



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
410 110TH Ave. NE
BELLEVUE, WA 98004

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

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

File No. 08-135262-LB
Project Name/Address: Kemper Development Helistop
800 Bellevue Way NE
Publish: January 29, 2009
Minimum Comment Period: February 19, 2009

Materials included in this Notice:

- Blue Bulletin
- Checklist
- Vicinity Map
- Site Plan
- Other: Noise Study

Memorandum

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SPARLING

WORK TOGETHER | STAND APART

To: David Ketchum - Airside
From: Andrew Boone
Date: November 5, 2008
Subject: Bellevue Helicopter Noise Measurements

INTRODUCTION

On Thursday October 16, 2008 noise levels at various locations in Bellevue were monitored during a helicopter flight event. This flight was performed pursuant to receiving a conditional use permit from the City of Bellevue to operate a private-use helistop on top of the Bank of America Building in the city's downtown core. These measurements were performed to help provide specific information on the anticipated noise impacts of helicopter operations to the surrounding area.

BACKGROUND

Flight Route

The helicopter that was used for this flight was a Eurocopter AS 350B2. The helicopter flight route followed along I-405 in Bellevue and then along NE 8th St landing on a helistop on the roof of the Bank of America Tower located at 10500 NE 8th St. Upon arriving at the landing site at 3:02 pm the helicopter followed typical shut-down procedure for approximately 30 seconds before powering down. At 3:11 pm the helicopter ran a standard warm-up procedure before departing at 3:13 pm traveling along the same route. Figure A1 included in the Appendix shows a satellite photo of this helicopter flight route (shown as a solid red line).

Measurement Locations

Six measurement locations were selected to provide information about levels of noise that could be expected in surrounding areas. Unless specifically noted, all measurement locations were outdoors. All microphones were mounted on tripods at a height of 5' above plane. These six locations (shown in Figure A1 of Appendix) are as follows:

1. Rooftop of Bank of America Building (approximately 20' south of helicopter touchdown location)
2. Northeast corner of office Building on the southeast corner of NE 8th and Bellevue Way (located on the rooftop of building above landing area - approximately 200' from landing area)
3. North side of One Lincoln Tower (inside a condo¹ directly facing and above the landing area - approximately 400' from landing area)
4. Corner of Vineyard Crest and Belfair Lane (on a rise in a residential area with direct line-of-sight to landing area - approximately 2400' from landing area)

¹This microphone was inside a study room where the microphone was oriented towards the exterior window that had a direct view of the landing site. This exterior window covered the entire wall area and was closed. The microphone was located approximately 5' from this exterior window wall.

5. South side of NE 8th St between 108th & 110th Ave NE (at street level - approximately 1300' from landing area)
6. Near southwest corner of Ashwood Park playing field (at street level with clear line-of-site to landing area - approximately 1200' from landing area)

Technical Information

The following equipment was used to collect sound recording data. Each piece of equipment was under current calibration. Acoustic microphones were calibrated in the field prior to taking these measurements using a LD CAL200 1000 Hz Acoustic Calibrator (Serial No 1036) which was also under current calibration. A list of equipment used at each monitoring location is included in Table 1 below.

Table 1 - monitoring equipment used at each measurement location

| Measurement Location | SLM* Device (make/model) | SLM Serial No | Microphone (model) | Microphone Serial No | Preamp (make/model) | Preamp Serial No | Calibration Current? |
|----------------------|--------------------------|---------------|--------------------|----------------------|---------------------|------------------|----------------------|
| 1 | B&K* 2270 | 2623031 | 4189 | 2631295 | ZC 0032 | 8503 | Y |
| 2 | B&K 2250 | 2575779 | 4189 | 2281889 | ZC 0032 | 8552 | Y |
| 3 | LD‡ 820 | 1633 | 377B02 | 104678 | PRM828 | 2549 | Y |
| 4 | LD 820 | 1646 | 377B20 | 105267 | PRM828 | 2568 | Y |
| 5 | LD 831 | 0001384 | 377B20 | 104313 | PRM831 | 10051 | Y |
| 6 | LD 820 | 1277 | 2560 | 2614 | PRM828 | 1818 | Y |

Table Notes:
 *Sound Level Meter
 *Brüel & Kjaer
 ‡Larson Davis

This monitoring equipment conforms to the Bellevue City Code (BCC) Chapter 9.18 (Noise Control) definition/requirements for sound level meters (see BCC 9.18.015.T).

All sound level meters were placed on tripods and were at least 3 ft from any extended major surface. All exterior microphones were fitted with wind screens. All clocks on the measurement devices were synchronized prior to monitoring.

The following Sparling employees participated in the collection of these measurements:

- Andrew Boone - *Acoustician*
- Noel Frederick - *Acoustician*
- Mike Walter - *Acoustician*
- James Okullo - *Intern*

RESULTS

In this section we will present and discuss the noise levels measured at each location. Figure A2 in the Appendix is a graph of all noise levels monitored from 2:55 pm to 3: 20 pm, before during and after the helicopter event). The sound measurement data presented in this report is in terms of 1 second average Leq and are A-weighted (see *General Description of Noise* section of the Appendix for a description of these terms).

Location 1

Noise levels monitored at this location are by far the loudest due to the very close proximity to the helicopter. Although this is not representative of the noise levels at the other locations, it is very useful for predicting the impacts at surrounding locations throughout the area. This data is shown in Figure 1.

The levels measured here were as loud as 106 dBA when landing and 105 dBA at takeoff at the tower location. The meter at this location was turned off just after shutdown and just prior to takeoff.

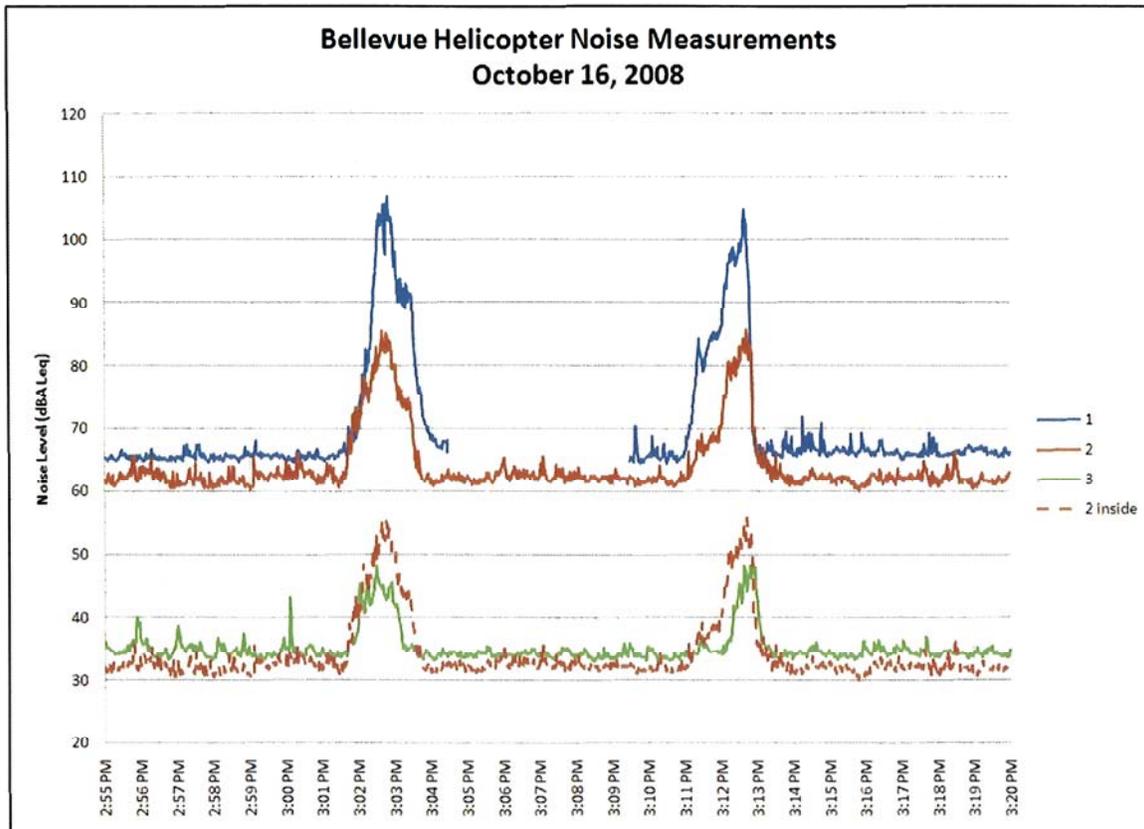


Figure 1 - Noise levels measured at the three elevated measurement locations

Location 2

Measurements taken at location two are also shown in Figure 1 above. Due to loud background noise levels inside this office building, measurements were taken on the roof.

We predicted noise levels in the office space by subtracting out the window effects² from our exterior noise measurements. This data has been added to Figure 1 to show the worst case effects of helicopter noise in this office tower. Noise levels in the building are not expected to exceed 55 dBA, where this loudest level is anticipated at limited areas within the building with direct exposure to the landing site. Background noise levels within office spaces are typically 40 to 45 dBA. As a worst case, this helicopter noise would be audible for roughly 2 minutes during takeoff

² We took a reduction of 30 dB for the transmission of noise through the double paned 1/4" glass_1/2" air space_1/4" glass window walls used in the construction of this building. We arrived at this number by taking the maximum spectral data and subtracting out the transmission loss of the window and basic room effects.

and landing - for less than a minute would noise levels be 10 to 15 dBA above typical office background noise levels. Table 2 provides a breakdown of the potential impact aircraft noise can have at various levels above background and can be used for an interior office or residential type environment. It can be used as a reference to help predict the impact on normal activity for these spaces.

For aircraft noise events 10 to 15 dB above typical office background levels, noise will be clearly audible and possibly dominant and could begin to have an impact on conversation. The transient nature of this noise however, makes the effect on the office environment relatively brief.

Table 2 - Impact of aircraft sound at different levels above background (valid for an interior office or residential setting)

| Level above Background | Description |
|------------------------|---|
| 0 to 5 dBA | Noise audible but can be typically ignored when focusing on task or conversation |
| 6 to 12 dBA | Noise audible - most observers could still concentrate on tasks, but with some effort |
| 13 to 18 dBA | Noise is dominant with slight impact on speech intelligibility |
| 19 dBA and above | Noise interferes with speech and conversation |

Location 3

This measurement was taken inside an upper story apartment at One Lincoln Square, a residential tower to this helistop, where the room had direct exposure to the landing site. The green line in Figure 1 shows levels measured from this location.

Noise levels due to the helicopter event were as loud as 48 dBA within the space, and up to about 12 dB above the background noise levels for a brief period of time. A receiver will likely notice this noise coming from outside but could continue with normal activities without interruption.

Location 4

Noise levels outside at this residential receiver were virtually unaffected by this helicopter flight event. Figure 2 shows a summary of measurements taken at the three street level locations 4, 5, & 6 (location 1 included for reference). At this location noise levels from passing cars were much louder than helicopter noise levels which were as high as 55 dBA. This can be seen during the takeoff even at 3:12 pm. The landing event was interrupted at location 4 due to a localized event, probably a car, so it is unclear what noise is due to the helicopter event from the landing event information.

Location 5

This location was on the sidewalk on the south side of NE 8th St. Noise levels at this location ranged from 60 to 80 dBA before, during, and after these helicopter events. Noise levels from the helicopter event were audible at this location, and were about as loud as a diesel bus driving by in the closest lane.

Location 6

This location was set back approximately 50' from NE 10th St to the north. Noise from the helicopter event was loudest at this location as it passed within about a block as it traveled along NE 8th St. As with location 5, noise levels from this helicopter event were audible and about as loud as a large bus or noisy truck driving by.

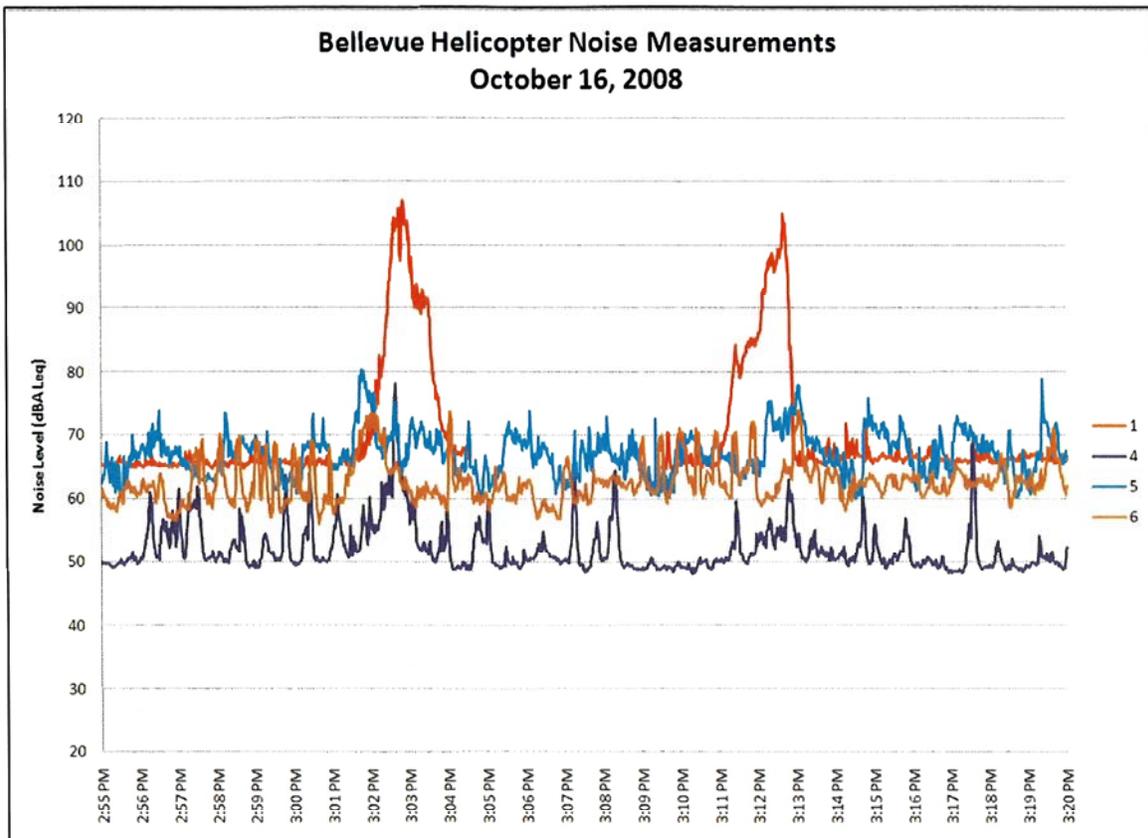


Figure 2 - Noise levels measured at street level locations, with Location 1 included for reference.

CONCLUSIONS

In conclusion, noise levels from this helicopter event will be audible in adjacent locations along the flight path and near the flight deck. This noise may be somewhat distracting for a brief period for occupants within the nearest office tower building, but limited to those areas with direct exposure to the landing platform. People living in the nearest residential tower will usually be able to hear this helicopter noise, but would probably not be distracted by it. Street level receivers who are outside will likely observe the helicopter noise if they are within a block or so. To these observers it will sound as loud as a bus or loud vehicle passing by.

APPENDIX

General Description of Noise

Environmental noise typically refers to the total acoustic environment as measured or heard by humans. This acoustic environment is made up of background noise caused by distant traffic, airplanes, etc., and higher levels of noise dominated by nearby sources such as car pass-bys, airplane flyovers, or close construction activity.

The most commonly used measure of the loudness of sound is the sound pressure level (SPL), which represents the magnitude of the sound pressure in the air.

The human ear responds differently to sounds at different frequencies (pitch). This is demonstrated by the fact that we hear higher pitched sounds easier than lower ones of the same magnitude. To compensate for the different "loudness" as perceived by humans at different pitches, a standard weighting curve is applied to measured levels. This weighting curve represents the sensitivity of the human ear, and is labeled "A" weighting. The units of magnitude of the sound are recorded as dBA, or "A"- weighted decibels, which is a logarithmic scale.

Because the decibel scale is logarithmic, individual dB ratings for different noise sources cannot be added directly to give the dB rating of the combination of these sources. Two noise sources producing equal dB ratings at a given location will produce a composite noise that is 3 dB greater than the individual levels. Similarly, the loudness of sounds does not vary arithmetically. A 3 dB difference in environmental noise levels is normally considered a slight difference in loudness. A difference of 5 dB, however, is easily perceptible, and considered significant. A 10 dB difference is perceived as half or twice as loud, depending on the relative levels.

The following table presents examples of common noise levels:

| SPL (dBA) | Example |
|-----------|---|
| 0 | Threshold of audibility |
| 20 | Quiet rural area (no traffic) |
| 40 | Suburban neighborhood (distant traffic) |
| 60 | Normal conversation |
| 70 | Busy freeway |
| 100 | Pile driver |
| 130 | Threshold of pain |

The L_{eq} noise descriptor is the Equivalent Noise Level, which is the dBA level of a constant sound which has the same acoustical energy as the time-varying sound. It is described by the Environmental Protection Agency as the "single value of sound level for any desired duration, which includes all of the time-varying sound energy in the measurement period". Therefore, a source that produces a constant sound level of 60 dBA for a ten minute duration, and then produces a constant sound level of 70 dBA for ten minutes would produce an L_{eq} of 67 dBA (the logarithmic average of 60 and 70) for the entire 20-minute duration. Note that the level in the L_{eq} calculation is closer to the higher sound level because the higher level has more *energy*.

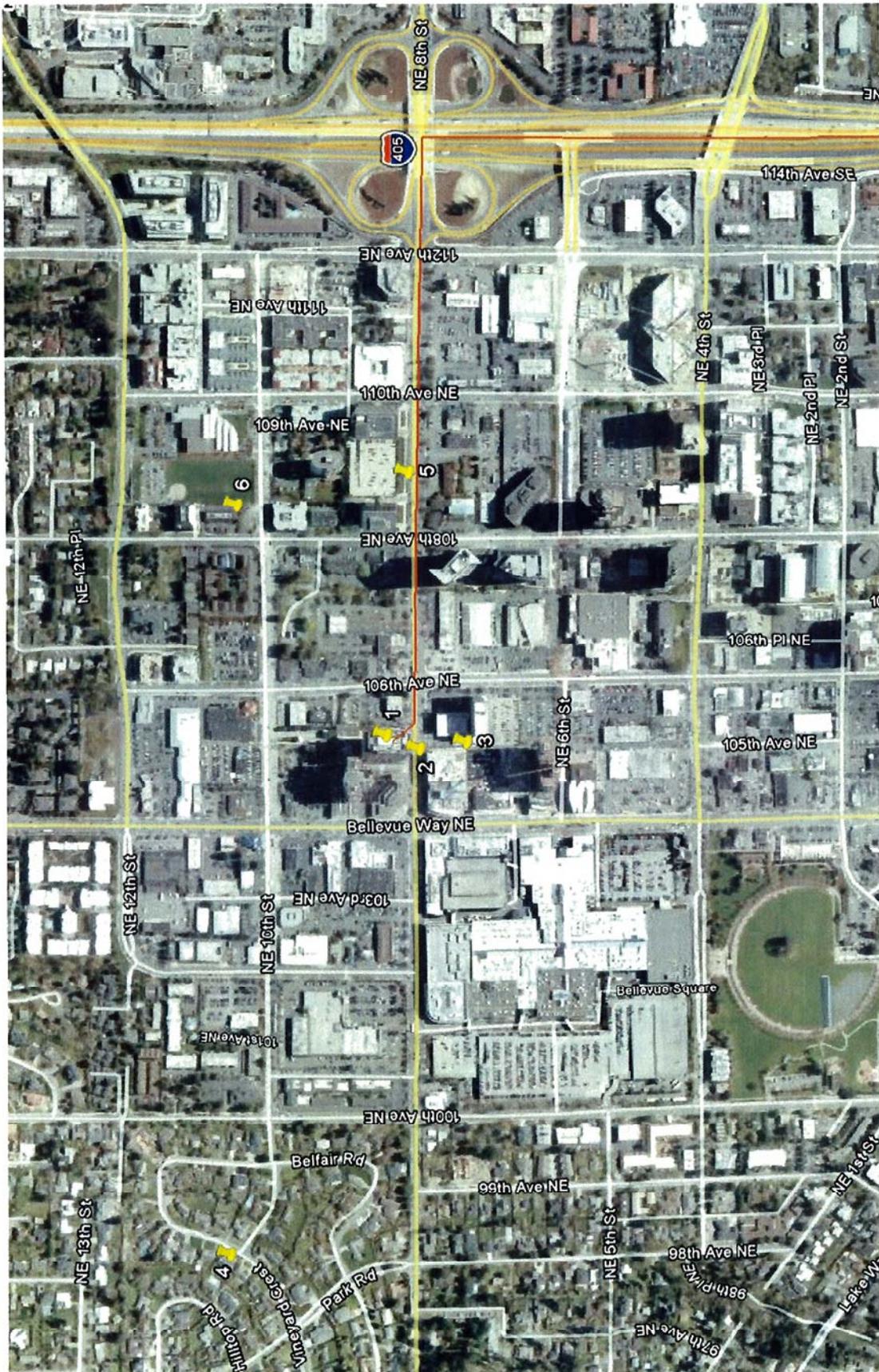


Figure A3 - Helicopter flight path (solid red line) and 6 measurement locations during October 16, 2008 measurements (created using Google Earth)

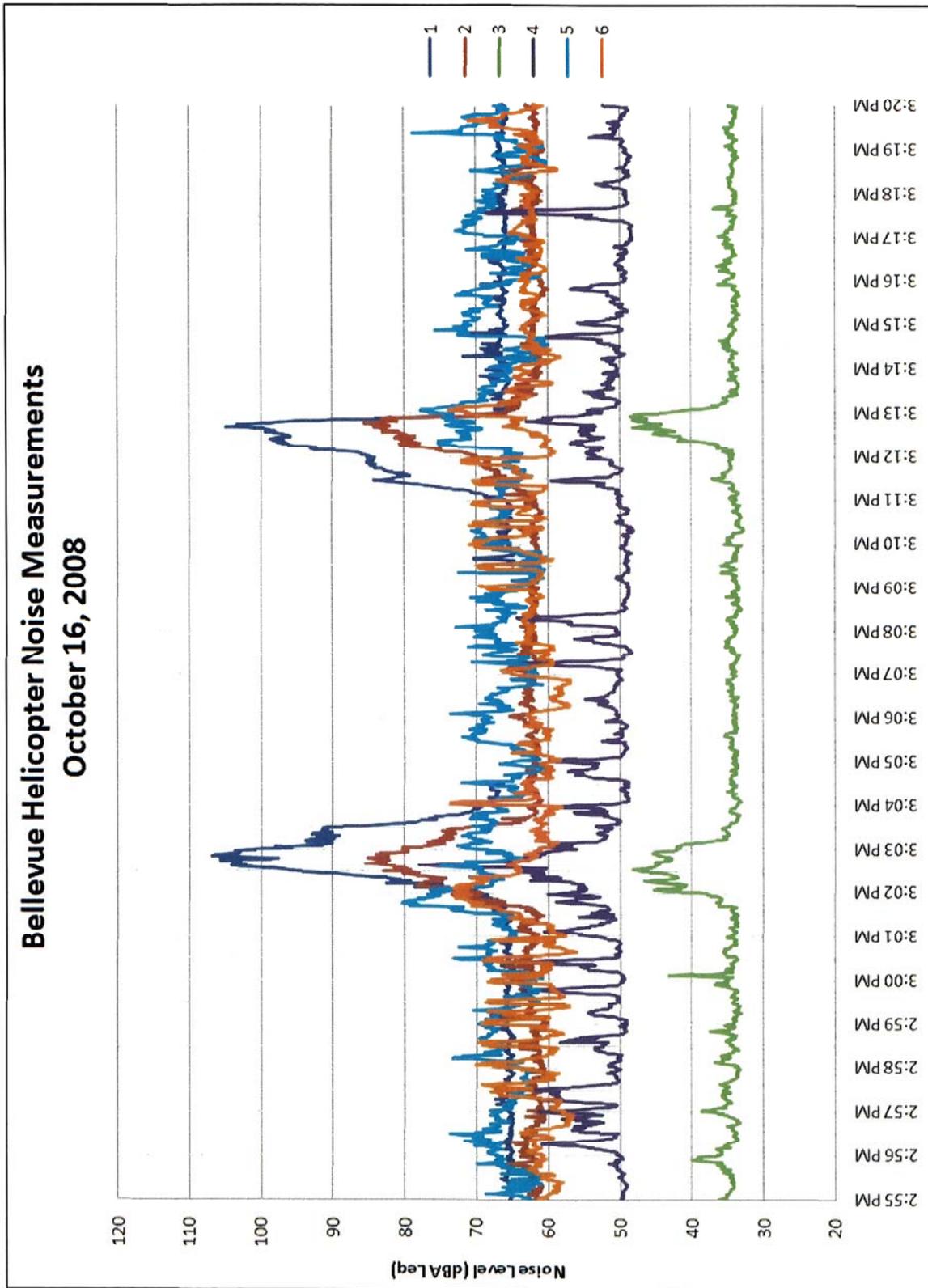


Figure A4 - Noise levels measured at the six Bellevue monitoring locations (see Figure A1)

FREQUENCY OF HELISTOP LANDINGS AND RESTRICTION ON FUELING

FREQUENCY OF OPERATIONS

Kemper Development Company offers the following limitations on operations. For the purposes of this application an “operation” consists of both a landing and a take-off.

Daily: 3

Weekly: (Monday through Sunday): 15

Monthly: 40

Annual: 200

Hours of operation: 8:00 am – 7:00 pm

Exemptions: One operation per week before 8:00 am but not earlier than 6:00 am; one operation per week after 7:00 pm but not later than 10:00 pm.

Recordkeeping: Records will be kept of all operations and made available to the city of Bellevue as requested. Data kept will include: Time and date of landing and take-off, manufacturer and model of helicopter used, registration number of helicopter.

Kemper Development Company may request adjustments to limitations on frequency and hours of operations on an annual basis.

USERS

Those using this helistop cannot be identified at this time. They are expected to be local firms that conduct business in the downtown Bellevue core or officials/executives of firms who use chartered helicopters. Chartered helicopters would only be allowed to use this facility if their operators were certified to conduct commercial flights according to the provisions of Federal Air Regulation Part 135. All users will be required to ask for and receive permission to use the helistop.

It is anticipated that this helistop will accommodate what are commonly called light, turbine helicopters. This category of helicopter has a maximum capacity of five individuals plus pilot.

FUELING

No fueling or routine servicing of helicopters will be conducted at this helistop. Maintenance will not be conducted unless it is unscheduled and necessary for safe aircraft departures.

PARKING DEMAND ANALYSIS - LUC 20.20.590

It is not anticipated that this use will place additional demands on vehicle parking in downtown Bellevue. Occupants of helicopters are expected to have offices within walking distance of the subject address.

This use may reduce vehicle parking demand since those arriving and departing by helicopter will not be using vehicle parking spaces.

If vehicles are dispatched to wait for and pick-up helicopter passengers they will be staged in one of two areas: 1) the load/unload area in front of the Hyatt Hotel or an area of the underground parking facility that serves the Hyatt Hotel and the Bank of America Building that will have been secured by Kemper Development Company security staff.

MAXIMUM HEIGHT - LUC 20.25A.020.A

The top of the existing concrete structure that will serve as a landing area is shown as 449.08' MSL.

MINIMUM SETBACK OF STRUCTURES AND TITLE REPORT - LUC 20.25A.020.A

Please see site plan.

LIGHTING

Properly lighted helistops emit only minimal amounts of light to adjacent properties. Light levels at helistops should be only intense enough to provide visual cues for pilots. Lights that are too bright erode pilots' night vision. Secondly, helistop lights are specified and located so as to provide specific functions. General, area lighting will not be used at this facility. Third, lights at this facility will only be on when the facility is being used and only during hours of darkness. Given anticipated restrictions on the hours of use it is apparent that lights at the helistop will only be on during permitted times and in the late fall, winter and early spring.

Lighting components will include:

Perimeter

Sixteen (16), LED, approximately 12-watt lights mounted in a generally equal pattern at the edges of the landing area.

Flood

Four (4) 75-watt lights mounted at the center of each of the sides of the helistop. These lights are designed to cut off their light beams so that very little light shines upward. Their purpose is to increase pilots' depth perception by providing visual texture to the landing area.

Lighted wind indicator

A lighted wind indicator will be located south of the landing area. It will utilize horizontally mounted lights. Horizontal light beams that are within the wind sock will minimize light glare. This unit uses 2, 75 watt lamps.

Obstruction lights

There are currently two, red, incandescent obstruction lights mounted on the proposed landing area. These will be removed. Four, LED, red obstruction lights will be located at the corners of the structure. These obstruction lights are typical of those used on several downtown high-rise buildings. Each of the LED lights will use approximately 20 watts of power.

Light activation

Helistop lights will be activated in one of two ways. Pilots will activate them by using in-aircraft VHF radios through use of a radio controller that will be a part of the helistop's equipment. This is commonly called pilot-controlled-lighting. Alternatively, there will be a switch mounted at the roof below the helistop that will be used to activate and deactivate lights.

Helistop lights will only be on immediately prior to and during active helicopter operations. If a helicopter is at rest on the helistop the helistop's lights will not be on unless flight activity is imminent.

Helistop lights are expected to use less than 800 watts of power which equates to less than 7 amps.

NOISE AND VIBRATION - BCC 9.18 - SEPA

As a condition of use of this helistop helicopter pilots will be required to use so-called "Fly Neighborly" operational techniques as promoted by the Helicopter Association International (HAI).

Helicopter noise measurements on and in the vicinity of the proposed helistop were taken during a helicopter landing on October 16 2008. The report related to these measurements is included in section nine of this document.

ENVIRONMENTAL CHECKLIST

4/18/02

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call the Permit Center (425-452-6864) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Our TTY number is 425-452-4636.

BACKGROUND INFORMATION

Property Owner: Bellevue Place Office Building I, Limited Partnership

Proponent: Kemper Development Company

Contact Person: Dan Meyers

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

Address: 575 Bellevue Square Bellevue, WA 98004

Phone:

Proposal Title: Bellevue Place private-use helistop

Proposal Location: 10500 NE 8th Street Bellevue, WA 98004

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

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

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

1. General description: Activation and operation of private-use helistop
2. Acreage of site:
3. Number of dwelling units/buildings to be demolished: 0
4. Number of dwelling units/buildings to be constructed: 0
5. Square footage of buildings to be demolished: 0
6. Square footage of buildings to be constructed: 0
7. Quantity of earth movement (in cubic yards): 0
8. Proposed land use: Same as existing
9. Design features, including building height, number of stories and proposed exterior materials:
Landings will occur on existing platform that was construct for this purpose.
10. Other

Estimated date of completion of the proposal or timing of phasing:
Summer 2009

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
No

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

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.
None

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

This checklist is part of a conditional use application submitted to the City of Bellevue

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

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

A. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site: Flat Rolling Hilly Steep slopes Mountains Other
- b. What is the steepest slope on the site (approximate percent slope)?
Unknown - the site is on top of an existing structure.
- c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
Unknown - not applicable

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
N/A

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.
None

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
No

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
None - the structure exists

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

2. AIR

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

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
No

- c. Proposed measures to reduce or control emissions or other impacts to the air, if any:
Use of modern helicopters with modern turbine engines. Also, limitations to frequency of flights.

3. WATER

- a. Surface

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

appropriate, state what stream or river it flows into.

No

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

N/A

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

None

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

No

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

No

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

No

b. Ground

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

No

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

None

c. Water Runoff (Including storm water)

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

None in addition to current runoff

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

No

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

N/A

4. Plants

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

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

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

None

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

None of which we are aware

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

None

5. ANIMALS

- a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:
 - Birds: hawk, heron, eagle, songbirds, other:
 - Mammals: deer, bear, elk, beaver, other:
 - Fish: bass, salmon, trout, herring, shellfish, other:
- b. List any threatened or endangered species known to be on or near the site.
None of which we are aware
- c. Is the site part of a migration route? If so, explain.
Unknown
- d. Proposed measures to preserve or enhance wildlife, if any:
N/A

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.
Small amounts of electricity - fewer than 10 amps and only as the facility is used.
- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
No
- c. What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any:
Use electrical power only as needed.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.
A risk of fire or spill of a Class II combustible liquid exists if there were a helicopter accident. The risk is statistically very slight.
 - (1) Describe special emergency services that might be required.
Fire department response
 - (2) Proposed measures to reduce or control environmental health hazards, if any.
Use of modern, turbine helicopters and well-qualified pilots

b. Noise

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

None

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

Helicopter noise emanating from turbine engines and helicopter rotor systems. Generally, 8:am to 7:0 pm
See separate noise study.

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

Limitation of frequency of flights and adherence to noise reducing flight procedures.

8. Land and Shoreline Use

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

Mixed use - business in the downtown Bellevue core.

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

Not recently

- c. Describe any structures on the site.

A large, multi-use building with office, parking, retail and a restaurant.

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

No

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

Dwntn-O-2

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

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

N/A

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

No

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

None

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

None

- k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A

- i. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
Limitation of frequency of flights and hours of flights. Use of modern, turbine helicopters.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
None
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
None
- c. Proposed measures to reduce or control housing impacts, if any:
N/A

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
449' (MSL) 291' (AGL)
- b. What views in the immediate vicinity would be altered or obstructed?
None
- c. Proposed measures to reduce or control aesthetic impacts, if any:
N/A

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
Minimal light and/or glare from helistop lights. Some glare from helicopter lights during hours of darkness.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
No

- c. What existing off-site sources of light or glare may affect your proposal?
None
- d. Proposed measures to reduce or control light or glare impacts, if any:
Limitations of frequency of flights and of flight hours.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?
Numerous
- b. Would the proposed project displace any existing recreational uses? If so, describe.
No
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
N/A

13. Historic and Cultural Preservation

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

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.
Site is a rooftop near the corner of NE 8th and Bellevue Way
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
No - four blocks
- c. How many parking spaces would be completed project have? How many would the project eliminate?
None - none
- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).
No
- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. This is an air transportation facility

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur. Unknown. The possibility exists that this use would reduce vehicle trips.
- g. Proposed measures to reduce or control transportation impacts, if any:
N/A

15. Public Services

- a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
An increased awareness by the fire department. Possible need for fire department response. The likelihood of the need for a response is very slight.
- b. Proposed measures to reduce or control direct impacts on public services, if any.
Well-managed operations.

16. Utilities

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

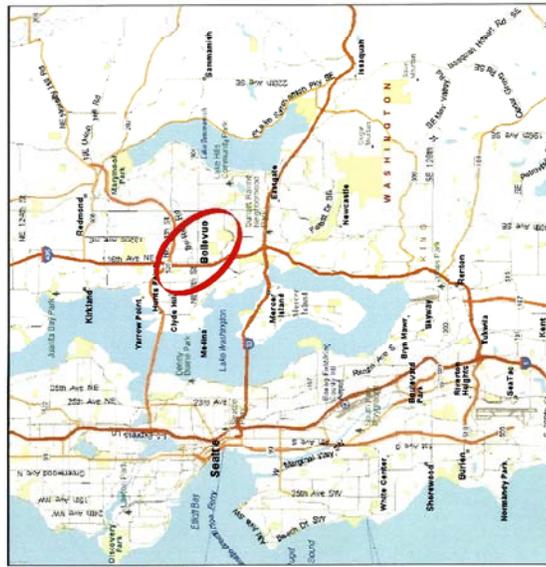
Signature

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

Signature..... 

Date Submitted..... 11-11-08

KEMPER DEVELOPMENT COMPANY BUSINESS PRIVATE - USE HELISTOP



VICINITY MAP



LOCATION MAP

CONTENTS:

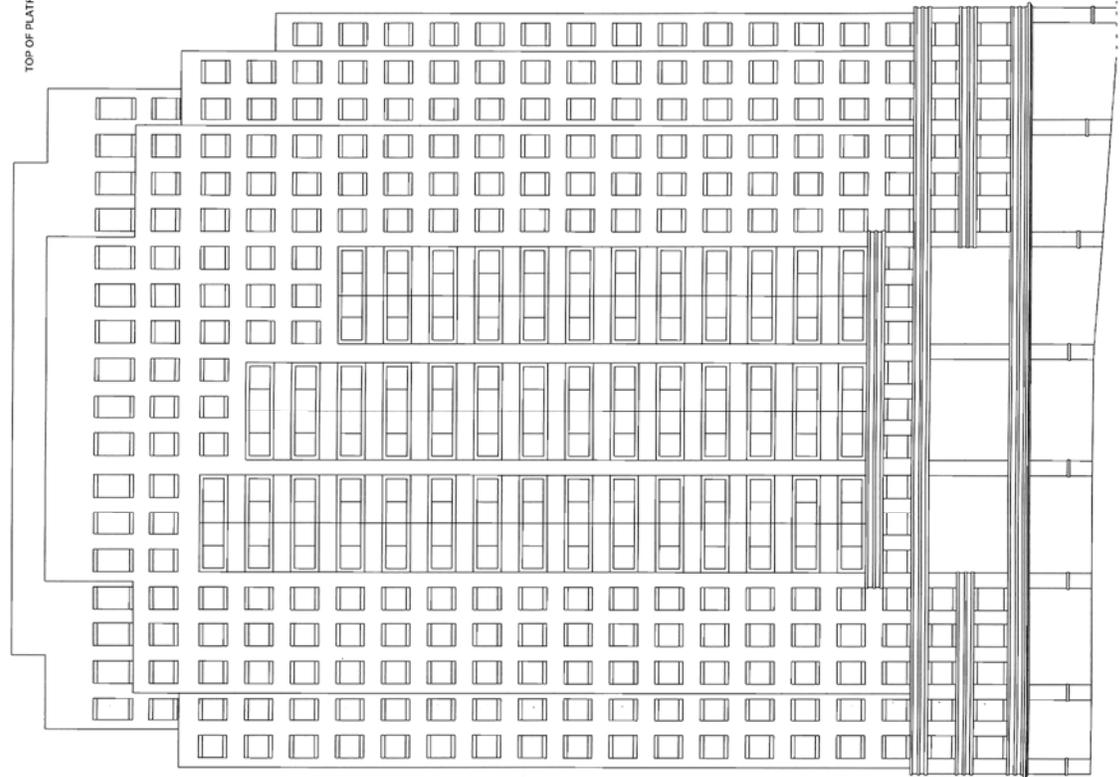
- COVER SHEET T-1
- SITE PLAN S-1
- BUILDING ELEVATIONS E-1
- EXISTING CONDITIONS H-1
- ROOF TOP ALTERATIONS H-2
- HELISTOP STANDARDS H-3
- FEATURES AND EQUIPMENT H-4
- STRUCTURAL GENERAL NOTES S1.01
- SAFETY NET / SECOND EXIT PLAN AND DETAILS S2.01



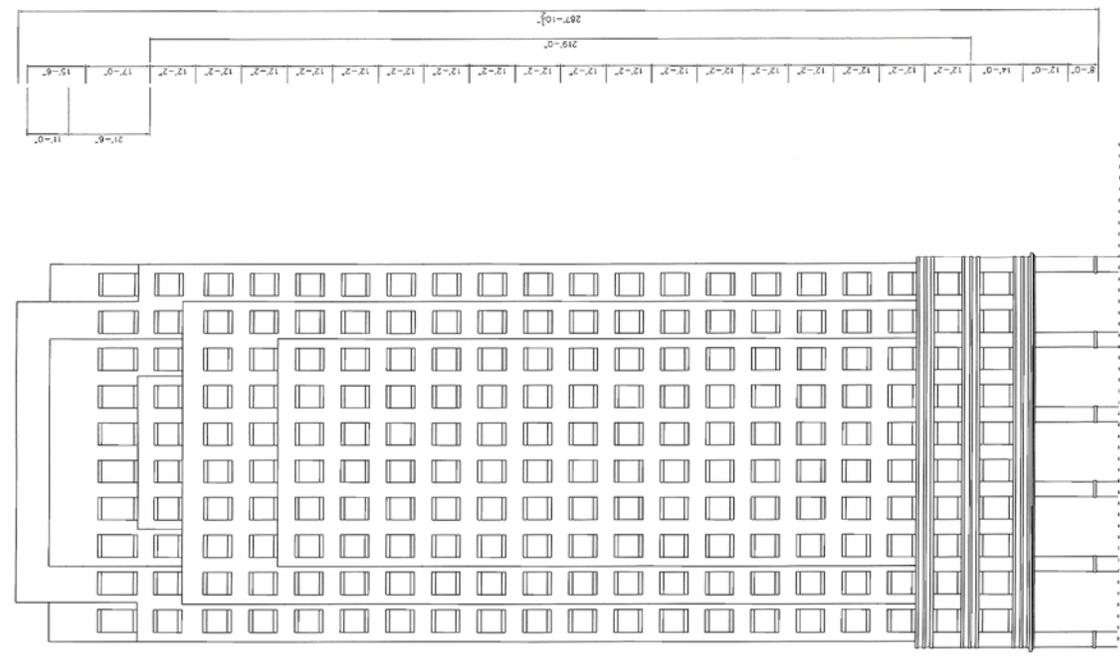
| | | |
|--|--|----------------|
| AIRSIDE 755 North Road, Suite C-204 Greenbank, WA 98253 (360) 222-3646 | PROJECT: KEMPER DEVELOPMENT COMPANY SHEET TITLE: COVER SHEET | SHEET NO.: T-1 |
| | KEMPER DEVELOPMENT COMPANY 575 Bellevue Square Bellevue, WA 98004 Bellevue, Washington | |

| PROJECT MGR | OK | DATE | REVISION | BY |
|-------------|----|-----------|----------|----|
| DESIGNED | DK | | | |
| DRAWN | SW | | | |
| CHECKED | DK | | | |
| DATE | | NOV. 2008 | | |

TOP OF PARAPET EL. 451.46'
 TOP OF PLATFORM (HELISTOP LEVEL) EL. 448.08'



WEST ELEVATION
 SCALE: 1/16" = 1'-0"



SOUTH ELEVATION
 SCALE: 1/16" = 1'-0"

BUILDING ELEVATIONS
 REFLECT TOE DATUM
 OF 3.58'
 MADE BY THE CITY OF
 BELLEVUE IN THE 1980'S



KEMPER DEVELOPMENT COMPANY
 575 Bellevue Square Bellevue, WA 98004
 Bellevue, Washington

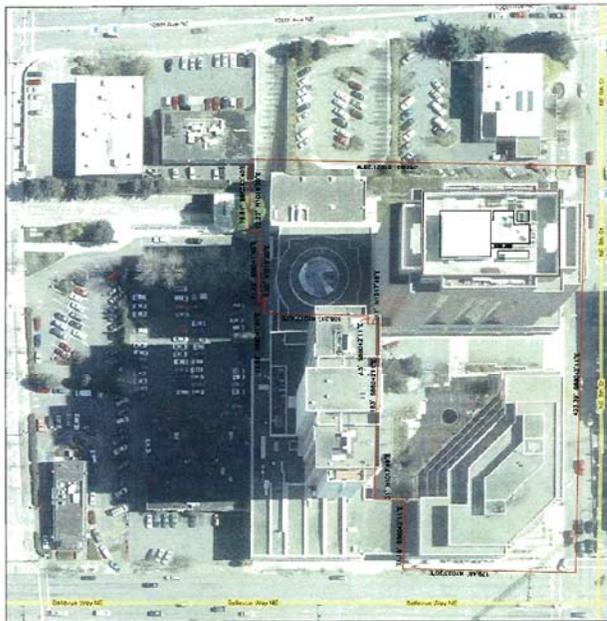
IRISIDE
 765 Wood Road, Suite C-204
 Greenhalp, WA 98253
 (360) 222-3646

PROJECT TITLE: BUILDING ELEVATIONS
 SHEET NO. E-1

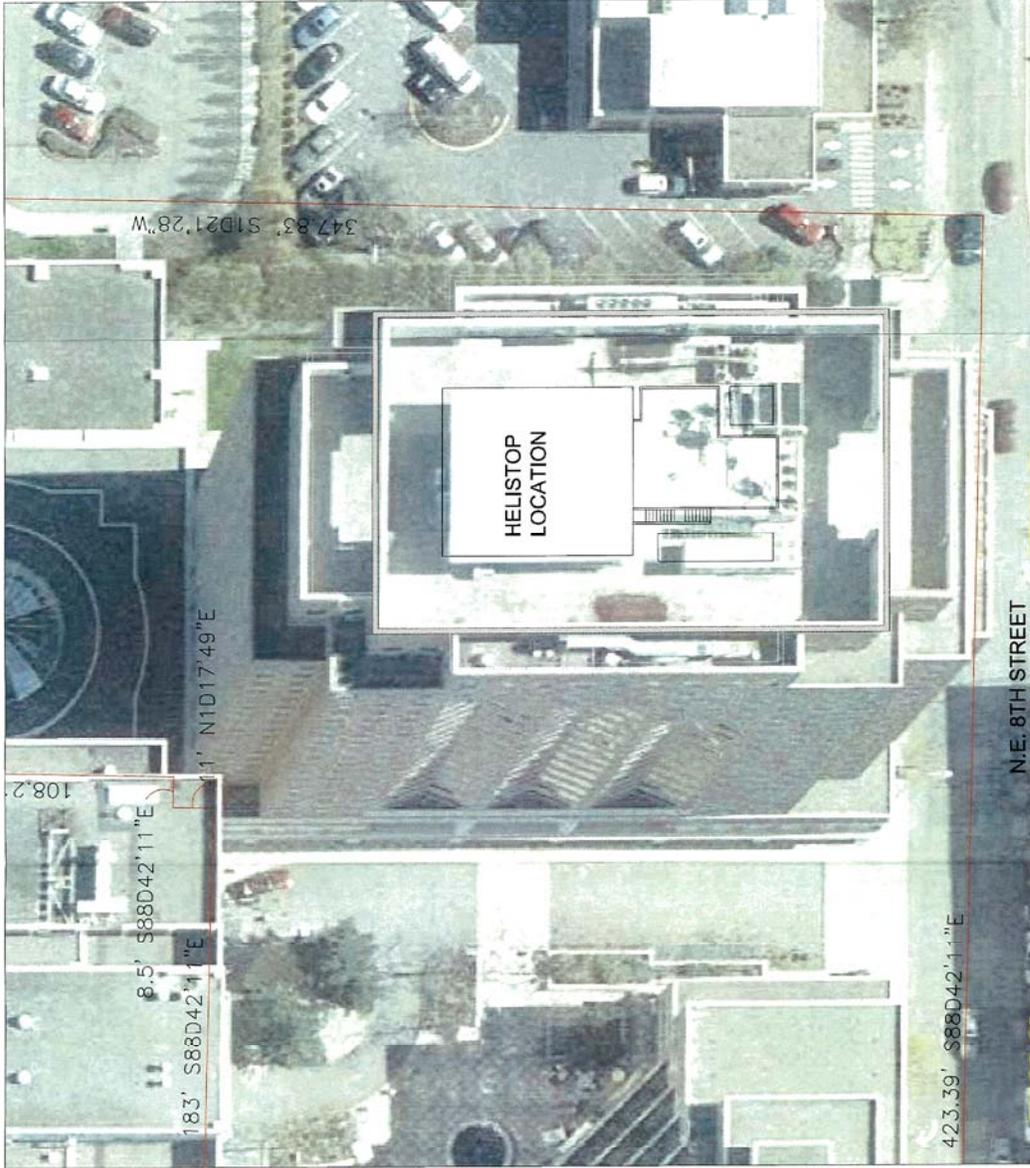
| DATE | REVISION | BY |
|----------|----------|----|
| NOV 2008 | | |
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| PROJECT NO. | DK | NOV 2008 |
|-------------|----|----------|
| DESIGNED | DK | |
| DRAWN | SK | |
| CHECKED | DK | |
| DATE | | |

SITE ADDRESS:
10500 NE 8TH ST



CITY BLOCK AT BELLEVUE WAY N.E. AND N.E. 8TH ST.



BANK OF AMERICA BUILDING SCALE: 1" = 200'-0"

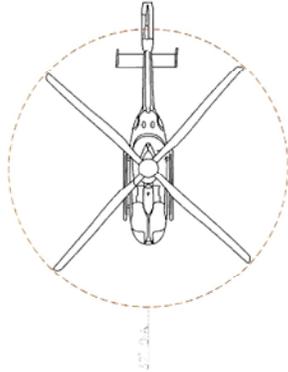
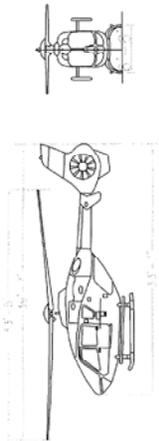
KEMPER DEVELOPMENT COMPANY
575 Bellevue Square Bellevue, WA 98004
Bellevue, Washington

AIRSIDE
(360) 222-5646
1755 North Road, Suite C-204
Cremetille, WA 98253

SHEET NO. S-1
PROJECT: KEMPER DEVELOPMENT COMPANY
SHEET TITLE: SITE PLAN

| DATE | REVISION | BY |
|------|----------|----|
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| PROJECT | CHK | DATE |
|----------|-----|-----------|
| DESIGNED | DK | |
| DRAWN | SW | |
| CHECKED | DK | |
| DATE | | NOV. 2005 |

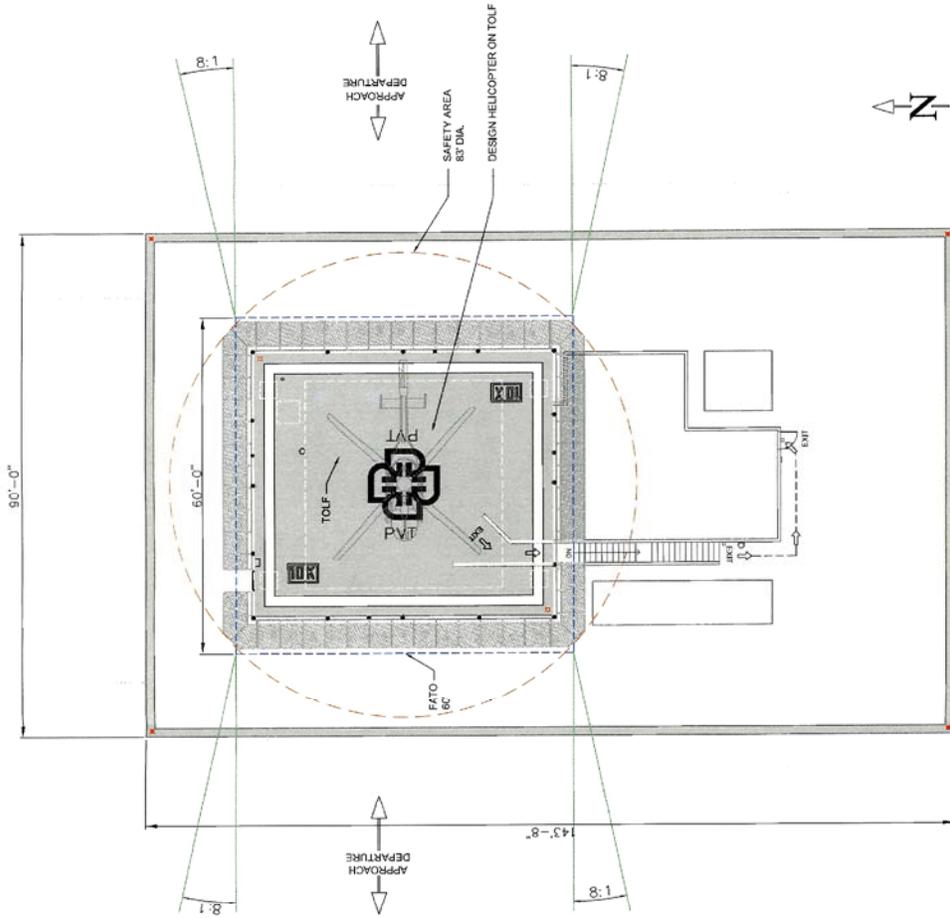


HELICOPTER DESIGN ATTRIBUTES: EUROCOPTER EC-135
 OVERALL LENGTH: 50'
 MAIN ROTOR DIAMETER: 33'-3"
 GROSS WEIGHT: 8500 LBS

DESIGN HELICOPTER: EUROCOPTER EC-135
 SCALE: 1/8" = 1'-0"

GENERAL NOTES

1. TOUCHDOWN AND LIFT-OFF AREA (TLOF) 2,491 SQ. FT.
2. FINAL APPROACH AND TAKEOFF AREA (FATO) IS 1.5 TIMES THE OVERALL LENGTH OF THE DESIGN HELICOPTER.
3. THE SAFETY AREA IS AN ADDITIONAL .33 ROTOR DIAMETER OF DESIGN HELICOPTER ADDED TO EACH SIDE OF THE FATO.
4. APPROACH/DEPARTURE SURFACES ARE 8:1 UPWARD AND OUTWARD SLOPES EMANATING FROM THE CORNERS OF THE FATO. UNOBSTRUCTED AIRSPACE WITHIN THE APPROACH/DEPARTURE SURFACE IS CONSISTENT WITH FEDERAL AIR REGULATION PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
5. WITH INSTALLATION OF FOLD-DOWN OR RETRACTABLE HANDRAIL AT PRIMARY STAIR, REMOVAL OF EXISTING OBSTRUCTION LIGHTS AND RELOCATION OF ANTENNA THIS FACILITY CONFORMS TO FEDERAL AVIATION ADMINISTRATION DESIGN RECOMMENDATIONS.



SCALE: 3/32" = 1'-0"

KEMPER DEVELOPMENT COMPANY
 575 Bellevue Square Bellevue, WA 98004
 Bellevue, Washington

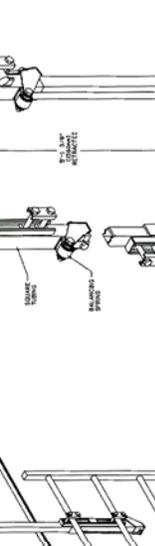
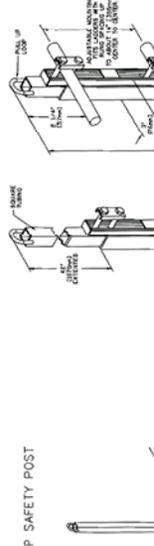
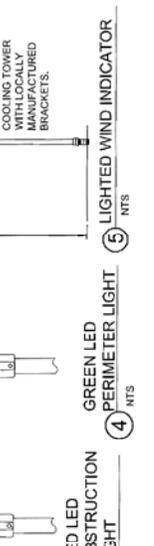
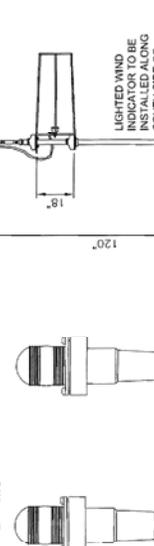
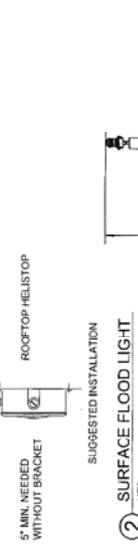
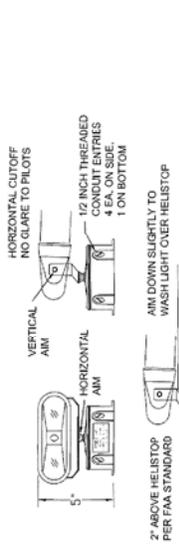
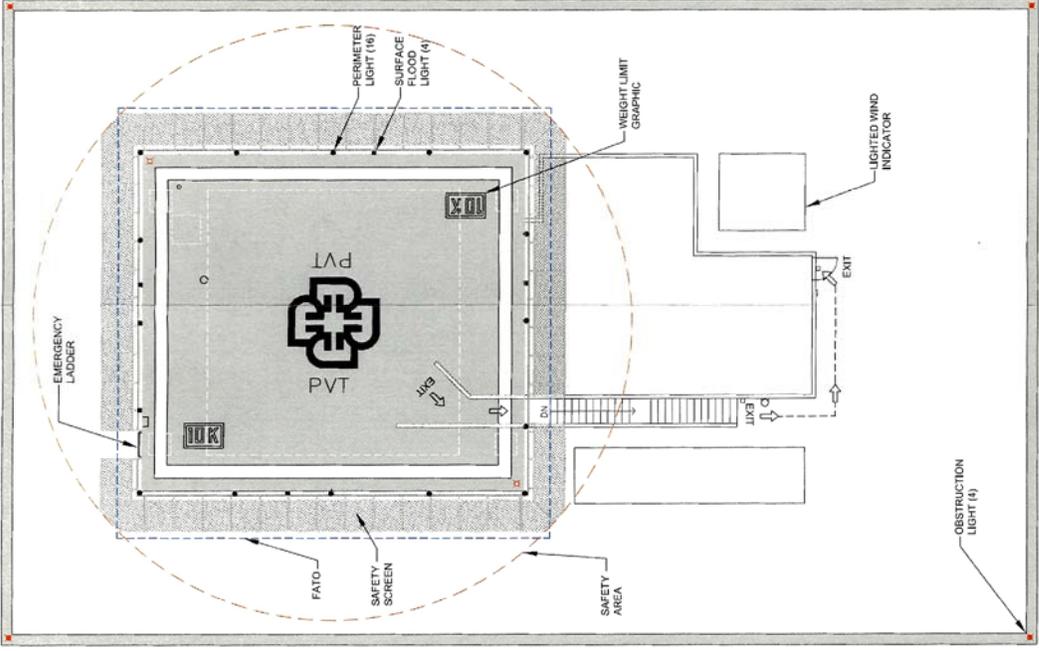
PROJECT: BUSINESS PRIVATE-USE HELISTOP
 SHEET TITLE: HELISTOP STANDARDS
 155 1st Ave. SE, Suite C-204
 Everett, WA 98253
 (360) 222-3616

SHEET NO. H-3
 DATE: NOV 2008

| DATE | BY | REVISION |
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| DESIGNED | DK | |
| DRAWN | SW | |
| CHECKED | DK | |
| DATE | | NOV 2008 |

| PROJECT NO. | DATE | REVISION |
|-------------|----------|----------|
| DK | NOV 2008 | |
| DK | | |
| DK | | |
| DK | | |



10K

1 SAFETY SCREEN
 REFERENCE SHEET 81.01 AND 82.01

7 WEIGHT LIMIT GRAPHIC
 NTS

