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

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

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

File No.	10-115437 LM
Project Name/Address:	Fred Meyer Fueling Facility 2041 148th Ave NE
Planner:	Matthews Jackson
Phone Number:	425-452-2729
Minimum Comment Period:	**July 22, 2010; 5 p.m.**

Materials included in this Notice:

- [x] Blue Bulletin
- [x] Checklist
- [ ] Vicinity Map
- [ ] Plans
- [ ] Other:

BACKGROUND INFORMATION

Property Owner: Fred Meyer Stores, Inc.

Proponent: Jim Coombes, Senior Entitlements Manager
Fred Meyer Stores, Inc. .
3800 S.E. 22nd Avenue
Portland, OR 97202
Phone: (503) 797-5617

Contact Person: Bruce Creager
Barghausen Consulting Engineers, Inc

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

Address: 18215 – 72nd Avenue South, Kent, WA 98032

Phone: (425) 251-6222

Proposal Title: Fred Meyer Fuel Center

Proposal Location: 2041 148th Avenue N. E. (near N. E. 20th Street)
(Street address and nearest cross street or intersection) Provide a legal description if available.

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

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

1. General description:

   The proposal is to construct a Fred Meyer fuel center for retail fuel sales on the Fred Meyer shopping center site.

   The fuel center includes a 43- by 126-foot canopy (5,418 square feet), an 8- by 14-foot cashiers kiosk (112 square feet), with seven (7) multi-product dispensers, MPD's, with 14 vehicle fueling positions, VFP'; two (2) underground storage tanks, UST's, one (1) 20,000-gallon and one (1) 18,000 (10,000/8,000-gallon dual) tank. Other associated site improvements include adding new landscape areas, sewer and water utility connections.

   The Fred Meyer fuel center will be of Type II-B construction and M occupancy according to the International Building Code. The Fred Meyer fuel center will operate 24 hours per day, 7 days a week. During store hours, typically 7:00 a.m. to 11:00 p.m., the fuel center will have a cashier at the kiosk who will take cash and credit payments. During other hours, the fuel center will operate as a fully automated and remotely supervised fuel center with pay-at-the-pump capability using approved credit and debit cards only.

2. Acreage of site: 12.1306

3. Number of dwelling units/buildings to be demolished: -0-

4. Number of dwelling units/buildings to be constructed: -0-

5. Square footage of buildings to be demolished: -0-

6. Square footage of buildings to be constructed: 5,418-square-foot canopy with a 112-square-foot kiosk

7. Quantity of earth movement (in cubic yards): 1,500

8. Proposed land use: Retail (fuel sales)

9. Design features, including building height, number of stories and proposed exterior materials:

   Canopy height is 19 feet and materials are structural steel columns and roof and aluminum composite (ACM) fascia. The kiosk is a prefabricated steel metal building with concrete masonry unit (CMU) veneer.

10. Other

    None.

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

Construction will commence March 2011, and be completed in May 2011.

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

There are no plans for future additions or expansions to the fuel center.

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

- A Geotechnical Engineering Report, dated June 16, 2010, was completed by The Riley Group, Inc.
- Circulation Review Letter, dated June 9, 2010, prepared by Group Mackenzie.

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.

To our knowledge there are no pending applications directly affecting the subject property.

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.

City of Bellevue:

- SEPA Environmental Review
- Building Permit - Medium
- Clearing and Grading Permit
- Mechanical, Electrical, and Plumbing Permits
- Sign Permit
- Landscape Plan approval
- Land Use Exemption ("LJ")
- Street Use Permit
- Operational Permit (Fire Department)
- Concurrency Review

Puget Sound Clean Air Agency (PSCAA):

- Authority to Construct and Permit to Operate

Washington State Department of Ecology:

- Underground Storage Tank Temporary (90-day) Permit and Permit License Tags

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 – Not Applicable

☐ Preliminary Plat or Planned Unit Development – Not Applicable
Preliminary plat map

☐ Clearing & Grading Permit – Not Applicable
Plan of existing and proposed grading
Development plans

☐ Building Permit (or Design Review) – Not Applicable
Site plan
Clearing & grading plan

☐ Shoreline Management Permit – Not Applicable
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)?

Two percent.

c. What general types of soil 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 soils are Glacial till (Qvt) according to the Geotechnical Engineering Report by The Riley Group, Inc.

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.

Approximately 1,200-1,500 cubic yards of cut and fill material is estimated for the installation of the underground storage tanks, canopy footings and associated utility work. Clean fill will be imported from a suitable source.

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

Due to the existing site conditions (paved and flat) erosion is not expected to be a likely problem.

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

94.8 percent of the site will be covered with impervious surfaces, a small decrease from existing conditions.

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

A Temporary Erosion and Sedimentation Control Plan (TESCP) will be prepared and submitted to the City of Bellevue for review and approval. The approved TESCP will be implemented accordingly before and maintain during construction until the potential for erosion has passed.

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.

Development of the site, as proposed, would result in minor impacts to existing air quality. The primary air quality impacts would be related to construction activities, future vehicle traffic, and operation of the retail gasoline fuel center.

During construction, exhaust will be emitted from construction equipment and vehicles using gasoline or diesel fuels. These emissions will be temporary in nature and will not have lasting or harmful effect on the project or adjacent properties. There may also be airborne dust particles affecting air quality, principally during the filling and grading phase of this project. The amount of airborne dust particles will be minimal with the implementation of the TESC Plan.

Following construction, the project will create emissions to the air including exhaust from customer and delivery vehicles and from the fueling center. These emissions will include suspended particles, carbon monoxide (CO), nitrogen oxides (NO_X), sulfur oxides (SO_X), volatile organic compounds (VOCs), hydrocarbons and other typical pollutants.

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

Offsite sources of emissions or odor that may affect this project are exhaust emissions from vehicles traveling on the surrounding roadway network of 148th Avenue N.E., N.E. 20th and N.E. 24th Streets.

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

Should construction occur during the dry season, the Temporary Erosion and Sedimentation Control Plan will specify controlling airborne particles by watering the ground as needed before and during clearing and grading activities.

To minimize potential impacts to the air created by the Fred Meyer Fuel Center, a California Air Resources Board (CARB) certified Stage II assisted vapor recovery system will be utilized at the product dispensers. The system will reduce vapor release to the air typically associated with refueling of vehicles. A CARB certified Stage I dual point vapor recovery system will be utilized at the underground storage tanks to reduce vapor release to the air typically associated with off-loading product to the underground storage tank from tanker delivery trucks.

3. WATER

a. Surface

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

No.

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

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.

None.

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

No.

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

No.

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

The project will reduce the area of pavement subject to vehicle maneuvering and the under-canopy fueling area will be collected separately from the storm drain system.

b. Ground

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

The project's Geotechnical Engineering Report find indicates groundwater at a depth of 16 feet; it is possible that some dewatering would be required during construction of the fuel center and in particular for the underground storage tanks.

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

None. The project will not generate domestic or industrial sewage.

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.

Due to the increase in landscape areas and the construction of the canopy, the amount of paved areas subject to stormwater runoff will be reduced from current conditions. Stormwater runoff will still continue from other paved surfaces onsite and will be collected and conveyed to the existing stormwater collection system. The roof drains from the new canopy will be tight-lined to the on-site storm collection system.

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

The only waste materials that could potentially enter the ground include unspent hydrocarbons and heavy metals from the modified areas of the parking lot surface and the fuel tank slab. These will be collected and conveyed through the onsite stormwater collection system to be pretreated and discharged to a downstream location. The under canopy area of the new fuel center will have a limited amount of stormwater runoff. That area will be collected and pretreated through an oil/water separator prior to discharge to the City's sanitary sewer system; or, will be conveyed to a dead-end sump for collection and removal to an approved off-site hazardous materials treatment facility.

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

Stormwater runoff from the under canopy drive slab will be collected and conveyed through an oil/water separator and then discharged into the City's sanitary sewer system; or, to a dead-end sump. As noted in Section A.1.h. above, a Temporary Erosion and Sedimentation Control Plan (TESCP) will be implemented and maintained during the construction phase. Also, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented to control and mitigate impacts to stormwater.

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?

Approximately 1,758 square feet of decorative landscape areas will be removed, including four trees over 6 inches in caliper. Approximately 1,864 square feet of new landscape will be planted.

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

There are no known threatened or endangered plant species on or near the subject property.

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

The new landscape areas will be designed to be compatible with the plant materials present on the Fred Meyer shopping center site and compliant with the City of Bellevue standards. The landscape materials will consist of native and/or Northwest tolerant plant species.

5. ANIMALS

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

☒ Birds: hawk, heron, eagle, songbirds, other

☐ Mammals: deer, bear, elk, beaver, other

☐ Fish: bass, salmon, trout, herring, shellfish, other

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

None known.

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

Because the subject property is located within the Pacific Northwest, it is also within the Pacific Flyway, a known route of migratory birds including water fowl.

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

There are no measures proposed as a part of this project.

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.

Electricity will be used to provide power for the Fred Meyer fuel center.

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:

The fuel center building and lighting will be designed to meet the Washington State Energy Code regulations.

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.

Potential environmental health hazards would include exposure to gasoline during refueling of automobiles, risk of fire and potential for contamination of the environment by petroleum products in the unlikely event of a spill or release of fuel from the gasoline storage tanks, product fuel lines, or dispensers. No other extraordinary health risks are foreseen.

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

The level of emergency services (fire, police, medical) would be consistent with comparable facilities of this size and type.

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

The fuel center provides a significant number of features to reduce and control the potential for environmental health hazards. For example:

1. There are emergency shutoff switches located at the site in accordance with International Fire Code Standards and local requirements. Two emergency shutoff switches are located at the canopy and cashier's kiosk.
2. Fire extinguishers are also provided in accordance with International Fire Code Standards and local requirements.
3. Both the underground gasoline storage tanks and product piping are of double-containment type construction. Tanks are of double-walled fiberglass materials, which provide protection against rupture and/or leakage. The fiberglass material helps prevent corrosive deterioration of the walls and helps prevent subsequent contamination of the surrounding soils.
4. The underground fuel system includes interstitial monitoring of the inner walls of the tanks and piping. This monitoring will detect any possible leaks, immediately notify the fuel center operator, and shut down that portion of the system with the detected leakage.
5. Upon installation, the system is pressure checked according to the manufacturer's specifications to detect any pressure loss and to isolate and correct any problems before covering the tanks and paving the site.
6. Additional primary and secondary containment equipment and spill-prevention features include overfill prevention features (OPW automatic shutoff drop tubes risers), gravity return of the un-dispensed product, flex-joints at tanks, and breakaway impact valves at the dispensers.
7. The training of drivers and clerks in emergency procedures also helps avoid the release of fuel into the environment. Drivers are trained in transport, delivery, safety, and fuel containment procedures. Employees are trained in emergency procedures and supplied with on-site hazardous spill prevention plan and clean-up kits designed for this fuel center.
8. Stage I and II vapor recovery systems will be utilized on site. These vapor recovery systems will reduce the amount of fuel vapor released at the time of fuel delivery to the underground storage tanks (Stage I) and at the fuel dispensers during vehicle fueling (Stage II).

b. Noise

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

Noise in the area which may affect the subject property includes traffic on the surrounding road network including 148th Avenue N.E. and N.E. 20th and 24th Streets.

(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.

Noise associated with construction activity at the project site could vary as construction progresses and depending on the equipment being used. Maximum noise levels are expected to be from 57 to 87 decibels.

After construction, noise will continue to be generated by automobile traffic and delivery truck traffic. Noise levels are not expected to exceed current levels after the project is constructed.

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

Noise impacts associated with construction phases of the project may be limited in duration and hours of construction and by the use of sound attenuation devices on construction equipment.

8. Land and Shoreline Use

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

The subject site is the Fred Meyer shopping center development. To the north, south, and east are retail land uses. To the west are offices.

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

Unknown.

c. Describe any structures on the site.

The subject site is developed with the Fred Meyer retail store and tenants, and two out-buildings for a tire store and locksmith, which occupy approximately 171,145 square feet.

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

No.

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

The site is zoned Bel-Red Commercial/Residential (BR-CR).

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

Commercial.

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.

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

Approximately one (1) fulltime equivalent (FTE), person would work in the Fred Meyer fuel center.

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

No people would be displaced by the pr oject.

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

Not applicable.

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

The project will be designed in compliance with the City's Zoning and Development regulations and other regulations established by Regional and State agencies with jurisdictions such as the Puget Sound Clean Air Agency and the Washington State Department of Ecology.

9. Housing

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

No residential units will be constructed as a part of the project.

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

No residential units will be eliminated as a part of the project.

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

Not applicable. No measures are 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 fuel center canopy will be approximately 19 feet in height. The canopy will be constructed of aluminum composite (ACM) fascia with adhesive decal striping, and roof supported by painted steel metal canopy columns. The cashier's kiosk is a prefabricated metal structure with concrete masonry unit (CMU) veneer.

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

No views will be obstructed by the project.

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

Not applicable. None proposed.

11. Light and Glare

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

No light or glare is expected to occur from construction activities. After project completion primary light impacts will be generated from the under canopy lighting and from headlights from vehicles using the fuel center.

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

Light and glare from the finished project are not expected to be a safety hazard or interfere with views.

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

Existing offsite sources of lighting include street lights and headlights from vehicles on abutting properties. These are not expected to adversely affect the project.

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

The under canopy lights will be flush mounted and/or shielded to minimize horizontal throw of light.

12. Recreation

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

There are no designated recreational opportunities in the immediate vicinity or adjacent to the site.

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

Not applicable.

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

Not applicable. None proposed.

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.

To our knowledge none exist in the immediate vicinity or on the subject property.

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

Not applicable. None proposed.

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 site is served by N.E. 20th Street, N.E. 24th Street, and 148th Avenue N.E. There are existing driveways to both streets.

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

Yes. Bus transit is available on N.E. 20th Avenue and 148th Avenue N.E.

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

After the construction of the fuel center, there would be approximately 581 stalls remaining on the Fred Meyer site. 90 stalls would be eliminated.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

No new roads, streets, or improvements are warranted by the traffic to be generated by the new fuel center.

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

The project will not use water, rail, or air transportation.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

According to the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, using ITE Land Use Code No. 944 "gasoline/service station", the Fred Meyer fuel center will generate 2,360 average daily trips. The peak hours of the fuel center will coincide with the peak hours of traffic on the abutting roadways, and also likely occur during the midday peak hours of shopping on Saturday and Sunday.

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

Proposed measures to reduce or control transportation impacts would include payment of the City of Bellevue Traffic Impact fees.

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 would likely result in a slight increase in the demand for public safety services such as police, fire protection, and emergency medical services.

b. Proposed measures to reduce or control direct impacts on public services, if any:

Measures proposed to minimize the demand for fire protection services have been discussed under Item 7.2 above. These include state-of-the-art fueling equipment consistent with International Fire Code and meeting or exceeding industry standards.

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.

The fuel center will connect to the existing water and stormwater systems on or adjacent to the subject property. The fuel center may connect to sanitary sewer or have a dead-end sump as described in Section B.3.c. above.

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 June 18, 2010 .....

GROUP MACKENZIE
CELEBRATING 50 YEARS

RECEIVED
JUN 21 2010
PERMIT PROCESSING

June 9, 2010

Fred Meyer, Inc.
Attention: James Coombes
3800 SE 22nd Avenue
Portland, Oregon 97202

Re: **Fred Meyer Fuel Bellevue**
Circulation Review
Project Number 2100084

Dear Mr. Coombes:

Group Mackenzie has prepared this analysis of vehicle circulation and queuing for the proposed Fred Meyer fuel facility at the store located at 148th Avenue NE in Bellevue, Washington. This analysis has been requested by City staff.

The proposed fuel facility will be located at the northwest corner of the existing store site in an existing surface parking area. Approximately 90 parking spaces will be eliminated with the project. This area of the site is set back from the adjacent streets and is in an area currently underutilized for parking and with lower traffic volumes compared to other areas of the site.

The fuel facility will include seven dispensers and a cashier's kiosk, providing for 14 vehicle fueling positions. An estimate of trip generation was prepared in a separate letter, indicating a total of 194 trips during the PM peak hour, with most trips from vehicles already at the Fred Meyer site or driving by on the adjacent streets, including 148th Avenue NE, NE 20th Street, and NE 24th Street. Only 20 trips during the PM peak hour are expected to be primary trips.

The orientation of the fuel facility allows vehicles to approach from the north and south. This alignment will work well for vehicles arriving at the site from the east or the south. Most vehicles will likely use the driveway on 148th Avenue NE, where a traffic signal is provided. Vehicles arriving from the west on NE 20th Street would likely enter and exit at the west Fred Meyer driveway, traveling along the west side of the store. Vehicles arriving from the west on NE 24th Street would enter one of the driveways on the adjacent parcel, but would exit at one of the other Fred Meyer driveways as left turns are not allowed to NE 24th Street. Vehicles entering from 148th Avenue NE would likely use the main driveway at the traffic signal, and then could approach the fuel facility from the north or south drive aisles.

The parcel to the north has a loading area behind the buildings with an access at the west end of the Fred Meyer north property line. While volumes are anticipated to be low from this access, a 30-foot wide drive aisle is proposed at the west end of the fuel facility to allow for circulation from this loading area.

The fuel facility is set back from parking spaces along the north property line such that a two-way drive aisle is provided and two vehicles can queue behind vehicles at the fuel dispensers.

Heritage Building
601 Main Street, Suite 101 | Vancouver, Washington 98660
Tel: 360.695.7879 | www.grpmack.com | Fax: 360.693.6637

Group Mackenzie, Incorporated

Architecture
Interiors
Structural Engineering
Civil Engineering
Land Use Planning
Transportation Planning
Landscape Architecture

Locations:
Portland, Oregon
Seattle, Washington
Vancouver, Washington

Similarly, on the south side of the facility, the two-way drive aisle at the north end of the store is maintained, along with room to queue up to three vehicles behind vehicles at the fuel dispensers. The attached figure identifies these queues.

The proposed fuel facility location is in an area of the existing parking lot with lower traffic volumes and the drive aisle will be maintained, such that the facility will have little impact on traffic circulation on the Fred Meyer site.

Please feel free to contact us if you have any questions.

Sincerely,

Brent Ahrend, PE
Traffic Engineer

BRENT T. AHREND
STATE OF WASHINGTON
35921
REGISTERED
PROFESSIONAL ENGINEER
6-10-10

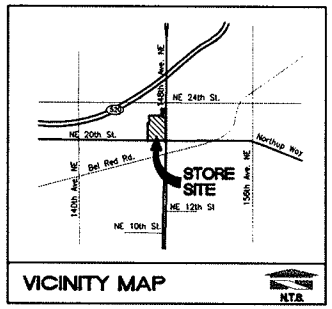
Enclosures: Site Plan
Detailed Site Plan with Vehicle Queues

c: Bruce Creager – Barghausen

OVERALL SITE PLAN

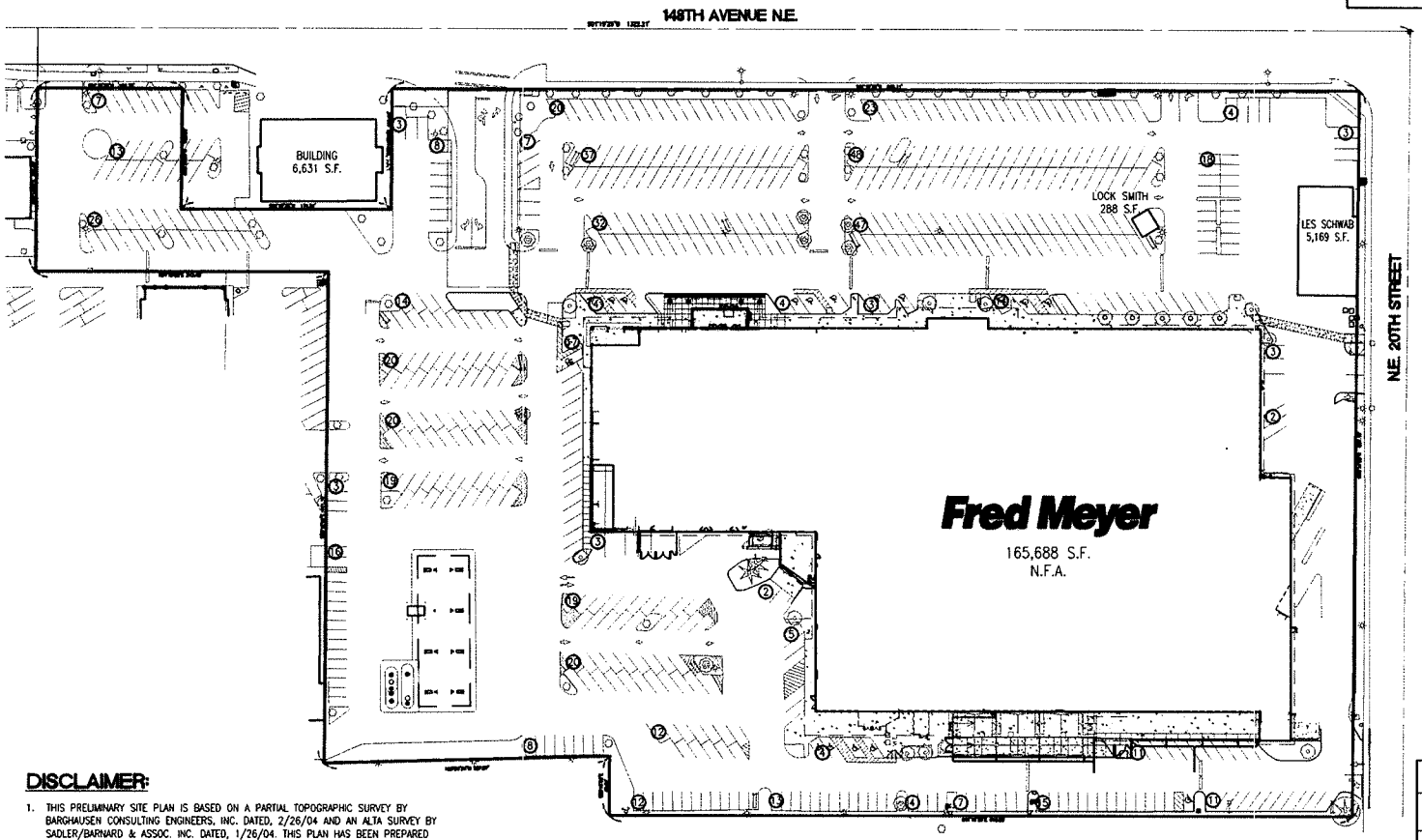
1" = 100'

0 25 50 100



VICINITY MAP

N.T.S.



DISCLAIMER:

1. THIS PRELIMINARY SITE PLAN IS BASED ON A PARTIAL TOPOGRAPHIC SURVEY BY BARGHAUSEN CONSULTING ENGINEERS, INC. DATED, 2/26/04 AND AN ALTA SURVEY BY SADLER/BARNARD & ASSOC. INC. DATED, 1/26/04. THIS PLAN HAS BEEN PREPARED WITHOUT THE BENEFIT OF COMPLETE ZONING INFORMATION OR CONFIRMATION OF SITE DEVELOPMENT STANDARDS AND THUS THE SITE DEVELOPMENT FEASIBILITY IS NOT IMPLIED OR GUARANTEED.

PARKING STATISTICS	
EXISTING PARKING	671
PROPOSED PARKING DELETED	-90
PROPOSED TOTAL PARKING	581
REQUIRED PARKING = 513 MIN, 856 MAX	

Fred Meyer
STORE #00023
BELLEVUE

THE KROGER CO.
AND FRED MEYER
STORES INC.

BARGHAUSEN CONSULTING ENGINEERS, INC.

7 M.P.D.
FRED MEYER
FUELING
FACILITY
ADDITION
2041 148TH AVENUE N.E.
BELLEVUE, WA

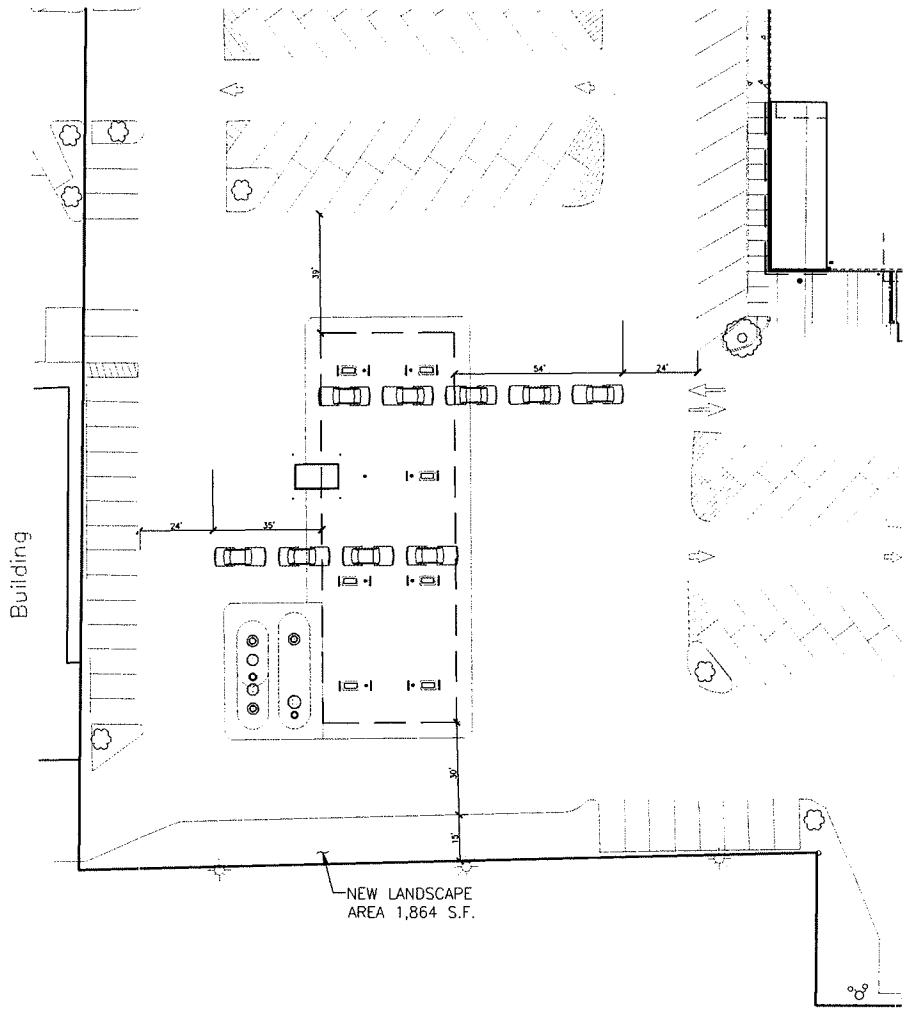
DATE: 6/28/10

DD-1
OVERALL
SITE PLAN

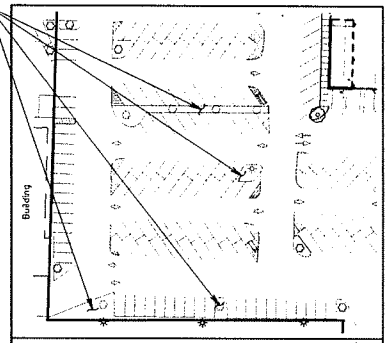
DETAILED SITE PLAN

1" = 40'

0 10 20 40



TOTAL LANDSCAPE AREA
TO BE DEMOLISHED
1,758 S.F.



EXISTING SITE CONDITIONS

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PARKING STATISTICS	
EXISTING PARKING	671
PROPOSED PARKING DELETED	-90
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REQUIRED PARKING = 513 MIN. 856 MAX	

Fred Meyer
STORE #00023
BELLEVUE

2041 148TH AVENUE N.E.
BELLEVUE, WA

THE KROGER CO.
AND FRED MEYER
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BELLEVUE, WA

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DATE	DESCRIPTION

BCE #11238
PM: BRUCE CREAGER
DATE: 5/26/10

DD-2
DETAILED
SITE PLAN