



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Avenue NE; P.O. BOX 90012
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Bel-Green Developments

LOCATION OF PROPOSAL: 2211 156th Avenue NE & 2070 Bel-Red Road

DESCRIPTION OF PROPOSAL: Master Development Plan for phased development of senior housing and hotel/multi-family project with approximately 500 units on a 4.32 acre site located in the Bel-Red RC-3 Zone.

FILE NUMBER: 08-136677-LP

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 **July 2, 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This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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.

Carol V. Heland
Environmental Coordinator

June 18, 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 Division**

Proposal Name: Bel-Green Master Development Plan

Proposal Address: 2211 156th Avenue NE & 2070 Bel-Red Road

Proposal Description: Master Development Plan (MDP) for phased development of a senior housing and hotel/multi-family project totaling approximately 500 units on a 4.32 acre site located in the BR-RC-3 zone.

File Number: 08-136677-LP

Planner: Kenneth A. Thiem, Senior Planner

Applicant: Bel-Green Developments

Decisions Included: Master Development Plan approval and SEPA Determination.

State Environmental Policy Act Threshold Determination: Determination of Nonsignificance

Carol V. Helland

Carol V. Helland, Environmental Coordinator
Development Service Department

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

By: *Carol V. Helland*

Carol V. Helland, Land Use Director

Notice of Application: 12-11-2008
**Notice of Recommendation/
Bulletin Publication Date:** 06-18-2009
SEPA Appeal Deadline: 07-02-2009
MDP Appeal Deadline: 07-02-2009
Vested Ending Date: 07-02-2019

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

CONTENTS

I.	Request, Phasing & Review Process.....	Pg. 4
II.	Site Context Zoning & Description.....	Pg. 4
III.	Consistency with Land Use Code/Zoning Requirements.....	Pg. 5
IV.	Public Notice & Comment.....	Pg. 8
V.	Technical Review.....	Pg. 9
VI.	State Environmental Policy Act (SEPA).....	Pg. 12
VII.	Changes to Proposal.....	Pg. 16
VIII.	Decision Criteria.....	Pg. 16
IX.	Decision.....	Pg. 22
X.	Conditions of Approval.....	Pg. 22

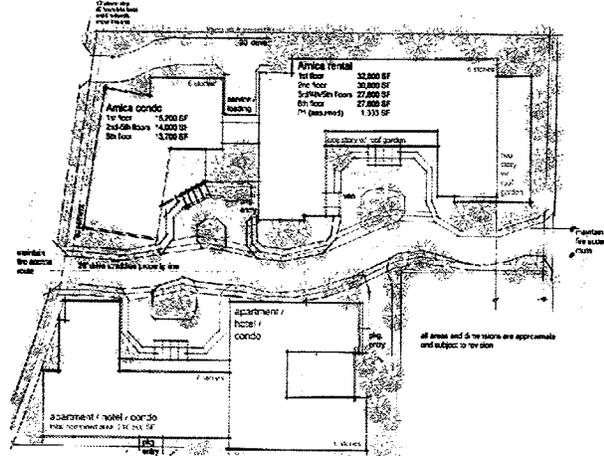
Attachments:

- A Site Vicinity & Zoning Map
- B Project Plans
- C Certificate of Concurrency
- D Environmental Checklist

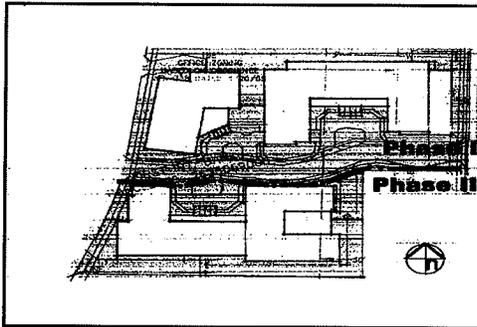
I. PROPOSAL, PHASING & REVIEW PROCESS

A. Proposal/Request

The applicant requests Master Development Plan (MDP) approval with SEPA. The proposed uses include multi-family residential, hotel and senior housing with a total of approximately 500 units. The site is zoned BR-RC-3. The scope of this decision is limited to an overall design concept for site layout, building locations and transportation improvements. More specific design issues, such as building design, will be addressed with future Design Review applications that are required for each phase. The applicant has requested extended vesting for this approval beyond the 2-year period allowed by LUC 20.40.500, for a period of 10 years from the date of MDP approval, as permitted by LUC 20.30V.190.



B. Phasing Plan



The proposed project construction is to be phased. **Phase I** involves the northern 60% of the site and includes site access and circulation, required frontage improvements and the construction of two buildings for senior housing. **Phase II** involves the southern 40% of the site and includes hotel/multi-family housing. The timing/order of each phase could vary from that shown here. Any proposed changes to this plan must be reviewed and approved through the MDP modification process.

C. Review Process

In the Bel-Red District, a Master Development Plan may be reviewed as a single Land Use Code (LUC) Process II Administrative decision, pursuant to LUC 20.35.200-250. The purpose of this review is to ensure that the proposed Master Development Plan complies with the applicable City requirements, design guidelines and decision criteria, pursuant to LUC 20.30V.110-190. The MDP provides the parameters for future, project-specific designs based on the MDP. Design Review approval is required for any future project-specific proposal prior to the issuance of any related construction permits.

II. SITE CONTEXT, ZONING & DESCRIPTION

A. Site Context

The site consists of two parcels fronting on 156th Ave. NE and Bel-Red Road. The site was previously part of Angelo's Nursery. The boundary between the City of Bellevue and the City of Redmond is centered on Bel-Red Road. The adjacent zoning and uses include:

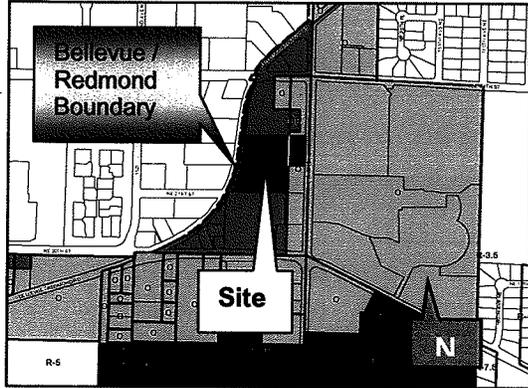
North: BR-RC-3, Uwajimaya Center.

South: BR-CR, Sherwood Center (Retail)

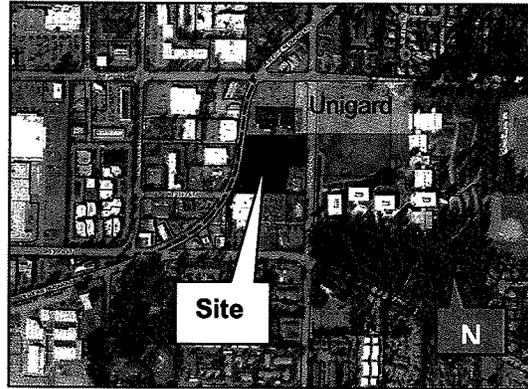
East: Office (O) Unigard Offices, across 156th Avenue NE

West: Redmond's Overlake Village Design District -3 [OV(3)], small-scale retail

B. Zoning & Site Vicinity Map

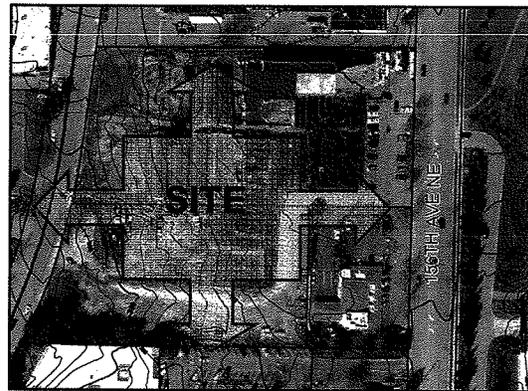


Aerial Photograph



C. Site Description

The site consists of two parcels totaling 188,234 SF (4.32 acres). The topography slopes from east to west, from elev. 380 near 156th Ave. NE to elev. 352 along Bel-Red Road. The former nursery use existed at this location until August, 2008. A Determination of Non-Significance (DNS) was issued on March 5, 2009 for the demolition of the existing buildings (09-106403-BD). The site has one significant tree that is in poor health.



III. CONSISTENCY WITH LUC / ZONING REQUIREMENTS

A. GENERAL PROVISIONS OF LUC

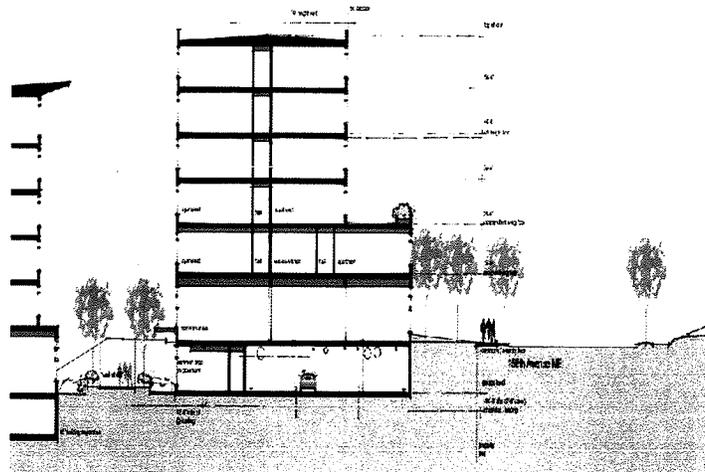
1. Use

Residential and hotel uses are permitted outright in the BR-RC-3 zone.

2. Dimensional Requirements

The dimensional/area requirements of the BR-CR-3 Zone as they apply to the proposed project are listed in the table below.

In the case of a conflict between the provisions of the LUC and the provisions of the zoning code, the provisions of the LUC shall prevail.



DIMENSIONAL & AREA REQUIREMENTS

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit	No minimum	188,234 SF	
Building Height	Max. 45' w/in 50' of the sidewalk along 156 th Ave. NE. Max 70' 50' or more from the sidewalk along 156 th Ave. NE	45' ht. within 50' of the sidewalk along 156 th Ave. NE. 70' ht. at 50' or more from the sidewalk Along 156 th Ave. NE	Measurement: 45' ht. is from avg. <u>sidewalk</u> grade near bldg. 70' ht. is from average existing grade (AEG) around the bldg. or bldg. segment, excluding rooftop mechanical screening LUC 20.25D.080 (13)
Façade Length on 156th	150-feet	120-feet	Meets LUC 20.25D.080.A.(15)
East façade setback	50' to achieve 70 ft. bldg. ht. 50-ft. from 156 th sidewalk	50' to achieve 70' bldg. ht. 50-ft. from 156 th sidewalk.	Meets LUC 20.25D.080.A.(13)
Building Separation	40-feet	Approximately 60-feet	Meets LUC 20.25D.080.A (15)
Floor Area Ratio (FAR)	Base: 1.0 Max: 4.0	2.25	<u>Amenity points req'd for flr area over 188,234 SF (Base FAR), or payment of in-lieu fees as req'd by LUC 20.25D.090.C</u>
Total Gross Square Feet (GSF) for FAR	Max. 752,936 GSF	470,582 GSF	LUC 20.50.022 <u>excludes</u> vent shafts, stairwells, balconies, parking & mechanical areas.
Floor Area above 40 Feet	Max. 28,000 GSF/flr	Max. 26,700 GSF/flr	Meets LUC 20.25D.080.A
Front Setbacks	156 th Ave. NE: 0-ft Bel-Red Rd.: 0-ft	156 th Ave. NE: 0-ft Bel-Red Rd.: 0-ft.	Meets LUC 20.25D.080.A
Side/Rear Setbacks	0-ft	North side: 20-ft. South side: 20-ft.	Meets LUC 20.25D.080. Both setbacks must be landscaped per LUC 20.25D.110.A and LUC 20-.20.520.
Refuse & Recycling	1.5 SF/unit @ 215 Sr. housing units = 323 SF	This MDP includes access locations, but no specific design.	Access provided. <u>Review and approval in writing by Allied Waste is required for a specific design.</u> LUC 20.20.725
Impervious Area/Lot Coverage	75%	75%	Meets LUC 20.25D.080.A
Sidewalk Width	11.5 ft (includes 5-ft. planting strip & curb)	11.5 ft (includes 5-ft. planting strip & curb)	Meets LUC 20.25D.110.B.3.d
Street Tree Caliper & Species	Summit Ash Fraxinus penn. "Summit"	Summit Ash Fraxinus penn. "Summit"	<u>Street trees must be 2.5" in cal., a 30-ft. apart and planted in 5' x 10' "wells" per LUC 20.25D.110.B.3.d</u>

3. Parking & Loading Requirements

This decision potentially involves four structures that have not been designed. Consequently, the parking and loading requirements summarized below assume parking at or near the maximum levels, and are provided for information purposes only. Final parking and loading requirements will be determined during Design Review.

PARKING & LOADING

Item	Permitted	Required	Proposed	Comments/Conditions
Senior Housing	Min.0.25/unit Max.0.75/unit	53-stalls 150-stalls	137-Stalls	Meets LUC 20.25D.120.B.2
Multi-family	Min. 0.75/unit Max. 2 /unit	Min.210 Max.560	560-Stalls	Meets LUC 20.25D.120.B.2
Hotel	unspecified	parking demand study	Based on Parking Study	The requirement is based on a parking analysis.
Total (w/out hotel)			697 Stalls	Meets LUC 20.25A.050
Loading Area	10' wide x 50' long		Future Project	Required to meets LUC 20.20.590K.4

B. FLOOR AREA RATIO (FAR) REQUIREMENTS

1. FAR & Amenity Incentive System Requirements

The proposal is for a residential development in a node in the Bel-Red RC-3 zone. The proposed floor area is 470,582 SF. The Base FAR equals 188,234 SF, which equals the project limit in SF (1.0 X 188,234 SF). The required FAR amenity points is equal to the total proposed floor area for FAR minus the Base FAR in SF: (470,582 SF – 188,234 SF = 282,348 SF). The FAR requirement for the proposed project is summarized below:

FAR AMENITIES SUMMARY

Base Permitted Floor Area (Base FAR X <i>Project Limit</i>)	188,234 SF (1.0 X 188,234 = 188,234 SF)
Total Project Gross Floor Area (GFA) for FAR	470, 582 SF
Additional Floor Area Requested (Project GFA – Basic Permitted Floor Area)	282,348 SF (470,582 – 188,234 SF)
Tier 1a - FAR Amenity Points Earned with Affordable Housing (4.6 X 51,151 = 235,295 SF)	235,294 SF
Tier 1b - Park Space (3 X 15,686 SF = 47,058 SF)	47,058 SF
Total FAR Earned	282,352 SF (See Table 2 below)
Base FAR + Amenity Points Earned	470,582 SF (188,234 + 235,292 + 47,058)
Excess FAR Amenity Earned: (Total Points Required -Total Points Earned)	4-SF (282,352 – 282,348 = 4-SF)

FAR AMENITIES & BOUNS FLOOR AREA for FAR

Amenity		Bonus FAR	Units of Measure	Earned Floor Area	Amenity Area	How it Meets the Design Criteria & Benefits the Public
Tier 1a	Affordable Sr. Housing Phase I	4.6 : 1	SF	235,294 SF	51,151 SF	Provides affordable senior housing
Tier 1b	Park Space	3:1	SF	47,058 SF	15,686 SF	Provide a pedestrian connection between three sites and public spaces.
Grand Totals				282,352 SF	66,837 SF	

The proposal provides the required 282,351 SF of amenity floor area, which is sufficient for the proposed floor area. The LUC provides flexibility for meeting the FAR requirement. For example, a fee-in-lieu payment may substitute for the provision of affordable housing or park space. With an actual development proposal, the applicant may choose to revise how the proposal meets its FAR requirement through the Land Use Exemption process

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 and Elections (LUC 20.25A.030.D). Section X includes a condition requiring the applicant to record a copy of the bonus point calculations, project drawings and conditions of this decision with King County.

IV. PUBLIC COMMENT AND STAFF RESPONSE

The application was received on December 19, 2008. Public notice of the application was published twice; approximately three weeks after the application was received, and one day after the official adoption date for the Bel-Red zone.

1 st Notice of Application	Published on 01-15-09 Public Meeting: 01-22-09 Minimum Comment Period: 01-29-09
2 nd Notice of Application	Published on 05-28-09 Minimum Comment Period: 06-11-09

On January 15, 2009, public notice of the application was published in the Weekly Bulletin and the Seattle Times, mailed to the surrounding property owners, and public Information signs were posted on-site. A public meeting for interested citizens was held at City Hall on Thursday, January 22, 2009. The public meeting was attended by two citizens, and their comments are summarized below. The first minimum public comment period ended on January 29, 2009. After the City Council adopted the Bel-Red District's zoning requirements (May 18, 2009), a second Notice of Application was published on May 28, 2009. The second minimum comment period ended on June 11, 2009.

1. **Comment:** Will the proposal increase traffic in the area?

Response: *This proposal is for a Master Development Plan, not an actual project at this time. Any future development proposals for this site are required to be based on the MDP and be reviewed and approved through the Design Review process, which will include detailed information on traffic volumes/impacts for the proposed project.*

The proposal site is in an area that is planned for re-development at higher densities. The Bel-Green proposal is consistent with the densities envisioned by the Bel-Red Corridor Plan. Implementation of the Bel-Red plan will generate additional traffic due to higher densities, but the plan also relies more on transit, pedestrian and bicycle travel modes.

Transportation improvements will be required when the proposal site is developed, including: a wider sidewalk along 156th Avenue NE and the addition of a bike lane and left turn lane to Bel-Red road. The developer will also pay a traffic impact fee to help mitigate off-site traffic impacts.

2. **Comment:** The traffic impact analysis report for Bel-Green was reviewed by City of Redmond staff, resulting in two comments:

- a. The project should include widening Bel-Red Road by 11-feet along it's frontage in order to accommodate a future center turn lane and a bike lane on one side. Until the street is fully widened, we recommend an interim condition be channelized with only a center turn lane. It appears this may allow for safer ingress/egress movements at the south driveway.
- b. We recommend additional traffic analysis of the driveway operations. If the center turn lane is provided as suggested, then the north driveway on Bel-Red Road should be analyzed with and without left turn restrictions. If the center turn lane is not provided then both driveways on Bel-Red Rd should be analyzed with and without the left turn restriction.

Response

As a condition of this decision, the widening of Bel-Red road for a center turn lane is required for any specific project(s) based on the MDP. Secondly, this decision requires further analysis of the driveway operations and center turn lane to evaluate turning movements based on the center turn lane's existence/restrictions.

V. TECHNICAL REVIEW

A. Clearing & Grading Department

The Clearing & Grading reviewer has reviewed and approved the application. A Clearing & Grading permit is not required for the Master Development Plan, but will be required for any future development of this site.

B. Fire Department

The Fire Department reviewer has reviewed this application. The proposal generally conforms to the Fire Code requirements for site circulation and access to the future structures. However, there are a number of conditions that must be met prior to the issuance of building permits. See Section X for a related condition of approval.

C. Utilities Department

The Utility Codes and Utilities Engineering Standards contain adequate standards and requirements to mitigate expected storm and water quality impacts. This review will coincide with the clearing and grading permit review. A utilities extension permit is not required for the Master Development Plan, but will be required for any future development of this site

D. Transportation Department

1. Introduction and Disclaimer

The City of Bellevue Transportation Department has reviewed and recommends approval of the MDP. This approval does not constitute or imply approval of specific design details for any transportation-related construction. City approval of a future and separate design review application, with related construction permits and an updated traffic impact analysis will be required at that time.

2. Site Access

Access to the proposed project will be allowed as follows:

- a. To/From 156th Avenue: One main driveway, plus one fire lane if required by the Fire Department.
- b. To/From Bel-Red Road: Up to two main driveways, plus no more than one service road / fire lane. The site must be designed so that all loading and unloading takes place on-site. On-street loading/unloading will not be allowed.

Driveways located near the northern or southern boundaries of the site must be located no closer than 20 feet from any driveway on adjacent property, as measured from Point A to Point A per standard drawings DEV-5 or DEV-6 or the functional equivalent.

At any time, for reasons of safety or traffic operations, the Transportation Department may determine that access to or from any driveway on this site will be restricted to only right-turn-in and/or right-turn-out.

3. Street Frontage Improvements

At the time of final design review and prior to issuance of construction permits for the site, plans must be submitted to the city for review and approval regarding at least the following transportation-related features. Such plans must demonstrate how street frontage improvements and access points will comply with transportation design standards in effect at that time, including the Transportation Development Code (BCC 14.60) and the Transportation Department Design Manual or their successors. Present policies and standards require at least the following; these requirements could change in the future.

- a. A street lighting analysis consistent with Transportation Department requirements is required prior to submittal of construction plans or as part of any subsequent Design Review. Based on that analysis, the Transportation Department will decide if new streetlights are required. Then, a combined street tree and street light plan showing proper spacing between trees and lights is required prior to completion of construction plans. 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).

- b.** All public sidewalks and pedestrian routes must comply with the Americans with Disabilities Act regarding width, running slope, cross slope, smoothness, texture, and all other applicable requirements. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12 or TE-13.
- c.** Construction of the development must include widening of Bel-Red Road by eleven feet. Final construction plans must include all design features necessary for such work.
- d.** The sidewalk on both adjacent streets shall be completely removed and replaced with a sidewalk at least six feet wide, plus a planter at least five feet wide, not including the curb. New curb and gutter matching the latest standards will be required on Bel-Red Road. On 156th Avenue, new curb and gutter will be required if the Transportation Department determines that the existing curb and gutter are substandard, damaged, or badly worn.
- e.** The design and appearance of the sidewalk and landscaping on both adjacent streets shall be consistent with the standards and drawings in the Transportation Department Design Manual, including standard drawing TE-11, unless applicable city policy is subsequently revised.
- f.** Landscape strips on both adjacent streets shall be irrigated with a metered water source. Electrical connections for lighting in 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.
- g.** At the northern and southern ends of the street frontage on both adjacent streets, the construction plans must show an appropriate transition to meet existing frontage improvements on adjacent sites.
- h.** Two-lane commercial driveways generally require an approach width, as defined in standard drawing DEV-6, of 30 feet; three-lane driveways require 36 feet. More width may be required for driveways with a high volume of truck traffic. The driveway approach design shall be consistent with standard drawing DEV-6 or another standard drawing approved by the Transportation Department.
- i.** 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.
- j.** No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk if there is no feasible alternative. Transformers and utility vaults to serve any building shall be placed inside the building or below grade, to the extent feasible.
- k.** No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-6. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.

- l. No new overhead utility distribution lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground, except for the transmission lines along 156th Avenue NE.
- m. Storm drainage on both adjacent street frontages must meet the standards of the Utilities Department.
- n. Trench and pavement restoration within the paved surface of any affected street must comply with Design Standard 23 and standard drawings ROW-1 through ROW-8, as appropriate.

4. Right of Way Dedication

To incorporate street improvements which are reasonably necessary to mitigate the impacts of the development and comply with adopted plans, the developer is required to dedicate property such that street surface to the back of the future curb will be within the public right of way along the site's entire frontage on Bel-Red Road. The future curb shall be as described above, in order to accommodate street widening of approximately eleven feet. This dedication will require approximately three to four feet of additional right of way totaling approximately 1,344 square feet. The exact limits of the dedication must be determined by the developer's licensed surveyor prior to approval of construction permits for the development.

5. Easements

The applicant shall provide sidewalk and utility easements to the city as needed to encompass the full required width of any public sidewalks, public landscaping planters, and the location of public streetlight equipment located outside the city right of way fronting this site on both adjacent streets. This will require an easement to at least eleven feet behind the future back of curb on each street. The easement areas for each frontage include approximately 4,930 square feet adjacent to Bel-Red Road and 575 square feet adjacent to 156th Avenue NE. Together these easement areas total approximately 5,505 SF. The utility easements contained within this site must be identified, and any negative impacts to such easements by the development must be mitigated or the easements must be relinquished. The areas of the easements and right-of-way dedication (noted above) must comply with the requirements of LUC 20.25D.080.D.

6. 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 or its successor.

VI. STATE ENVIRONMENTAL POLICY ACT

General

The environmental review indicates no probability of significant adverse environmental impacts from the proposed MDP. A Determination of Non-Significance (DNS) is the appropriate Threshold Determination under State Environmental Policy Act (SEPA) requirements, with incorporation by reference of the "2009-2020 Transportation Facilities

Plan Final Environmental Impact Statement" (TFP EIS), adopted March 23, 2009. This document is available in the Department of Planning and Community Development Records Room, Bellevue City Hall, 450 110th Avenue NE, Lobby Floor. Transportation-related impacts associated with the proposal are consistent with the projected impacts analyzed in the 2006-2017 TFP EIS.

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

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

Noise

Compliance with these requirements must be determined during Design Review and demonstrated during construction.

Construction Noise: City of Bellevue Noise Ordinance, BCC 9.18 allows construction-related noise Monday through Friday from 7:00 AM to 6:00 PM, and Saturdays from 9:00 AM to 6:00 PM, excluding national holidays, and defines those circumstances when the limits may be expanded.

Interior Noise Levels: The Bellevue City Code, BCC 9.18, limits interior noise levels within residential structures to 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. Special construction is generally necessary to meet these thresholds.

Garage Exhaust: Exhaust fans that blow air over a sidewalk, pedestrian connection or property line can create noise levels exceeding that allowed by the Bellevue City Code, Chapter 9.18. The environmental designations for noise abatement (EDNA) identify both the subject property and the receiving property as Class B EDNA, which limits sound levels at the property line or sidewalk to 60 dBA.

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 projected to occur within the city by 2020 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the city's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the city into several Mobility Management Areas (MMAs) for analysis purposes. The proposed Bel-Green development lies within MMA # 12, which has a 2020 total growth

projection of 3300 new multi-family dwelling units and 400 new hotel rooms. The Traffic Impact Study submitted for the Bel-Green development indicates that the proposal would have 212 senior citizen multifamily dwelling units and 280 hotel rooms. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

Note that the developer's land use proposal is not yet final. If the proposed hotel rooms become condominium units or senior dwellings, the traffic impacts would be reduced. If senior dwellings become regular dwellings, traffic impacts would increase. These issues must be finalized prior to approval of the design review for each phase.

The City of Bellevue's Bridle Trails, Bel-Red, and Crossroads Transportation Facility Plan, which was adopted by the City Council and was most recently updated in 2002, includes a project, # 208, which calls for adding a median left turn lane on Bel-Red Road between NE 20th Street and NE 24th Street. The City of Bellevue's Pedestrian and Bicycle Plan includes projects B-115-E and B-115-W, calling for the addition of bike lanes on that street segment. In addition, the City of Redmond has a plan and policy, adopted December 11, 2007 as part of their Community Development Guide, calling for bike lanes and a median / two-way left turn lane on the same street segment. The proposed Bel-Green development can comply with these adopted plans only if the developer widens Bel-Red Road by eleven feet along the Bel-Green frontage to accommodate installation of a five-foot bike lane and half of the width of a future 12-foot center lane. Short-term use of the widened area is discussed below.

Transportation impact fees are used by the City of Bellevue to fund off-site capacity 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 off-site long-term traffic impacts within the city.

Impact fee payment is required at the time of building permit issuance. The City Council is likely to approve an increase in transportation impact fees prior to building permit issuance for the proposed development. Removal of the previous land use on the site will be eligible for impact fee credit, if the previous use is included in the modeling data used to calculate the impact fee schedule in effect 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.

The proposed development would generate approximately 189 net new PM peak hour trips, after credit for removal of the former garden center. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the city's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To

create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, ten system intersections in the City of Bellevue received 20 or more p.m. peak hour trips. Neither the maximum area-average levels of service nor the congestion allowances were exceeded as a result of traffic generated from this proposal. (The concurrency analysis spread sheet is available in the project file.) Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development.

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

The concurrency determination is reserved to this project at the land use MDP decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.010.D). At the time of a complete building permit application, the Certificate of Concurrency will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090H. At issuance of building permit, the Certificate of Concurrency will be extended and remain in effect for one additional year (with the possibility of up to two one-year extensions) as provided for in BCC 23.05.100. The process will start over if a new design review application is filed. Note that a new concurrency test at the time of a future design review analysis will likely be run without credit for removal of the garden center. At that time, it is likely that the garden center will have been out of service for too long to be eligible for credit against trip generation for concurrency testing or credit against impact fees.

Short-Term Operational Impacts and Mitigation

The developer's transportation consultant and city staff analyzed the short-term operational impacts of this proposal in order to recommend mitigation if necessary. The analysis included traffic operations and level of service for the PM peak hour at ten nearby intersections and at the site's proposed driveways, assuming the development will be completed in the year 2012. The results of the consultant's short-term traffic analysis are published in the Bel-Green Master Plan Traffic Impact Study, January 2009, by Transportation Engineering Northwest. The study is included in the Transportation Department file for this development. The consultant's study identified no short-term impacts that require mitigation.

However, in addition to the consultant's analysis, city staff determined that left turns in or out of the site on Bel-Red Road would be problematic. Predicted left turn volumes would meet guidelines for providing left turn storage, according to the WSDOT Design Manual, Figure 910-8b. The Transportation Department determined that street widening by the developer, to provide half of a center left turn lane and a northbound bike lane, consistent with the long-range plans described above, is the preferred means to provide a permanent solution to the left turn problem without causing detrimental impacts to other properties or to the flow of through traffic.

Prior to extension of the planned bike lanes and median turn lane to the north and south of the site, a temporary revision of the street channelization will be needed in order to

make use of the widened street area. The final construction plans for the site must include an approved channelization plan, which could show the new eleven-foot area as a temporary northbound right turn pocket into the site, or as an area where the northbound through lanes shift to the east to accommodate a short southbound left turn pocket, or as something else. Any channelization revisions that affect the center of the street or southbound traffic will require review by the City of Redmond, which controls the western half of the street.

BROTS Review

This site is in the Bel-Red Overlake Transportation Study (BROTS) area, which means that the traffic study must be provided to the City of Redmond for their review and comment, per Exhibit F in the 1999 BROTS agreement. If any comments from Redmond are determined by Bellevue staff to warrant revised traffic analysis, then the traffic study must be revised per the procedures of Exhibit F. Redmond may require proportionate payment from the developer for mitigation of traffic impacts in Redmond.

VII. CHANGES TO PROPOSAL

A. Circulation: Any future proposal based on the MDP must include the following revisions to on-site and off-site circulation system.

1. Bel-Red Width, Sidewalk Easement

As a condition of this decision, Bel-Red Road must be widened as necessary for the construction described below in item 2, and sidewalk easement(s) must be granted as necessary in order to provide the required sidewalk width.

2. Bel-Red Improvements

As a condition of this decision, the applicant must construct a bike lane and center turn lane within Bel-Red Road for the length of the project frontage, as well as the required frontage sidewalk.

3. Pedestrian Connection

As a condition of this decision, any future proposal based on the MDP must include a north-south pedestrian connection through the site, linking the Sherwood Shopping Center and the Walgreens site. The connection must be dedicated park space and include landscaping, seating nodes, pedestrian-oriented paving and lighting. The connection must be a minimum width of 10-feet. The connection alignment and design shall be established with the Design Review decision for Phase I and constructed in phases per the City-approved phasing plan.

VIII. CHARACTER AND SITE DESIGN GUIDELINES

A. DESIGN GUIDELINES – CHARACTER & SITE

The Bel-Red District's Design Guidelines provide a flexible tool for quality and Innovation. The guidelines do not prescribe specific design solutions or make rigid requirements because there are many ways to meet a particular guideline. The guidelines provide a descriptive template for promoting and improving the areas urban character without dictating or prescribing a specific style or theme.

Second, the MDP is focused on site layout, building locations and transportation-related improvements. Therefore, the design guidelines reference below focus on the site. Most of the

design guidelines related to structure will be addressed in a future Design Review application for a specific proposal.

1. Integrate the Natural Environment

a. Intent

Reinforce linkages and orient buildings to the Bel-Red Subarea's natural and landscape features.

b. Guideline

Site design should capitalize on significant elements of the natural environment, such as planned park and open space and natural features, such as stream and wetlands. Development should include open space amenities for residents, employees and visitors.

c. Recommended

- 1) Walkways and gathering spaces oriented toward parks and open space;
- 2) Clear, convenient public access to open space amenities;
- 3) Elements that engage the natural environment where the sight, sound and feel of nature can be directly experienced;
- 4) Buildings sited to take maximum advantage of adjacent public amenities;
- 5) Walkways and plazas paved with high-quality materials (such as brick and stone and other architectural elements that use materials, colors and forms that are harmonious with the natural surroundings.

d. Not recommended

- 1) Buildings that turn their back on open space amenities
- 2) Stands of "native planting schemes within large, automobile oriented parking lots.

Response: The existing site does not have natural features such as streams wetlands or mature vegetation. It does have a distinct slope from east to west, and the proposed building locations step with the slope, which will help anchor the future structures to the site

This decision also requires future proposals to include a north-south pedestrian link through the site, connecting all of the properties in this node. The link is required to be dedicated park area and include landscaping, lighting and sitting nodes.

Surface parking is limited to drop-off functions in the proposed development. All parking for residents/guests is proposed below grade.

2. Promote Architectural Compatibility

a. Intent

New buildings should contribute to the quality and character of their architectural context.

b. Guideline

Buildings should "fit" with their architectural surroundings – relating to nearby building rather than calling attention to themselves through design excesses for novel variations. Architectural elements should enhance not detract from the area's overall character.

c. Recommended

- 1) Architectural elements used at a scale and level of detailing proportionate to the size of the building, and
- 2) Forms, proportions, rhythms, materials, colors and architectural motifs that are suggested by and complement adjacent buildings.

d Not Recommended

- 1) Out-of-scale, over-simplified, cartoon –like or other architectural elements applied without regard to size or use of the element;
- 2) Building elements that do not respect the scale, materials, proportions and heights of adjacent high-quality buildings.

Response: As noted earlier, the focus of this review/decision is on an overall site development plan, not building design. However, it would be instructive for anyone assembling a future development application based on this MDP to understand the applicable architectural guidelines, summarized above.

3. Establish and strengthen Gateways

a. Intent

Use architectural and landscape elements to mark transitions and entrances.

b. Guideline

Entrances into and within the Bel-Red Subarea should be celebrated at many levels. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of “entering” or moving into the area as well as entry into unique districts or neighborhoods within the subarea.

c. Recommended

- 1) New buildings designed to create gateways, using elements such as arches, arcades, pylons, columns, fountains and bridges.
- 2) Signage, landscaping lighting or sculptural and artistic element use to identify a gateway;
- 3) Markers or inlaid art in sidewalk paving to strengthen sense of entry into a particular district or neighborhood;
- 4) Design elements that indicate a change or separation in transportation modes (i.e. auto to pedestrian), and
- 5) Forms, proportions, rhythms, materials, colors and architectural motifs that are suggested by and complement adjacent buildings.

d Not Recommended

- 1) Gated, private compounds

Response: The gateway opportunities described above are applicable to this MDP. For example, the N-S pedestrian connection and nodal areas should be inlaid with art and utilize materials and design that contribute to the pedestrian experience. Where the connection crosses a vehicular lane it should be designed to reflect the transition in travel modes. Where the connection passes a building (on the north and south sides of the site), the building design should help reinforce the gateway experience. And there are other elements that may be used to reinforce the gateway experience: signage, landscaping lighting or sculptural and artistic elements.

4. **Protect and Enhance Surface Water Resources.**

a. Intent

Conserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of water bodies, wetlands and natural hydrological systems.

b. Guideline

Natural water systems regulate water supply, provide biological habitat and may provide recreational opportunities. Undeveloped ecosystems absorb the precipitation and convey only a small portion of rainfall as surface runoff. New and infill development should minimize disturbances to the site, adjacent and regional natural water systems.

c. Recommended

- 1) Grading and plan layout that captures and slows runoff.
- 2) Pervious or semi-pervious surfaces that allow water to infiltrate soil.
- 3) On-site landscape-based water treatment methods that treat rainwater runoff from all surfaces, including parking lots, roofs and sidewalks.

d Not Recommended

- 1) Buried or piped stream channels
- 2) Water quality enhancement projects that detract from the urban character of the area.

Response: The above-described guidelines and elements for a natural drainage elements are applicable to this MDP. The grading plan should capture and slow runoff. Paved surfaces should allow water to infiltrate into the soil. Water from vehicular areas, roofs and side-walks should be treated to remove pollutants and sediments.

5. **Integrate Art.**

a. Intent

Art should complement the character of the site, building or district as a whole, and be integrated into the design of the building or outdoor space.

b. Guideline

Larger pieces of art should bring focus to an outdoor space, smaller pieces should bring detail to the pedestrian realm. Art should not overwhelm outdoor spaces or render buildings mere backdrops.

c. Recommended

- 1) Art design for and integrated into the building or site;
- 2) Functional or interactive artwork, and
- 3) Durable materials that are vandal-resistant and designed to age well.

d Not Recommended

- 1) Amateur art projects
- 2) Artwork used as advertising
- 3) Display conditions that detract from the artwork.

Response: The required North-South connection and the outdoor spaces along it should include artwork to enhance the pedestrian experience

C. DECISION CRITERIA

1. Master Development Plan (LUC 20.30.150)

The Director may approve or approve with modifications an application for a Master Development Plan if:

a. The proposed Master Development Plan is consistent with the Comprehensive Plan.

Response: The proposal site is located in the Bel-Red Subarea and zoned BR-RC-3. This zoning designation provides for a mix of housing, retail and services, with an emphasis on housing. The MDP is consistent with the Comprehensive Plan and Bel-Red Subarea policies, as described below.

Policy UD-3. Encourage a variety of site and building designs which are compatible and consistent with surrounding development.

Response: The MDP meets this objective by creating a site design and generalized building envelopes which can provide appropriate transitions to surrounding development.

Policy UD-4. Encourage development that relates, connects, and continues design quality and site functions from site to site.

Response: The MDP responds to this policy by providing pedestrian connectivity through the site to the adjoining properties. The MDP also includes improvements to the street frontage to improve access to transit and the future light rail line.

Policy LU-3. Support a growth target of 10,117 additional households within the City of Bellevue for the 2001-2022 period.

Response: The approximately 500 residential units and required frontage improvements included in the MPD provide support for this policy.

Policy LU-11. Encourage the master planning of large developments that emphasize aesthetics and community compatibility and include circulation, landscaping, open space, and utilities systems that are consistent with the master plan.

Response: The entire site and all related improvements are including in the proposed MDP.

Policy LU-13. Support a reduction in the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate.

Response: The MDP will facilitate the redevelopment of an underdeveloped urban infill site in close proximity to future high-capacity transit connections.

Policy UD-15. Encourage the dedication of open space.

Response: In order for the applicant to achieve the proposed floor area ratio this decision is conditioned to require the applicant to dedicate park area, or pay a fee-in-lieu of \$15 per SF of bonus area.

Policy HO-2. Promote quality, community-friendly multifamily development, through features such as enhanced open space and pedestrian connectivity.

Response: The proposal includes an east west connection through the site. In addition, this decision requires the MDP to include a public north-south connection through the site and associated public open space for the proposed FAR.

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

Response: The MDP will promote the development of new housing in close proximity to commercial uses.

Policy HO-17. Encourage infill development on vacant or underutilized sites that with adequate urban services and supports infill that is compatible with the surrounding neighborhoods.

Response: The Master Development Plan will facilitate the redevelopment of an under-developed urban infill site in close proximity to existing urban services and future high-capacity transit connections. The Design Review process required for each phase will focus on achieving a quality development that is compatible with its context.

Policy UD-42. Support boulevard design that is distinctive from other streets and to reinforce the image of Bellevue as a "city in a park."

Response: Bel-Red Road is designated as a "boulevard" by the Comprehensive Plan. The MDP requires Bel-Red to be designed and constructed in compliance with the applicable City policies and requirements for a "boulevard."

S-BR-8. Encourage mixed use development, promoting opportunities to live, work, shop, and meet other needs within close proximity.

Response: The MDP will include higher-density mixed housing types in an area with existing commercial services and future high capacity transit connections nearby.

S-BR-12. Develop and implement landscaping standards that promote sustainable design, and encourage natural drainage practices where appropriate and feasible.

Response: The review of any future proposed development will include exploring the potential for employing natural drainage practices where appropriate and feasible.

S-BR-13. Provide graceful edges and transitions between new land uses and established light industrial areas, and between new development and neighborhoods in adjacent subareas.

Response: The MDP incorporates site design strategies and building envelopes to ensure transitions to existing neighborhoods.

S-BR-16. Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places in public and private projects.

Response: To meet the proposed FAR, any future development proposals based on the MDP are required to include a public north-south connection through the site with open space(s) in order to link the shopping centers located immediately north and south of the site.

S-BR-17. Promote environmentally sensitive design in public and private projects, including practices such as the US Green Building Council LEED certification of buildings, use of natural drainage systems, water conservation measures, and other practices.

Response: Future development proposals based on the MDP will be encouraged to incorporate a variety of sustainable features. LEED certification of individual buildings within the project will depend upon the development plans of individual developers within the overall site.

S-BR-18. Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of the buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area.

Response: The Master Development Plan does not address the design of individual buildings, but future design review approval of those buildings will ensure consistency with this policy.

S-BR-22. Promote parking design and management that supports local uses in a manner compatible with the area's urban design, transit, and pedestrian orientation, including: 1) encourage shared parking; 2) encourage structured parking as opposed to surface parking, particularly in identified development nodes, 3) prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs, and 4) allow a reduction in the parking supply in transit development nodes.

Response: The Master Development Plan will ensure that all long term parking for the project will be located in either below-grade or structured parking. Surface parking will be limited to loading, drop-off and short-term parking.

b. The Master Development Plan complies with the applicable requirements of the Bellevue City Code; and

Response: As shown in Section III.A.2, the proposed MDP complies with all applicable development regulations of the Bellevue City Code.

c. The proposed Master Development Plan addresses all applicable standards, guidelines or criteria of this Code in a manner which fulfills their purpose and intent; and

Response: As described in Section VIII.A, B & C, the MDP addresses all applicable

standards, guidelines or criteria of this Code in a manner which fulfills their purpose and intent.

e. The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying Land Use District.

Response: Any future development proposals based on the MDP are required to include a north-south public connection through the site. The MDP includes landscaping and frontage improvements that are consistent with the underlying land use district.

IX. DECISION

After conducting the various administrative reviews associated with this proposal, including applicable land use consistency and City Code and Standard compliance reviews, the Director of the Development Services Department does hereby **APPROVE** the proposed Master Development Plan, including MDP extended vesting for a period of 10 years from the date of MDP approval, subject to the following conditions:

X. CONDITIONS OF APPROVAL

A. GENERAL CONDITIONS

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

Each phase of the Master Development Plan must comply with all applicable Bellevue City Codes and Ordinances including but not limited to the following is required:

Clearing and Grading Code - BCC 23.76	Savina Uzunow, 425-452-7860
Bellevue Development Standards	Carl Wilson, 425-452-4070
Transportation Code - BCC 14.60	Carl Wilson, 425-452-4070
Trans. Improvement Program - BCC.22.16	Carl Wilson, 425-452-4070
Right-of-Way Use Permit - BCC 14.30	Jon Regalia, 425-452-4599
Bellevue Utilities Code - BCC Title 24	Arturo Chi, 425-452-4119
Construction Codes - BCC Title 23	Lee Kranz, 425-452-2732
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	Diana Cochran, 425-452-4561

2. FUTURE DESIGN REVIEW AND CONSTRUCTION PLANS

This approval is limited to a Master Development Plan. Each phase of the development shall be reviewed and approved through the Design Review process, with associated construction plans and permits and an updated traffic impact analysis. All street frontage improvements, access points, and other transportation-related features must meet City of Bellevue standards and polices in effect at the time of construction plan approval.

Authority: LUC 20.25D.030.C.2

Reviewer: Ken Thiem

B. 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. STREET WIDENING

Approval of this conceptual master plan is conditioned on the need for the subsequent development to accommodate and construct a widening of the street surface of Bel-Red Road by at least eleven feet from the present face of curb. The final design review and construction plans for the site must include all details necessary to construct said widening, including street channelization, to meet the standards and policies in place at that time. Construction shall be at the developer's expense.

Authority: BCC 14.60.060 and 110; Bridle Trails, Bel-Red, and Crossroads
Transportation Facility Plan

Reviewer: Carl Wilson

2. ROW DEDICATIONS and EASEMENTS

All dedications involving rights-of-way shall meet the requirements for special dedications in order to retain square footage within the project limit for computation of maximum FAR.

Authority: LUC 20.25D.080.D

Reviewer: Ken Thiem

3. FRONTAGE SIDEWALKS / PLANTING STRIPS

The future development of each street frontage shall include 6-foot wide sidewalks and 5-foot wide planting strips. The planting strips must include 2.5-inch caliper street trees spaced at 30-feet apart and include landscaping that is sized and spaced to provide full coverage in three years.

Authority: LUC 20.25D.110.B.3.d

Reviewer: Carl Wilson

4. DRIVEWAY LOCATIONS AND DESIGN

Access to the proposed development will be allowed as follows:

- To/From 156th Avenue: One main driveway, plus one fire lane if required by the Fire Department.
- To/From Bel-Red Road: Up to two main driveways, plus no more than one service road / fire lane. Final design review and construction plans for the development must include driveway connections with locations, designs, and widths that meet the relevant standards and policies in effect at that time for at least the following design features:
 - Separation between adjacent driveways.
 - Driveway approach width, based on the number of lanes and usage by trucks.
 - Consistency with construction standards for materials, thickness, subgrade, etc.
 - Vehicle and pedestrian sight distance.

Authority: BCC 14.60

Reviewer: Carl Wilson

5. PROVISIONS FOR LOADING

The final design shall show how the developer will provide off-street loading and unloading space that can accommodate the largest trucks expected to routinely access the site. On-street loading and unloading will not be permitted.

Authority: LUC 20.20.590.K.4

Reviewer: Carl Wilson

6. RIGHT OF WAY DEDICATION

Prior to approval of any binding site plan or construction permits for the development, the developer is required to dedicate property such that the street surface to the back of

the future curb on Bel-Red Road will be within the public right of way. The future curb shall be located as described above, in order to accommodate a street widening of at least eleven feet. This dedication will require approximately three to four feet of additional right of way, to be determined by the developer's licensed surveyor.

Authority: BCC 14.60.090

Reviewer: Carl Wilson

7. PEDESTRIAN / UTILITY EASEMENT DEDICATION

Prior to approval of any binding site plan or construction permits for the development, the developer shall dedicate sidewalk and utility easements to the city as needed to encompass the full required width of any public sidewalks, public landscaping planters, and public streetlight equipment located outside the city right of way fronting this site on both adjacent streets. This will require an easement to at least eleven feet behind the future back of curb on each street.

Authority: BCC 14.60.100

Reviewer: Carl Wilson

8. OTHER UTILITY EASEMENTS

Prior to issuance of any construction permits, any utility easements contained within this site must be indentified. Any negative impacts to such easements by the development must be mitigated or the easements must be relinquished prior to occupancy.

Authority: BCC 14.30 and 14.60.100

Reviewer: Carl Wilson

9. UTILITIES CONCEPT

Utility Department approval of the design review application 08-136677-LP is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved.

Authority: BCC Title 24.02, 24.04, 24.06.

Reviewer: Arturo Chi

10. STORMWATER REGULATIONS

The water, sewer, and storm drainage systems shall be designed per City of Bellevue Utility Codes and Utility Engineering Standards current at the time of a complete building permit submittal. All design review, plan approval, and field inspection shall be performed under the individual permits and/or Utility Developer Extension Agreements depending on the extend of the work.

Authority: BCC 24.06

Reviewer: Arturo Chi

11. PEDESTRIAN CONNECTION / PARK SPACE

Each phase of the MDP shall include a public north-south pedestrian connection with open space(s) extending through the project area, such that upon completion of both phases there is a continuous public connection with open spaces through the entire site. The connection and open spaces shall total a minimum of 15,825 square feet. The design for the connection/spaces shall be consistent with the Bel-Red Parks and Open Space Plan and meet the applicable design criteria. The connection/open space(s) shall be dedicated to the City of Bellevue Parks Department for public use and enjoyment. Alternatively, the applicant may make a fee-in-lieu payment of \$15 per SF of bonus area.

Authority: LUC 20.25D.090.C

Reviewer: Ken Thiem

12. ENVIRONMENTALLY SENSITIVE DESIGN

For each phase of MDP, the applicant shall explore the potential for achieving an environmentally sensitive design that includes the use of natural drainage systems, water conservation measures and other practices in conformance with the Bel-Red District's Design Guidelines.

Authority: LUC 20.25D.150

Reviewer: Ken Thiem

13. BUILDING HEIGHT, FORM & ARTICULATION

Each phase of the MDP shall achieve diversity within the built environment by using a variety of building heights and forms, by articulating and modulating the building envelopes, and by using building rooflines and floorplates that break down the scale of the buildings and to help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area.

Authority: LUC 20.25D.150

Reviewer: Ken Thiem

14. ARCHITECTURAL COMPATIBILITY

All future proposed buildings shall "fit" with their architectural surroundings and relate to the development context. Architectural elements shall enhance the overall character of the area. Architectural elements should be scaled and detailed to the size of the building. The building forms, proportions, rhythms, exterior materials and colors should be compatible with the existing/future development of the area

Authority: LUC 20.25D.150

Reviewer: Ken Thiem

15. INTEGRATE ART

The applicant shall explore the potential for integrating art into each phase of the MDP. The art should complement the building and be integrated into the site's public spaces/connections.

Authority: LUC 20.25D.150

Reviewer: Ken Thiem

16. TRANSITIONS & ENTRANCES

The applicant shall explore the potential for locating an architectural or landscape feature at or near the main entrance to mark the entrance into the project. This element should be located and designed to relate to all travel modes, not just drivers/passengers. In addition, the internal circulation system should be designed to indicate a change or separation in travel modes (i.e. auto to pedestrian).

Authority: LUC 20.25D.150

Reviewer: Ken Thiem

17. RECORD MASTER DEVELOPMENT PLAN

The Master Development Plan is binding on and runs with the land. The applicant shall record the plans and conditions of the approved Master Development Plan with the King County Division of Records and Elections.

Authority: LUC 20.25A.020.D.3

Reviewer: Ken Thiem

18. FIRE DEPARTMENT ACCESS

The Fire Department's approval of the MDP requires:

- A 26 foot wide aerial apparatus access road that is at least 15 feet and not more than 25 feet from the building and accessing 25% of the building with a maximum grade of 6%.
- A 20 foot wide paved unobstructed access roads at other locations around the buildings with a minimum inside radius of 28 feet and vertical clearance of 13 feet 6 inches.

Authority: LUC 20.25A.020.D.3

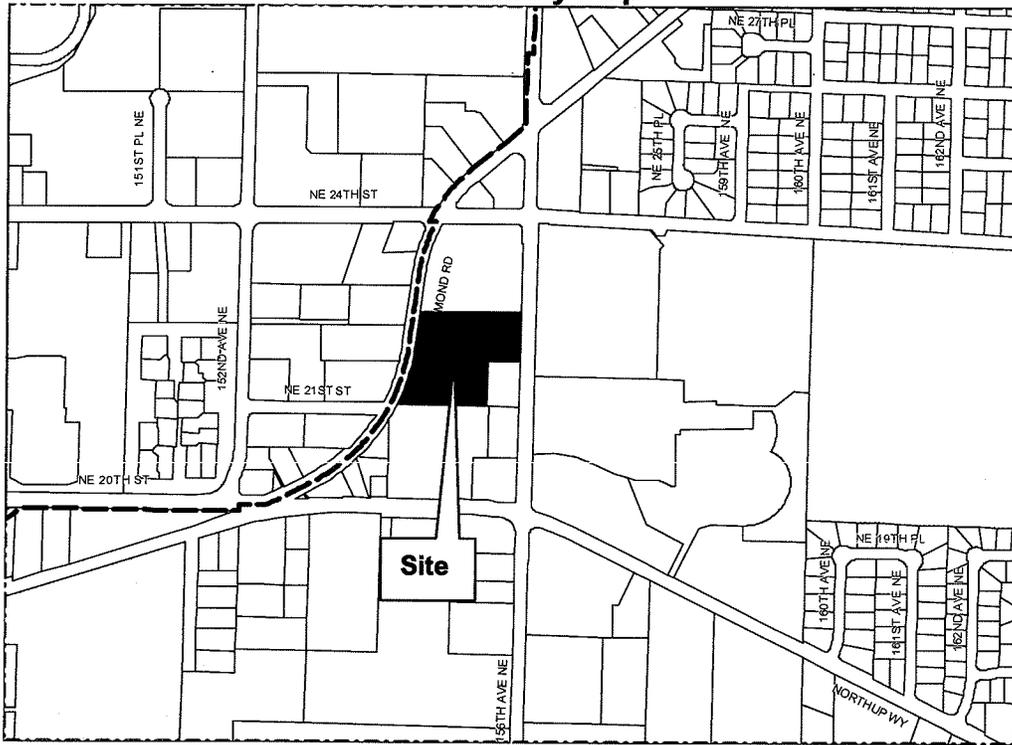
Reviewer: Adrian Jones

Attachments

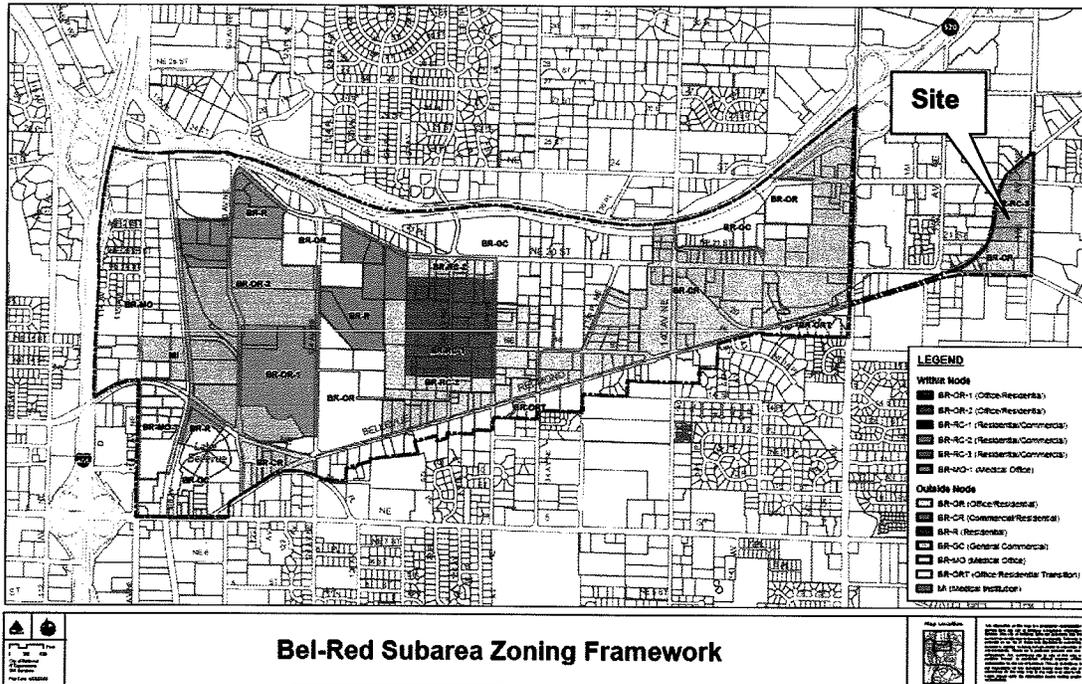
- A: Site Vicinity & Zoning Maps
- B: Plans & Drawings
- C: Concurrency Certificate
- D: Environmental Checklist

ATTACHMENT A

Site Vicinity Map

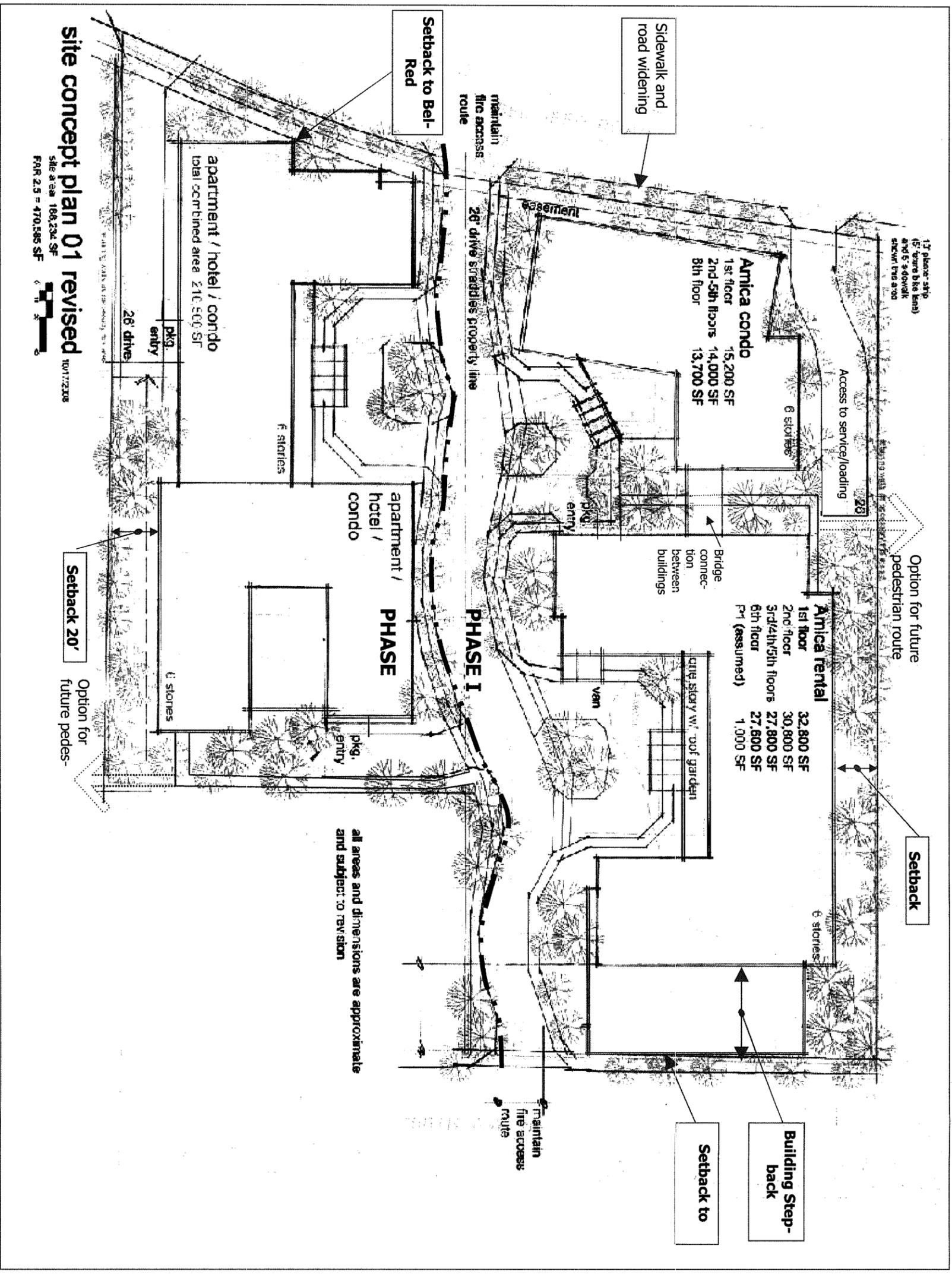


Site Zoning Map



ATTACHMENT B

Plans & Drawings



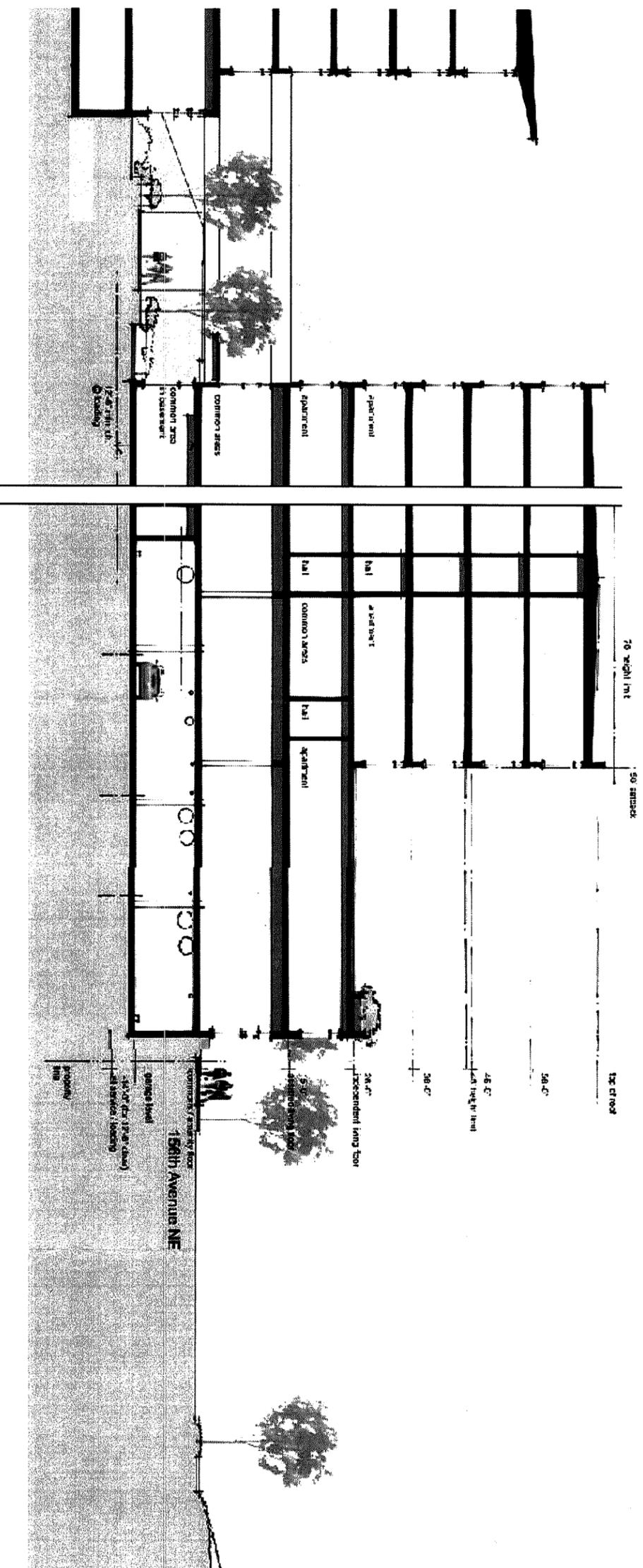
site concept plan 01 revised

sale area 186,204 SF
 FAR 2.5 = 470,585 SF



all areas and dimensions are approximate
 and subject to revision

Note: Building shortened for illustrative purposes.



Schematic and Illustrative section through Phase I building, Eastern portion.

ATTACHMENT C
Concurrency Certificate

CERTIFICATE OF CONCURRENCE

BEL GREEN MASTER DEVELOPMENT PLAN

This certificate documents the Transportation Department Director's decision that the development project at 2211 156th Avenue NE (Master Development Plan File No. 08-136677 LP) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 189 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Master Development Plan decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.010.D). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



Director, Transportation Department



Date

Certificate No. 54

ATTACHMENT D
Environmental Checklist

ENVIRONMENTAL CHECKLIST

4/18/02

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

BACKGROUND INFORMATION

Property Owner: BelGreen Developments (Bellevue) Limited Partnership

Proponent:

Contact Person: Kleo Landucci, Project Manager - BelGreen Developments
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 480-1111 Melville Street, Vancouver, BC Canada V6E 3V6

Phone: 604.915.7178

Proposal Title: BelGreen Developments - Masterplan

Proposal Location: See attached Legal description
(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 1/2" x 11" vicinity map that accurately locates the proposal site.

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

1. General description: This project proposes a senior rental, senior condo and either 2 hotels or multifamily buildings.
2. Acreage of site: 4.32 acres
3. Number of dwelling units/buildings to be demolished: a nursery building, no dwelling units will be demolished as part of the proposal
4. Number of dwelling units/buildings to be constructed: 4 buildings (1st=150units, 2nd=65units, 3rd=140 units, 4th=140 units)
5. Square footage of buildings to be demolished: approx 4,000 sf
6. Square footage of buildings to be constructed: approx 470,000 sf
7. Quantity of earth movement (in cubic yards): approx 280,000 CYD
8. Proposed land use: Hotel and multifamily residential development
9. Design features, including building height, number of stories and proposed exterior materials: Buildings up to 70ft, 6 storeys in height, constructed of wood frame over concrete parking and main floor. Exterior materials consist of wood, stone, concrete, composite panel, flat and some sloped roofing materials.
10. Other

RECEIVED

DEC 19 2008

PERMIT PROCESSING

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

Site work and buildings to commence construction in the Spring of 2009.

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

- NO

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

- See attached Environmental Phase one study

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

- NO

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

Master Development Plan Application, subsequent Design Review and Construction permit approval, will be required, but are outside the scope of this proposal.

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

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

A. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: Flat Rolling Hilly Steep slopes Mountains Other

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

Approx 8%

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

See attached Geotech report

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

No

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

No fill required

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Site is already cleared. Any construction activity will be controlled

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

Approx 75%

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

Compliance with grading and drainage codes.

2. AIR

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

During Construction: Dust from construction activity.

When completed: Nil

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

No

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

Construction Activities Best Practices.

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 / Not Applicable

- (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.

- Not Applicable

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

- Not Applicable

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

- No

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

- No

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

- No

b. Ground

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

- No withdrawal of groundwater. Some water may infiltrate from the Low Impact Development features but no direct discharge to ground water.

- (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.

- Waste material / sewage will be discharged to the public sewer system. No discharge to the ground.

c. Water Runoff (Including storm water)

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

- Storm water runoff from the site will come from roofs, paved areas, and landscaping. The water will be collected in catch basins and area drains as well as subsurface piping and discharged to the City storm drainage system in Bel-Red Road.

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

- No. Erosion control best management practices will be utilized during construction. Surface runoff after construction will be treated using low impact development techniques and detention will slow the discharge rate.

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

- Erosion control compliance with city codes.

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 (weeds grown through existing gravelled area)
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

The site was one existing significant tree that is in poor health

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

All existing grass and weeds.

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

- Non known

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

New landscaping will be provided to all non permeable areas.

5. ANIMALS

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

- Birds: hawk, heron, eagle, songbirds, other: Birds frequent open parkland & heavily
trees areas near the site.
 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.

- Not Applicable

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

- Not Applicable

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

- Not Applicable

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.

- Gas and electric for heating

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

- No

- c. What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any:

- To be determined under Design Review / Building Permit processes

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.

- See phase 1 attached

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

- Not Applicable

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

- Not Applicable

b. Noise

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

- Existing noise in the area is generally limited to traffic noise on Bel-Red Road.

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

- Any long term noise impacts will be associated with residential use of the project.

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

- The project will comply with state and local noise regulations.

*Construction
NOISE &
INTERIOR
noise regulated
by City Code
9.18*

8. Land and Shoreline Use

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

- Currently the site is not being used. A nursery operated for approx.

30 years until March 2007.

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

- No

- c. Describe any structures on the site.

- A small one storey structure of approx 4,000 sf

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

- Yes, the above structure

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

Under the Bel-Red Subarea the zoning will be BR-RC3 / Bel-Red

Residential/Commercial Node 3

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

Commercial Business (CB) and Office Use (O)

- 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.

- No, Not Applicable

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

- Approx 50 people would work, and approx 600 would live

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

- None

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

- Not Applicable

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

Conforms to the proposed Bel-Red Land Use code and Community Plan Amendments underway by the COB.

9. Housing

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

Approx 150 seniors rental units, approx 65 units of seniors condominium, approx 150 units short stay hotel, approx 150 units extended stay hotel. All Units to support surrounding community mid-level incomes.

- 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:

Any impacts related to the creation of housing units on public services will be mitigated through the City of Bellevue's imposition of impact fees.

10. Aesthetics

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

- Tallest height = 70 ft

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

None

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

Proposed Bel-Red Land Use plan and Community Plan address design guidelines and building size and location.

11. Light and Glare

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

Some light impacts will occur associated with normal residential and hotel development. These impacts would mainly occur at night.

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

No

c. What existing off-site sources of light or glare may affect your proposal?
None

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

The project will comply with the City of Bellevue's light and design requirements.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?
Directly adjacent the site is the Uniguard open park. Within a 1 mile radius includes: Ivanoe Park, Ardmore Park, Crossroads Park Golf Centre, various schools, etc.

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

- No

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

- The project will comply with the City of Bellevue's regulations regarding park impact fees.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

- No

b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

- None

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

- Not Applicable

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. The primary public streets serving the site include: 156th Ave NE, Bel-Red Dr., Northup Way, and NE 24th St.

Access to the site would be provided onto both 156th Ave NE and Bel-Red Rd.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
Currently served by King County Metro Transit routes: 229, 233, 245, 256, and 261.

Transit stops are located on 156th Ave. NE within 1/10 of a mile from the site.

c. How many parking spaces would be completed project have? How many would the project eliminate?
Site would have approx 400 parking spots. Currently there are a few

undefined surface spots.

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).

- To be determined in traffic impact study currently being conducted.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

- No / Not Applicable

*IMPROVEMENTS
TO BEL-RED
REQUIRED.*

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
 - Completed project is estimated to generate 2,794 net new vehicular trips per day. Peak volumes would occur between 7-9am and 4-6pm.
- g. Proposed measures to reduce or control transportation impacts, if any:
 - Proposed measures to reduce or control transportation impacts include payment of transportation impact fees to fund projects on the City's Transportation Facilities Plan (TFP)

15. Public Services

- a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
 The project may result in an increased need for public services such as fire and police protection, health care, and recreation.
- b. Proposed measures to reduce or control direct impacts on public services, if any.
 The project will be required to comply with the City of Bellevue's regulations regarding impact fees.

16. Utilities

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

Electricity / TBD
 Natural Gas / TBD
 Water, Sewer / COB

Signature

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



Signature..

Date Submitted... September 29, 2008

