



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
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. 11-125943-LP

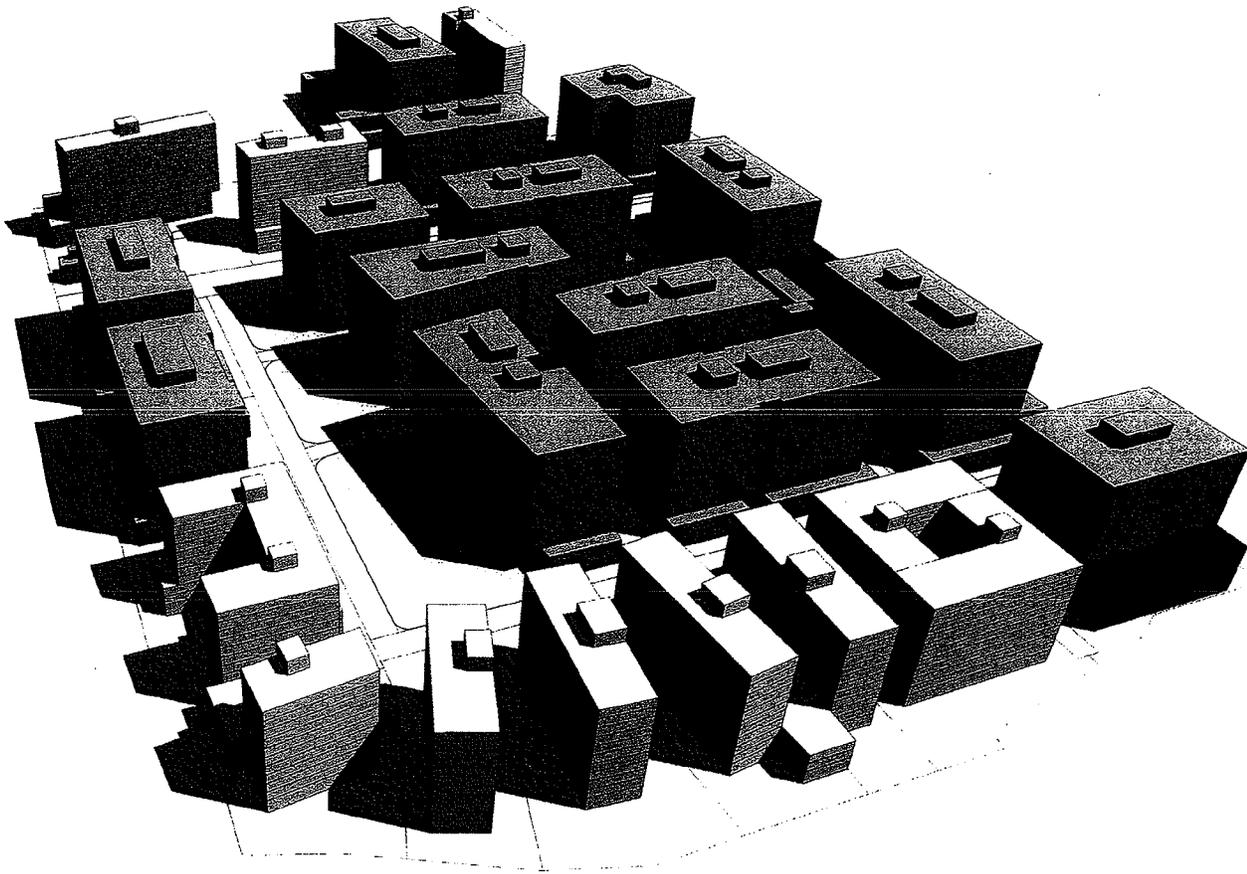
Project Name/Address: The Spring District Master Development Plan
1227 124th Avenue NE

Publish: December 15, 2011

Minimum Comment Period: December 29, 2011

Materials included in this Notice:

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



THE SPRING DISTRICT

Environmental Checklist

Master Development Plan Submittal

November 7th 2011

WRIGHT
RUNSTAD
& COMPANY



Planning and Design Team

**WRIGHT
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Redmond, WA 98052

ENVIRONMENTAL CHECKLIST

BACKGROUND INFORMATION

Property owner: WR – SRI 120th LLC

Proponent:

Contact person: Cindy Edens, Wright Runstad & Company

Address: 1201 3rd Avenue, Suite 2700, Seattle, WA 98101

Phone: (206) 447-9000

Proposal Title: The Spring District Master Development Plan

Proposal Location: BelRed Corridor, Bellevue, WA

Vicinity Map: Attached

General description: The Spring District development encompasses 36.01 acres in the BelRed Subarea. The proposed redevelopment of the industrial complex will transform the area into a transit-oriented, mixed use development containing office space, neighborhood retail space, and housing units.

1. Acreage of site: 36.01
2. Number of dwelling units/buildings to be demolished: 6 buildings
3. Number of dwelling units/buildings to be constructed: 29 buildings
4. Square footage of buildings to be demolished: 700,148 SF
5. Square footage of buildings to be constructed: up to 5,293,764 SF
6. Quantity of earth movement (in cubic yards): 1,630,000 CY
7. Proposed land use: Mixed use residential, office, retail space, open space
8. Design features, including building height, number of stories, and proposed exterior materials:

Design features of The Spring District include residential, office, a hotel, and retail development, complemented by a network of parks and open spaces. The design will encourage the use of public transit with pedestrian and bicycle facilities and accessibility to the Sound Transit Light Rail Transit (LRT) station at the north end of the site. The residential buildings will likely include five stories of residences over two stories of underground parking. The maximum building height for the development is 150-feet, plus 15-feet for HVAC.

Environmental Checklist

Individual building permits will be obtained through the administrative design review, during which time the specific design features, building height, stories, and exterior materials will be presented.

9. Other

None.

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

Phase 1 is expected to begin as early as the first quarter 2012 with full build-out expected in the next 15 years.

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

The development will be completed in seven distinct phases, as described generally next.

- Phase 1a includes the first residential buildings along the south end of the property, two office buildings with ground-floor retail, and an interim park to meet park space requirements per the Development Agreement.
- Phase 1b includes the addition of more office development and ground-floor retail space;
- Phase 2 includes City roadway improvements, the arrival of the Sound Transit Light Rail Transit (LRT) station, and the permanent placement of the active and passive park spaces;
- Phase 3 includes additional office and retail space;
- Phase 4 adds a landmark hotel that will provide an additional entry to the LRT station;
- Phase 5 adds development north of NE 16th Street including residential and office/retail space; and
- Phase 6 adds the final office building and residential complex.

Each phase of development will go through administrative design review and will be subject to applicable regulations and policies in effect at the time of application.

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

An FEIS for the BelRed Corridor Project was issued by the City of Bellevue in July of 2007. The FEIS designates a Preferred Alternative, identified by the BelRed Steering Committee in May 2007, which would increase density in the western half of the BelRed Corridor by including three closely spaced development nodes in the vicinity of Overlake Hospital Medical Center (OHMC), 122nd, and 130th Avenues NE.

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

The Sound Transit East Link project will affect this proposal. The light rail alignment will transect the project site between NE 15th Street and NE 16th Street.

Environmental Checklist

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.

In addition to the Administration Design Approval in accordance with the Master Development Plan, each phase of development will require local permits, including building, clearing and grading, and utilities as well as coverage under Ecology's stormwater general NPDES permit will also be needed.

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 and Grading Permit
- Plan of existing and proposed grading
- Development Plans
- Building Permit (or Design Review)
- Site Plan *See accompanying Master Development Plan submittal documents
- Clearing and Grading Plan
- Shoreline Management Permit
- Site Plan

A. ENVIRONMENTAL ELEMENTS

1. Earth

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

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

The affected geographic area is generally flat, with the exception of a man made steep slope located at the western edge of the site along 120th Avenue NE. The slope is up to 50-percent in places.

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

A geotechnical engineering report dated November 11, 2005 found significant fill exists on site consisting of medium dense sand to silty sand and medium stiff to hard sandy silt with varying amounts of gravel and organics. Glacial till was encountered at depths of about 13 feet.

- d) Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
There are no known indications of or history of unstable soils in the immediate vicinity. The slope along the east side of 120th Ave NE at the intersection with NE 12th Street is a man-made slope with no visible or known history of instability.
- e) Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.
Proposed earthwork includes the excavation of approximately 1.5 million CY of material for construction of underground parking garages. Of this material 130,000 CY will be used for fill within the site, if suitable. Fill trucked in from off-site will come from approved suppliers.
- f) Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
The possibility for erosion will be minimized or eliminated through the use of Best Management Practices (BMPs), including an erosion control plan prepared in accordance with City of Bellevue standards and the Stormwater Management Manual for Western Washington. In addition, construction timing, erosion control fencing, and other devices and methods will be employed to ensure erosion potential is minimized.
- g) About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
At full build-out, The Spring District development will be covered with no more than 75% impervious surfaces, such as asphalt and buildings.
- h) Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
An erosion control plan will be prepared in accordance with City of Bellevue standards and the Stormwater Management Manual for Western Washington. In addition, construction timing, erosion control fencing, and other devices and methods will be employed to ensure erosion potential is minimized.

2. Air

- a) What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.
During construction, emissions to the air will be released by construction vehicles and heavy equipment. Following construction, emissions from residents' vehicles will be released. Construction would temporarily increase dust and vehicle emissions near the construction area. Mitigation would include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off.

The BelRed Corridor FEIS predicts that as a result of increased traffic in the study area, carbon

monoxide emissions would increase by about 40 percent over No-Action Alternative, and emissions of particulates would increase by about 30 percent. It also states these emissions are not expected to violate air quality standards.

- b) Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
There are no known off-site sources of emissions or odor that would affect this proposal.

- c) Proposed measures to reduce or control emissions or other impacts to air, if any:
Construction vehicles will be fitted with required, factory-installed emission control devices. To reduce the potential of dust, construction accesses will be covered with rock or aggregate. Dust emissions will also be reduced during construction through the use of spray water as necessary during dry weather conditions and planting disturbed areas with erosion control seed mix as soon as is practical. Material stockpiles will also be covered or watered as necessary to control dust.

3. Water

1. Surface:

- a) 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.
The Spring District development area is approximately 400 feet northeast of Lake Bellevue. There is one Category III wetland located directly to the southwest of the property along 120th Avenue NE. The wetland flows to Lake Bellevue, which flows to Sturtevant Creek to the southwest. Kelsey Creek is located approximately 300 feet northeast of the site.
- b) 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.
The development will not require any work over, in, or adjacent to any body of water.
- c) 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.
No fill or dredge material will be placed in or removed from surface waters or wetlands as a result of the proposal. The wetland noted above will be filled and mitigated as part of the City's 120th Avenue NE Phases 2 and 3 widening project.
- d) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
The proposal will not require surface water withdrawals or diversions. A 2005 geotechnical engineering report did not encounter groundwater during boring explorations and concluded the site has a relatively deep groundwater table.
- e) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.
According to FEMA Flood Insurance Rate Maps, Community Panel numbers 53033C0368F and

53033C0656F (eff. May 16, 1995), the affected geographic area is not within the 100-year floodplain.

- f) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.
Stormwater from rooftops and roadways will be collected, treated, and conveyed through approved systems that eventually discharge to Lake Bellevue.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.
This Proposal does not involve withdrawals of or discharges to groundwater.
- 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.
This Proposal does not include the discharge of waste materials into the ground from septic tanks or other sources. The residences, offices, and commercial/retail space within the development will be served by the City's public sewer system.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow?
Will this water flow into other waters? If so, describe.
Stormwater runoff will be generated by rooftops, driveways, and roadways. This runoff will be collected, treated, and will outfall to Lake Bellevue by means of an approved drainage system designed in accordance with the Stormwater Management Manual for Western Washington and City of Bellevue regulations.
- 2) Could waste materials enter ground or surface waters? If so, generally describe.
It is not anticipated that waste materials will enter ground or surface waters associated with this proposal.
- 3) Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:
The proposal will comply with all applicable requirements of the Drainage Design & Erosion Control manual and applicable stormwater manual. In addition, the project will include preparation of an IPMP for additional protection against ground and surface water contamination or pollution.

To reduce the amount of stormwater runoff, natural drainage practices will be implemented, including rain gardens and pervious concrete where appropriate. Internal, private roadways are narrower than standard street sections, reducing the use of asphalt pavement and therefore reducing runoff. During construction, contractors will be required to have a Spill Prevention Control and Countermeasure plans and a Stormwater Pollution Prevention Plan (SWPPP) in place. Stormwater systems will be designed and operated in accordance with relevant standards and requirements and will be treated prior to discharge into an approved system.

4. Plants

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

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

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

The majority of the existing vegetation on site, which includes deciduous trees and shrubs, will be removed.

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

There are no threatened or endangered species known to occur on or near the site.

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

There is limited vegetation currently on the site. While future development of the site will require the removal of deciduous trees and shrubs, the development includes significant landscaping, including mature street trees, open spaces, and parks.

5. Animals

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

- birds: hawk, heron, eagle, **songbirds**, other:
- mammals: deer, bear, elk, beaver, other:
- fish: bass, salmon, trout, herring, shellfish, other:

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

There are no threatened or endangered species known to occur on or near the site.

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

Yes, however, most of Western Washington is generally located in the Pacific Flyway for migratory waterfowl.

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

As there is no known wildlife on the site, no preservation measures are needed. Future development proposals will be subject to review under applicable regulations and Comprehensive Plan policies in effect at the time of application.

6. Energy and natural resources

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

The development will require electricity and natural gas energy for heating/cooling associated with residential, office, and commercial/retail development needs.

- b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

It is not likely the development will affect the potential use of solar energy by adjacent properties. The proposal will not produce shadows to the north nor shade other adjacent properties.

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

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

This proposal is being designed to encourage multimodal transportation, which should reduce the amount of fossil fuels used for transportation. Residential structures will be constructed in accordance with International Building Codes and Washington State Energy Code standards.

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.

There is an ammonia tank on-site for use associated with the cold storage facility. This tank will remain on-site until the demolition of the cold storage facility. Several underground storage sites have been removed and no groundwater contamination was identified. The site received a No Further Action determination from Ecology in 2009.

As with all sites, there may be a risk of spills during construction.

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

The need for special emergency services is not anticipated. Non-residential buildings are limited to offices and retail/hotel usage. Facilities storing or processing toxic chemicals are not part of this proposal.

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

Spill Prevention and Control Plans will be utilized by contractors working on-site during construction.

b. Noise

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

Noise from nearby roadways exists, including freeways I-405 and SR-520 and major arterials 124th Avenue NE and NE 12th Street. Noise from these facilities and other surrounding uses is standard roadway noise and will not affect the proposal.

- 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.

During the phasing of development, the site will produce short-term construction noise. The

BelRed Corridor FEIS states that long-term noise impacts would be similar to the No-Action Alternative (70 to 72 dBA) in areas proposed for residential development.

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

Motorized construction equipment will be properly fitted with mufflers to reduce engine noise associated with short-term construction noise. For long-term noise control, the site could employ building and site design measures, including landscaped buffers and other sound-proofing techniques. In addition, the development is designed and oriented for pedestrians and the use of public transit. This focus will reduce the amount of vehicles in The Spring District and noise associated with vehicular traffic.

8. Land and shoreline use

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

The development area currently contains warehouse and storage buildings. The uses on-site include manufacturing, warehouse, distribution, and accessory uses. Adjacent properties include warehouse, office, commercial, and residential uses.

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

Prior to the 1960's when Safeway became the first urban user, the BelRed Corridor area was used for agricultural production. Since that time, the site has been used for light industrial uses.

c. Describe any structures on the site.

There are currently six structures on site, totaling 700,000 SF. The structures are utilized for a mixture of manufacturing, warehouse, distribution, and accessory uses.

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

All existing buildings on the site will eventually be demolished as part of the site development. The buildings will remain operational until demolition.

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

As of 2009, the site was rezoned from light industrial to office/residential.

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

The current comprehensive plan designation is mixed-use office/residential.

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, other than a potentially steep slope in the vicinity as described earlier in this checklist.

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

The Spring District will house approximately 3,000 residents and employ approximately 200 retail and hotel workers and 18,560 office workers within the project.

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

The Proposal will not displace any residents as the current use of the site is industrial with no residences. The current tenants of the site currently employ approximately 350 workers. These workers will be displaced as the buildings are demolished.

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

The applicant is not proposing any measures to avoid displacement impacts. The Spring District's site and utility design will support the continued use of the industrial buildings until such time as each building is demolished. In the BelRed Corridor FEIS, the City considers potential mitigation for the displacement of industrial workers to include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue.

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

This Proposal is compatible with the City's existing comprehensive plan, the FEIS for the BelRed Corridor Project. Alignment with these plans ensures compatibility with existing and projected land use plans. Any future development that may be proposed within the BelRed Corridor and/or the affected geographic area would be reviewed for compliance with existing regulations in place at the time of the application.

9. Housing

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

The development will construct up to approximately 1,200,000 square feet of multifamily housing. Using as assumption that units will average 1,000 square feet each, this calls for up to 1,200 units and generally priced at levels consistent with current market. The Amenity Incentive System requires the first 1.25 FAR above the base of 1.0 be earned through affordable housing. If rental, affordable housing will be provided at the 80 percent median income, if ownership, affordable housing will be provided at 100 percent median income. Actual number of units will depend on how the Incentive System is used.

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

This Proposal will not eliminate any existing housing units as none are currently on-site.

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

The Proposal will not have an impact on existing housing units, and therefore no housing impact reduction or control is necessary.

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 building design for the Spring District is not complete. However, land use zoning within the project site allows buildings up to 150 feet tall. The project will follow existing Bellevue Land Use Code along with any future code amendments. There is no proposed building material proposed to date. The development permits will be issued by administrative design review, at which time the exterior building materials will be evaluated for alignment with current regulations and Comprehensive Plan requirements.

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

The BelRed Corridor FEIS included a view/visual analysis component. The analysis found that taller buildings on the ridgetop location of The Spring District would be prominently visible from several

public vantage points. From City Hall and the western terminus of the SR-520 Trail at NE 24th Street, these buildings would intersect the distant ridge lines but would not block significant views, such as of Mount Rainier. Closer to the transit node, at the public vantage points on BelRed Road and on 124th Avenue NE, the buildings would be prominent but would not block significant views.

c. Proposed measures to reduce or control aesthetic impacts, if any:
Streetscapes, buildings, and accesses to and views of specific natural environments on the site have been carefully considered. Approximately 25% of the overall project area will be dedicated to active and passive open space and landscaping.

11. Light and glare

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

New residences and businesses along with street lighting and traffic on the roadway network will increase light and glare at night.

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

It is not anticipated that light or glare from this project will be a safety hazard or interfere with views.

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

There are no known off-site sources of light or glare that would affect the development.

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

Exterior lighting will meet City design standards and cast light downward. Future development proposals will be subject to review under applicable regulations and Comprehensive Plan policies in effect at the time of application.

12. Recreation

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

Wilburton Hill Park and Botanical Gardens and Kelsey Creek Park are located approximately $\frac{3}{4}$ miles to 1 mile from the Spring District site.

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

The development will not displace any existing recreational uses.

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 create at least 1.68 acres of active and passive open space and parks within the development, which exceeds the City's requirements in accordance with the Development Agreement.

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.

The Washington State Department of Archaeology and Historic Preservation online GIS map tool does not indicate there are any places or objects listed on any registers within the immediate vicinity of the project site.

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

None known.

- c. Proposed measures to reduce or control impacts, if any:
The development will not have any impact on historical or cultural landmarks.

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 project site is generally served by NE 12th Street, 124th Avenue NE, and 120th Avenue NE. At full build-out the streets providing access to the site will include 120th Avenue NE, 124th Avenue NE, the future NE 15th Street, and NE 16th Street. These local streets are shown on the site plan and accompanying Master Development Plan documents. Freeway access includes SR-520 located north of the site and I-405 to the west.

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

The project site is not served by public transit, but public transit, King County Metro, serves the vicinity with bus service, including:

- Route MT 226-O: - approximately 0.1 miles from the project site
- Route MT 249-O: approximately 0.3 miles from the project site
- Route MT 672-O, MT 889-O: approximately 0.3 miles from the project site
- King County Rapid Ride B-Line: approximately 0.3 miles from the project site

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

At full build-out, The Spring District will have up to approximately 10,034 parking spaces. The current parking is directly associated with the current uses of the site. As the buildings are taken out of operation and demolished, the need for associated parking for those buildings will also 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).

The development of The Spring District will include the addition of private roads classified as local streets internal to the development. The development will also coordinate with planned improvements to 120th Avenue NE and 124th Avenue NE to provide frontage improvements at access points. One tract will be conveyed to the City for a public street (NE 15th Street). It is anticipated the construction of NE 15th Street will also be a City-led project.

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

The development does not use or occur in the immediate vicinity of current 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.

The development at build out is forecasted to generate up to 37,000 vehicle trips on a weekday and up to approximately 3,721 trips during the PM peak hour when commuter traffic volumes peak and the potential for congestion is at its greatest.”

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

The Bellevue City Code (14.60.070) establishes transportation management program requirements that will apply to development within The Spring District. Specific plan elements will be developed as part of the administrative design review for each development.

As a transit-oriented development, there will be additional measures such as signage for non-motorized travel modes and marketing activities to promote vehicle trip reduction within the District. The City's BelRed Corridor FEIS proposes King County Metro Route 233 be routed along NE 15th Street through The Spring District, further increasing public transit options.

With the addition of the Sound Transit LRT in Phase 2 of the development, vehicle trips are expected to decline as residents, employees, and visitors take advantage of the proximity of light rail. The development focuses on pedestrian connections to increase accessibility to the station.

The non-motorized experience will include a comprehensive sidewalk and trail system, including wide sidewalks, pedestrian plazas, shared use lanes, bicycle lanes, and through-block pedestrian connections. The pedestrian/bicycle trail that currently terminates near the project site will be extended along NE 16th Street, further increasing non-motorized options for residents and employees within the District.

New traffic associated with the development is expected to impact offsite transportation facilities during the AM and PM weekday peak hours. The City of Bellevue has identified roadway improvements needed to support the BelRed Corridor Plan vision and to accommodate the Sound Transit East Link project.

Roadway improvements adjacent to The Spring District include:

1. 120th Avenue NE project - currently in the design stage, this project will widen the roadway along the west side of the project site. This widening project, identified in the City's BelRed Corridor FEIS, will accommodate increased density and vehicle trips associated with new development nodes in the corridor, including The Spring District.
2. 124th Avenue NE project - the project includes improvements to 124th Ave NE between the planned NE 15th/16th Street and Northup Way by widening to a four lane arterial with a two-way left-turn lane, sidewalks, and landscaping. The Spring District will coordinate with this City-led project to provide site access points along the roadway as well as curb, gutter, and sidewalk along The Spring District site. This project is also expected to be complete during Phase 2 of The Spring District development.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

There will be an increase in demand for all public services including additional students for local schools.

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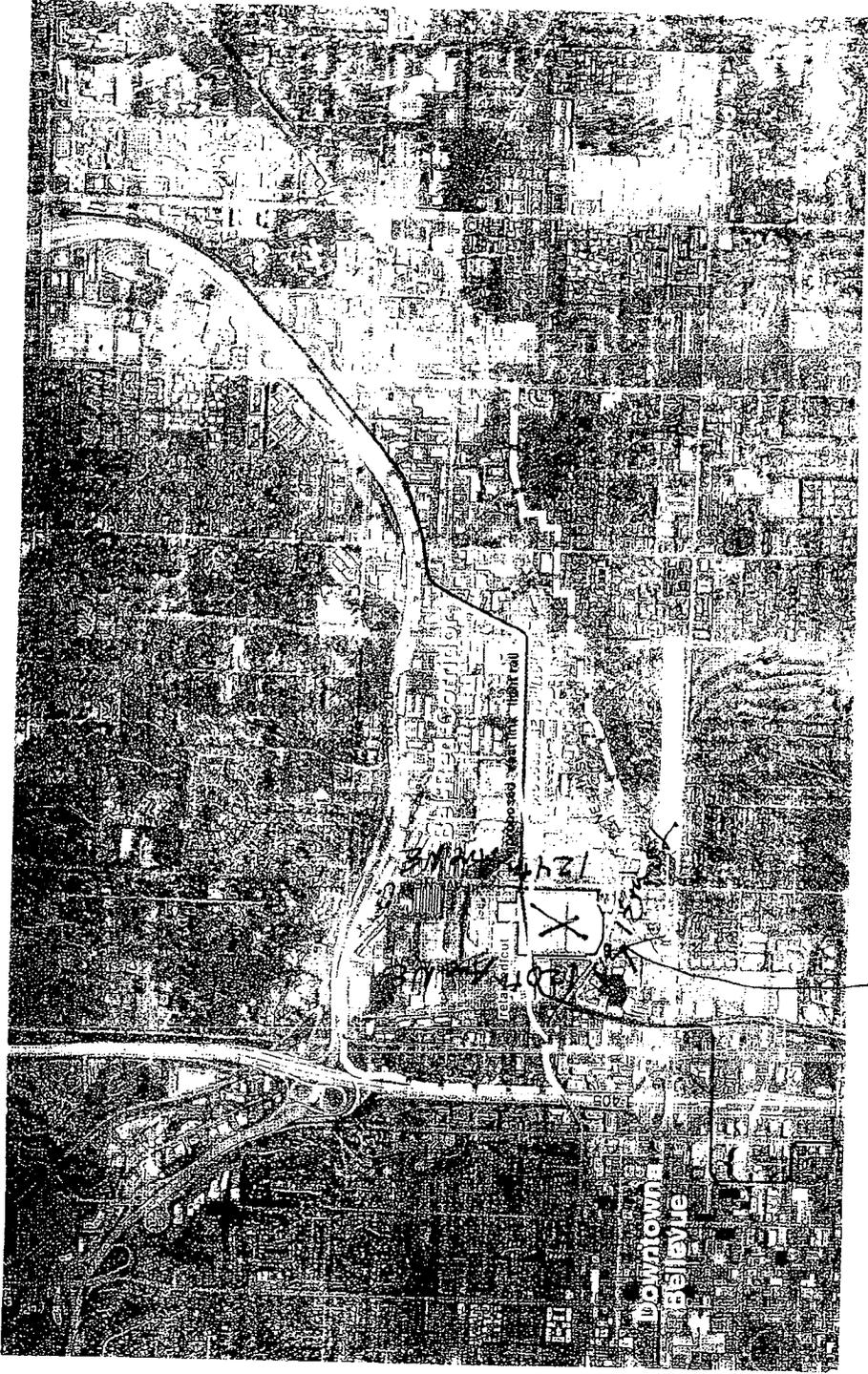
Parametrix

THE SPRING



SCALE
1" = 100' (approx.)
DATE
PROJECT
SHEET NO. 1000001

VICINITY MAP



Site