DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
P.O. Box 90012
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Vida Partners LLC

LOCATION OF PROPOSAL: 11011 NE 9th Street
NAME & DESCRIPTION OF PROPOSAL: Vida Condominiums

Design Review with SEPA for a 12 story mixed-use residential building with 239 condominium units and approximately 8,629 square feet of retail at the base on .95 acres in the DNTN-R zoning district. The project includes 4 levels of underground parking with a total parking count of 324 stalls.

FILE NUMBER: 07-131793 LD

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

☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.

☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **10/1/09.**

☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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

Carol V Helland
Environmental Coordinator

September 17, 2009
Date

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

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	Vida Condominiums
Proposal Address:	11011 NE 9th Street
Proposal Description:	Application for Design Review with SEPA for a 12 story mixed-use residential building with 239 condominium units and approximately 8,629 square feet of retail at the base on .95 acres in the DNTN-R zoning district. The project includes 4 levels of underground parking with a total parking count of 324 stalls.
File Number:	07-131793 LD
Applicant:	Vida Partners LLC
Decisions Included:	Process II, Combined Design Review and SEPA Determination
Planner:	Matthews Jackson Planning Manager
State Environmental Policy Act Threshold Determination:	Determination of Non-significance (DNS) Carol V Helland Carol V. Helland, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: Carol V Helland Carol V. Helland, Land Use Director

Application Date:	August 29, 2007
Notice of Application Date:	January 17, 2008
Minimum Comment Period:	January 31, 2008
Bulletin Publication Date:	September 17, 2009
Appeal Deadline:	October 1, 2009

For information on how to appeal a proposal, visit the Development Services Center at City Hall, 450 110th Avenue NE, or call (425) 452-6800. Comments on State Environmental Act Determinations can be made with or without appealing the proposal within the noted comment period for the SEPA determination. Appeal of the decision must be received in the City Clerk's office by 5 p.m. on the date noted for appeal of the decision.

CONTENTS

Attached: Project Plans (Attachment A)

I. REQUEST/PROPOSAL DESCRIPTION

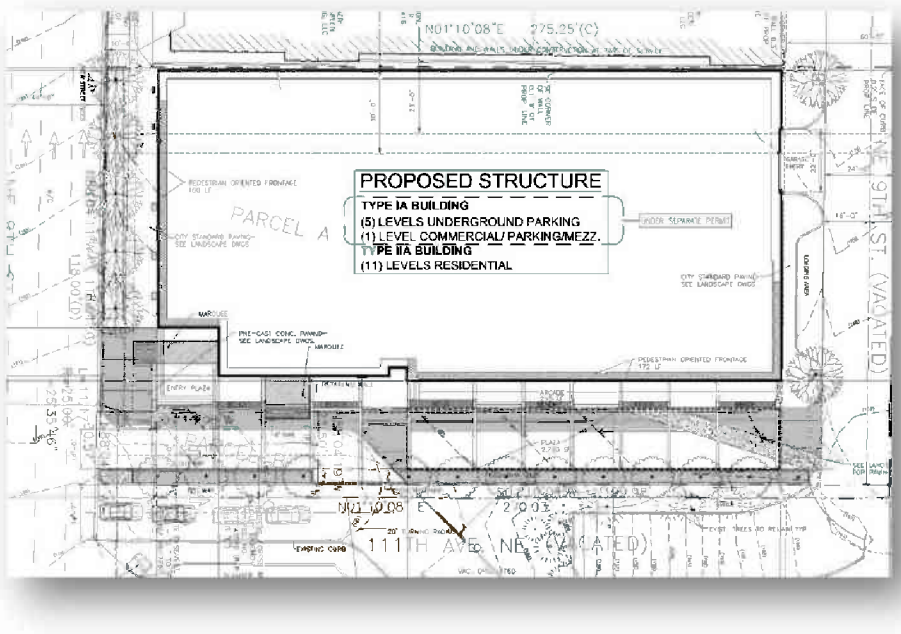
The applicant requests Design Review approval for a 12-story, mixed use building with 4 levels of underground parking, approximately 8,629 square feet of first floor commercial space, and 239 residential units on a 0.95 acre (41,261 Sq. Ft.) site zoned DNTN-R.

A. Site Design

The applicant intends to continue the streetscape established by the Marriott Courtyard through the use of similar street trees; however, they will be planted within a planter strip along NE 8th Street. This is intended to provide a better pedestrian experience adjacent to the high volume traffic along NE 8th Street, and it is consistent with the city's future vision to green its right-of-ways. At the street level, marquees will provide weather protection and shading at the retail spaces, and building fenestration will add interest to the pedestrian environment.

As you enter the site from the east along 111th Ave NE, a residential entry plaza, designed on raised stairs to take up the grade, will become a focal point for residential access. A new plaza will continue to the north along 111th Ave NE which will provide an improved midblock connection between this development and other residential and commercial properties in the immediate vicinity. The plaza will provide for restricted vehicle access with curb cuts and protective bollards and it will be closed to public vehicle use. Additional landscaping will be provided along the eastern boundary and

adjacent to the building providing a defined public plaza and separation of the pedestrian and vehicle environments. Landscaping on NE 9th Street will cover the areas near the underground garage entry and blank wall.



B. Building Design

The design of the building was formed with the intent to integrate the multiple elements surrounding the site and to create a unique and exciting architectural project. The majority of the base exterior will be a rainscreened panel system on a uniform module. The materials will include metal panels, frit glazing, and transparent glazing. The upper levels will be a unitized curtain wall with a more random pattern that is intended to create an interesting architectural fabric that will change from day to night with different back lighting from the residential units.

The applicant proposes to clad portions of the building exterior with PRODEMA wood panels. These are high density panels comprised of a thermosetting phenolic resin bonded cellulose fiber core faced with a natural wood that has been coated with an acrylic resin protective finish. As the panels are finished with natural wood, they will have unique grain and surface composition. The use of these panels will provide an interesting feature to the skyline of downtown Bellevue.

Massing

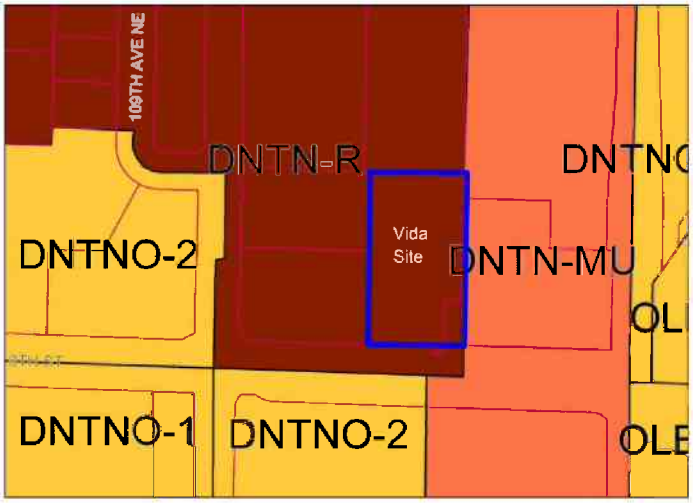
The massing is a direct response to the adjacent buildings and the required diminishing floor plate based on building height. The resulting massing is a solid base with punched openings anchoring a more transparent curtain walled tower. The base mass has the scale and modulation of the western adjacent property, while the more elegant tower speaks to the new towers currently under construction in the vicinity.

II. SITE DESCRIPTION, ZONING, & LAND USE CONTEXT

A. Site Description

The site is generally rectangular in shape, with dimensions of approximately 275 feet north-south by 146 feet east-west. The site has 118 linear feet of frontage along NE 8th Street at its southern boundary. The north side of the site is adjacent to vacated NE 9th Street and the east side of the property is located adjacent to vacated 111th Ave NE, both of which are developed as private roads.

B. Zoning



The site is zoned Downtown Residential (DNTN-R), and located in the Downtown Core Design District. This site, along with all of Downtown, was rezoned in 1981 through Ordinance 3013 to implement the 1979 Downtown Subarea Plan Map. The site zoning does not include a concomitant agreement and residential and commercial uses are permitted outright in the DNTN-R Zone.

C. Land Use Context

Site vehicular access is from NE 9th street (private) to four levels of under building and underground parking. Interstate 405 runs north-south, less than a block east of the site. Three small pre-existing buildings were demolished to facilitate the proposed development. Other land uses are summarized as follows:

North: Oakwood and Bellevue Gardens Apartments, DNTN-R
South: Bravern Development, DNTN-O2
East: Plaza East Offices, DNTN-MU
West: Marriott Courtyard Hotel, DNTN-R

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by Section 20.10.400 (Use Charts) and 20.25A (Downtown-Residential zoning district). In addition, the uses proposed for this project are permitted with Design Review approval subject to meeting the Design Review criteria of Land Use Code (LUC) 20.25A.110 and the Design Guidelines – Building/Sidewalk Relationships of LUC Section 20.25A.115, summarized as follows:

2. Dimensional Requirements

As conditioned, all applicable dimensional requirements of the Land Use Code would be met. Refer to the following tables for further information.

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit	No minimum	41,261 SF	
Building Height	200 FT	138 FT 8 IN (Includes 11.74 FT mechanical screen)	LUC 20.25A.020
Floor Area Ratio (FAR)	5	4.74	LUC 20.25A.020
Total Gross Square Feet (GSF)	No Maximum	322,480 GSF	Excludes vertical penetrations, vent shafts, stairwells, and balconies per LUC 20.50.022
Exempt Retail/Ped-Oriented Frontage Floor Area	Maximum 1.0 FAR	8,629 SF (0.2 FAR)	LUC 20.25A.030.C
GSF for FAR	206,305 GSF	195,502 GSF	Excludes parking and mechanical areas from GSF per LUC 20.50.022 Exempt Retail Excluded per LUC 20.25A.020.3.a
Floor Area per Floor Above 40 Feet	20,000 SF	16,592 SF (Averaged with 3.6% requested increase over maximum)	Floor plates above 40 ft may be averaged per LUC 20.25A.020.A.2, note 5. For residential, the maximum floor area per floor above 40 Feet may be increased by not more than 10 percent through Design Review.
Floor Area per Floor Above 80 Feet	12,000 SF	16,592 SF (Averaged with 3.6% requested increase over maximum)	Floor plates above 40 ft may be averaged per LUC 20.25A.020.A.2, note 5. For residential, the maximum floor area per floor above 40 Feet may be increased by not more than 10 percent through Design Review.

Item	Permitted/Required	Proposed	Comments/Conditions
Setbacks			
Front NE 8th St	0 FT	0 FT	LUC 20.25A.020 Measured at back edge of sidewalk.
Side(s) West/111th Ave NE	0/20 FT 20 FT above 40 FT (May be modified through Design Review)	2/41 FT (Floors above 5th level satisfy side setback on west)	LUC 20.25A.020, note 25 See further discussion below. Measured at back edge of sidewalk
Rear	0/20 FT 20 FT above 40 FT (May be modified through Design Review)	14 FT	LUC 20.25A.020, note 25 See further discussion below. Measured at back edge of sidewalk
Stepbacks			
Upper Level Stepback In Core Design District	20 FT (May be modified through Design Review)	0 FT	LUC 20.25A.100.E.7 (See discussion below regarding modification.)
Recycling & Solid Waste Residential Retail	1.5 SF/unit @ 239 units = 358 SF 5 SF/1000 SF @ 8,629 SF = 43 SF Total Min Area Required = 401 SF (LUC 20.20.725)	As depicted on the plans, approximately 412 SF provided on floor C1.	A condition of approval is included in Section X of this report requiring confirmation that Allied Waste endorses the proposed size and function and that garbage containers are kept out of view.
Sidewalk Width	NE 8th St = 16' 6" NE 9th St(prv) = 0 ft 111th Ave NE(prv)= 0 ft	16' 6" 6' 8'	LUC 20.25A.060.A (Includes 4' planter strip on NE 8th St)
Street Tree/ Species & Caliper	*Acer Platanoides,* Parkway Maple 3-inch caliper	*Acer Platanoides,* Parkway Maple 3-inch caliper	Meets requirements of LUC 20.25A.060.B (Street Tree Map)
Mid-Block Walkways	North and east property boundaries	Provided	LUC 20.25A.060.C

Parking and Loading

Item	Required		Proposed	Comments/ Conditions
Parking	Minimum and Maximum Permitted Ratios	Required and Permitted Parking Stalls	Proposed Parking Stalls	LUC 20.25A.050
Residential Units 239	Min. 1.0 Max. 2.0	Reqd. 239 Max. 478	324	
Retail 8,629 NSF	Min. 2/1000 Max.4/1000 Net SF	Reqd. 17 Max. 34	41	Includes general visitor parking
Total		Reqd. 256 Max. 512	365	
	Required/Permitted	**Proposed**		
Compact Stalls	Max. 65% of total stalls = 210 stalls	165		LUC 20.25A.050.F.2
Loading Area	One off-street 10'x55' space, or other as approved by the Director (LUC 20.20.590K.4.a-c)	10' X 33' located adjacent to NE 9th St Request for waiver per 20.20.590.k.4.c.		Qualifies for modification. Consistent with prior approval for adjacent Marriott and prior DR approval at this site.

Modification of Upper Level Stepback In Core Design District and Side/Rear Setback (LUC 20.25A.100.E.7 and LUC 20.25A.020, note 25)

Each building facade within the Core Design District facing NE 8th street must incorporate a minimum 20-foot-deep stepback at a height between 25 feet and the level of the first floorplate above 40 feet. This required stepback may be modified or eliminated if the applicant demonstrates through Design Review that: (a) such stepback is not feasible due to site constraints, such as a small or irregularly shaped lot, or (b) the modification is necessary to achieve design elements or features encouraged by the code and the modification does not interfere with preserving view corridors. The small size of this site, lack of available territorial views, infill location, limited frontage on NE 8th St and proposed building form mitigate the lack of a stepback.

The Director may allow modifications to the minimum side and rear setback required above 40 feet for buildings with a building height in excess of 75 feet if the applicant can demonstrate that the resulting design will be more consistent with the Design Review criteria and the building design, with the modification, will create sufficient spacing between towers to encourage a feeling of an open and airy Downtown. Impacts on the western side yard are mitigated by the fact that the building has a 43 foot step back from

the property line at the fifth floor. This façade faces a largely blank wall presented by the adjacent hotel. Impacts at the northern rear yard are mitigated by the presence of 111th Ave NE. More than sufficient spacing will be maintained between this proposal and existing and future development.

B. Special District Requirements

1. FAR Amenity System Requirements

Subject to LUC 20.25A.020C.2, the amount of bonus floor area in square feet generated by the amenities provided to meet the Basic Floor Area Ratio (FAR) requirement must at a minimum be equal to 20% of the Project Limit area times the Basic FAR permitted for a non-residential building in the land use district.

The Basic FAR requirement in square feet = 0.20 X the Project Limit area X the Basic Non-residential FAR (0.20 X 41,261 SF X 0.5 = 4,126 SF).

The amount of "Basic" FAR Amenity Earned (29,958 SF), calculated below, exceeds the minimum required 4,126 SF.

Table 1: Bonus Amenity Area Earned

Project Gross Floor Area (GFA)	195,502 SF
Basic Permitted Floor Area (Basic FAR X Project Limit)	82,522 SF (2.0 X 41,261 SF)
Additional Floor Area Requested (Project GFA – Basic Permitted Floor Area)	112,980 SF (195,502 SF – 82,522 SF)
"Basic" FAR Amenity Earned	29,958 SF (Refer to Table 2 below)
Remaining ("Bonus") FAR Amenity to Earn (Project GFA - Basic Permitted Floor Area – "Basic" FAR Amenity Earned)	83,022 SF (195,502 – 82,522 – 29,958)
Total FAR Amenity Earned	346,730 SF (Refer to Table 2 below)
Excess FAR Amenity Earned (Total FAR Amenity Earned – Basic FAR Amenity Earned – Bonus FAR Amenity to Earn)	233,750 SF (346,730 – 29,958- 83,022)

Table 2: Bonus Amenities

	Amenity	Units of Measure	Bonus Ratio	Bonus Floor Area Earned	How it Meets the Description and Design Criteria? Public Benefit?
Basic Amenities	Pedestrian Oriented Frontage	272 LF	100:1	27,200 SF	Stimulates sidewalk pedestrian activity.
	Arcade	215 LF	6:1	1,290 SF	Functions as a weather-protected extension of the publicly accessible space which it abuts.
	Marquee	499 SF	2:1	998 SF	Provides street level weather protection and visual interest.
	Awning	470 SF	1:1	470 SF	Provides street level weather protection and visual interest.
	Sub-Total Basic			**29,958 SF**	
Non-Basic	Plaza	2,723 SF	4:1	5,000 SF	Provides gathering space next to sidewalk and visual interest. Maximum bonus allowed is 5,000 SF. Requires Public Access Agreement to be recorded w/ County & submitted to the City of Bellevue.
	Underground Parking	103,924 SF	3:1	311,772	Reduces visual blight of surface parking.
	Sub-Total Bonus			**316,772 SF**	
	Combined Total			**346,730 SF**	

Subject to LUC 20.25A.030.D, the total amount of bonus floor area earned through the Amenity Incentive System for a project, and the total amount of bonus floor area to be utilized on-site for that project, must be recorded with the King County Division of Records and Elections and with the Bellevue City Clerk. Therefore, a condition has been added to Section X of this report requiring that the applicant record a copy of the approved bonus point calculations, project drawings and conditions of this Design Review.

2. Design Review Criteria

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

Vehicular Circulation and Parking (LUC 20.25A.110.A.1)

Access to the proposed project will be provided primarily via NE 9th Street and 111th Avenue NE, both of which are private roads accessing the north side (rear) of the development site. The driveway into the parking garage and a pullout for loading and unloading will be provided on NE 9th Street. Temporary pick-up and drop-off of passengers will be allowed in a driveway off NE 8th Street that is shared between this site and the adjacent site to the east, provided that a pick-up and drop-off area can be designed so as not to block other traffic using the driveway.

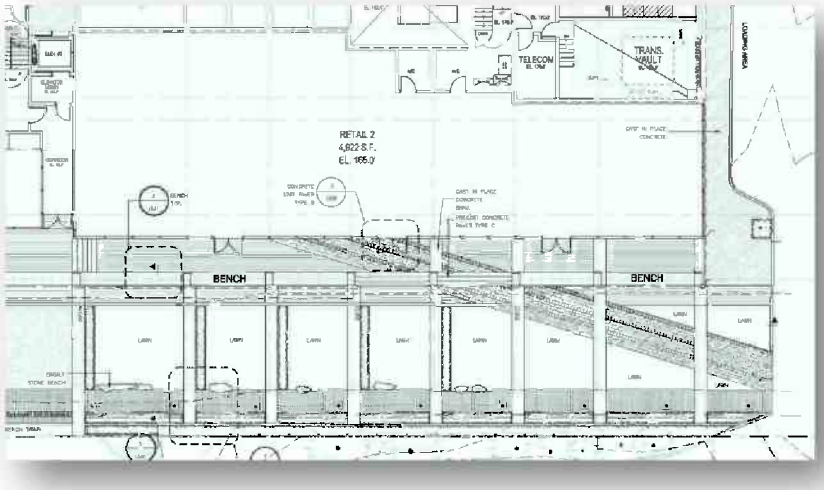
All parking is located internal to the building and out of public view. Access to the garage will be provided from a single entry located on vacated NE 9th Street. The exit from the parking garage must meet all applicable requirements for sight distance. The loading area for refuse and delivery vehicles is proposed along NE 9th Street east of the garage entry. The loading area is required to be marked with appropriate signage. Loading activities are restricted to specific days and hours.

Pedestrian Circulation and Amenities (LUC 20.25A.110.A.2)

Pedestrians can circulate around the entire building by way of sidewalks, plaza and the north/south and east/west mid-block pedestrian connections at the east and north property boundaries. Street trees, weather protection, landscaping, and special paving are used to provide a more pleasant pedestrian experience. The street frontage along NE 8th Street will be improved with a 12 foot wide sidewalk plus a 4 foot wide planter strip to enhance the pedestrian experience. Clear glazing will provide visual access from the sidewalk and plaza to commercial spaces.

Wind and Sun (LUC 20.25A.110.A.3)

Access to sun and natural light will be provided from the plaza and rooftop garden. The design of the building and the liberal use of glazing on the residential units and vision glass at the pedestrian oriented frontage will provide light into the building. An arcade is designed to provide weather protection adjacent to the plaza and an awning along the NE 8th Street frontage will provide additional protection from the elements. Two marquees frame the residential entry plaza at the southeast corner of the building.



Open Space (LUC 20.25A.110.A.4)

The plaza along the northeast frontage of the building provides exposure to afternoon sun and provides passive recreation to residents and the public. A roof top garden developed with a spa and lawn terrace provides additional open space.

Light and Glare (LUC 20.25A.110.A.5)

The exterior skin of this structure is a combination metal panels, frit glazing, transparent glazing and wood panels with a low reflection and glare factor. The applicant submitted a colors and materials board to substantiate the low reflectivity of their chosen materials. Glazing that faces the adjacent right-of-way or abutting properties must be non-reflective to reduce and soften the impacts of reflected light. All exterior building lighting is required to include cut-off shields to minimize the impacts of light to the future residents and to off-site properties. See related condition of approval in Section X.

Downtown Patterns and Context (LUC 20.25A.110.B)

Natural Setting and Topography (LUC 20.25A.110.B.1)

The building will take advantage of the grade that has a gentle rise towards the west. The extensive articulation and building materials will display high quality design at this gateway location. The residential entry plaza and associated steps takes advantage of the modest grade at this location.

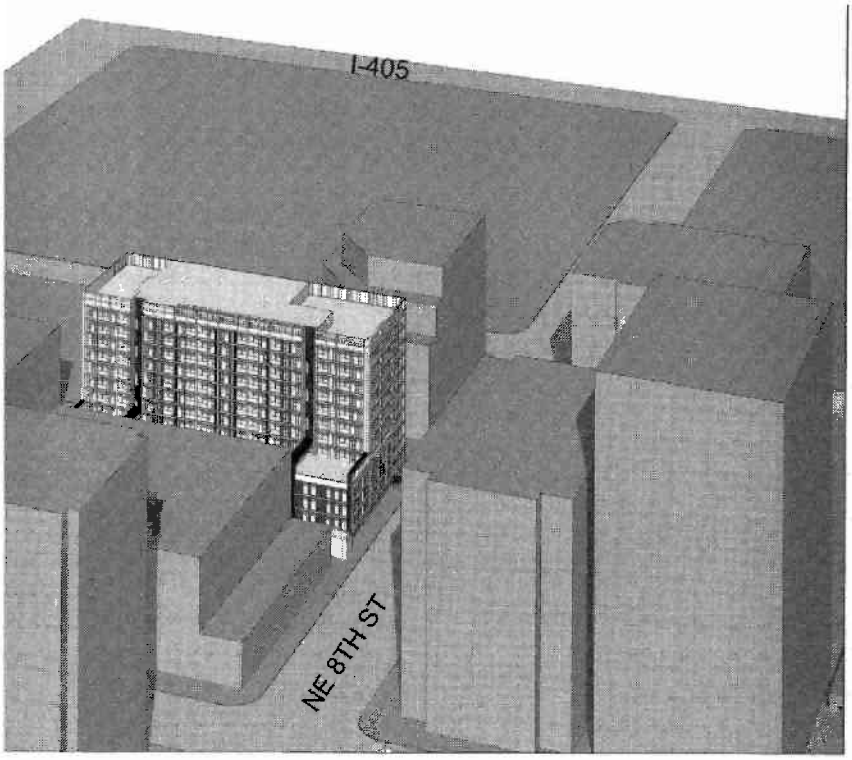
Landscape Design (LUC 20.25A.110.B.2)

There is significant landscaping in the pedestrian plaza, fifth floor gardens, and roof top garden. Street trees planted within a 4 foot wide planter strip will be provided along the NE 8th Street frontage. A new landscape strip will be provided within the median of 111th Ave NE that will separate the two travel lanes. Additional landscaping will be provided along NE 9th Street. Existing trees located near the entry to the existing underground garage used by the adjacent development will be maintained.

Views (LUC 20.25A.110.B.3)

The proposed structure is similar in size to many of the existing and proposed buildings in this neighborhood. With continued growth of the Downtown there will soon be many people

who live/work in one of the taller buildings near the proposal site. Views of the subject building's rooftop will be softened by its modulated form, and by the fact that all rooftop mechanical equipment is required to be consolidated and screened from all sides and above in a manner that is architecturally compatible with the building exterior.



NE 8TH STREET LOOKING EAST

Building Height and Bulk (LUC 20.25A.110.B.4)

The building shows a narrow face to NE 8th Street. The attention paid to the residential entry plaza at the southeast corner of the building and the building step back at the fifth level on the west face responds to existing development in this infill location. All rooftop mechanical will be consolidated and screened by high parapets and other architecturally integrated elements.

Transitions (LUC 20.25A.110.B.5)

In transitions between districts in the Downtown and between properties, the lower portions of buildings should be designed to promote easy circulation, good relationships among open spaces, visual connection in scale, and maximum penetration of sunlight to the ground level. The plaza located along 111th Ave NE will transition to the large plaza currently under construction at the Ashwood development located to the northeast within the block. The planted trellis located at the fifth floor gardens are intended to provide a green wall to the adjacent Marriott Courtyard building which is located in close proximity to the property line.

Patterns of Activity (LUC 20.25A.110.B.6)

The proposal includes pedestrian oriented commercial spaces directly accessible from the public sidewalk along NE 8th Street and the public plaza. The public plaza connecting to the mid-block connection provided along 111th Ave NE will stimulate pedestrian level activities at the ground level.

Signage (LUC 20.25A.110.B.7)

Signage information has not been provided at this time. General signage information for the building will be required prior to building permit issuance with a formal sign package following such submittal. See Sections X for related condition of approval.

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

NE 8th Street is designated a "D/R" Right-of-Way. Rights-of-ways designated 'D/R' are intended to have low to moderate orientation to pedestrians and shall complement residential uses. The installation of commercial activity on the ground level along NE 8th Street that uses transparent vision glass will allow visual access and establish a relationship between exterior and interior activities. The planter strip and street trees provided along the street frontage will soften the urban edge. The installation of an awning along the southern façade of the building will strengthen the residential nature of the building.

IV. PUBLIC NOTICE AND COMMENT

Application Date: August 29, 2007
Notice of Application: January 17, 2008
Public Notice Sign: January 17, 2008
Minimum Comment Period: January 31, 2008

As of the date of this staff report, no written comments have been received regarding this project.

V. TECHNICAL REVIEW

A. Clearing & Grading

The Clearing and Grading Division has reviewed this proposal. The materials submitted with the application are sufficient to determine that the proposed project can meet the requirements of the Clearing and Grading Code.

B. Utilities

Utility 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 review. Final civil engineering may require changes to the site layout to accommodate the utilities. See Section X for a related condition of approval.

C. Transportation

Site Access

Access to the proposed project will be provided primarily via NE 9th Street and 111th Avenue NE, both of which are private roads accessing the north side (rear) of the development site. The driveway into the parking garage and a pullout for loading and unloading will be provided on NE 9th Street. Temporary pick-up and drop-off of passengers will be allowed in a driveway off NE 8th Street that is shared between this site and the adjacent site to the east, provided that a pick-up and drop-off area can be designed so as not to block other traffic using the driveway. No other access will be allowed off NE 8th Street, due to a risk of blocking the driveway and causing congestion to spill back into NE 8th Street. The developer / property owner must adopt a policy requiring all deliveries to be made off NE 9th Street. Loading and unloading on NE 8th Street or on the driveway off NE 8th Street will not be allowed. See Section X for related Conditions of Approval.

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements, including at least the items listed below, is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual. See Section X for related Conditions of Approval.

1. Combined street tree and streetlight plan: Prior to issuance of the clearing and grading permit, a combined street tree and streetlight plan, showing trees and lights on one plan sheet, must be submitted and must be acceptable to the Transportation Department regarding streetlight type and location, including proper separation between streetlights and trees or other fixtures. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights.

   Streetlight locations must be determined by light level analysis acceptable to the Transportation Department. Generally, streetlights must be at least 25 feet from the nearest tree and at least ten feet from Point A in standard drawing DEV-6 (16 feet from the extended driveway edge). In order to produce a plan that is compatible with the surroundings, the final combined street tree and streetlight plan sheet must refer to nearby trees and streetlights on adjacent frontage and must show the proposed location of a large overhead sign that the Transportation Department intends to install on this frontage within the next few years. Subsequent landscaping and architectural plans for the development must comply with the streetlight and overhead sign locations shown on said combined plan sheet.

   The streetlight plan submitted by Transportation Solutions, Inc. on July 23, 2008 is satisfactory as to streetlight position for Design Review approval; however, the developer has not yet submitted a combined plan with street trees properly coordinated with the latest streetlight plan. Furthermore, the streetlight plan from

Transportation Solutions was based on assumptions about streetlights that were expected to be installed by another developer on the south side of NE 8th Street. The streetlights on the south side of NE 8th have now been installed, so the streetlight plan from Transportation Solutions must be reexamined to determine whether any changes will be required based on the existing situation.

The eastern streetlight shown on the streetlight plan submitted by Transportation Solutions, Inc. will require eliminating a mature existing street tree within city right of way on the neighboring frontage. Under the Land Use Code, elimination of that tree requires mitigation, which can be achieved by installing a planter with irrigation in the right of way in the same area as the eliminated tree. Elimination of that tree allows the eastern streetlight to be optimally located a few feet to the east of the location shown on the streetlight plan submitted on July 23, 2008.

To the west of the shared driveway on NE 8th Street, at least three trees must be uniformly spaced between the western streetlight and the first existing tree on the adjacent frontage to the west. One additional tree is needed between the western streetlight and the driveway edge, approximately 22 feet to the east of the western streetlight.

Prior to approval of final engineering and landscaping plans for the development, a final streetlight plan with technical specifications must be prepared by a licensed engineer experienced with streetlight analysis and familiar with Bellevue's standards. Full details and specifications for the lights, poles, foundations, junction boxes, conduit, wiring, and related equipment must be submitted for review and approval along with civil engineering and landscape plans. The developer's engineers must confirm that no known or planned underground utilities will conflict with the proposed location of the overhead sign and streetlight foundations. Streetlight contactor cabinets and other hardware must be located so as not to interfere with the main pedestrian path.

2. Sidewalk construction: The curb, gutter, and sidewalk on NE 8th Street fronting the Vida site shall be completely removed and reconstructed with a sidewalk at least sixteen feet wide, not including the curb. Planters and tree wells are included in the sixteen-foot width.

3. Sidewalk grades and ADA compliance: The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes shall not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations at key points, including entrances and steps. Curb and sidewalk elevations will not be revised to fit the building. The following method has been developed to guarantee compliance with those requirements:

a. As part of the building permit submittal, the developer will prepare a detailed exhibit illustrating spot elevations and sidewalk cross slopes at key points where the back of the sidewalk is at or near the building wall, especially at door thresholds or other points where the sidewalk and building elevations must match. The sidewalk elevation is tied to the top of the curb, which has a fixed height (6 inches) above the street's gutter line, and the gutter elevation is fixed by the street's intended cross slope and centerline elevation.

b. Working from the points indentified in a) above, the developer will document the elevation differences between said points at the surface and other key points to be established during construction, such as:
   i. Elevation at the bottom of the hole or the bottom deck.
   ii. One or more intermediate stages, such as two decks below sidewalk level. It is not necessary to document the elevation of every subsurface deck; the intent is to confirm that construction of intermediate stages is on track to reach the correct elevation of the main deck.
   iii. Main deck elevation, established to mesh properly with the required sidewalk elevations.

c. Confirming key elevations and differences identified in a) and b) will be part of building permit review and approval.

d. During construction, the developer will provide documentation, signed and stamped by a licensed surveyor, confirming the elevations at each level described in b) and other levels that may be determined during review or construction. Surveyed elevations must be accurate to within 1 in 5000. The intent is to confirm that construction of the bottom deck and intermediate stages is on track to reach the correct elevation of the main deck.

e. If the survey data in d) shows that elevations at the bottom or intermediate levels are off, then corrections must be made during building construction in order to achieve the required elevation of the main deck. Such corrections must be submitted for city review as revisions of the building permit.

f. The city recognizes that some deviation is unavoidable during construction. Therefore, in order to not exceed a sidewalk cross slope of 2%, the project design should aim for a sidewalk cross slope of 1.5% to 2%, with a clear understanding that 2% must not be exceeded, and that slope sufficient for adequate drainage must be provided

   Note: Meeting the slope requirements of ADA and the design standards for the driveway connection on NE 8th Street might necessitate revising the design of the steps at the southeast corner of the proposed building. This must be determined prior to approval of the building permit. ADA requirements and public safety design aspects of the sidewalk and driveway will not be compromised to accommodate the building or steps that are conceptually shown.

4. Sidewalk design, materials, features, and ADA compliance: The design, materials, and appearance of the sidewalk and landscaping on NE 8th Street shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3, and the requirements of the Americans with Disabilities Act. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12 or TE-13. ADA also requires provision of a consistent travel path for visually handicapped pedestrians.

   The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features, as described below under Alternative Paving Materials or elsewhere in this document.

   Install a full-depth expansion joint at the back of the sixteen-foot public sidewalk easement, unless there is an accepted engineering reason not to do so. At any location where the public sidewalk extends over a basement or parking garage, a construction method designed to prevent differential settling must be used. Such method must be acceptable to the Transportation Department and may overrule the need for a full depth expansion joint in some situations.

   Any non-standard materials, features, or vegetation in the public sidewalk shall not create a sight obstruction within any required sight triangle, shall not create a tripping, slipping, or bumping hazard in the main path of 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 and must be ADA compliant.

   Prior to issuance of the clearing and grading permit, the developer must provide a plan sheet or sheets showing the sidewalk scoring pattern, the placement of full depth expansion joints, placement of any non-standard materials and features in the public sidewalk, and the grade of any parts of the sidewalk, ramps, or driveway approach that differ from the general sidewalk grade.

5. Irrigation and other features in planter area: Tree wells, planters, or other landscaping within any public sidewalk shall be irrigated with a metered water source. 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. Driveway approach design: The shared driveway connecting to NE 8th Street shall have a concrete driveway approach constructed as a variation of standard drawing DEV-7D or a similar approved design. The ingress and egress lanes may be separated by a raised or landscaped island, provided that the main pedestrian path in the public sidewalk easement is not reduced; that the design, materials, and plantings are acceptable to the city; and that an indemnification agreement acceptable to the city is signed and recorded by the property owner regarding any part of such an island that is within the street right of way or pubic sidewalk

easement. If separated by an island or landscaping, then both the ingress and egress must have a driving surface at least 16 feet wide. Driveway approaches shall not exceed a slope of 7% for a distance of 30 feet behind the sidewalk on NE 8th Street. Any grade changes in the driveways must be designed to prevent vehicles from bottoming out. This developer is not required to rebuild the ingress lane, which is under different ownership. If the ingress is to be rebuilt, then the driveway apron and sidewalk crossing must meet Transportation Department standards.

7. Traffic signs and markings: The egress lane approaching NE 8th Street shall have a standard stop bar and stop sign installed north of the public sidewalk easement. The recommended position for the stop sign is on a bracket arm on the side of the column at the southeastern corner of the building, mounted so that the bottom of the sign is seven feet above the walking surface. Farther north in the egress lane, install at least one standard Right Turn arrow. The island between the ingress and egress lanes shall have a standard Keep Right sign (R4-7) installed north of the public sidewalk easement and mounted to face entering traffic. The location and type of traffic signs and markings may be modified by Transportation Department inspectors at any time prior to the development's final certificate of occupancy.

8. Structure over sidewalk: Any awning, marquee, balcony, or the like over a public sidewalk / utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement), and must have at least three feet of horizontal clearance from any streetlight or transportation-related pole. No awning, marquee, balcony, or the like will be allowed above any city street right of way without a long-term lease of air space approved by the city council. No supports shall be installed within the public sidewalk.

9. Structure under sidewalk: 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, if not in conflict with utility needs. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement acceptable to the city. Temporary shoring walls may be allowed under a sidewalk easement (but not under right of way) if the wall and pilings will not interfere with existing or planned utilities and if pilings under the proposed sidewalk are cut off at least eight feet below grade.

10. Vaults: No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk, but intrusion into the main walking path must be minimized. Any vaults lids in the public sidewalk must have a non-skip surface.

11. Fixed objects on street frontage: 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 or DEV-7DA. (The location of one street tree described as 22 feet from the western streetlight in the Combined Street Tree and Streetlight Plan above represents an acceptable compromise.) Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden

post. Fixed objects shall be located no closer than three feet from the face of curb on NE 8th Street, except that with Transportation Department approval, some fixed objects other than streetlight poles may be located as close as 1.5 feet from the face of curb.

12. Stormwater: Treatment of stormwater from the site flowing on or to any city street or public sidewalk shall meet the standards of the Utilities Department.

13. Metal covers in streets: As much as feasible, manhole lids and other metal covers shall be located outside the tire paths of through lanes on any city street.

14. Overhead wires: 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.

15. Vehicle and pedestrian sight lines: Vehicle and pedestrian sight triangles shall be achieved per BCC 14.60.240 and 14.60.241, including consideration of all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

16. Note that in the future the Transportation Department plans to install a large overhead sign on the frontage of NE 8th Street near this development's front door. That installation may require the city to remove a street tree or other features in the planter strip.

Easements

The site is affected by a complex variety of prior street dedications and vacations and public and private easements for vehicular access, pedestrian access, construction, and utilities. The vehicular access to the site off NE 8th Street is within easements shared with at least one other owner. Access to the main garage entry on NE 9th Street requires passage through easements on other property. The city has relied on the developer to ascertain the developer's right to use the relevant easements as proposed.

An existing public pedestrian easement connects to the eastern edge of the site approximately 120 feet north of the NE 8th Street right of way line. An accessible pedestrian connection must be provided between that easement and the proposed pedestrian system within the site.

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 right of way fronting this site on NE 8th Street. Any existing utility easements within the site that will be negatively affected by this development must be relinquished or impacts must be mitigated. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

See Section X for related conditions of approval.

Holiday Construction & Traffic Restrictions
From November 15th to January 5th, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit, which is issued directly by the Transportation Department. See Section X for related Conditions of Approval.

Use of the Right of Way During Construction
Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks or vehicle lanes may not be closed except as specifically allowed by a Right of Way Use Permit. See Section X for related Condition of Approval.

Pavement Restoration
The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted", "Overlay Required", and "Standard Trench Restoration". Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Near the site, NE 8th Street is presently classified as "No Street Cuts Permitted". Cutting into a no-cut street may be allowed by the city's Right of Way Manager, only if there is no feasible alternative and only with extraordinary pavement restoration. Pavement restoration for any streets cuts or damage during construction will require a grind and overlay at least 50 feet long for the full width of any affected lane. The exact extent of pavement restoration will be specified in the project's right of way use permit. See Section X for related Conditions of Approval.

Alternative Paving Materials
The Transportation Department, in conjunction with other departments as appropriate, will review proposals for the installation of alternative materials by private developers. The materials and installation methods must meet typical construction requirements. If the alternative material is approved, the property owner must sign and record an indemnification agreement stating that all future maintenance and replacement is the responsibility of the property owner. Work within the alternative material area by City, franchise or other workers as a result of either emergency, normal maintenance or new installation will result in replacement of the surface by standard materials. Advance notification of such work will not be provided to the property owner. In such a

circumstance, should the property owner wish to replace or repair the surface with the alternative material, a Right of Way Use Permit may be required. A subsequent approval of the alternative material is not guaranteed. Paving samples must be submitted for review by the Transportation Department and Development Services Department prior to building permit approval. Sand-set pavers are not allowed in a public sidewalk. Cobblestones or other paving stones may be allowed in a public sidewalk only if fully compliant with ADA requirements for stability, smoothness, changes in level, and slip resistance. See Section X for related Conditions of Approval.

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 issuance of the primary building permit, 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 and 14.60.080. The program must be established and ready for implementation prior to initial occupancy.

Developments with more than 100 dwelling units are required to meet the minimum TMP requirements, with include posting ridesharing and transit information from Metro or other approved sources in a visible central location in the building. See Section X for related Conditions of Approval.

C. Building

The plans for this design review decision generally are consistent with the plans submitted under the associated building permit. Thorough review under the International Building Code will occur during review of the building permit.

E. 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 for related conditions.

VI. STATE ENVIRONMENTAL POLICY ACT

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal (see Environmental Checklist in the project file at City Hall Records Office). 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 2009-2020 Transportation Facilities Plan Final Environmental Impact Statement (TFP EIS), dated March 2009 (available in the Records Office at City Hall). This document analyzes the transportation and air quality impacts of the City's Traffic Task Force recommendations to meet the Comprehensive Plan, Transportation Element, and Mobility Management goals.

This section of the staff report is an addendum to the adopted EIS referenced above. Adverse

impacts which are less than significant are usually subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process. A discussion of the impacts is noted below together with specific conditions of approval. These impacts will be mitigated through exercise of Code authority as well as through project-specific conditions of approval, contained in Section X.

TRANSPORTATION

Long-Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City between 2009 and 2020 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2020 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 Vida Condominium project lies within MMA # 3 (Downtown). That MMA has a 2020 total growth projection of 7043 new multifamily dwelling units, 1,259,243 square feet of new retail space, and 5,489,336 square feet of new office. Approved and pending new developments have already claimed much of the projected growth. However, without the Vida Condominium proposal, approximately 728 new multifamily dwelling units, 189,700 square feet of new retail space, and 1.3 million square feet of new office space are still available for growth in MMA #3.

According to the developer's traffic consultant, the Vida development proposes 241 multifamily (current plans indicate 239 units) dwelling units and 8000 square feet of retail space. This is within the available growth documented in the previous paragraph. Therefore, the proposed development is within the traffic growth assumptions of the Transportation Facilities Plan EIS.

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 are fully mitigated by payment of traffic impact fees, as described below. It should also be recognized that the City of Bellevue's Downtown Implementation Plan forecasts beyond the TFP to 2020. Included with this additional forecast are additional transportation improvements, which are shown to further improve the area-wide level of service in the Downtown.

Traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. See Section X for a Condition of Approval regarding transportation impact fees.

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.

Assuming 241 multifamily dwelling units and 8000 square feet of miscellaneous retail space, the proposed development will generate approximately 110 new p.m. peak hour trips. 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, only one system intersection 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. (The concurrency analysis spread sheet is available in the project file.) Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development.

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

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 included traffic operations conditions during the p.m. peak hour. Issues that were analyzed include site access and level of service, queue length, and storage capacity at nearby intersections. The analysis led to the following conclusions:

- Nearby signalized intersections have acceptable levels of service, except for LOS F at the intersection of NE 8th Street and 112th Avenue. Level of service F will occur at that intersection with or without the proposed development. Traffic generated by the development will not cause a significant worsening of level of service or delay at any signalized intersections.

- The unsignalized intersections at NE 9th Street / 110th Ave and NE 10th Street / 111th Ave

are already affected by traffic queuing back from nearby signals during peak hours. These queues occasionally interfere with some vehicle movements to and from the private streets (NE 9th and 111th) that will be the primary accesses for the proposed development. The proposed development will degrade the operation of these unsignalized intersections, and will increase queue length and delay for vehicles exiting the private streets. However, the analysis from the developer's consultants shows that the queue length and delay on the private streets will not degrade to an unacceptable level. Vehicles exiting the two private streets will generally tend to reduce their delay by choosing to make right turns out during peak hours. The worst delay will be approximately 30 seconds per vehicle for northbound vehicles exiting 111th Avenue onto NE 10th Street. If necessary to prevent future operational or safety problems, the city may restrict left turns at the intersection of NE 9th and 110th Avenue or at the intersection of 111th and NE 10th Street.

The results of the short-term traffic analysis are published in the Vida Condominiums Transportation Impact Analysis, May 2008, by Transportation Solutions, Inc. The study is included in the Transportation Department file for this project.

Amendments to Environmental Checklist

The Environmental Checklist submitted with the application was revised per the revised design concept and it adequately discloses expected environmental impacts associated with the proposed project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts except as noted below. The following amendments to the Environmental Checklist are needed. These impacts will be mitigated through exercise of code authority as well as through project-specific conditions of approval, contained in Section X.

WATER

The project is located in the Sturtevant Creek Drainage Basin. Storm water from the proposed development will be collected in catch basins and routed to a detention tank.

NOISE

Exterior Noise: As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. Normal hours for allowed generation of noise related to construction are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hour limitation contained in the Noise Control Code MAY NOT be granted pursuant to 9.18.020C.1 & 2. However, prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding commercial and residential properties during the proposed timeline for construction. If expanded hours are necessary to accommodate a specific component of construction, a noise permit shall be required and must be submitted in advance of the scheduled onset of extended hour construction activity. In accordance with the Bellevue City Code – BCC 9.10 – Noise Control, the City will only be providing construction noise exemptions for the following work:

- Work in the ROW and essential public facilities (i.e., Water connections that require a main shut off and are required to be done at night by the Utility Dept.)
- Work to accommodate transportation mitigation
- Required evening haul routes

Work that has been previously determined by sound level monitoring is not to exceed the maximum permissible noise levels. Utility/site work on private projects/property is not essential public facilities.

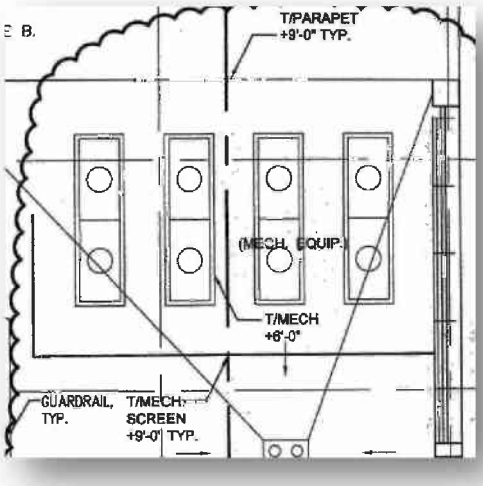
To mitigate construction noise impacts to existing residential units, the use of best available noise abatement technology consistent with feasibility should be required during construction to mitigate construction noise impacts to surrounding uses and the hours of construction should not be expanded beyond those permitted by the Noise Ordinance, BCC 9.18 without adequate mitigation. See Section X for a related condition of approval.

Interior Noise Levels: The Bellevue City Code, BCC 9.18, limits interior noise levels within residential structures to 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. Special construction is generally necessary to meet these thresholds. The recommendations provided in Section IV of the report titled *Environmental Noise Analysis, Vida Condominiums (Attachment B)*, submitted by SSA Acoustics and dated December 30, 2007, must be implemented in the building permit plans to mitigate for interior noise levels. Prior to the issuance of any occupancy permits, the applicant must retain an Acoustical Engineer to measure the noise levels inside a random sample of the units (on all sides and at various floor levels), while the air exchange system is operating. The results must show compliance with the maximum permitted interior noise thresholds. See Section X for related conditions of approval.

VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

Building Exterior

- An awning was added along the NE 8th Street frontage for pedestrian weather protection. Both the marquee and awning elements will feature the same materials and detailing for consistency.



- Rooftop mechanical equipment has been consolidated and entirely screened through high parapets and other integrated screening elements. The applicant proposes to screen two "Mitsubishi City Multi R2" HVAC units with a 9 foot tall louvered mechanical screen. The total height of the units is 7 feet six inches. The proposed parapet in this location is also 9 feet tall. Three mechanical vents indicated on the north elevation will be flush mounted and painted to minimize their impact to the pedestrian environment.

- A straight stairway was added from the sidewalk to the level 2 patio areas for Fire Department access.

Building Interior

- Underground parking layout was modified and dimensions and directional arrows added. A dedicated stall for vanpool/carpool loading was added adjacent to entrance doors for both residential and commercial areas. A bicycle parking area was added on levels P-2 and P-3.

- A Fire Department Central Control Station was added to the plans.

- The location for generators, fire pumps, and an on-site water tank were added to the plans.

Site Design

- Structured turf and decomposed granite paving materials originally proposed for the pedestrian plaza were removed. A series of precast paver varieties will be used within the plaza as an alternative.

- The original design for street trees on NE 8th Street included the use of 4 x 6 tree grates. This was modified to include street trees within a 4 foot planter strip consistent with development standards for a D/R street.

- A traffic study and illumination level analysis was submitted for review. The location of street lights and street trees has been modified as a result of this analysis.

VIII. DECISION CRITERIA

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

1. The proposal is consistent with the Comprehensive Plan.

Finding: The proposed development is consistent with the Comprehensive Plan and the Downtown Subarea Plan. The supporting policies focus on use, pedestrian environment, design quality, connectivity and transportation and parking issues. The site is zoned DNTN-R and designated "Multiple Use" per the Downtown Subarea Plan. The Downtown-Residential Zone encourages intense residential development and secondary retail uses.

The proposal is supported by the policies of the Comprehensive Plan for the Downtown Subarea:

The proposed residential development provides dense urban living opportunities and is supported by **POLICY S-DT-25**. The proposed commercial uses along NE 8th Street and the pedestrian plaza will bring additional pedestrian activity to the area, which is supported by **POLICY S-DT-70.** The proposal is for an urban residential community with supporting neighborhood retail and service uses, which is supported by **POLICY S-DT-75.** The proposed plaza and associated landscape features along 111th Ave NE are supported by **POLICY S-DT-103** which encourages these amenities where they are identified for public use. The improvements to 111th Ave NE and pedestrian easement will provide a mid-block connection through the superblock and is supported by **POLICY S-DT-144**.

The proposal is supported by the policies of the Comprehensive Plan's urban design element:

The proposed building would provide a hierarchy of scale, urban materials and visual interest through details and massing, all of which are supported by **POLICY UD-1** and **POLICY UD-2**. The proposal will continue the design quality and relate to both the recently completed Marriott Courtyard Hotel to the west and Ashwood Commons residential development to the north as supported by **POLICY UD-4**. The use of marquees and awnings that provide light penetration as well as weather protection is supported by **POLICY UD-11**. The pedestrian plaza along 11th Ave NE will provide for a public place along with an improved pedestrian connection and is supported by **POLICY UD-29**. The special pavement treatment, raised residential entry, plaza, street trees, and planter strip will soften this development from the public right-of-way as well as the private street. The use of these types of urban design features is supported by **POLICY UD-75**.

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

Finding: As conditioned, the proposal complies with applicable requirements of the Land Use Code as summarized in this report in the tables located in Section III.A and B.1. The proposal complies with the LUC requirements for building height, lot coverage, FAR, parking and landscaping.

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

Finding: A discussion of compliance with applicable decision criteria and design guidelines is included in Section III.B.2.

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.

Finding: The proposal is in a location of several large multi-tower develops that are nearing completion such as The Bravern and Ashwood Commons. The materials and site design are compatible and complementary to the development occurring in the immediate vicinity. Improvements proposed to the frontage along NE 8th Street and in and around the pedestrian

plaza on 111th Ave NE respond to the mixed residential development in the area.

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

Finding: The proposal will be served by adequate public facilities including streets, fire protection, and utilities. The owner shall provide for the return of receptacles and trash not removed from the property back into the building the day pick-up, all rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items. See Section X for related condition of approval.

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 Vida Condominiums proposal.

X. CONDITIONS OF APPROVAL:

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

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

1. 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	Mark Dewey	425/452-6179
Construction Codes - BCC Title 23	Lee Kranz	425/452-2732
Land Use Code - BCC Title 20	Matt Jackson	425/452-2729
Sign Code - BCC Title 22B	"	
Noise Control - BCC 9.18	"	
Uniform Fire Code - BCC 23.11	Adrian Jones	425/452-6032

2. CONSTRUCTION HOURS: Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. 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. To vary construction noise hours, the applicant shall apply for a noise permit that 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: Bellevue City Code 9.18.040
Reviewer: Matthews Jackson, Development Services Department

3. **USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY:** The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

Authority: Bellevue City Code 9.18.020F
Reviewer: Matthews Jackson, Development Services Department

4. **CONCEPTUAL APPROVAL:** Utilities Department approval is based on the preliminary utility design only. Final civil engineering of the utility design may require changes to the site layout to accommodate the utilities. A water and storm Developer Extension Agreement is required for the engineering review and inspection of the water and storm improvements. Sewer is minor in nature and can be covered under a over the counter commercial sewer permit. The Developer Extension Agreement booklet(s) and submittal requirements are available from the Utility Representative at the Permit Center at any time. The applicant has already submitted the UE permit and it is currently under review for approval.

Authority: Bellevue City Code Title 24.02, 24.04, 24.06.120
Reviewer: Mark Dewey, Utilities Department

5. **HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS:** Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this moratorium accordingly.

Authority: Bellevue City Code 14.30.060
Reviewer: Jon Regalia, Transportation Department

6. **VEHICULAR ACCESS RESTRICTIONS:** Access to this site from NE 8th Street will continue to be restricted to right-turn-in and right-turn-out only. Left turns to or from NE 9th Street at 110th Avenue or to or from 111th Avenue at NE 10th Street may be restricted by the city in the future, if necessary for operational or safety reasons, or as part of future transportation projects.

   Authority: Bellevue City Code 14.60.150
   Reviewer: Carl Wilson, Transportation Department

7. **PROVISIONS FOR LOADING:** The property owner shall provide an off-street truck loading space on NE 9th Street with adequate access to the public street system. After construction is complete, no loading or unloading will be permitted on any public street. No loading or unloading activity that might interfere with the shared vehicular access along the eastern edge of the site will be permitted.

   Authority: Land Use Code 20.20.590.K.4, Bellevue City Code 14.60.150
   Reviewer: Carl Wilson, Transportation Department

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

1. **RIGHT-OF-WAY USE 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 prevent access. General materials storage and contractor convenience are not reasons for preventing access.

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

   Authority: Bellevue City Code 11.70 & 14.30
   Reviewer: Jon Regalia, Transportation Department

2. **CIVIL ENGINEERING PLANS – TRANSPORTATION:** Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. 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, including required slopes and cross slopes. At least one plan sheet must show sidewalk scoring, joints, relevant grades, and non-standard materials or features within the sidewalk. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
   c) Handicapped ramps or crosswalk, as needed.
   d) Installation or relocation of streetlights and related equipment.
   e) Sight distance. (Show the required vehicle and pedestrian sight triangles and include any relevant sight obstructions, including those off-site.)
   f) Location of fixed objects in the sidewalk or near the driveway approach.
   g) Trench restoration within any right of way or access easement.

   Authority: Bellevue City Code 14.60; Transportation Department Design Manual
   Reviewer: Carl Wilson, Transportation Department

3. **SOLID WASTE/RECYCLING:** The applicant shall provide a written document showing that Allied Waste has endorsed the size and function of the recycling and solid waste collection area for this project. In addition, the owner shall provide for the return of receptacles and trash not removed from the property back into the building immediately following pick-up; all rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

   Authority: Land Use Code 20.20.725
   Reviewer: Matthews Jackson, Development Services Department

C. **PRIOR TO BUILDING PERMIT: The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building permit application:**

1. **TRANSPORTATION IMPACT FEE:** Payment of the transportation impact fee will be required at the time of building permit issuance for the above-ground structure. Based on present rates, the impact fee would be $151.69 for each multifamily dwelling unit and $0.44 per square foot for miscellaneous retail space. Other types of retail, including restaurants, have different fees. The type of retail will be based on the latest information

at the type of building permit issuance. A fee increase to $907 for each multifamily dwelling and $1.90 per square foot for miscellaneous retail has been adopted by City Council and will take effect January 1, 2010. Further increases are adopted for 2013 and 2016. The fee schedule in effect at the time of building permit issuance will apply.

Authority: Bellevue City Code 22.16
Reviewer: Carl Wilson, Transportation Department

2. **BUILDING AND SITE PLANS – TRANSPORTATION:** The building grade and elevations shall be shown to be consistent with the curb and sidewalk grades shown in the approved civil engineering plans, and per the method specified above in the section entitled Summary of Technical Reviews, Street Frontage Improvements, part 3. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

Authority: Bellevue City Code 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241
Reviewer: Carl Wilson, Transportation Department

3. **EXISTING UTILITY EASEMENTS:** Identify existing utility easements on this site. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

Authority: Bellevue City Council 14.60.100
Reviewer: Jon Regalia, Transportation Department

4. **PEDESTRIAN EASEMENTS:** The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage on NE 8th Street are located within a pedestrian easement area.

Authority: Bellevue City Code 14.60.100
Reviewer: Carl Wilson, Transportation Department

5. **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 and 14.60.080.

Authority: Bellevue City Code 14.60.070, 14.60.080
Reviewer: Carl Wilson, Transportation Department

6. **GARAGE EXHAUST NOISE:** The garage exhaust fans can create noise levels at the public sidewalk which exceed that allowed by the Bellevue City Code. This decision is conditioned to require certification by the project noise consultant that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk prior to the issuance of any mechanical permits.

   Authority: Bellevue City Code 9.18.045
   Reviewer: Matthews Jackson, Development Services Department

7. **ACCOUSTICAL ANALYSIS:** The recommendations provided in the report titled *Environmental Noise Analysis, Vida Condominiums,* submitted by SSA Acoustics and dated December 30, 2007, must be implemented in the building permit plans to mitigate for interior noise levels.

   Authority: Land Use Code 9.18.045
   Reviewer: Matthews Jackson, Development Services Department

8. **VENTS:** The applicant shall provide to-scale plans for venting the units. All proposed venting shall extend to the roof, and not out the walls, unless the applicant can demonstrate that vents can be designed and constructed to successfully integrate with the overall design of the building exterior. Screening and installation details must be submitted and approved by the Development Services Department.

   Authority: Land Use Code 20.25A.110.B.3
   Reviewer: Matthews Jackson, Development Services Department

9. **EXTERIOR LIGHTING:** All exterior building lighting is required to include cut-off shields to minimize impacts of light and glare.

   Authority: Land Use Code 20.25A.110.A.5
   Reviewer: Matthews Jackson, Development Services Department

10. **FIRE AND LIFE SAFETY:** The Building Permit Drawings shall include the following:

- Provide an elevator sized to accommodate a 24 inch by 84 inch ambulance stretcher in the horizontal position. (IBC 3002.4)
- It appears that in Stair 2 the standpipe system is located behind the door. Relocate the standpipe system so that it is not behind the door.
- Confirm that the available secondary water supply to the center line of the fire pump is 50,000 gallons.
- Provide information on how the elevators will be recalled in the parking garage since there are no lobbies and smoke detectors cannot be used.
- Provide a Fire Control Station with a direct exterior exit at an approved location at the front entrance to the building. (International Fire Code (IFC) The Fire Control Station shown inside the building is not approved.
- Smoke Control System in Accordance with IBC 909 and Chapter 11 of the BFDDS required.

- Is there a truck dock inside the building?
- The rated generator room shows an intake louver inside the vehicle ramp. If this intake louver is required to have a fire damper to complete the rating of the generator room and this shuts down the generator this will not be allowed and another method of supplying air to the generator needs to be found.
- Stair 2 is required to have access to the roof or the standpipe shall extend to the roof. (IFC 905.4 #5)
- The proposed combined fire/domestic supply shown on plan sheet C3.2 is not approved. Provide separate supplies for the fire sprinkler water system

Authority: NFPA 13, Bellevue Fire Department Standards, International Fire Code, Bellevue City Code 23.11.903.4.2
Reviewer: Adrian Jones, Fire Department

11. EXTERIOR GLAZING: All exterior glazing that faces an abutting public right-of-way or private property must consist of non-reflective materials.

Authority: Land Use Code 20.25A.090.E.3
Reviewer: Matthews Jackson, Development Services Department

D. PRIOR TO TCO: 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. BONUS SYSTEM RECORDING: Record a copy of the approved bonus point calculations, a statement that 100% of the NE 8th Street frontage and pedestrian plaza shall remain pedestrian-oriented retail, and the project drawings & conditions of this Design Review with the King County Division of Records and Elections and with the Bellevue City Clerk.

Authority: Land Use Code 20.25A.020.D.3
Reviewer: Matthews Jackson, Development Services Department

2. LANDSCAPE INSTALLATION ASSURANCE DEVICE: All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized Assignment of Savings dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation, inspection approval and rededication of the plaza property to the City filed with King County Records Office.

Authority: Land Use Code 20.40.490
Reviewer: Matthews Jackson, Development Services Department

3. **LANDSCAPE MAINTENANCE ASSURANCE DEVICE:** File with the Development Services Department a landscape maintenance assurance device for a one-year period in the form of an assignment of savings, letter of credit, or bond for 20% of the cost of labor and materials for all required landscaping.

   Authority: Land Use Code 20.40.490
   Reviewer: Matthews Jackson, Development Services Department

4. **PROJECT SIGNAGE:** A sign master plan package in compliance with the Sign Code shall be submitted to the Permit Center for review and approval as an application for a Sign Permit with Land Use Exemption from Design Review.

   Authority: Bellevue City Code 22B.025 and Land Use Code 20.25A.110
   Reviewer: Matthews Jackson, Development Services Department

5. **PUBLIC USE OF PLAZA/MID-BLOCK CONNECTIONS:** The applicant shall sign an agreement to allow public use of the plaza and the pedestrian connection along 111th Ave NE for which FAR bonus points were granted by this decision, and record the agreement with King County and submit a copy to the Bellevue City Clerk. Appropriate signage indicating public use must be incorporated into the final design.

   Authority: Land Use Code 20.25A.030.C.2
   Reviewer: Matthews Jackson, Development Services Department

6. **STREET FRONTAGE IMPROVEMENTS**: All street frontage improvements and other required transportation elements, including streetlights and landscaping, must be constructed by the applicant and accepted by the Transportation Department Inspector. Transformers and utility vaults to serve the building shall be placed inside the building to the extent feasible or below grade. Bonding or other types of assurance devices will not be accepted in lieu of construction. The applicant is required to provide final approved copies of the engineering plans, including any city approved redlines, to contractors involved in the construction of street frontage improvements. Contractors are required to have on site and to use the approved engineering plans, including any city approved redline, in the construction of all street frontage improvements, unless the Transportation Department approves deviations from said plans. Specific requirements include the following:

   a) Curb, gutter, sidewalk, ramps, and driveway approaches shall be constructed per the approved engineering plans, including required slopes and cross slopes. Any non-standard materials or features in the public sidewalk must be acceptable to the City.
   b) Driveway approaches shall not exceed a slope of 7% for a distance of 30 feet behind the sidewalk on NE 8th Street. Any grade changes in the driveways must be designed to prevent vehicles from bottoming out.
   c) Traffic signs and markings shall be installed per the approved engineering plans, with possible modifications per Transportation Department inspectors.
   d) Vehicle and pedestrian sight triangles shall be achieved per BCC 14.60.240 and 14.60.241, including consideration of all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when

checking for sight distance.

e) Streetlights and related equipment shall be installed per the approved streetlight plan and specifications, with street trees spaced per Transportation Department requirements for separation from streetlights.
f) Location of fixed objects within any right of way or near the driveway approaches shall meet Transportation Department standards per the Transportation Department Design Manual and as described elsewhere in this Design Review Staff Report.
g) Landscaping and irrigation within any city right of way or sidewalk easement shall be installed per the approved landscaping plans.

Authority: Bellevue City Code 14.60.100, 110, 120, 150, 180, 181, 190, 210, 230, 240, 241; Transportation Department Design Manual and Standard Drawings; and Land Use Code 20.25A.060.
Reviewer: Carl Wilson, Transportation Department

7. **PAVEMENT RESTORATION:** Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:

NE 8th Street was recently overlaid and a five-year no-cut moratorium is currently in effect. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a grind and overlay at least 50 feet long will be required for the full width of any affected lane. The exact extent of pavement restoration will be specified in the project's right of way use permit, and approval to cut a no-cut street must be obtained from the Right of Way Manager.

NE 9th Street is private, and Transportation Department pavement restoration requirements do not apply. The equivalent of Standard Trench Restoration or better is recommended.

Authority: Bellevue City Code 14.60. 250; Design Manual Design Standard #21
Reviewer: Jon Regalia, Transportation Department

8. **IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM:** The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

Authority: Bellevue City Code 14.60.070, 14.60.080
Reviewer: Carl Wilson, Transportation Department

9. **POLICY PROHIBITING TRUCK LOADING AND DELIVERIES OFF NE 8TH ST:** In order to avoid congestion within the shared driveway that might spill back into NE 8th Street, the developer must adopt a policy requiring all deliveries and truck loading / unloading to occur off NE 9th Street. After city review and approval, the policy must be recorded against the property and must be binding on all future owners.

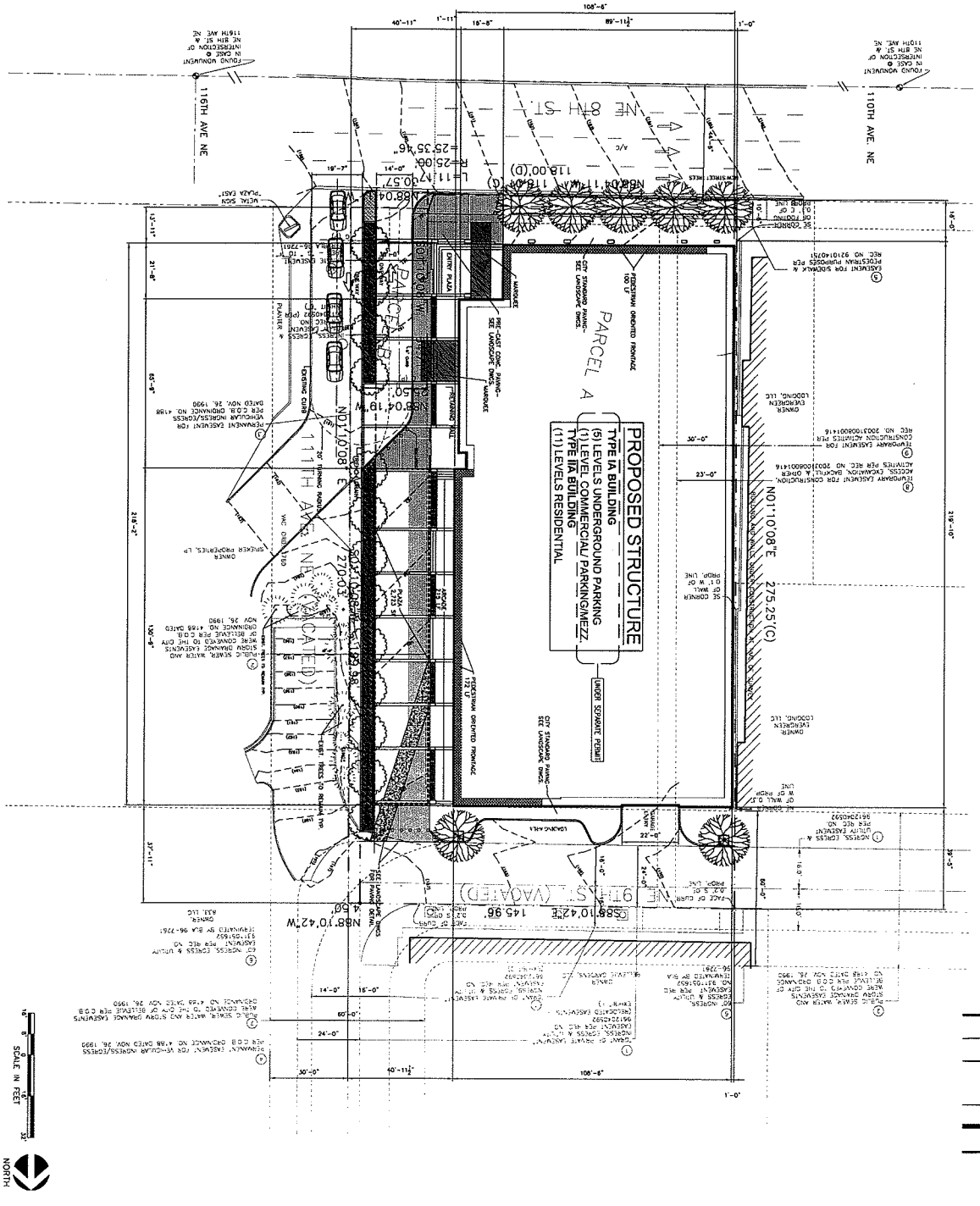
Authority: Land Use Code 20.20.590.K.4, Bellevue City Code 14.60.150
Reviewer: Carl Wilson, Transportation Department

Attachments

A. Project Plans and Drawings
B. Environmental Noise Analysis
C. Certificate of Concurrency

FILE: A2.1.dwg PLOT DATE: XREF FILES: XXXXXX, XXXXX

ATTACHMENT A



SITE PLAN SCALE: 1/16"=1'-0" A

0707.000 | A1.00

SITE PLAN

VIDA CONDOMINIUMS
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BELLEVUE, WA 98004

TOWER PERMIT SUBMISSION
ISSUED: MARCH 28, 2008

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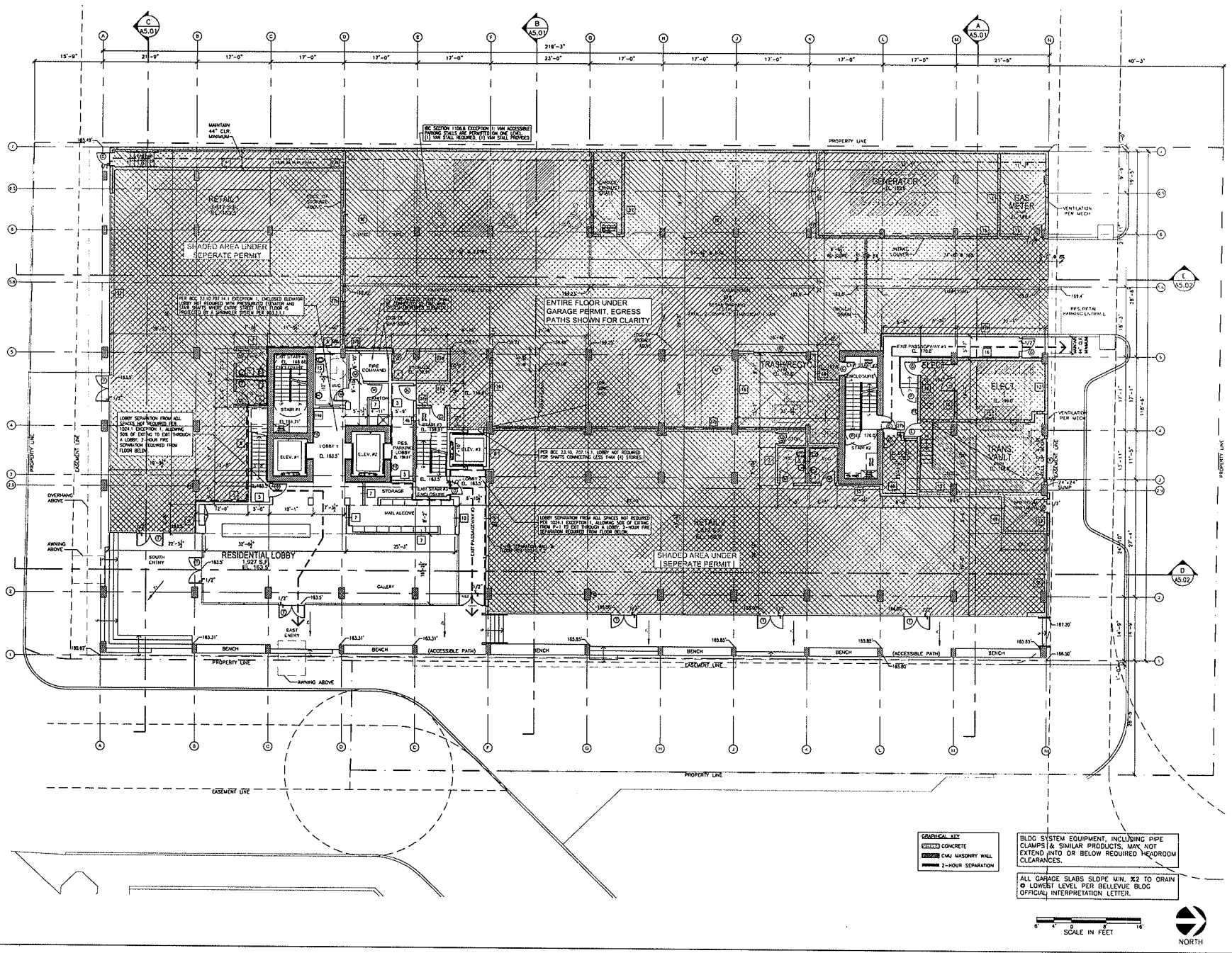

P-1, C-1 FLOOR PLAN | SCALE: 1/8"=1'-0" | A

FILE: A2.5.dwg PLOT DATE: XXXXX XREF FILES: XXXXXX, XXXXX

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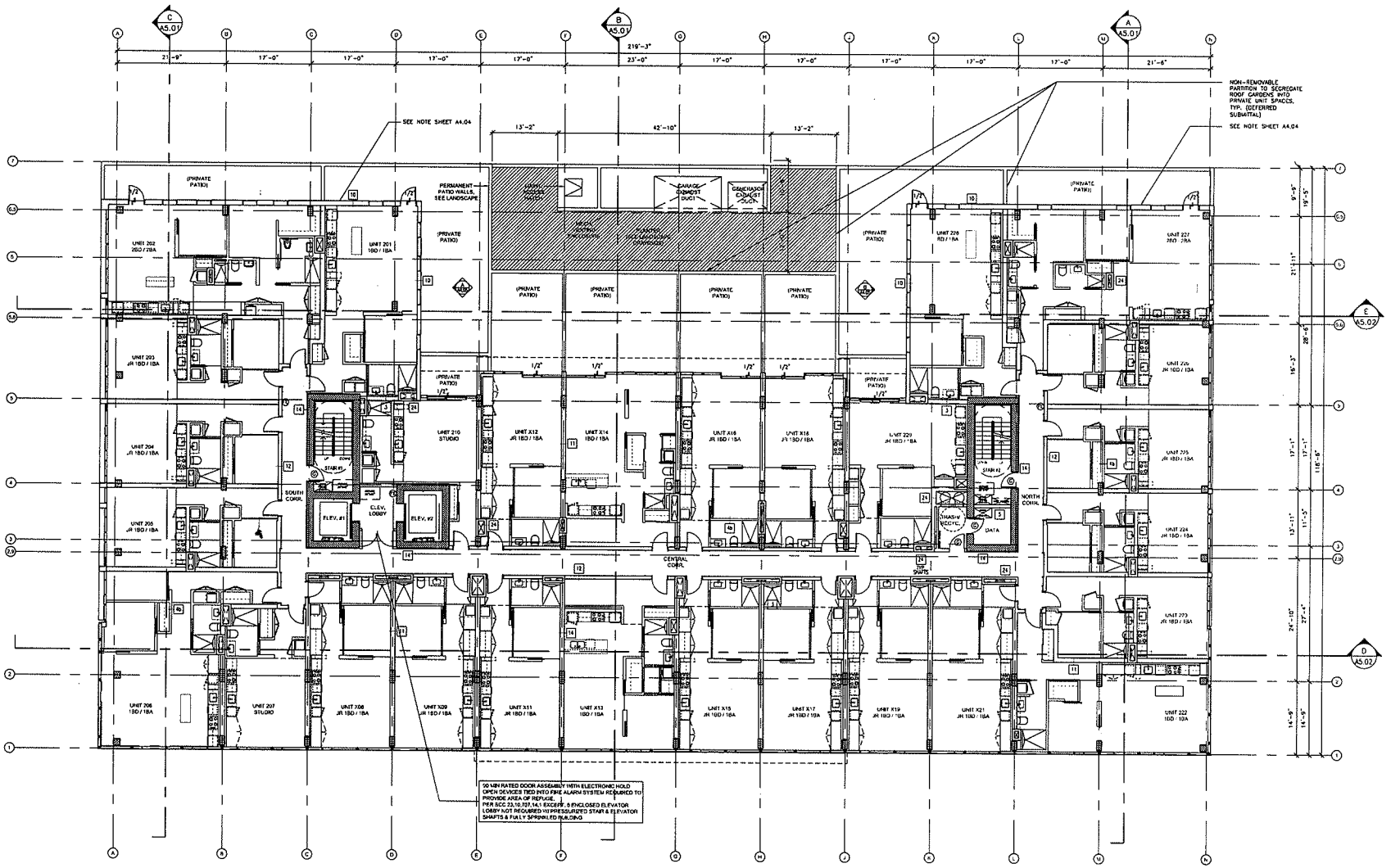
P-1, C-1 FLOOR PLAN

PROJECT NUMBER: 0707.000 | SHEET NUMBER: A2.05



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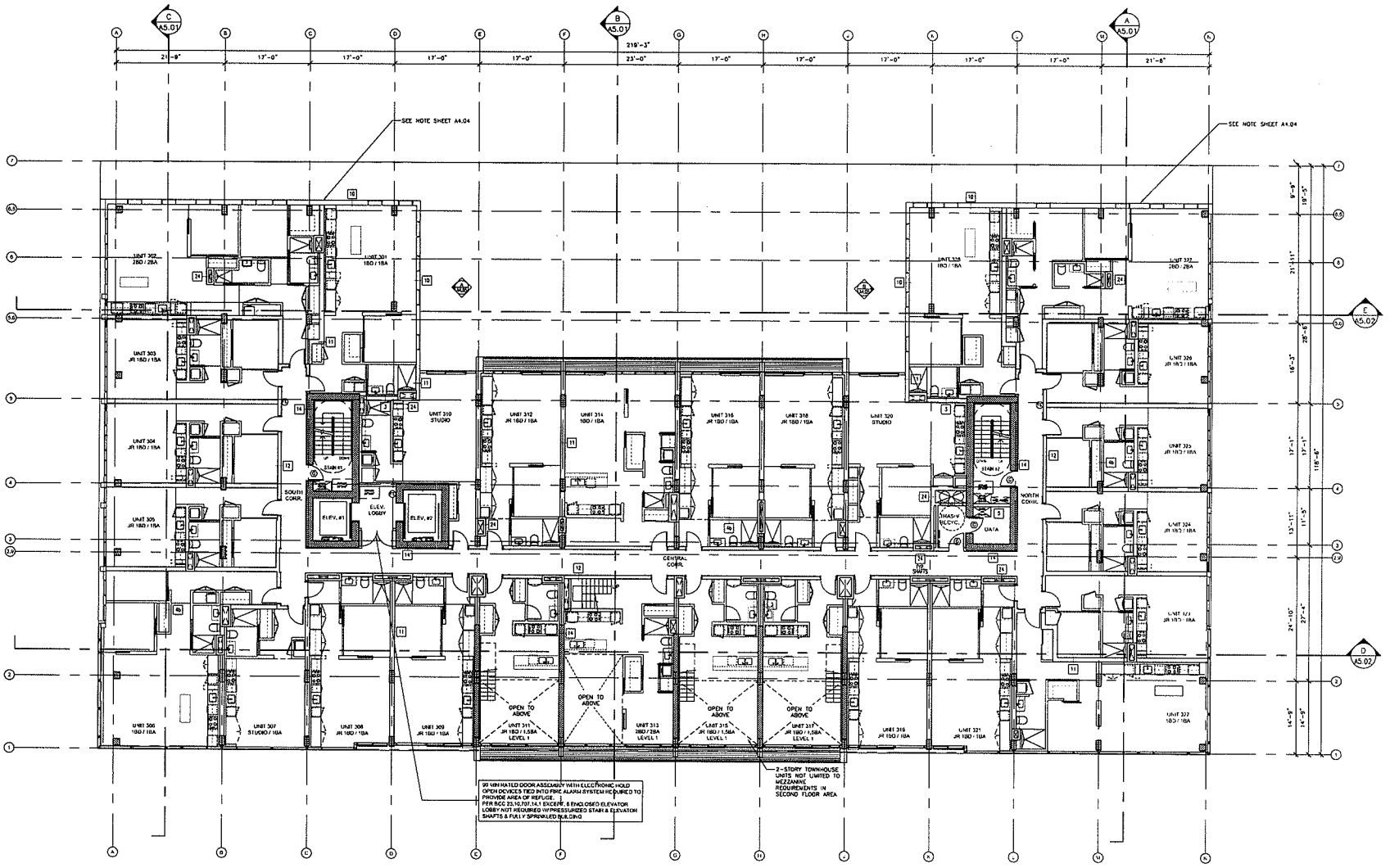
FLOOR 2 PLAN



FLOOR 3 PLAN SCALE: 1/8"=1'-0" A

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FLOOR 3 PLAN

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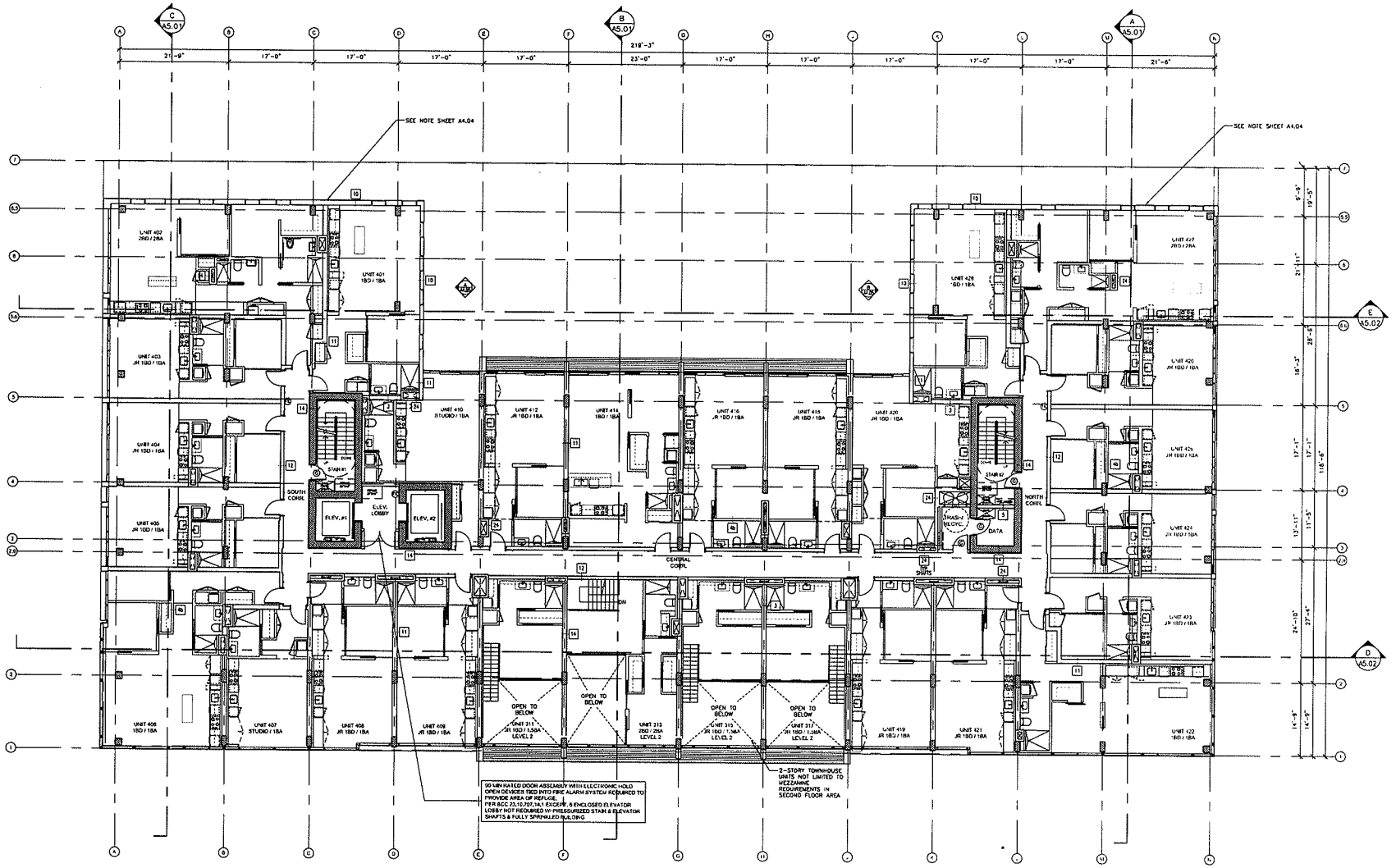

FLOOR 4 PLAN | SCALE: 1/8"=1'-0" (A)

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FLOOR 4 PLAN

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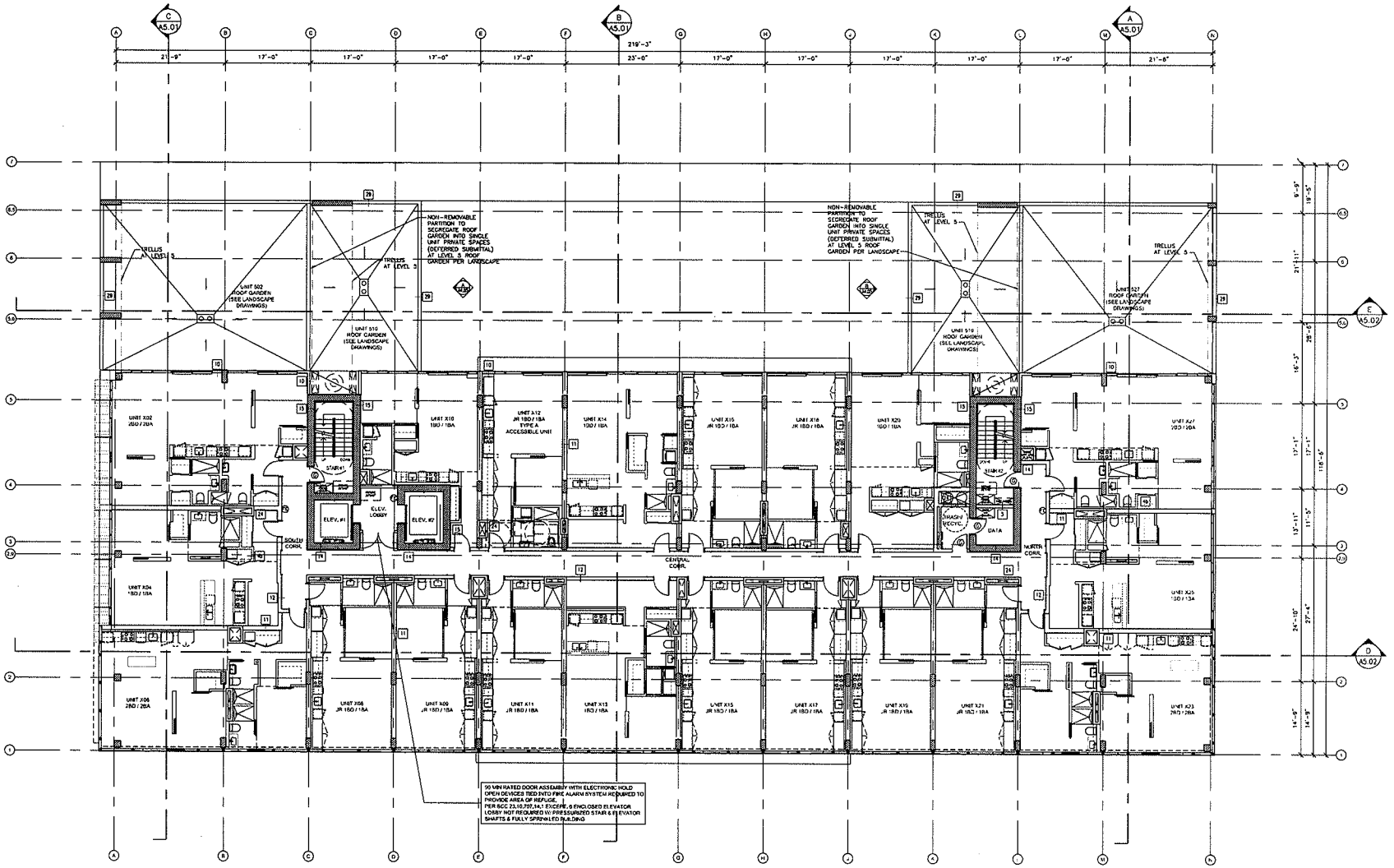

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FLOORS 5-6 PLAN

FILE: (A0-0.DWG) PLOT DATE: XX-XX-XX XREF FILES: XXXXXX, XXXXX

FLOORS 5-6 PLAN | SCALE: 1/8"=1'-0" | A

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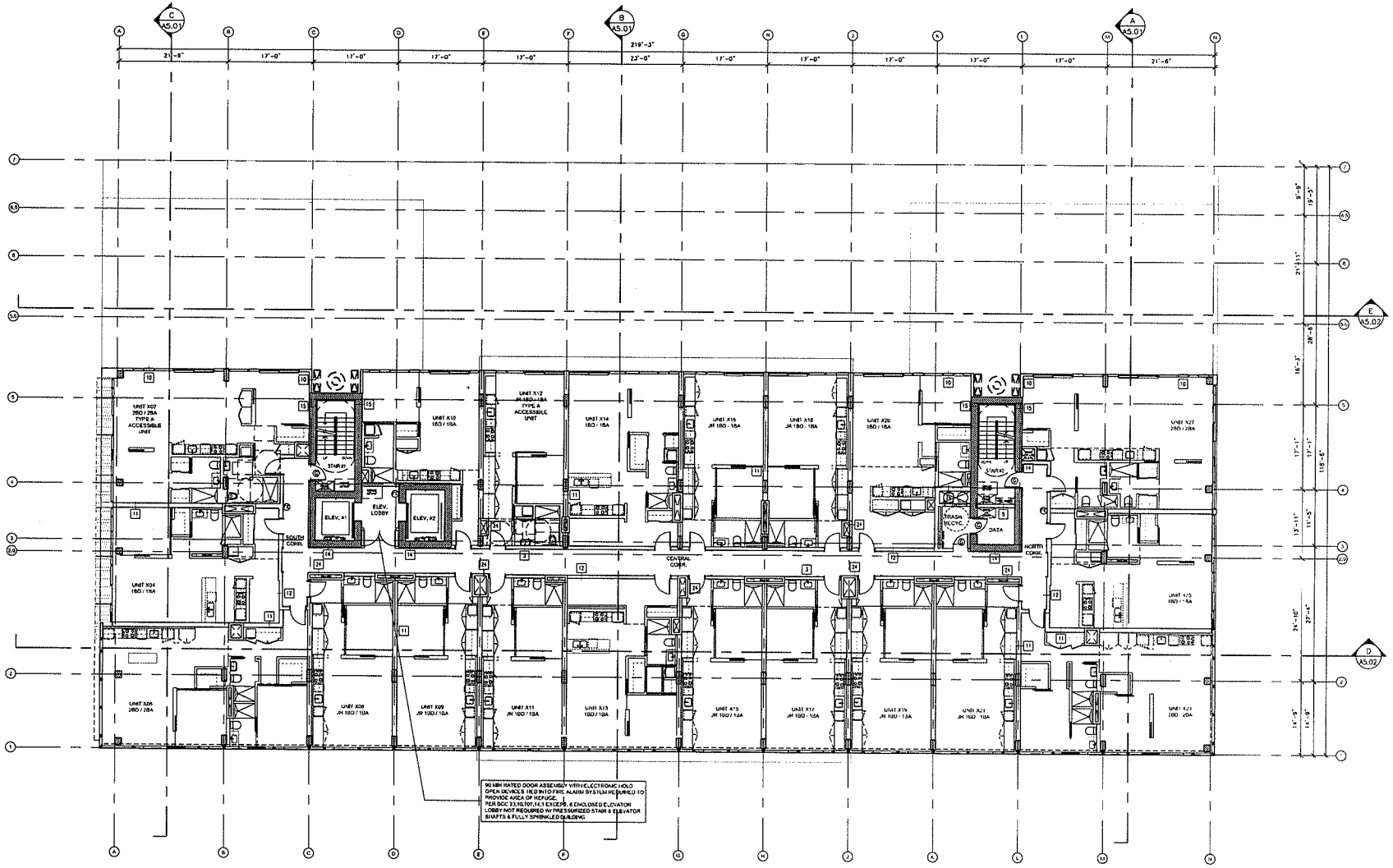

FLOORS 7-11 PLAN

SCALE: 1/8"=1'-0" (A)

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TOWER PERMIT SUBMISSION
ISSUED: MARCH 28, 2008

FLOORS 7-11 PLAN

PROJECT NUMBER 0707.000 | SHEET NUMBER A2.11

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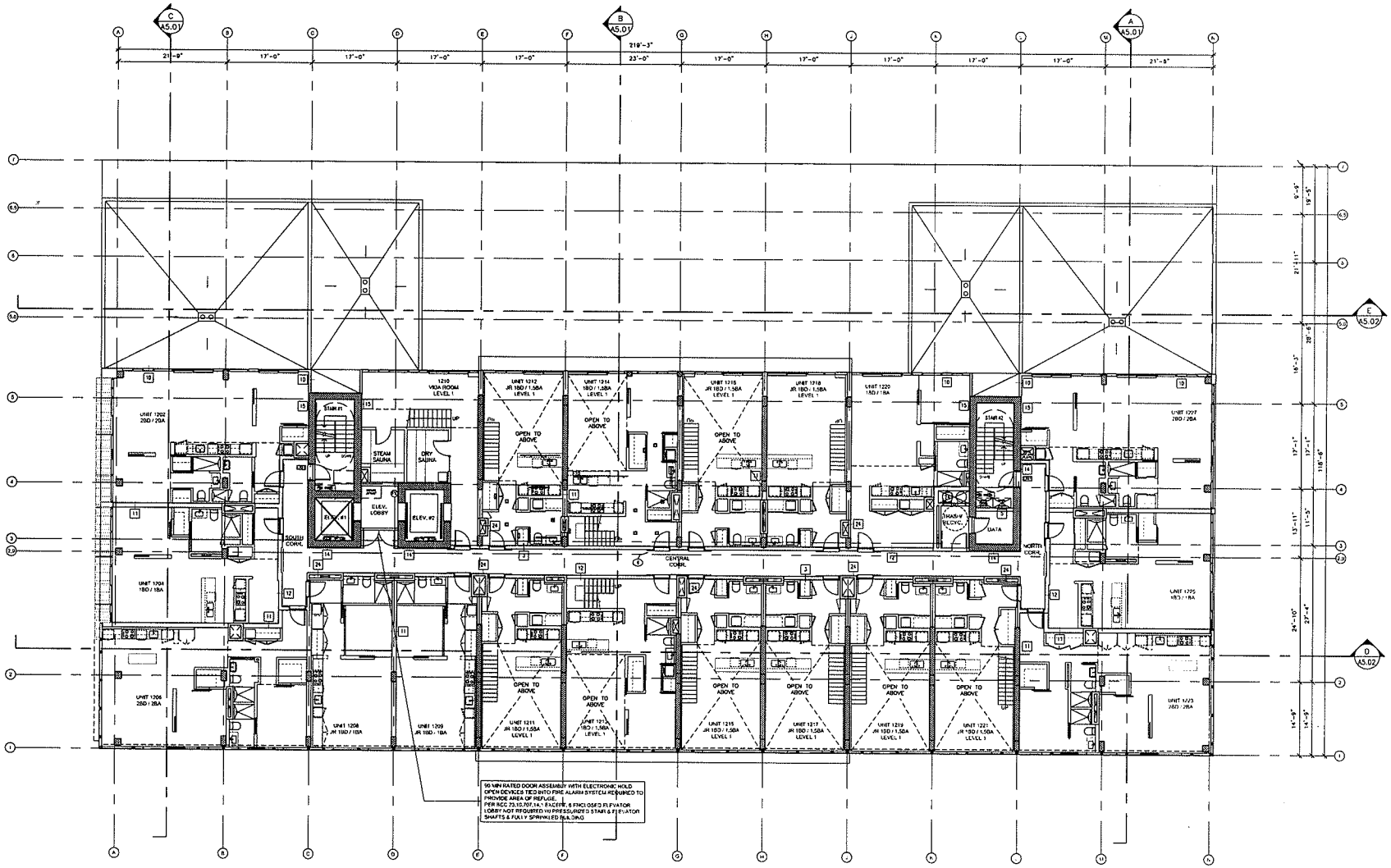

FLOOR 12 PLAN — SCALE: 1/8"=1'-0" — A

FILE: (A0-A1DWG) PLOT DATE: XX-XX-XX XREF FILES: XXXXXX_XXXXX

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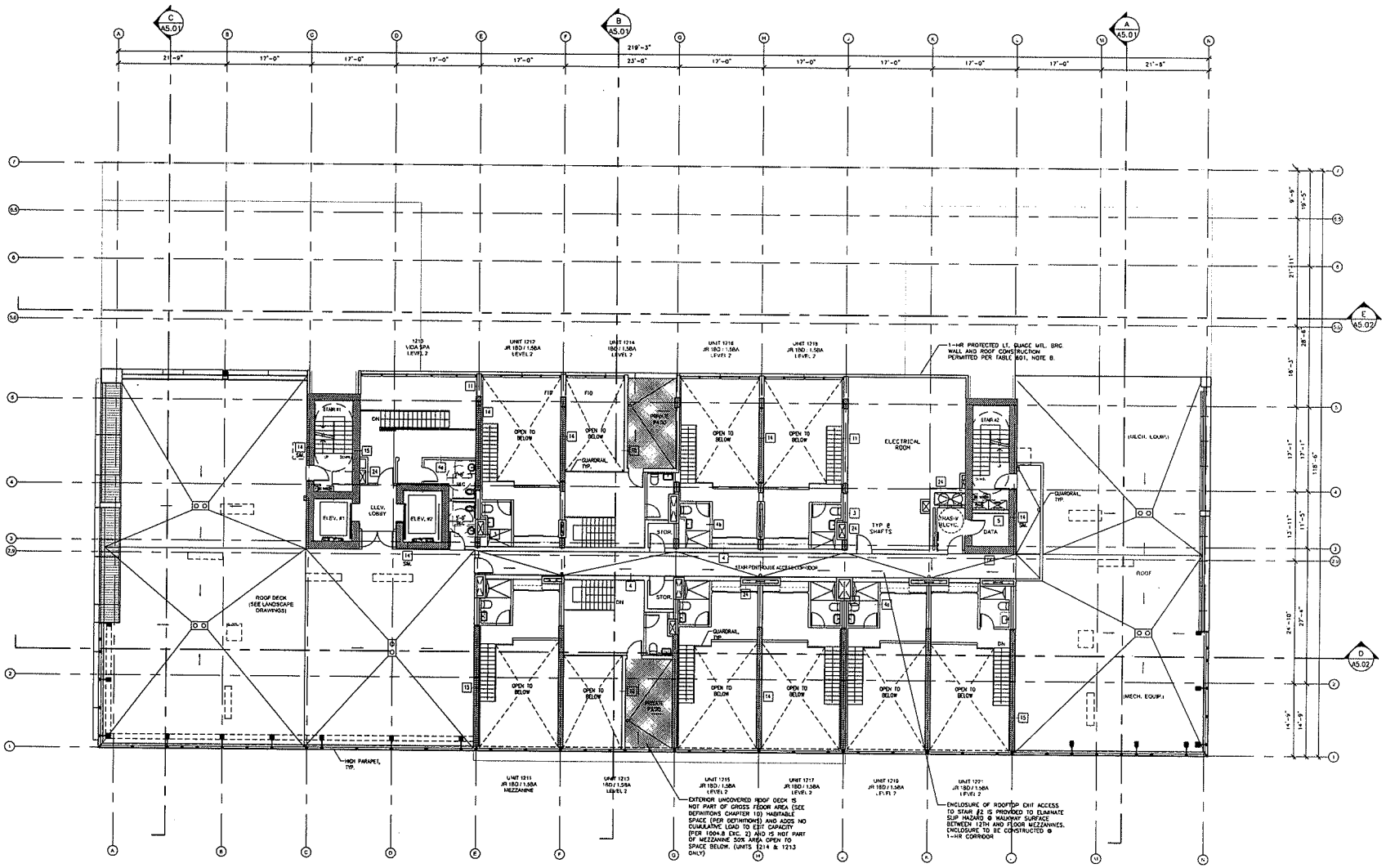
TOWER PERMIT SUBMISSION
ISSUED: MARCH 28, 2008

FLOOR 12 PLAN

PROJECT NUMBER 0707.000 | SHEET NUMBER A2.12



ROOF DECK/ MEZZANINE/ ROOF PLAN

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

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FILE:(MA0.DWG) PLOT DATE: XX-XX-XX XREF FILES:XXXXXX, XXXXX

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ProNet Capital, LLC

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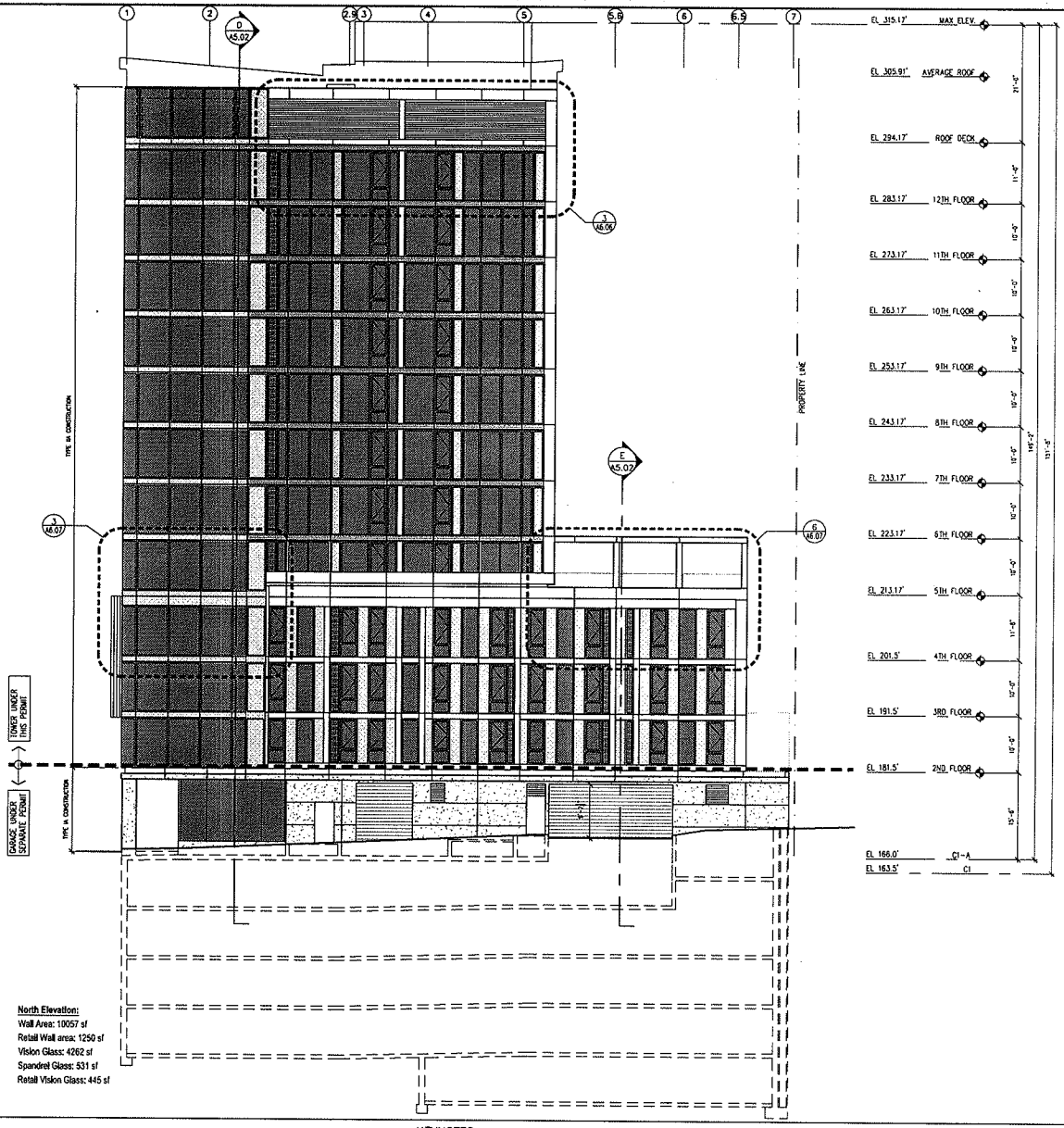
11011 N.E. 9th STREET
BELLEVUE, WA 98004

TOWER PERMIT SUBMISSION
ISSUED: MARCH 28, 2008

ROOF DECK / MEZZANINE / ROOF PLAN



North Elevation:
Wall Area: 10057 sf
Retail Wall area: 1250 sf
Vision Glass: 4262 sf
Spandrel Glass: 531 sf
Retail Vision Glass: 445 sf

KEYNOTES

1 GENERAL

101 OVERHANG ABOVE
102 PARAPET

2 SITE CONSTRUCTION

3 CONCRETE

301 STRUCTURAL COLUMN / RE: STRUCT. DWGS.
302 ARCHITECTURALLY EXPOSED STRUCTURAL COLUMN W/ 90 DEGREE CORNERS/ RE: STRUCT. DWGS.
303 STRUCTURAL SLAB / RE: STRUCT. DWGS.
304 [illegible] EPOXY WATERPROOF TRAFFIC TOPPING/ RE: STRUCT. DWGS.
305 STRUCTURAL WALL / RE: STRUCT. DWGS.
307 ARCHITECTURALLY EXPOSED STRUCTURAL WALL / RE: STRUCT. DWGS.
308 STRUCTURAL BEAM / RE: STRUCT. DWGS.

4 MASONRY

5 METAL

503 GLASS GUARD RAIL CAPTURED IN STEEL GLAZING CHANNEL
504 FORMED COMPOSITE ALUMINUM PANEL - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING
505 ARCHITECTURALLY EXPOSED STRUCTURAL STEEL - BEAD BLASTED & HOT-DIP GALVANIZED W/ 3-COAT HIGH-BUILD EPOXY COATING SYSTEM

6 WOOD & PLASTICS

601 EXTERIOR GRADE STRATIFIED HIGH-DENSITY RESINOUS WOOD PANEL W/ CONCEALED FASTENERS
602 EXTERIOR GRADE STRATIFIED HIGH-DENSITY RESINOUS WOOD PANEL W/ CONCEALED FASTENERS

7 THERMAL & MOISTURE PROTECTION

8 DOORS & WINDOWS

801 ALUMINUM & GLASS SLIDING DOOR - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING
802 THERMALLY BROKEN ALUMINUM WINDOW WALL UNIT, FIXED - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING
803 THERMALLY BROKEN ALUMINUM WINDOW WALL UNIT, OPERABLE UPPER CASEMENT - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING
804 UNITIZED THERMALLY BROKEN, PRESSURE EQUALIZED FOUR-SIDED STRUCTURAL GLAZED ALUMINUM CURTAIN WALL, FIXED & W/ OPERABLE UPPER CASEMENTS - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING
805 STRUCTURAL BUTT GLAZED WINDOW WALL, CAPTURED IN GLAZING CHANNELS TOP & BOTTOM
806 TEMPERED GLASS ENTRANCE DOOR W/ SST. HARDWARE
807 PAINTED STEEL DOOR W/ SST. HARDWARE
808 MOTORIZED OVERHEAD COILING GRILLE

9 FINISHES

901 CEMENT PLASTER

10 SPECIALTIES

1001 ALUMINUM LOUVERS - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING

GLASS TYPES

GL-1 1" LOW-E INSULATING UNIT - CLEAR
GL-2 1" LOW-E INSULATING UNIT - GREEN TINT
GL-3 1" LOW-E INSULATING UNIT - W/ WHITE PVB INTERLAYER
GL-4 ¼" LOW-E FLOAT GLASS - BACKPAINTED
GL-5 ¼" LOW-E FLOAT GLASS - BACKPAINTED
GL-6 ¼" LOW-E FLOAT GLASS - GREEN TINT

NORTH ELEVATION SCALE: 1/8"=1'-0" A

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ISSUED: MARCH 28, 2008

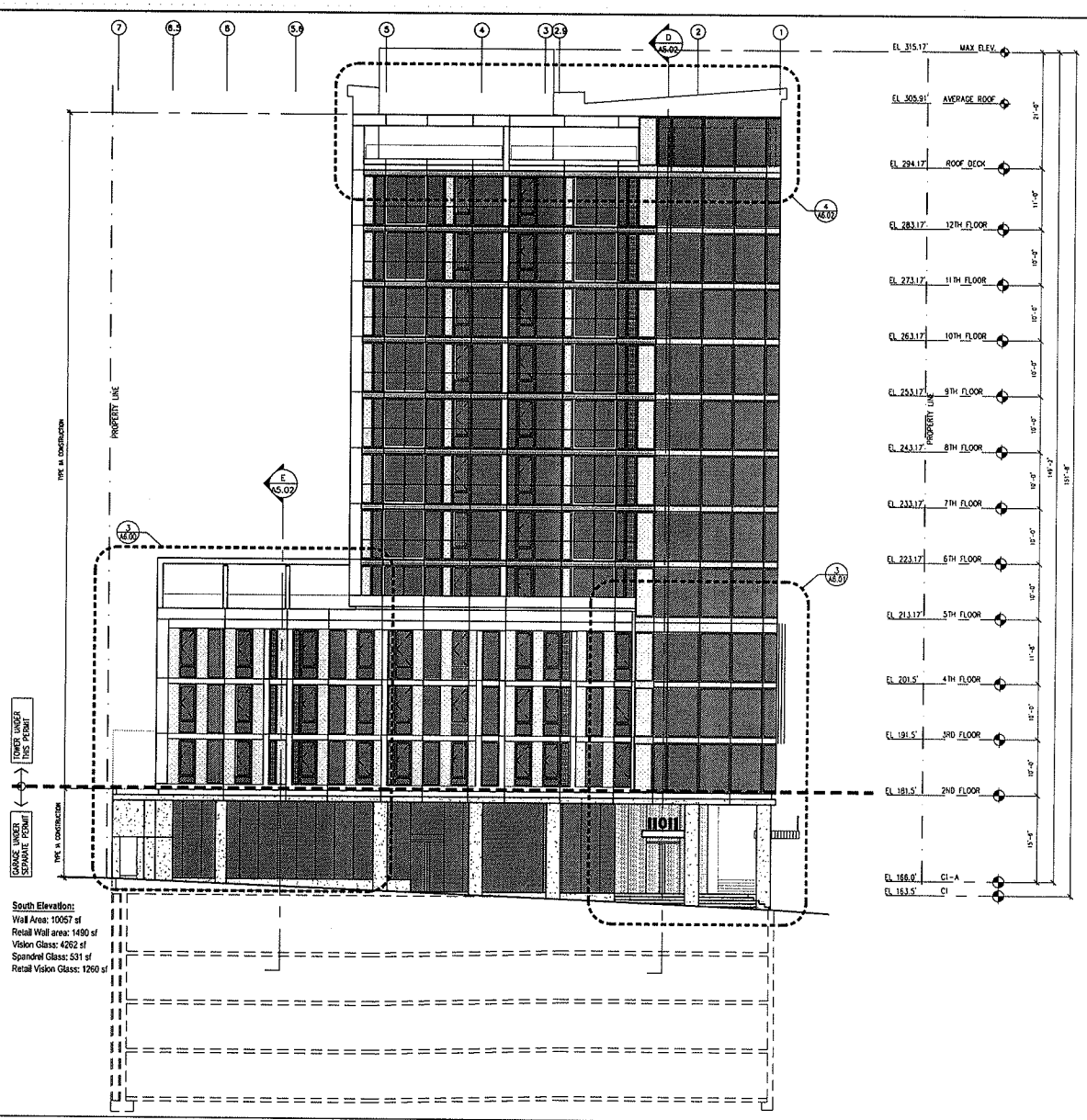
TONSING

ProNet Capital, LLC

PROJECT NUMBER 0707.000
SHEET NUMBER A4.01

NORTH ELEVATION

XREF FILES: XXXXXXX_XXXXX
PLOT DATE: XX-XX-XX
FILE: (A04.DWG)



South Elevation:
Wall Area: 10057 sf
Retail Wall area: 1490 sf
Vision Glass: 4262 sf
Spandrel Glass: 531 sf
Retail Vision Glass: 1260 sf

KEYNOTES

1 GENERAL
101 OVERHANG ABOVE
102 PARAPET
2 SITE CONSTRUCTION

3 CONCRETE
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303 STRUCTURAL SLAB / RE: STRUCT. DWGS.
304 [illegible] EPOXY WATERPROOF TRAFFIC TOPPING/ RE: STRUCT. DWGS.
305 STRUCTURAL WALL / RE: STRUCT. DWGS.
307 ARCHITECTURALLY EXPOSED STRUCTURAL WALL / RE: STRUCT. DWGS.
308 STRUCTURAL BEAM / RE: STRUCT. DWGS.

4 MASONRY
5 METAL
503 GLASS GUARD RAIL CAPTURED IN STEEL GLAZING CHANNEL
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GL-3 1" LOW-E INSULATING UNIT - W/ WHITE PVB INTERLAYER
GL-4 ¼" LOW-E FLOAT GLASS - BACKPAINTED
GL-5 ¼" LOW-E FLOAT GLASS - BACKPAINTED
GL-6 ¼" LOW-E FLOAT GLASS - GREEN TINT

SOUTH ELEVATION SCALE: 1/8"=1'-0" A

FILE: (A0-0.DWG) PLOT DATE: XX-XX-XX XREF FILES: XXXXXX, XXXXX

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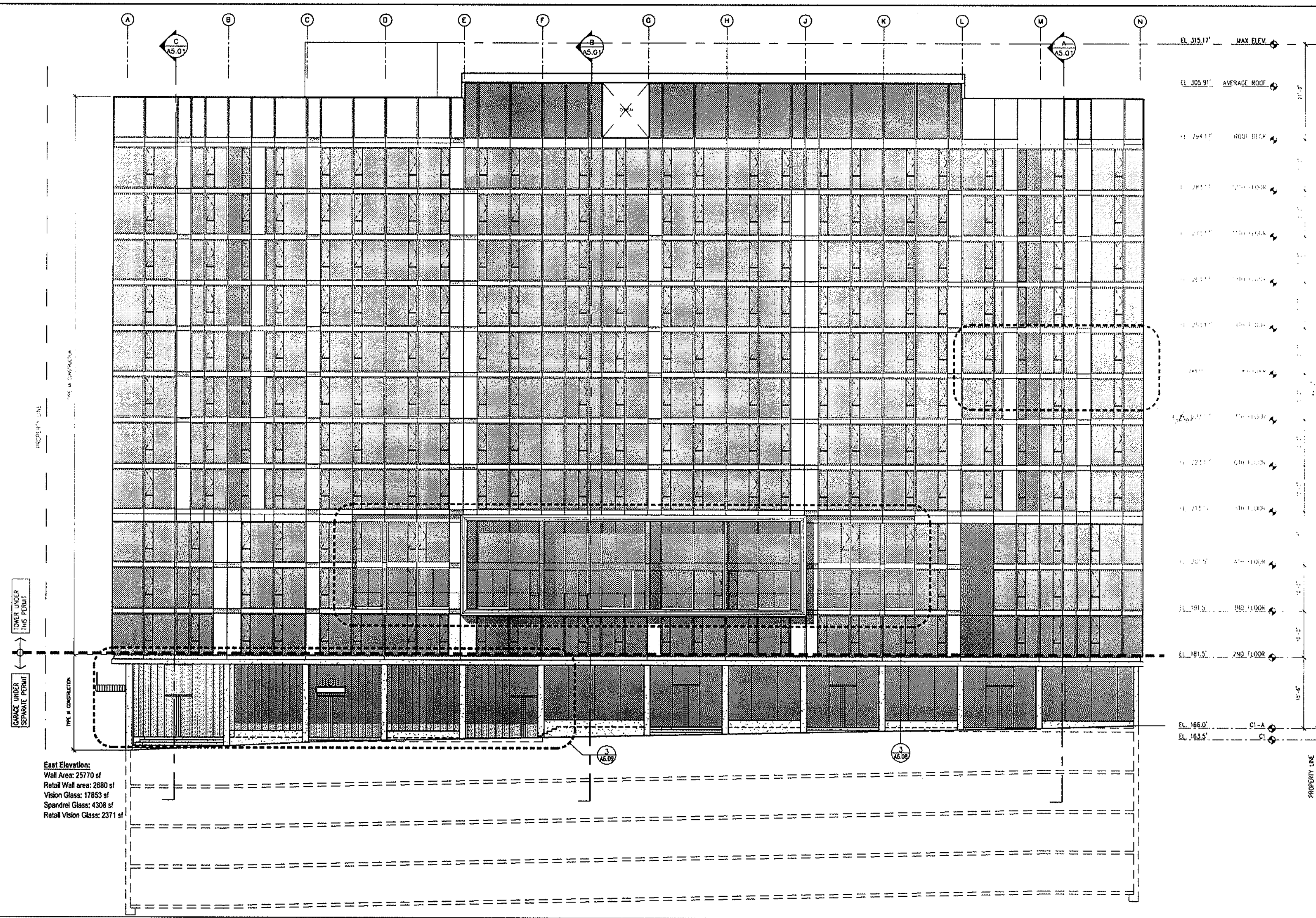
SOUTH ELEVATION

PROJECT NUMBER 0707.000 | SHEET NUMBER A4.02



KEYNOTES

1 GENERAL	3 CONCRETE	4 MASONRY	6 WOOD & PLASTICS	8 DOORS & WINDOWS		9 FINISHES	GLASS TYPES
101 OVERHANG ABOVE 102 PARAPET 2 SITE CONSTRUCTION	301 STRUCTURAL COLUMN / RE: STRUCT. DWGS. 302 ARCHITECTURALLY EXPOSED STRUCTURAL COLUMN W/ 90 DEGREE CORNERS/ RE: STRUCT. DWGS. 303 STRUCTURAL SLAB / RE: STRUCT. DWGS. 304 [illegible] EPOXY WATERPROOF TRAFFIC TOPPING/ RE: STRUCT. DWGS. 305 STRUCTURAL WALL / RE: STRUCT. DWGS. 307 ARCHITECTURALLY EXPOSED STRUCTURAL WALL / RE: STRUCT. DWGS. 308 STRUCTURAL BEAM / RE: STRUCT. DWGS.	5 METAL 503 GLASS GUARD RAIL CAPTURED IN STEEL GLAZING CHANNEL 504 FORMED COMPOSITE ALUMINUM PANEL - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING 505 ARCHITECTURALLY EXPOSED STRUCTURAL STEEL - BEAD BLASTED & HOT-DIP GALVANIZED W/ 3-COAT HIGH-BUILD EPOXY COATING SYSTEM	601 EXTERIOR GRADE STRATIFIED HIGH-DENSITY RESINOUS WOOD PANEL W/ CONCEALED FASTENERS 602 EXTERIOR GRADE STRATIFIED HIGH-DENSITY RESINOUS WOOD PANEL W/ CONCEALED FASTENERS 7 THERMAL & MOISTURE PROTECTION	801 ALUMINUM & GLASS SLIDING DOOR - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING 802 THERMALLY BROKEN ALUMINUM WINDOW WALL UNIT, FIXED -4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING 803 THERMALLY BROKEN ALUMINUM WINDOW WALL UNIT, OPERABLE UPPER CASEMENT - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING 804 UNITIZED THERMALLY BROKEN, PRESSURE EQUALIZED FOUR-SIDED STRUCTURAL GLAZED ALUMINUM CURTAIN WALL, FIXED & W/ OPERABLE UPPER CASEMENTS - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING	805 STRUCTURAL BUTT GLAZED WINDOW WALL, CAPTURED IN GLAZING CHANNELS TOP & BOTTOM 806 TEMPERED GLASS ENTRANCE DOOR W/ SST. HARDWARE 807 PAINTED STEEL DOOR W/ SST. HARDWARE 808 MOTORIZED OVERHEAD COILING GRILLE	901 CEMENT PLASTER 10 SPECIALTIES 1001 ALUMINUM LOUVERS - 4-COAT METALLIC FLUOROPOLYMER RESINOUS COATING	GL-1 1" LOW-E INSULATING UNIT - CLEAR GL-2 1" LOW-E INSULATING UNIT - GREEN TINT GL-3 1" LOW-E INSULATING UNIT - W/ WHITE PVB INTERLAYER GL-4 ½" LOW-E FLOAT GLASS - BACKPAINTED GL-5 ½" LOW-E FLOAT GLASS - BACKPAINTED GL-6 ½" LOW-E FLOAT GLASS - GREEN TINT

EAST ELEVATION SCALE: 1/8"=1'-0" A

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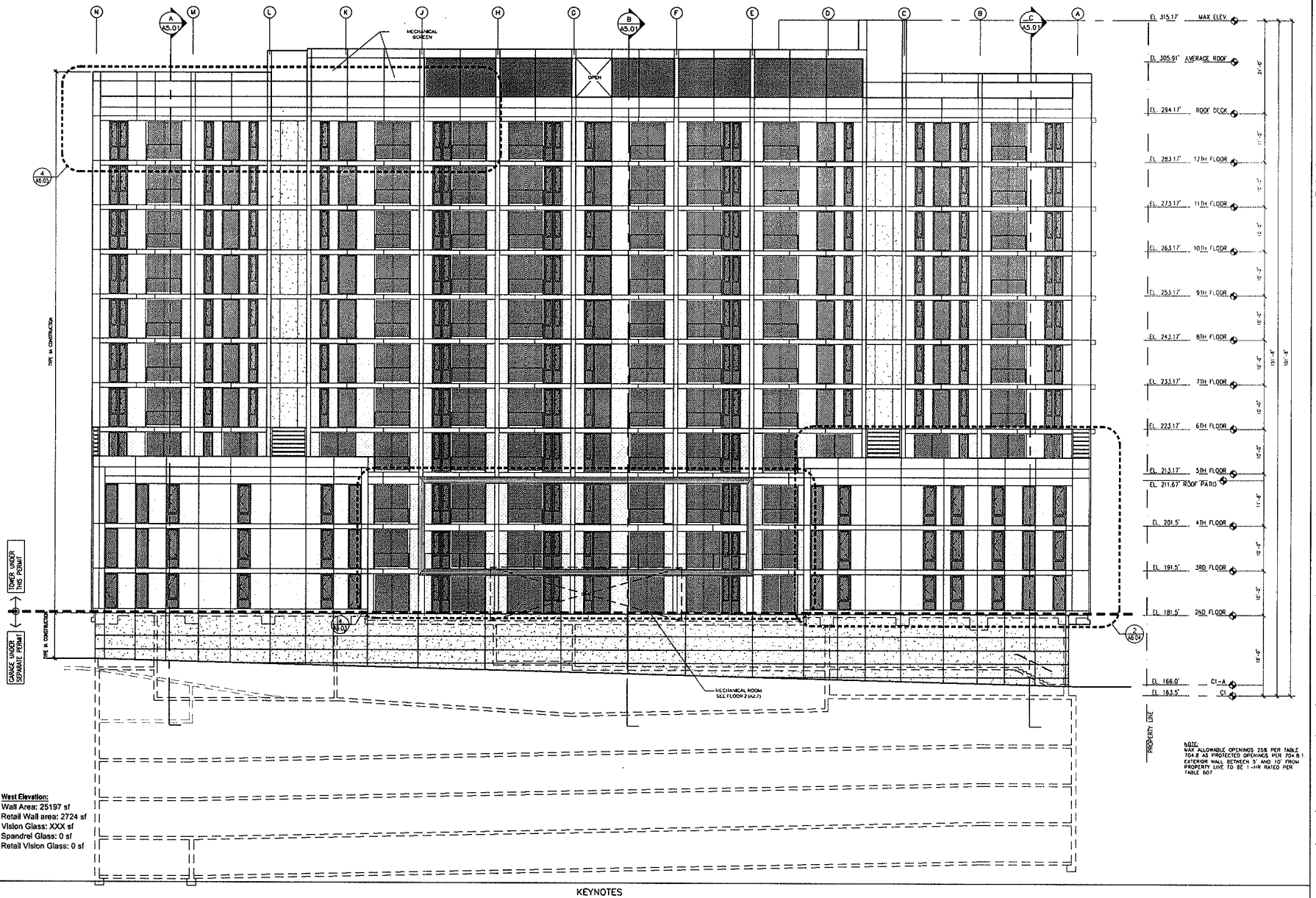
EAST ELEVATION

0707.000 | A4.03



West Elevation:
Wall Area: 25197 sf
Retail Wall area: 2724 sf
Vision Glass: XXX sf
Spandrel Glass: 0 sf
Retail Vision Glass: 0 sf

KEYNOTES

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GL-4 $\frac{1}{4}$" LOW-E FLOAT GLASS - BACKPAINTED
GL-5 $\frac{1}{4}$" LOW-E FLOAT GLASS - BACKPAINTED
GL-6 $\frac{1}{4}$" LOW-E FLOAT GLASS - GREEN TINT

WEST ELEVATION SCALE: 1/8"=1'-0" A

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ISSUED: MARCH 28, 2008

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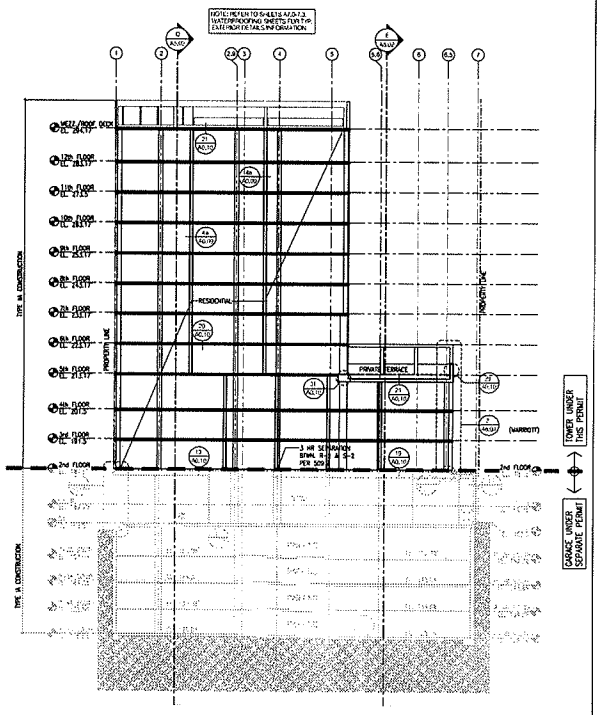
ProNet Capital, LLC

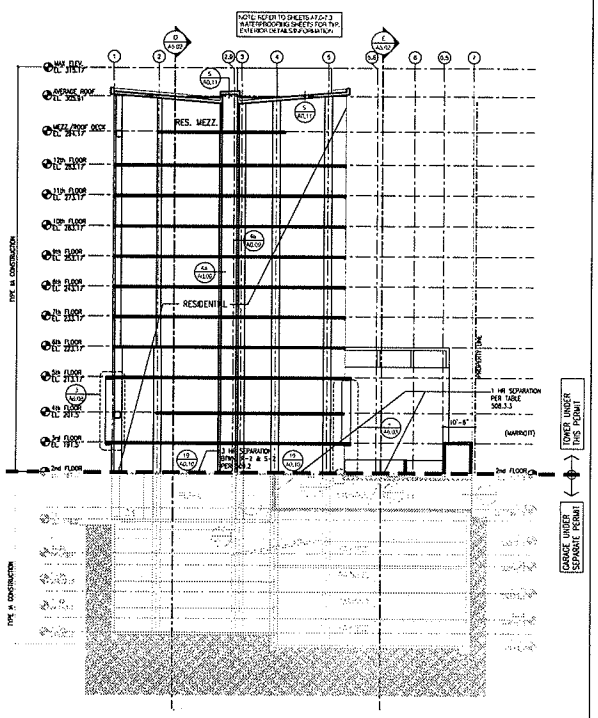
WEST ELEVATION

0707.000 | A4.04

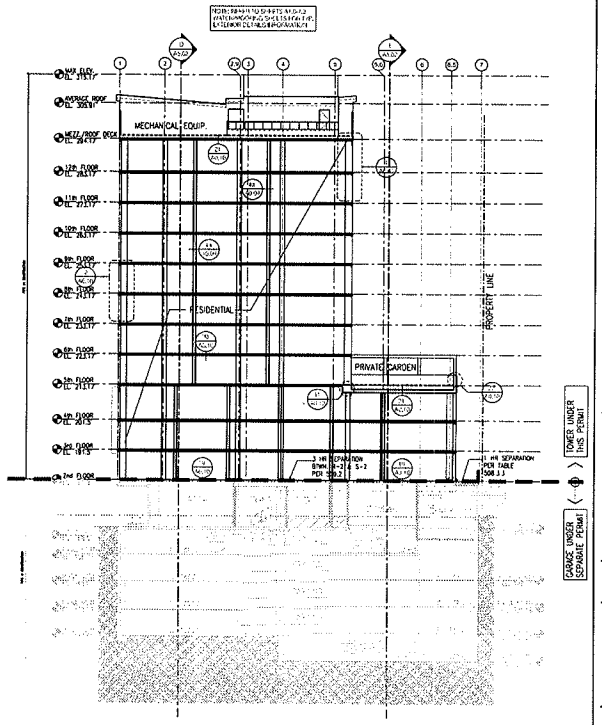
FILE: (A#.0.DWG) PLOT DATE: XX-XX-XX XREF FILES: XXXXXX, XXXXX



SECTION C SCALE: 1/16"=1'-0" C



SECTION B SCALE: 1/16"=1'-0" B



SECTION A SCALE: 1/16"=1'-0" A

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ISSUED: MARCH 28, 2008

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ProNet Capital, LLC

BUILDING SECTIONS

0707.000 | A5.01

FILE: A5.1.dwg PLOT DATE: 08-10-07 XREF FILES: XXXXXX, XXXXX

INDEX, NOTES AND LEGEND OF LANDSCAPE DRAWINGS

SHEET TITLES

MATERIALS / LAYOUT PLAN

- PRECAST CONCRETE UNIT PAVER -TYPE A 3"X2.4"X4" NARROW MODULAR PAVER BY STEPSTONE -COLOR -T.B.D. LIGHT SANDBLAST FINISH — 1 / L4.00
- PRECAST CONCRETE UNIT PAVER -TYPE B -8"X16" BY HANOVER -COLOR, FINISH -T.B.D. 8"X8" ASPHALT PAVER BY HANOVER -COLOR, FINISH -T.B.D. — 4 / L4.00
- PRECAST CONCRETE PAVING -TYPE C 12"X24"X2 1/2" CLASSIC PAVER BY STEPSTONE -COLOR -T.B.D. LIGHT SANDBLAST FINISH — 5 / L4.00 SIM.
- PRECAST CONCRETE PAVING -TYPE D 12"X12" PEDESTAL SYSTEM BY STEPSTONE
- CAST IN PLACE CONCRETE PAVING WITH SAWCUT JOINTS — 1 / L4.01
- 4"X4" COBBLE STONE
- 1/2" -2" DIA GRAY GRAVEL
- WOOD DECK — 3 / L3.04
- RIVERSTONE AT THE BEACH -T.B.D.
- WALL MOUNTED GREEN SCREEN BY GREENSCREEN TM. — 3 / L3.02
- WOOD CHIP MULCH — 1 / L4.02
- BASALT STONE BENCH

PLANTING PLAN

TREES AND BAMBOO

SYMBOL	SPECIES	SPACING	SIZE	NOTE
	NORWAY MAPLE /Acer platanoides	20' O.C. TYP.	4" CALIPER	TO MATCH EXISTING TREES ON NE 8TH STREET
	WHITEBARKED HIMALAYAN BIRCH /Betula jacquemontii	17' O.C.	4" CALIPER	MULTI-TRUNK
	YELLOW GROOVE BAMBOO /Phyllostachys aureasulcata	2' O.C.	13' HIGH	-

SHRUBS / GROUNDCOVERS

SYMBOL	SPECIES	SPACING	SIZE	NOTE
	ACORUS /Acorus gramineus 'Ogon'	18" O.C.	1 GAL.	-
	DEER FERN /Blechnum spicant	18" O.C.	1 GAL.	-
	FLOWING DOGWOOD /Cornus stolonifera	36" O.C.	5 GAL.	-
	BOX HONEY SUCKLE /Lonicera nitida	24" O.C.	1 GAL.	-
	EULALIA GRASS /Miscanthus sinensis 'Morning Light'	18" O.C.	5 GAL.	-
	SWORD FERN /Polystichum munitum	18" O.C.	1 GAL.	-
	Germander /Teucrium chamaedrys	18" O.C.	1 GAL.	-
	LAURUSTINUS /Viburnum tinus 'Spring Bouquet'	24" O.C.	5 GAL.	SHEAR TO FORM HEDGE
	YUCCA /Yucca flaccida 'Garland Gold'	As shown	1 GAL.	-
	SODDED TURF /-	-	-	-

BIOSWALE PLANT MIX

	SLENDER RUSH /Juncus tenuis	24" O.C.	1 GAL.	-
	OREGON IRIS /Iris tenax	24" O.C.	1 GAL.	-
	SHARPLEAK SEDGE /Carex stipata	24" O.C.	1 GAL.	-

VINES

	FIVELEAF AKEBIA /Akebia quinata	AS SHOWN	1 GAL.	-
	ORANGE HONEYSUCKLE /Lonerica chiaso	AS SHOWN	1 GAL.	-

NOTES

THE IRRIGATION SYSTEM DESIGN AND SUPPORTING DOCUMENTATION AND CERTIFICATIONS WILL BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.
THE IRRIGATION SYSTEM WILL BE DESIGNED TO MEET THE LANDSCAPE WATER BUDGETING REQUIREMENTS AND THE IRRIGATION SYSTEM DESIGN AND PERFORMANCE REQUIREMENTS PER THE CITY OF BELLEVUE'S WATER CODE AND UTILITIES DEPARTMENT ENGINEERING STANDARDS.

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PERMIT SUBMISSION
ISSUED: JANUARY 18, 2008

TONSING

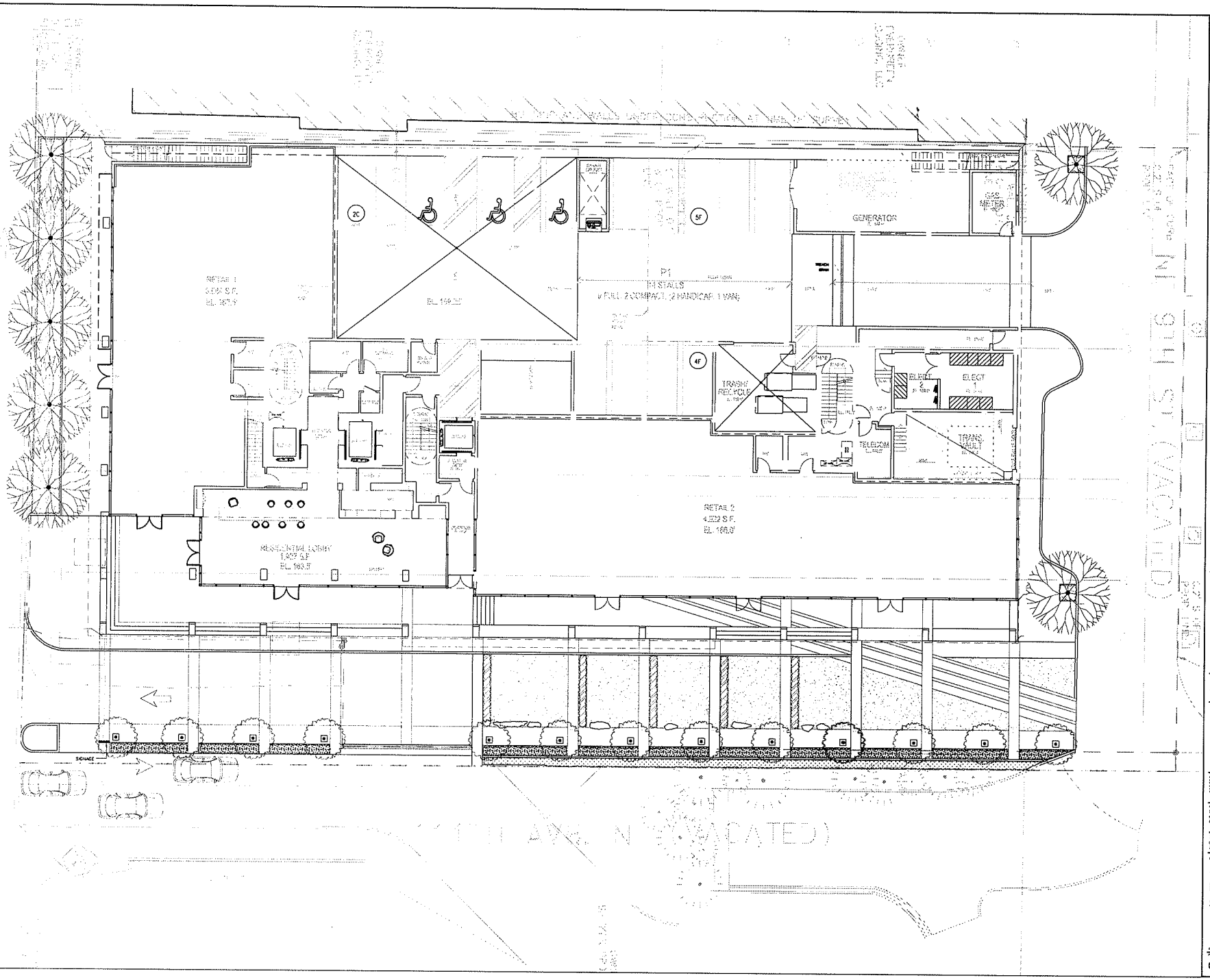
ProNet Capital, LLC

DRAWN & SUBMITTED: DMH & KT
PROJECTION: CalTRANS A & B/FC
KEY BOARD: KKK
DRAWN: KKK

SHEET TITLE
INDEX AND LEGEND

JOB / SET NUMBER: 0707.000
SHEET NUMBER: L0.00

FILE: (AO-0.DWG) PLOT DATE: XX-XX-XX XREF FILES: XXXXXX, XXXXX



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ProNet
Capital, LLC

PLANTING
PLAN
STREET LEVEL

0707.000 | L1.00A

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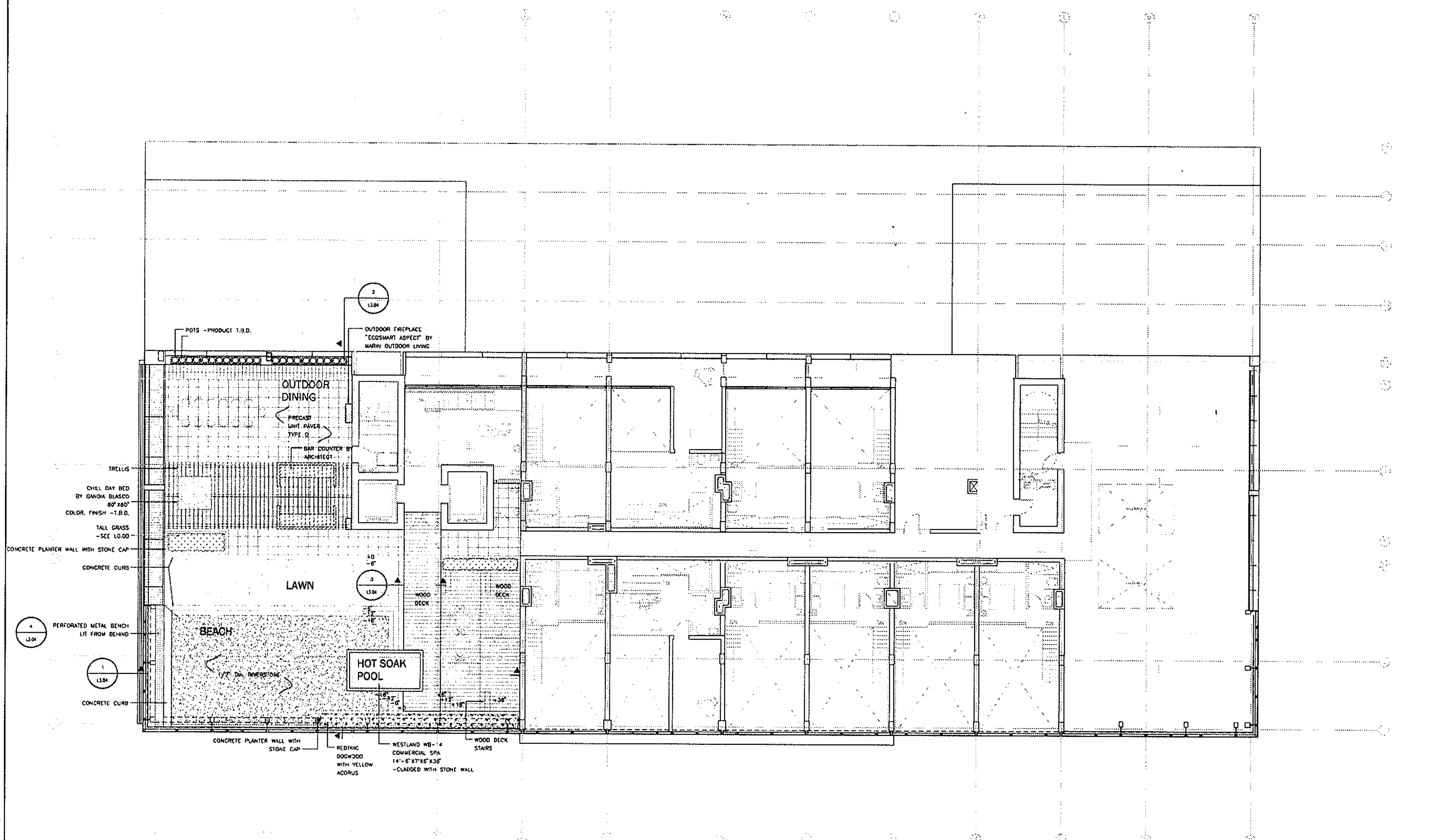

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PERMIT SUBMISSION
ISSUED: JANUARY 18, 2008

TONSING

ProNet
Capital, LLC

SMH & KT
CdT/DSA,S & BP/FC
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MATERIALS/ PLANTING PLAN 13TH FLOOR

0707.000 | L1.03

ATTACHMENT B

SSA
Stewart - Ait Allaoua - Perkins

December 30, 2007

David Squires
H+dlT Collaborative, llc
3400 Phinney Ave North, Suite 200
Seattle, Washington 98103

Re: Environmental Noise Analysis
Vida Condominiums

Dear David:

This report presents a review of environmental noise issues for the Vida Condominium Project in Bellevue, Washington. It contains an evaluation of the noise sources present at the site and mitigation measures for controlling noise levels exceeding the established design criteria. The process used to develop this report included collecting environmental noise data from the site, reviewing applicable codes and criteria, and providing recommendations to reduce noise levels inside the residential units to an acceptable level.

The principal sources of noise at the site include traffic on NE 8th Street, and I-405, and some construction noise from the projects under construction across NE 8th Street, and 111th Avenue NE.

I. NOISE CRITERIA

City of Bellevue Noise Ordinance Section 9.18.045

A. New residential structures shall not be approved for construction if the exterior Ldn anywhere along the proposed building lines of the structure exceeds 65 dBA unless sound attenuation measures are incorporated into the site design and/or the design and construction plans of the structure which are intended to reduce the maximum interior Ldn as follow:

1. 40 dBA or lower for sleeping areas; and
2. 45 dBA or lower for non-sleeping areas.

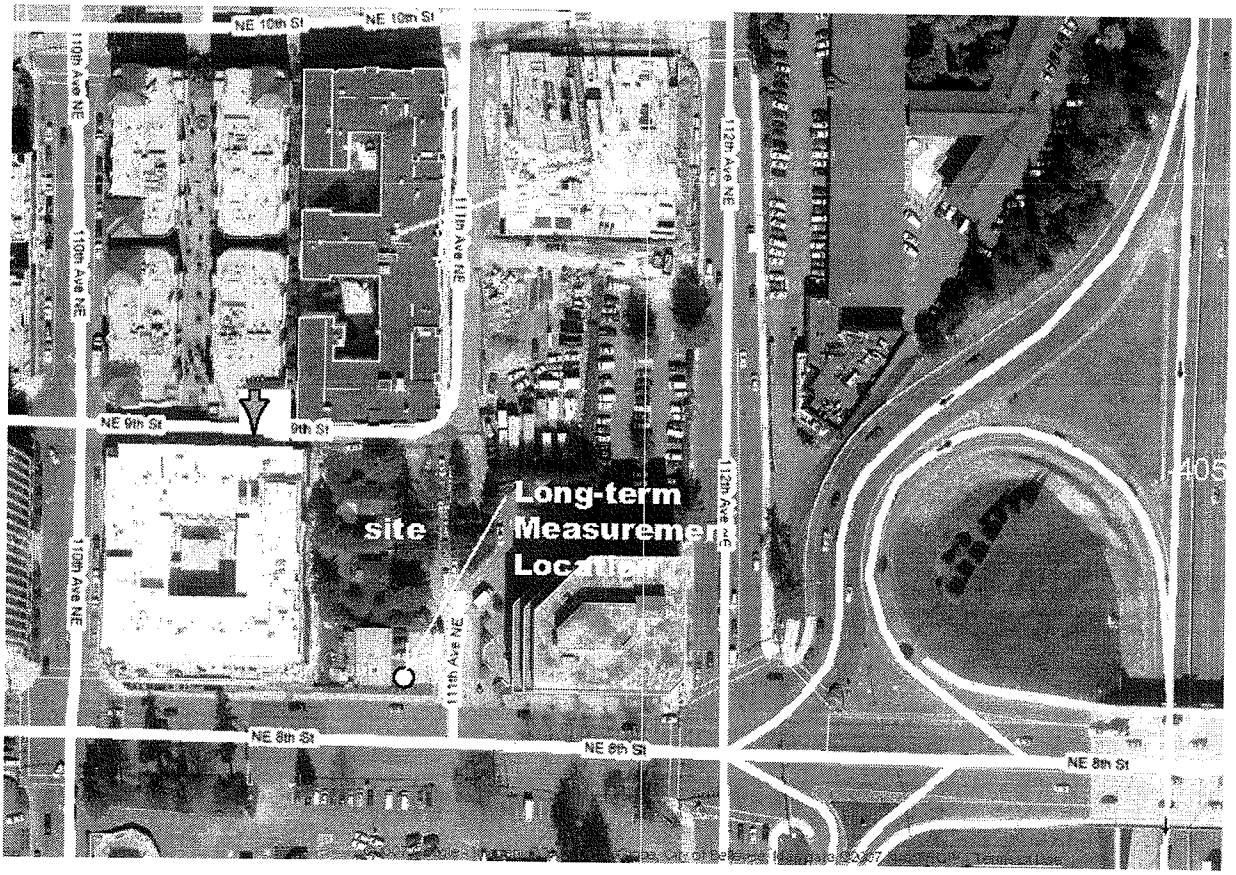
B. Play area equipment shall not be installed as part of an exterior public or private community recreation area if the exterior Leq (daytime) at the play area site exceeds 55 dBA unless sound attenuation measures including, but not limited to berms, barriers and/or buildings are incorporated into the site design which are intended to reduce the maximum exterior Leq (daytime) to 55 dBA or lower.

II. NOISE MEASUREMENTS

1. Long-term Measurement

A continuous 48-hour noise measurement was conducted at the southeast corner of the existing building, which corresponds to the proposed building south façade. The measurement location is shown in Figure 1. This location has full exposure to NE 8th Street and partial exposure to I-405.

The measurement was conducted from Friday, December 21, to Saturday, December 22, 2007. The measurement was taken using Larson Davis 820 Environmental Noise monitor, which conforms to American National Standards Institute (ANSI) requirements for Type I instruments.



-Figure 1-

2. Short-term Measurements

Additional 15-minute Leq measurements were conducted at the project site along NE 9th Street, NE 8th Street, and 111th Avenue NE. The measurement locations correspond to the proposed façade locations along the streets. The result of the measurements is shown in Table 2. The measurements were conducted @ 5 feet above ground level on Friday, December 21 2007 between 6pm and 7pm. The measurements were conducted using Larson Davis 820 Environmental Noise monitor, which conforms to American National Standards Institute (ANSI) requirements for Type I instruments.

III. MEASUREMENT RESULTS

1. Long-term Measurement

The measurement results are shown in Figures 2 and 3 as plots of the hourly Leq, and Ldn. The Ldn is also presented in Table 1.

As shown in the table below, the Ldn was measured 75 dBA.

As can be seen in the figures below, the hourly Leq ranged from 69 dBA to 75 dBA during daytimes of 7am – 10pm, and 62 dBA to 71 dBA during nighttime hours of 10pm – 7am during the measurement period. The relatively small fluctuation in daytime noise level is typical for major arterial roadway. The wider range for nighttime levels is due to low sound levels at 2-3 a.m. as compared to 6 a.m., levels when the morning commute has begun.

Table 1: Continuous Measurement Result

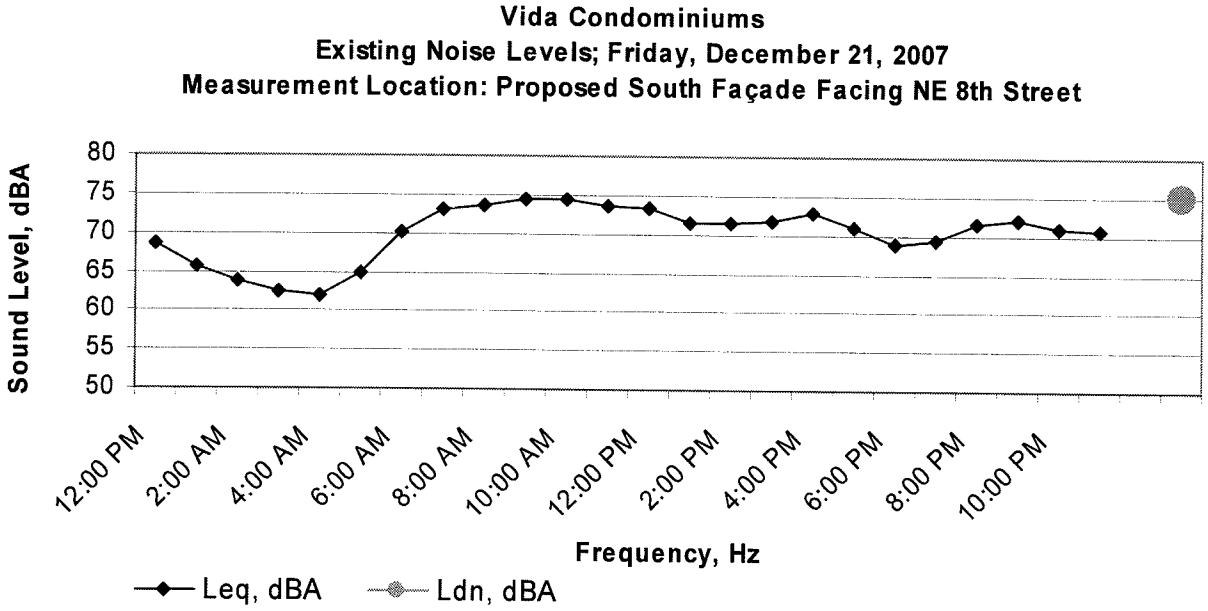
Day of Measurement	Ldn, dBA
Friday, December 21 2007	75
Saturday, December 22 2007	75

2. Short-term Measurements

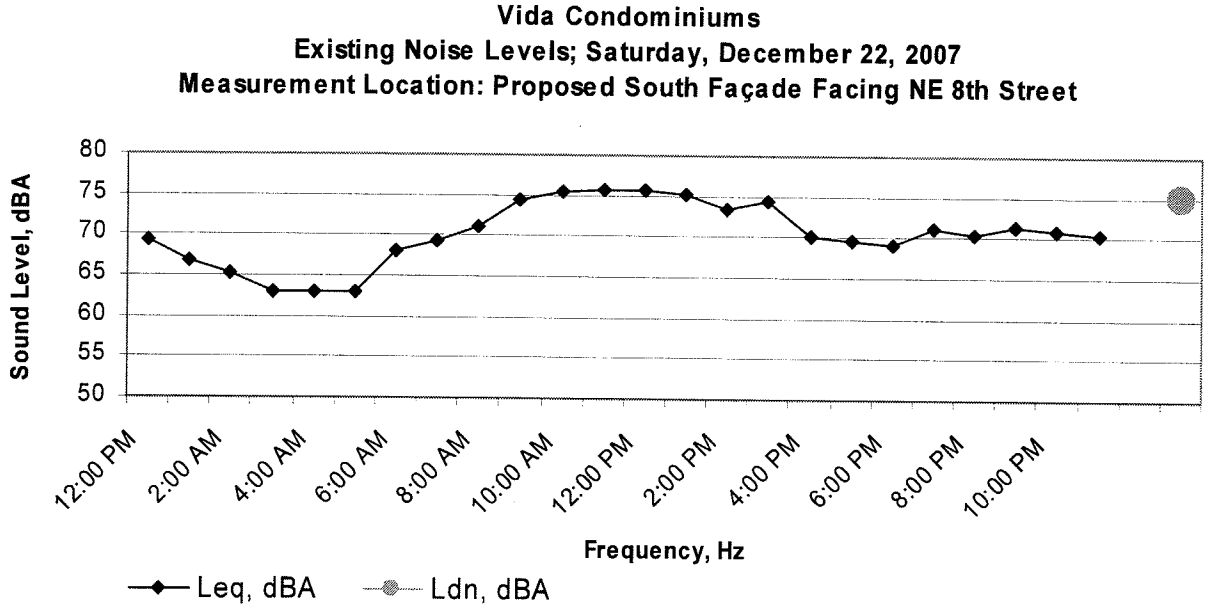
The short-term measurement results are shown in Table 2.

Table 2: Short-term Measurement Results

Measurement location	15-minute Leq, dBA
111th Ave. NE	68
NE 9th Street	65
NE 8th Street	71



-Figure 2 –



-Figure 3 –

3. Predicted Ldn @ Façade Locations

As indicated above, the principal sources of noise at the site include traffic on NE 8th Street, and I-405, and some construction noise from the projects under construction across NE 8th Street, and 111th Avenue NE. Note that since construction only occurred between 7am and 5 pm, and because of the high noise levels measured during nighttime hours, excluding construction noise, the Ldn remains the same.

Based on the measurement results, the Ldn at the different facades is shown in Table 3.

Table 3: Predicted Ldn

Façade Location	Ldn, dBA
South Façade	75
East Façade	72-68
North Façade	65
West Façade	72-68

In order to achieve Ldn of 45 inside non-sleeping areas, and Ldn of 40 in sleeping areas, the exterior envelop needs to achieve minimum of 35 dB noise reduction at the south façade, 28-32 dB at the east and west façades, and 25 dB at the north façade. This noise reduction applies to the combined performance of the curtain wall including opaque panels, glazing, doors, exterior penetrations for ventilation, etc.

Evaluating the transmission loss characteristics of a building's shell includes all of the elements used to make-up the "skin" of the building. When a "weaker" element, such as a window or door, is used in a construction, the composite Transmission Loss (TL) for the combination is closer to the TL of the weaker element than to the "stronger" element. The calculation used to determine the overall sound transmission is a logarithmic ratio of the sound transmission coefficients of the two materials based on their surface areas.

IV. Recommendations

1. Curtain Wall

The curtain wall assembly is designed to be primarily glass. Metal panels and wood slats are used occasionally as architectural elements in the façade.

The metal panels and the wood slats panels should have minimum STC 40. These panels should be finished on the interior with 5/8" gypsum board, and the cavity filled with batt insulation.

1.1 South Façade (NE 8th Street) & Southeast and Northeast Corners (see graph)

It is recommended that the glazing of the south façade and the glazing of the east façade located within 40 feet from the southeast corner, and the glazing of the upper floors of the west façade (Floors 4 through 12) located within 40 feet from the southwest corner (see attached drawing) should achieve a minimum STC 39. An STC 39 can be achieved with one of the following glass configurations:

1. ¼" glass – ½" air space – ¼" laminated glass
2. ½" laminated glass

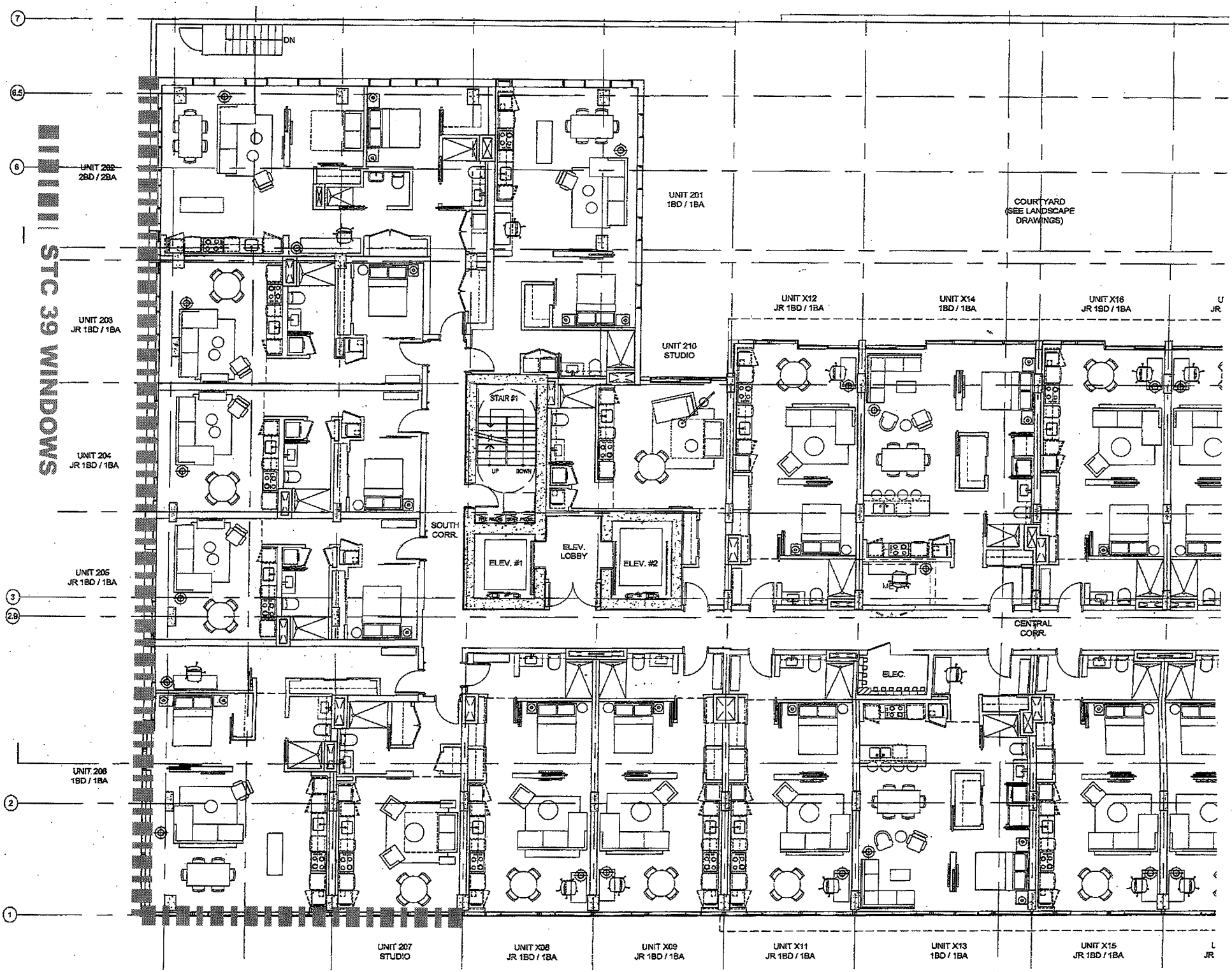
1.2 North, East, and West Facades

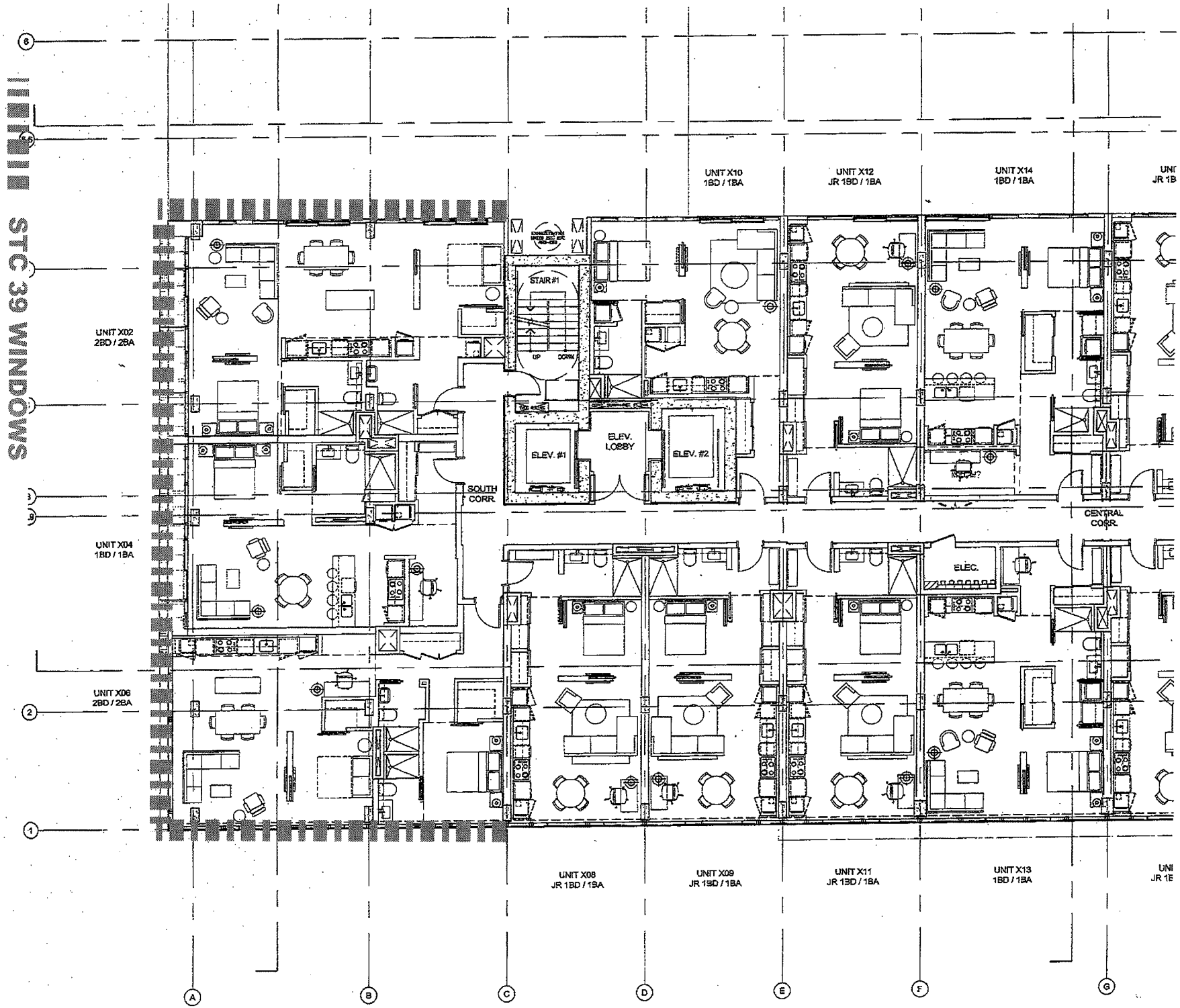
The glazing of the remaining façades (north, east and west) should have a minimum STC35. The glazing configuration indicated in the drawings such as shown below meet STC35, and therefore the criterion.

1. ¼" glass – ½" air space – ¼" glass
2. ¼" laminated glass
3. ½" glass

Notes:

1. Windows are required to have a fixed sash or an efficiently weather-stripped, operable sash. The sash shall be rigid and weather-stripped with material that is compressed airtight when the window is closed.
2. Glass shall be sealed in an airtight manner with a non-hardening sealant or a soft elastomeric gasket or gasket tape.
3. The perimeter of window frames shall be sealed airtight to the exterior wall construction using a non-hardening sealant or soft elastomer gasket or gasket tape.


7
6.5
6
3
2.9
2
1
STC 39 WINDOWS
UNIT 202
2BD / 2BA
UNIT 203
JR 1BD / 1BA
UNIT 204
JR 1BD / 1BA
UNIT 205
JR 1BD / 1BA
UNIT 206
1BD / 1BA
UNIT 207
STUDIO
UNIT X08
JR 1BD / 1BA
UNIT X09
JR 1BD / 1BA
UNIT X11
JR 1BD / 1BA
UNIT X13
1BD / 1BA
UNIT X15
JR 1BD / 1BA
UNIT 201
1BD / 1BA
UNIT 210
STUDIO
UNIT X12
JR 1BD / 1BA
UNIT X14
1BD / 1BA
UNIT X16
JR 1BD / 1BA
COURTYARD
(SEE LANDSCAPE
DRAWINGS)
DN
STAIR #1
UP
DOWN
SOUTH
CORR.
ELEV. #1
ELEV.
LOBBY
ELEV. #2
MEP
CENTRAL
CORR.
ELEC.


STC 39 WINDOWS
UNIT X10
1BD / 1BA
UNIT X12
JR 1BD / 1BA
UNIT X14
1BD / 1BA
UNIT X02
2BD / 2BA
STAIR #1
ELEV. #1
ELEV. LOBBY
ELEV. #2
SOUTH CORR.
CENTRAL CORR.
UNIT X04
1BD / 1BA
ELEC.
UNIT X06
2BD / 2BA
UNIT X08
JR 1BD / 1BA
UNIT X09
JR 1BD / 1BA
UNIT X11
JR 1BD / 1BA
UNIT X13
1BD / 1BA
6
5
4
3
2
1
A
B
C
D
E
F
G

V. Summary

With these recommendations in place, noise intrusion from traffic noise on NE 8th Street, I-405 and local traffic will be reduced inside the residential units to remain within the design criterion. Though, we recommend reviewing the metal panels, wood panel assemblies and the heat pumps against the exterior wall to ensure that there are no flanking paths for sound transmission.

If you have any questions regarding this report, please give me a call.

Regards,

Sincerely yours,
SSA Acoustics, LLP

Mohamed Ait Allaoua
Acoustician, Principal

Appendix A. Descriptors

Human exposure to noise is typically measured as an **A-weighted sound level** in units of decibels, symbolized as dBA. The A-weighting is a frequency-specific weighting that corresponds approximately to the sensitivity of human hearing at the various frequencies.

Sound levels vary significantly, depending on location and activities. Locations near highways or urban arterials may be 70 dBA, whereas quiet rural areas may be 40 dBA. People normally experience sound levels between about 30 and 90 dBA, depending on their activity. For example, a nearby noisy vehicle, radio or power tool may produce 90 dBA; normal conversation is about 55 to 65 dBA; and a bedroom or quiet office is about 30 to 40 dBA.

Loudness is judged by an average listener to double for each 10 dBA increase in sound level. For example, 60 dBA is judged to be twice as loud as 50 dBA and four times as loud as 40 dBA.

When measuring noise that is fluctuating over time it is common practice to use a descriptor called **equivalent A-weighted sound level, Leq**. The Leq is that constant sound level in dBA, which contains the same amount of sound energy over a given time period as the measured fluctuating noise. The Leq is often determined for one-hour time periods.

The descriptor used by various government agencies including the Department of Housing and Urban Development (HUD) to specify noise impacts is the Day-Night average noise Level, DNL. The DNL is the Leq measured over 24 hours, with 10 dBA added to the hourly Leqs measured during the noise sensitive nighttime hours of 10 p.m. and 7 a.m.

Appendix B. Criteria

STC/TL Considering the acoustic performance of a building element such as a wall or floor, the ability of the system to block the transmission of sound waves is important. The **Transmission Loss (TL)** of a material or building partition is a measure of sound isolation ability. Since TL is very frequency dependent, it is generally reported in the third octave frequency bands between, as a minimum, 125 Hz and 4,000 Hz. As a convenience, a single number rating method has been developed which allows a single value to be given to a transmission loss spectrum. This rating is referred to as the **Sound Transmission Class (STC)** rating which has been defined in the American Society for Testing and Materials (ASTM) Standard E413. This standard defines a procedure for determining the STC rating for a TL spectrum by fitting a contour to the one-third octave band TL data.

ATTACHMENT C

CERTIFICATE OF CONCURRENCY

VIDA CONDOMINIUMS

This certificate documents the Transportation Department Director's decision that the development project at 11011 NE 9th Street (Design Review File No. 07-131793 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 110 p.m. peak hour trips to this project, subject to Process II appeal of either the concurrency determination or the Design Review decision. A building permit application (File No. 09-118681 BB) was filed for the project on June 23, 2009, and deemed complete on July 21, 2009. This concurrency reservation will remain in effect for the life of the building permit application (BCC 23.05.090.H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100.E).

Director, Transportation Department

9-17-2009

Date

Certificate No. 56