewalk approximately 62.5 feet from the east right of way line. This requires dedication of a new sidewalk/utility easement approximately 2.5 feet wide. The ultimate cross section of 156th Avenue SE at this location is intended to include two 14-foot travel lanes to be shared by vehicles and bikes, and an eleven-foot center turn lane.

At both the southwest and northeast corners of the site, the street frontage improvements described above must smoothly transition into the existing street frontage improvements off-site.

4. 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 drawing TE-11. Deviations from the standard appearance will not be allowed unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features. Any proposed alternative paving samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard features. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements.

Future work within any alternative material area in the public sidewalk by City, franchise, or other workers as a result of either emergency, normal maintenance, or new installation will result in replacement of the surface by standard materials. Advance notification of such work will not be provided to the property owner. In such a circumstance, should the property owner wish to replace or repair the surface with the alternative material, a Right of Way Use Permit may be required.

The entry monument, sidewalk ramps, landscaping, and seat wall proposed within the right of way at the intersection of Lake Hills Blvd and 156th Avenue SE will be allowed if not in conflict with underground utilities and if the developer signs and records a Right of Way Indemnification Agreement regarding those features. This agreement may be the same as the agreement mentioned above regarding non-standard sidewalk patterns and colors.

5. Tree wells and other landscaping within the public sidewalk or planted medians on either adjacent street shall be irrigated with a metered water source separate from meters serving on-site uses. Electrical connections for lighting in tree wells or planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.
6. The driveway on Lake Hills Blvd shall have an approach width, as defined in standard drawing DEV-6, of 40 feet, including the proposed driveway median. The driveway apron design shall be consistent with standard drawing DEV-6.
7. The main driveway on 156th Avenue SE shall have an approach width, as defined in standard drawing DEV-6, of at least 40 feet, and possibly more if needed to accommodate the entry of mid-sized trucks. The driveway shall include two outbound lanes, with a right turn lane approximately 13 feet wide and a left turn lane approximately 11 feet wide. The driveway apron design shall be consistent with standard drawing DEV-6. Within the driveway throat, signs and channelization markings will be installed as needed to control left turns into the first aisle.
8. The northern driveway connection on 156<sup>th</sup> Avenue SE shall have Do Not Enter signs and a ramp design intended to discourage entry by automobile traffic.
9. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
10. Transformers and utility vaults that serve only this development shall be placed inside the buildings or below grade within the site, not within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk, if necessary. In no case, will such facilities be allowed within the main pedestrian path of a public sidewalk.
11. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-6. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.
12. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground. Wireless communications facilities on existing poles along either street must be removed per city requirements.

### **Phasing of Street Frontage Improvements**

For Phase I, the developer proposes to complete the above-described street frontage improvements along Lake Hills Blvd from the intersection with 156th Avenue SE to a point approximately 300 feet to the west of the intersection, and to complete frontage improvements along 156th Avenue SE from that intersection to a point approximately 500 feet north. Approximately 450 feet of frontage improvements, plus additional street channelization and islands, are not proposed for completion with Phase I. On Lake Hills Blvd, two existing driveways will remain in use until Phase II, although one will have its curb cut modified. On 156th Avenue SE, two existing driveways toward the north end of the site will remain in use until Phase II. Undergrounding of overhead utility lines and installation of streetlights along the frontage of Phase I shall be completed during Phase I. Undergrounding of overhead utility lines and/or installation of streetlights for Phase II may be completed during Phase I, depending on negotiations with franchise utility companies. Installation of final street channelization and islands may be delayed beyond the end of Phase I. A financial assurance device (see below) must be provided by the developer to guarantee completion of all unfinished work.

Prior to initial occupancy of Phase I, the developer must provide a financial assurance device acceptable to the Transportation Department to guarantee completion of all street frontage improvements on both adjacent streets, including street channelization and islands, that will not be completed with Phase I. Said assurance device shall be 150% of estimated construction costs, based on construction costs for similar work during Phase I. The assurance device will be held for up to five years after occupancy of the final building in Phase I. At that time, the city will have the option to extend the financial assurance device, based on the status of Phase II of the development; or, if construction of Phase II has not begun, then the city may use the assurance device to require the developer to finish all street frontage improvements at that time (preferred), or use the assurance device so that the city can complete the work. Nothing in this staff report nor in the financial assurance device will preclude the developer from completing Phase II street improvements with Phase I or prior to commencing on-site work for Phase II; if so, the assurance device will be reduced or released accordingly.

If traffic or pedestrian safety or operational problems occur on either adjacent street or sidewalk or within the site's driveway approaches, and the Transportation Department determines that such problems can be mitigated by completing some or all of the Phase II street frontage or channelization improvements prior to completion of other Phase II work, then the Transportation Department may use the assurance device to require completion of relevant improvements at that time, and the assurance device will be reduced or released accordingly. If Phase II street frontage improvements are to be done prior to on-site work for Phase II, then it may be necessary to allow temporary continued use of existing driveways and curb cuts that serve existing buildings within the Phase II area.

### **Easements**

Prior to issuance of the main building permit for Phase I, the applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks located outside the city rights of way fronting both phases of this site. If the streetlight plan identifies a need to locate equipment behind the sidewalk easements, then an additional utility easement must be granted to include the needed area. Any existing utility easements within the site must be identified, with negative impacts mitigated or easements relinquished.

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

From November 15<sup>th</sup> to January 5<sup>th</sup>, construction activities such as hauling and lane closures may be restricted due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of such restrictions prior to applying for a Right-of-Way Use Permit.

### **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. Sidewalks or travel lanes may not be closed except as specifically allowed by a Right of Way Use Permit.

### **Pavement Restoration**

The City 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 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. Due to recent city paving projects, both streets adjacent to this site are now classified as "No Street Cuts Permitted." If cutting into the street surface cannot be avoided, or if the pavement is damaged due to construction work for this development, then a grind and overlay at least 50 feet long will be required for the full width of any affected lane, or to the next pavement seam. The exact extent of pavement restoration will be determined by Transportation Department inspectors in the field and controlled by the project's Right of Way Use Permit. The "No Cut" designation will remain in effect for five years from the most recent city overlay project. The "No Cut" designation may be lifted prior to construction of Phase II of the development, possibly leading to reduced pavement restoration requirements.

### **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 transportation management program to the extent required by BCC14.60.070, with appropriate adjustments for phasing of the development. The required program will likely be to post and distribute transit and ridesharing information from Metro another approved source. If the new library building provides transit information on an on-going basis, that could satisfy part of the TMP requirement for the entire site.

See Section X of this report for Transportation related Conditions of Approval.

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

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

Adverse impacts which are less than significant are subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Sec. 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

### **TRANSPORTATION**

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

The long-term impacts of development projected to occur in the City by 2017 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2017 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. The Lake Hills Shopping Center lies within MMA # 9, which has a 2017 total growth projection of 6961 square feet of new retail; 17,429 square feet of new office; 142 new multifamily dwelling units; and no growth in the institutional category.

The existing site has 67,240 square feet of retail space (including 7000 square feet for a bank) and 5,560 square feet for the Department of Licensing, for a total of 72,800 square feet. The proposed development will demolish and replaced all existing square footage in phases. The discussion of long-term impacts and mitigation herein is for the cumulative impact of all phases.

The proposed project will include 90 multi-family residential units, plus 61,650 square feet of retail space (including a bank), 38,730 square feet of office, 5150 square feet for the Department of Licensing, and 10,000 square feet for a new county library, which will relocate from a nearby site in the same MMA. The proposed non-residential total square footage is 115,553 square feet.

Based on the figures above, the proposed development will cause a net decrease of 5,590 square feet of retail space. The proposed development will also include an increase of 90 new dwelling units, 38,730 square feet of new office space, and an increase of 9,590 square feet for the library.

The proposal exceeds the MMA growth assumption in the TFP EIS by 21,301 square feet of office space; however, that is partly offset by the proposed decrease in retail square footage. The library and Department of Licensing already exist within this MMA, so redeveloping those facilities will not significantly impact traffic at the MMA level. It is recognized that the overall TFP projections fall short regarding the proposed land uses within this MMA; however, the TFP is updated every two years at which time land use projections can be updated to meet current growth trends. With this considered, the long-term transportation impacts would be mitigated by payment of traffic impact fees. These 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 fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. See associated condition of approval in section X of this report.

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

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

This development is projected to generate 155 net new p.m. peak hour trips when all phases are complete, and that number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, six system intersections received 20 or more p.m. peak hour trips. Neither the maximum area-average levels of service nor the congestion allowances were exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the City's project file for this development.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated May 23, 2001. A concurrency determination is issued on the date of issuance of this land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency. See project file for this certificate.

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 (BCC 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 BCC 23.05.090H. At issuance of building permit, the Certificate of Concurrency will be extended and remain in effect for one additional year (with the possibility of up to two one-year extensions) as provided for in BCC 23.05.100.

Per BCC 14.10.020 B, the requirements of the Traffic Standard Code (including the concurrency test and Certificate of Concurrency) may be adjusted for multiple phases. The Traffic Standards Code Director's Rules include the following statement: "The result of the concurrency analysis for the entire phased development will remain in effect for all buildings within the phased development so long as building applications and permits remain active. If any Certificate of Occupancy (temporary or final) is issued for a building within a phased development when there is no building application or permit in process for a subsequent building within the phased development, the concurrency reservation for the remaining buildings will lapse."

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

City staff analyzed the short-term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts include traffic operations conditions for the complete development (all phases) during the PM peak hour. In addition, some short-term mitigation is required for the first phase. Issues that were analyzed included traffic level of service at affected intersections, traffic operations and queuing at the site's access points, truck turning movements and loading space, and traffic safety data. The results of the short-term traffic analysis are published in the "Traffic Impact Analysis (TIA) for the Lake Hills Shopping Center Project," March 2007, by Heffron Transportation, Inc; along with several preliminary and follow-up memos. The study and related memos are included in the Transportation Department file for this development. Conclusions of the TIA and related memos include the following:

1. Affected intersections will continue to operate at acceptable levels of service, and the intersection of 156th Avenue SE and Lake Hills Blvd will have a better level of service due to installation by the developer of a new eastbound to northbound left turn pocket.
2. Traffic operations and vehicle queuing at the site's access points will be acceptable if designed and managed to mitigate impacts as described below under Site Access and Street Frontage Improvements.
3. Truck turning movements and loading space will be acceptable if carefully planned and managed. Mitigation details are described below under Site Access.
4. No significant existing safety problems were identified that would be made worse by the development.

### **NOISE**

Noise will be generated from the construction phase of the development. The City of Bellevue Noise Ordinance, BCC 9.18 regulates hours of construction-related noise and the conditions under which they may be expanded. Residents located within at least 300 feet of the site will be impacted by construction noise. Due to the close proximity of residences in the area, a condition of approval is included in Section X of this report regarding construction hours permitted.

## VII. CHANGES TO THE PROPOSAL DUE TO CITY REVIEW

### A. Site Plan Changes

1. Landscape buffer between the project and single family homes to the west was expanded from 20 feet to 30 feet, with denser vegetation to strengthen the visual barrier.
2. Parking area reconfigured to improve vehicular access and circulation.
3. Parking area landscape zones reconfigured to accommodate special pedestrian-oriented events such as a farmer's market or festival.
4. Pedestrian walkway along the duplex buildings modified to accommodate emergency vehicles.
5. Pedestrian pavement markings improved to enhance walkability throughout the site.
6. The drive-thru concept for potential bank use has been removed and a more pedestrian-friendly site design results.
7. Streetlights located and coordinated with street trees and driveways.

(See attached Site Plan, plan sheet 02 for more detail.)

### B. Building Design Changes

1. Building architecture is more clearly defined and more compatible with the neighborhood.
2. Arcades along the ground floor of the commercial buildings have been better defined, spaces dimensioned, signs designated, and site furniture shown.
3. Rooftop mechanical equipment is clustered and fully screened.

(See attached Elevation Sketches, plan sheets 19.1 – 23.1 for more detail.)

## VIII. DECISION CRITERIA

### Design Review

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

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

The following Comprehensive Plan policies are applicable to, and provide support for, this project:

- *Policy LU-7 Support inclusion of residential uses in commercial districts where compatibility can be demonstrated. Policy LU-9 Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within already developed areas.*  
The building scale and materials were designed to be compatible with the surrounding neighborhood.
- *Policy LU-13 Reduce the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate. Policy HO-17 Encourage infill developments on vacant or under-utilized sites that have adequate*

*urban services and ensure that the infill is compatible with the surrounding neighborhoods.*

The proposed project is for redevelopment and intensification of the existing property.

- *Policy LU-20 Promote maintenance and establishment of small scale activity areas within neighborhoods that encourage pedestrian patronage and provide informal opportunities to meet. Policy LU-24 Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development. Policy LU-25 Maintain areas for shopping centers designed to serve neighborhoods, recognizing their multiple roles: serving residents' needs, acting as community gathering places, and helping to establishing a neighborhood's identity. Policy LU-27 Encourage mixed use residential/commercial developments in all Neighborhood Business and Community Business land use districts where compatibility with nearby uses can be demonstrated.*

The proposed residential, commercial and library uses support walking to and from each use within the project site. Further, the project's location within this existing residential neighborhood lends itself to a community gathering place that is readily accessible without a car.

- *Policy HO-11 Encourage housing opportunities in mixed residential/commercial settings throughout the city.*

The project creatively blends a mix of residential and commercial uses, along with a library. Residential uses are designed as a higher density, alternative housing product within what is otherwise a single family residential neighborhood.

- *Policy HO-9 Explore opportunities to implement alternative neighborhood design concepts, and involve residents and other stakeholders in this process. Policy ED-28 Facilitate the redevelopment and re-invigoration of older neighborhood shopping centers that are experiencing decline. Work with stakeholders to transform such centers into high quality and dynamic retail/mixed use commercial areas that also provide a gathering place and a sense of community for the neighborhood.*

A long range community design process was created to influence the land uses to occur on this site and its design.

- *Policy UD-44 Encourage special streetscape design for designated intersections that create entry points into the city or neighborhoods or that warrant enhanced pedestrian features (see City Comp Plan Fig UD.1). Policy UD-45 Establish attractive gateways at all key entry points into the city and into smaller districts and communities within the city. Policy UD-54 Give identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance circulation routes, soften the appearance of pavement and separate pedestrians from traffic.*

The project site's corner at Lake Hills Boulevard & 156th Avenue SE is designated in the City's Comprehensive Plan and Land Use Code as a Gateway Intersection. The proposed design for this project's corner at this intersection meets the intent of the gateway policies: it is comprised of a landscaped plaza space that steps up into the project site between the library and commercial building, along with trees flanking both streets spaced to provide uniformity but open to the project corner plaza/entry.

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

As conditioned, the proposal complies with all applicable requirements of the Land Use Code. Refer to Section III of this report for further information.

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

As conditioned, the proposal complies with all applicable Design Guidelines contained in LUC 20.25B, Transition Area Design District. Key points are summarized as follows:

**A. Site Design Guidelines**

**1. Whenever possible, vehicular access should be designed so that traffic is not directed through an abutting residential district of lower intensity.**

The proposal includes two vehicular entry points. One entry is located at the north east corner of the site along 156th Avenue SE and the other is located at the south west corner of the site along Lake Hills Boulevard. The 156th Avenue SE entry will provide the main retail/office entry into the project and will function as a secondary residential entry point. The Lake Hills Boulevard entry will provide the main residential entry point to the project and will function as a secondary retail/office entry. The entry points are specifically located to disperse entering and exiting traffic away from the intersection. Both entries lead directly to the at-grade retail parking plaza and the underground parking garage for all other uses.

Traffic modeling for the project indicates that traffic patterns are not directed through an abutting residential district of lower intensity. The project discourages cut-through traffic patterns by limiting and focusing entry and exit points at opposite corners of the site. The proposal will enable this site to become a neighborhood destination point. It will reduce area-wide traffic patterns by encouraging alternate transportation modes to obtain goods and services brought closer to neighborhood users.

**2. Loading and refuse collection areas should be on the side of a building facing away from an abutting residential district of a lower intensity, but not in a front yard setback.**

A solid waste and collection system for the project is detailed on Sheet 16 (Service Site Plan) of the Design Review Submittal in conformance with code requirements (LUC 20.20.725), and a condition of approval is included in section X of this report requiring coordination with Allied Waste on provision of garbage and recycling facilities.

The Service Site Plan identifies the circulation routes and clearances needed by all vehicles providing service needs to the project. The service vehicles expected for the project range from vans to full size tractor trailer combinations. The service plan also identifies locations of trash rooms, recycling areas, and their associated loading zones for the project.

All proposed retail and residential buildings have an internal recycling and waste collection area in conformance with LUC 20.20.725 D 1-5. All recycling and collection areas are combined. Building A (the major office/retail building in the project) also has an enclosed loading dock capable of accommodating a tractor trailer vehicle. This will provide secure, clean, and noise mitigated off loading of large service vehicles expected for users of this building. This loading area is also combined with an enclosed trash and recycling room. An internal service corridor connects this loading and recycling facilities to all retail tenants in this building.

**3. In addition to the minimum requirements of LUC 20.20.520, site development should maximize the retention of existing significant vegetation in order to soften the visual impact on adjacent residential uses.**

No significant existing vegetation currently exists on site. A landscape buffer 30 feet wide is proposed along the north and west property lines behind Duplexes E 1-9.

This buffer is intended to provide a landscaped transition zone between the proposed duplexes and the back yards of the existing single family residential homes. A six foot high masonry wall will also be built along the full west and north property line of the project to provide for added sound and visual screening between the proposed duplexes and existing single family residential uses.

A 20 foot wide landscape buffer will soften the street edge and relate to the neighborhood vegetation.

**4. Surrounding vegetation, topography, street patterns, parking configuration and building massing should be considered in order to result in a compatible fit between the proposed development and existing residential development.**

A variety of building types and scales are proposed for the project. Two story duplexes, two and three story residential over retail buildings, and a two story office over retail building are clustered within the site to achieve contextual transitions between existing residential uses around the site.

Duplexes with sloped roofs are located along the western and northern site perimeters. These buildings will be built with traditional materials and detailing techniques typically utilized in single family home construction. These duplex buildings are located along the single family boundaries of the site. Two (2) three story buildings and a one (1) two storey building will be built above a one story retail platform and clustered internally in the site.

The location and scale of these buildings are intended to provide a transition between the duplexes located along the north and west and the commercial office retail building located at the intersection of Lake Hills Boulevard and 156<sup>th</sup> Avenue SE. The residential component of each of these buildings will be further modulated to visually refine them into six smaller scaled buildings.

A two story office building over one level of retail is proposed at the corner of Lake Hills Boulevard and 156<sup>th</sup> Avenue SE. This building will be tucked into the natural highpoint of the site. The retail component will be partially buried along both street edges to reduce its scale to a two story building as viewed from the surrounding community.

The corner portion of this building is further articulated to provide a 10,000 SF one story building for the King County Library System and an office/retail building.

The retail component of this building (internal facing to the site) will be fully exposed along the proposed parking plaza. This building will have more traditional construction detailing utilizing brick and precast materials.

All buildings will have stylistic variations commensurate with a village concept each possessing an underlying unity between different components. All buildings along the major internal pedestrian circulation of the parking plaza will have colonnades for weather protection. All mechanical equipment will be screened.

The project will:

1. Improve the vegetation around the site by introducing a 20 foot wide landscape buffer along all street fronts.
2. Increase landscaping and pedestrian spaces internal to the site with the development of plazas, play areas, gathering spaces, a pedestrian street, and promenades.
3. Integrate buildings into the existing topography.
4. Improve street patterns with frontage improvements and channelization along both Lake Hills Boulevard and 156<sup>th</sup> Avenue SE.
5. Improve the visual impacts of surface parking by reducing 400 existing surface parking spaces to approximately 166 spaces on an internally oriented parking plaza, and placing the rest in an underground parking garage.
6. Improve building massing in the neighborhood by incorporating residential uses and scales into the site. These uses are distributed to integrate the existing residential scales surrounding the site with the project.

## **B. Building Design Guidelines**

- 1. Building surfaces facing abutting residential districts should be clad with materials which are similar to or compatible with surrounding uses, and which minimize reflected lighting.**

Building materials proposed in the project are traditional materials utilized in residential construction. These include brick, block, siding, and manufactured panels. All these materials are found in the neighborhood and all have low light reflectivity.

- 2. Building facades should incorporate elements such as stepbacks, offsets, angled facets, deep roof overhangs, recesses and other architectural features which serve to break down the scale. The larger the building, the greater the number and variety of such elements that may be necessary to achieve the effect of diminishing scale.**

All building facades have unifying materials and colors that are residential in scale and quality. In addition setbacks, offsets, decks, patios, porches, overhangs, recesses, pop outs, angled features, and unique architectural elements are used in various proportions and quantities in all of the proposed buildings to achieve scale reduction, visual interest, and variety.

**3. Pitched roof forms are preferred in order to enhance the compatibility with nearby residential areas. However, under certain circumstances, a stepped roof form could achieve a similar effect.**

Pitched roofs, covered porches, patios and decks are utilized in all residential components of the project. Pitched roofs are also integrated into the library building design. Angled parapets have been incorporated into the office building to recall low sloped roof lines typically built into 1950's and 60's housing designs that abound in the Lake Hills neighborhood.

**4. Communication dishes greater than one meter (3.28 feet) in diameter should not be visible from adjacent residential districts.**

All communication dishes greater than the allowed diameter will be screened from adjacent residential districts.

**5. Materials and colors used on the building facades should be compatible with nearby residential buildings and the surrounding natural environment; however, colors and materials used for the purpose of accent may be approved.**

The architectural characteristics of the surrounding area were analyzed and a project design vocabulary was subsequently developed that thoughtfully integrates the proposed buildings with existing residential scales and materials. A conservative palate of earth tone materials (reds, browns, beige, yellows, grays, and greens) unifies the project across all building types. Wood, brick, block, and traditional style siding are utilized along with sloping roof and modulated forms to create appropriately scaled building facades in all residential buildings. The commercial office component will utilize some of these residential components and add precast materials with traditional detailing in the articulation of their facades.

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

As described in Section III.B of this report, the project has been designed to respond to the character, appearance, quality of development and physical characteristics of the concomitant zoning agreement, master plan and existing neighborhood.

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

All required public services and facilities are available to the site. However, a condition of approval has been added to Section X of this report requiring the owner to provide for the return of receptacles and trash not removed from the property back into the building the day of pick-up; all rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items. In addition, another condition of approval requires that power, telephone, traffic control, fire apparatus including fueling stations, or other ground-mounted equipment not be located in above-ground cabinets in sidewalk areas.

**IX. DECISION**

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

**X. CONDITIONS OF APPROVAL**

The following conditions are imposed under authority referenced:

**A. General Conditions**

**1. CONCEPTUAL UTILITY APPROVAL**

Utility Department approval of the design review application (06-116811-LD) is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved.

AUTHORITY: BCC 24.02, 24.04, 24.06

Reviewer: Don Rust, Utilities

**2. UTILITY CODES & STANDARDS**

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

AUTHORITY: BCC 24.02, 24.04, 24.06

Reviewer: Don Rust, Utilities

**3. CONSTRUCTION HOURS**

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction noise is prohibited on all Sundays and WA state holidays. Posting of construction hours is required. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1&2 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. 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 requests may be required to include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

AUTHORITY: BCC 9.18.040

Reviewer: Mike Upston, Land Use

#### **4. SOLID WASTE, RECYCLING & GARBAGE UPKEEP**

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

AUTHORITY: LUC 20.20.720 & 765

Reviewer: Mike Upston, Land Use

#### **5. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS**

Construction activities such as hauling and lane closures between November 15<sup>th</sup> and January 5<sup>th</sup> may be restricted due to holiday traffic. The Transportation Department will be monitoring traffic and may impose or modify such restrictions accordingly as part of the right of way use permit for this development.

AUTHORITY: BCC 14.30.060

Reviewer: Jon Regalia, Transportation Right of Way

#### **6. TEMPORARY USES AND SPECIAL EVENTS MANAGEMENT**

Temporary uses and special events must be managed with the intent of preventing traffic problems and parking demand from spilling off the site. The size of and nature of such events must be limited based on traffic and parking capacity. A Temporary Use Permit will be required for such events per LUC 25.30M. During the review of Temporary Use Permits, the Transportation Department may require a Right of Way Use Permit, may require the applicant or property owner to submit traffic and parking analysis related to the proposed temporary use, and may require on-site and off-site traffic mitigation as needed to prevent traffic problems from spilling off the site. Required mitigation may include on-site signage, barriers, and traffic flaggers intended to prevent problems from spilling off the site. Use of off-site signage or flaggers is generally discouraged, but if the Transportation Department decides that such methods are necessary, then a Right of Way Use Permit will be required for such off-site activity.

AUTHORITY: BCC 14.60.060 and LUC 25.30 M

Reviewer: Carl Wilson, Transportation Development Review

#### **7. PROVISIONS FOR LOADING**

The property owner shall provide an off-street loading space which can access a public street.

AUTHORITY: LUC 20.20.590.K.4

Reviewer: Mike Upston, Land Use

**8. PARKING INVENTORY**

The property owner or designee shall track and verify that the minimum parking requirements continue to be met over time as tenant, uses, and square footages change. In addition to the standard submittal requirements for a Tenant Improvement (TI) application, all TI's submitted to the City involving commercial space shall include an inventory of the parking provided, broken down by tenant, use type, and square footage of floor area for each.

AUTHORITY: LUC 20.20.590

Reviewer: Mike Upston, Land Use

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

**1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES**

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

Clearing and Grading Code - BCC 23.76	Janney Gwo	425/452-6190
Bellevue Development Standards	"	
Transportation Code - BCC 14.60	Carl Wilson	425/452-4228
Trans. Improvement Program - BCC.22.16	"	
Right-of-Way Use Permit - BCC 14.30	Jon Regalia	425/425-4599
Bellevue Utilities Code - BCC Title 24	Don Rust	425/452-4856
Construction Codes - BCC Title 23	Tom Miller	425/452-5369
Land Use Code - BCC Title 20	Mike Upston	425/452-2970
Sign Code - BCC Title 22B	"	
Noise Control - BCC 9.18	"	
International Fire Code	Adrian Jones	425/452-6032

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

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

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

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the

construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access.

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

**AUTHORITY:** BCC 11.70 & 14.30

**Reviewer:** Jon Regalia, Transportation Right of Way

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

A "road plan" consistent with the city's Submittal Requirement sheet #21, and a combined streetlight and street tree plan consistent with Submittal Requirement sheet #23, must be produced by a qualified, licensed engineer and submitted for review and approval prior to issuance of the clearing and grading permit. For Phase I, the clearing and grading permit must include all street frontage work required for Phase I, plus any street frontage work in the Phase II area that is required for the transitional period. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the Transportation Department Design Manual, and specific requirements stated elsewhere in this document, especially in the above Summary of Technical Reviews. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Specific requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
- c) Installation of Do Not Enter signs and a ramp design intended to discourage entry by automobile traffic for the northern driveway entrance on 156<sup>th</sup> Avenue SE.
- d) Street widening design and the design of medians, center turn or merge lanes, and turn pockets.
- e) Handicapped ramps and crosswalk revisions, as needed.
- f) Installation or relocation of streetlights and related equipment.
- g) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- h) Location of fixed objects in the sidewalk or near the driveway approach.
- i) Trench restoration within any right of way or access easement.

If the project is phased, any new right of way sidewalk/utility easements required for any phase must be dedicated as part of the first phase and adequate pedestrian facilities must be provided along the entire frontage of both streets (although some pedestrian facilities may be installed temporarily). Prior to initial occupancy of Phase I, the developer must provide an acceptable financial assurance device to cover 150% of the cost of any work not completed in the first phase and must agree to a binding schedule for completion of all transportation-related infrastructure as described elsewhere in this staff report.

**AUTHORITY:** BCC 14.60; Transportation Department Design Manual

**Reviewer:** Carl Wilson, Transportation Development Review

**C. The following conditions are required by City Code. These conditions must be complied with prior to issuance of the Building permit application:**

**1. ROOF-TOP MECHANICAL EQUIPMENT SCREENING**

The Design Review approval is conditioned on the installation of roof-top mechanical equipment that is consolidated in appearance and entirely screened from view. To ensure that this condition is met, the plans submitted for building permit application shall show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate how screening is provided so that all roof top mounted equipment appears to be consolidated and is entirely screened including, but not limited to, views from adjacent streets, public sidewalks, and the upper levels of surrounding buildings.

Authority: LUC 20.20.650, 20.20.730, 20.25B.050

Reviewer: Mike Upston, Land Use

**2. GROUND-MOUNTED MECHANICAL EQUIPMENT SCREENING**

Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults, inside a building, within the site interior away from the public right-of-way, or substantially screened per Land Use approval. All screening shall be architecturally integrated with the overall building design incorporating use of similar materials and detailing.

AUTHORITY: LUC 20.20.650, 20.20.730, 20.25B.050

Reviewer: Mike Upston, Land Use

**3. COORDINATION WITH ALLIED WASTE**

The applicant shall coordinate with Allied Waste to ensure that adequate space, equipment and access is provided, and that garbage containers are kept out of view.

AUTHORITY: LUC 20.20.725

Reviewer: Mike Upston, Land Use

**4. LANDSCAPE PLANS**

The landscape plans submitted with the building permit application shall be comprised of native and adapted plant species to minimize irrigation demands and reduce maintenance requirements. The plans will also include planting specifications that incorporate structural soils for street trees as specified by the Bellevue Parks Department's Landscape Manual. Irrigation shall be tied to the City system.

AUTHORITY: LUC 20.20.520.I

Reviewer: Mike Upston, Land Use

**5. PERIMETER WALL**

A masonry perimeter wall is required along the entire length of the west and north property lines. The segment of perimeter wall adjacent to 710 155<sup>th</sup> Avenue SE (on the southwest side of the property) shall be 8 feet tall or provide for a functionally equivalent screening treatment to ensure that the visual impact on the adjacent residential use is minimized.

AUTHORITY: LUC 20.25B.050

Reviewer: Mike Upston, Land Use

#### **6. TRANSPORTATION IMPACT FEE**

Payment of the traffic impact fee will be required at the time of building permit issuance for each structure, based on the square footage and expected use of each structure at that time. This fee is subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16

Reviewer: Carl Wilson, Transportation Development Review

#### **7. PROVISIONS FOR LOADING AND TRUCK ACCESS**

The site design must accommodate adequate off-street loading/unloading space(s) for all phases with appropriate access to a public street. On-street loading and unloading will not be permitted. Use of loading spaces must be managed by the property owner in a way that prevents conflicts from spilling back into either public street.

At least ten days prior to building permit approval for the second phase, the applicant must submit an agreement for city review and approval regarding the management of truck and loading/unloading operations, including limits on truck size, routes, and hours, as well as enforcement mechanisms. After city approval, the agreement must be recorded at the King County recorder's office, to run with the property for the life of the development. All loading/unloading shall be accommodated within the site. The property owner shall be required by the agreement to control loading and unloading activity in a way that prevents traffic conflicts from spilling back into either adjacent public street.

AUTHORITY: BCC 14.60.060 and LUC 20.20.590

Reviewer: Carl Wilson, Transportation Development Review

#### **8. 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. The internal circulation route to be constructed in Phase II among the residential buildings is intended primarily as a pedestrian route. The connection to 156th Avenue SE shall be signed "Do Not Enter," the curb cut shall be designed in a manner that discourages entry by automobiles, and the southwestern entry to this route shall be signed to preclude general traffic. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 210, 240, 241

Reviewer: Carl Wilson, Transportation Development Review

#### **9. EXISTING ON-SITE UTILITY EASEMENTS**

Any existing utility easements within the site must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100

Reviewer: Jon Regalia, Transportation Right of Way

**10. PEDESTRIAN EASEMENTS**

The applicant shall provide sidewalk and utility easements to the City covering the entire required area of the new sidewalk adjacent to the site such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

AUTHORITY: BCC 14.60.100

Reviewer: Carl Wilson, Transportation Development Review

**11. TRANSPORTATION MANAGEMENT PROGRAM**

The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070 as appropriate for either or both phases.

AUTHORITY: BCC 14.60.070

Reviewer: Carl Wilson, Transportation Development Review

**12. AGREEMENT REGARDING NON-STANDARD STREET FRONTAGE IMPROVEMENTS**

Any non-standard patterns, colors, landscaping, entry monuments, seat walls, ramps providing access into the site, or other non-standard features proposed within a public right of way or sidewalk easement may be installed only if an indemnification agreement is recorded against the property to hold the landowners responsible for liability, maintenance, and replacement of all such non-standard sidewalk features. Non-standard features will be approved for installation only if the design and materials are acceptable to the city and if they will not conflict with underground utilities.

Future work within any alternative material area in the public sidewalk by City, franchise, or other workers as a result of emergency, normal maintenance, or new installation will result in replacement of the surface by standard materials. Advance notification of such work will not be provided to the property owner. In such a circumstance, should the property owner wish to replace or repair the surface with the alternative material, a Right of Way Use Permit may be required.

AUTHORITY: BCC 14.60.110, 120, 181, 190, 210, 240, 241; Transportation Department Design Manual; and Transportation Department Standard Drawings

Reviewer: Carl Wilson, Transportation Development Review

**13. SPRINKLERS**

Provide automatic fire sprinklers throughout all the buildings designed per NFPA 13.

AUTHORITY: IFC 903

Reviewer: Adrian Jones, Fire

**14. SPRINKLER ZONES**

A suggestion is to zone the sprinklers in the below grade parking garage with the buildings above so buildings will not have to alarm when a sprinkler head activates in the parking garage.

AUTHORITY: IFC 903

Reviewer: Adrian Jones, Fire

**15. MAN GATE ACCESS**

Provide man gate access doors at each vehicle gate in the parking garage.

AUTHORITY: BFDSS Chapter 3

Reviewer: Adrian Jones, Fire

**16. FIRE DEPT CONNECTIONS**

Provide a Fire Department Connection for each sprinklered building at least 50 feet from each combustibile building wall. Some of the residential duplex buildings can have common Fire Department Connections.

AUTHORITY: IFC 912

Reviewer: Adrian Jones, Fire

**17. FIRE HYDRANTS**

Provide a fire hydrant within 50 feet of each Fire Department Connection.

AUTHORITY: IFC 508 & BFDDS chapter 7

Reviewer: Adrian Jones, Fire

**18. FIRE ALARM**

Provide a fire alarm notification system throughout the buildings and parking garage.

AUTHORITY: IFC 907, as amended by ordinance 5749

Reviewer: Adrian Jones, Fire

**19. FIRE ALARM PANEL**

Provide information on the location of the main fire alarm panel.

AUTHORITY: IFC 907

Reviewer: Adrian Jones, Fire

**20. ADDRESSING**

Provide distinct addressing for each building on site so each building can be easily found during an alarm.

AUTHORITY: IFC 505

Reviewer: Adrian Jones, Fire

**21. HOSE REACH**

In all building areas provide a maximum of 200 feet of hose reach from a 2 1/2 inch hose station located at the intermediate landing in a protected stairwell to the most remote area of each floor.

AUTHORITY: IFC 905

Reviewer: Adrian Jones, Fire

**22. GARAGE LID**

The parking garage lid shall be capable of supporting fire apparatus with a gross weight of 64,000 lbs. (rear axle=48,000 lbs and front axle=19,000 lbs) and shall support the weight of the ladder truck outrigger which is 45,000 lbs over an 18 inch square.

AUTHORITY: Bellevue Development Information sheet, dated 11/90

Reviewer: Adrian Jones, Fire

**23. GARAGE SEPARATION**

Describe the separation between the parking garage and the nine residential units.

AUTHORITY: IFC 903

Reviewer: Adrian Jones, Fire

**24. ACCESS ROAD WIDTH**

The access road to the residential units shall have a minimum unobstructed width of 16 feet. Provide "Fire Lane-No Parking" signs along the access road.

AUTHORITY: IFC 503

Reviewer: Adrian Jones, Fire

**25. FIRE LANE SIGNS**

Provide "No Parking-Fire Lane" signs at approved locations on the parking lid over the garage.

AUTHORITY: BFDDS Chapter 3

Reviewer: Adrian Jones, Fire

**26. CENTRAL STATION MONITORING COMPANY**

Provide one central station monitoring company for the entire complex.

AUTHORITY: IFC 907

Reviewer: Adrian Jones, Fire

**27. PHASE I DEVELOPMENT COMPLETENESS**

All Phase I development, including the below-grade parking structure and above-grade buildings, shall be built in compliance with the City's requirements for permanent structures and site improvements; the Phase I development shall not rely on improvements to occur in subsequent phases as a means for not providing an attractively built development compliant with all City guidelines, standards and requirements.

To help ensure that this will occur, a plan(s) clearly showing all coordination items (utilities, structures, buildings, site improvements, etc) shall be included in the plan set submitted for the building permit. In addition, the building permit plans will include drawings that clearly depict the completed Phase I project and illustrate that this portion of the project will stand on its own in finished function and appearance.

AUTHORITY: LUC 20.20, 20.25B, 20.30F, and 20.40

Reviewer: Mike Upston, Land Use

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

**1. LANDSCAPE INSTALLATION ASSURANCE DEVICE**

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

AUTHORITY: LUC 20.40.490

Reviewer: Mike Upston, Land Use

**2. LANDSCAPE MAINTENANCE ASSURANCE DEVICE**

The applicant shall file with the Development Services Department a landscape maintenance assurance device for a one-year period in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

AUTHORITY: LUC 20.40.490

Reviewer: Mike Upston, Land Use

### **3. STREET FRONTAGE IMPROVEMENTS**

All street frontage improvements and other required transportation elements, including street light revisions, must be constructed by the applicant and accepted by the Transportation Department Inspector in accord with the phasing discussed elsewhere in this staff report. Transformers and utility vaults to serve the building shall be placed inside the building or below grade. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless as part of an approved phasing plan. All construction must comply with the approved engineering plans, and with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. Specific requirements include the construction of the following:

- a) Driveway approaches, widths, and concrete aprons must be complete.
- b) Vehicle and pedestrian sight distance must be achieved per BCC 14.60.240 and 14.60.241. Consideration must be given to fixed objects, mature landscape vegetation, and to vertical as well as horizontal line of sight.
- c) Sidewalks and ramps within the street right of way or any pedestrian easement must be ADA compliant.
- d) Curb, gutter, sidewalks, and street frontage landscaping on both streets must be constructed in accordance with the approved engineering plans and Transportation Department Design Manual.
- e) Traffic channelization revisions, signage, islands, and turn pockets must be completed on either street as required.
- f) Undergrounding of overhead utilities and installation of streetlights and related equipment must be complete.
- g) No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-6.

AUTHORITY: BCC 14.60.110, 120, 150, 181, 190, 210, 240, 241; Transportation Department Design Manual; and Transportation Department Standard Drawings

Reviewer: Carl Wilson, Transportation Development Review

### **4. ASSURANCE FOR PHASE TWO STREET FRONTAGE IMPROVEMENTS**

Prior to initial occupancy of Phase I, the developer must provide a financial assurance device acceptable to the Transportation Department to guarantee completion of all street frontage improvements on both adjacent streets, including street channelization and islands, that will not be completed with Phase I. Said assurance device shall be 150% of estimated construction costs, based on construction costs for similar work during Phase I. The assurance device will be held for up to five years after occupancy of the final building in Phase I. The timeframe and work to be included may be adjusted, as described above under "Phasing of Street Frontage Improvements."

AUTHORITY: BCC 14.60.060, 110, 150, 180, 181, 190, 210, LUC 20.40.490

Reviewer: Carl Wilson, 425-452-4228

### **5. FUTURE TRAFFIC MANAGEMENT MEASURES**

Prior to initial occupancy of Phase I, the applicant shall provide a financial assurance device in the amount of \$30,000 to guarantee the possible future installation of any revisions or additions to on-site or off-site physical traffic control measures, signage, or channelization that the Transportation Department may identify as needed to correct traffic problems that are observed

to spill out onto either adjacent city street. The financial assurance device will be held for three years after occupancy of the final building in the final phase of the development; however, if construction of Phase II has not begun within three years after occupancy of Phase I, then the city may allow release of this assurance device, provided that a similar assurance device shall be provided prior to initial occupancy of Phase II. The purpose of this financial assurance device is to guarantee that the developer or property owner will perform traffic control revisions or additions identified as necessary by the Transportation Department within the specified time period.

AUTHORITY: BCC 14.60.060, 110, 150, 180, LUC 20.40.490

Reviewer: Carl Wilson, 425-452-4228

## **6. PAVEMENT RESTORATION**

Due to recent city paving projects, both streets adjacent to this site are now classified as "No Street Cuts Permitted." If cutting into the street surface cannot be avoided, or if the pavement is damaged due to construction work for this development, then the developer must seek an exception from the Right of Way Manager. A grind and overlay at least 50 feet long for the full width of any affected lane, or to the next pavement seam, will be the minimum requirement. The exact extent of pavement restoration will be determined by Transportation Department inspectors in the field and controlled by the project's Right of Way Use Permit. Grind and overlay requirements may change prior to phase two.

AUTHORITY: BCC 14.60.250; Design Manual Design Standard #21

Reviewer: Jon Regalia (425) 452-4599

## **7. TRANSPORTATION MANAGEMENT PROGRAM IMPLEMENTATION**

Specific items or programs necessary to implement the Transportation Management Program, per the agreement required above, shall be established and in place prior to issuance of any certificate of occupancy as appropriate for either or both phases.

AUTHORITY: BCC 14.60.070

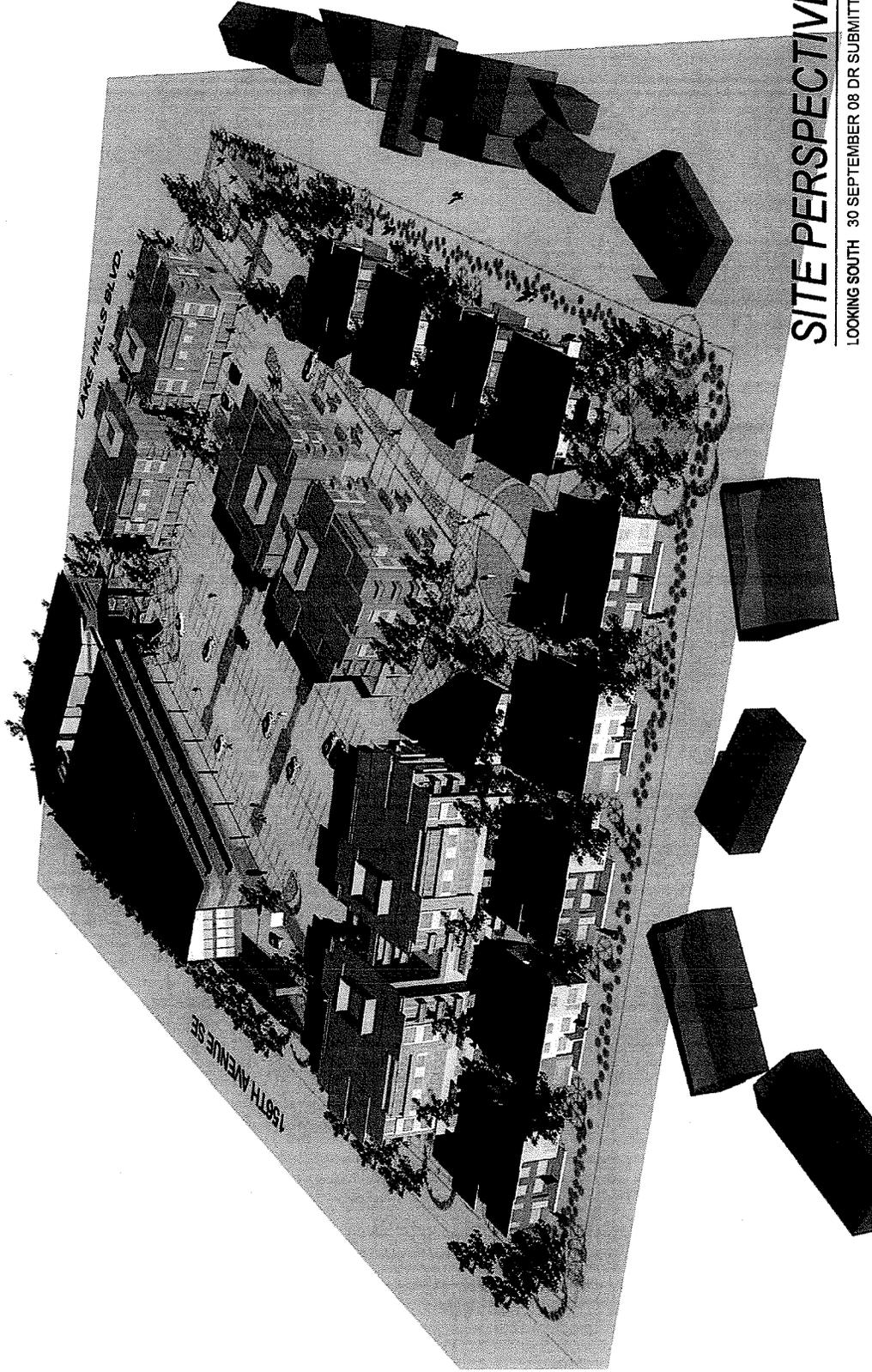
Reviewer: Carl Wilson, Transportation Development Review

## **8. RESIDENTIAL TRANSPORTATION AGREEMENT**

Prior to occupancy of any residential units in Phase II, the applicant must submit an agreement for city review and approval requiring the property owners to inform new occupants of residential units that occupants must accept specified limitations on size, routes, and hours for vehicles making deliveries to or pick-ups at residential units; and that occupants must accept the potentially negative impacts of vehicles making deliveries to or pick-ups at other residential units or on-site businesses. The agreement must specify allowed vehicle uses and hours for the internal circulation route among the residential buildings. The agreement must include enforcement measures to be implemented by property owners as needed. After city approval and prior to the sale or occupancy of any residential unit, the agreement must be recorded at the King County recorder's office, to run with the property for the life of the development. For rental residential units, owners must obtain renters' signatures indicating that renters understand and accept these limitations. For owner-occupied residential units, recording the agreement against the property is sufficient.

AUTHORITY: LUC 20.20.590.K.4 and Comprehensive Plan Policies LU-7 and LU-22

Reviewer: Carl Wilson, Transportation Development Review



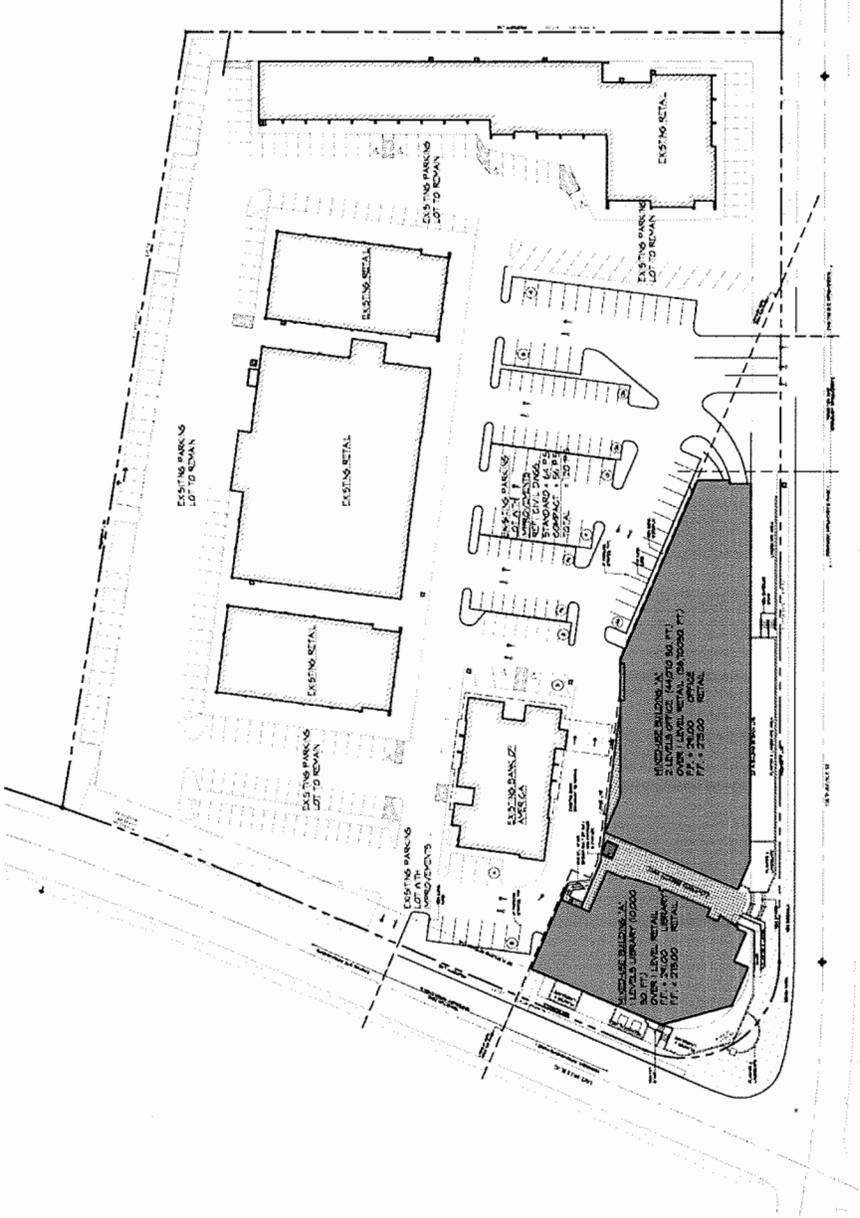
## SITE PERSPECTIVE

LOOKING SOUTH 30 SEPTEMBER 08 DR SUBMITTAL

**COSMOS**

**Lake Hills Shopping Center**  
Bellevue, Washington





**SITE PLAN** (PHASE - I)

8 DECEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**

Bellevue, Washington

02.01



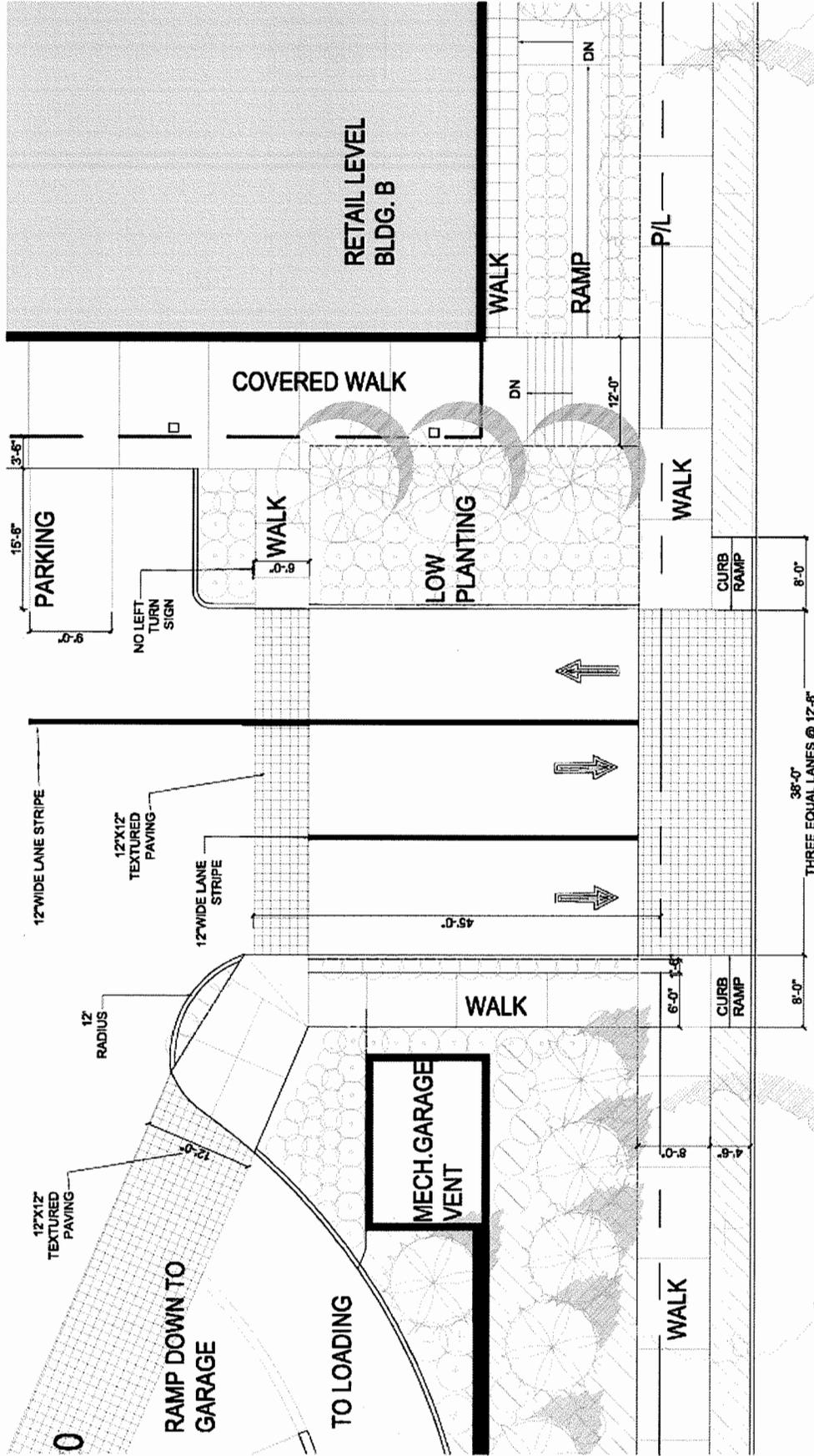
# ENLARGED SOUTHWEST CORNER PLAN

30 SEPTEMBER 08 DR SUBMITTAL



# Lake Hills Shopping Center

Bellevue, Washington



**EAST ENTRY ENLARGED PLAN**

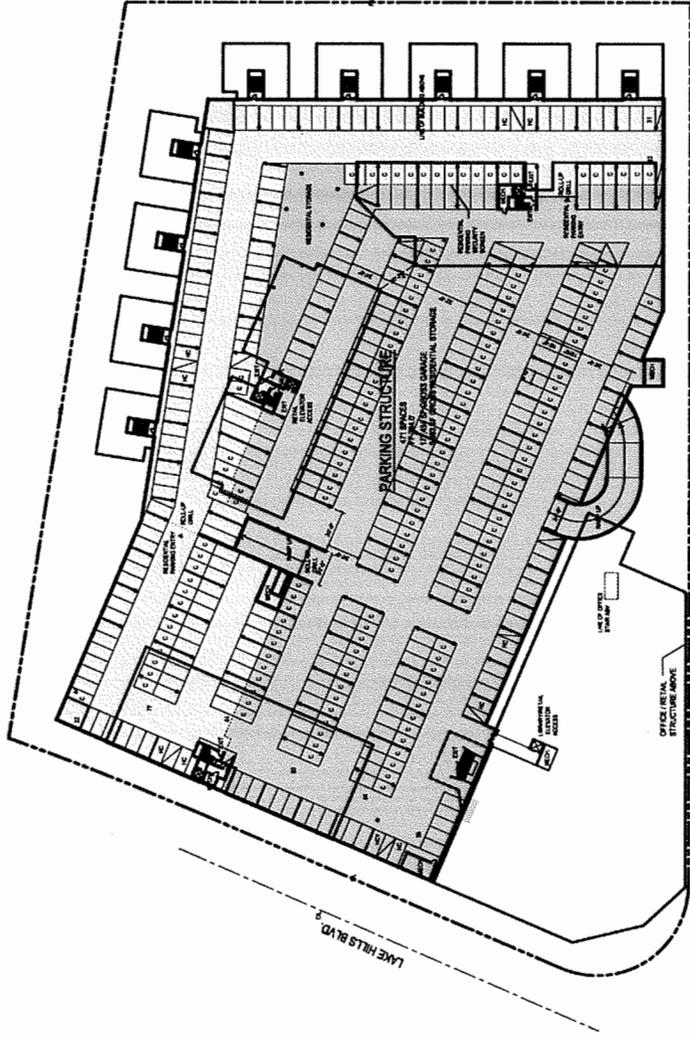
30 SEPTEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
Bellevue, Washington

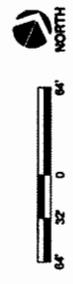






- KEY TO SYMBOLS**
- FIRE HOSE TRAVEL LINE
  - FIRE HOSE WAX RADIUS
  - FIRE HOSE ZONE
  - STAIRWELL AT NEW START OF FLOOR ON WALL

**GARAGE PLAN**  
30 SEPTEMBER 08 DR SUBMITTAL

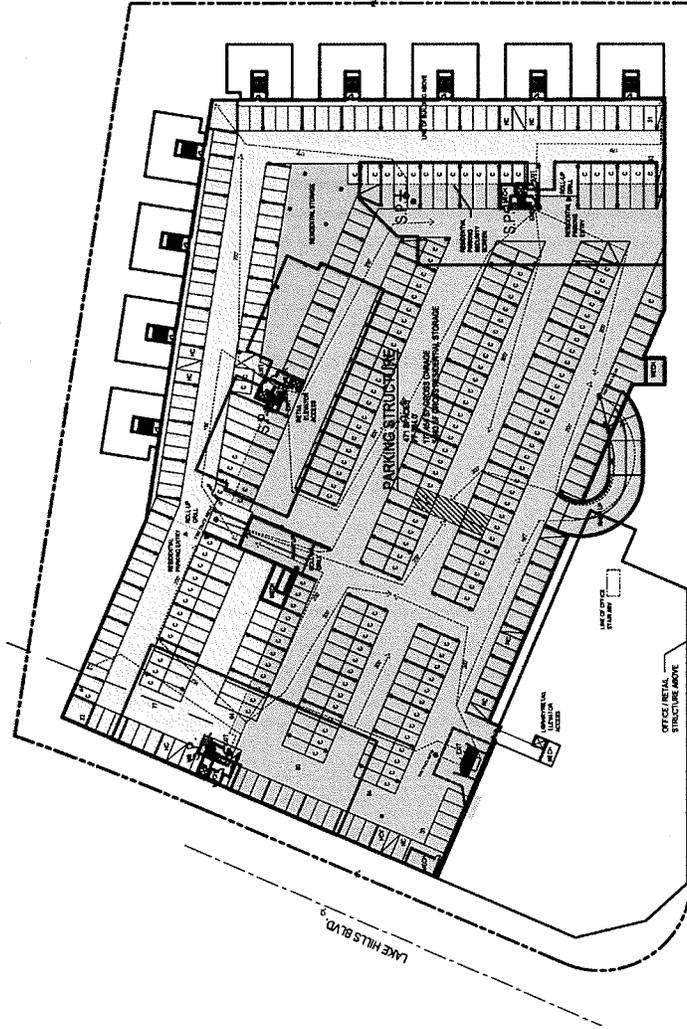


**04**

**Lake Hills Shopping Center**  
Bellevue, Washington

**COSMOS**





- KEY TO SYMBOLS**
- FIRE HOSE TRAVEL LINE
  - ▨ FIRE HOSE ISSUED ZONE
  - SP-# STAIRWELL AT NEW STAR
  - OUTRIGGER ABOVE
  - FIRE DEPT. KNOX BOX

156TH AVENUE SE

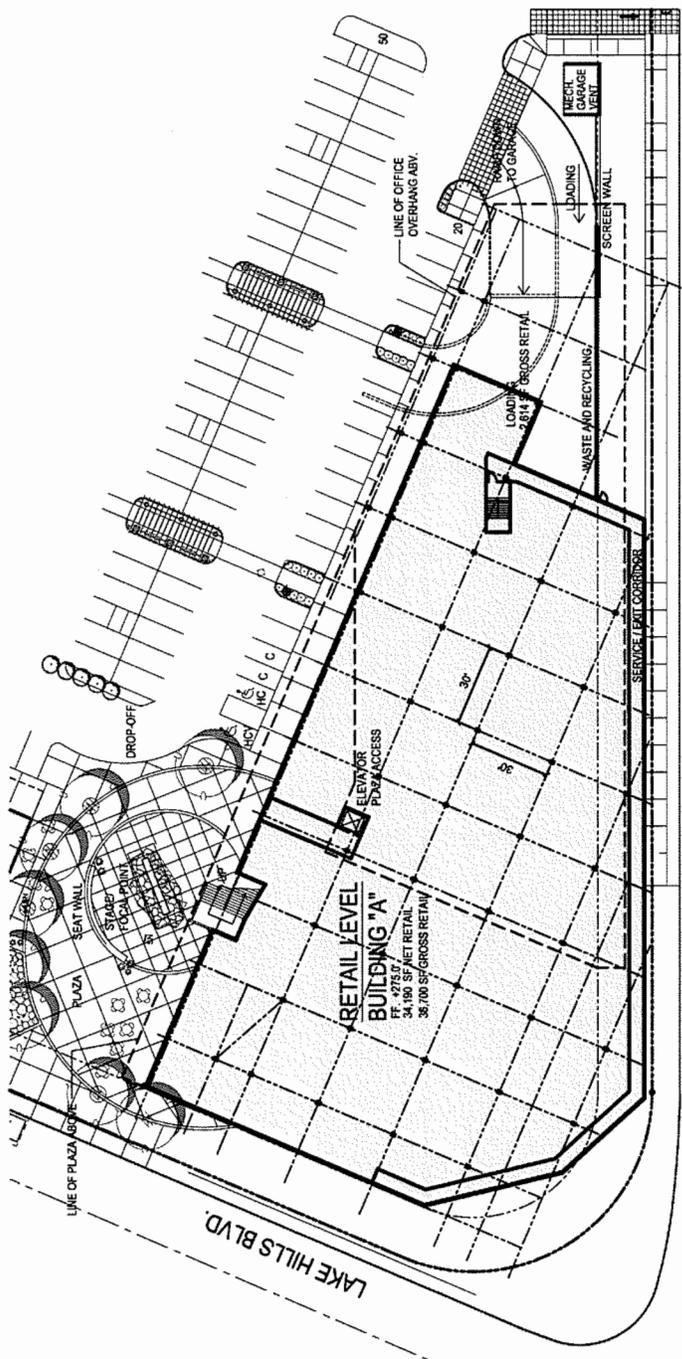


**GARAGE FIRE ACCESS PLAN**

30 SEPTEMBER 08 DR SUBMITTAL

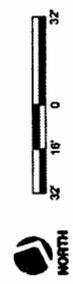


**Lake Hills Shopping Center**  
Bellevue, Washington



# LEVEL ONE RETAIL PLAN

30 SEPTEMBER 08 DR SUBMITTAL

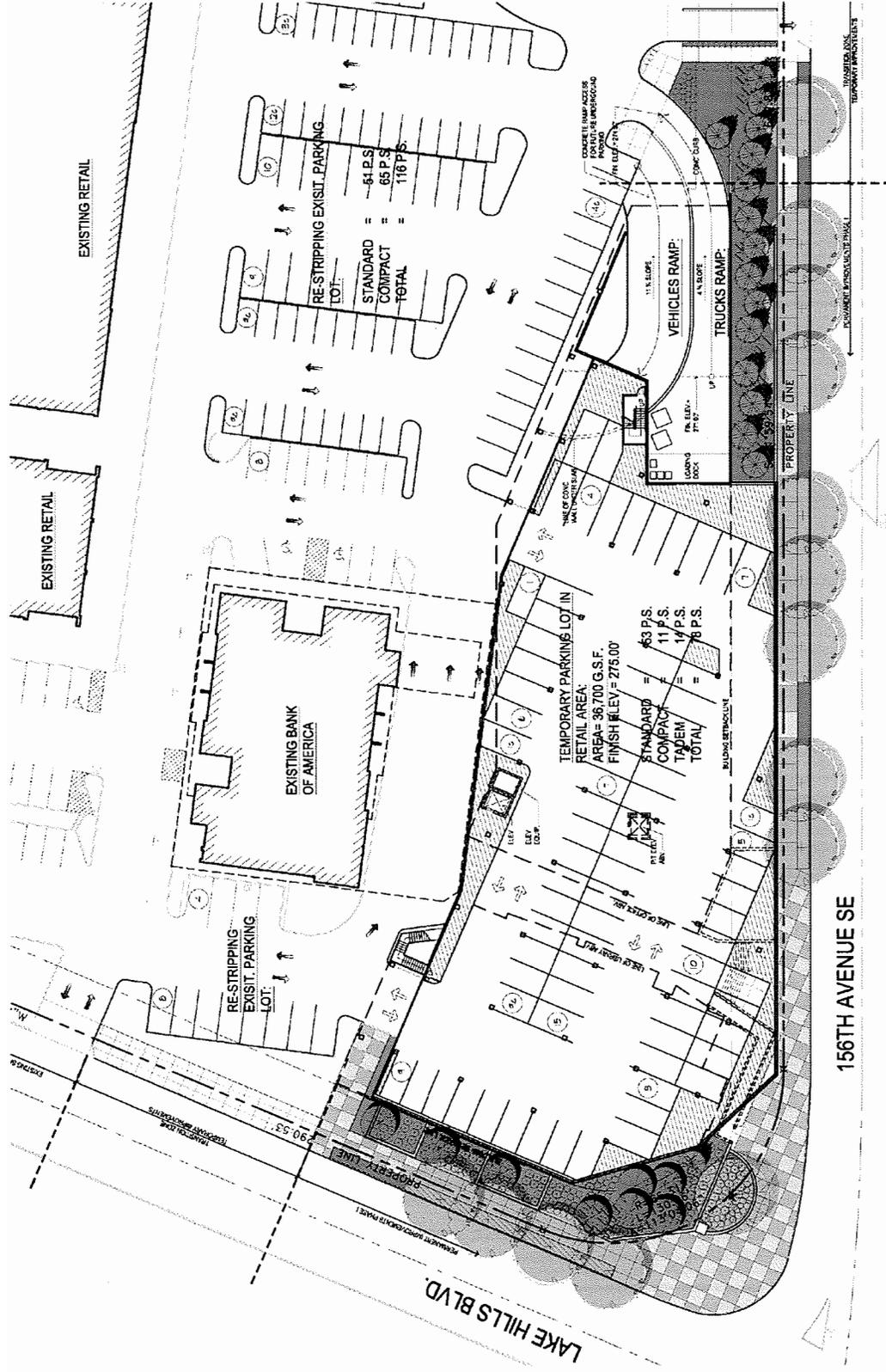


156TH AVENUE SE



# Lake Hills Shopping Center

Bellevue, Washington

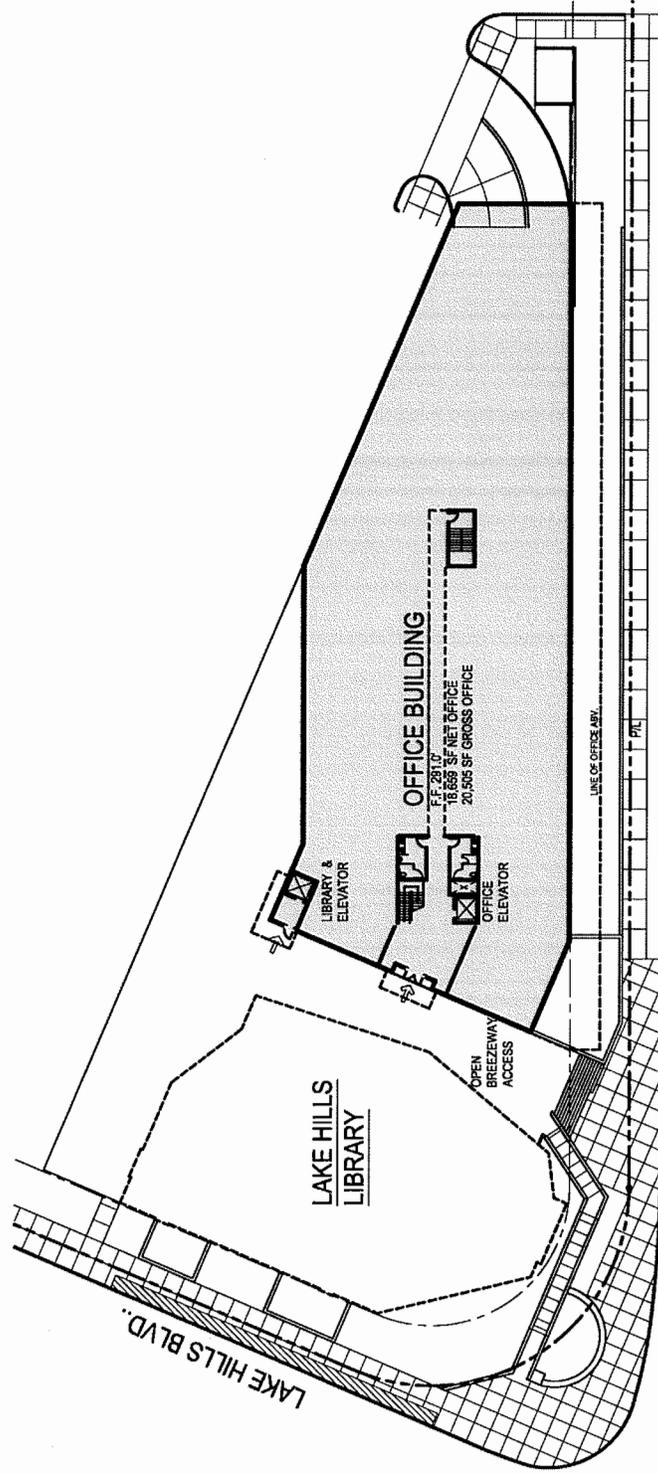


**PARTIAL SITE PLAN** (GROUND FLOOR) (PHASE - I)

8 DECEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
Bellevue, Washington



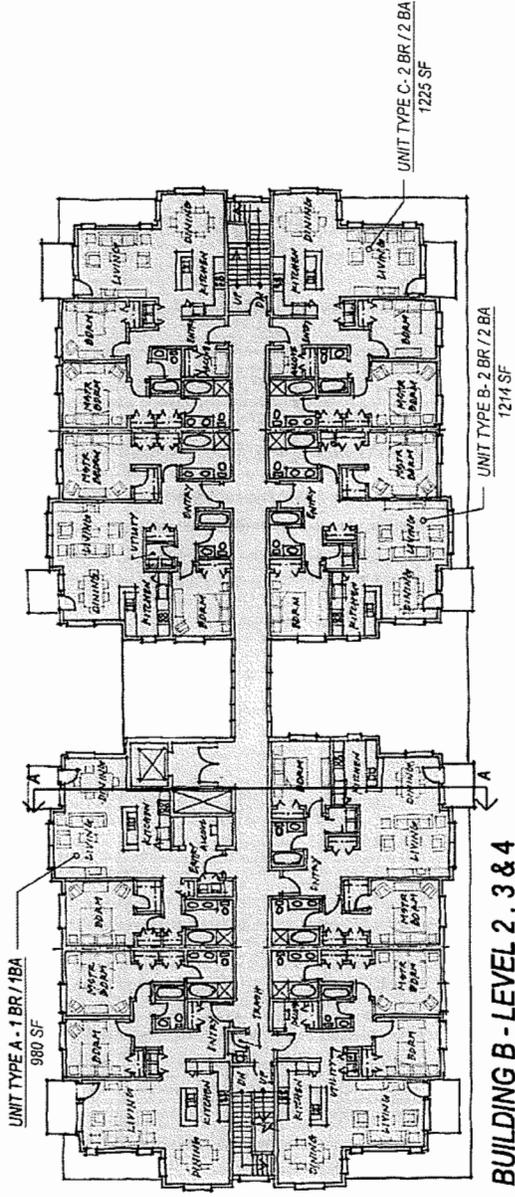
156TH AVENUE SE

# LEVEL TWO OFFICE PLAN

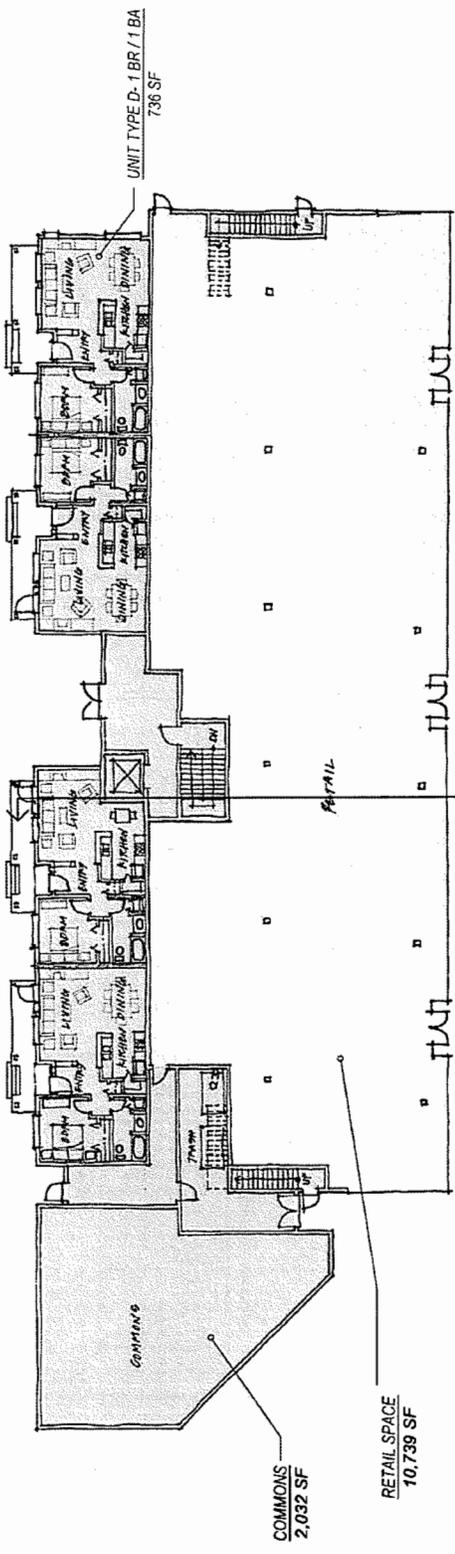
30 SEPTEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
Bellevue, Washington



**BUILDING B - LEVEL 2, 3 & 4**



**BUILDING B - LEVEL 1**

ST LINE	BR	BA	SF
1	RESID.	2	980
2	RESID.	2	1214
3	RESID.	2	1225
4	RETAIL	1	10739
5	PARKING	1	2032

**SECTION BUILDING B**

Scale: 0 16' 32'

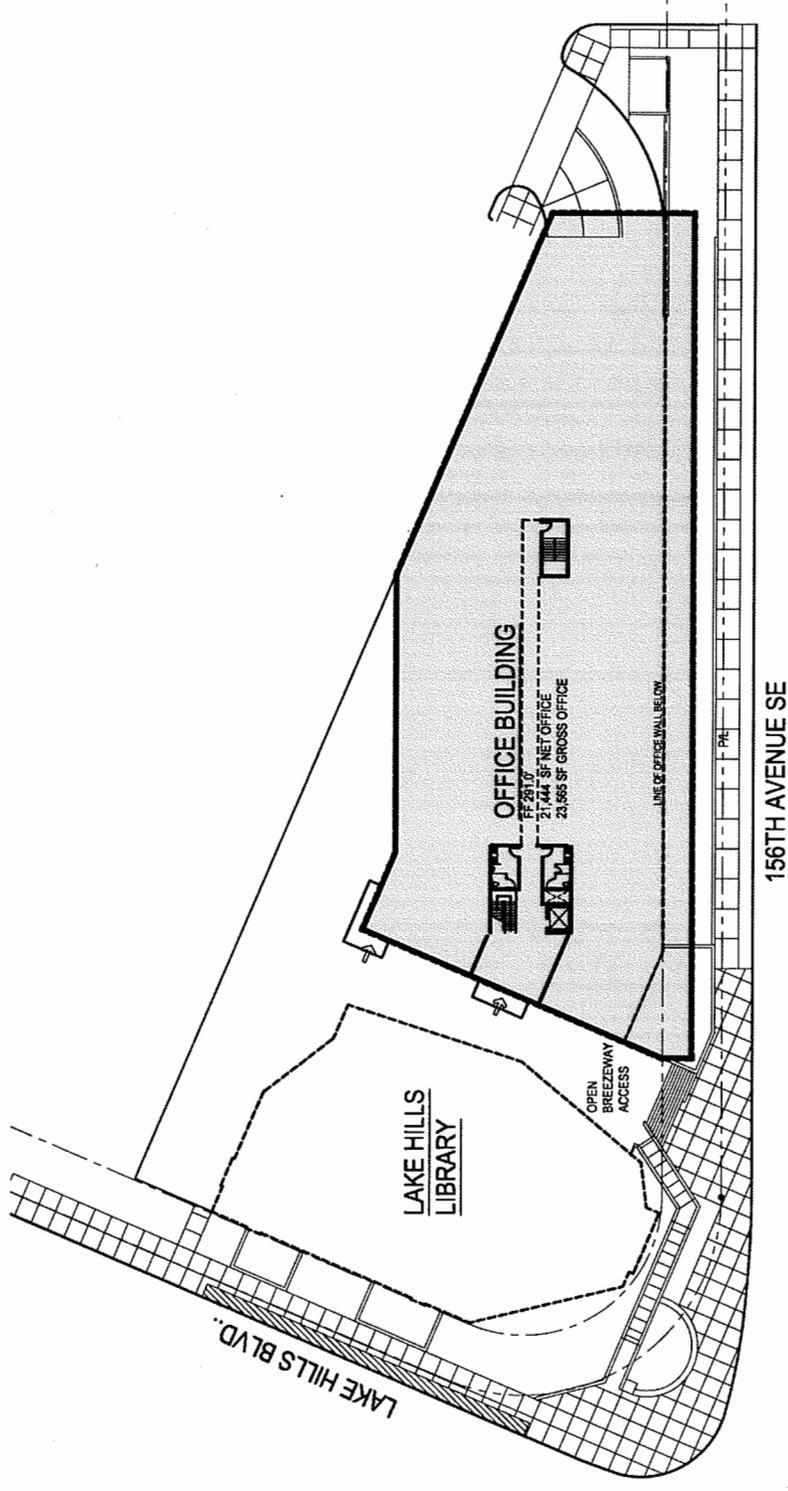


**BUILDING B - PLANS**  
30 SEPTEMBER 08 DR SUBMITTAL

**COSMOS**

**Lake Hills Shopping Center**  
Bellevue, Washington

**60**



OFFICE BUILDING

FF 261.0'  
21,444 SF NET OFFICE  
23,666 SF GROSS OFFICE

LAKE HILLS  
LIBRARY

OPEN  
BREEZEWAY  
ACCESS

LINE OF OFFICE WALL BELOW

LAKE HILLS BLVD.

156TH AVENUE SE

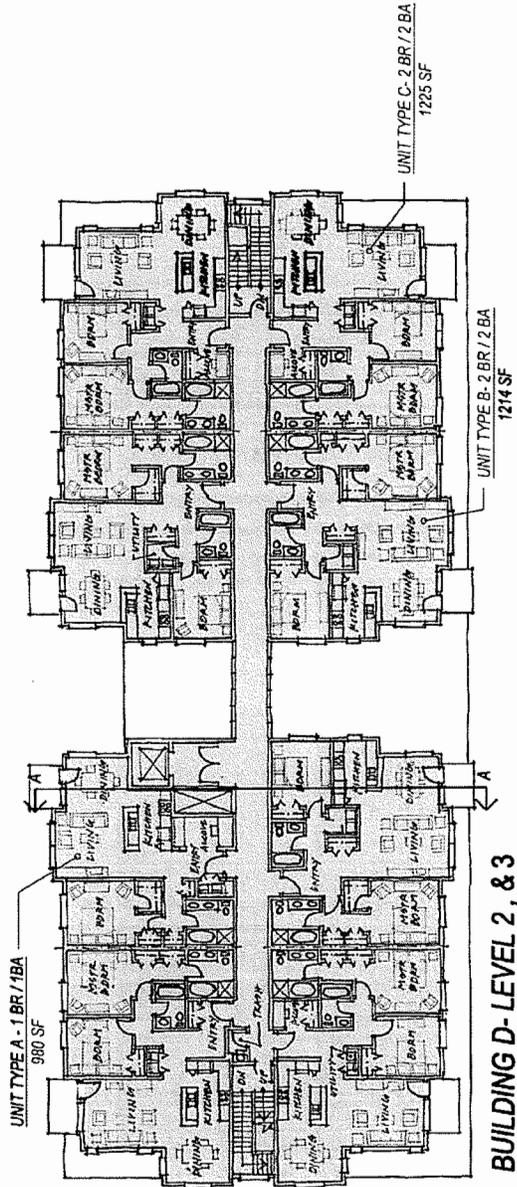
# LEVEL THREE OFFICE PLAN

30 SEPTEMBER 08 DR SUBMITTAL

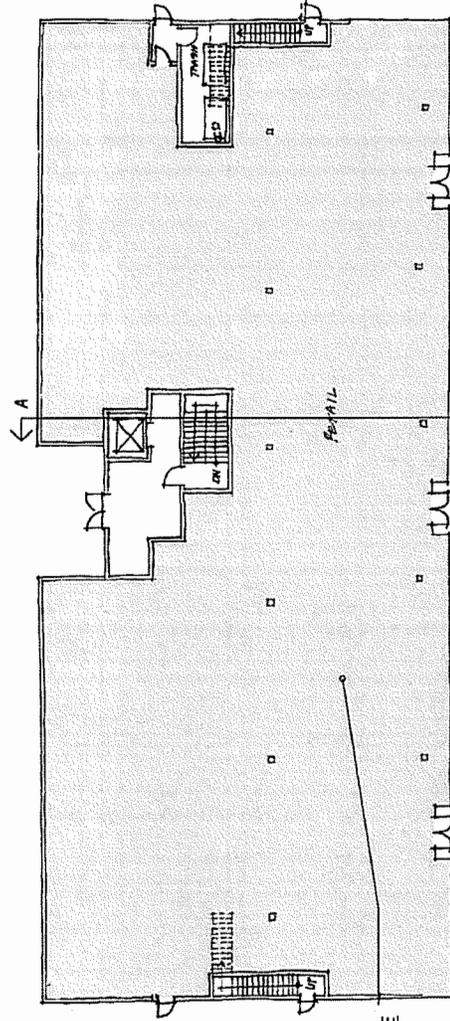
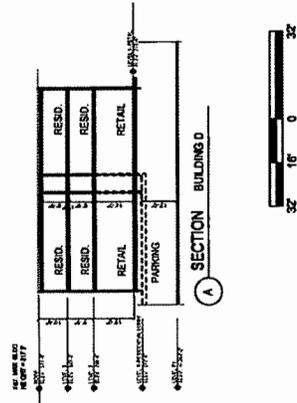


**Lake Hills Shopping Center**  
Bellevue, Washington





**BUILDING D - LEVEL 2, & 3**



**BUILDING D - LEVEL 1**

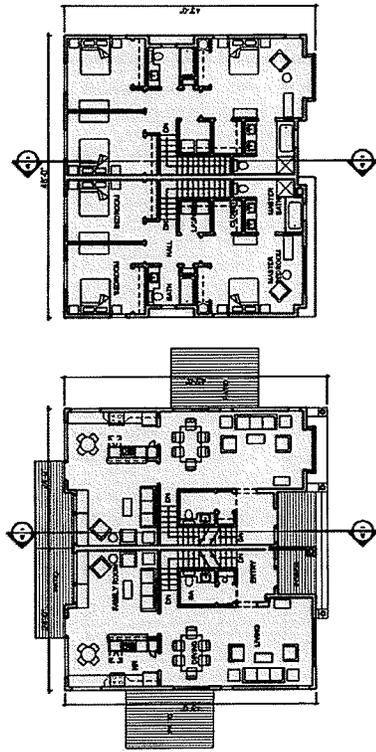
RETAIL SPACE  
14,073 SF

**BUILDING D - PLANS**  
30 SEPTEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
Bellevue, Washington

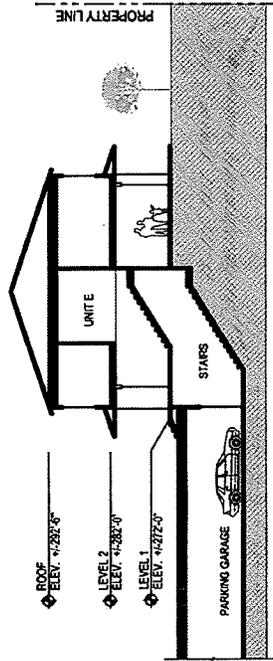




**BUILDING E - LEVEL 1**

1950 SF +/- TOTAL / UNIT

**BUILDING E - LEVEL 2**



**BUILDING E - SECTION A**



**COSMOS**

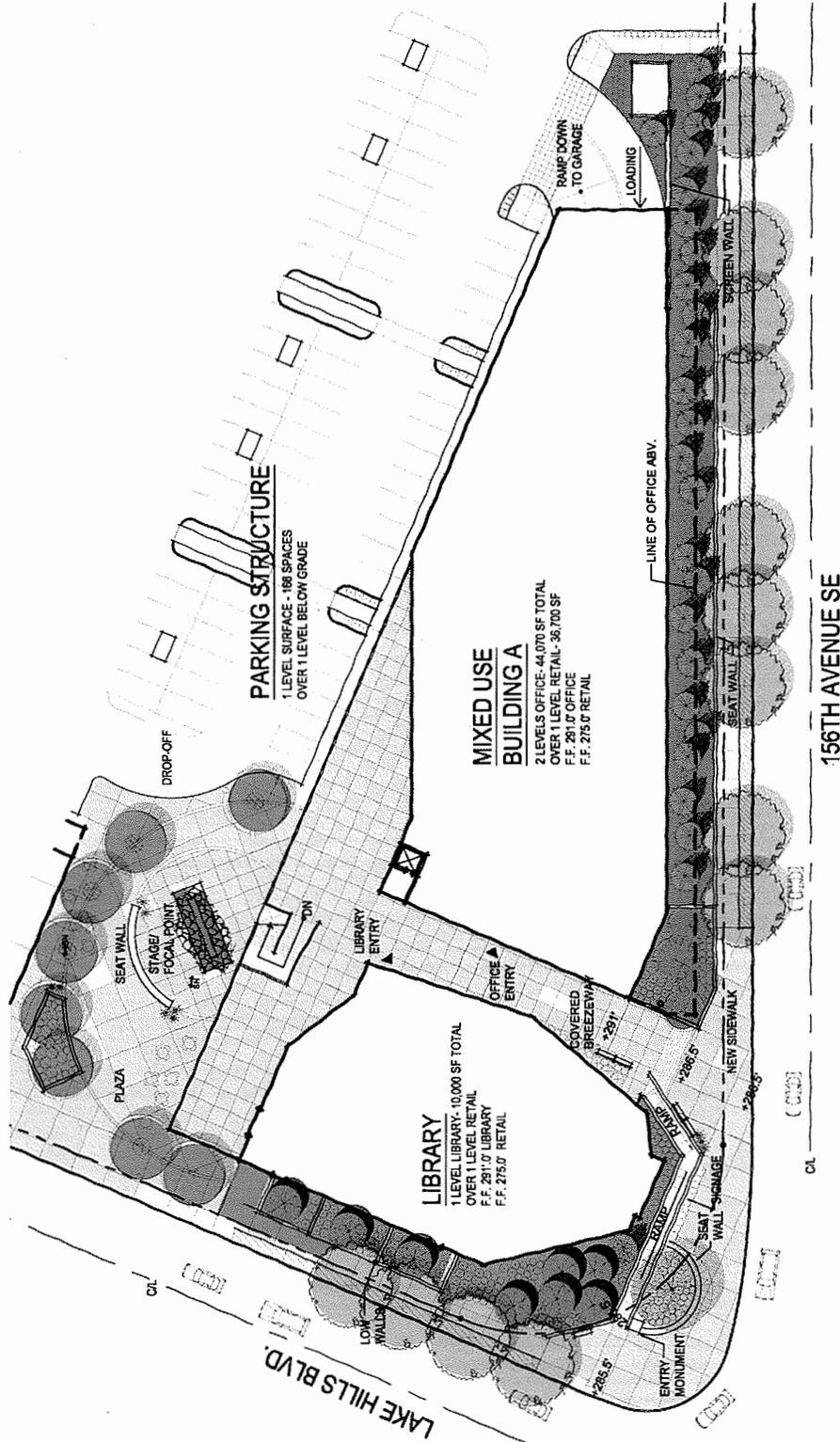
**BUILDING E - DUPLEX PLANS**

30 SEPTEMBER 08 DR SUBMITTAL

**Lake Hills Shopping Center**

Bellevue, Washington





**PARTIAL SITE PLAN**

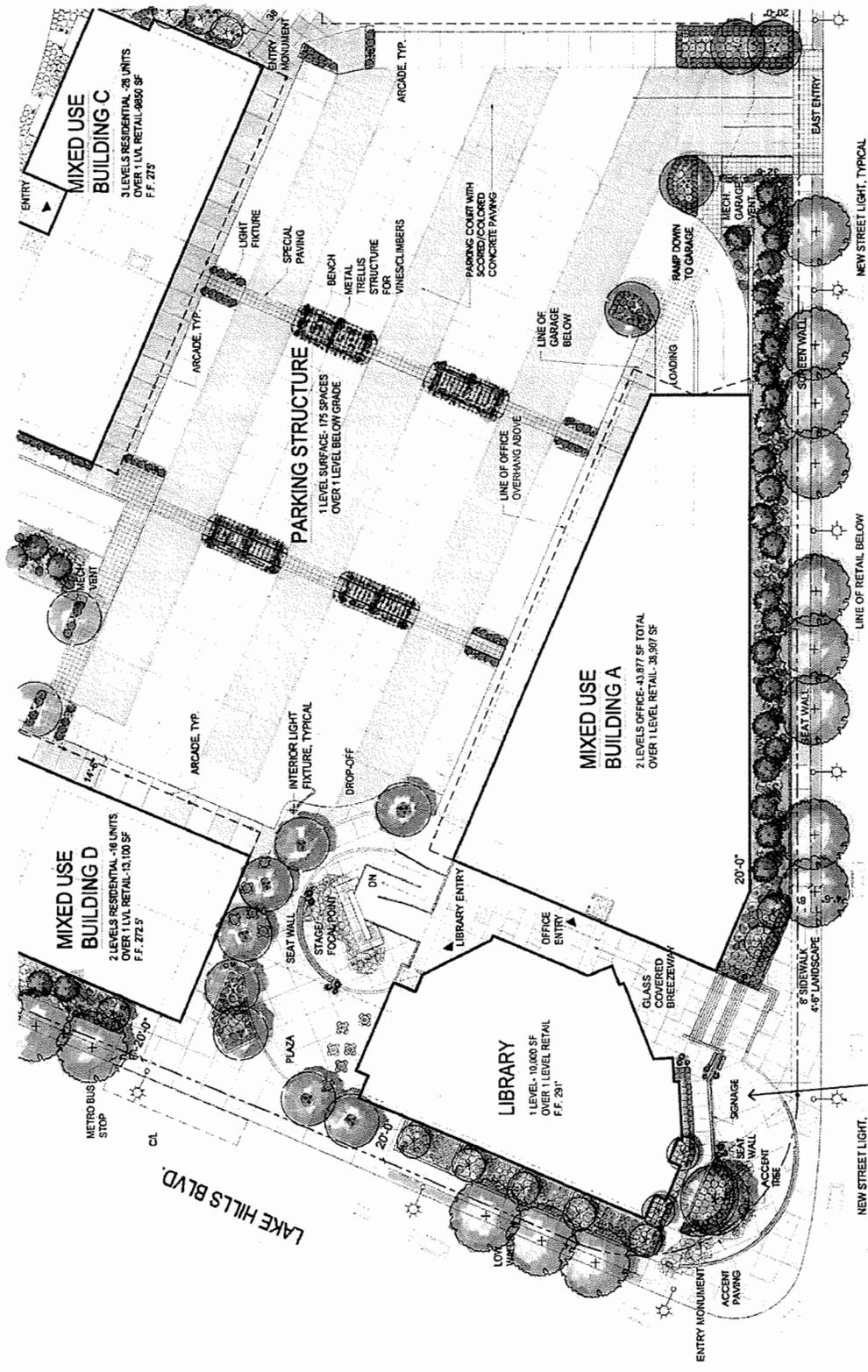
30 SEPTEMBER 08 DR SUBMITTAL



# Lake Hills Shopping Center

Bellevue, Washington

13.1



ENLARGED LANDSCAPE PLAN

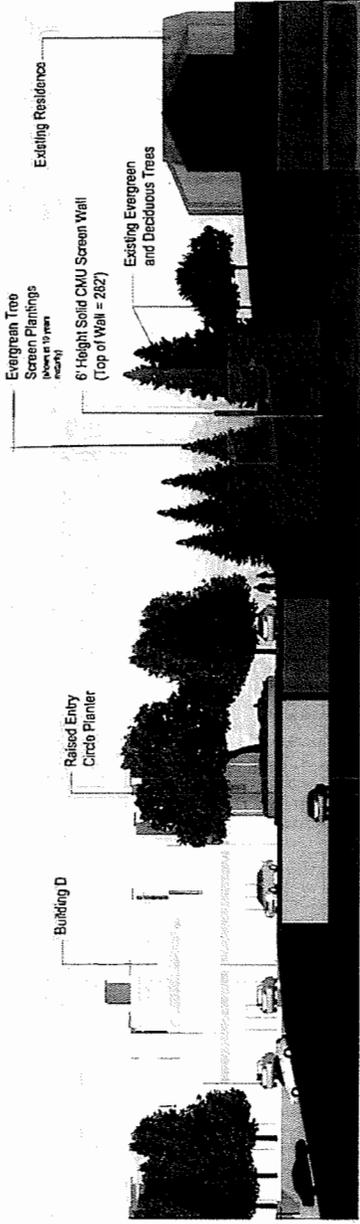


FOR REVISED LANDSCAPING  
THIS AREA SEE 13.1

14

# Lake Hills Shopping Center

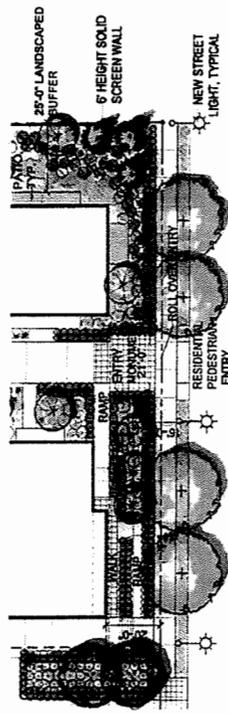
Bellevue, Washington



Section F at Southwest Corner, Looking South



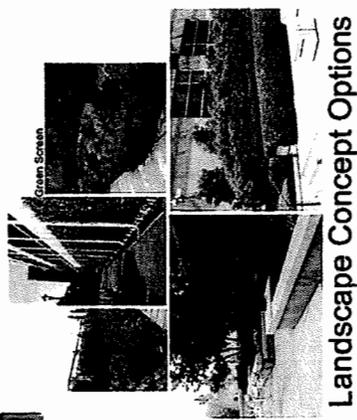
Section F at Southwest Corner, Looking North



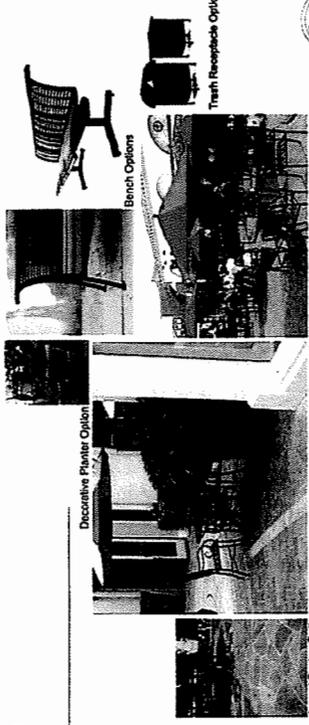
Enlarged Plan at 156th Ave SE Residential Entry



Interior Site Lighting Options



Landscape Concept Options



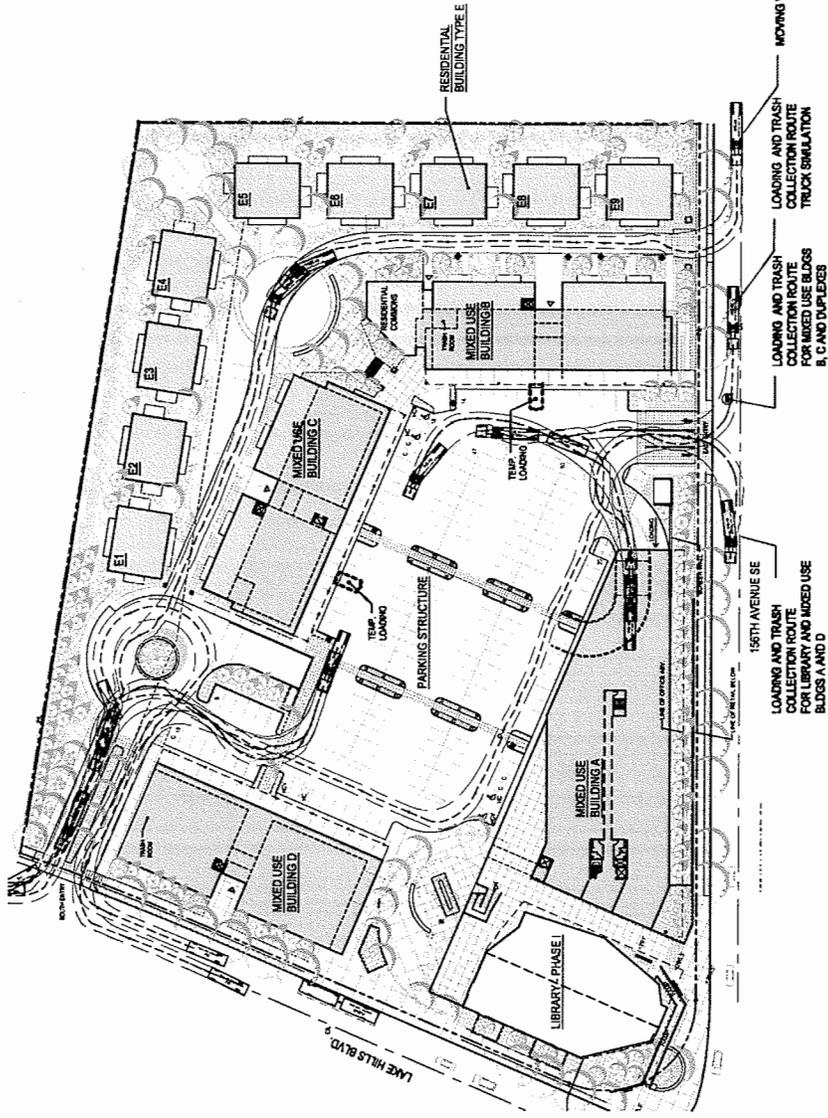
Site Furnishing Options

LANDSCAPE SECTION AND IMAGES  
30 SEPTEMBER 08 DR SUBMITTAL

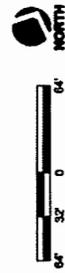


# Lake Hills Shopping Center

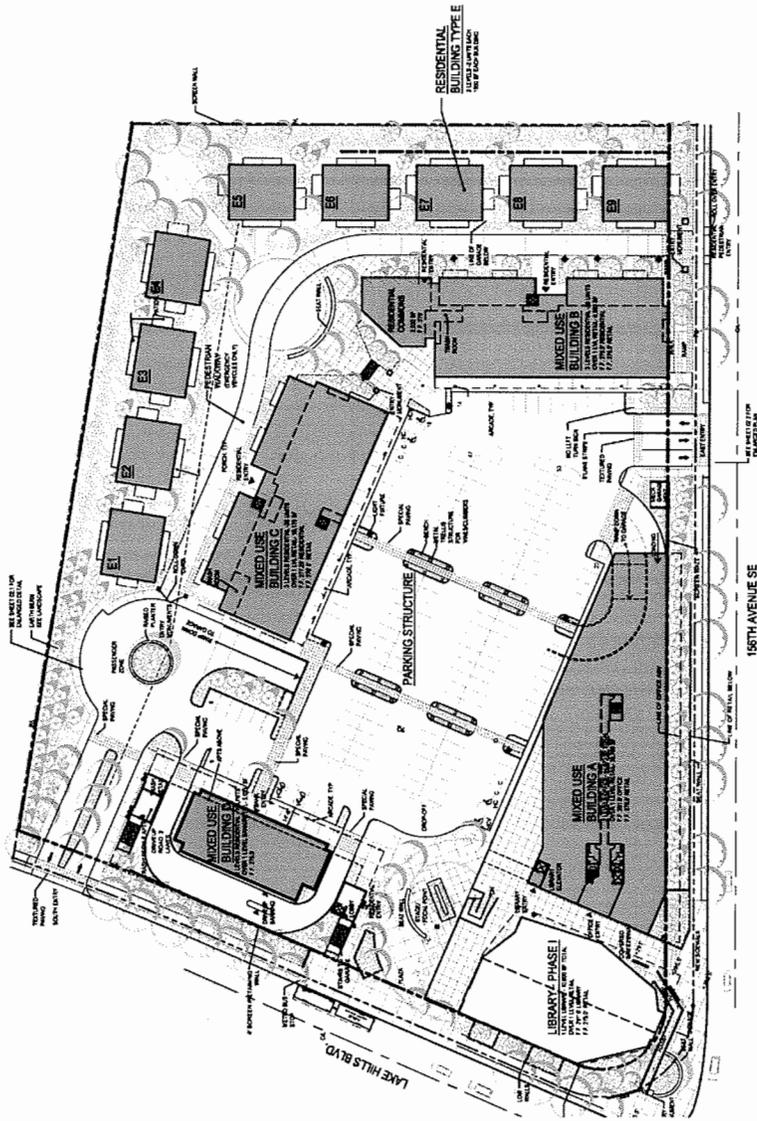
Bellevue, Washington



**SERVICE SITE PLAN** (BASELINE & ALTERNATE)  
 30 SEPTEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
 Bellevue, Washington



**SIGN MASTER PLAN** (BASELINE & ALTERNATE)

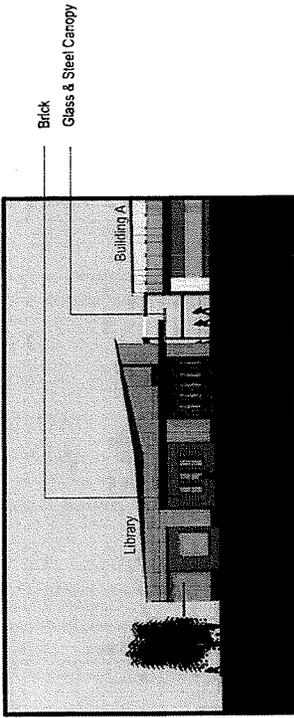
30 SEPTEMBER 08 DR SUBMITTAL



# Lake Hills Shopping Center

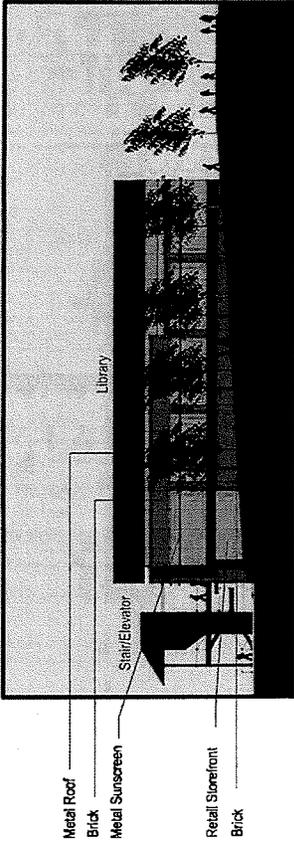
Bellevue, Washington



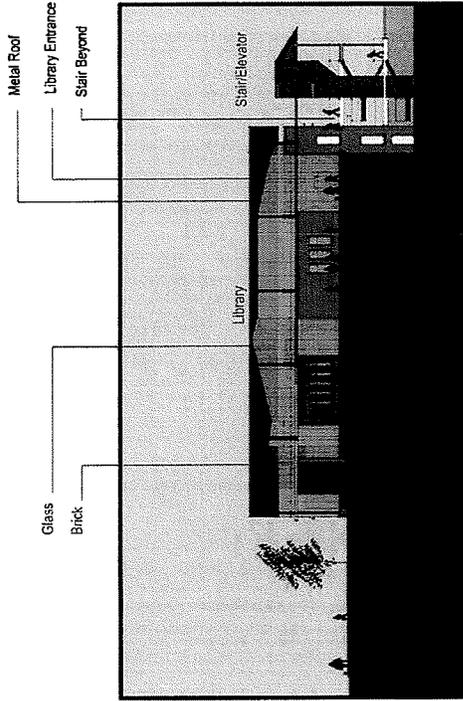


SEE SHEET 19.1 FOR ENLARGED  
ELEVATION & COLORS

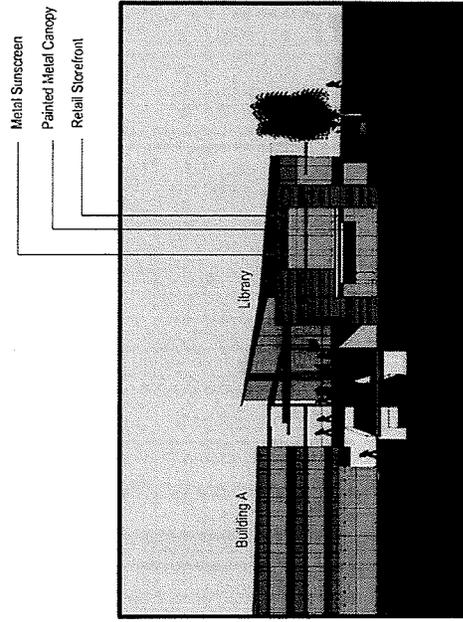
## EAST ELEVATION



## SOUTH ELEVATION



## NORTH ELEVATION



## WEST ELEVATION LIBRARY ELEVATIONS



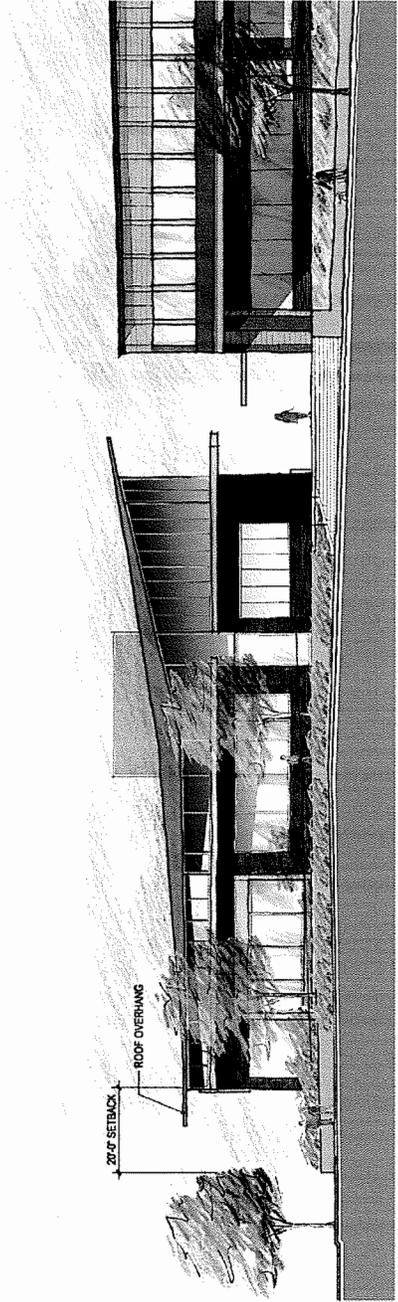
30 SEPTEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
Bellevue, Washington



LIBRARY EAST ELEVATION option 1



LIBRARY EAST ELEVATION option 2

# ELEVATION SKETCHES

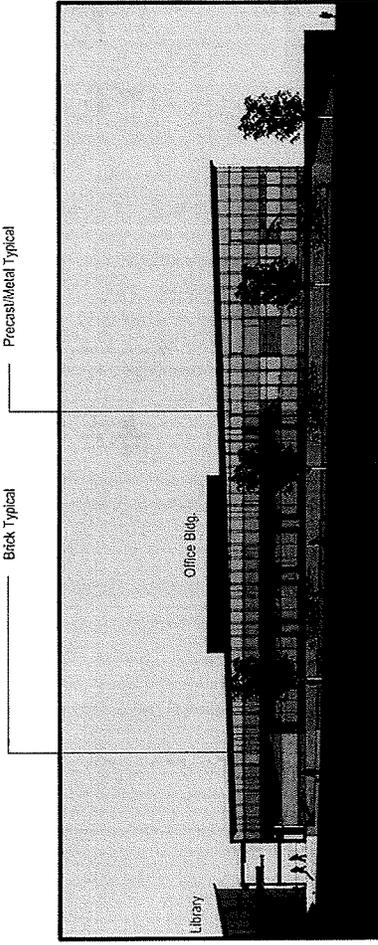
30 SEPTEMBER 08 DR SUBMITTAL



# Lake Hills Shopping Center

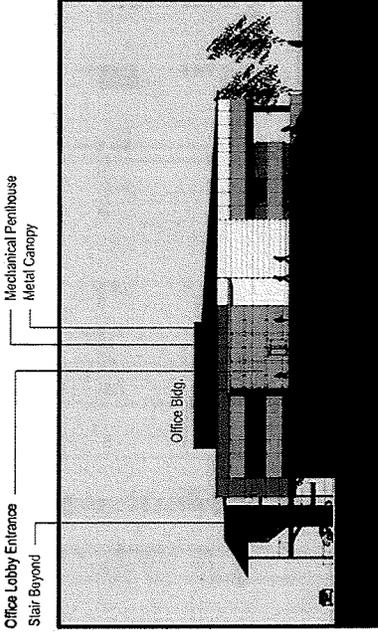
Bellevue, Washington

19.1

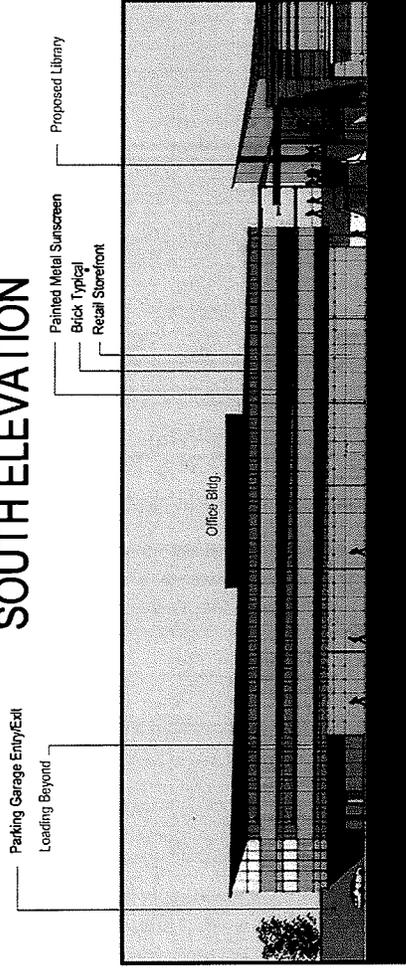


**EAST ELEVATION**

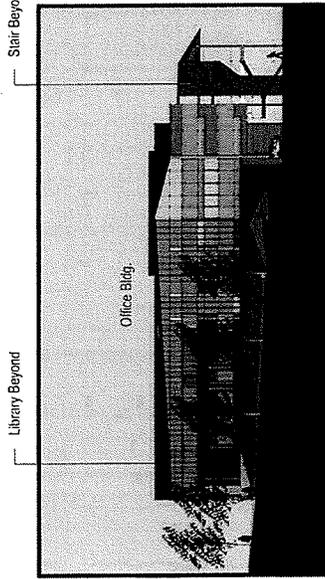
SEE SHEET 20.1 FOR ENLARGED ELEVATION & COLORS



**SOUTH ELEVATION**



**WEST ELEVATION**



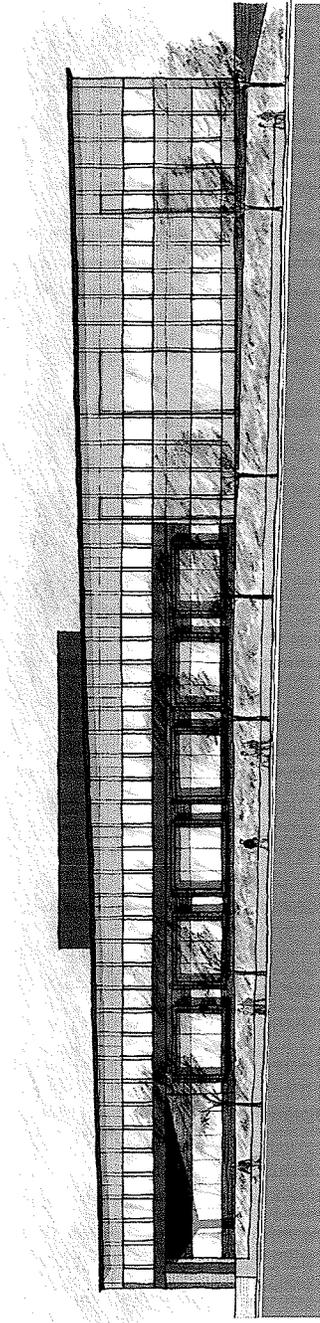
**NORTH ELEVATION**

**OFFICE ELEVATIONS**

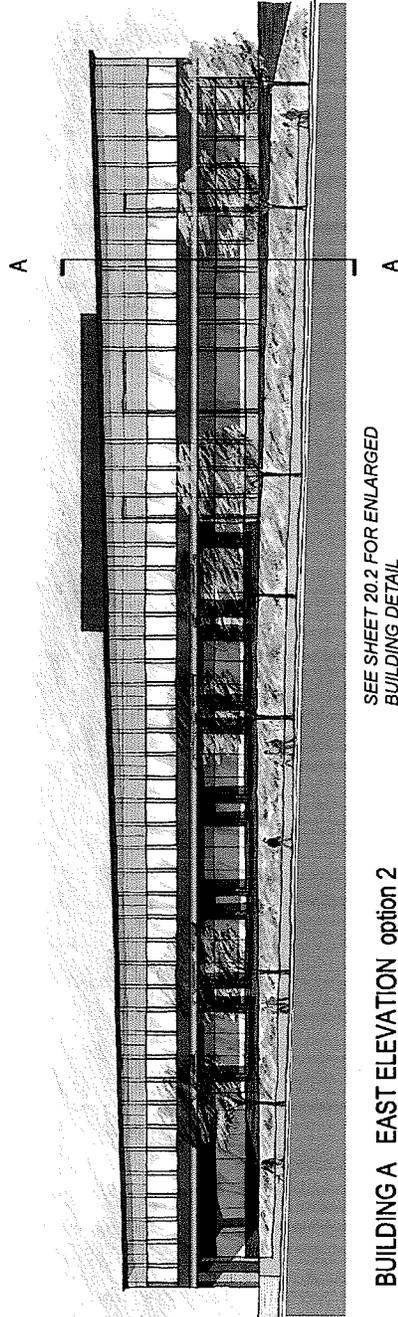
30 SEPTEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
Bellevue, Washington

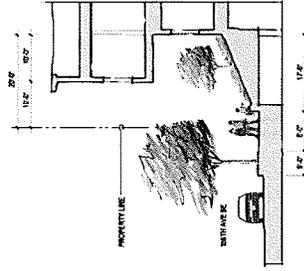


BUILDING A EAST ELEVATION option 1



BUILDING A EAST ELEVATION option 2  
SEE SHEET 20.2 FOR ENLARGED BUILDING DETAIL

**ELEVATION SKETCHES**



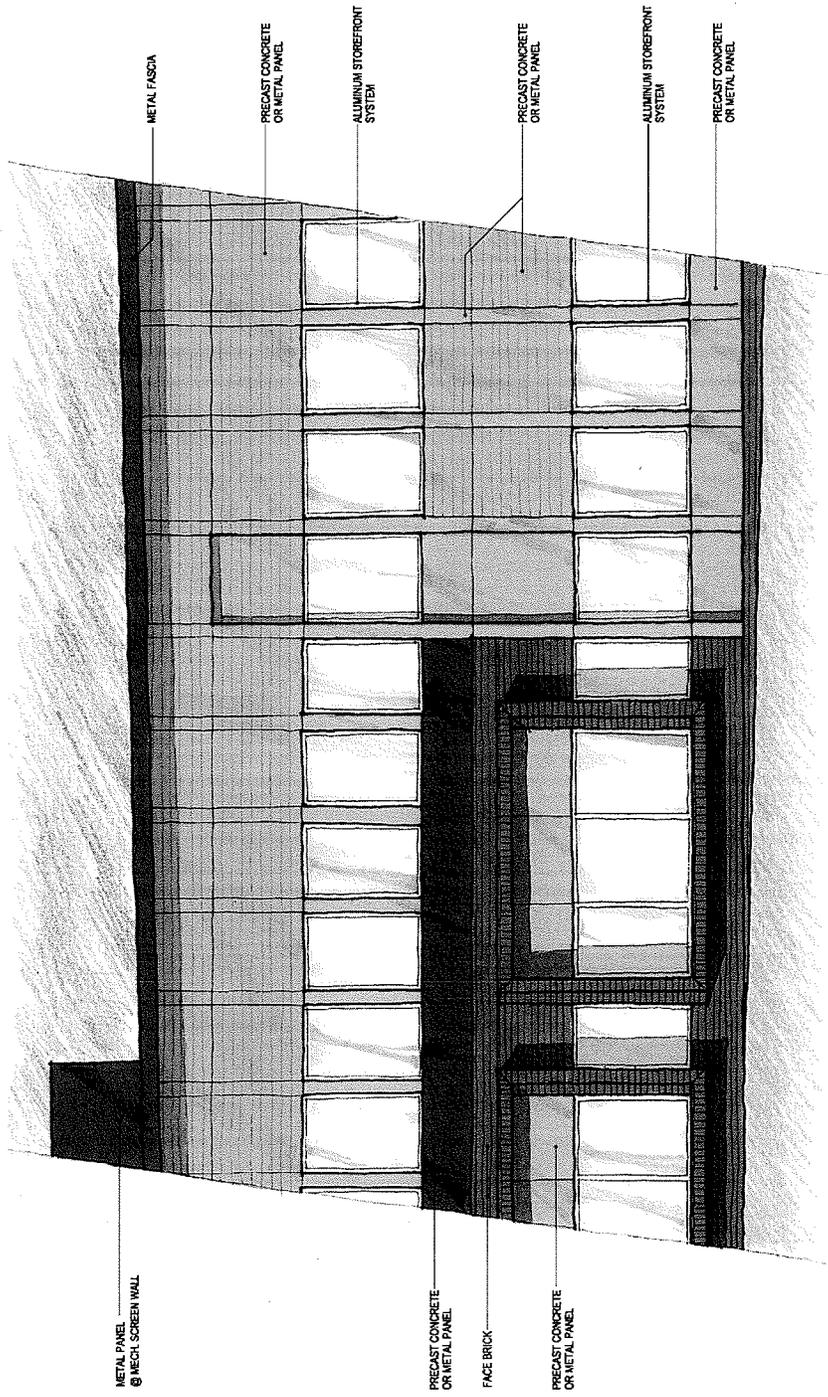
SECTION A

30 SEPTEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
Bellevue, Washington

20.1



BUILDING A EAST ELEVATION- ENLARGED

**ELEVATION SKETCHES**

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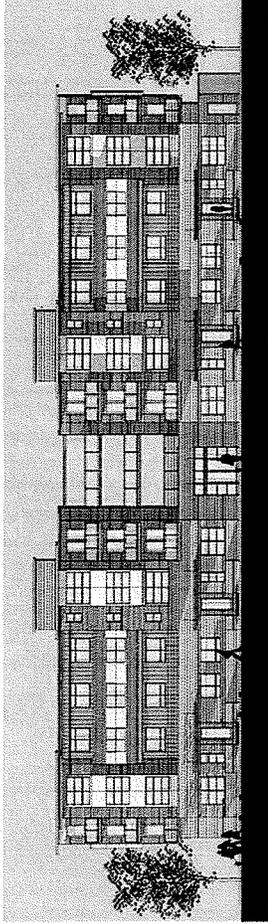


**Lake Hills Shopping Center**  
Bellevue, Washington

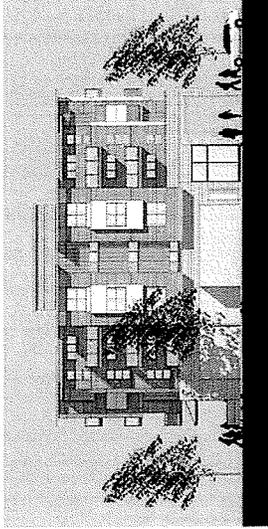
20.2



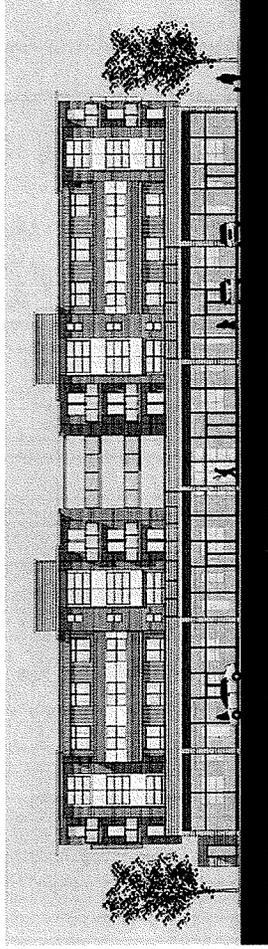
BUILDING C SOUTH ELEVATION



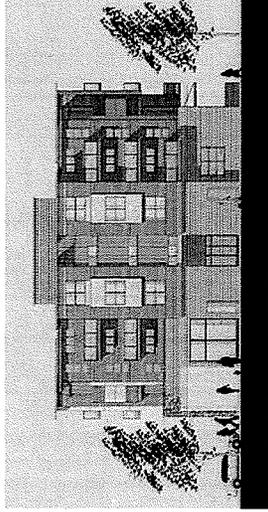
BUILDING B NORTH ELEVATION  
BUILDING C WEST ELEVATION



BUILDING B WEST ELEVATION



BUILDING B SOUTH ELEVATION  
BUILDING C EAST ELEVATION



BUILDING B EAST ELEVATION  
BUILDING C NORTH ELEVATION

SEE SHEET 21.1 FOR ENLARGED ELEVATION CHANGES



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# BUILDINGS B & C ELEVATIONS



# Lake Hills Shopping Center

Bellevue, Washington



BUILDING B SOUTH ELEVATION

SEE SHEET 21.2 FOR TYPICAL  
CALL OUT OF MATERIALS

**ELEVATION SKETCHES** (BUILDINGS B & C BUILDING D SIMILAR)

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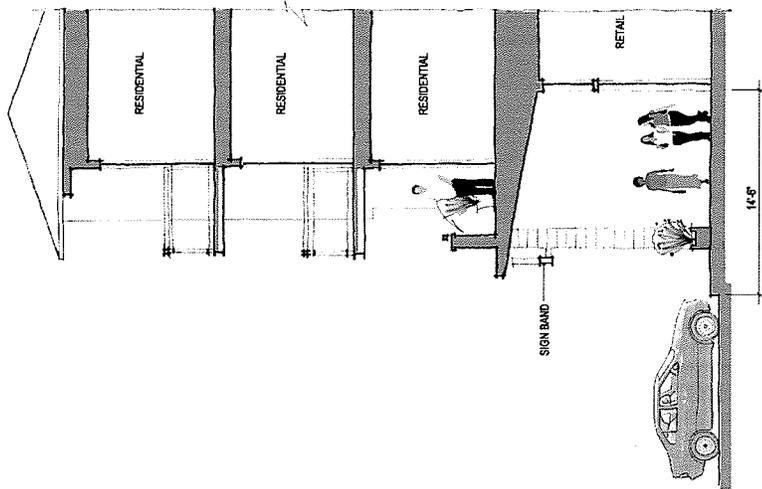
**Lake Hills Shopping Center**  
Bellevue, Washington

21.1



- WOOD OR FIBER CEMENT LAP SIDING @ MECH. SCREEN WALL
- STANDING SEAM METAL ROOF CONTINUOUS METAL GUTTER
- METAL COPING @ PARAPET
- METAL SHADING DEVICE
- ALUMINUM OR VINYL WINDOWS
- WOOD OR FIBER CEMENT VERTICAL SIDING
- WOOD OR FIBER CEMENT LAP SIDING
- WOOD OR FIBER CEMENT PANEL SIDING
- FACE BRICK
- METAL GUARDRAIL
- CONCRETE SLAB
- STEEL CHANNEL SIGNAGE SUPPORT WITH ELECTRICAL CONDUIT
- ALUMINUM STOREFRONT SYSTEM

- WOOD CLAD OR VINYL DOORS
- GLASS AND METAL GUARDRAIL
- GROUND FACE CHU
- SLOPING WOOD SOFFIT



SECTION A

BUILDING B SOUTH ELEVATION-ENLARGED

# ELEVATION SKETCHES

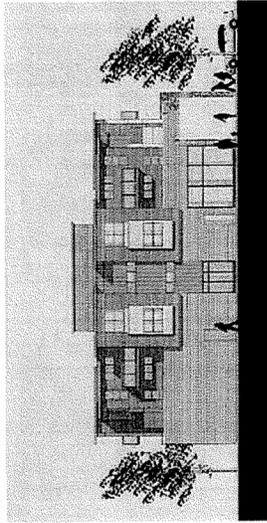


# Lake Hills Shopping Center

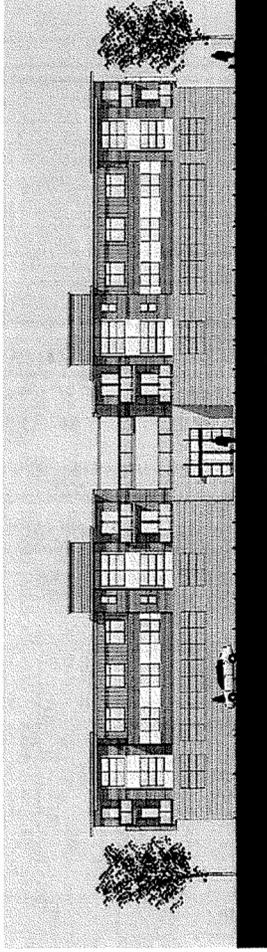
Bellevue, Washington

21.2

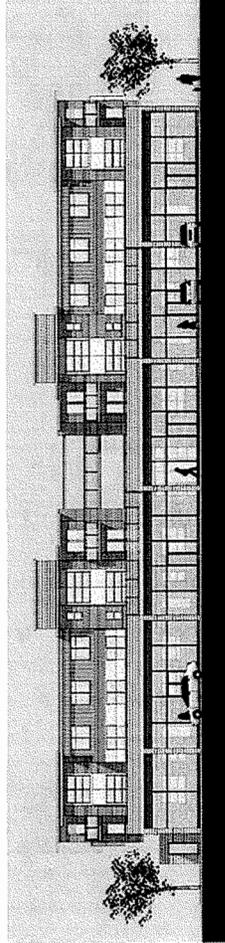
30 SEPTEMBER 08 DR SUBMITTAL



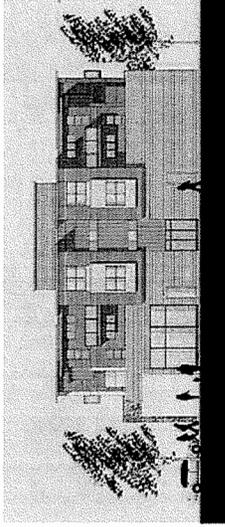
BUILDING D EAST ELEVATION



BUILDING D SOUTH ELEVATION



BUILDING D NORTH ELEVATION



BUILDING D WEST ELEVATION

SEE SHEET 21.1 & 21.2 FOR TYPICAL  
CHANGES AND DETAIL CALL OUTS

## BUILDING D ELEVATIONS

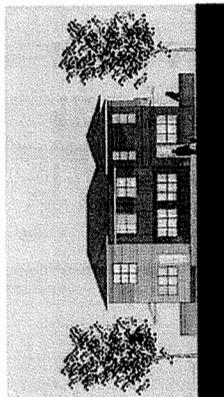


30 SEPTEMBER 08 DR SUBMITTAL

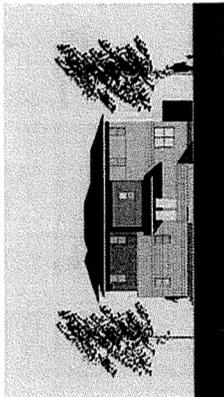


# Lake Hills Shopping Center

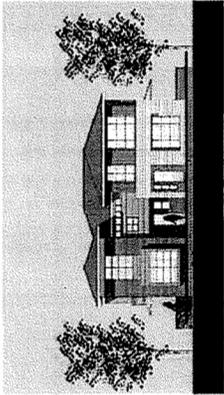
Bellevue, Washington



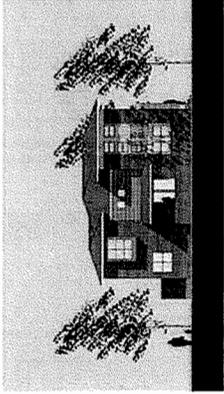
BUILDING E1, E3 WEST ELEVATION



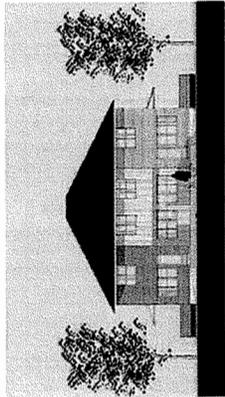
BUILDING E1, E3 NORTH ELEVATION



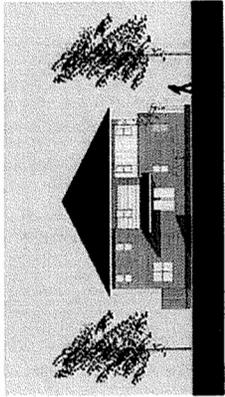
BUILDING E1, E3 EAST ELEVATION



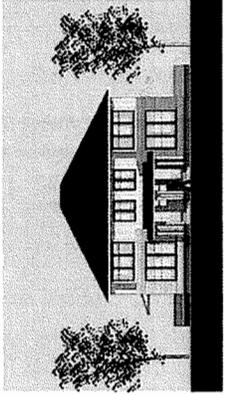
BUILDING E1, E3 SOUTH ELEVATION



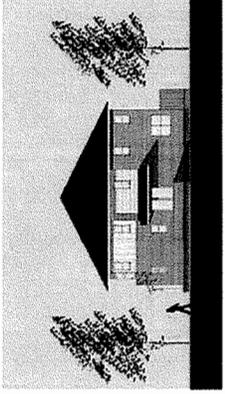
BUILDING E6, E8 NORTH ELEVATION  
BUILDING E2, E4 WEST ELEVATION



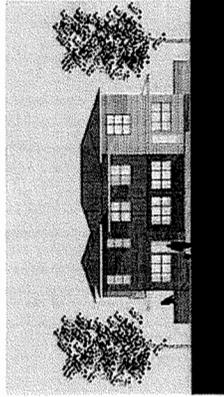
BUILDING E6, E8 WEST ELEVATION  
BUILDING E2, E4 SOUTH ELEVATION



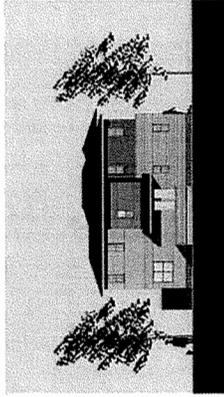
BUILDING E6, E8 SOUTH ELEVATION  
BUILDING E2, E4 EAST ELEVATION



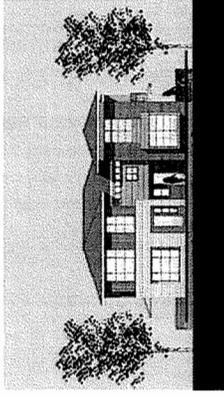
BUILDING E6, E8 EAST ELEVATION  
BUILDING E2, E4 NORTH ELEVATION



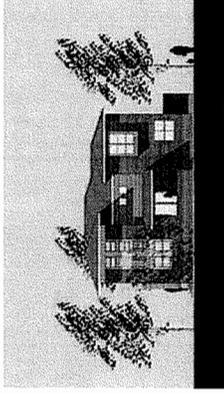
BUILDING E5, E7, E9 NORTH ELEVATION



BUILDING E5, E7, E9 WEST ELEVATION



BUILDING E5, E7, E9 SOUTH ELEVATION



BUILDING E5, E7, E9 EAST ELEVATION

SEE SHEET 23.1 FOR COLOR  
CHANGES ALL PLANS



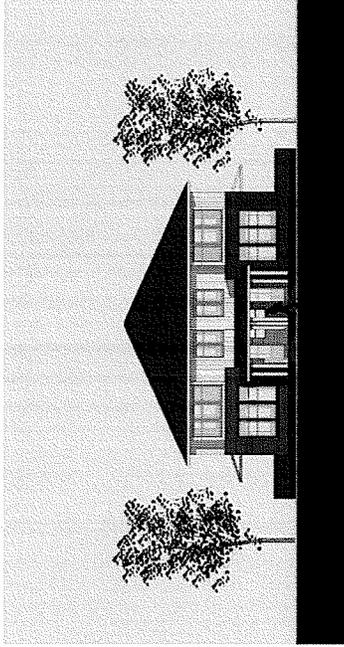
30 SEPTEMBER 08 DR SUBMITTAL

# BUILDING E ELEVATIONS

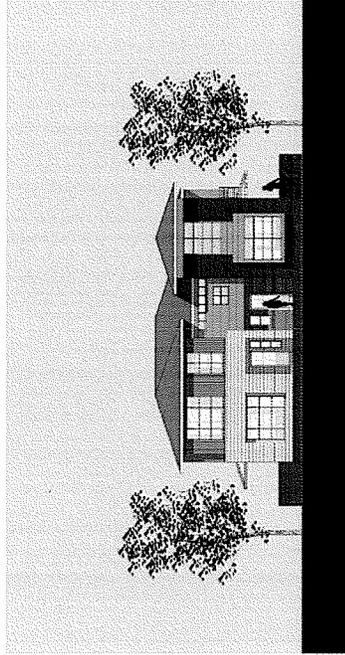


# Lake Hills Shopping Center

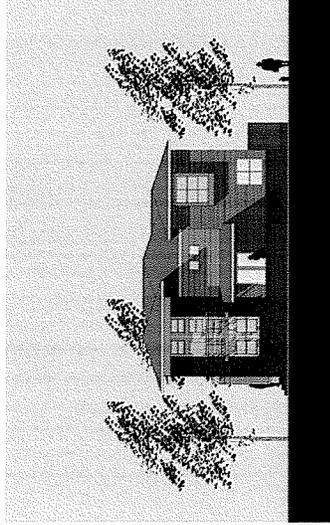
Bellevue, Washington



BUILDINGS E6 & E8 SOUTH ELEVATION



BUILDINGS E5 E7 & E9 SOUTH ELEVATION



BUILDINGS E5 E7 & E9 EAST ELEVATION

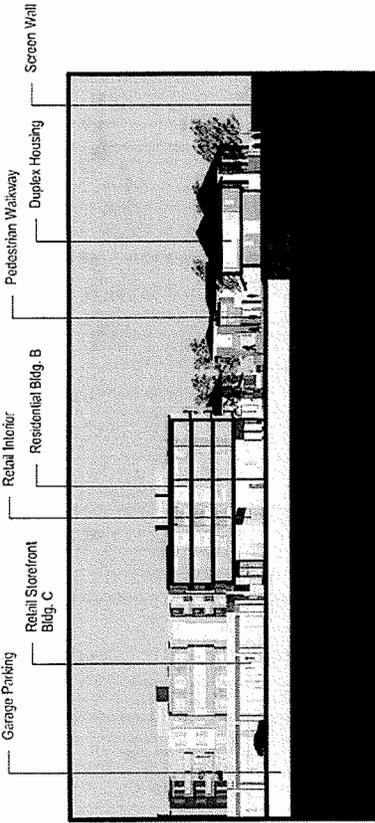
## ELEVATION SKETCHES

30 SEPTEMBER 08 DR SUBMITTAL

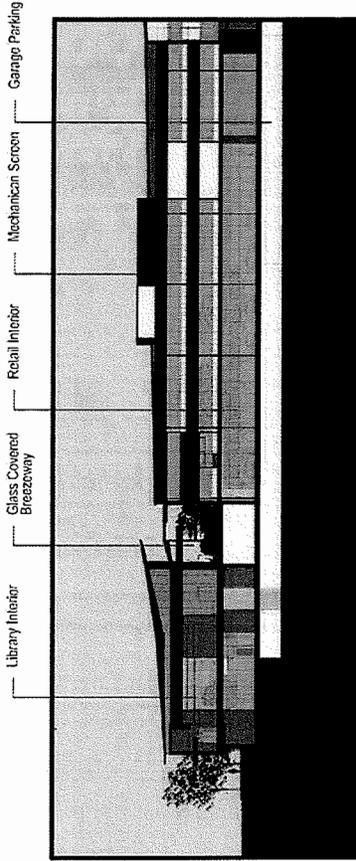


**Lake Hills Shopping Center**  
Bellevue, Washington

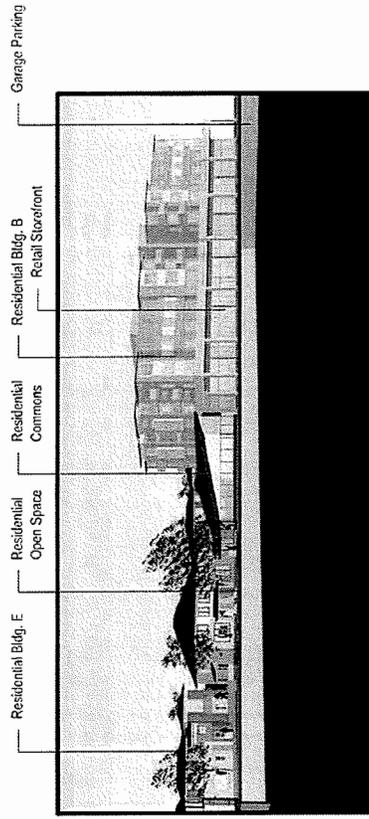
23.1



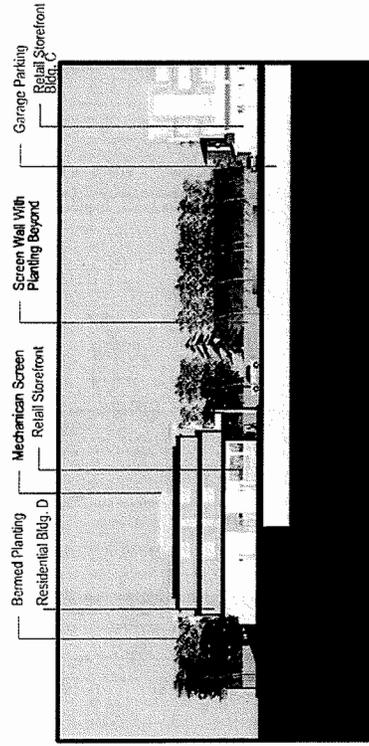
SECTION A-A



SECTION B-B



SECTION C-C



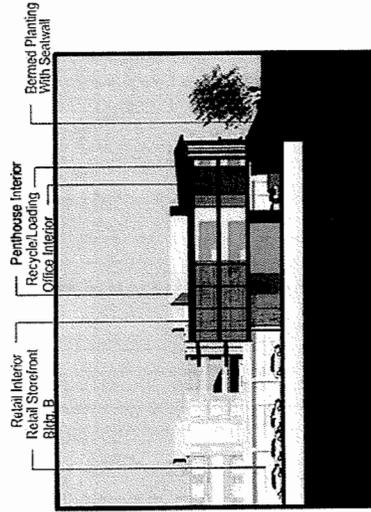
SECTION D-D  
SITE SECTIONS -1



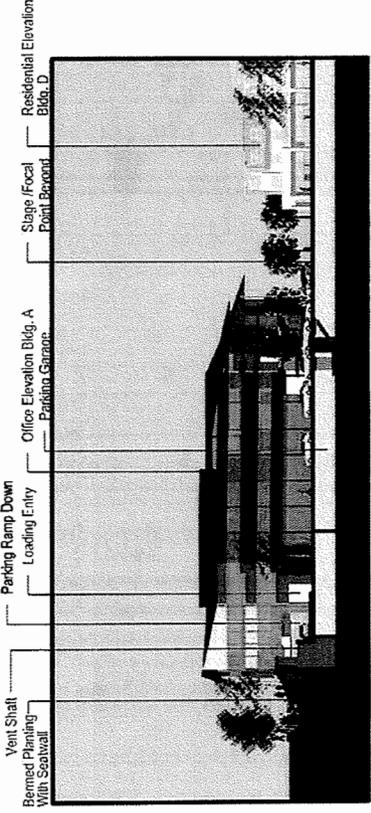
30 SEPTEMBER 08 DR SUBMITTAL



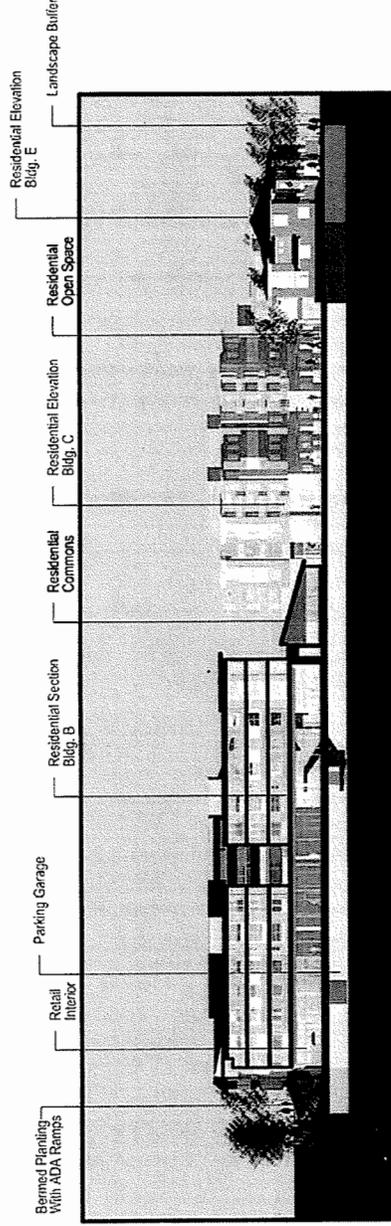
**Lake Hills Shopping Center**  
Bellevue, Washington



SECTION E-E



SECTION H-H



SECTION I-I

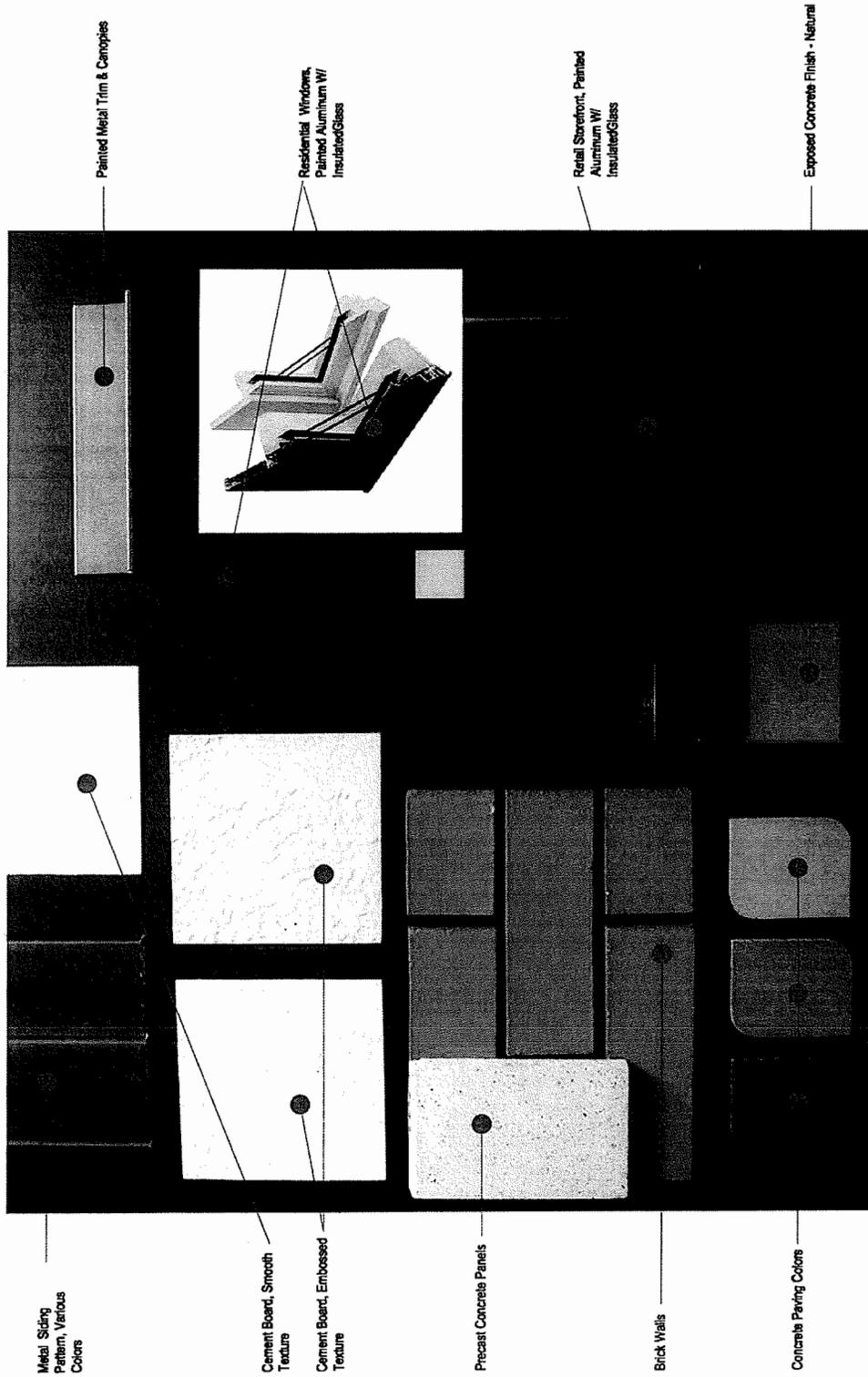
SITE SECTIONS -2

30 SEPTEMBER 08 DR SUBMITTAL



**Lake Hills Shopping Center**  
Bellevue, Washington





## MATERIAL SELECTIONS

30 SEPTEMBER 08 DR SUBMITTAL

**COSMOS**

**Lake Hills Shopping Center**  
Bellevue, Washington

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**DG ENGINEERS**  
 11747 NE 1st Street, Suite 300  
 Bellevue, WA 98004  
 Phone: 425 451 8188



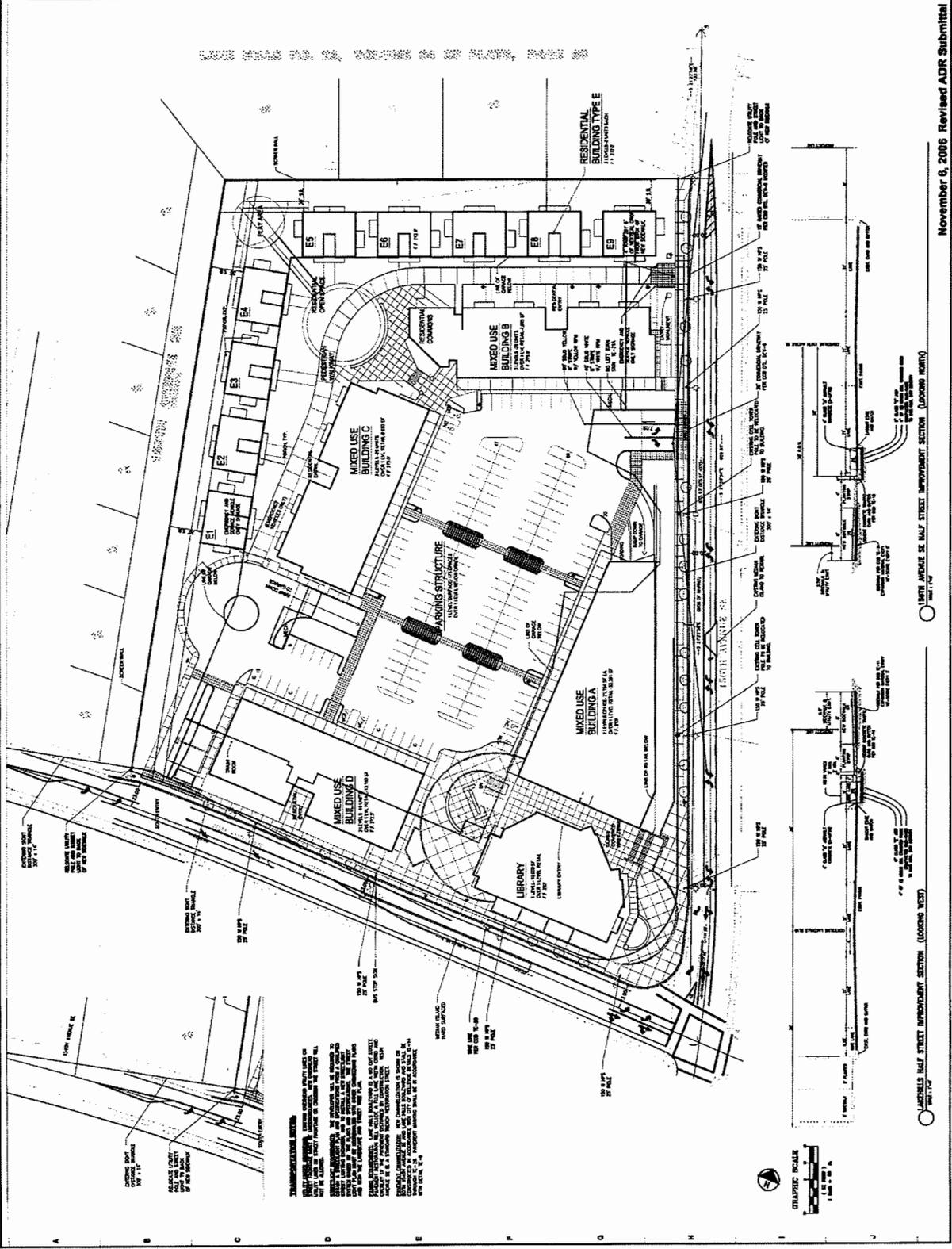
DATE	11/06/06
BY	...
CHECKED BY	...
SCALE	AS SHOWN

NO.	1
DATE	11/06/06
BY	...
CHECKED BY	...

**PRELIMINARY GRADING PLAN**

**Cosmos Development Company**  
 11747 NE 1st Street, Suite 300  
 Bellevue, WA 98004  
 Phone: 425 451 8188

28



November 6, 2006 Revised ADR Submittal

14TH AVENUE SE HALF STREET IMPROVEMENT SECTION (LOOKING WEST)

14TH AVENUE SE HALF STREET IMPROVEMENT SECTION (LOOKING WEST)

GRAPHIC SCALE



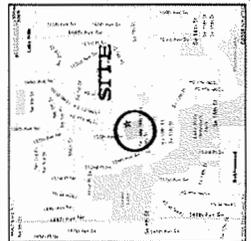
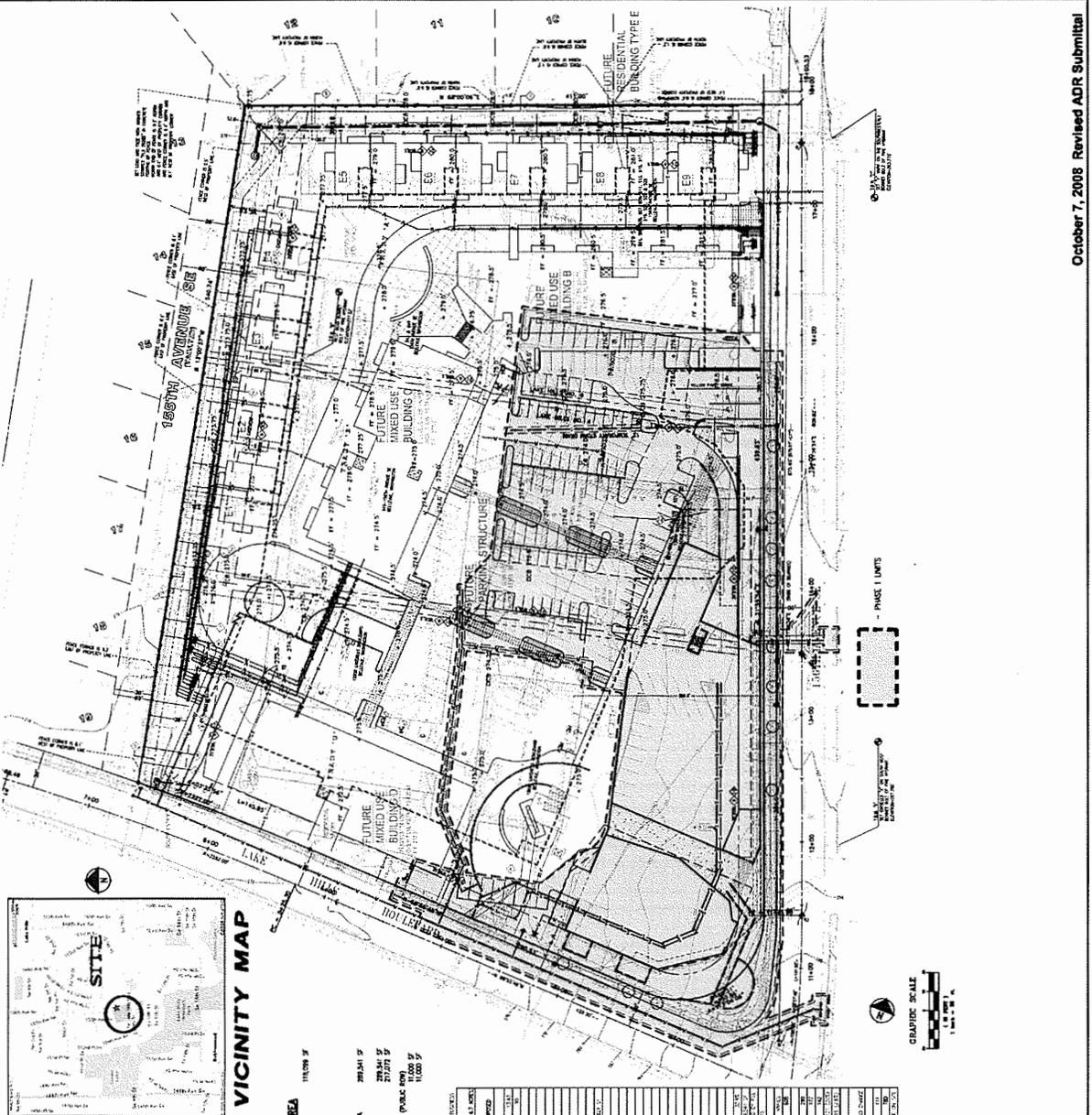




DATE	DESCRIPTION

NO.	REVISION

DATE	DESCRIPTION



VICINITY MAP

**VERTICAL DATUM - BASIS OF ELEVATION**  
 ELEVATIONS SHOWN ON THIS PLAN ARE BASED ON THE DATUM OF MEAN SEA LEVEL. THE DATUM OF MEAN SEA LEVEL IS THE DATUM OF THE NATIONAL TIDE DATUM FOR THE CITY OF BELLEVUE, WASHINGTON. THE DATUM OF MEAN SEA LEVEL IS THE DATUM OF THE NATIONAL TIDE DATUM FOR THE CITY OF BELLEVUE, WASHINGTON.

**LEGAL DESCRIPTIONS**  
 PARCEL A  
 PART OF LOT 1, AS SHOWN IN THE PLAT RECORDED IN VOLUME 18 OF PLAT 100, COUNTY OF KING, WASHINGTON, BEING THE SOUTHWEST CORNER OF SAID LOT 1, AS SHOWN IN SAID PLAT.

**CONTRACTOR'S NOTE**  
 ALL ELEVATIONS SHOWN ON THIS PLAN ARE BASED ON THE DATUM OF MEAN SEA LEVEL. THE DATUM OF MEAN SEA LEVEL IS THE DATUM OF THE NATIONAL TIDE DATUM FOR THE CITY OF BELLEVUE, WASHINGTON. THE DATUM OF MEAN SEA LEVEL IS THE DATUM OF THE NATIONAL TIDE DATUM FOR THE CITY OF BELLEVUE, WASHINGTON.

**OWNER / DEVELOPER**  
 COSMOS DEVELOPMENT COMPANY  
 11747 NE 1st Street, Suite 300  
 Bellevue, WA 98004  
 Phone: 425 451 8188

**ARCHITECTS**  
 BELLEVUE ARCHITECTS  
 11747 NE 1st Street, Suite 300  
 Bellevue, WA 98004  
 Phone: 425 451 8188

**STATISTICAL INFORMATION**

NO.	DESCRIPTION	AREA (SQ. FT.)	PERCENTAGE
1	LOT AREA	110,000	100%
2	IMPROVED AREA	80,000	73%
3	UNIMPROVED AREA	30,000	27%
4	PAVING	10,000	9%
5	LANDSCAPING	5,000	5%
6	UTILITIES	2,000	2%
7	STREET LIGHTS	1,000	1%
8	STREET SIGNAGE	1,000	1%
9	STREET FURNITURE	1,000	1%
10	STREET LIGHTS	1,000	1%
11	STREET SIGNAGE	1,000	1%
12	STREET FURNITURE	1,000	1%
13	STREET LIGHTS	1,000	1%
14	STREET SIGNAGE	1,000	1%
15	STREET FURNITURE	1,000	1%
16	STREET LIGHTS	1,000	1%
17	STREET SIGNAGE	1,000	1%
18	STREET FURNITURE	1,000	1%
19	STREET LIGHTS	1,000	1%
20	STREET SIGNAGE	1,000	1%
21	STREET FURNITURE	1,000	1%
22	STREET LIGHTS	1,000	1%
23	STREET SIGNAGE	1,000	1%
24	STREET FURNITURE	1,000	1%
25	STREET LIGHTS	1,000	1%
26	STREET SIGNAGE	1,000	1%
27	STREET FURNITURE	1,000	1%
28	STREET LIGHTS	1,000	1%
29	STREET SIGNAGE	1,000	1%
30	STREET FURNITURE	1,000	1%

