



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
11511 MAIN ST., P.O. BOX 90012
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Baker-Main

LOCATION OF PROPOSAL: 10703 Main Street

DESCRIPTION OF PROPOSAL: Mixed-use residential project with 73 residential units, approximately 2,151 square feet of commercial space and underground parking for 96 vehicles on a 0.43 acre site zoned DNTN-MU and located in Subdistrict A of the Downtown Perimeter Design District

FILE NUMBER: 08-136384-LD

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

- There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **August 13, 2009**.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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

Carrie V. Holland
Environmental Coordinator

July 30, 2009
Date

OTHERS TO RECEIVE THIS DOCUMENT:
State Department of Fish and Wildlife
State Department of Ecology, Shoreline Planner N.W. Region
Army Corps of Engineers
Attorney General
Muckleshoot Indian Tribe



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

Proposal Name: **Baker Main**

Proposal Address: 10703 Main Street

Proposal Description: Mixed-use residential project with 73 residential units, approximately 2,151 square feet of commercial space and underground parking for 96 vehicles on a 0.43 acre site zoned DNTN-MU and located in Subdistrict A of the Downtown Perimeter Design District.

File Number: **08-136384 -LD**

Applicant: Baker Main, LLC (Su Development)

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

Planner: Kenneth A. Thiem

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

Date of Application: 12-11-2008
Notice of Application: 01-08-2009
Public Meeting: 01-15-2009
Decision: 07-30-2009
Appeal Deadline: 08-13-2009

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.

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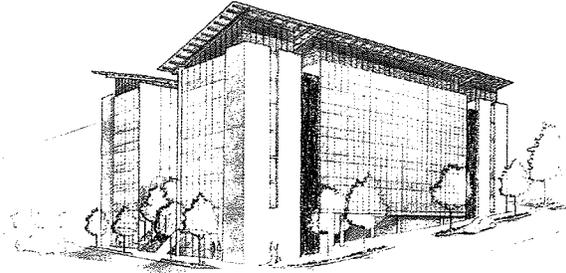
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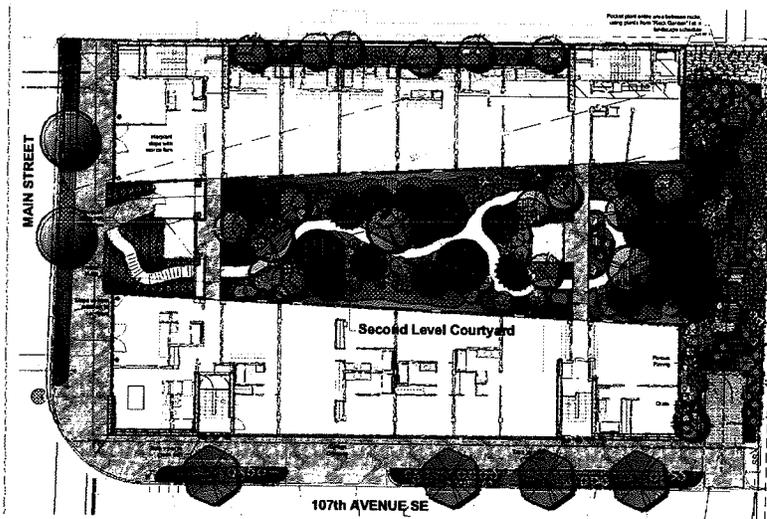
I. REQUEST/PROPOSAL DESCRIPTION

The applicant requests Design Review approval for a mixed-use residential project with two buildings over a common base, 73 residential units, approximately 2,151 square feet (SF) of commercial space and underground parking with 96 stalls on a 0.43 acre site located in Subdistrict A of the Downtown Perimeter Design District.



A. Site Design

The building setbacks are zero, except for a 20-foot setback from the Downtown boundary at the south property line. Pedestrian access to the commercial and residential elements is from Main Street. Vehicular access to the parking garage is from 107th Avenue SE. The



proposal is for two buildings separated by a landscaped courtyard over a common base. The courtyard is a tapered rectangle with a width that varies from approximately 28 feet at the north end to 41 feet at the south end. The courtyard connects with the Downtown buffer. The proposed frontage development includes 12-foot wide sidewalks and planting strips with street trees.



B. Building Design

The buildings are oriented with their long axes running north-south. The base includes commercial uses next to Main Street and underground parking. The buildings are connected by narrow, open-air exit corridors located at the north and south ends of the courtyard. Each building is the width (east-west) of a single unit for good access to morning and afternoon sunlight. Rooftop mechanical equipment will be fully screened by shed-roof elements that slope toward the courtyard, to provide shade in summer, and extend for the length of each building. The building exterior materials include cast-in-place concrete, aluminum-frame window walls and extensive vine-covered areas. The east elevation includes a 6-foot façade stepback above the second level to visually soften views from the Ventana, a future multi-family residential project that is to be constructed on the eastern side of the proposal site.

II. SITE DESCRIPTION, ZONING, & CONTEXT

A. Site Description

A site vicinity map is provided in Attachment A. The site is located in the southeastern quadrant of the intersection of Main Street and 107th Avenue SE, which dead-ends in a cul-de-sac approximately 400-feet south of Main Street. The rectangular site is, approximately 103 feet wide (east-west) and 184-feet deep. There is approximately 18-feet of elevation drop from the site's southern boundary to its northern boundary. The existing development includes a 5,500 SF multi-tenant retail center.



B. Site Zoning

A site zoning map is provided in Attachment A. The site is zoned Downtown-MU and located in Subdistrict A of the Downtown Perimeter Design District. The site was rezoned in 1981 through Ordinance 3013 to implement the 1979 Downtown Subarea Plan Map. The Perimeter Design District was initially adopted in 1985 (Ord. 3553) and amended in 1991 (Ords. 4235 & 4268). The proposed retail and residential uses are allowed outright in Subdistrict A of the Downtown-MU zone.

C. Site Context

The site's southern boundary coincides with the Downtown boundary. Main Street is designated "D" per the Design Guidelines Building/Sidewalk Relationships (DG-B/SR). The surrounding properties are zoned and developed as follows:

North: Downtown-MU, Subdistrict C, 1950s/60s strip commercial;
East: Downtown-MU, Subdistrict A; proposed mixed-use residential;
West: Downtown-MU, Subdistrict A; 1950s/60s strip commercial, and
South: R-30; multi-family residential development,

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

The proposed residential and commercial uses are permitted in the Downtown-MU zone.

2. Dimensional Requirements

The dimensional/area requirements which apply in DNTN-MU, Subdistrict A, are listed below and compared to the proposal.

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit	No minimum	18,927 SF	Located in DNTN-MU, Perimeter Design Dist. A
Building Height	55-FT	55-FT	Measured from average finish grade to the roof-tops, excluding rooftop mechanical screening. LUC 20.50.012
Building Coverage	75%	64%	LUC 20.25A.020.B.5.b applies.
Floor Area Ratio (FAR)	3.5	2.87	LUC 20.25A.020.3.a exempts retail floor area
Total Gross Square Feet (GSF)	No maximum GSF	103,931 GSF	LUC 20.50.022 <u>excludes</u> vent shafts, stairwells and balconies.
Exempt Retail/Ped-Oriented Frontage Floor Area	Maximum 1.0 FAR (18,927 SF)	2,151 SF (0.133 FAR)	Meets the criteria of LUC 20.25A.030.C and LUC 20.25A.115 (DG-B/SR).
GSF for FAR	66, 244 gsf	54,462 gsf	LUC 20.50.022 excludes parking and mechanical areas. The 3,407 SF of retail is excluded per LUC 20.25A.020.
Floor Area per Floor Above 40 Feet	20,000 gsf/flr	4,625 gsf/flr	Meets LUC 20.25A.020
Front Setbacks	Main Street = 0-ft 107 th Ave. SE = 0-ft	Main Street = 0-ft 107 th Ave. 1.5-ft	Meets LUC 20.25A.020
Side Setback	0-ft	East side: 0.5 ft	Meets LUC 20.25A.020. East façade includes a 6-ft. façade <u>stepback</u> 80 ft. in width x 47 ft. in height.
Rear Setback	20-ft	20-22 ft	Meets LUC 20.25A.090
Refuse & Recycling: Residential: Retail:	1.5 SF/unit @ 73 units = 110 SF 5 SF/1000 SF @ 2.518 SF = 13 SF Total Min. Area Required: 123 SF (LUC 20.20.725)	140 SF	Allied Waste reviewed the plans and provided written support for the size of and the access to the refuse and recycling area.

Item	Permitted/Req'd	Proposed	Comments/Conditions
Sidewalk Width	12.5 ft (including 4-foot planting strip & curb)	12.5 ft (including 4-foot planting strip & curb)	Special paving is allowed if it meets Trans. & ADA req. and indemnification agreement is in place
Street Tree Caliper & Species	Main: Summit Ash 4" Caliper 107 th Ave. SE: Greenspire Linden 3" Caliper	Main St.: Summit Ash, 4" Caliper 107 th Ave. SE: Greenspire Linden 3" Caliper.	Meets LUC 20.25A.060.B (Street Tree Map) and LUC 20.25A.090.D.4.c (DNTN Perimeter Dist.)
Downtown Buffer Width	20-ft.	20-22-ft.	Meets LUC 20.25A.090.D.4.b.iii

PARKING & LOADING REQUIREMENTS

Item	Required		Proposed	Comments/Conditions
Residential (73 Units)	Min. 1/unit Max. 2/unit	73-stalls 147-stalls	82 Stalls	Meets LUC 20.25A.050
Retail (2,151 Net Sq. Ft.)	Min. 4/1000 Max 5/1000	Min.14 Max.18	9 Stalls	"
Total			96 Stalls	Meets LUC 20.25A.050
Compact Stalls	No Compact stalls required. Up 50% of required parking stalls may be compact.		0%	LUC 20.25A.050.F.2
Loading Area	10' wide x 50' long		107 th Ave. SE	Meets LUC 20.20.590K.4

B. Special Requirements

1. Floor Area Ratio (FAR) and Amenity Incentive System Requirements

The Basic FAR requirement equals: 20% of the project limit in square feet (SF) multiplied by the Basic FAR permitted for a non-residential building in the DNTN-MU District: (0.20 X 18,927 SF X 0.5 = 1,893 SF). The amount of "Basic" FAR Amenity Earned (3,216 SF), calculated below, exceeds the minimum requirement of 1,893 SF.

Table 1: BONUS AMENITY AREA EARNED

Project Gross Floor Area (GFA)	54,462 SF
Basic Permitted Floor Area (Basic FAR X Project Limit)	37,854 SF (2.0 X 18,927 SF)
Additional Floor Area Requested (Project GFA – Basic Permitted Floor Area)	16,608 SF (54,462 – 37,854 SF)
“Basic” FAR Amenity Earned	2,151 SF (Refer to Table 2 below)
Remaining (“Bonus”) FAR Amenity Points to Earn (GFA - Basic Permitted Floor Area – “Basic” FAR Amenity Earned)	14,457 SF (54,462 – 37,854 – 3,216)
Total FAR Amenity Earned	134,750 SF (Refer to Table 2 below)
Excess FAR Amenity Earned (Total FAR Amenity Earned – Basic FAR Amenity Earned – Bonus FAR Amenity to Earn)	117,626 SF (134,750 SF – 2,667 SF – 14,457 SF)

TABLE 2: FAR BONUS AMENITIES

	Amenity	Units of Measure	Bonus Ratio	Bonus Floor Area Earned	How it Meets the Design Criteria & Benefits the Public
Basic	POF Retail	27 LF	100:1	2,151 SF	The space is visually and physically accessible from Main Street
	Marquee	258 SF	2:1	516 SF	Horizontal orientation, and constructed of aluminum & glass.
	Sub-Total Basic			2,667 SF	
Non-Basic	Landscape Area	2,475 SF	1:1	2,475 SF	Courtyard minus corridors & elevators
	Underground Parking	46,701 SF	0.5:1	23,351 SF	All of the parking area is below AFG, 128.5
	Residential Use	54,462 SF	2:1	108,924 SF	
	Sub-Total Bonus			134,750 SF	
	Combined Total			137,417 SF	

The proposed project is required to include amenities that support 13,650 square feet of building floor area. The proposed amenity package supports 137,966 SF of building floor area.

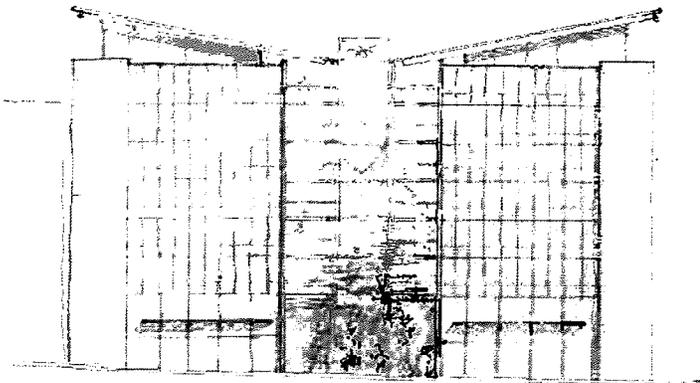
The floor area earned through the Amenity Incentive System, and the total bonus floor area utilized for the project, must be recorded with King County, Division of Records (LUC 20.25A.030.D). Section XI of this report includes a condition requiring the applicant to record a copy of the bonus point calculations, project drawings and conditions of this decision.

IV. Design Guidelines & Design Criteria

A. Building/Sidewalk Design Guidelines

The proposal site is located south of Main Street, at 107th Avenue NE, which is designated Type "D" per the Design Guidelines Building/Sidewalk Relationships LUC 20.25A.115

"Rights-of-way designated D shall have a low to moderate orientation to pedestrians. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access. Design attention should be given to sidewalk related activities and amenities"



North Elevation

The proposal includes two commercial spaces next to the public sidewalk and 54 linear feet of glazed area for clear visual access into the commercial spaces from the sidewalk

environment. The street level edge includes a building wall at the back of the sidewalk, glazed marquees over the public sidewalk, and a landscape feature at the main entry. The proposed frontage development includes an 8-foot wide sidewalk, a 4-foot wide planting strip with street trees. The proposed improvements at the frontage will generate pedestrian activity and help create sense of place.

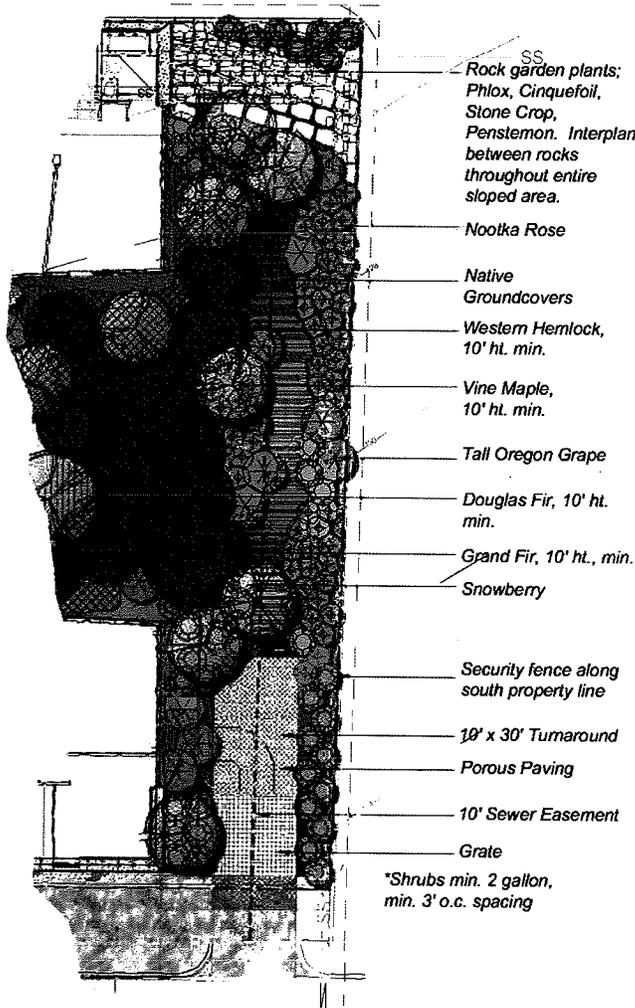
B. Perimeter District Design Guidelines

The proposal meets the applicable Downtown Perimeter Design District Design Guidelines of LUC 20.25A.090.E:

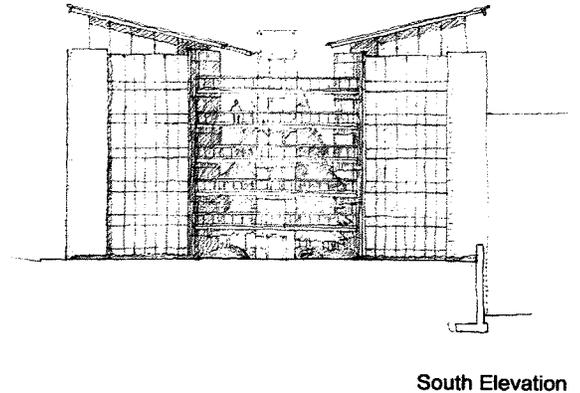
- 1. Development projects should include a mid-block street, where feasible, to provide more convenient circulation within the perimeter of the Downtown and to promote development with a human scale.**

A mid-block connection is unfeasible due to the site's steep topography and lack of a connection through the adjacent site. The commercial uses along Main Street and its even gradient offer a better connection that is close to the Downtown boundary.

- Buildings should incorporate interior arcades, open courtyards, enclosed plazas or combinations thereof which offer mid-block pedestrian connections between perpendicular and/or parallel streets.**



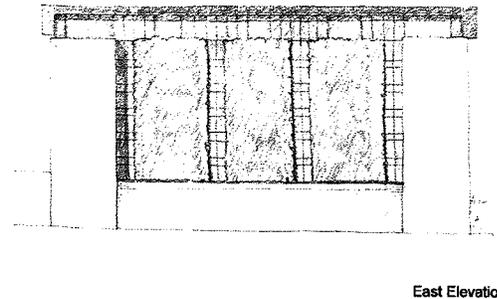
SOUTH BUFFER - LANDSCAPE CONCEPT



The courtyard will provide visual relief for the neighbors to the south. For the reasons noted above, a mid-block pedestrian connection that works with the courtyard is not feasible. Main Street will provide a better connection that is close to the Downtown Boundary.

- Buildings should be clad with materials which minimize reflected light. Overhangs, awnings, sunscreens, and other devices should be considered to minimize conditions of glare.**

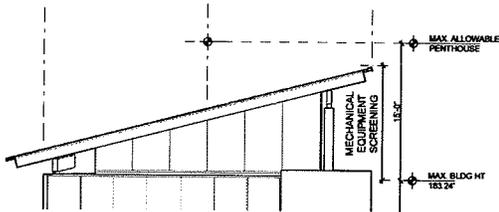
The proposed exterior materials include cast-in-place concrete, aluminum-frame window walls and vine-covered walls. The proposed exterior materials will minimize reflected light and glare.



4. Building facades should be divided into increments through the use of bay windows, offsets, angled facets, recesses and other architectural features, which serve to break down the scale.

The proposal is for two buildings over a common base. The buildings are separated by a landscaped courtyard that will help break down the scale of the project. The courtyard and Downtown buffer work together to further reduce the scale of the project, particularly for the residential uses to the south.

5. Rooftops should incorporate features such as pitched or sloped forms, terraces, and perimeter planting to soften an otherwise rectilinear profile.



The rooftop mechanical equipment screens include shed roofs pitched toward the courtyard. The opposed roof angles provide visual interest and work with the overall design concept to help break down the scale of the project.

6. Surface parking should be concealed from street level views by berms, hedges, walls or combinations thereof.

All required parking for the residents, tenants and visitors is inside the garage, concealed from street level views. Temporary parking for loading and delivery functions is proposed in the parking strip along 107th Avenue SE. The parking strip is required for the project. The loading area is required to be marked by signs and loading activities will be restricted to specific days/times.

7. Special attention should be given to the provision of elements at or near the ground level such as awnings, recessed entries, water features, address signs, seasonal flower beds, seating, pedestrian oriented uses and display kiosks.

The marquees at the first level will create visual interest and protect pedestrians from wet weather. The proposal includes planting strips with street trees along each frontage instead of street trees with grates. A landscape area at the main entrance will provide visual interest and a visual connection to the courtyard.

B. Design Review Criteria

The proposal meets the Design Review Criteria of LUC 20.25A.110 for **SITE DESIGN** and **DOWNTOWN PATTERNS AND CONTEXT**.

SITE DESIGN

1) Vehicular Circulation and Parking

a) Parking & Service Areas: All required parking is inside the garage, which is set into grade and out of the public view. Access to the garage is from a single location off of 107th Avenue SE. The exit from the parking garage is required to meet the requirements for sight distance. The loading area for refuse and delivery vehicles is proposed within the

required parking strip along the 107th Avenue SE frontage. The loading area is required to be marked by signs. Loading activities are restricted to specific days and hours.

b) Landscaped Courtyard: The landscaped courtyard is proposed over the garage. The courtyard includes plants, walkways and seating for the residents. The courtyard and Downtown buffer are connected to magnify the effects of the buffer, and reduce the visual impacts of the project to nearby residents.

2) Pedestrian Circulation and Amenities (see LUC 20.25A.060)

a) Frontage Sidewalks: Both frontage sidewalks are 12-feet wide, including 4-foot planting strips. Each strip includes 3-inch caliper street trees spaced at 25-feet apart. The proposed trees include Summit "Ash along Main Street and Greenspire Linden along 107th Avenue NE, which is consistent with LUC 20,25A.060. Plate B.

b) Commercial Space: Approximately 2,151 square feet of ground floor commercial space is proposed next to the public sidewalk. Clear glazing will provide visual access from the sidewalk in to the commercial spaces. The underground parking will be totally screened from Main street views by the commercial space.

3) Wind and Sun

The proposed courtyard divides the building in two for good sunlight access to units, passive recreation opportunities for the residents and, when combined with the Downtown Buffer, reduced visual impacts to the residents immediately south of the site.

4) Open Space

As designed, the courtyard and Downtown buffer merge to provide passive recreation area for the residents and visual relief for the residents and the people who live south of the site. The courtyard creates two buildings for better morning and afternoon sunlight to the units.

5) Light and Glare

The proposed building exterior wall materials/coverings include concrete, aluminum-frame window walls and vine-covered areas. The concrete and vegetation-covered walls will have little or no reflectivity. Glazing that faces the adjacent rights-of-way or abutting properties must be non-reflective to reduce and soften the impacts of reflected light. Landscaping in the courtyard will further reduce and soften reflectivity from the window walls around the courtyard to nearby residents. 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.

DOWNTOWN PATTERNS AND CONTEXT

1) Natural Setting and Topography

The proposed project design takes advantage of site's sloping topography by locating all

of the parking in an underground garage.

2) Landscape Design

a) Downtown Buffer: The 20-foot landscape buffer adjacent to the Downtown Boundary meets the applicable requirements (20.25A.090.D.4.b), excluding the provision of a 42-inch berm, which is impractical due to the site topography. There is latitude in the code: “the specific design for the buffer (is) determined through the Design Review process.”



b) Courtyard: The courtyard will provide future project residents with a private landscape area for passive recreation and visual relief. The courtyard landscaping will be in contrast with, and reflected by the building walls around it.

c) Street Frontage: The proposed street frontage development includes planting strips between the sidewalk curb. The planting within the strips will visually soften the building and improve separation between vehicles and pedestrians. The planting strips are required to be irrigated by a separate system with its own meter.

3) Views

Landscaping: The proposal includes over 7,000 square feet of landscaped area. These areas will work together to improve views for the future residents and help soften views of the development from nearby properties.

4) Building Height and Bulk

a) Mass & Void: The proposal is for a single podium under two buildings divided by landscaped courtyard. Each building is the width of a single unit. The courtyard width varies from 28 feet to 41 feet. The courtyard and Downtown buffer merge to help soften views of the project from the properties immediately south of the site.

b) Façade Step-back: The building’s east façade includes a 6-foot step-back that extends for most of the building height and width. The façade step-back will increase access to sunlight and air for residents on both sides of the property line. Most of the area within the stepback is vine-covered, which will create visual interest and reduce visual impacts to the future residents of Ventanna.

c) Rooftop Screening: A shed roof enclosure is proposed for each building to fully screen the rooftop mechanical equipment from all sides and above. The shed roof elements slope toward the courtyard. At their high ends, each roof is a maximum height of 12.5 feet above the rooftop, 2.5 feet under the maximum height allowed for rooftop mechanical screening. Vents from the individual units must extend to the roof, and not out the side walls, unless the applicant can demonstrate that it can be designed and constructed to successfully integrate with the overall design of the façade.

5) Transitions

The proposed building's lower levels are designed to help create a transition to the adjacent areas/uses, which vary considerably from one side to the next. On the south side, the courtyard landscaping merges with the Downtown Buffer to visually soften the project for nearby residents to the south. On the east side, the vine-covered façade stepback provides visual interest and more light and air to the future Ventanna residents. And on the north side, the proposed retail uses will be visible from the public sidewalk, and marquees over the sidewalk will protect pedestrians from wet weather.

6) Patterns of Activity

The proposal includes two commercial spaces along Main Street, frontage sidewalks widened to 12.5 feet, (including curb) with planting strips to separate autos and pedestrians. All garage exhaust vent(s) are required to be located/designed to avoid pedestrian areas/connections.

7) Signage

The applicant must submit sign permits and a complete sign package for City review and approval prior to the issuance of any occupancy permits or sign permits. All signs must be an integral part of the architectural design, and scaled to the pedestrian environment.

V. PUBLIC NOTICE AND COMMENT

Application Date: December 11, 2008
Notice of Application: January 8, 2009
Public Meeting; January 15, 2009
Minimum Comment Period: January 22, 2009

The minimum required public comment period ended on January 22, 2009, but comments were accepted up to the date of this decision. Approximately nineteen citizens submitted written comments on the proposal. The comments are summarized below, followed by a response from staff.

1. Comment

The proposed seven story height appears to violate the spirit and intent of the "wedding cake" effect that is so vital to the protection of the neighborhoods surrounding Downtown.

Response

The zoning requirements which implemented the wedding cake concept for Downtown still exist and still apply to development in Downtown.

Six story Building heights are the typical maximum for Subdistrict A because most of the sites are gently sloping, which makes the average finish grade elevation approximately the same as public sidewalk elevation. The existing structures are also wood-frame construction, which by code is limited to five wood frame floors over a concrete base.

The fact that the proposed project is seven floors within the 55-foot height limit is due to

several factors: First, the first level is entirely below the average finished grade elevation. Second, the proposed construction is concrete and steel, which allows for less structure depth between floors and less floor-to-floor height compared to wood frame construction. Third, the average finish grade elevation is considerably higher than the public sidewalk elevation.

2. Comment

What is the City's of Bellevue's definition of average finish grade? Why does an average finish grade elevation that is significantly above the frontage sidewalk have any bearing on Bellevue's height limits for Subdistrict A?

Response

The definition of average finished grade, per LUC 20.50.022, is: "Grade, Finished. "Proposed grade following development." "Grade" is defined as: "Average ground level around a building; for the purpose of measuring building height, 'Grade' is defined as the average elevation of the finished surface of the ground or paving where it touches the building." Thus, finish grade elevations around the building are used to calculate the average finish grade. This method for calculating building height applies throughout the Downtown. The Transition Area requirements do not apply to Downtown (LUC 20.25B.020.B.3).

3. Comment

The SEPA checklist included with the Baker Main application states on page 6: "The residential tower will be approximately 60-feet tall." Why?

Response

A checklist may be completed by someone who is unfamiliar with the City's code requirements, or the specifics of the project design. The proposed height was likely an estimate based on their preliminary plans that included rooftop mechanical screening, which is not counted when calculating actual building height under the code.

4. Comment

Does the building height requirement for Subdistrict A allow mechanical screening or "interesting roof forms" above the 55-foot height limit?

Response

The building height definition that applies in Downtown, including Subdistrict A, is found in LUC 20.50.012. Rooftop mechanical screening up to 15-feet above the permitted rooftop elevation is specifically excluded from the calculation. Mechanical screening may be in the form of a parapet wall around the rooftop perimeter, a "box," or a structural element that covers the entire roof. The requirements and policies support rooftop and mechanical screening that is appropriate to the overall height and scale of the building, that is integral to the form of the building and that screens the equipment from all sides and above. Mechanical screening that is appropriate to the overall height scale of the building and that modifies an otherwise unmodulated profile is a Design Review criterion (LUC 20.25A.110.B.4.h). Further-more, Urban Design Policy UD-8 states: "Design rooftop mechanical screening so that it is integral with the building architecture."

The term "interesting roof form" refers to a requirement that does not apply in Subdistrict A; it

relates to the provision of additional building height for architecturally integrated mechanical equipment, interesting roof forms or significant floor plate modulation. The proposed mechanical screening conforms to the LUC criterion and Comprehensive Plan policy noted above.

5. Comment

The character of the proposed development is inconsistent with that of Old Bellevue.

Response

The proposal site is not located in Old Bellevue; which is between Bellevue Way and 100th Avenue NE, south of the NE 1st St. / 2nd St. connection. This site is zoned Downtown-MU and located in the City Center South Downtown District. This district is emerging as a mixed-use neighborhood. Most of the projects include ground floor commercial spaces with residential units above. This neighborhood has had very little development activity, and its “character” is only beginning to emerge. In terms of sensitivity to the site context, the proposal includes over 6,000 square feet of landscape area that will be visible to the people who live up hill from the project site. The proposed building configuration coupled with the landscaping will help break down the scale of the project and visually soften it for the nearby residents.

VI. TECHNICAL REVIEW

A. Clearing & Grading

The Clearing & Grading Section 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 & Grading Code. See Section XI for the related conditions of approval

B. Utilities

The City of Bellevue has adequate capacity for providing water and sanitary sewer capacity for this proposal. The City of Bellevue Surface Water Standards provide adequate mitigation requirements for this proposal. The proposal provides a canister treatment system which is considered adequate mitigation to treat the storm water for conventional pollutants prior to discharge from the site. See Section XI of this report for Utilities-related Conditions of Approval.

C. Parks Department

The proposed street trees match the required street trees along each frontage, including 3-inch caliper Acer Platanoides “Cleveland” (Cleveland Norway Maple), along Main Street Way SE, and 3-inch caliper Gleditsia triacanthos “Skyline” (Skyline Honey Locust), along 107th Avenue SE. The street trees are required to be spaced at 25-feet on-center. All new street trees are required to be planted per the ROW Planting Specifications and Construction Details (See Attachment E), and Section XI for the related conditions of approval.

D. Fire

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

C. Building

The plans for this decision have not been sufficiently developed for a thorough review under the International Building Code requirements. That will occur during review of the building permit. The plans generally conform to the requirements applicable to this stage of the design process.

D. Transportation

Site Access

Access to the proposed project will be provided via a single 26-foot wide driveway off of 107th SE. A turnaround driveway for emergency use only will be provided at the south west corner of the site, behind the back of the new sidewalk on 107th SE. This driveway is only 10-feet in width and 30-feet in depth.

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

1. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans for their installation. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-6).
2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installations of colored or textured bands to guide pedestrians in the direction of travel are advisable, subject to the requirements for non-standard sidewalk features.

ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12 or TE-13.

3. The curb, gutter, and sidewalk on both Main Street and 107th SE shall be completely removed and reconstructed with a sidewalk width of at least 12 feet, not including the curb. Any planters or tree wells are included in the 12-foot width.

The 107th SE street frontage must be improved to current Downtown Standards to include curbs, gutters, 12-foot wide sidewalks, street lights, and street trees with tree wells and grates. The face of curb must be placed 14 feet from the right-of-way centerline. A street profile must be submitted with construction plans. The curb return at the intersection of Main Street/ 107th SE shall be 25-foot in radius.

Main Street is designated for a future bike route (City of Bellevue Pedestrian and Bicycle Transportation Plan, Project Number B-210-S), which will require the face of curb to be placed 31 feet from the street centerline. (This requires moving the curb approx. 1.5 ft south of the present location.) The sidewalk and planter area must be designed and located so that they will be properly located and have proper width when the curb is moved back to the 31-foot location.

4. The design and appearance of the sidewalk and landscaping on Main Street and 107th SE shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3. 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. Alternative paving samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features.

Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle and shall not create a tripping or slipping hazard in the sidewalk. See section on Alternative Paving Materials for further details.

5. Tree wells and other landscaping within the sidewalk on either adjacent city street shall be irrigated with a private 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. The driveway on 107th SE shall have an approach width, as defined in standard drawing DEV-6, of 26 feet. The driveway apron design shall be consistent with standard drawing DEV-6.

7. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
8. 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.
9. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole.
10. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-6. Fixed objects are defined as anything with breakaway characteristics stronger than a typical 4 by 4 wooden post.
11. 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.

Easements

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. There are some utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Right of Way Dedication

Main Street is designated for a future bike route (City of Bellevue Pedestrian and Bicycle Transportation Plan, Project Number B-210-S), which will require the face of the curb to be placed 31 feet from the street centerline. To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, the developer is required to dedicate 1.5 feet such that street surface to back of curb is accommodated within the public right of way.

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.

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 may not be closed except as specifically allowed by a Right of Way Use Permit.

Pavement Restoration

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

Near this project Main Street has been classified as "No Street Cut Permitted". If the developer cannot avoid cutting the street for necessary utility connections, then as exception to the no-cut policy may be granted, with an extensive grind and overlay for pavement restoration. The grind and overlay would likely be for a length of at least 100 feet for the full width of any affected lane. Details of any trench restoration must be shown on the engineering plans.

107th SE is classified as "Overlay Required" with the City's trench restoration program; therefore, a grind and overlay will also be required to the same extent as noted above for Main Street.

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 an indemnification agreement which states 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 to the Transportation Department prior to building permit 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. The owner of this development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. and 14.60.080.

See Section XI of this report for Transportation-related Conditions of Approval.

VII. 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 November 2006 (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 XI.

Water

The site is located within the Meydenbauer Drainage Basin. Storm water from the site currently sheet flows to Main Street and is collected in existing catch basins along the road frontage. The drainage system flows west and then south and through a series pipes and open channels and eventually discharges to Meydenbauer Creek, which flows to Meydenbauer Bay.

A majority of the site will be covered with rooftop and is not expected to adversely affect water quality on the site.

The proposed storm drainage outfall for the entire site is to connect to the existing drainage system located in Main Street. The existing system has capacity for the flow expected from this site.

The Storm and Surface Water Engineering Standards provide adequate direction for mitigating this condition.

Utilities

The water and sanitary sewer systems have adequate capacity for the proposed use.

Noise

Construction Noise: The Bellevue Noise Control Ordinance BCC 9.18 limits noise levels at the property line to 60 dBA, except from 7:00 a.m. to 6:00 p.m. on weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays that are not legal holidays. Expanded hours may be approved by the Land Use Director under two conditions: to accommodate traffic mitigation and/or for construction of essential public facilities. The site is located near residential uses to the south. Restricting the construction hours will reduce noise impacts to neighboring properties. Expanded construction hours during evening or early morning hours should be avoided to minimize noise impacts to nearby residents.

Interior Noise: The ambient noise levels at the site exceed an Ldn 65 dBA due to the Downtown location and proximity to I-405. Bellevue City Code, 9.18, prohibits the approval of new residential structures where the exterior noise level exceed Ldn of 65 dBA anywhere along the site boundary, unless the construction can achieve *interior* noise levels of 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. Prior to the issuance of any building permit, the applicant must submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing a street frontage. Before any occupancy permits are issued, the noise levels must be measured inside a random sample of the residential units and the report revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report must include recommendations to modify the construction to meet the interior noise thresholds.

Garage Exhaust Noise/Air: The garage exhaust vents must be designed and located to prevent adverse impacts to the pedestrian environment and to the people living in or near the project. The applicant must provide certification by a noise consultant that the operation of the garage exhaust fans will not exceed 60 dBA, and that the velocity and direction of airflow will not adversely affect the pedestrian environment or the residents of the project/neighborhood.

Transportation

Long Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 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. Baker Main development lies within MMA # 3, which has a 2020 total growth projection of 7,043 multi-family units and 1,259,253 Gross Square Feet (GSF) of retail. This development proposes 70 units of apartments and 3,478 GSF of retail. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

It should be noted that the City of Bellevue's Downtown Implementation Plan forecasts an additional five years beyond the TFP to 2025. Included with this additional five year 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.

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. Taking into account the credit for the proposed demolition of the existing commercial spaces, the proposed development will generate approximately 4 new p.m. peak hour trips. Therefore, the proposed development is exempt from requirements of concurrency test.

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 hours. In addition, staff analyzed the impacts of services needed at the site, including retail deliveries, refuse and recycling pickup, and residential moving trucks. The applicant will be required to provide a turnaround area at the south side of the property.

VIII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

A. Site Design

- **Downtown Buffer:** The refuse storage area and garage exhaust vent were removed from the Downtown buffer. A plaza was added to the buffer to provide emergency back-up space for loading/delivery vehicles too long to easily get turned around within the cul-de-sac.
- **Planting Strips:** Planting strips with street trees were added along each street frontage.
- **Driveway location:** The driveway/garage access on 107th Avenue SE was shifted south for more separation from Main Street.
- **Entry Feature:** The entry feature along Main Street was redesigned to be more compatibility with the project design and improve the entry experience.

B. Building Exterior

- **Marquees:** Marquees were added to the façade to provide weather protection to the sidewalk environment next to the commercial tenant spaces

C. Building Interior

- An acoustical analysis is required to verify compliance with maximum interior noise levels in the residential units.
- Bicycle parking is to be provided inside the garage.
- The area of ground floor commercial space was reduced from 3,478 SF to 2,151 SF.

IX. 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 site is located in the Downtown City Center South District. Residential projects with ground floor commercial uses which are accessible and visible from the sidewalk are supported by **Policies S-DT-26, S-DT-70, S-DT-75, S-DT-92 and UD-57** because they will generate pedestrian activity and serve the neighborhood. The courtyard and Downtown buffer are supported by **Policies UD-22 and UD-59** because these areas will provide contrast to the urban landscape and visual relief for the residents and neighbors. The sidewalk improvements are supported by **Policy UD-38** because they are integrated with the proposed use and include street trees and landscaping. The concept to use the landscape courtyard to divide the building is supported by **Policy UD-59** because it will soften and modulate the façade, particularly for the neighbors to the south. This decision requires the structure to be designed to be at or below the maximum permitted noise levels inside the residential units, which is supported by **Policy EN-41**. This decision limits construction days and hours to protect the nearby residents, which is supported by **Policy EN-40**.

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

Finding: The tables in Section III.A and B of this report summarize the applicable requirements and compare them to that for the proposed project. The proposal complies with the LUC requirements for building height, lot coverage, floor area ratio and parking. The proposal also conforms to the applicable design guidelines and decision criteria, as described in Section IV. A-C.

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

Section IV of this report includes information on how the design guidelines and criteria are met.

- 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: Most of the development near the proposal site was constructed before the Downtown dimensional requirements were codified. The proposal is compatible with the scale and character of development that is just beginning to emerge in this neighborhood. The proposed exterior materials (concrete, vegetation and glazing) are visually harmonious with the surrounding development. The proposed frontage development is consistent with the character of Main Street.

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

Finding: Yes, the proposal site has access to water, sewer and electrical services.

X. 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 does hereby APPROVE WITH CONDITIONS the subject proposal.

XI. CONDITIONS OF APPROVAL:

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

A. GENERAL: The following conditions are per each phase of the development.

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

Compliance with all applicable Bellevue City Codes and Ordinances including but not limited to the following is required:

Clearing and Grading Code - BCC 23.76	Janney Gwo, 425-452-6190
Bellevue Development Standards	Abdy Farid, 425-452-7698
Transportation Code - BCC 14.60	Abdy Farid, 425-452-7698
Trans. Improvement Program - BCC.22.16	Abdy Farid, 425-452-7698
Right-of-Way Use Permit - BCC 14.30	Jon Regalia, 425-452-4599
Bellevue Utilities Code - BCC Title 24	Don Rust, 425-452-4856
Construction Codes - BCC Title 23	Jon Anderson, 425-452-7102
Code - BCC Title 20	Ken Thiem, 425-452-2728
Sign Code - BCC Title 22B	Ken Thiem, 425-452-2728
Noise Control - BCC 9.18	Ken Thiem, 425-452-2728
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. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. Exemptions from the Noise Control Code must be submitted in writing two weeks prior to the scheduled onset of extended hour construction activity. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise

Ordinance for new residential construction.

Authority: BCC 9.18.040

Reviewer: Ken Thiem

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: BCC 9.18.020F

Reviewer: Ken Thiem

4. 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: BCC 14.30.060

Reviewer: Jon Regalia

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 prevents 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: BCC 11.70 & 14.30

Reviewer: Jon Regalia

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 access and the turnaround 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. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
- c) Handicapped ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) Installation or relocation of streetlights and related equipment.
- e) Sight distance. (Show the required sight triangles and include any 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.
- h) Street lighting plan.

The specific requirements are detailed below:

a) A turn-a-round area on the south side of the property. The area will measure 10-feet wide by 30-feet in length and be accessed from 107th SE as shown on Landscaping Plan L1.0 dated June 23, 2009 and also per Grading Plan sheet C-200, and Site Plan "B" plan sheet C-002 dated June 25, 2009. The driving surface(s) must be of porous concrete and designed to visually fit the character of the rest of the buffer.

b) Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

c) Miscellaneous:

- ♦ City standards for driveway widths range from 26 to 30 feet for local streets. Driveway aprons must be constructed in accordance with Design Manual Standard Drawing DEV-6.
- ♦ Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- ♦ Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

Authority: BCC 14.60; Transportation Department Design Manual

Reviewer: Abdy Farid

3. SOLID WASTE/RECYCLING CONTAINERS

The applicant shall sign an agreement that runs with the property which requires all recycling bins, refuse containers and similar items to be moved out of the building on the day of pick up, and moved back into the building immediately upon completion of pick-up.

Authority: LUC 20.20.725

Reviewer: Ken Thiem

4. ON-STREET LOADING

The on-street loading area shall be marked by a permanent sign. The design and location of the sign shall be determined through the permit review process.

Authority: BCC 14.60.

Reviewer: Jon Regalia

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. UTILITIES

The applicant is solely responsible for the relocation of the existing public sewer line as needed for property redevelopment.

The applicant is proposing to relocate the existing public sewer main. The applicant shall provide a new public sanitary sewer easement and provide 24 hour 7 days a week access into the building for operation and maintenance of the new sewer main as needed. The City of Bellevue and Su Development shall enter into an agreement for this purpose.

The water, sewer and storm drainage systems have been reviewed on a conceptual basis only. There are no implied approvals of the engineering specifications for the water, sanitary sewer and storm water systems for this proposal. Engineering review will be performed through the Utility Developer Extension Agreement (UE Application) and will coincide with the Clearing & Grading Permit application review. Final civil engineering may require changes to the site layout to accommodate the utilities. The Utility Codes and Utility Engineering Standards contain adequate design requirements. The water, sanitary sewer and storm drainage systems shall be designed per the Utility codes BCC 24.02, 24.04 and 24.06, and the Utility Engineering Standards. The water, sewer and storm drainage system engineering review, approvals, and inspection shall occur through the Utility Developer Extension process.

Authority: BCC 24.02, 24.04, 24.06

Reviewer: Don Rust

2. TRANSPORTATION IMPACT FEE

Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance for the above ground building permit will apply.

Authority: BCC 22.16

Reviewer: Abdy Farid

3. BUILDING AND SITE PLANS – TRANSPORTATION

The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require

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additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

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

Reviewer: Abdy Farid

4. EXISTING EASEMENTS

There are utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100

Reviewer: Jon Regalia

5. EASEMENTS FOR STREET LIGHT BOXES AND VAULTS

The applicant shall provide easements to the City for street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

Authority: BCC 14.60.100

Reviewer: Abdy Farid

6. 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 are located within a pedestrian easement area.

Authority: BCC 14.60.100

Reviewer: Abdy Farid

7. DEDICATION OF RIGHT OF WAY

The applicant shall dedicate 1.5 feet of right of way on Main Street to the City along the property frontage such that street improvements to and including the back of new curb are located within the public right of way.

Authority: BCC 14.60.090

Reviewer: Abdy Farid

8. 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: BCC 14.60.070, 14.60.080

Reviewer: Abdy Farid

9. GROUND-MOUNTED MECHANICAL EQUIPMENT SCREENING

No mechanical equipment (including power, telephone, traffic control, etc) shall be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults, in a building, or substantially screened per the approval of the Development Services Department.

Authority: LUC 20.20.650, 20.25A.110.B, 20.20.730

Reviewer: Ken Thiem

10. GARAGE EXHAUST

Provide certification by a noise consultant or mechanical engineer that the noise from the exhaust fans will not exceed 60 dBA and a determination by the City's Mechanical Plans Examiner that the velocity and direction of airflows from the exhaust system will not adversely affect pedestrian comfort.

Authority: BCC 9.18.030 and LUC 20.30F.145

Reviewer: Ken Thiem

11. LANDSCAPE PLANT TYPES

The landscape plan submitted with the Design Review application shall be refined for the Downtown buffer. The plan shall be comprised of native and adapted plant species to minimize irrigation demands and reduce maintenance requirements.

Authority: LUC 20.20.520.I

Reviewer: Ken Thiem

12. EXTERIOR GLAZING

All glazing which faces an abutting right-of-way or private property shall be clear and non-reflective.

Authority: LUC 20.25A.090.E.3

Reviewer: Ken Thiem

13. PLANTING STRIP IRRIGATION

The construction plans shall include a separate water service and irrigation system for all street trees and landscaping within the right-of-way. If the irrigated area exceeds 500 square feet then the landscape irrigation budgeting section of the Water Code applies.

Authority: BCC 24.02.205

Reviewer: Don Rust

14. STRUCTURAL SOILS

All street trees shall be planted using structural soils as described in Attachment E, and a Parks Department representative shall be on-site at the time of planting to observe the installation.

Authority: LUC 20.25A.060.B.1

Reviewer: Tom Kuykendall

15. VENTS

Vents from the individual units shall extend to the roof, and not out the side walls, unless the applicant can demonstrate that the vents can be designed and constructed to successfully integrate with the overall design of the building exterior.

Authority: LUC 20.25A.110.B.3.a

Reviewer: Ken Thiem

16. EXTERIOR LIGHTING

All exterior building lighting is required to include cut-off shields to minimize impacts of light and glare.

Authority: LUC 20.25A.110.A.5.a and b

Reviewer: Ken Thiem

17. ENGINEER'S REPORT

The applicant shall submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing each street frontage.

Authority: BCC 9.18

Reviewer: Ken Thiem

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. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements, including pavement

widening, street light revisions, must be constructed by the applicant and accepted by the City Inspector. All existing street light and apparatus affected by this development, including power sources, must be relocated as necessary. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction.

The applicant is responsible for half-roadway improvements on 107th NE and pavement widening on Main Street including a new 25-foot radius curb at the intersection of Main Street/ 107th NE. The frontage improvements call for 28 feet half-roadway section on 107th NE and 31.5

feet half roadway section on Main Street.

Authority: BCC 14.60.090, 110, 120, 150, 181, 200, 210, 240, 241; Transportation Department Design Manual Sections 9, 12, 14, 19, 20; and Transportation Department Design Manual Standard Drawings DEV-2, DEV-3, DEV-6, DEV-10, TE-4, TE-5, TE-7, TE-10, TE-11, TE-12 and TE-21.

Reviewer: Abdy Farid

2. PAVEMENT RESTORATION

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows: 107th NE and Main Street: Based on these streets' pavement classifications, they are designated as "Overlay Required." Street cutting is permitted only with extraordinary pavement restoration. A full grind and overlay from center of the roadway to the new curb line along the entire site's frontage will be required.

Authority: BCC 14.60. 250; Design Manual Design Standard #21

Reviewer: Jon Regalia

3. 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: BCC 14.60.070, 14.60.080

Reviewer: Abdy Farid

4. BONUS SYSTEM RECORDING

Record a copy of the approved bonus point calculations, a statement that 100% of the Main Street frontage 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: LUC 20.25A.020.D.3

Reviewer: Ken Thiem

5. AGREEMENT TO PROVIDE PEDESTRIAN ORIENTED FRONTAGE USE

Record an agreement with the King County Office of Records and Elections to provide a pedestrian-oriented frontage use in at least one of the tenant spaces along Main Street.

Authority: LUC 20.30F.145

Reviewer: Ken Thiem

6. 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 and approval by the land use reviewer for the project.

Authority: LUC 20.40.490

Reviewer: Ken Thiem

7. 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: BCC 22B.025 and LUC 20.25B.040.G

Reviewer: Ken Thiem

8. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

File with the Department of Planning & Community Development a landscape maintenance assurance device for a one-year period in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

Authority: LUC 20.40.490

Reviewer: Ken Thiem

9. SIGN PERMIT PACKAGE

The applicant shall submit a complete sign design package for City review and approval prior to the issuance of any occupancy permits or sign permits. All signs shall be an integral part of the architectural design, and scaled to the pedestrian environment.

Authority: LUC 20.25A.B.7.a-c, BCC Title 22, Sign Code

Reviewer: Ken Thiem

10. NOISE MEASUREMENTS

The noise levels must be measured inside a random sample of the residential units facing each street and the original acoustical report shall be revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report must include

Baker Main
08-136384-LD
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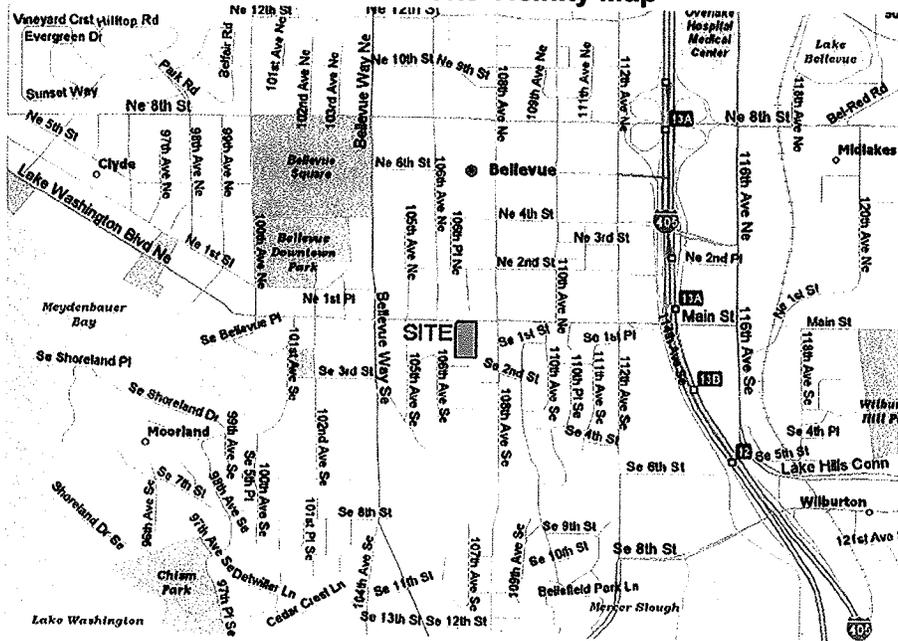
recommendations to modify the construction to meet the interior noise thresholds

Authority: BCC 9.18

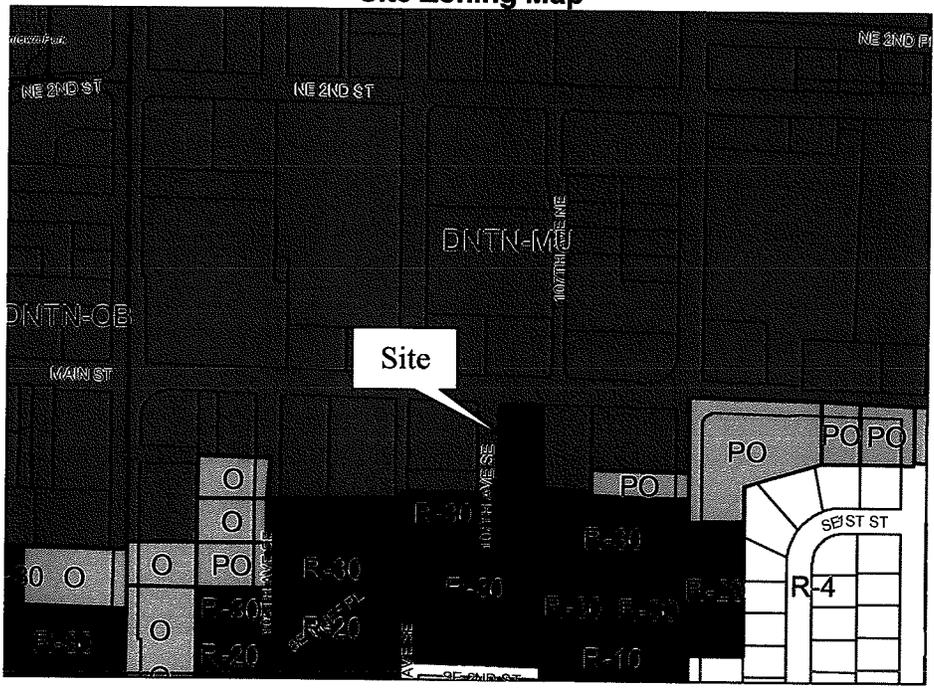
Reviewer: Ken Thiem

ATTACHMENT A

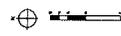
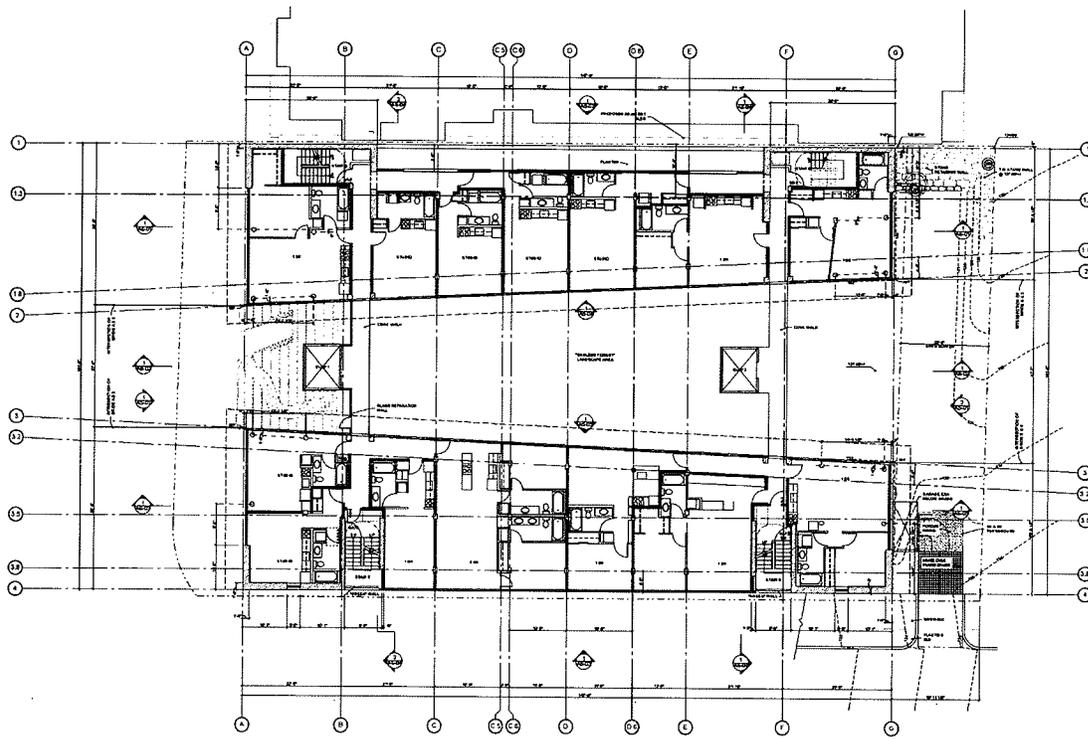
Baker Main Site Vicinity Map



Site Zoning Map



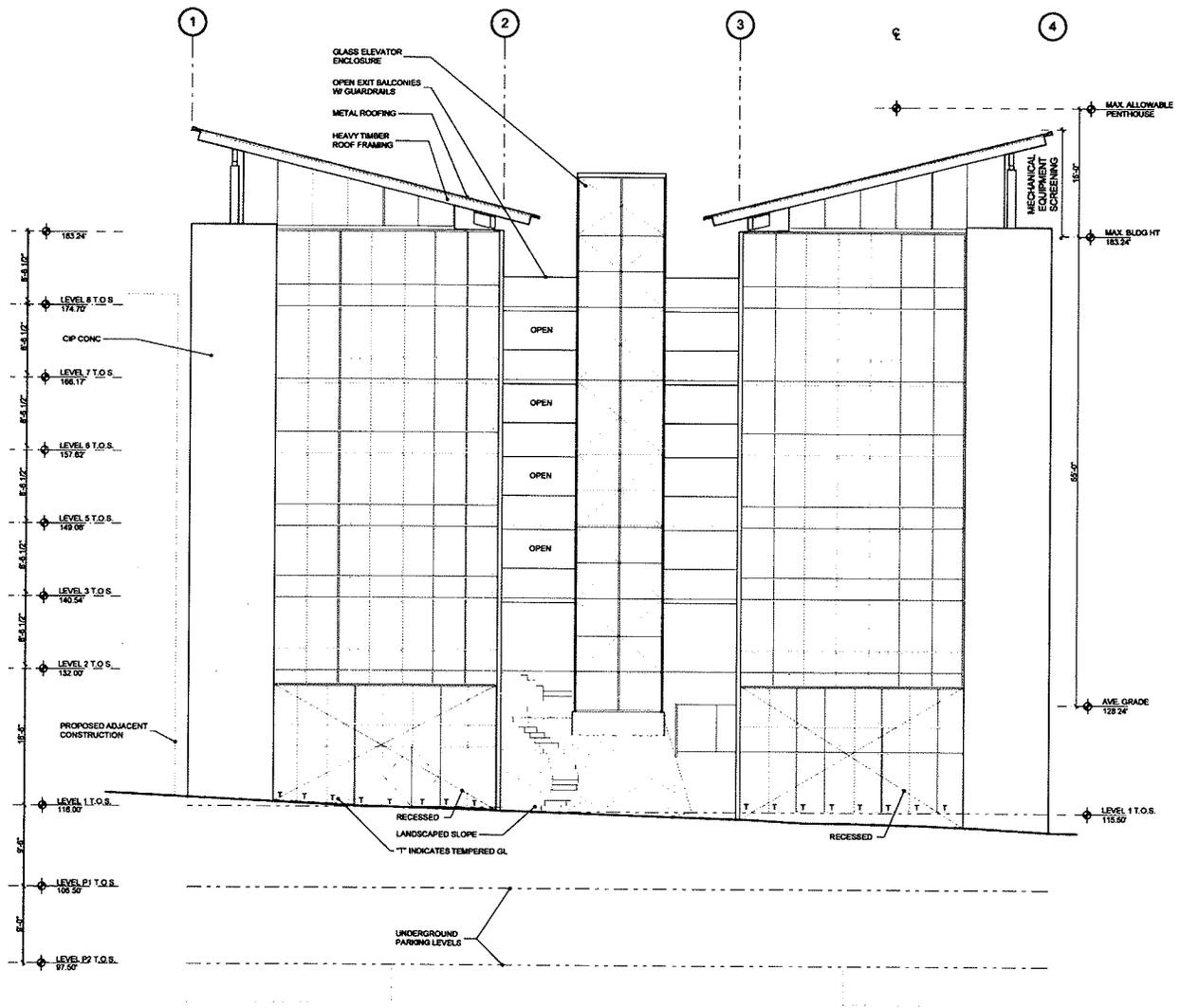
ATTACHMENT B
Proposal Plans



NOTE: Do not scale drawings.

01/17/200
Collins Architecture Architects 111 Park Ave 2/F New York, NY 10017 P: 212 644 1710 F: 212 644 1422 Email: collins@collins-arch.com
Baker Main 1203 Main Street Bellevue, WA
Level 2 Floor Plan
A2-05

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North Elevation 1

1/8" = 1'-0" 16'



May 8, 2009

Linda Abe
Su Development
1100 106th Ave NE, Suite 101
Bellevue, WA 98004

Re: Baker Main Waste Pickup

Linda,

I have reviewed the site plan for the Baker Main project in Bellevue. We have also had several phone conversations about this project. The site plan sent to me on Wednesday May 6, 2009 is suitable for safe collection of recycle and garbage.

Although the collection at this site will be a bit unorthodox, there are similar sites in Bellevue that are currently being serviced by Allied Waste. For Example: Sir Gallahad Apts. on Main St., 2nd St. Apts, Amlt on 100th Ave, Abella Apts, Bell Centre and Pacific Inn.

The Baker Main Project will require Allied Waste trucks to service this account on the incorrect side of the street. The traffic on 107th Ave should not pose a problem for collection from the left side of the street. When servicing containers on a slope it must be done while facing uphill for safety reasons. If it was serviced facing downhill then the chances of the container rolling away and causing damage to someone or something are an almost certainty.

Container location named "Alternative A" is the preferred site for a couple of reasons. The first is that the incline is at less of a grade than "Alternative B" therefore is safer to service. Secondly, if "Alternative B" were used our truck would be blocking any access to the parking garage or exiting the garage.

If you have any further questions please feel free to contact me.

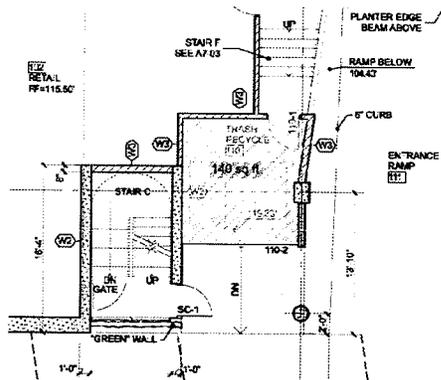
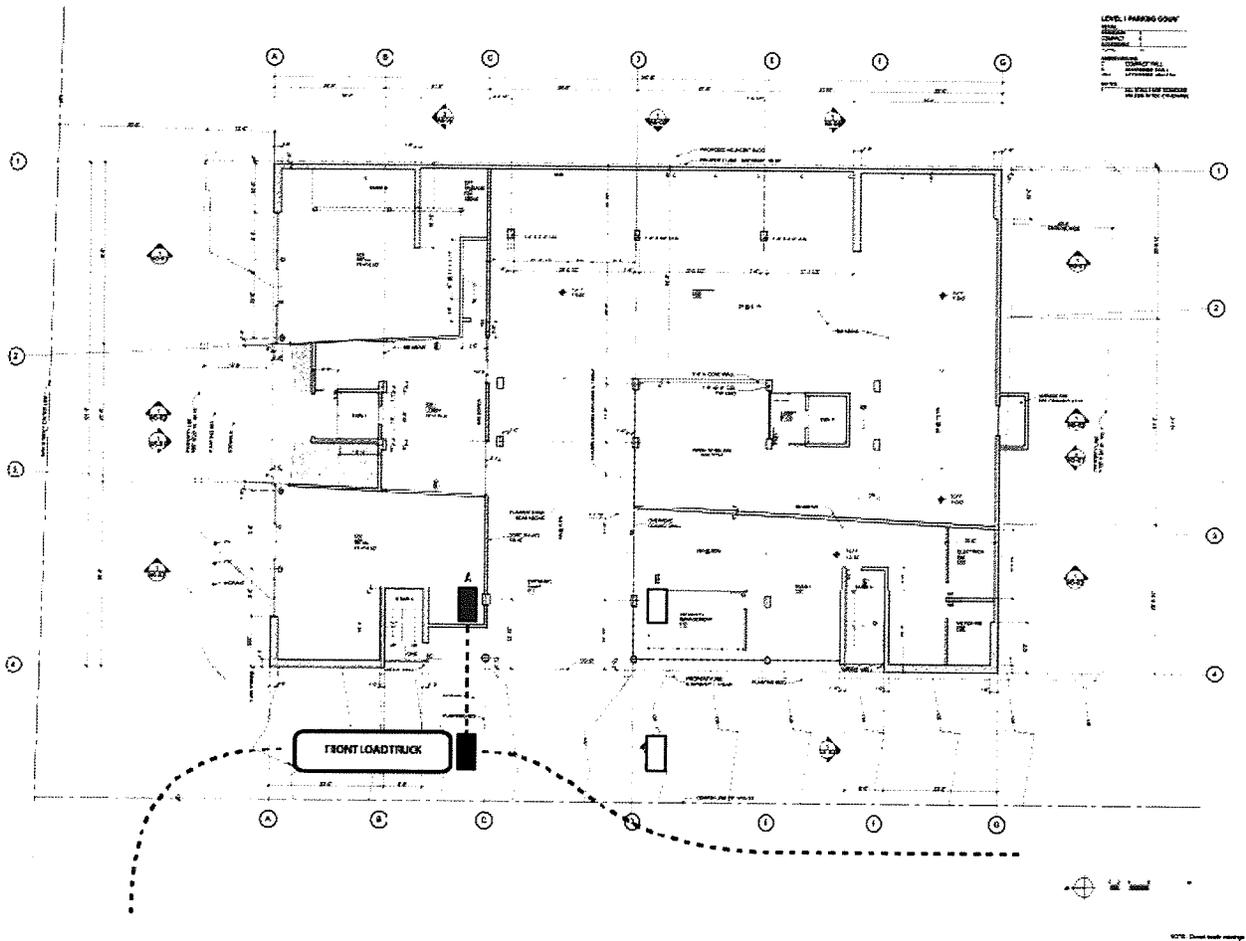
Sincerely,

A handwritten signature in black ink, appearing to read 'Wes Smith'.

Wes Smith
Commercial Supervisor
Allied Waste of Bellevue

1600 - 127th Avenue NE
Bellevue, WA 98005
425.646.2400 / FAX 425.646.2440
www.disposal.com

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ATTACHMENT D

SEPA Checklist

Ken Thelen
3-31-09

WAC 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

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

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

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

A. BACKGROUND

- 1. Name of proposed project, if applicable: **Baker Main**
- 2. Name of applicant: **Baker Main, LLC**
- 3. Address and phone number of applicant and contact person: **1100 106th Ave. N.E.
Suite 101
Bellevue, WA 98004-4313
Contact: Linda Abe
425-453-8886 Ext. 313**
- 4. Date checklist prepared: **12/08/2008**
- 5. Agency requesting checklist: **City of Bellevue Planning Department**
- 6. Proposed timing or schedule (including phasing, if applicable):

Current plans call for commencement of construction in Spring of 2009

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

No. There will be no additional buildings built on this proposal.

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DEC 11 2008
PERMIT PROCESSING

KT

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

- **Geotechnical Engineering Study, dated November 10, 2008 prepared by Geotech Consultants, Inc.**
- **Environmental Assessment (in process) - Geotech Consultants, Inc.**
- **The Owner will commission an Acoustic/Noise Analysis to ensure compliance with noise mitigation requirements.**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None known.

10. List any government approvals or permits that will be needed for your proposal, if known.

- **Design Review approval through the City of Bellevue**
- **Building Permit through the City of Bellevue**
- **Clearing and Grading Permit through the City of Bellevue**
- **Demolition Permit to demolish existing building.**
- **Shoring Permit**
- **Mechanical Permit**
- **Electrical Permit**
- **Plumbing Permit**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The site is approximately 18,927 SF in area. The project consists of six levels of residential units in two buildings connected by outdoor pedestrian bridges. The buildings are organized around an outdoor courtyard and include one level of retail frontage and three levels of underground parking.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project street address is 10703 – ~~10711~~ Main Street and is located on the southeast corner of 107th Ave. SE and Main St. in downtown Bellevue, WA. The property is bounded to the north by Main Street, on the west by 10th Avenue Southeast, to the east by existing commercial property, and to the south by the Glen Court Apartments. (See the attached legal description and vicinity map for further detail).

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other

The ground surface on the site generally slopes down to the north-northeast and has been graded in the past to generally provide a relatively level-to-gently-sloping commercial business site.

b. What is the steepest slope on the site (approximate percent slope)?

The site grades range from El. 134 feet at the southwest corner down to about El. 115 feet near the northeast corner, which is about a 9 percent overall slope over the southwest to northeast diagonal distance of about 210 feet. The local slope immediately south of the existing building is somewhat steeper, exhibiting about a 15-percent slope from the southwest lot corner to the southeast corner of the existing building.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The site consists of dense to very dense soils varying in composition from sand to gravelly, silty sand to silt. See the attached Geotechnical Engineering Study, dated November 10, 2008 prepared by Geotech Consultants for further information.

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

None known. See Geotechnical Engineering Study.

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

The project will consist of approximately 3 levels of underground parking. This will require excavation of the site to approximately 30 feet below existing grade. This excavation will require approximately ~~17,400~~ cubic yards. Soil will be disposed of off site in an approved disposal area. Other than select backfill materials, no soil impact is anticipated since the in-situ soils will be used for on-site fill as approved by the Geotechnical Engineer.

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

Not probable. Temporary erosion and sediment control measures will be implemented based on the approved TESC plan and practices in accordance with the City of Bellevue standards. Alternatively, the existing foundation will not be removed until construction can begin.

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

Approximately 90% of the site will be covered with impervious surface.

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

Temporary erosion control will be provided per the City of Bellevue requirements and per Civil Engineering drawings.

2. Air

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

During construction, dust and truck emissions will be emitted into the air. After construction, only automobile emissions.

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

None known.

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

During construction, loose dirt will be watered to prevent emissions. The residential areas and retail will be provided with insulated glass and a central HVAC system to control interior temperatures and reduce exterior noise and emissions.

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 known surface water bodies on or in the vicinity of the site.

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

No.

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 known.

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

None known.

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.

None known.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Not applicable.

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.

Not applicable.

c. Water runoff (including stormwater):

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.

See Civil Engineering drawings.

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

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Not to our knowledge.

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

See Civil Engineering drawings.

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, bullrush, 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?

The site currently consists primarily of parking lot and retail buildings with decorative shrubbery and groundcover. All improvements existing on the site will be removed for construction of the project.

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

None known.

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

The project will be landscaped to meet the City of Bellevue Landscape requirements. Street trees will be provided on all street frontages, and decorative landscaping will be provided in the public outdoor areas. Refer to the Landscape Plan for further details.

5. Animals

a. 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 known.

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

None known.

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

None proposed.

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 needs? Describe whether it will be used for heating, manufacturing, etc.

Gas and electric will be used for heating and cooling on the living units. Electric will be used for the HVAC on commercial and for power requirements for the residential and commercial uses.

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

55' from average finish grade ✓
The residential tower will be approximately 60-feet tall and will project shadows to the east during winter months, and could affect the potential for solar energy to these adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any:

1. **Energy-efficient HVAC systems such as economizer cycles on the commercial uses.**
2. **High-performance glass such as low-E glass to reduce heat gain and heat loss.**
3. **Insulation in both non-residential and residential uses to minimize heat loss and heat gain.**
4. **Central high efficiency heating and cooling system at the residential towers.**

7. Environmental health

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

No.

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

None known.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

None proposed.

- b. Noise

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

The north side of the project fronts along Main Street. This street has a moderate level of street traffic which might create noise impacts to the residential units.

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

Short-term: Construction noises. These would occur between 7:00 am and 6:00 pm, Monday through Friday.

Long-term: Increased noise caused by traffic to and from the site.

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

During construction, hours will be limited to meet the requirements of the City of Bellevue to reduce noise. Once completed, the project will include insulated glass and insulation to help reduce noise impacts from traffic. The Owner has commissioned an Acoustic/Noise Analysis to ensure compliance with City of Bellevue and state noise mitigation requirements.

8. Land and shoreline use

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

The subject property is currently being used as a multi-tenant retail building about 50% occupied, with associated paved parking areas to the north and south of the building. The property is bound on the north by Main Street with one story multi-tenant commercial uses across the street. The property to the east has been permitted for a 6-story mixed-use residential building. To the south of the property is a two story apartment building. The property is bound on the west by 107th Avenue NE. There is a Blockbuster video store to the west across 107th Avenue NE.

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

Not to our knowledge.

c. Describe any structures on the site.

The site is currently developed with a one-story 5,500-square foot multi-tenant retail center.

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

Yes. The existing parking lot paving and the retail building will be demolished.

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

CBD – MU/DNTN – MU (Subdistrict A) Perimeter Design District

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

Mixed Use – Downtown Subarea Plan

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

Not applicable.

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

Not to our knowledge.

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

When complete, the residential would provide housing for approximately 120-150 people and the retail would employ approximately 8-10 employees.

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

None. The current land use does not include residential.

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

None.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed projects comply with regulations of the City of Bellevue Land Use Code and the City of Bellevue Comprehensive Plan. The project will provide for a mixture of uses, including residential, retail and/or commercial uses. The project will also include a variety of unit sizes and types to provide a range of rental rates.

9. **Housing**

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

Approximately 80 rental units will be provided with this project. The units will vary in size from about 400 SF to approximately 1,200 SF. Rental rates will vary and will include rates for high, middle and affordable income rates.

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:

None proposed.

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?

The top of the mechanical and elevator shafts will not extend beyond 70 feet above average grade. The principal exterior building materials will be a composition of mirror glass, non-reflective glass, architectural concrete, and vertical planes of planted trellis.

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

Downtown Bellevue city views to the north from residential properties south of the project may be altered but not necessarily obstructed since the properties south of the project are generally located uphill. The project will obstruct water/city views of the property located directly east of the project.

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

proposal is for two buildings ✓
The building is broken into two wings with a large planted courtyard between the two wings. This courtyard is visible from Main Street and also from the apartment complex to the south. In addition, the east and west walls are proposed to have planted vertical panels.

To mitigate the impact to a permitted property to the east we have created a recess in our building to enhance the light well they created on the property line.

11. **Light and glare**

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

A minimal amount of reflected light can be expected, primarily from the west facing glass in the late afternoon. This glass is proposed to be a standard lightly tinted glass without any reflective properties beyond that of standard glass. A very nominal amount of light spill will occur from site lighting during the night. Fixtures will be shielded to avoid both vertical and lateral spread.

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

We do not believe so.

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

None

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

See 11.a.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Bellevue Downtown Park

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

d. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The building setback on Main Street has been designed to accommodate future road expansion for a bike lane.

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, archaeological, scientific, or cultural importance known to be on or next to the site.

None known.

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

None.

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.

Main Street is located to the north; 107th Ave. SE to the west. A single access driveway is located off of 107th Ave. SE. (see Site Plan)

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Not directly. The nearest transit stop is half a block west of the property on the north side of Main Street. This stop is served by Metro Transit Route 234, which provides hourly service to and from Kirkland and Kenmore, and by Metro Transit Route 222, which provides hourly service to and from the Eastgate Park-n-ride to the Bellevue Transit Center. The Bellevue Transit Center is served by 22 Metro Transit bus routes that provide service throughout the region.

c. How many parking spaces would the completed project have? How many would the project eliminate?

The completed project will provide 100 parking spaces. The existing retail center has approximately 18 spaces.

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).

The project will include new sidewalks and landscaping on Main Street and 107th Ave. SE.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
No

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
The project will generate less than 30 PM peak hour trips.

g. Proposed measures to reduce or control transportation impacts, if any:
None required.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
Minimal impact of public services due to size (less than 80 unites) of the project.

b. Proposed measures to reduce or control direct impacts on public services, if any.
The development will have security and card key access to the living units and the underground garages and improved security lighting to reduce the probability of crime and the need for police protection. In addition, the project will be equipped with fire sprinkler systems and fire alarm systems in compliance with the City of Bellevue requirements.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

Electricity, natural gas, water, refuse service, telephone, sanitary sewer.

*Utility line through site to be relocated.
KJ*

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.

All of the above utilities will be needed with the city of Bellevue and existing utility companies providing services. Natural gas and electricity will be provided by Puget Sound Energy, and water and sanitary sewer will be provided by the City of Bellevue. Refuse collection will be provided by Rebanco and telephone will be provided by Quest. Construction activities will include whatever is necessary to provide service for 73 residential units and 3,478 SF of retail.

C. 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: *Emily One*
Date Submitted: *12/11/08*

KJ

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Does not apply

Proposed measures to avoid or reduce such increases are:

Does not apply.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Does not apply.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Does not apply.

3. How would the proposal be likely to deplete energy or natural resources?

Does not apply.

Proposed measures to protect or conserve energy and natural resources are:

Does not apply.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Does not apply.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Does not apply.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Does not apply.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Does not apply.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Does not apply.

Proposed measures to reduce or respond to such demand(s) are:

Does not apply.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Does not apply.

ATTACHMENT E

STRUCTURAL SOIL USE IN RIGHT-OF WAY

See Construction Detail Examples (page 4-5)

- A. Planter Strip w/Structural Soil (elevation)
- B. Planter Strip w/Structural Soil (plan view)
- C. Tree Grate w/Structural Soil (note: use spec. planting mix in tree pit)

Structural Soil Material Mix

1. Structural Soil is a consistent even distribution of its components. The ratio of components may vary and may require adjustment to ensure soil volume is adequate to fill all the voids in the stone.
2. The following is a recommended base ratio of materials for structural soil:

4 cu meter of aggregate stone
1.5 meter of growing medium
2 kg stabilizer
* Water as required
* The amount of water required will vary according to moisture present in growing medium.

3. The stone, growing medium and stabilizer product are to be combined into a homogeneous mixture.

Growing Medium

TABLE ONE: The growing medium within the structural soil mix to meet the requirements of the table following:

TABLE ONE – PROPERTIES OF GROWING MEDIUM FOR “STRUCTURAL SOIL”	
TEXTURE: Particle Size Classes by the Canadian System of Soil Classification	
Gravel: greater than 2 mm – less than 75mm	0
Sand: Greater than 0.05 mm – less than 2mm	Maximum 60%
Silt: Greater than 0.002 mm – less than 0.05mm	Maximum 35%
Clay: less than 0.002	Maximum 15%
Clay & Silt Combined	Maximum 40%
ACIDITY (pH)	6.0 – 7.0
SALINITY: Saturated extract conductivity shall not exceed;	3.0 millimhos/cm at 25°C.
ORGANIC CONTENT: Percent of Dry Weight (%)	8-12%

Aggregate

1. Clean stone of high angularity is required.
2. Stone dimension aspect ratio should approach 1:1:1 with a maximum of 2:1:1 length: width: depth.
3. Single size stone, 60mm to 75mm clear sieve designation: Blasted Quarry Rock.
4. Aggregates to be free of any foreign elements or material.
5. Aggregate quality: Material shall be sound, hard, durable, free from salt, thin, elongated or laminated particles, organic material, clay lumps or material, or other substances that would act in a deleterious manner for use intended.

Soil Stabilizer

1. A non-toxic organic binder, for example: the Natural Solution as available from Sport Turf Inc. Tel: 1 (604) 850-7857.

Filter Fabric

1. After adequate compaction of the structural soil is confirmed, nonwoven filter fabric is to be installed as a separation layer directly above the compacted structural soil mixture.
2. Filter fabric to conform to the following ASTM designations:

Grab Tensile Strength	ASTM-D-4632	0.400 kN
Tensile Elongation	ASTM-D-4632	50%
Mullen Burst	ASTM-D-3786	1270 kPa
Flow Rate	ASTM-D-4491	6300 l/min/m ²

Subgrade

1. The subgrade is to be graded to provide for trench depths as required. Subgrade of areas designated as 'Structural Soil' are to be prepared to ninety-five percent (95%) Modified Proctor Density and shall be free of stones, debris, root branches, toxic materials, building materials and other deleterious materials.
2. Subgrade is to slope to subsurface drain lines where provided.

Mixing

1. Mixing is to be performed on a clean, flat, hard, level surface using appropriate soil mixing equipment.
2. Over handling can result in separation of the growing medium from the stone.

3. Mix ingredients to the proportions indicated in the table: Structural Soil Material Mix.

Placement

1. Structural Soil should be moist, but not saturated with water when placed.
2. Place Structural Soil in designated location in lifts not to exceed 600mm.
3. Structural Soil is to be compacted as required to achieve the equivalent of 95% Modified Proctor Density.
4. After approval of Structural Soil mixture compaction, install Filter Fabric. A 600mm Overlap of all fabric seams and beyond edge of Structural Soil to be provided.

Finish Treatment

1. Granular base and paving surface to be placed on filter fabric on Structural Soil. Compaction of the Structural Soil base is to be consistent with surrounding granular base materials.