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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: GRE Bel-Red, LLC

LOCATION OF PROPOSAL: 2070 Bel-Red Road NE

DESCRIPTION OF PROPOSAL: Master Development Plan and Design Review approval to construct four multi-family residential towers over above-grade and underground parking. Approximately 476 parking stalls will be provided along with site landscaping. The project will consist of 452 apartments ranging from studios to two-bedroom units. Site access will occur from 156th Avenue NE and Bel-Red Road. Site size is 4.32 acres within the BR-RC-3 zone.

FILE NUMBERS: 12-128151 LP and 12-132769 LD **PLANNER:** Toni Pratt, Senior Planner

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 **8/15/2013**

☐ 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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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 Helland
Environmental Coordinator

7/31/2013
Date

OTHERS TO RECEIVE THIS DOCUMENT:

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☐ State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
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☐ Attorney General ecyolyef@atg.wa.gov
☐ Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us

City of Bellevue
Development Services Department
Land Use Division

Proposal Name:	**GRE Bellevue**
Proposal Address:	2211 156th Avenue NE & 2070 Bel-Red Road
Proposal Description:	Master Development Plan and Design Review approval to construct four multi-family residential towers over above-grade and underground parking. Approximately 476 parking stalls will be provided along with site landscaping. The project will consist of 452 apartments ranging from studios to two-bedroom units. Site access will occur from 156th Avenue NE and Bel-Red Road. Site size is 4.32 acres within the BR-RC-3 zone.
File Number:	**12-128151 LP and 12-132769 LD**
Planner:	Antoinette Pratt, Senior Planner
Applicant:	GRE Bel-Red, LLC
Decisions Included:	Maser Development Plan and Design Review Approvals
State Environmental Policy Act Threshold Determination:	Determination of Nonsignificance Carol V. Helland Carol V. Helland, Environmental Coordinator Development Services Department
Director's Recommendation:	**Approval with Conditions** Michael Brennan, Director Development Services Department By: Carol V. Helland Carol V. Helland, Land Use Director

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Application Date:	November 8, 2012 and December 21, 2012
Public Notice (500 feet):	November 21, 2012 and January 17, 2013
Public Meeting:	December 11, 2012 and May 2, 2013
Minimum Comment Period:	January 31, 2013
Bulletin Publication Date:	**August 1, 2013**
Appeal Deadline:	**August 15, 2013**

For information on how to appeal a proposal, visit the Development Services Permit Center at City Hall or call (425) 452-6864. 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

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I. PROPOSAL, PHASING & REVIEW PROCESS

A. Proposal/Request

The applicant has submitted for Master Development Plan (MDP) and Design Review approvals to construct four multi-family residential towers over above-grade and underground parking. Approximately 476 parking stalls will be provided along with site landscaping. The project will consist of 452 apartments ranging from studios to two-bedroom units. Site access will occur from 156th Avenue NE and Bel-Red Road. Site size is 4.32 acres within the BR-RC-3 zone. Extended vesting for land use permits and approvals is requested for this approval beyond the 2-year period allowed by Land Use Code (LUC) 20.30V.180 for a period of 10 years from the date of MDP approval.

The applicant has submitted the MDP and Design Review applications for concurrent review. Phase I will focus on site layout, building locations, building design and integrity, landscaping, and transportation-related improvements.

View East from Bel-Red Road

Project Phasing: The applicant proposes to phase this proposal as following:

- Phase IA: Development of the podium and west tower with an estimated completion date of January 2015.
- Phase IB: Development of the south tower with an estimated completion date of May 2015.
- Phase IC: Development of the north tower with an estimated completion date of August 2015.
- Phase II: Development of the east tower with an estimated completion date of August 2015.

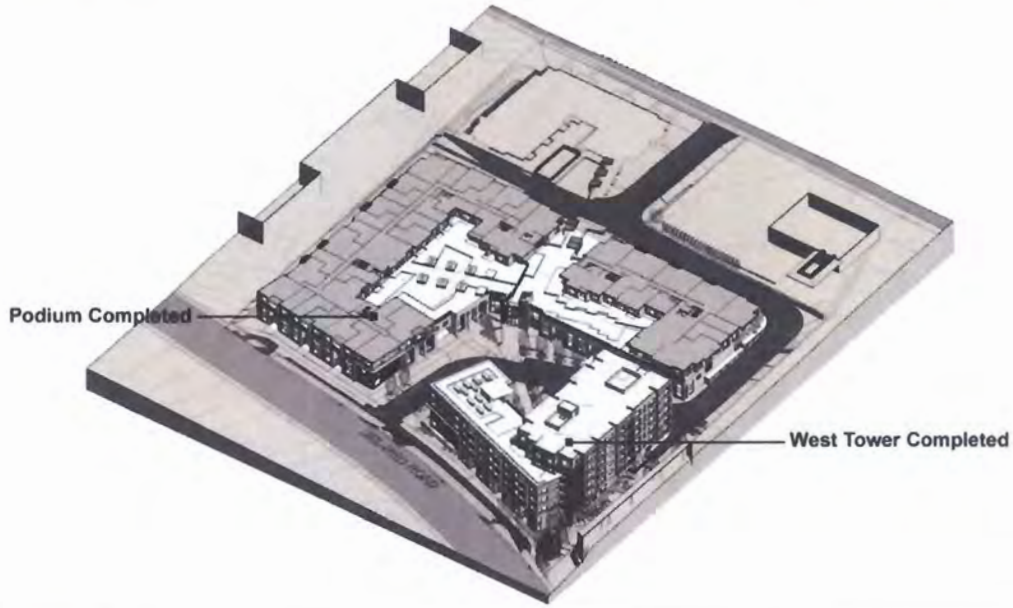
See visual overview as noted below:

Phased Development

The Project construction is broken down into the following (4) phases:

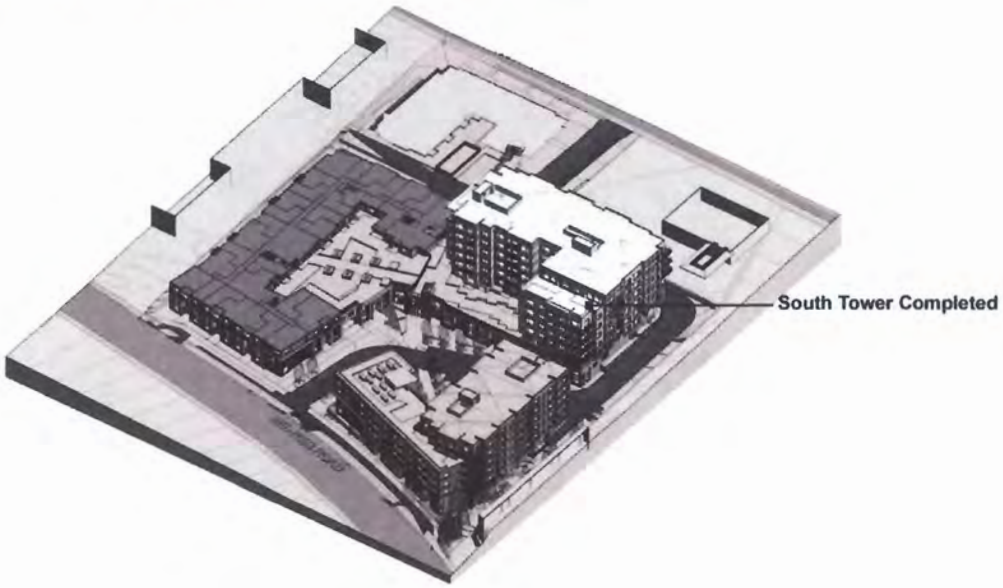
PHASE IA

Podium (all Type I-A construction) and **West Tower** (Type I-A and Type V-A construction) completed in this phase



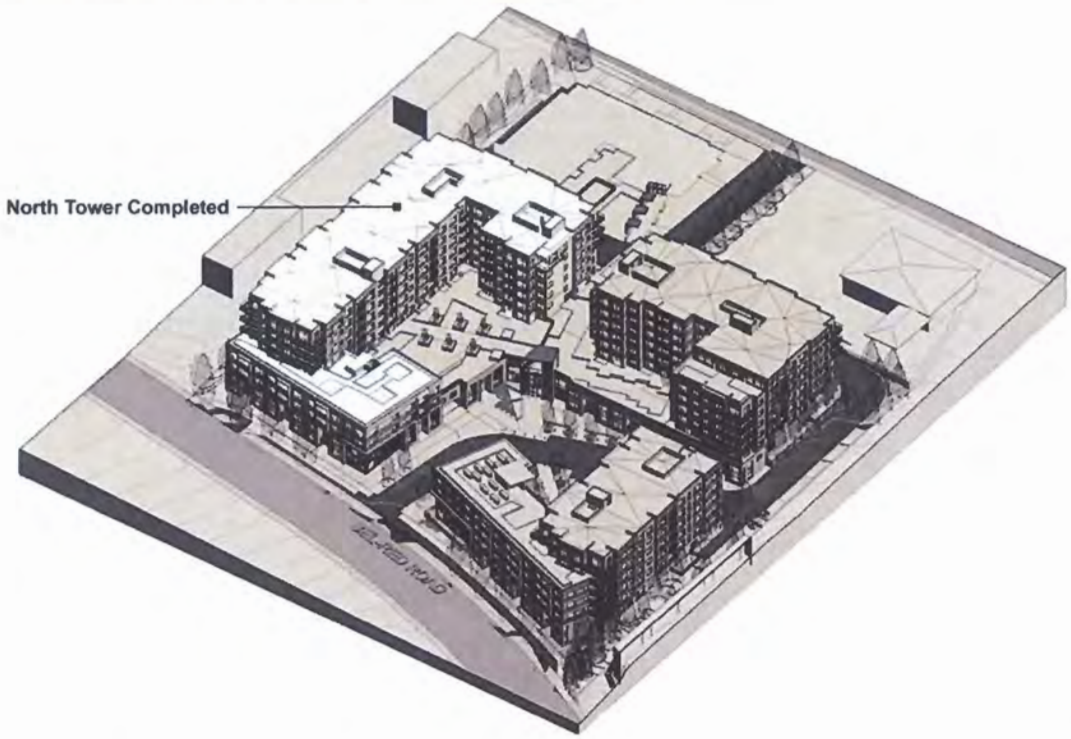
PHASE IB

South Tower (Type V-A construction) completed in this phase



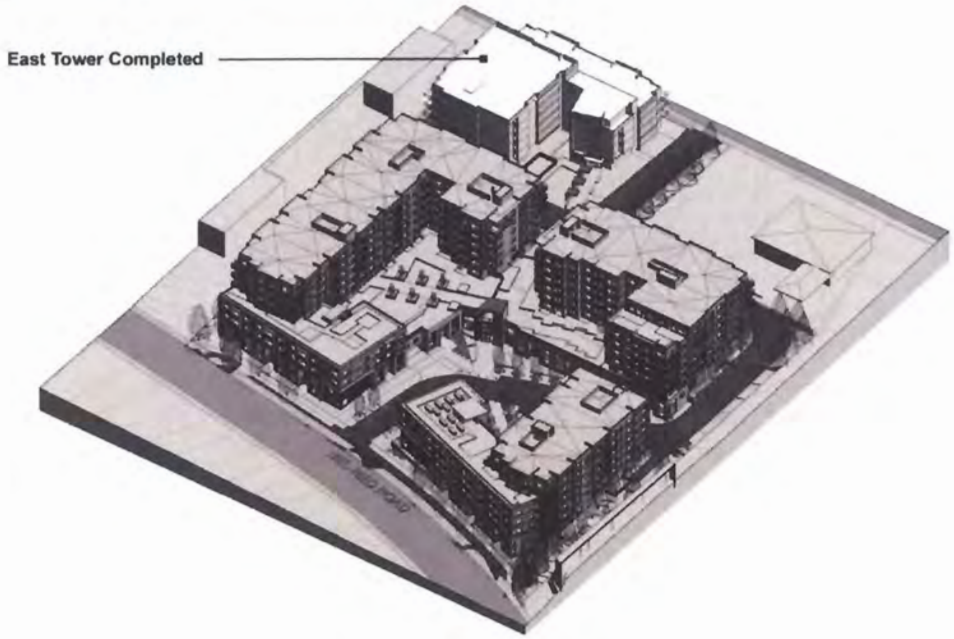
PHASE IC

North Tower (Type V-A construction) completed in this phase



PHASE II

East Tower (Type V-A construction) completed in this phase



B. Review Process

The applicant has requested a consolidated review of its MDP and Design Review applications. In the Bel-Red District, MDP and Design Review approvals are Process II Administrative Decisions, pursuant to LUC 20.35.200. The MDP is the City's mechanism to ensure the following elements are consistent with the Bel-Red Subarea policies and regulations:

- Site development including structure placement
- Vehicular and pedestrian mobility
- Required amenities
- Phasing to conform to the terms of the LUC

The Design Review application is the City's mechanism to ensure site development and structures comply with the MDP and LUC regulations regarding structure design and compatibility with surrounding uses. It also ensures that building development is of high design quality.

II. SITE CONTEXT and DESCRIPTION

A. Site Context

The site consists of two parcels totaling 188,234 square feet, (4.32 acres). The topography slopes from east to west, from elevation 380 near 156th Avenue NE to elevation 352 along Bel-Red Road. The former Angelo's nursery use existed at this location until August 2008. The boundary between the City of Bellevue and the City of Redmond is centered on Bel-Red Road to the west of the site. As a condition of approval, the applicant will be required to file for a Boundary Line Adjustment to avoid violations to both the LUC and International Building Code. No structures are permitted to be built over property lines. See Section XIII for related condition. The adjacent zoning and surrounding uses are as follows:

North: BR-RC-3, Uwajimaya Center
South: BR-CR, Sherwood Center (Retail)
East: Office (O) Unigard Offices, across 156th Avenue NE
West: City of Redmond's Overlake Village Design District -3 [OV(3)], small-scale retail

III. Proposed Site and Building Design

Site Design

The proposed design responds to existing site conditions. Vehicular access via a fire lane road winds from the entry courtyard on Bel-Red Road around the South tower and up to 156th Avenue NE. This roadway provides one form of intra-site pedestrian connectivity for all buildings. A variety of outdoor residential amenities are provided at the base of and atop all residential towers. Parking is accessed via two parking entries off the interior site access drive, however all parking is screened from adjacent view by residential uses, residential amenities, or perimeter landscaping. The adjacent site to the north has extensive blank wall facades and "back of house" operations which face the project site, effectively rendering this a non-opportunity for pedestrian connectivity, which must wait to be addressed until the adjacent site develops at some point in the future.

Building Design

The proposed project is a multi-story development comprised of four above-grade residential towers of wood–frame Construction Type VA over a common subterranean concrete parking structure of Construction Type IA. Three towers (West tower, North tower and South tower) will contain 352 apartments in a mixture of open studios, one-bedroom, and two bedroom units for households ranging from one to four people. The emphasis will be on housing for single professionals as well as young families with children. The East tower will contain approximately 100 apartments and will include the affordable housing component of the project which will be reviewed under a separate Design Review as Phase II of the MDP.

Building massing takes on a multiple tower concept which reinforces a sense of community within the project. The towers are assembled around a primary arrival and entry courtyard off Bel-Red Road, which is surrounded in turn by the primary residential entry lobbies and double-height loft units. The project approach to building massing is to reduce the appearance of "bulky" buildings, to produce common façade compositions for the site context, and to create an urban contemporary environment encouraged for the Bel-Red Subarea. The project design will have an urban modern stylistic appearance and appear relevant to the surrounding built environment.

The six-story towers are oriented in the East-West direction in order to place the bulk of the building perpendicular to Bel-Red Road and to 156th Avenue, while the short six-story ends

fronting Bel-Red Road become significant architectural features visible from a distance. Lower four-story "bars" are placed along Bel-Red Road to maintain a dialog with the surrounding built environment as well as to gradually transition to the higher six-story towers.

View East from Bel-Red Road

The varietal skyline of the residential towers will signify the project's perception as a destination place for the residents. The residential entries are the key elements of the site composition and will be easily recognizable as such.

Architectural Compatibility/Design

At the pedestrian level, the project design calls for human-scaled elements such as loft unit frontages defined by storefront glazing and canopy-protected entries. In the internal courtyard, the project will provide a pedestrian friendly environment along the East-West and East-South walking pathways. Four story buildings fronting Bel-Red Road are lower in order to avoid overwhelming the adjacent low-rise built environment.

The rhythms of projected bays that are taller than the adjacent building mass will create a distinct project-specific "skyline." The corner elements of the towers distinguish themselves with wrap-around decks combined with step-back façade massing, and change in material texture. Residential towers step-down from six to four stories towards Bel-Red Road and in doing so the short ends of the 6-story facades create the project "frame" along Bel-Red Road. These key architectural elements will create destination beacons for motorists approaching from both directions along Bel-Red Road and 156th Avenue NE.

The Bel-Red Road frontage will create an urban contemporary streetscape by utilizing varied window types, projected deck elements and recessed live-work entries with canopies. The frontage along 156th Avenue NE will reflect the LUC-required stepback of 45-foot building height limit. The project provides plentiful rooftop amenity plazas with various landscape treatments such as paved gathering spaces, green roof areas with groundcover and planters for trees. The project proposes two distinctive approaches to the exterior finish palette. The four story buildings along Bel-Red Road will use a vibrant palette which focuses on masonry in conjunction with storefront glazing, limited metal paneling, accent engineered wood paneling at gateway, and cedar plank siding as well as cement board siding. This approach is carried further into the project and used in the entry courtyard frontages.

The residential towers will take on a complementary exterior finish palette which will include the use of cement board siding accentuated by reveals, accent cement planks at the façade,

indentations behind the decks and at the ground floor as well as "highlights" of corrugated metal siding at the tower portions flanking the site entry from 156th Avenue. The two finish material palettes are cohesive throughout the project and complement one another.

Gateway to Project

The site entry on Bel-Red Road is defined by both architectural and landscape design elements. Distinctive ornamental façade treatments at both sides immediately adjacent to the site entry from Bel-Red Road will create a clear visual gateway into the proposed community. Monument signs and landscape design that calls for trees flanking the entry driveway will further reinforce the sense of entry. The destination point inside the arrival courtyard is indicated by the centrally located main residential entry.

The residential entry is architecturally celebrated by the use of a water feature in the plaza. Arrival from 156th Avenue NE is addressed by creation of notable façade elements on two flanking residential towers visible from the East.

Pedestrian Connectivity

Pedestrian connectivity has been provided to allow resident's access to Bel-Red Road and 156th Avenue NE. Currently, there are existing dirt pedestrian paths that allow pedestrians the ability to connect to these rights of way. A new paved sidewalk will be provided; however, due to site topography which rises approximately 20 feet across the site, the pedestrian sidewalk is provided in a circuitous route which follows required fire access. A publicly accessible elevator will be provided to connect the entry courtyard off Bel-Red Road to the amenity plaza at the

center of the site directly above. This elevator will be available for general public use during daytime hours to provide connectivity from Bel-Red Road eastward to 156th Avenue NE. The project calls for an accessible pedestrian connection to the existing shopping center at the South side; the pathway will include a public gateway at the south property line. The public sidewalk along the south and east property lines will be abutted by planters with sufficient foliage and light fixtures.

The project is proposed as a series of courtyards, the most public being the arrival entry courtyard from Bel-Red Road which fronts on the residential building entries, the leasing office, and multiple live-work units. Other courtyards are connected to the entry courtyard with a detailed and pedestrian-oriented circulation pathway. These courtyards are at the finish grade of 156th Avenue NE, they are private in nature and oriented towards maximizing outdoor recreational experience for the residents. The east-west view corridor from 156th Avenue NE towards Bel-Red Road has been maintained for visibility, light and air and in accordance with the code.

South Gateway

Northeast View

West View—Entry Drive and Deck

View West Building

The appearance of the vehicular driveway is mitigated by the enhanced paving that emphasizes pedestrian walkways between the main residential entry to the North and South towers and the entry to the West tower. The elevated amenity plaza will offer an exceptional place for residents' outdoor activities as well as pleasing view opportunities for users of the pedestrian connectivity pathway through the project site (see above renderings).

IV. CONSISTENCY WITH LUC / ZONING REQUIREMENTS

A. GENERAL PROVISIONS OF LUC

1. Use

Residential uses are permitted outright in the BR-RC-3 zone. However, an MDP is required because the proposal is located within a node of the Bel-Red planning area and Design Review is required prior to approval of construction permits. The applicant has complied with this standard with submittal of the MDP and Design Review applications.

2. Dimensional Requirements

See Attachment A for dimensional/area requirements of the BR-CR-3 Zone as they apply to the proposed project.

B. FLOOR AREA RATIO (FAR) REQUIREMENTS

1. FAR & Amenity Incentive System Requirements

See Attachment B for FAR and Amenity Calculation (Affordable Housing) for this project.

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 XIII 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.

2. Parking

The project promotes a parking solution that has very minimal surface parking in favor of below grade parking which promotes a pedestrian friendly environment. All parking is located below grade or contained within the residential towers. Access to the parking will occur within the north building along the south façade while the other access will occur in the south building at the southeast corner. Only minimal portions of the garage structure will be visible where it is not otherwise screened by residential amenities or residential units and virtually never visible from Bel-Red Road or 156th Avenue NE.

The garage walls where they surface above the adjacent grade will receive the same siding as the residential towers above in order not to appear as a utilitarian structure but rather to maintain the integrity of the material finish. Where the garage walls extend more than ten feet above the adjacent grade their apparent height will be mitigated by planters with abundant foliage.

Item	Permitted	Required	Proposed	Comments/Conditions
Parking, Multi-family	Min. 0.75/unit Max 2/unit	Min. 330 Max. 878	476 stalls	Meets LUC 20.25D.120.B.2
Compact Stalls **Standard Stalls**		170 stalls 170 stalls	212 stalls 264 stalls	Meets LUC 20.25D.120.B.2 ([1])
Bicycle parking, Multi-family	1/per 10 residential units	44	72; all covered	Meets LUC 20.25D.120.G.1
Loading Area	10' wide x 55' long		Two loading spaces provided	Meets LUC 20.20.590K.4

The project proposes underground parking that will contain 476 parking spaces. The provided parking will be utilized by all residents for Phase I and Phase II (East Tower). Prior to Certificate of Occupancy, parking lot striping and loading areas will be available to residents. See Section XIII for related condition.

3. Landscaping

The landscape concept for the GRE-Bellevue is designed to respect the character of the new architecture proposed and create a new and unique landscape for the residents. Moving through a variety of spaces with planting and hardscape the residents and the community will experience a peaceful cohesive space from one end to the other as they pass through, or just stop and sit in the space.

[1] The applicant has provided 136 stalls above the minimum parking requirement. However, the applicant has requested a modification to the sizing of 102 of the 136 stalls. The stalls have been made wider but are shorter in length. This dimensional modification is approved.

The landscape to the north and south along the property line will consist of native shrubs and evergreen trees. This is to maximize the visual buffer to the neighbors and relate to the surrounding natural area of the northwest. These areas will help add to the urban wildlife and urban forest.

Contiguous planting strips on Bel-Red Road will include street trees and shrubs to buffer the sidewalk from the road. This will allow residents and pedestrians walking along the sidewalk to feel more at ease and protected from the traffic. Residents with entries along Bel-Red Road will have smaller trees in a shrub bed next to the building to help to bring the scale down at their front door. The planting in the interior of the property will be in planters and in scale to the residential units.

Pedestrian paving around the building will be concrete. Various finishes will be employed from sandblasting to a light broom finish. The concrete on the first level will be scored to align with the entry of the buildings. Even though this is a drivable surface the paving will be consistent across the site from door to door. The podium and roof level walking surfaces will consist of grey pedestal pavers and a wood decking. The wood decking creates a softer feel and a nice contrast to the pavers. The wood decking also defines an area for the residents to gather with amenities such as chairs, tables and a fire pit.

Benches for all levels are made of concrete with an ipe wood top and placed around the site to complement the buildings architecture. These areas will be for both non-resident and resident pedestrians to rest and enjoy the spaces. Planting bed walls on the podium level are of concrete. The private planting areas on the fifth and eight levels are made of wood. The pea patch planters are painted livestock tanks. The podium level will have a fence dividing the resident area from the public area. Located in two areas of the site are fenced-in dog relief areas with synthetic turf.

Located near the Bel-Red Road entry is a water feature that cascades from basin to basin and can be seen from inside the leasing office. This creates a visual connection from inside the building to the outside. The water feature on the first level also aligns with the entries of the buildings and the paving, tying in a number of other elements on the site.

Plant material will provide an aesthetically pleasing atmosphere utilizing a variety of color, texture and mature sizes at the time of installation. Although the chosen trees, shrubs and groundcovers will be drought tolerant species, they will need some irrigation for establishment and for very dry times in the summer. All the plant material on the site is covered by an automatic irrigation system. The irrigation system will be a drip system that employs smart irrigation technologies to minimize water consumption and maximize water application.

The landscape standards comply with the LUC with the exception of the ten foot landscape buffer at the south property line and the property line adjacent to Wells Fargo. The landscape buffer meanders from twelve feet to five feet. Sheets L1.32 and L1.34 shows robust landscaping in this location to compensate for this reduced buffer. The area adjacent to Wells Fargo is very narrow due to the width of the required fire lane that ground cover is proposed. The south gateway is located in this vicinity with benches, planters and stairs to connect pedestrians to the commercial uses to the south. In sum, this qualifies the proposal for the ALO requirements. The applicant will be required to provide an assignment of savings for landscape materials to ensure planting and survival for a one year period. See Section XIII for related conditions.

4. FAR and Associated Amenity (Affordable Housing)

The MDP and Design Review applications initially showed the East Tower being sold to an independent entity who would construct the required affordable housing units. However, midway through the review, the applicant concluded that it would be beneficial to complete the affordable housing requirement themselves; thus eliminating scheduling concerns by an independent party. All of the affordable housing units will be constructed on the east parcel within the East Tower.

The timing of this decision, however, has not allowed the applicant to fully develop the East Tower to its architectural potential. Therefore, the applicant will now be required to apply for a separate Design Review application prior to construction of the East Tower which is now Phase II. See Section XIII for related condition.

With this application, the applicant will establish the FAR and affordable housing requirements for all phases of development as noted in Attachment B. LUC 20.25D.090, FAR Amenity System, requires applicants to provide a chosen incentive in order to gain extra amenity benefits such as extra building height and floor area. The applicant is required to provide affordable housing units under Tier 1A or pay a fee in lieu amount (see Attachment B).

Phase 1A development does not trigger any amenity requirement while the subsequent phases will. Because of the delay with development of Phase II (which includes the affordable housing), the applicant will be required to place performance bonds with an agreement to secure the bonused floor area and building height. The amount of the bond would equal the amount of a required fee in-lieu payment for the required affordable housing per LUC 20.25D.090.C.

Phase	***Component***	***Bond for Affordable Housing Bonus***
1A	Podium & West Tower	0
1B	South Tower	$515,628
1C	North Tower	Increase bond to $2,504,682
Phase II	East Tower	Increase bond to $3,025,638

The fee in-lieu payment will not be required until Certificate of Occupancy for Phase 1B. Permits will be issued and Certificate of Occupancy issued for Phase 1C as long as the increased bond is in place. Timing of the performance agreement would be based on the timetable noted below:

- One year to market initial phases and file permits for Phase II entitlement processes
- One year to commence construction with 18 months to complete construction thereafter. The applicant will have a total of 3.5 years to complete all proposed phases of the proposal. Upon final Certificate of Occupancy of the East Tower, the bond will be returned to the applicant.

The City will evaluate substantial completion of the applicant's progress. If the East Tower is close to completion within the three and half year period, the City may opt to provide a one year extension. If the proposal is not substantially complete by this time, then the City will retain the submitted bond for Tier 1A, affordable units. See Section XIII for related conditions.

V. PUBLIC COMMENT AND STAFF RESPONSE

To date, staff has received five e-mails on this project. One was from a reporter requesting design information on the project. The other email was from the Sherwood Forest Community Club president who simply wanted to be a party of record. The City received a request for a copy of the Transportation Impact Analysis (TIA) and the type of review process for the project. The remaining emails are noted below:

✓ This individual was interested in a mixed use proposal at this location rather than solely residential uses.

Response: The applicant actually explored a mixed use concept with retail and residential but after market studies were conducted, it was determined that the retail component should be dropped as it would not compete with the surrounding retail uses in the area.

✓ The last email concerned transportation impacts to the community—of particular interest was the intersection at 156th Avenue NE and Bel-Red Road.

Response: The Traffic Impact Analysis submitted by Gibson Traffic Consultants includes traffic level of service analysis for the intersection of 156th Avenue NE and Bel-Red

Road. The analysis concluded that the intersection presently operates at level of service C in the PM peak hour on weekdays, with average delay per vehicle of 31.6 seconds. In the year 2015, the growth of background traffic without the GRE development would cause that intersection to operate at level of service D, with average delay per vehicle of 35.6 seconds. With the GRE development in 2015, that intersection is predicted to operate at level of service D, with average delay per vehicle of 36.2 seconds. Thus, the GRE development will not cause a significant worsening of vehicle delay or congestion at that location, compared to the situation in 2015 without the development.

City Held Public Meetings

Two public meetings were held on this project. The first meeting was held on December 11, 2012. Twelve people attended this meeting to gain an overview of the proposed MDP for the site. The second public meeting was held on May 2, 2013. Seven people attended this meeting to get an update on the MDP and Design Review applications for the site.

VI. TECHNICAL REVIEW

A. Clearing & Grading Department

A Clearing & Grading permit is not required for the Master Development Plan. However, this permit will be required as an ancillary permit to the Design Review.

B. Fire Department

The Fire Department has reviewed this application. The proposal generally conforms to the Fire Code requirements for site circulation and access. Final review and approval will occur through the associated building permits for this proposal.

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. As of the date of this letter, the applicant has submitted the required UE permit (13-111980 UE).

D. Transportation Department.

As used within this section, Bel-Red Code refers to Part 20.25D of the Land Use Code.

Site Access

Access to the proposed project will be provided via one driveway on BelRed Road and one driveway on 156th Avenue NE. These two driveways will be connected by a private access road within the site, allowing residents of the site to access either adjacent street. However, the private road through the site will be indirect, reducing any tendency for cut-through traffic. Truck loading zones and access into parking garages will all be on this private road. No access to truck loading zones or parking garages will occur directly to or from any City street. Note that on-street loading will not be allowed, unless a right of way use permit is obtained to specifically allow such use. See related Conditions of Approval in Section XIII.

Street Frontage Improvements
In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform with the requirements of the Americans with Disabilities Act, the Bed-Red Code, the Transportation Development Code (BCC 14.60), and the Transportation Department Design Manual. See related Conditions of Approval in Section XIII.

1. Bel-Red Road:

   a) The developer will widen the street by eleven feet and relocate the curb and gutter approximately as shown on plan sheet C0.10 of the Design Review plans received at the City on May 2, 2013. Engineering details will be finalized in the civil engineering sheets included in the clearing and grading permit for this development. The street widening shall have traffic control markings, signage, pavement and subgrade structure, and cross slope meeting arterial street standards. The street widening will necessitate removing the existing sidewalk and curb and relocating the streetlight system.

   b) The developer is required to meet the Arterial Landscaping requirements under the Bel-Red Code, which includes installation of a minimum six-foot sidewalk and a minimum five-foot planter. Additional landscaping areas will be provided on an interim basis as shown on plan sheet C0.10 of the Design Review plans received at the City on May 2, 2013. At the northern and southern ends of the site's frontage on 156th Avenue NE, the new sidewalk must make an appropriate taper back toward the curb in order to connect to the adjacent sidewalk.

2. 156th Avenue NE:

   a) The developer is required to meet the Arterial Landscaping requirements under the Bel-Red Code, which include installation of a minimum six-foot sidewalk and a minimum five-foot planter. The required planter will necessitate removing the existing sidewalk and installing a new sidewalk at least five feet back from the curb. This will also affect existing landscaping and streetlights (see additional details below). At the northern and southern ends of the site's frontage on 156th Avenue NE, the new sidewalk must make an appropriate taper back toward the curb in order to connect to the adjacent sidewalk.

   b) Close old driveway approaches that will not be reused and install standard curb, gutter, and sidewalk in those areas.

   c) Install a new standard driveway approach near the southern end of the site's frontage approximately as shown on plan sheet C0.10 of the Design Review plans received at the City on May 2, 2013. Engineering details will be finalized in the civil engineering sheets included in the clearing and grading permit for this development.

3. General Frontage Improvement Requirements:

   a) A combined street tree and street light plan for both adjacent streets is required for review and approval prior to completion of civil engineering and landscape plans that will be part of the clearing and grading permit for this development. 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 (at least ten feet from Point A in standard drawing DEV-7F or equivalent). The streetlight plan received at the City on May 7, 2013 is adequate for Design Review approval. Engineering details must be completed to the satisfaction of the Transportation Department prior to issuance of the clearing and grading permit for this development.

   b) The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans to show that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and City inspectors may require spot surveys during construction in order to confirm the required elevations. Buildings shall be designed so that doors do not swing out into the pedestrian path. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12, TE-13, or approved alternative.

   c) The design and appearance of the sidewalk and landscaping on both adjacent streets shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawing TE-11. The sidewalk shall be constructed of standard concrete with a broom finish.

   d) Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in any public sidewalk, and shall not create a raised fixed object in any street's clear zone. The materials and installation methods must meet typical construction requirements.

   e) Landscaping between the curb and sidewalk on either adjacent City street 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.

f) The driveway approaches on both street frontages shall be constructed with an approach width of 30 feet at the back of sidewalk, as defined in standard drawing DEV-7A or equivalent, although the driveways can be narrower within the site. The driveway apron design shall be consistent with standard drawing DEV-7A or approved equivalent.

g) No new building structure or garage shall be constructed under a street right of way. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the City.

h) To the maximum extent feasible, no utility vaults shall be allowed within a public sidewalk.

i) Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole.

j) 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-7A or equivalent. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.

k) No new overhead utility lines will be allowed within or across any street right of way or public sidewalk easement, and existing overhead lines must be relocated underground, except for high voltage transmission lines.

Easements
Any existing utility easements on this site must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished. See related Conditions of Approval in Section XIII.

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks and any street light facilities and appurtenances that will be located outside the existing or new City right of way fronting this site. At a minimum, this necessitates granting of a strip of sidewalk / utility easement approximately three to four feet wide along the site's entire frontage on 156th Avenue NE. The exact alignment will be confirmed during review and approval of the development's final civil engineering plans. See related Condition of Approval in Section XIII.

Right of Way Dedication
To incorporate street improvements which are reasonably necessary to mitigate the impacts of the development and to accommodate future widening of Bel-Red Road as specified in the Bel-Red Subarea Plan Transportation Project List of the Comprehensive Plan, the developer is required to dedicate property such that the street surface, landscaping area, and sidewalk area to the back of the future extended sidewalk alignment along the site's entire frontage on Bel-Red Road will be accommodated within the public right of way. This area of right of way dedication will be to a line approximately 44.5 feet from the existing center line of Bel-Red Road along the site's

entire frontage. The exact alignment will be confirmed during review and approval of the development's final civil engineering plans. See related Condition of Approval in Section XIII.

Hauling in the City of Redmond
If any hauling will occur within the City of Redmond, the applicant must contact the City for a hauling permit.

Holiday Construction & Traffic Restrictions
From November 15th to January 5th, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit, which is issued directly by the Transportation Department. See related Condition of Approval in Section XIII.

Use of the Right of Way During Construction
Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit. See related Conditions of Approval in Section XIII.

Pavement Restoration
The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. Near this project, 156th Avenue NE is presently classified as "Overlay Required." Any trenching or construction-related damage to the street surface on 156th Avenue NE will require a grind and overlay at least 50 feet long for the full width of any affected lane or lane group. Bel-Red Road is presently classified as "Standard Trench Restoration." Due to the location of the City limits, any trenching or other street work to the west of the centerline of Bel-Red Road will require approval by the City of Redmond. The final requirements for trench restoration and any overlays will be determined in the Right of Way Use Permit for this development. See related Condition of Approval in Section XIII.

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

Per BCC 14.60.070 E, multifamily developments with more than 100 dwelling units are required to post rideshare and transit information in a visible central location for each building. Specific details for meeting this requirement will be implemented prior to occupancy of each building. See related Conditions of Approval in Section XIII.

VII. STATE ENVIRONMENTAL POLICY ACT

General

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the Master Development Plan approval that are beyond those identified in the Bel-Red Corridor EIS. The Environmental Checklist together with information submitted (in the official file) adequately discloses expected environmental impacts associated with the Master Development Plan and Design Review approvals. The City codes and requirements, including SEPA, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of:

- The Bel-Red Corridor Project Draft and Final Environmental Impact Statement, issued July 19, 2007 and addendum.
- Final Environmental Impact Statement, 2009-2020, Transportation Facilities Plan, March 2009

This document is available in the Development Services Department, Records Room, Lobby Floor, Bellevue City Hall, 450 110th Avenue NE under file #05-127994-LE.

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, Section 22.02.140, provides substantive authority to mitigate impacts disclosed through the environmental review process.

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 XIII.

Noise

Construction Noise: Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction noise is prohibited on all Sundays and WA state holidays. Posting of construction hours is required. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY ONLY be granted pursuant to 9.18.020C.1&2. Prolonged exposure

to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. To vary construction noise hours, the applicant shall apply for a noise permit that must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such requests may be required to include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

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. See Section XIII for related condition.

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 at 60 dBA. See Section XIII for related condition.

Light and Glare

Light and Glare: Exterior lighting fixtures in parking areas and driveways should utilize cutoff shields or other appropriate measures to conceal light sources from adjoining uses and the rights-of-way. All lighting should be designed to avoid spillover glare beyond the site boundaries. See Section XIII for related condition.

Transportation

Long-Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 2020 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2020 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. (Project name) lies within MMA # 12 (Bel-Red Northup), which has a 2020 total growth projection of 3300 new multifamily dwelling units. This development proposes 452 new multifamily dwelling units. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

The City has been working to update the Transportation Facilities Plan to the year 2024. Adoption of the updated Transportation Facilities Plan by the Bellevue City Council is presently anticipated to occur in August 2013. The updated Plan is expected to include a project (preliminarily identified as RI-146 and also as TFP project 254) that calls for widening of Bel-Red Road to a five-lane cross section plus bike lanes between NE 20th

Street and NE 24th Street, which includes the frontage of the GRE site. Even though TFP project 254 is not adopted in the Transportation Facilities Plan at the time of this Design Review approval, it is clear that the City has previously committed to moving forward with such a project. Ordinance 5981, adopted by City Council in 2010, added such a project to the Bel-Red Plan as project 109. Some earlier plans included similar projects.

Based on the City's long-term planning commitment, City staff determined that the City would require dedication of street right of way as needed for TFP project 254, prior to adoption of that project in the updated 2024 Transportation Facilities Plan. In discussions between City staff and the developer, the developer recognized that voluntarily constructing part of the street widening on Bel-Red Road that would be needed to complete project 254 will provide an interim benefit to the development site by providing an area for a right turn lane into the site and an area for a short acceleration taper coming out of the site. This interim improvement will also reduce impacts to the site's frontage when TFP project 254 is eventually completed.

The City of Redmond is expected to include a similar project (#375) in their updated project list, which is tentatively scheduled for adoption in August 2013. In the vicinity of the GRE site, the City limit line runs along the street centerline, with the City of Redmond located on the west side of the street, so Redmond's project will complete the full width of the five-lane cross section plus bike lanes.

In addition to the street widening described above, traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. TFP project 254 is not expected to include any impact fee funding, so the developer's contribution toward part of that project would not be eligible for impact credit.

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 new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

This development will generate approximately 221 new p.m. peak hour trips; however, 262 trips were used to check for concurrency, which means the concurrency test results can accommodate significant changes in the proposal. 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, 15 system intersections received 20 or more

p.m. peak hour trips. Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. 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 July 21, 2011. 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 D for this certificate.

The concurrency determination is reserved to this project at the land use 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 and 14.10.040.F). 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 23.05.090.H. 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. See Attachment D for this certificate.

Short-Term Operational Impacts and Mitigation

City staff analyzed the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations during the PM peak hour. Issues that were analyzed included traffic operations and level of service at the site's access points and at nearby intersections. The results of the short-term traffic analysis are in the GRE Bellevue Traffic Impact Analysis, October 2012, by Gibson Traffic Consultants, as modified and supplemented by several emails between Bellevue staff and the consultants and between Bellevue staff and Redmond staff. These documents are included in the Transportation Department file for this development.

Regarding Bel-Red Road, discussions with City of Redmond staff focused on evaluation of whether there is a short-term need to address impacts of the proposed development by installing a center turn lane; or, alternatively, by installing a center c-curb to block left turns. Based on such evaluation, the Bellevue Transportation Department determined that a center turn lane is not feasible at this time, since sufficient right of way could not presently be obtained to install a turn lane with appropriate tapers at each end. Furthermore, in discussions between staffs of both cities, it was determined that installation of a c-curb to block left turns is not presently desirable, since it would interfere with access to driveways on Redmond's side of the street. Bellevue Transportation Department staff concluded that if installation of a c-curb to block left turns is found to be necessary in the future, the City of Bellevue would likely install at Bellevue's expense.

In further discussions regarding the development's expected impacts on Bel-Red Road, the developer and Bellevue Transportation Department staff agreed that the developer will voluntarily widen part of the site's frontage on Bel-Red Road as follows, in

anticipation of the City's adoption of TFP project 254 (described above). See related Conditions of Approval in Sections XIII.

1. Construct an interim right turn lane into the site's new driveway on Bel-Red Road.
2. Construct an interim acceleration taper coming out of the site's new driveway on Bel-Red Road.
3. Install a new sidewalk along Bel-Red Road, which will be set back to accommodate the street widening and landscaping areas described herein. Near the north and south ends of the site's frontage, the sidewalk and landscaping areas will taper back toward the existing curb alignment in order to connect to the adjacent sidewalks.
4. Some areas along the frontage of Bel-Red Road will have extra wide landscaping strips. These areas are intended to be an interim amenity for the development, but the extra landscaping areas will be used for future street widening as part of TFP project 254.
5. Construction/installation of items 1 through 4 above will be approximately as shown on plan sheet C0.10 of the Design Review plans received at the City on May 2, 2013. Engineering details will be finalized in the civil engineering sheets included in the clearing and grading permit for this development. Each of these items must be designed and constructed so as to be consistent with the intent of TFP project 254 to the extent feasible.
6. In addition, other standard street frontage improvements, such as a streetlight system upgrade and installation of a new driveway approach, will complete the short-term mitigation and standard frontage improvements required on Bel-Red Road. Additional details are described below in the Summary of Technical Reviews.

On 156th Avenue NE, no off-site short-term transportation impacts require mitigation under SEPA. Standard street frontage improvements on 156th Avenue NE are discussed below in the Summary of Technical Reviews.

VIII. CHANGES TO PROPOSAL

Site Design

1. No public pedestrian path was proposed with the initial submittal of this proposal. Later revisions now show a pedestrian connection along with amenities along the east/west pedestrian route of travel. A public elevator will provide public pedestrian access during business hours. Access to the route of travel may be closed to the public after-hours. Signage detailing this pedestrian route of travel and its hours of access will be required prior to Certificate of Occupancy. See Section XIII for related condition.
2. The initial landscape plan was undefined with landscape details—particularly for the planter beds area and the roof decks. More information was requested to define these area along with the amenities offered for residents on the roof decks.
3. Screening is required for the above ground utility devices that were identified on the site plan. However, no detail has been provided to date so one will be required prior to building permit issuance. See Section XIII for related condition.

Building Design

1. More information was required regarding the garage doors. A detail is required to ensure compatibility with the building exterior. See Section XIII for related condition.
2. A detail corresponding to the proposed louvers is necessary. See Section XIII for related condition.
3. The initial submittal showed landscape planters with little architectural detail. A revision was submitted which shows architectural scoring to create visual interest at the pedestrian level.
4. Parking for Phase II development was eliminated with this application. Parking is now provided within Phase I in the amount of 476 parking stalls. However, weather protection became paramount to ensure coverage for pedestrians seeking access to their vehicles. Staff has reviewed the proposed pedestrian connection and finds it meets code requirements for shielding residents walking to their vehicles. Further architectural details will be reviewed with the Phase II Design Review application. See Section XIII for related condition.
5. A water feature has been proposed to enhance the pedestrian environment adjacent to the main entry to the development from Bel-Red Road. More detail is necessary for the water feature regarding functionality adjacent to the main entry and public elevator. See Section XIII for related condition.

IX. 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 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 area's urban character without dictating or proscribing a specific style or theme.

The applicant has submitted both the MDP and Design Review applications for Phase I which focus on site layout, building locations, building design and integrity, landscaping, and transportation-related improvements.

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.

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 four structures to the site.

This decision requires an east/west pedestrian link through the site, connecting all of the properties in this node. This link connects 156th Avenue NE and Bel-Red Road. The path is somewhat circuitous due to the topographic conditions of the site; pedestrian sidewalks are located adjacent to required fire lane to the south. The presence of the fire lane allows a pedestrian connection to the commercial uses to the south. An elevator will be provided to allow pedestrian access through the roof plaza deck in the center of the site. This area will be open to public access during the day but will turn private during evening hours.

The applicant is proposing five surface (parallel) parking stalls. They will function as limited 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.

<u>Response</u>: The associated design review defines the building form for this project. The applicant has purposefully placed the highest buildings within the center of the site while reducing building heights towards the streetscape levels. Each building contains architectural elements which reduce the structure mass through balconies, building recesses, varied material types, use of color, and window fenestration create defined areas to the building façade.

3. Establish and strengthen Gateways

a. Intent

Use architectural and landscape elements to mark transitions and entrances.

b. Guideline

Entrances to 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.

<u>Response</u>: The gateway opportunities described above are applicable to this MDP. For example, the east/west pedestrian connection utilizes materials and design that contribute to the pedestrian experience. Where the connection crosses a vehicular lane it has been designed to reflect the transition in travel modes. Where the connection passes a building, the building design will reinforce the gateway experience. Other elements may be used to reinforce the gateway experience: signage, landscaping lighting or sculptural and artistic elements. The applicant will need to specify these elements prior to building permit issuance. <u>See Section XIII for related condition.</u>

The applicant has proposed gateway indicators at the entry into the auto court. The building fenestration at the entry is unique and will note to both pedestrian and vehicular traffic that this is the entry into the development. Landscaping and signage will further define this area. Once within the development, the pedestrian entry is defined by a water feature and elevator to connect pedestrians to the outdoor plaza area and beyond to 156th Avenue NE.

4. Protect and Enhance 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.

Response: The above-described guidelines and elements for natural drainage elements are applicable to this MDP and design review. The grading plan should capture and slow runoff. Paved surface should allow water to infiltrate into the soil. Water from vehicular areas, roofs and sidewalks should be treated to remove pollutants and sediments. The applicant has submitted the associated utility permit to review such items via 13-111980 UE.

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.

Response: The required east/west connection and the outdoor spaces along it should include artwork to enhance the pedestrian experience. As a condition of approval to this report, the applicant shall look for ways to incorporate art into the project design. See Section XIII for related condition.

6. Pedestrian Emphasis Guidelines

a. Intent.
A building should provide a continuous, visually rich pedestrian experience along its ground floor street front.

b. Guideline.
The most important part of a building to a pedestrian is its ground floor – the lowest 15 feet of the facade, which a person experiences walking past or entering the building. This "pedestrian experience zone" should provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian. Ground floor building transparency should foster interaction between the public and private realms.

Midblock Pedestrian Connection

Response: The required east/west connection allows a mid-block connection through the site to the rights-of-way of Bel-Red Road and 156th Avenue NE. The north and south buildings will provide a sense of enclosure for the pedestrian to and from the public elevator. The proposed buildings are articulated and contain rhythm and form to provide visual interest at this level. Prior to building permit issuance, the applicant will need to fully define all of the pedestrian path amenities. See Section XIII for related condition.

7. Enhance the Pedestrian System

a. Intent.
Establish the pedestrian as the priority, eliminating pedestrian barriers and ensuring that walking routes are convenient, direct and pleasant.

b. Guideline.
Pedestrian routes should be attractive, easy to use and encourage walking and activity. Sidewalks should be continuous, avoiding interruptions such as vehicle curb cuts or changes in direction or grade. The portion of the sidewalk dedicated to walking should be free of barriers such as utility poles, newspaper boxes, cafe tables and chairs, permanent planters, tree grates or other obstructions and clutter.

View West from 156th Avenue NE

Pedestrian Walkway West

Response: The provision of the mid-block connection allows the pedestrian the opportunity to have a legitimate cut-through path through the site rather than following the circuitous route that supports the Fire Department's fire lane. This route better supports pedestrians by separating them further from the internal road with direct connection to the underbuilding/underground parking.

8. Protect Pedestrians from the Elements

a. Intent.
Provide pedestrians with protection from wind, sun, rain, sleet and snow.

b. Guideline.
Awnings and canopies are encouraged along the ground floor of buildings to protect pedestrians from rain and snow and provide shade in summer.
The design of awnings and canopies should be an integral component of the building facade. Awnings should be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures or other street furniture.

Response: Mid-way through review of this application, the applicant determined that they will construct the East Building themselves rather than contract with an affordable housing developer. The underground parking garage that was proposed for this building was eliminated; thereby, relocating all of the required parking to phase I development. To ensure that residents from the East Building have adequate weather protection to access the parking garage, the applicant will be required to develop a weather protection system that safely leads pedestrians to their assigned vehicles. See Section XIII for related condition.

9. **Create a Variety of Successful Outdoor Spaces**

a. Intent.
Provide comfortable and inviting outdoor spaces for a variety of activities during all hours and seasons.

b. Guideline.
Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, easy to maintain. They may be intimate and quiet or active and boisterous. All areas should work well for pedestrians and provide space for special events as well as passive activities.

Response: The applicant has complied with this requirement by providing activated roof tops on the west, south and north buildings in visuals provided above. These areas will allow for entertainment in a larger group setting while residents will also have private landscaped areas adjacent to their units. Overall, residents of this development will have the versatility to entertain in a large or smaller group setting.

10. **Provide Places for Stopping and Viewing.**

a. Intent.
Provide comfortable and inviting places where people can stop to sit, rest and visit.

b. Guideline.
People-watching, socializing and eating are restful and pleasurable activities for the pedestrian; providing special places where they can do these activities increases the pedestrian's sense of enjoyment.
Seating and resting places can add vitality to the urban environment. People will use available seating in open, well-designed areas, not in secluded or awkward spots.

Response: As noted above in Section IV.B.3, Landscaping, the applicant has complied with this requirement by providing seating throughout the site along with activated roof decks. Pedestrian design features such as those noted above are scattered in both public and private areas of the site.

Architectural Guidelines

1. Encourage High Quality Materials

a. Intent.
Create a sense of permanence in the Bel-Red Subarea through the use of high quality building materials.

b. Guideline.
Quality wall materials can provide a sense of permanence and bring life and warmth to a neighborhood. Wall and building materials must enhance the street environment while maintaining compatibility with adjacent buildings. Articulation of wall materials should be bold, with materials that show depth, quality and durability. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface.

Response: As noted above in Section III, site and building design, the applicant has complied with this requirement by providing high quality construction materials. The photo shows the proposed colors and materials for the proposal which will accentuate the architectural form of the building.

2. Provide Interesting Building Massing

a. Intent.
Use scale-defining devices to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure by establishing an uninterrupted street edge.

b. Guideline.
The length and breadth of a building should be friendly in scale and inviting to the pedestrian. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and indentations. This allows an overly large building to appear as smaller, side-by-side buildings. Vertical and horizontal elements should be used to create a human scale and form a coherent pattern providing visual interest to the pedestrian.

Response: The proposed buildings fulfill the guidelines above. See discussion in Section III, Building and Architectural Design.

3. Create Attractive Building Silhouettes and Rooflines

a. Intent
Building rooflines should enliven the pedestrian experience and provide visual interest with details that create forms and shadows.

b. Guideline.
A building's silhouette should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form, such as a tower, to emphasize the significance of the building entry. Roof massing should be simple yet detailed and articulated. For example, flat roofs may be appropriate if they have a cornice designed with depth and detail expressing the top of the building wall. Dormers set into sloped roofs may be appropriate. These forms provide visual interest and bring additional living space, light and ventilation to upper floor and attic spaces.

Response: As noted above in Section III, Building Design the applicant has complied with this requirement by providing varied roof forms that concentrate the taller elements in the center of the site while stepping down the building form at the street rights-of-way of Bel-Red Road and 156th Avenue NE. The project has been designed with flat roof forms that vary in height throughout the site. Mechanical equipment proposed for the roof will be screened as shown on Sheets A1.19 and A3.01.

4. Foster Attractive Rooftops
a. Intent
Integrate rooftop elements into the building design.

b. Guideline.
Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.200.525 provides guidance for rooftop mechanical equipment.

Response: The proposed buildings fulfill the guidelines above. As noted above, mechanical equipment will be screened. The project will provide activated roof decks as noted throughout this report with robust landscaping per sheets L1.01 through L2.31.

5. Promote Welcoming Residential Entries

a. Intent.
Residential entries should provide a graceful transition between the public and private realms.

b. Guideline.
Residential entries should be substantial enough to suggest privacy yet welcoming to those who approach and enter. The overall character of the entry treatments will vary depending on street type. Entries on streets where sidewalk-oriented development is required will have a higher degree of transparency, orientation towards the street, and design detail than other portions of the subarea.

Response: The proposed buildings fulfill the guidelines above. Landscaping and/or privacy screens will be used to separate public spaces from private—particularly along the public right-of-way of Bel-Red Road. Residential doorways along this area are not oriented to face this street but are aligned perpendicular to appropriately address privacy.

6. Promote Visually Interesting Upper Floor Residential Windows

a. Intent
Upper floor residential windows should create an open and inviting atmosphere that adds visual interest and enhances the experience of the building both inside and out.

b. Guideline.
The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows.

Response: The proposed buildings fulfill the guidelines above. The applicant has proposed windows at all levels that provide interesting fenestration for each façade. The lower level windows are larger to create visual interest at these levels while the upper residential levels are smaller but defined visually through a dark trim. Operable windows have been provided as well.

7. Build Compatible Parking Structures.

a. Intent
Use design elements to enhance the compatibility of parking structures with the urban streetscape.

b. Guideline.
Parking structures should be designed so that their streetscape interface has a consistent form, massing and use of materials with the vision for the area. Any sidewalk facing parking garage frontages should be designed to appear like any other occupied buildings in the area. The horizontal garage form can be broken down by adding more wall surface and usable retail space, while retaining adequate garage ventilation.

Response: The proposed buildings fulfill the guidelines above. Two access points to the parking garage have been provided: one in the north building and the other in the south building. These openings allow entry to underground and above grade parking that is not visible from Bel-Red Road or 156th Avenue NE. The applicant will screen the above grade parking from public view via louvers and building wall. As noted in Section VII, Building Design more information is required regarding the proposed louvers, i.e., size, dimensions and color. See Section XIII for related condition.

Lighting Guidelines

1. **Orient Lighting Toward Sidewalks and Public Spaces**

   a. Intent.
   Pedestrian-scaled lighting should be used to highlight sidewalks, street trees and other features, and harmonize with other visual elements in the subarea.

   b. Guideline.
   Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces. A single fixture type should be used throughout an area with slight variations allowed to identify smaller districts. Fixtures should be visually quiet as to not overpower or dominate the streetscape.

   Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways and other similar outdoor areas to create an inviting and safe ambiance.

   Response: The proposed buildings fulfill the guidelines above. Sheets E1.00 through E1.03 define the lighting fixtures and their locations throughout the development. Lighting fixtures range from spot lighting, bollard, building and pole lighting. The applicant will be required to provide evidence of light shields to prevent spillover lighting off-site. See Section XIII for related condition.

2. **Integrate Building Lighting**

   a. Intent.
   Architectural lighting that enhances and helps articulate building design, including illumination of cornices and entries, uplighting and other effects.

   b. Guideline.
   Exterior lighting of buildings should be an integral component of the facade composition. Lighting should be used to create effects of shadow, relief and outline that add visual interest and highlight aspects of the building. Lighting should not cast glare into residential units or onto adjacent lots or streets in any way that decreases the safety of pedestrians and vehicles.

   Response: The proposed buildings fulfill the guidelines above as noted in the comment above.

Sign Guidelines

1. **Consider Size and Placement of Wall Signs.**

   a. Intent.
   Signs that are sized and placed so that they are compatible with a building's architectural design and contribute to the character of the subarea.

b. Guideline.
Signs should not overwhelm the building or its special architectural features. Signs should not render the building a mere backdrop for advertising or building identification. Signs should be good neighbors; they should not compete with each other or dominate the setting due to inconsistent height, size, shape, number, color, lighting or movement.

Response: A sign permit package has not been submitted at this time. As a condition of approval, the applicant will be required to submit such package prior to building permit issuance. See Section XIII for related condition.

X. MASTER DEVELOPMENT PLAN DECISION CRITERIA

1. Master Plan 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 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 quantity and site functions from site to sit.*

Response: The MDP responds to this policy by providing pedestrian connectivity through the site to the adjacent rights-of-way—156th Avenue NE and Bel-Red Road. 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 450 residential units and required frontage improvements included in the MDP 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 included 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 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 east/west connection through the site.

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

Response: The MPD will promote the development of new housing with both market rate and affordable units 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 MDP 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 required process focuses on achieving 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 street improvements on both Bel-Red Road and 156th Avenue NE to be designed and constructed in compliance with the applicable City policies and requirements for a street.

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 while also providing landscape materials that are drought resistant.

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 appropriate 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 fulfill the pedestrian connections for this site, the applicant has proposed an east/west connection through the site to connect Bel-Red Road and 156th Avenue NE. A connection to the south has also been provided to connect pedestrians to the adjacent commercial uses.

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: The applicant will be encouraged to incorporate a variety of sustainable features such as LEED certification of individual buildings within the project.

S-BR-18: *Encourage a 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 enable the architectural variety of the area.*

Response: The applicant has combined both a Master Development Plan and Design Review application associated with Phase I. The MDP provides for the site layout while the Design Review provides approval for the multi-family structures with exception of the East Building (to be included in Phase II Design Review application). The East building is incomplete at this time but a future design review 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) encouraged 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 MDP 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. The associated Design Review confirms this requirement.

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

Response: As shown in Section IV above, 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 IX A and B, 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: The associated Design Review includes the east/west connection to Bel-Red Road and 156th Avenue NE which fulfills the design MDP site layout for this proposal. The MDP includes landscaping and frontage improvements that are consistent with the underlying land use district.

XI. DESIGN REVIEW DECISION CRITERIA

1. Design Review (LUC 20.30F.145)
The Director may approve or approve with modifications an application for a Design Review application if:

A. The proposal is consistent with the Comprehensive Plan.
The project is consistent with the Comprehensive Plan's General Elements and the Bel-Red Subarea Plan.

The proposed development supports the following Comprehensive Plan Policies:

Land Use Policy

Policy S-BR-5: *Develop land uses consistent with the Bel-Red Land Use Plan map (Figure S-BR.1).*

Response: No changes will be made to the existing Comprehensive Plan or land use designation for this site. As noted above, this site is located within the Bel-Red Subarea with a land use designation of BR-RC-3.

Policy S-BR-6: *Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.*
Policy S-BR-7: *Implement a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities that contribute to the public good.*

Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities.

Response: The proposal meets this requirement as the applicant has concentrated the higher buildings in the center of the site while stepping down the building heights to the pedestrian level at Bel-Red Road and 156th Avenue NE. The applicant has chosen to provide affordable housing units to gain the FAR bonuses noted within LUC. See Section XIII for related condition.

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

Response: See Section IV.B.3 above for landscaping discussion.

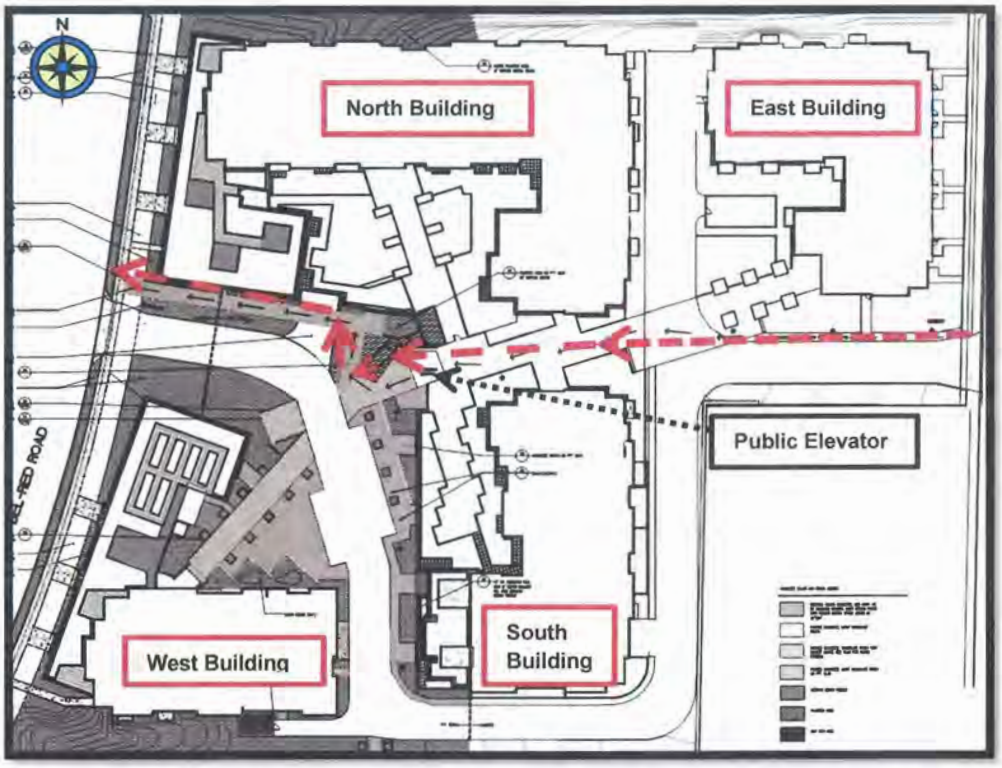
Urban Design

Policy S-BR-14: *Use design guidelines to promote pedestrian-friendly and transit oriented, design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place. Conduct design review for all mixed use, office and residentially designated areas of the Subarea. Apply additional depth and attention to the details of Design Review within transit-oriented development nodes.*

Discussion: Design review should pay special attention to creating a pedestrian friendly environment, by helping to create vibrant, interesting, safe, walkable and interconnected sites.

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

East/West Pedestrian Connection via public Elevator



Response: A pedestrian route of travel has been created across the site to connect with the major rights-of-way: 156th Avenue NE and Bel-Red Road. Sheet L1.01 details the route with arrows from east to west which is the major pedestrian route. As noted earlier in this report, there is a topographic differential of up to 20 feet across the site. A pedestrian elevator was added to address this topographic difference adjacent to the water feature at the center of the site.

The applicant has also provided a connection to the property to the south so that pedestrians can access commercial uses. A stair case along with benches on either side with planter strips has been provided to indicate this connection.

Internally to the site, within the arrival/auto court, pavers and landscaping have been provided to create a gracious entry. The internal road continues south and then north between the south building and Wells Fargo. Sidewalk has been provided along with internal road for pedestrians who may use this cut through route to commercial uses to the south.

POLICY 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 floor plates that break down the scale of buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area.*

Response: As mentioned earlier in this report, the applicant has oriented the 6-story towers in an East-West direction to place the bulk of the buildings perpendicular to Bel-Red Road and to 156th Avenue NE. Conversely, the shorter 4-story portions of the building front Bel-Red Road. Placing the 4-story section of the buildings adjacent to Bel-Red steps the building down to a pedestrian level while meeting the transition requirements for the surrounding community.

Housing Policies

Policy S-BR-40: *Encourage a diversity of housing types, from high density, multi-story housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units.*
POLICY S-BR-41: *Promote owner and rental affordability in Bel-Red's new housing stock, with a policy target that 50% of new units be affordable for households earning 120% of median income or less. This overall target should include 10 to 20% of new units affordable to low income households (those earning up to 50% of area median income), another 10 to 20% of new units affordable to moderate income households (those earning up to 80% area median income), and another 10 to 20% affordable as an additional segment of "workforce housing" (for households earning up to 120% of median income). These targets will be addressed through a combination of development regulations and incentives, public investments, and other public and private strategies, such as employer-assisted housing and short-term property tax exemptions for multi-family housing.*

Discussion: The policy targets are not expected to be met by each Bel-Red housing development. Rather, they are intended to be met over time, across the subarea as a whole, through a combination of public and private strategies. The overall supply of affordable housing will be monitored and if policy targets are not being achieved, affordable housing tools and incentives should be adjusted, or new more effective strategies adopted.

Response: The project fulfills the affordable housing component. See Section IV.B.4 above for the affordable housing discussion and Section XIII for subsequent condition.

Transportation

Policy S-BR-57: *Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.*

Response: This proposal is located on two major arterial streets: Bel-Red Road and 156th Avenue NE. There are no secondary streets or alleys available to provide access from these rights-of-way. The Transportation Department has worked with the applicant to arrive at the best locations for vehicular access.

Policy S-BR-63: *Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.*

Response: The applicant has fulfilled the mid-block pedestrian crossing as discussed in Section VIII.D, Urban Design above. Pedestrian amenities have been provided to enhance the area with such items as lighting, seating and weather features.

Interjurisdictional Coordination

Policy S-BR-76: *Continue to coordinate with the City of Redmond on the planning and implementation of land use and facilities that have cross-jurisdictional impacts, and work together to mitigate such impacts. Coordination may include but is not limited to systematic sharing of information, joint advocacy for regional investments benefiting the two areas, and financial contributions toward facilities that mitigate inter-jurisdictional impacts.*

Discussion: An updated inter-local agreement is an appropriate mechanism for formalizing the terms for coordination between the two cities. Such an agreement should identify appropriate mitigation for the East Bellevue area that considers: 1) the combined effects of land use development in the Bel-Red area of Bellevue and the Overlake area of Redmond; and 2) the strong neighborhood preference to avoid projects that add general north-south capacity through East Bellevue neighborhoods.

Response: For a number of years, the Cities of Bellevue and Redmond coordinated review and mitigation of traffic impacts in the Overlake area through the Bel-Red Overlake Transportation Study (BROTS). However, that agreement did not remain in effect after December 31, 2012. Nonetheless, the transportation staff of the two cities has continued to work together. During review of the proposed GRE development, City of Bellevue transportation staff coordinated closely with City of Redmond transportation staff to evaluate short-term and long-term traffic impacts that the development would have on Bel-Red Road. The

concept that both city staffs settled on was for the developer to construct a short-term right turn lane into the site, with the construction done in such a way as to ultimately become part of a long-term widening of Bel-Red Road, which is identified by both cities in applicable policy documents.

Policy S-BR-80: *Reserve the right-of-way needed for the Bel-Red public infrastructure and amenities identified in this Plan as early as practicable.*

Response: Per Condition of Approval XIII.C.5, the developer / property owner is required to dedicate property to include the widened street, landscaping area, and sidewalk area necessary to implement TFP project # 254 on Bel-Red Road.

Policy S-BR-83: *Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather than individual development of small parcels. Consider mandatory use of master planned development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.*

Response: The applicant has fulfilled this request by the submittal of the associated Master Development Plan which has set the transportation and site layout standards for this proposal. The site is comprised of two parcels. However, a Boundary Line Adjustment is required to combine the two parcels into one lot for a total of 4.32 acres to avoid building and land use code violations.

B. The proposal complies with the applicable requirements of this Code.

As conditioned, the proposal complies with applicable requirements of the Land Use Code. Refer to Section IV of this report for further information on compliance with the Land Use Code.

C. The proposal complies with the applicable requirements of this Code.

As conditioned, the proposal complies with applicable requirements of the Land Use Code. Refer to Section IV of this report for further information on compliance with the Land Use Code.

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

As conditioned, the proposal complies with the Bel-Red Development Standards (LUC 20.25D.150). Refer to Section IV of this report for how the proposal has met the Dimensional Requirements and Development Standards.

E. The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.

As conditioned, this proposal will be compatible with the surrounding commercial development. The presence of multifamily units in this location will begin fulfilling the intent of the Bel-Red subarea requirements by integrating housing and

commercial uses. The height and scale of the apartments will be the start to this process. The use of residential materials, windows, balconies and articulation allow the building to fit well into this mixed use environment. Earth tone colors will be harmonious with surrounding commercial uses to the north, west and south.

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

All required public services and facilities are available to the site.

XII. 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 SEPA, the Maser Development Plan and Design Review applications, including <u>MDP extended vesting for a period of 10 years from the date of MDP approval</u>, subject to the following conditions:**

XIII. CONDITIONS OF APPROVAL

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 as 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	Tim Stever, (425) 452-4294
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	Toni Pratt, (425) 452-5374
Sign Code - BCC Title 22B	Toni Pratt, (425) 452-5374
Noise Control - BCC 9.18	Toni Pratt, (425) 452-5374
International Fire Code - BCC 23.11	Travis Ripley, (425) 452-6042

2. **Holiday Construction and Traffic Restrictions:** Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this restriction accordingly.

   Authority: BCC 14.30.060
   Reviewer: Tim Stever, 425-452-4294

3. **Provisions for Loading:** The property owner shall provide off-street loading spaces which can access a public street. On-street loading and unloading will not be permitted without a specific right of way use permit.

Authority: LUC 20.20.590.K.4
Reviewer: Carl Wilson, 425-452-4228

B. PRIOR TO CLEARING AND GRADING PERMIT: The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with or plans submitted with the CLEAR AND GRADE permit application:

1. **Right-of-Way Use Permit:** Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

   a) Designated truck hauling routes.
   b) Truck loading/unloading activities.
   c) Location of construction fences.
   d) Hours of construction and hauling.
   e) Requirements for leasing of right of way or pedestrian easements.
   f) Provisions for street sweeping, excavation and construction.
   g) Location of construction signing and pedestrian detour routes.
   h) All other construction activities as they affect the public street system.

   In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when access is not feasible due to specific construction activities, such as shoring, foundation work, or construction of frontage improvements. General materials storage and contractor convenience are not reasons for preventing access.

   The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit. If any hauling will occur within the City of Redmond, the applicant must contact the City for a hauling permit.

   Authority: BCC 11.70 & 14.30
   Reviewer: Tim Stever, 425-452-4294

2. **Civil Engineering Plans Transportation:** Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the Bel-Red Code, the Transportation Department Design Manual, AASHTO standards, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

   a) Traffic signs and markings.
   b) Curb, gutter, and sidewalk design per standard drawings from the Transportation Department Design Manual.
   c) Driveway approach design. Driveway approaches on both adjacent streets must be designed and constructed per standard drawing DEV-7A or DEV-7F or an approved

alternative. The approach width shall be 30 feet at the sidewalk, although the driveway width within the site may be less. Driveway grades shall not exceed 7% for 30 feet behind the sidewalk, and grade changes shall be rounded off so vehicles do not bottom out.

d) Design of street widening on Bel-Red Road. The design must meet arterial standards approved by the Transportation Department for traffic signs and markings, pavement, subgrade, and cross slope.
e) Installation or relocation of streetlights and related equipment.
f) Sight distance. Show the required sight triangles for all driveway approaches per BCC 14.60.240 and 241. Show all sight obstructions, such as fixed objects, mature vegetation, and signs, including those off-site.
g) Location of fixed objects in the sidewalk or near the driveway approach.
h) Trench and pavement restoration within any right of way or access easement.
i) The civil engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
j) Transformers and utility vaults shall be placed inside the building or below grade. To the maximum extent feasible, utility vaults shall not be placed within any public sidewalk.

Authority: BCC 14.60, Transportation Department Design Manual, and Transportation Department Design Manual Standard Drawings, Bel-Red Code, and the Bel-Red Subarea Plan Transportation Project List of the Comprehensive Plan
Reviewer: Carl Wilson, 425-452-4228

C. PRIOR TO BUILDING PERMIT: The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with or plans submitted with the <u>Building permit application</u>:

1. **Transportation Impact Fee:** Payment of the traffic impact fee will be required at the time of building permit issuance. The impact fee is presently $1360 per multifamily dwelling unit. This fee is subject to change, and the fee schedule in effect at the time of building permit issuance will apply, for each building permit that includes dwelling units or other non-parking uses. A fee increase is scheduled to take effect on January 1, 2016.

   Authority: BCC 22.16
   Reviewer: Carl Wilson, 425-452-4228

2. **Building and Site Plans Transportation:** The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, City inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

   Authority: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241
   Reviewer: Carl Wilson, 425-452-4228

3. **Existing Easements:** Negative impacts caused by this development to any utility easements must be mitigated or easements relinquished.

   Authority: BCC 14.60.100
   Reviewer: Tim Stever, 425-452-4294

4. **Granting of Sidewalk and Utility Easements:** The developer / property owner shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks and any street light facilities and appurtenances that will be located outside the existing or new City right of way fronting this site. At a minimum, this necessitates granting of a strip of sidewalk / utility easement approximately three to four feet wide along the site's entire frontage on 156th Avenue NE. The exact alignment will be confirmed during review and approval of the development's final civil engineering plans.

   Authority: BCC 14.60.100
   Reviewer: Carl Wilson, 425-452-4228

5. **Dedication of Right-of-Way:** The developer / property owner is required to dedicate property such that the widened street, landscaping area, and sidewalk area to the back of the future extended sidewalk alignment along the site's entire frontage on Bel-Red Road will be accommodated within the public right of way. This area of right of way dedication will be to a line approximately 44.5 feet from the existing center line of Bel-Red Road along the site's entire frontage. The exact alignment will be confirmed during review and approval of the development's final civil engineering plans.

   Authority: BCC 14.60.090
   Reviewer: Carl Wilson, 425-452-4228

6. **Transportation Management Plan:** The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Section 14.60.070.

   Authority: BCC 14.60.070
   Reviewer: Carl Wilson, 425-452-4228

7. **Boundary Line Adjustment (BLA):** The applicant will be required to file for a Boundary Line Adjustment to avoid violations to both the LUC and International Building Code. No structures are permitted to be built over property lines.

   Authority: LUC 45B.260
   Reviewer: Antoinette Pratt

8. **Final Utilities Approval:** The Utilities Department approval of the Conditional Use application is based on the preliminary utility design. Final civil engineering of the utility design may require changes to the site layout to accommodate the utilities.

   Authority: BCC Title 24.02, 24.04, 24.06
   Reviewer: Arturo Chi, (425) 452-4119

9. **Developer Extension Agreement:** The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Developer Extension Agreement and Utilities Permit Processes.
   Authority: BCC Title 24.02, 24.04, 24.06
   Reviewer: Arturo Chi, (425) 452-4119

10. **East Building:** The East Building has not been developed to its architectural potential. The applicant will be required to apply for a new, separate Design Review application prior to construction of the East Tower. Additionally, the required parking for the East Building is located within Phase I development. To ensure that residents from the East Building have adequate weather protection to access their vehicles, the applicant shall be required to develop a weather protection system that safely leads pedestrians from the East Building to their assigned vehicles. Architectural details of the weather protection shall be provided with this application.

    Authority: LUC 20.30F and LUC 20.25D.150.3
    Reviewer: Antoinette Pratt

11. **FAR and Associated Amenity—Affordable Housing:** The applicant shall provide affordable housing units under Tier 1A or pay a fee in lieu amount as detailed below:

Phase	*Component*	*Bond for Affordable Housing Bonus*
1A	Podium & West Tower	0
1B	South Tower	$515,628
1C	North Tower	Increase bond to $2,504,682
Phase II	East Tower	Increase bond to $3,025,638

    The amount of the bond shall be equal to the in-lieu of payment that would be due at the Certificate of Occupancy for Phase 1B. Permits will be issued and Certificate of Occupancy issued for Phase 1C as long as the bond is in place. Timing of the performance agreement shall be based on the timetable noted below:

    - One year to market initial phases and file permits for Phase II entitlement processes
    - One year to commence construction with an 18 months completion thereafter. The applicant shall have a total of 3.5 years to complete all proposed phases of the proposal. Upon completion of the East Tower, the bond will be returned to the applicant.

    The City shall evaluate substantial completion of the applicant progress. If the project is close to completion within this three and half years, the City <u>may</u> opt to provide a one year extension. If the proposal is not substantially complete by this time, then the City shall retain the submitted bond for Tier 1A, affordable units.

    Authority: LUC 20.25D.090.C. FAR Amenity System
    Reviewer: Antoinette Pratt

12. **Integrate Art:** The applicant shall integrate art into the proposal. The art should complement the building and be integrated into the site's public spaces/connections.

Authority: LUC 20.25D.150
Reviewer: Antoinette Pratt

13. **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 Recorder's Office.

    Authority: LUC 20.25A.020.D.3
    Reviewer: Antoinette Pratt

14. **Trash and Recycling:** Access and design shall be formally reviewed and approved by Republic Services prior to building permit issuance. A letter formally accepting location and design shall be required as well.

    Authority: LUC 20.20.725
    Reviewer: Antoinette Pratt

15. **Garage Door Details:** More information is required regarding the design of the garage doors. A detail is required to ensure compatibility with the building exterior.

    Authority: LUC 20.25D.150
    Reviewer: Antoinette Pratt

16. **Exterior lighting fixtures:** All parking areas and driveways shall utilize cutoff shields or other appropriate measures to conceal light sources from adjoining uses and the rights-of-way. All lighting shall be designed to avoid spillover glare beyond the site boundaries.

    Authority: LUC 20.20.522
    Reviewer: Antoinette Pratt

17. **Water Feature:** A water feature is proposed to enhance the pedestrian environment adjacent to the main entry to the development from Bel-Red Road. More detail is necessary for the water feature regarding functionality adjacent to the main entry and public elevator.

    Authority: LUC 20.25D.150.2
    Reviewer: Antoinette Pratt

18. **Building Louvers:** A detail corresponding to the proposed louvers for ventilation is required that specifies color, material and size.

    Authority: LUC 20.25D.150.2
    Reviewer: Antoinette Pratt

19. **Mechanical Screening**: Mechanical screening for above ground and roof mounted equipment shall be screened and integrated into the building design of each structure.

    Authority: LUC 20.20.525
    Reviewer: Antoinette Pratt

20. **Pedestrian Route of Travel (East/West Connection):** The applicant shall further define the pedestrian design features used to reinforce the pedestrian experience: signage, landscaping lighting or sculptural and artistic elements. Design approval of these elements must be provided along with the exact location prior to building permit issuance.
    Authority: LUC 20.20.725
    Reviewer: Antoinette Pratt

21. **Garage Exhaust Noise:** The garage exhaust fans can create noise levels at the public sidewalk which exceed that allowed by the Bellevue City Code. This decision is conditioned to require certification by the project noise consultant that the garage exhaust fan noise will not exceed 60 dBA prior to the issuance of any mechanical permits.

    Authority: BCC 9.18.030
    Reviewer: Antoinette Pratt

22. **Construction Hours:** Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction noise is prohibited on all Sundays and WA state holidays. Posting of construction hours is required. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY ONLY be granted pursuant to 9.18.020C.1&2. Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. To vary construction noise hours, the applicant shall apply for a noise permit that must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such requests may be required to include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

    Authority: BCC 9.18.040
    Reviewer: Antoinette Pratt

23. **Signs:** All signage shall be pedestrian oriented. A comprehensive sign package shall be submitted to Land Use for review and approval prior to issuance of any sign permits. The sign package plans, elevations, and other sketches shall include but are not limited to:

    a. Location
    b. Lighting
    c. Color Palette
    d. Material
    e. Design (No cabinet or can signs are permitted)

    Signage shall be the minimum size necessary to convey information and shall be architecturally compatible and integrated with the building. See Sign Code limitations or other design criteria. Design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application.

    Authority: LUC 20.25A.110, LUC 20.30F, BCC 22B
    Reviewer: Antoinette Pratt

D. PRIOR TO CERTIFICATE OF OCCUPANCY: The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with or plans submitted with the Certificate of Occupancy:

1. **Street Frontage Improvements:** All street frontage improvements and other required transportation elements, including all required revisions of the street light system, must be constructed by the applicant and accepted by the City Inspector. Existing overhead lines must be relocated underground, except for high voltage transmission lines. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the City requires a delay.

   Authority: BCC 14.60, Comprehensive Plan Policy UT-39, Transportation Department Design Manual, and Transportation Department Design Manual Standard Drawings.
   Reviewer: Carl Wilson, 425-452-4228

2. **Pavement Restoration:** Pavement restoration associated with street frontage improvements, utility connections, or to repair damaged street surfaces shall be provided as follows:

   a. 156th Avenue NE: Any trenching or construction-related damage to the street surface on 156th will require a grind and overlay at least 50 feet long for the full width of any affected lane or lane group.

   b. Bel-Red Road: Standard Trench Restoration will be required. Due to the location of the City limits, any trenching or other street work to the west of the centerline of Bel-Red Road will require approval by the City of Redmond.

   c. The final requirements for trench restoration and any overlays will be determined in the Right of Way Use Permit for this development.

   Authority: BCC 14.60. 250; Design Manual Design Standard #21
   Reviewer: Tim Stever, 425-452-4294

3. **Implement the Transportation Management Program:** The Transportation Management Program required by Bellevue City Code Section 14.60.070 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy for each tower.

   Authority: BCC 14.60.070
   Reviewer: Carl Wilson, 425-452-4228

4. **Landscape Installation Assurance Device:** If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation the applicant shall file with DSD a landscape installation assurance device equal to 150% of the cost of labor and materials for any landscaping that has not yet been installed.

   Authority: LUC 20.40.490
   Reviewer: Antoinette Pratt

5. **Landscape Maintenance Device:** The applicant shall file with the DSD a landscape maintenance assurance device for a one-year period in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

   Authority: LUC 20.40.490
   Reviewer: Antoinette Pratt

6. **Parking Lot Striping/Operable Loading Bay:** All parking stalls shall be striped and the loading bay shall be operable prior to Temporary Certificate of Occupancy.

   Authority: LUC 20.20.590.K
   Reviewer: Antoinette Pratt

7. **Bonus System Recording:** The applicant shall record a copy of the approved bonus point calculations, a statement that 100% of the project frontage shall remain and the project drawings & conditions of this Design Review with the King County Records office.

   Authority: LUC 20.25A.020.D.3
   Reviewer: Antoinette Pratt

8. **Pedestrian Route of Travel (East/West Connection):** An elevator shall be provided for public pedestrian connection across the site during business hours. Signage detailing this pedestrian route of travel and its hours of access will be required prior to Certificate of Occupancy. Access to the route of travel may be closed to the public after-hours.

   Authority: LUC 20.25D.150.2
   Reviewer: Antoinette Pratt

9. **Interior Residential Noise Levels:** Interior residential noise levels shall not exceed the standard below:

   a. Noise Levels: Noise levels shall not to exceed 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. The applicant shall measure the noise levels in a random sample of the rooms and submit the findings to the City. If the maximum threshold is exceeded, additional noise mitigation will be required to meet the threshold prior to the issuance of any Occupancy Permit.

   Authority: BCC 9.18
   Reviewer: Antoinette Pratt

   b. Garage Exhaust: The applicant shall provide certification from the mechanical engineer that the air flow from the garage exhaust fans will not exceed 60 dBA.

   Authority: BCC 9.18.030
   Reviewer: Antoinette Pratt

Attachments

A. Dimensional Requirements
B. FAR Calculations per Phase
C. Plans and Drawings
D. Concurrency Certificate

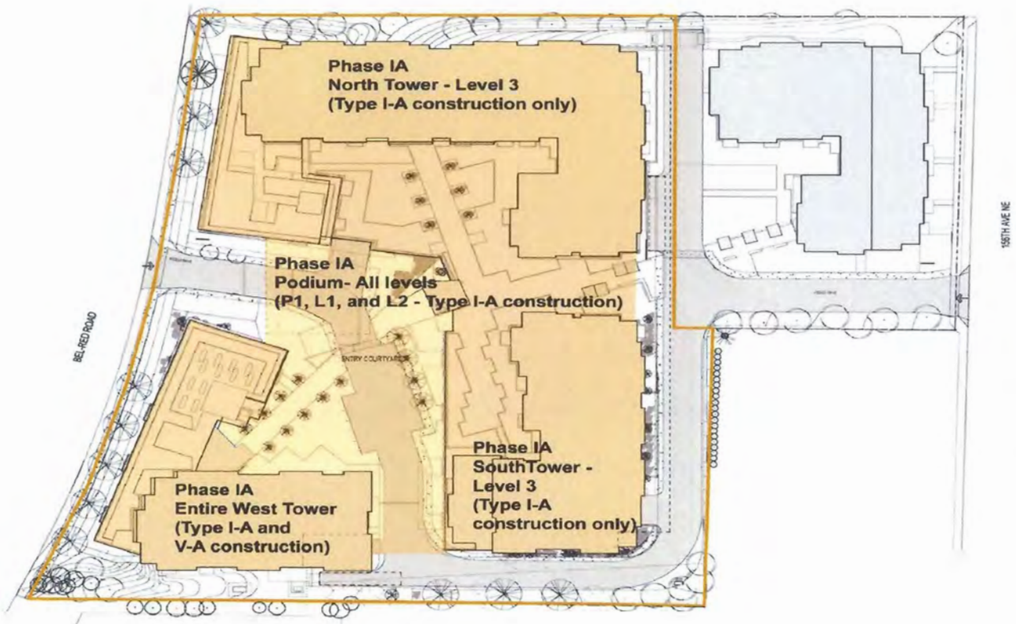
ATTACHMENT A
(Dimensional Requirement per BR-RC-3 District)

BEL-RED APARTMENTS

Compliance with LUC 20.25D.080, 20.25D.110 and LUC 20.25D.120 Requirements per each Construction Phase

Item	Phase 1A Podium and West Tower	Phase 1B South Tower	Phase 1C North Tower	Phase 2 East Tower	MDP Total
Proposed Gross Floor Area (GFA) per Phase including Parking and MEP Rooms	300,106 GFA	69,170 GFA	110,503 GFA	65,516 GSF	Total 545,295 GFA
Quantity of Proposed Residential Units in each Phase	97 (19 in Podium + 78 in West Tower)	87 in South Tower	168 in North Tower	101 in East Tower	Total 453
Building Height per LUC 20.25D.080 (13)	West Tower is outside of 50' distance from the sidewalk along 156th Ave. NE. Proposed 70' ht. measured from average grade around building, excluding rooftop mechanical screen and elevator penthouse	South Tower is outside of 50' distance from the sidewalk along 156th Ave. NE. Proposed 70' ht. measured from average grade around building, excluding rooftop mechanical screen and elevator penthouse	North Tower is outside of 50' distance from the sidewalk along 156th Ave. NE. Proposed 70' ht. measured from average grade around building, excluding rooftop mechanical screen and elevator penthouse	East Tower proposed height: a) 45' ht. within 50' distance from the sidewalk along 156th Ave. NE b) 70' ht. outside 50' distance from the sidewalk along 156th Ave. NE	N/A
Permitted Façade Length on 156th Ave NE - 150 feet max. LUC 20.25D.080.A(15)	N/A - no façade along 156th Ave NE	N/A - no façade along 156th Ave NE	N/A - no façade along 156th Ave NE	Proposed Façade length 150'-0"	N/A
Front Setbacks = 0 LUC Chart 20.25.080.A	20' along Bel-Red Rd (including 15' street dedication)	N/A	20' along Bel-Red Rd (including 15' street dedication)	15' along 156th Ave NE	N/A
Side/Rear Setbacks = 0 LUC Chart 20.25.080.A	24'-6" min. setback along Southern side including 10' landscape buffer	37'-6" min. setback along Southern side including average 10' landscape buffer per ALO-1; 40'-0" min. setback along Eastern side with reduced landscape buffer per ALO-2	22'-8" min. setback along Northern side including 10' landscape buffer	22'-8" min. setback along Northern side including 10' landscape buffer 15'-0" min. setback along Eastern side	N/A
Façade Stepback within 15-foot front setback LUC 20.25D.080.A(2)	N/A - West Tower is outside of 15' front setback	N/A - South Tower is outside of 15' front setback	N/A - North Tower is outside of 15' front setback	N/A - East Tower is outside of 15' front setback	N/A
Building Separation - 40 feet LUC 20.25D.080.A(15)	N/A	N/A	Proposed separation between South Tower and North Tower - 40'	Proposed separation between East Tower and North Tower - 40'	N/A
Floor Area above 40' per floor 28,000 GSF max. LUC 20.25D.080.A(20)	9,275 SF	14,217 SF	21,003 SF	8,288 SF	Proposed Average Floor Area = 13,196 SF
Impervious Area / Lot Coverage - 75% max. per LUC 20.25D.080.A	71%	N/A	N/A	71%	71%
Refuse and Recycling per LUC 20.20.725 per 1 Unit: 1.5 SF	Proposed Main R/R Room in West Tower: 1,419 SF Required: 1.5 x 97 = 146 SF min.	Proposed R/R Room in South Tower: 539 SF Required: 1.5 x 87 = 131 SF min.	Proposed R/R Room in North Tower: 750 SF Required: 1.5 x 168 = 252 SF min.	Proposed R/R Room in East Tower: 590 SF Required: 1.5 x 101 = 152 SF min.	Combined area of Proposed R/R Rooms in all towers: 3,298 SF Required: 1.5 x 453 = 680 SF min.
Sidewalk width for arterial landscaping per 20.25D.110.B.3(d): sidewalk 6', planting 5'	Along Bel-Red Rd. Proposed 11ft. (includes 5 ft. planting strip; curb & gutter - extra)	N/A	N/A	Along 156th Ave NE Proposed 11 ft. (includes 5 ft. planting strip; curb & gutter - extra)	Proposed 11 ft. (includes 5 ft. planting strip; curb & gutter - extra)
Street Tree Caliper and Species per 20.25D.110.B.3(d)	Greenspire Linden Tilia Cordata "Greenspire" along Bel-Red Rd; 2.5" cal., 12'-14' ht, @ 30' o.c. max.	N/A	N/A	Acer Truncatum 'Pacific Sunset' Pacific Sunset Maple along 156th Ave NE; 2.5" cal., 6'-7' ht @ 30' o.c. max.	Greenspire Linen trees along Bel-Red Rd - 9; Pacific Sunset Maple trees along 156th Aver NE - 5
Parking per LUC Chart 20.25D.120.B.2 per 1 Unit: 0.75 min and 2 max Required: 340 min and 906 max.	Proposed in Podium: 476	N/A	N/A	0	Total 476 spaces
Bicycle Parking LUC 20.15D.120.G(1): 1 space per 10 Units 453 x 0.1 = 46 min. required	Proposed in Podium: 72 covered spaces	N/A	N/A	10 covered spaces	Total 82 covered spaces
Estimated Time of Completion	January 2015 +	May 2015 +	August 2015 +	August 2015 +	August 2015 +

BEL - RED APARTMENTS
Construction Phases



Phase IA

Phase IB

Phase IC

Phase 2

- Phase IA
- Phase IB
- Phase IC
- Phase 2

ATTACHMENT B
FAR Calculations per Each Construction Phase

BEL-RED APARTMENTS

FAR Calculations per each Construction Phase

Item	Phase 1A Podium and West Tower	Phase 1B South Tower	Phase 1C North Tower	Phase 2 East Tower	MDP Total
Base Permitted Floor Area (Base FAR x Project Limit)	188,253 SF (1.0 x 188,253 = 188,253 SF)	188,253 SF (1.0 x 188,253 = 188,253 SF)	188,253 SF (1.0 x 188,253 = 188,253 SF)	188,253 SF (188,253 x 1 = 188,253)	188,253 SF (188,253 x 1 = 188,253)
Floor Area for FAR	147,729 SF (72,316 SF Podium + 75,431 SF West Tower)	69,170 SF South Tower	110,503 SF North Tower	28,942 SF (65,516 SF East Tower - 36,574 SF Affordable Housing)	356,344 SF (65,516 SF East Tower + 327,402 SF in previous Phases 1A, 1B & 1C - 36,574 SF Affordable Housing)
Cumulative Floor Area for FAR	147,729 SF	216,899 SF (69,170 SF South Tower + 147,729 SF Phase IA)	327,402 SF (110,503 SF North Tower + 216,899 SF in previous Phases 1A & 1B)	356,344 SF (65,516 SF East Tower + 327,402 SF in previous Phases 1A, 1B & 1C - 36,574 SF Affordable Housing)	356,344 SF
FAR Amenity Points Earned with Affordable Housing	0 SF	0 SF	0 SF	36,574 SF	36,574 SF
FAR Amenity Points Deficit	N/A	28,646 SF (216,899 – 188,253)	139,149 SF (327,402 – 188,253)	168,091 SF (356,344– 188,253)	168,091 SF (356,344– 188,253))
Cumulative Affordable Housing Required (1 SF for 4.6 SF of Bonus Area)	N/A	6,227 SF Affordable Housing Required (28,646 / 4.6)	30,250 SF Affordable Housing Required (139,149 / 4.6)	36,542 SF Affordable Housing Required (168,091 / 4.6)	36,542 SF Affordable Housing Required (168,091 / 4.6)
Fee-in-lieu Affordable Housing (Cost $18/FAR SF)	N/A	Fee-in-lieu $515,628 (28,646 x $18)	Fee-in-lieu $2,504,682 (139,149 x $18)	Fee-in-lieu $3,025,638 (168,091 x $18)	Fee-in-lieu $3,025,638 (168,091 x $18) Indicated for Reference Only
Cumulative FAR	0.78 (147,729 / 188,253)	1.15 (216,899 / 188,253)	1.74 (327,402 / 188,253)	1.89 (356,344 / 188,253)	1.89 (356,344 / 188,253)
Excess FAR Amenity Earned (Total Points Required – Total Points Earned)	N/A	N/A	N/A	32 SF (36,574 - 36,542)	32 SF (36,574 - 36,542)

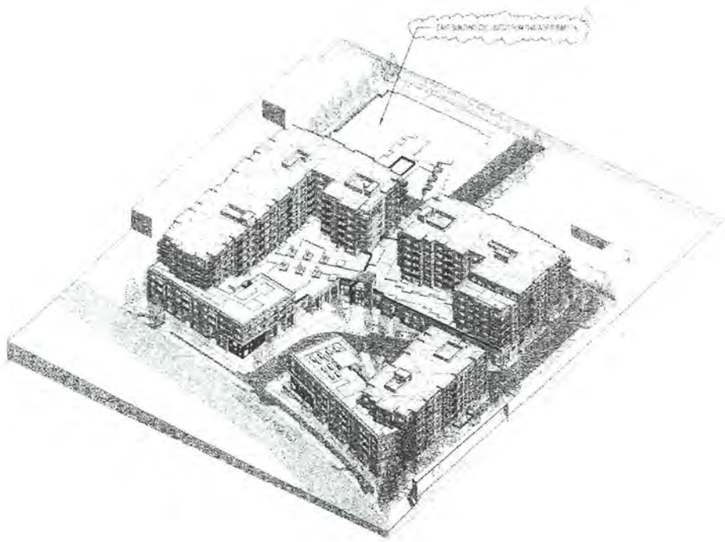
ATTACHMENT C
(Project Plans and Drawings)

GRE - BELLEVUE

2170 BEL-RED ROAD, BELLEVUE, WA

ADR SUBMITTAL

JULY 1, 2013



VICINITY MAP

LIST OF PERMITS REQUIRED

PROJECT TEAM

PROJECT MANUAL - SHEET INDEX

VOLUME 1 - ARCHITECTURAL

grouparchitect

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seattle, washington 98102

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REGISTERED ARCHITECT
BRIAN JEFFREY PALDAN
STATE OF WASHINGTON

KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE WA 98121

ISSUE	ADR RESUBMITTAL 2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	05/01/2013

REVISIONS

1	04/26/2013	ADR RESUBMITTAL
2	07/01/2013	ADR RESUBMITTAL - 2

DRAWN	CEW
CHECKED	BJP
PROJECT No.	1222

SHEET TITLE
ADR COVER SHEET

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ORIGINAL SHEET SIZE 24"x36"

SHEET NO.
G0.00

ZONING CODE NOTES: PART 20.25D 150 - BEL-RED DESIGN GUIDELINES

grouparchitect

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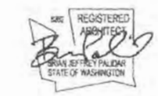

KEY PLAN

PROJECT:

GRE - BELLEVUE

PROJECT ADDRESS:

2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:

GRE BelRed LLC

2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	ADR RESUBMITTAL 2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	05/24/2013

REVISIONS

2	07/01/2013	ADR RESUBMITTAL 2

PLOT DATE	7/1/2013 5:11:06 PM
DRAWN	BJP / MS
CHECKED	BJP
PROJECT No.	1222

SHEET TITLE

BEL-RED DESIGN GUIDELINES

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ORIGINAL SHEET 12 IS 8 1/2

SHEET NO:

A0.01

PROJECT INFORMATION

[illegible]

UNIT MATRIX (WITHOUT EAST BUILDING)

[illegible]	[illegible]	[illegible]
1 - DOR	5	5.8%
1 / 1	48	55.8%
2 - DOR	4	4.6%
2 / 1	4	4.6%
2 / 2	15	17.4%
OPEN ONE	10	11.6%
STUDIO	1	1.2%
GRAND TOTAL	86	100%

UNIT TYPES PER BUILDING (WITHOUT EAST BUILDING)

UNIT TYPE	UNIT TYPE	% OF TOTAL UNITS BY BLDG	BUILDING
NORTH			
1 - DOR	1	2.0%	NORTH
1 / 1	20	39.1%	NORTH
2 - DOR	1	1.9%	NORTH
2 / 1	2	3.9%	NORTH
2 / 2	9	17.6%	NORTH
OPEN ONE	10	19.6%	NORTH
STUDIO	8	15.7%	NORTH
	51		
FOGLIAM			
1 - DOR	3	10.0%	FOGLIAM
1 / 1	17		FOGLIAM
OPEN ONE	10	33.3%	FOGLIAM
	30		
SOUTH			
1 / 1	14	10.0%	SOUTH
2 / DOR	21	15.0%	SOUTH
2 / 1	35	25.0%	SOUTH
OPEN ONE	5		SOUTH
	75		
WEST			
1 - DOR	21	21.0%	WEST
1 / 1	1	1.0%	WEST
2 - DOR	1	1.0%	WEST
2 / 1	2	2.0%	WEST
2 / 2	20		WEST
OPEN ONE	16	16.0%	WEST
STUDIO	5	5.0%	WEST
	66		
GRAND TOTAL	222		

UNIT MATRIX - EAST BUILDING (UNDER SEPARATE ADR APPLICATION)

[illegible]	[illegible]	[illegible]	[illegible]
1 - DOR	1		EAST
1 / 1	1		EAST
2 / 2	1		EAST
OPEN ONE	1		EAST
STUDIO	1	25	EAST
GRAND TOTAL	5		

ZONING CODE CONFORMANCE. LUC 20.20 - GENERAL DEVELOPMENT REQUIREMENTS

[illegible]

ALTERNATIVE LANDSCAPING OPTION (A.L.O.) RATIONALE AND MATRIX

PROJECT CONDITIONS:
THE PROJECT IS ADDRESSING THREE COMPETING OBJECTIVES WHICH OVERLAP AT TWO INTERIOR PROPERTY LINES AS FOLLOWS:
1) OWNER'S REQUIREMENT - FOR NON-STRICT, NON-COLLINEAR TRAVEL THROUGH THE SITE.
2) CITY OF BELLEVUE FIRE DEPARTMENT EMERGENCY VEHICLE ACCESS WITH AN ADDITIONAL 16 FEET OF CLEARANCE REQUIRED AT FOUNDATION BASE FOR UNDER INCLINATION.
3) CITY OF BELLEVUE ZONING CODE REQUIREMENT FOR INTERIOR LOT LINE LANDSCAPE 10' BUFFER SUBSTANTIAL ELEMENTS AND INTENT OF THE FIRE DEPARTMENT AND ZONING CODE ITEMS ON PLAN AND THE APPLICANT IS PROPOSING AN ALTERNATE DESIGN OPTION TO RESOLVE THE CONFLICT.

CODE REQUIREMENTS:
PER LUC 20.20.520 F.1.D.2, INTERIOR LOT LINES SHALL BE LANDSCAPED WITH A 10' FOOT WIDE LANDSCAPING BUFFER.
THE BUFFER SHALL INCLUDE EVERGREEN AND DECIDUOUS TREES AND SHRUBS WITH GROUND COVER FULLY COVERING THE AREA WITHIN THREE YEARS.
THERE IS NO ZONING CODE OR BEL RED SUBAREA REQUIREMENT FOR LANDSCAPING OR BUFFER AT THE BASE OF THE PROPOSED BUILDING.

ALO #	LOCATION	REQUIREMENT	DESIGN PROPOSAL	RATIONALE
ALO-1	SOUTHEAST INTERNAL PROPERTY LINE	10' INTERNAL LANDSC. BUFFER	PROPOSED BUFFER TO 7' APPROX AVG AT PROP LINE & PROVIDE MIN. 10' AVG. LANDSCAPING AT SOUTH BUILDING EAST FACADE FOR COMBINED 17' TOTAL	FIRE APPARATUS VEHICLE MOVEMENT REQUIRES 26' OVERLAND AND MINIMUM 10' ROADWAY OFFSET FROM BUILDING FACADE FOR LADDER INCLINATION. LANDSCAPE PROPOSED PER SAP PLAN. PROJECT PROPOSES COMBINATION OF LANDSCAPING TO PROVIDE INCREASED OVERALL LANDSCAPING AREA. LESS 10' BUFFER LOCATED IMMEDIATELY AT PROPERTY LINE
ALO-2	SOUTH INTERNAL PROPERTY LINE	10' INTERNAL LANDSC. BUFFER	BUFFER 10' AVERAGE 10' IN WIDTH VARIES FROM 8' IN WIDTH	SITE IS NON ORTHOGONAL WITH RESPECT TO BUILDING CONSTRUCTION. GEOMETRY BUFFER AVERAGING WILL ALLOW ACCESS DRIVEWAY REQUIREMENTS TO BE MET WHILE ACCOMMODATING LARGER + EQUIVALENT BUFFER AREA
ALO-3	SOUTH INTERNAL PROPERTY LINE	10' INTERNAL LANDSC. BUFFER	PROVIDE PEDESTRIAN CONNECTIVITY PATHWAYS ON PROJECT SITE WILL BE REMOVED BY ALLOWING PEDESTRIANS FROM ADJACENT SHOPPING CENTER TO SOUTH TO ACCESS PROJECT SITE VIA PAVED CONNECTION POINT	

ZONING CODE CONFORMANCE PART 20.25D - BEL RED

[illegible]

VEHICLE PARKING QUANTITY CALCS AND DISTRIBUTION (20.25D.120-B)

[illegible]

OVERALL PARKING COUNT

PARKING LEVEL	PARKING SPACE TYPE	COUNT
LEVEL 1		
LEVEL 1	BARRIER FREE SPACE 9' X 18'	1
LEVEL 1	BARRIER FREE SPACE 9' X 18' VAN	1
LEVEL 1	COMPACT 7' 6" X 15' 6"	75
LEVEL 1	COMPACT 8' 6" X 15' 6"	75
LEVEL 1	STANDARD 9' X 18'	5
LEVEL 1	STANDARD 9' X 18'	37
LEVEL 1	STANDARD 9' X 18'	37
		231
LEVEL P1		
LEVEL P1	BARRIER FREE SPACE 9' X 18'	1
LEVEL P1	COMPACT 7' 6" X 15' 6"	10
LEVEL P1	COMPACT 8' 6" X 15' 6"	10
LEVEL P1	STANDARD 9' X 18'	10
		32
SURFACE PARKING		
SURFACE PARKING	PARALLEL 8' 0" X 22' 0"	1
		1
Grand total		264

BARRIER-FREE PARKING COUNT

PARKING LEVEL	PARKING SPACE TYPE	COUNT
LEVEL 1	BARRIER FREE SPACE 9' X 18'	1
LEVEL 1	BARRIER FREE SPACE 9' X 18' VAN	1
LEVEL 2	BARRIER FREE SPACE 9' X 18'	1
LEVEL P1	BARRIER FREE SPACE 9' X 18'	1
Grand total		4

COMPACT STALL COUNT

PARKING LEVEL	PARKING SPACE TYPE	COUNT
LEVEL 1	COMPACT 7' 6" X 15' 6"	75
LEVEL 1	COMPACT 8' 6" X 15' 6"	75
LEVEL P1	COMPACT 7' 6" X 15' 6"	10
LEVEL P1	COMPACT 8' 6" X 15' 6"	10
LEVEL 2	COMPACT 8' 6" X 15' 6"	14
LEVEL P1	COMPACT 8' 6" X 15' 6"	16
Grand total		210

BICYCLE PARKING QUANTITY CALCS AND DISTRIBUTION (20.25D.120-G)

[illegible]

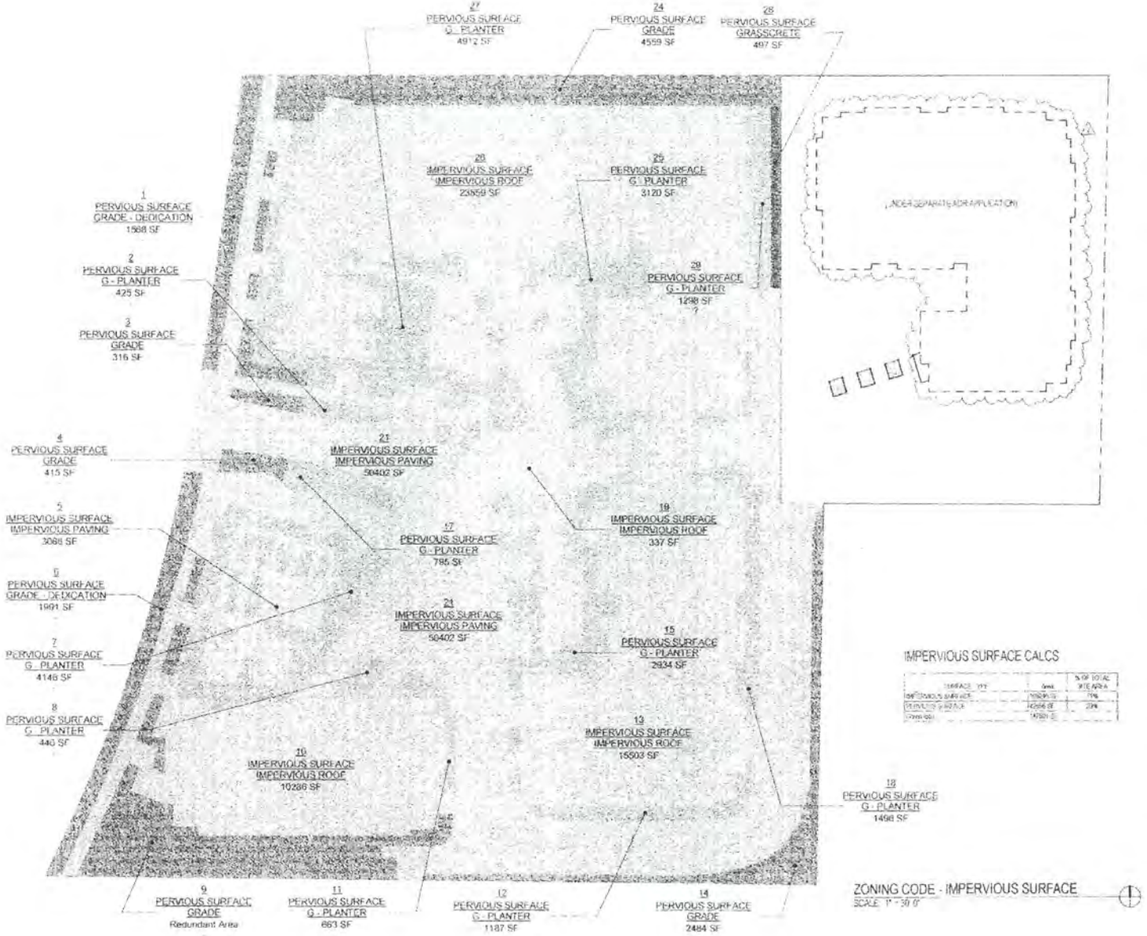
BICYCLE PARKING COUNT

LEVEL	PARKING SPACE TYPE	COUNT
LEVEL 1	COVERED BIKE RACK	71
Grand total		71

[illegible]

MOTORCYCLE PARKING COUNT

LEVEL	PARKING SPACE TYPE	COUNT
LEVEL 1	MOTORCYCLE / SCOOTER	5
LEVEL 2	MOTORCYCLE / SCOOTER	5
LEVEL P1	MOTORCYCLE / SCOOTER	14
Grand total		24



ZONING CODE - IMPERVIOUS SURFACE
SCALE: 1" = 30' 0"

IMPERVIOUS SURFACE CALCS

SURFACE TYPE	Area	% OF TOTAL SITE AREA
IMPERVIOUS SURFACE	109019 SF	79%
PERVIOUS SURFACE	28966 SF	21%
Grand total	137985 SF	

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KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE WA 98121

ISSUE	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	06/24/2013

REVISIONS
1 04/29/2013: ADR RESUBMITTAL
2 07/01/2013: ADR RESUBMITTAL - 2

PLOT DATE	7/1/2013 5:11:26 PM
DRAWN	MK / CSW
CHECKED	BJH
PROJECT No.	1222

SHEET TITLE
ZONING CODE CALCULATIONS

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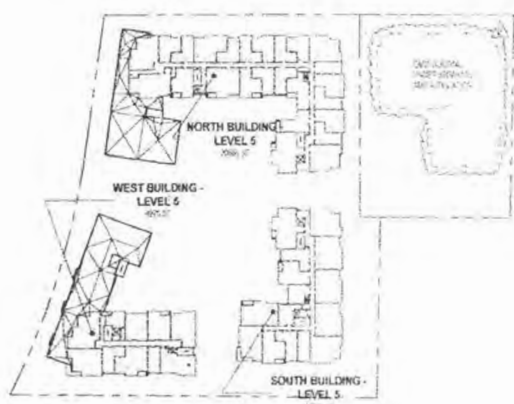
SHEET NO:
A0.02

FAR - LEVEL 8
SCALE: 1" = 80'-0"

FAR - LEVEL 7
SCALE: 1" = 80'-0"

FAR - LEVEL 6
SCALE: 1" = 80'-0"



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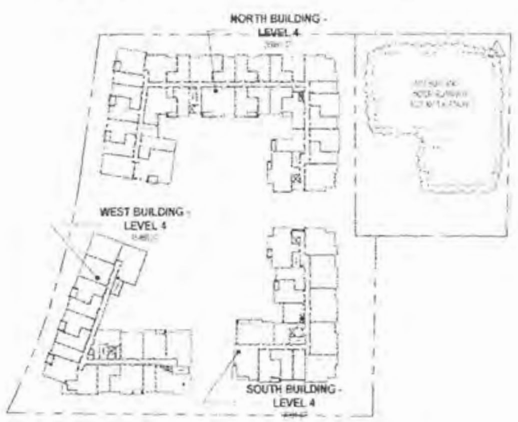
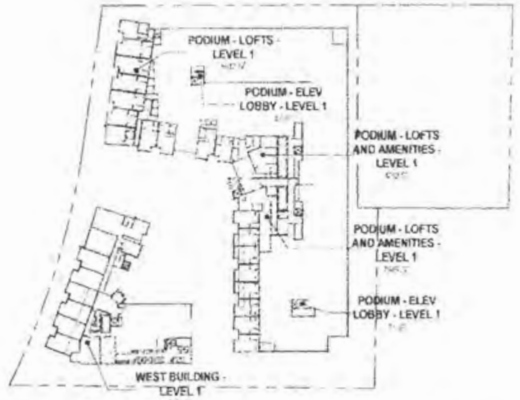


FAR - LEVEL 4
SCALE: 1" = 80'-0"

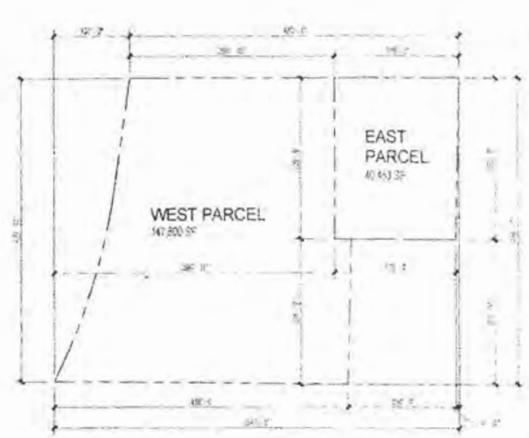
FAR - LEVEL 3
SCALE: 1" = 80'-0"

FAR - LEVEL 2
SCALE: 1" = 80'-0"



FAR - LEVEL 1
SCALE: 1" = 80'-0"

FAR - LEVEL P1
SCALE: 1" = 80'-0"



SITE DELINEATION
(FUTURE LBA)

Construction Phases - Gross Floor Areas (GFA's) and FAR Areas Per Tower

Included in MDP Application	Podium, West Tower, South Tower, North Tower, East Tower
Included in ADR Application	Podium, West Tower, South Tower, North Tower

Project Area	Podium Phase IA	West Tower Phase IA	South Tower - Phase IB	North Tower - Phase IC	East Tower - Phase II	Project Totals
	GFA / Net FAR SF	GFA / Net FAR SF	GFA / Net FAR SF	GFA / Net FAR SF	GFA / Net FAR SF	
Type 5A Construction (Residential)	[illegible]	[illegible]	[illegible] / 69,170	[illegible] / 110,993	[illegible] / 33,940	Total - Type 5A 296,561
Type 1A Construction	[illegible]	[illegible]			[illegible]	Total - Type 1A 246,734
GFA	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Total GFA 545,295
FAR	[illegible]	[illegible]	69,170	110,993	65,116	Total FAR Area 392,918

MDP Submittal (Includes East Parcel and East Tower)

Site Area (Base FAR = 1.0)	[illegible]
Total Proposed Area	392,918
FAR Area (Total Proposed Area - Affordable Housing)	356,344
Affordable Housing Proposed	36,574
[illegible]	[illegible]
Tier 1A - Deficit	168,881
Affordable Housing Required	36,542
Net FAR Proposed (2.25 max under Tier 1a)	1.89
Fee In Lieu - Affordable Cost	$3,025,658

Fee shown indicated for information only

ADR Submittal (Excludes East Parcel, Excludes East Tower)

Site Area (Base FAR = 1.0)	147,800
Total Proposed Area	327,402
FAR Area (Total Proposed Area - Affordable Housing)	327,402
Affordable Housing Proposed	0
[illegible]	[illegible]
Tier 1A - Deficit	179,602
Affordable Housing Required	28,244
Net FAR Proposed (2.25 max under Tier 1a)	2.22
[illegible]	$3,237,[illegible]

Fee is indicated for information only

PODIUM - FAR AREAS

PODIUM - ELEV LOBBY - LEVEL 1	LEVEL 1	[illegible]
PODIUM - LOFTS - LEVEL 1	LEVEL 1	[illegible]
PODIUM - LOFTS AND AMENITIES - LEVEL 1	LEVEL 1	[illegible]
PODIUM - ELEV LOBBY - LEVEL 2	LEVEL 2	[illegible]
PODIUM - LOFTS - LEVEL 2	LEVEL 2	[illegible]
PODIUM - LOFTS AND AMENITIES - LEVEL 2	LEVEL 2	[illegible]
PODIUM - TRASH AND RECYCLE - LEVEL 2	LEVEL 2	[illegible]
PODIUM NORTH - LEVEL 3	LEVEL 3	[illegible]
PODIUM SOUTH - LEVEL 3	LEVEL 3	[illegible]
PODIUM - ELEV LOBBY - LEVEL P1	LEVEL P1	[illegible]
Grand total		[illegible]

WEST BUILDING - FAR AREAS

BUILDING	LEVEL	AREA
WEST BUILDING - LEVEL 1	LEVEL 1	[illegible]
WEST BUILDING - LEVEL 2	LEVEL 2	[illegible]
WEST BUILDING - LEVEL 3	LEVEL 3	[illegible]
WEST BUILDING - LEVEL 4	LEVEL 4	[illegible]
WEST BUILDING - LEVEL 5	LEVEL 5	[illegible]
WEST BUILDING - LEVEL 6	LEVEL 6	[illegible]
WEST BUILDING - LEVEL P1	LEVEL P1	[illegible]
Grand total		[illegible]

SOUTH BUILDING - FAR AREAS

BUILDING	LEVEL	AREA
SOUTH BUILDING - LEVEL 4	LEVEL 4	[illegible]
SOUTH BUILDING - LEVEL 5	LEVEL 5	[illegible]
SOUTH BUILDING - LEVEL 6	LEVEL 6	[illegible]
SOUTH BUILDING - LEVEL 7	LEVEL 7	[illegible]
SOUTH BUILDING - LEVEL 8	LEVEL 8	[illegible]
Grand total		[illegible]

NORTH BUILDING - FAR AREAS

BUILDING	LEVEL	AREA
NORTH BUILDING - LEVEL 4	LEVEL 4	[illegible]
NORTH BUILDING - LEVEL 5	LEVEL 5	[illegible]
NORTH BUILDING - LEVEL 6	LEVEL 6	[illegible]
NORTH BUILDING - LEVEL 7	LEVEL 7	[illegible]
NORTH BUILDING - LEVEL 8	LEVEL 8	[illegible]
Grand total		[illegible]

FAR AREAS - ALL BUILDINGS EXCLUDING EAST BUILDING

BUILDING	LEVEL	AREA
NORTH BUILDING - LEVEL 4	LEVEL 4	[illegible]
NORTH BUILDING - LEVEL 5	LEVEL 5	[illegible]
NORTH BUILDING - LEVEL 6	LEVEL 6	[illegible]
NORTH BUILDING - LEVEL 7	LEVEL 7	[illegible]
NORTH BUILDING - LEVEL 8	LEVEL 8	[illegible]
PODIUM - ELEV LOBBY - LEVEL 1	LEVEL 1	[illegible]
PODIUM - ELEV LOBBY - LEVEL 2	LEVEL 2	[illegible]
PODIUM - ELEV LOBBY - LEVEL P1	LEVEL P1	[illegible]
PODIUM - LOFTS - LEVEL 1	LEVEL 1	[illegible]
PODIUM - LOFTS - LEVEL 2	LEVEL 2	[illegible]
PODIUM - LOFTS AND AMENITIES - LEVEL 1	LEVEL 1	[illegible]
PODIUM - LOFTS AND AMENITIES - LEVEL 2	LEVEL 2	[illegible]
PODIUM - TRASH AND RECYCLE - LEVEL 2	LEVEL 2	[illegible]
PODIUM NORTH - LEVEL 3	LEVEL 3	[illegible]
PODIUM SOUTH - LEVEL 3	LEVEL 3	[illegible]
SOUTH BUILDING - LEVEL 4	LEVEL 4	[illegible]
SOUTH BUILDING - LEVEL 5	LEVEL 5	[illegible]
SOUTH BUILDING - LEVEL 6	LEVEL 6	[illegible]
SOUTH BUILDING - LEVEL 7	LEVEL 7	[illegible]
SOUTH BUILDING - LEVEL 8	LEVEL 8	[illegible]
WEST BUILDING - LEVEL 1	LEVEL 1	[illegible]
WEST BUILDING - LEVEL 2	LEVEL 2	[illegible]
WEST BUILDING - LEVEL 3	LEVEL 3	[illegible]
WEST BUILDING - LEVEL 4	LEVEL 4	[illegible]
WEST BUILDING - LEVEL 5	LEVEL 5	[illegible]
WEST BUILDING - LEVEL 6	LEVEL 6	[illegible]
WEST BUILDING - LEVEL P1	LEVEL P1	[illegible]
Grand total		[illegible]

AFFORDABLE HOUSING REQUIRED

[illegible]

FAR AREA MEASUREMENT PER LUC

[illegible]

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KEY PLAN

PROJECT:
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CLIENT:
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ISSUE	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE	JULY 1 2013
SHEET ISSUED DATE	06.24/2013

REVISIONS
1. 04/26/2013 ADR RESUBMITTAL
2. 07/01/2013 ADR RESUBMITTAL - 2

PLOT DATE	7/1/2013 5:12:15 PM
DRAWN	MN
CHECKED	BJP
PROJECT No.	1222

SHEET TITLE:
FAR CALCULATIONS

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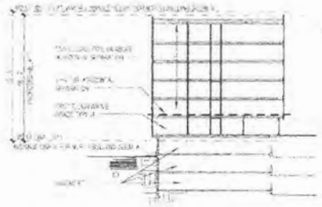
SHEET NO.:
A0.03



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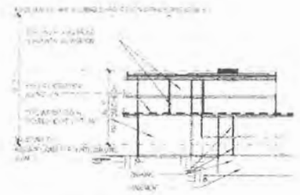

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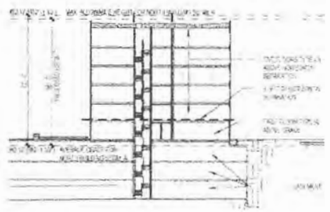

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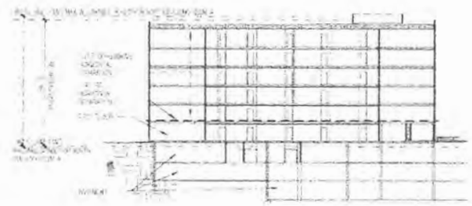

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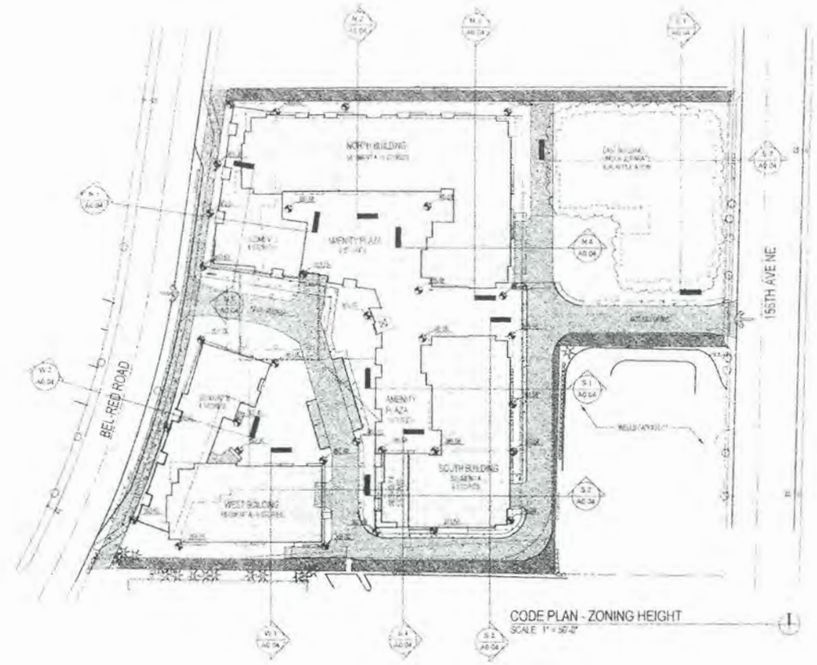

CODE PLAN - ZONING HEIGHT — 1
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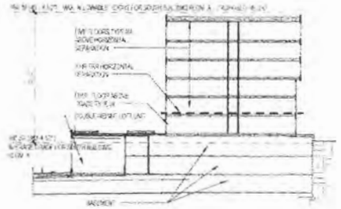


Height Calcs Section - S.1 — S1 / A0.04
SCALE: 1" = 30'-0"

Height Calcs Section - N.5 — N5 / A0.04
SCALE: 1" = 30'-0"

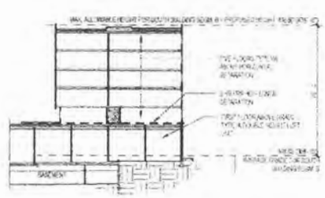
ZONING HEIGHT CALCULATIONS

AVERAGE GRADES FOR EACH BUILDING

NORTH BUILDING	SOUTH BUILDING	WEST BUILDING	EAST BUILDING
SEGMENT A:	SEGMENT A:	SEGMENT A:	Average Grade Segment: 58.0'
SEGMENT B:	SEGMENT B:	SEGMENT B:	

ALLOWED AND PROPOSED HEIGHTS FOR EACH BUILDING

NORTH BUILDING	SOUTH BUILDING	WEST BUILDING	EAST BUILDING
[illegible]	[illegible]	[illegible]	[illegible]



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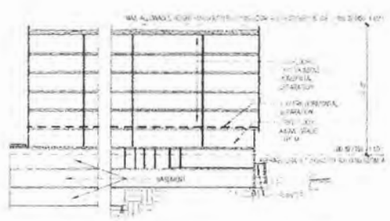

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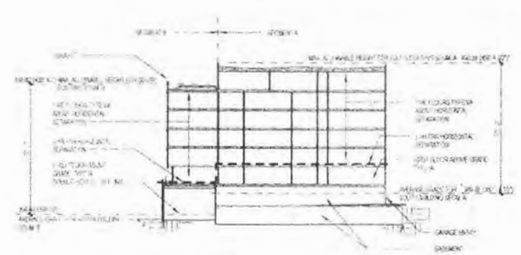

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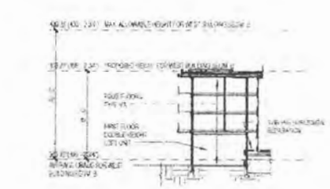
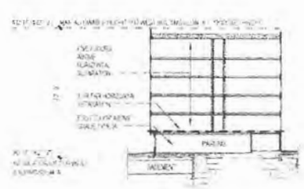
SCALE: 1" = 30'-0"

BUILDING CODE ALLOWABLE HEIGHT

FOR VA CONSTRUCTION TYPE B & R-2 OCCUPANCY PER IBC TITLE 23 SECTION 23.10.503 KEYNOTE E	6 STORIES
PER SECTION 504.2 FOR BUILDINGS EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM ACCORDING TO NFPA 13 AND SECTION 903.3.1.1	75 FEET
AUTOMATIC SPRINKLER SYSTEM	PROJECT WILL BE PROVIDED WITH SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.2.1.2 & NFPA 13 THROUGHOUT
ALLOWABLE HEIGHT & BUILDING AREA FOR VA CONSTRUCTION TYPE PER TABLE 503	UNLIMITED FOR OCCUPANCY TYPES R-2, S-2, S-1, B, M





Height Calcs Section - S.1 — S1

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KEY PLAN

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GRE - BELLEVUE

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BELLEVUE, WA

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ISSUE:	ADR RESUBMITTAL - 1
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/24/2013

REVISIONS:
1 - 04/26/2013 - ADR RESUBMITTAL
2 - 07/01/2013 - ADR RESUBMITTAL - 2

PLOT DATE:	7/1/2013 5:12:41 PM
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PROJECT No:	1222

SHEET TITLE:
ZONING / BUILDING CODE HEIGHT CALCULATIONS

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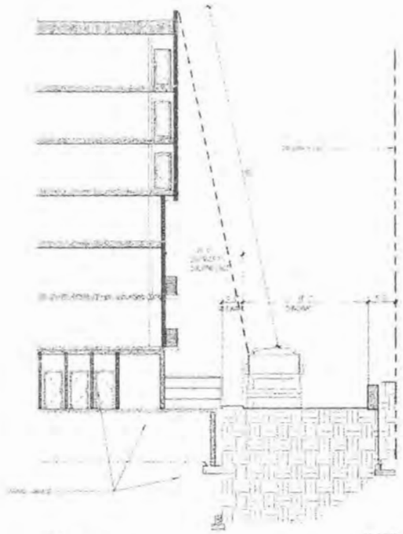
SHEET NO:
A0.04



FD Section - C
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C
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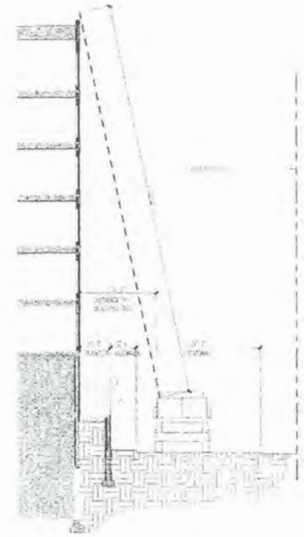

FD Section - B
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B
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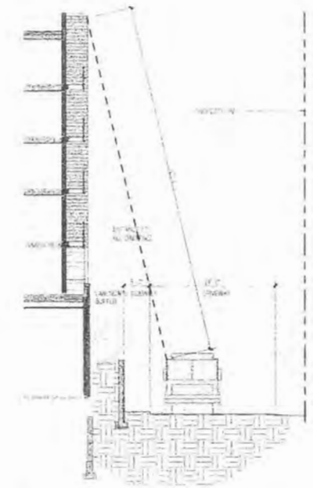

FD Section - A
SCALE 3/32" = 1'-0"
A
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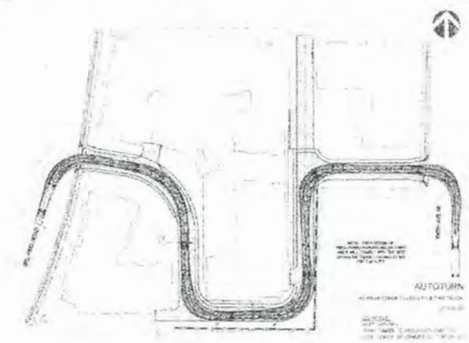
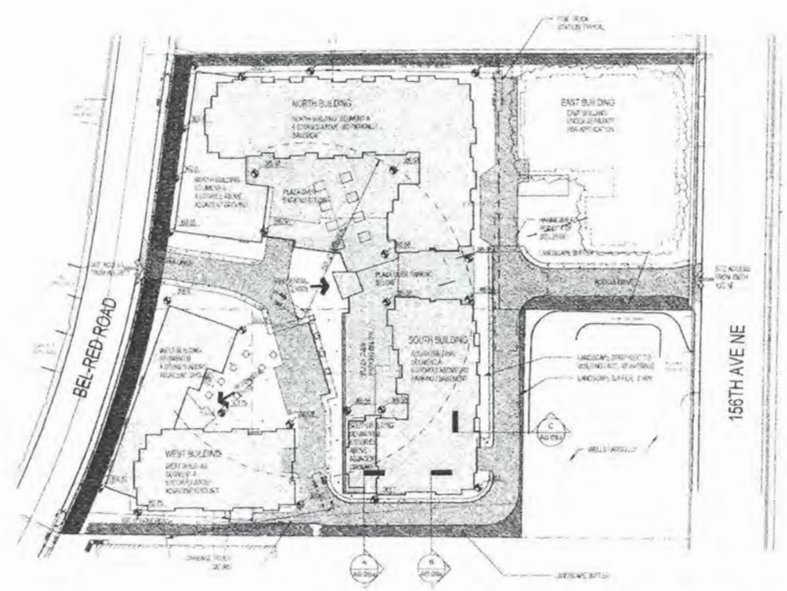


AUTOTURN DIAGRAM 1
SCALE 1" = 80'-0"



FD ARCHITECTURAL SITE PLAN

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KEY PLAN

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GRE - BELLEVUE

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ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/24/2013

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2	07/01/2013	ADR RESUBMITTAL - 2

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CHECKED:	BJP
PROJECT No.	1222

SHEET TITLE:
FD ACCESS DIAGRAMS

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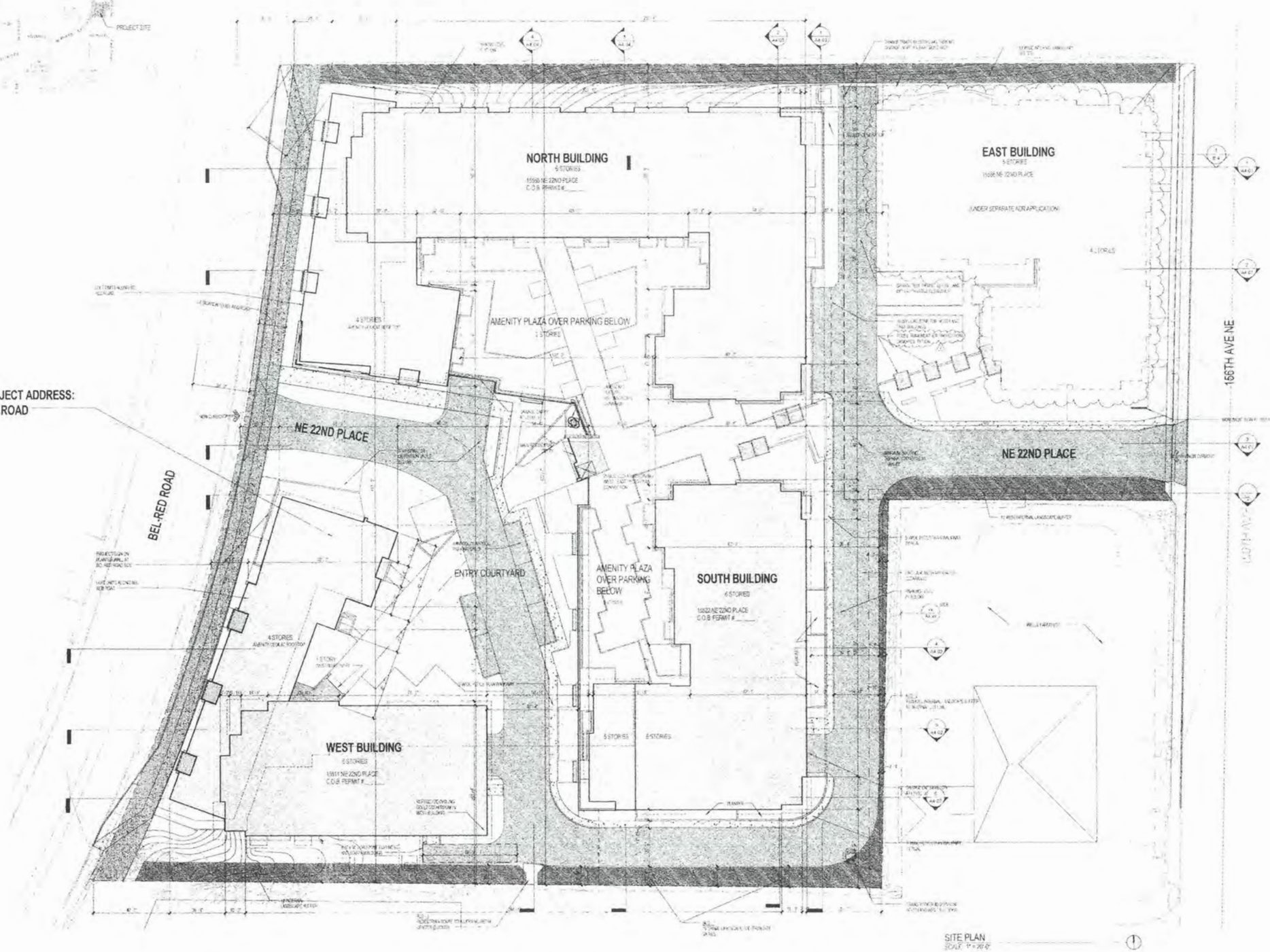
ORIGINAL SHEET SIZE 1 SHEET

SHEET NO:
A0.09a

VICINITY MAP

LEGAL DESCRIPTION

SITE PLAN NOTES:



SITE PLAN
SCALE: 1" = 20'-0"

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PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/24/2013

REVISIONS

1	04/26/2013	ADR RESUBMITTAL
2	07/01/2013	ADR RESUBMITTAL - 2

PLOT DATE:	7/1/2013 5:14:42 PM
DRAWN:	MK / CEW
CHECKED:	BJP
PROJECT No.:	1222

SHEET TITLE:
SITE PLAN B - ARCHITECTURAL SITE PLAN

SHEET NO:
A1.00

PARKING LEVEL P1 - STALL SUMMARY

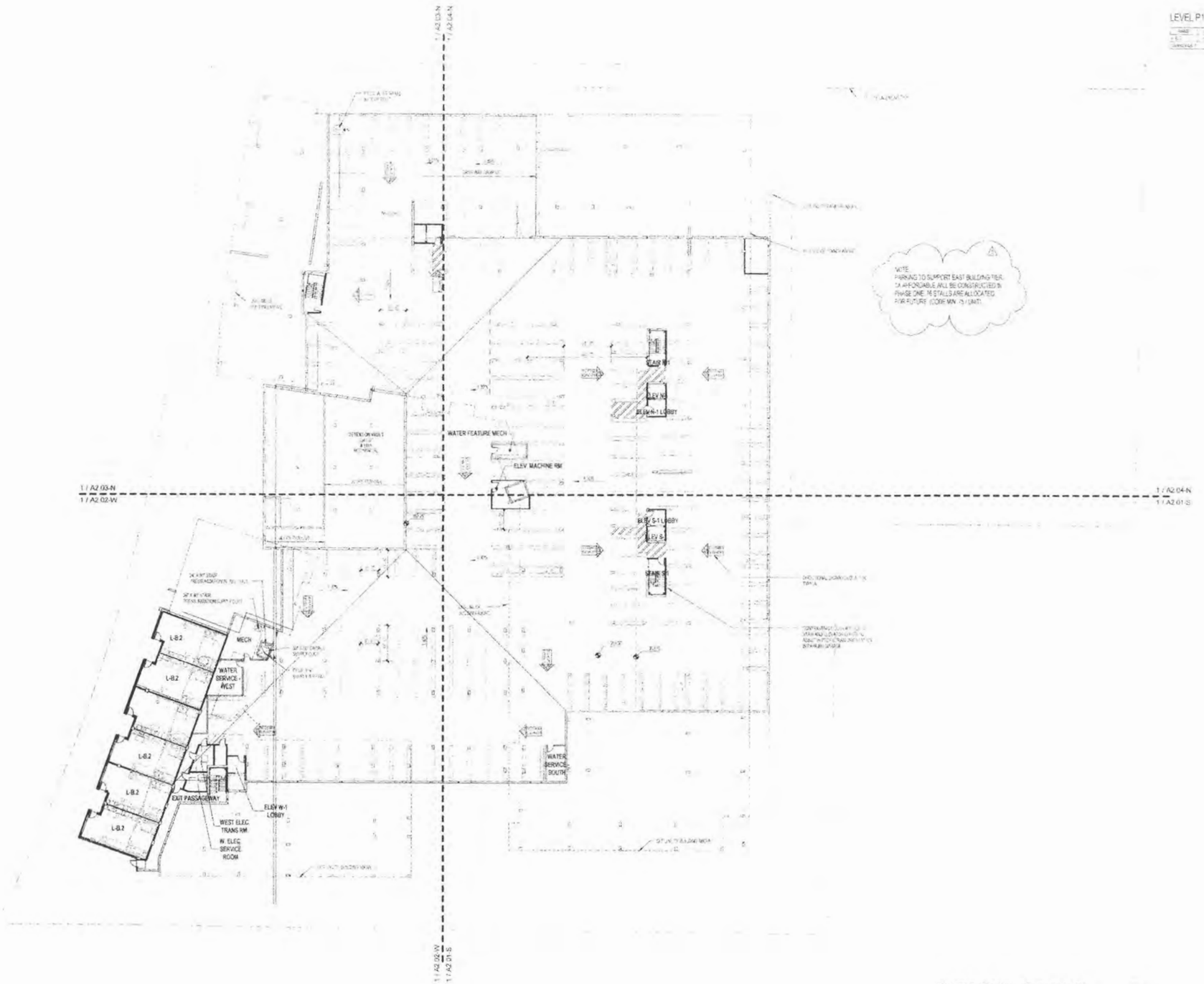
PARKING LEVEL	PARKING STALL TYPE	COUNT
LEVEL P1	[illegible]	[illegible]
LEVEL P1	COMPACT [illegible]	[illegible]
LEVEL P1	COMPACT [illegible]	[illegible]
LEVEL P1	[illegible]	[illegible]
LEVEL P1	STANDARD [illegible]	[illegible]
		[illegible]

LEVEL P1 - AREA SUMMARY

AREA TYPE	AREA	LEVEL
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

LEVEL P1 - UNIT SUMMARY

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]



PROJECT OVERALL - LEVEL P1 PLAN
SCALE: 1" = 20'-0"

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2882 REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAN
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/24/2013

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PROJECT No.	1222

SHEET TITLE:
OVERALL LEVEL P1 PLAN

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SHEET NO.
A1.10

PARKING LEVEL 1 - STALL SUMMARY

PARKING LEVEL	PARKING SPACE TYPE	COUNT
LEVEL 1	[illegible]	[illegible]
LEVEL 1	[illegible]	2
LEVEL 1	[illegible]	[illegible]
LEVEL 1	COMPACT [illegible]	[illegible]
LEVEL 1	[illegible]	[illegible]
LEVEL 1	STANDARD [illegible]	[illegible]
LEVEL 1	STANDARD [illegible]	51
LEVEL 1	[illegible]	1
		[illegible]

LEVEL 1 - AREA SUMMARY

AREA TYPE	AREA	LEVEL
[illegible]	[illegible]	[illegible]
CIRCULATION	[illegible]	[illegible]
MECHANICAL	[illegible]	[illegible]
PARKING	[illegible]	[illegible]
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	
AMENITY	[illegible]	[illegible]
CIRCULATION	[illegible]	[illegible]
MECHANICAL	[illegible]	[illegible]
PARKING	[illegible]	[illegible]
RESIDENTIAL	[illegible]	[illegible]
STORAGE	[illegible]	[illegible]
Grand total	[illegible]	
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	

LEVEL 1 - UNIT SUMMARY

NAME	UNIT TYPE	AREA	COUNT
L-B.1	1 - BDRM	[illegible]	[illegible]
L-B.2	1 - BDRM	[illegible]	[illegible]
L-B.3	[illegible]	[illegible]	[illegible]
L-B.4	[illegible]	[illegible]	[illegible]
L-B.5a	1 - BDRM	[illegible]	[illegible]
L-B.6	OPEN ONE	[illegible]	[illegible]
L-C.1	2-2	[illegible]	[illegible]
Grand total: [illegible]		[illegible]	[illegible]

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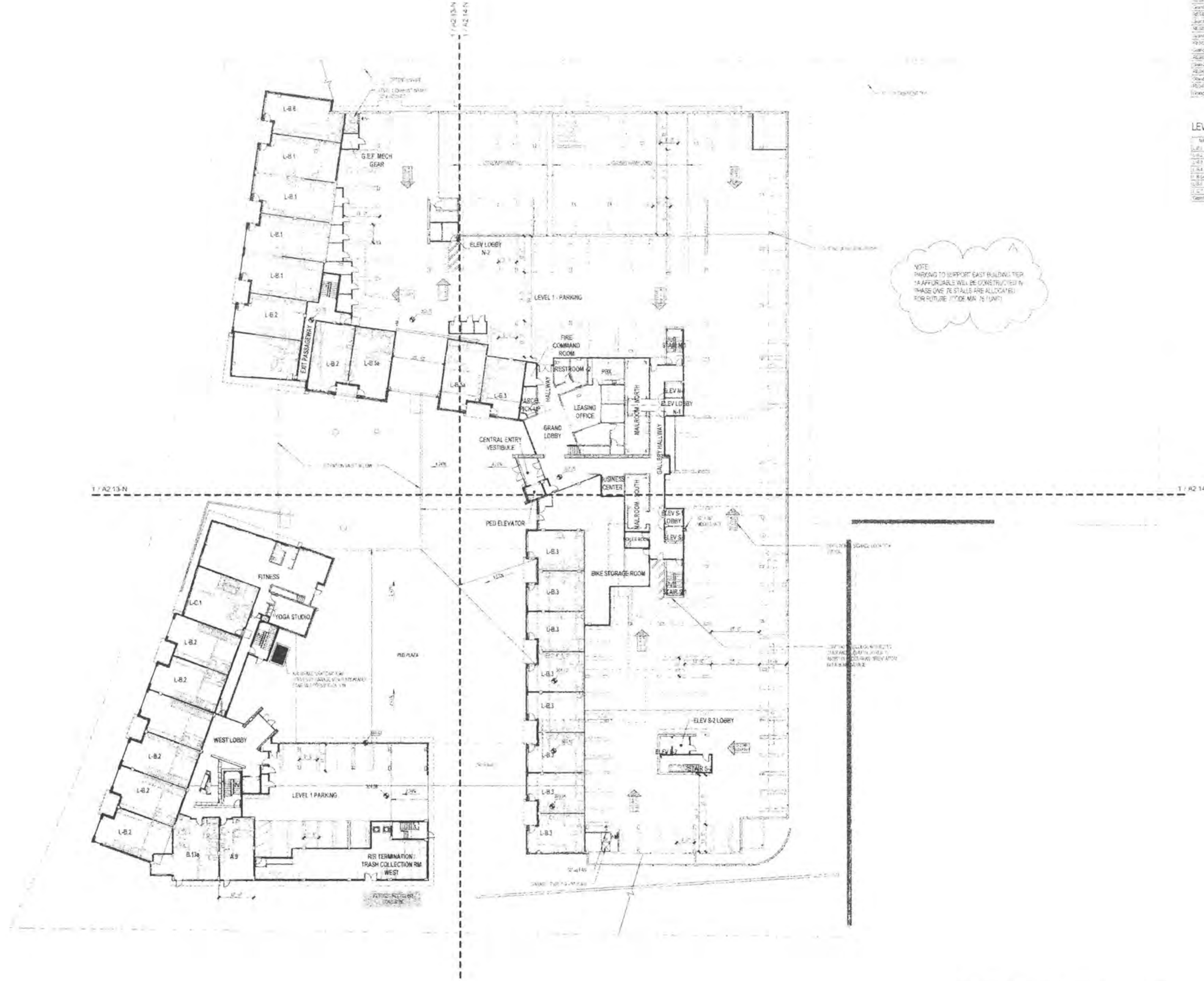
REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN



PROJECT OVERALL - LEVEL 1 PLAN
SCALE: 1" = 20'0"

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
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2	07/01/2013	ADR RESUBMITTAL - 2

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SHEET TITLE:
OVERALL LEVEL 1 PLAN

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SHEET NO:
A1.11

PARKING LEVEL 2 - STALL SUMMARY

PARKING LEVEL	PARKING STALL TYPE	COUNT
LEVEL 2	[illegible]	[illegible]
LEVEL 2	COMPACT [illegible]	[illegible]
LEVEL 2	COMPACT [illegible]	[illegible]
LEVEL 2	MOTORCYCLE / SCOOTER	[illegible]
LEVEL 2	STANDARD [illegible]	[illegible]
LEVEL 2	STANDARD [illegible]	[illegible]
		[illegible]

LEVEL 2 - AREA SUMMARY

SPACE TYPE	AREA	LEVEL
AMENITY	[illegible]	LEVEL 2 - WEST
CIRCULATION	[illegible]	LEVEL 2 - WEST
MECHANICAL	[illegible]	LEVEL 2 - WEST
RESIDENTIAL	[illegible]	LEVEL 2 - WEST
STORAGE	[illegible]	LEVEL 2 - WEST
Grand total	[illegible]	
AMENITY	[illegible]	LEVEL 2
CIRCULATION	[illegible]	LEVEL 2
MECHANICAL	[illegible]	LEVEL 2
PARKING	[illegible]	LEVEL 2
STORAGE	[illegible]	LEVEL 2
Grand total	[illegible]	

LEVEL 2 - UNIT SUMMARY

NAME	UNIT TYPE	AREA	COUNT	LEVEL
A	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
A.2	OPEN ONE	[illegible]	[illegible]	LEVEL 2 - WEST
A.3	OPEN ONE	[illegible]	[illegible]	LEVEL 2 - WEST
A.4	OPEN ONE	[illegible]	[illegible]	LEVEL 2 - WEST
B	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
B.2	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
[illegible]	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
[illegible]	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
[illegible]	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
C.1	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
C.12	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
C.22	[illegible]	[illegible]	[illegible]	LEVEL 2 - WEST
Grand total		[illegible]		

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REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN:

NOTE:
PARKING TO SUPPORT EAST BUILDING TIER
1A AFFORDABLE WILL BE CONSTRUCTED IN
PHASE ONE. 76 STALLS ARE ALLOCATED
FOR FUTURE. (CODE MIN .75 / UNIT)

PROJECT OVERALL - LEVEL 2 PLAN
SCALE: 1" = 20'-0"

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
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ISSUE:	ADR RESUBMITTAL - 2
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SHEET TITLE:
OVERALL LEVEL 2 PLAN

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A1.12

LEVEL 3 - AREA SUMMARY

AREA TYPE	AREA	LEVEL	
CIRCULATION	[illegible]	[illegible]	[illegible]
MECHANICAL	[illegible]	[illegible]	[illegible]
RESIDENTIAL	[illegible]	[illegible]	[illegible]
STORAGE	[illegible]	[illegible]	[illegible]
Grand total	[illegible]		
AMENITY	[illegible]	[illegible]	
CIRCULATION	[illegible]	[illegible]	
MECHANICAL	[illegible]	[illegible]	
RESIDENTIAL	[illegible]	[illegible]	
Grand total	[illegible]		

LEVEL 3 - UNIT SUMMARY

NAME	UNIT TYPE	AREA	COUNT	LEVEL
A.1	STUDIO	[illegible]	[illegible]	[illegible]
A.2	OPEN ONE	[illegible]	[illegible]	[illegible]
A.3	OPEN ONE	[illegible]	[illegible]	[illegible]
A.4	OPEN ONE	[illegible]	[illegible]	[illegible]
B.1	[illegible]	[illegible]	[illegible]	[illegible]
B.7	1 - DEN	[illegible]	[illegible]	[illegible]
B.2	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C.12	[illegible]	[illegible]	[illegible]	[illegible]
C.16	[illegible]	[illegible]	[illegible]	[illegible]
C.17a	[illegible]	[illegible]	[illegible]	[illegible]
C.22	[illegible]	[illegible]	[illegible]	[illegible]
Grand total: 15		[illegible]		
A.1	STUDIO	[illegible]	1	LEVEL 3
A.2	OPEN ONE	[illegible]	[illegible]	LEVEL 3
A.3	OPEN ONE	[illegible]	6	LEVEL 3
A.4	OPEN ONE	[illegible]	5	LEVEL 3
A.5	OPEN ONE	[illegible]	1	LEVEL 3
[illegible]	OPEN ONE	[illegible]	1	LEVEL 3
[illegible]	OPEN ONE	[illegible]	1	LEVEL 3
B.1	1:1	[illegible]	[illegible]	LEVEL 3
[illegible]	1:1	[illegible]	[illegible]	LEVEL 3
B.5	1:1	[illegible]	[illegible]	LEVEL 3
B.6	1:1	[illegible]	[illegible]	LEVEL 3
[illegible]	1:1	[illegible]	[illegible]	LEVEL 3
B.8	1:1	[illegible]	[illegible]	LEVEL 3
B.11a	1:1	[illegible]	[illegible]	LEVEL 3
C.1	2:2	[illegible]	[illegible]	LEVEL 3
C.2	2 - DEN	[illegible]	[illegible]	LEVEL 3
C.3	2:2	[illegible]	[illegible]	LEVEL 3
C.4	2 - DEN	[illegible]	[illegible]	LEVEL 3
C.5	2 - DEN	[illegible]	[illegible]	LEVEL 3
C.6	2:2	[illegible]	[illegible]	LEVEL 3
C.14	[illegible]	[illegible]	[illegible]	LEVEL 3
C.15a	2:2	[illegible]	[illegible]	LEVEL 3
C.16a	2:2	[illegible]	[illegible]	LEVEL 3
C.19	2:2	[illegible]	[illegible]	LEVEL 3
Grand total: 40		[illegible]		

PROJECT OVERALL - LEVEL 3 PLAN
SCALE: 1" = 20'-0"

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REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
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ISSUE:	ADR RESUBMITTAL 2
PROJECT ISSUED DATE:	JULY 1 2013
SHEET ISSUED DATE:	05/24/2013

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2	07/01/2013	ADR RESUBMITTAL 2

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OVERALL LEVEL 3 PLAN

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PROJECT OVERALL - LEVEL 4 PLAN
SCALE: 1" = 20'-0"

LEVEL 4 - AREA SUMMARY

[illegible]

LEVEL 4 - UNIT SUMMARY

[illegible]

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REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN:

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
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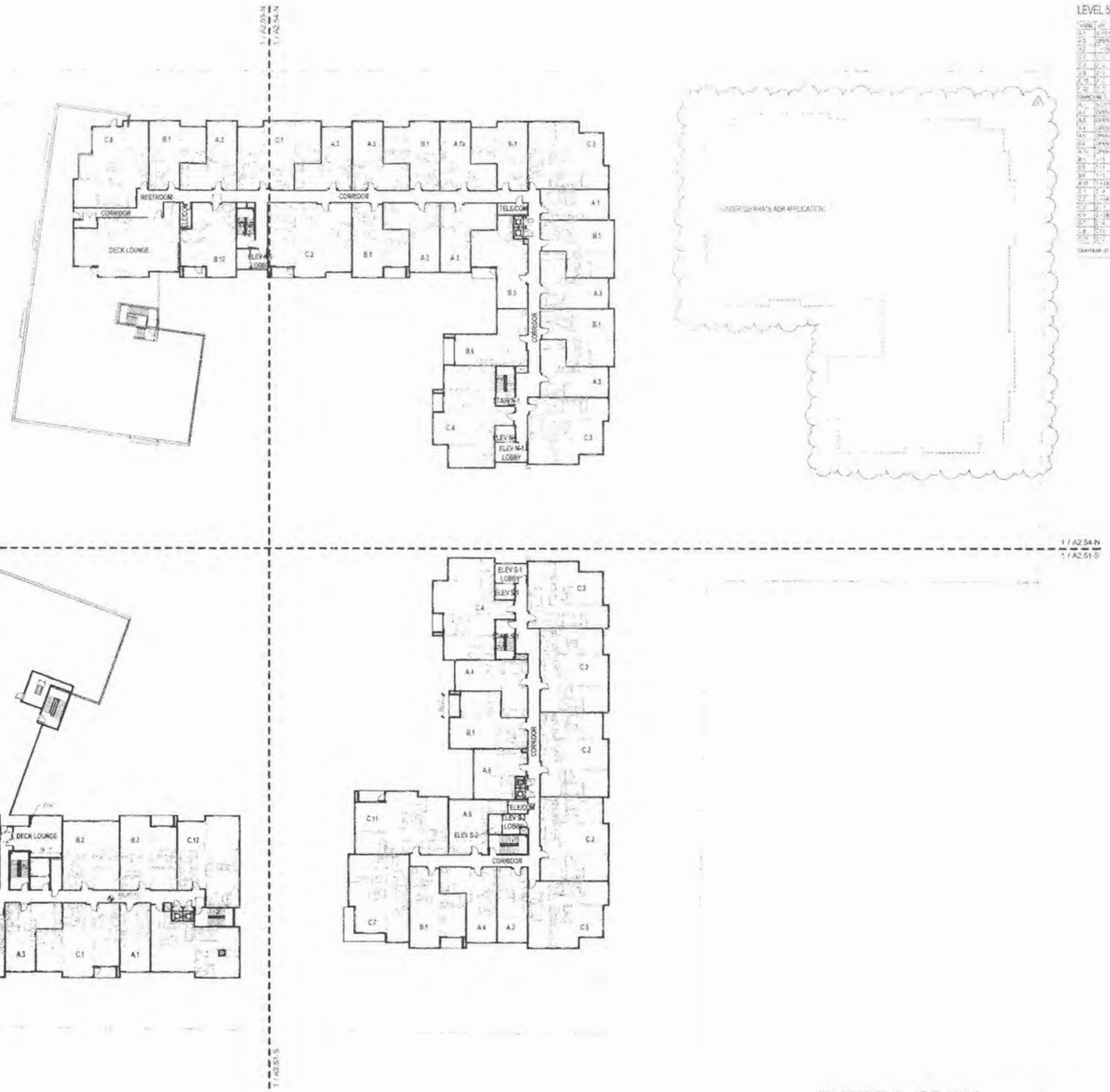
LEVEL 5 - AREA SUMMARY

LEVEL 5 - UNIT SUMMARY



PROJECT OVERALL - LEVEL 5 PLAN
SCALE: 1" = 20'-0"

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REGISTERED ARCHITECT
BRIAN JEFFREY PALDAN
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
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CLIENT:
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2801 ALASKAN WAY, SUITE 310
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ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
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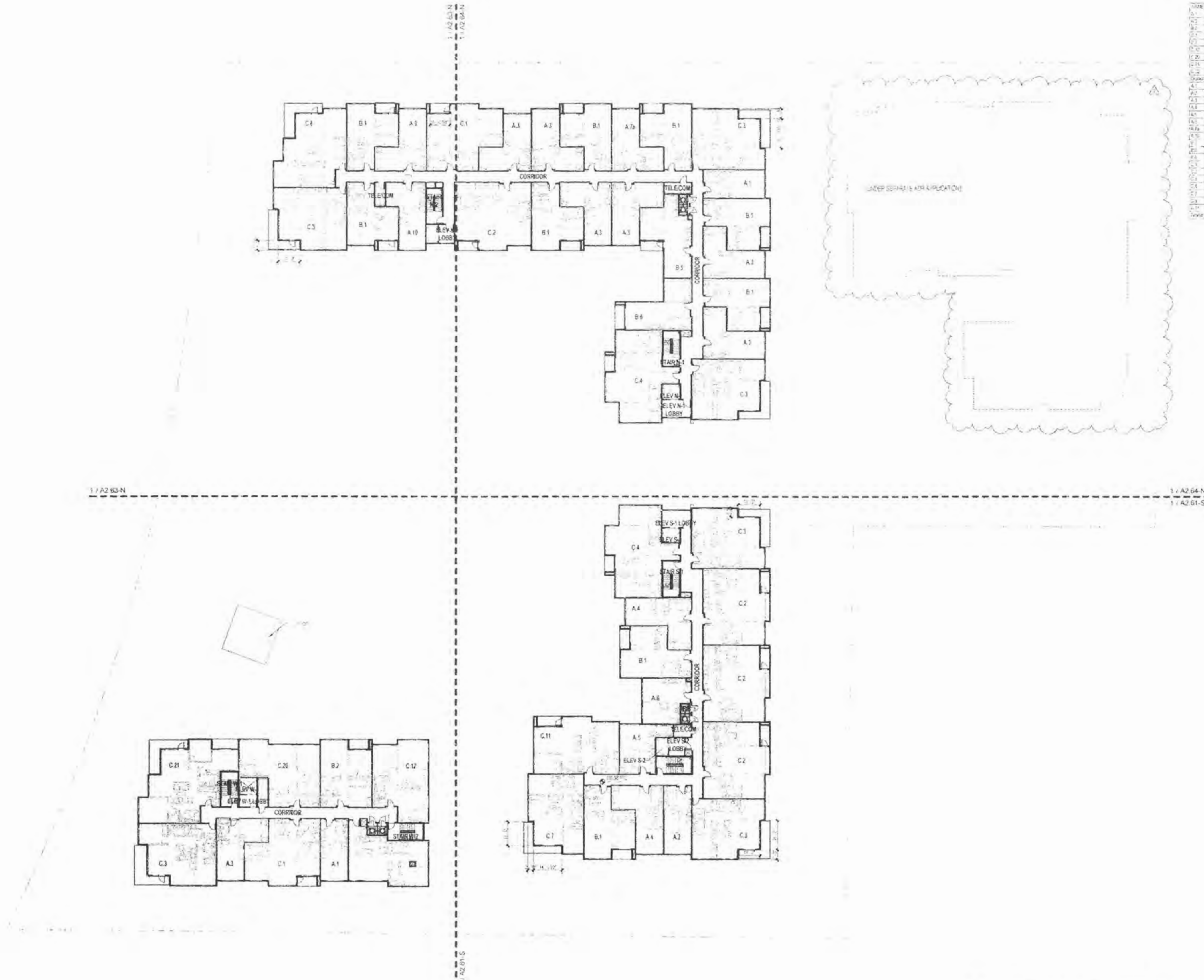
PROJECT No:	1222

SHEET TITLE:
OVERALL LEVEL 5 PLAN

SHEET NO.:
A1.15



PROJECT OVERALL - LEVEL 6 PLAN
SCALE: 1" = 20'-0"

LEVEL 6 - AREA SUMMARY

AREA TYPE	AREA	LEVEL
CIRCULATION	[illegible]	LEVEL 6 WEST
MECHANICAL	[illegible]	LEVEL 6 WEST
RESIDENTIAL	[illegible]	LEVEL 6 WEST
Grand total	[illegible]	
CIRCULATION	[illegible]	LEVEL 6
MECHANICAL	[illegible]	LEVEL 6
RESIDENTIAL	[illegible]	LEVEL 6
Grand total	[illegible]	

LEVEL 6 - UNIT SUMMARY

NAME	UNIT TYPE	AREA	COUNT	LEVEL
A.1	STUDIO	[illegible]	[illegible]	LEVEL 6 WEST
A.3	OPEN ONE	[illegible]	[illegible]	LEVEL 6 WEST
B.2	1+DEN	[illegible]	[illegible]	LEVEL 6 WEST
C.1	2-2	[illegible]	[illegible]	LEVEL 6 WEST
C.3	2-2	[illegible]	[illegible]	LEVEL 6 WEST
C.12	2-2	[illegible]	[illegible]	LEVEL 6 WEST
C.20	2-2	[illegible]	[illegible]	LEVEL 6 WEST
C.21	2+DEN	[illegible]	[illegible]	LEVEL 6 WEST
[illegible]	2-2	[illegible]	[illegible]	LEVEL 6 WEST
Grand total		[illegible]		
A.1	STUDIO	[illegible]	[illegible]	LEVEL 6
A.2	OPEN ONE	[illegible]	[illegible]	LEVEL 6
A.3	OPEN ONE	[illegible]	[illegible]	LEVEL 6
A.4	OPEN ONE	[illegible]	[illegible]	LEVEL 6
A.5	OPEN ONE	[illegible]	[illegible]	LEVEL 6
A.6	OPEN ONE	[illegible]	[illegible]	LEVEL 6
A.7a	OPEN ONE	[illegible]	[illegible]	LEVEL 6
A.10	OPEN ONE	[illegible]	[illegible]	LEVEL 6
B.1	1-1	[illegible]	[illegible]	LEVEL 6
B.5	1-1	[illegible]	[illegible]	LEVEL 6
B.6	1-1	[illegible]	[illegible]	LEVEL 6
C.1	2-2	[illegible]	[illegible]	LEVEL 6
C.2	2+DEN	[illegible]	[illegible]	LEVEL 6
C.3	2-2	[illegible]	[illegible]	LEVEL 6
C.4	2+DEN	[illegible]	[illegible]	LEVEL 6
C.7	2-2	[illegible]	[illegible]	LEVEL 6
C.8	2-2	[illegible]	[illegible]	LEVEL 6
C.11	2+2	[illegible]	[illegible]	LEVEL 6
Grand total		[illegible]		

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REGISTERED ARCHITECT
8262
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
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SHEET TITLE:
OVERALL LEVEL 6 PLAN

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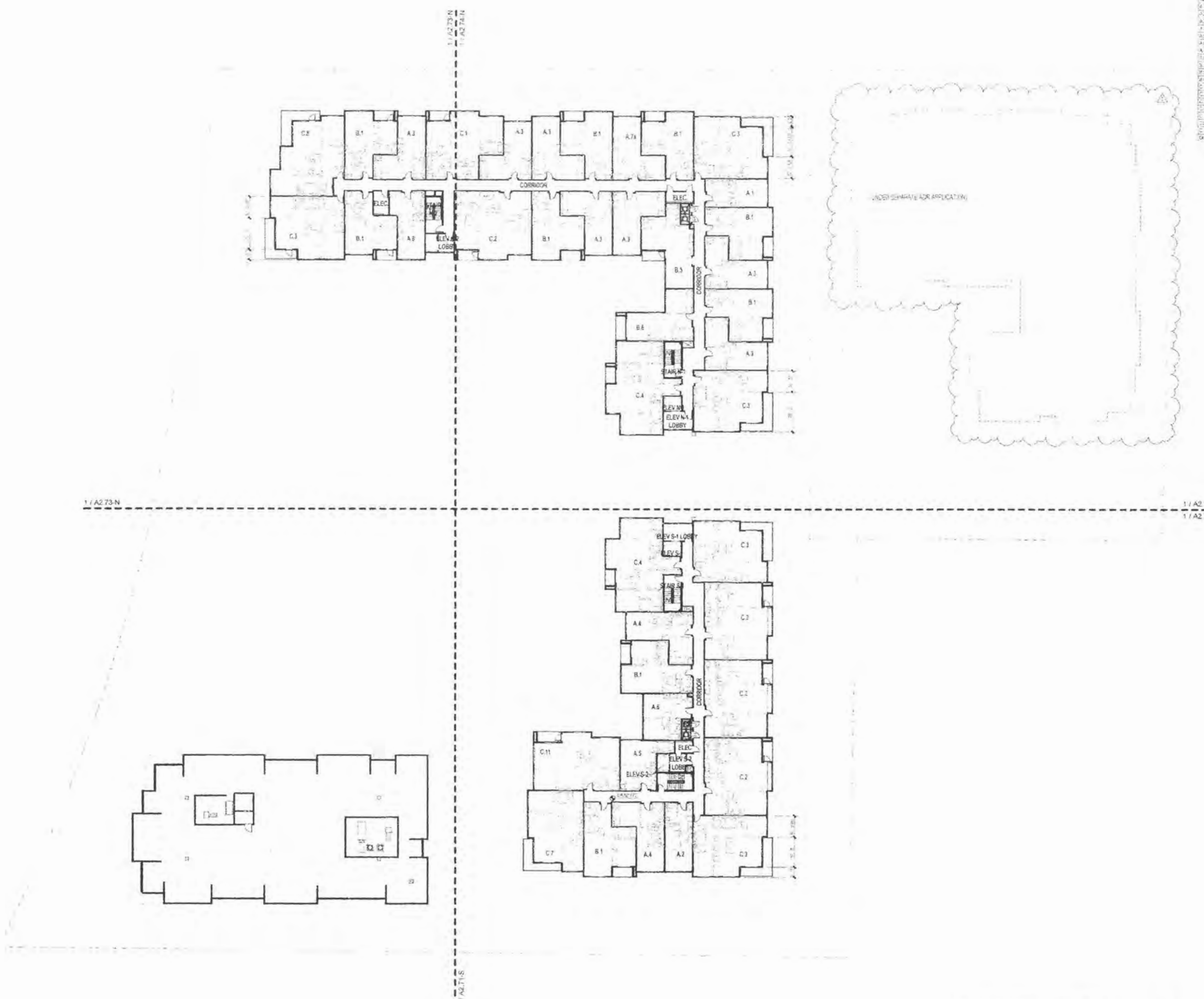
A1.16

LEVEL 7 - AREA SUMMARY

AREA TYPE	AREA	LEVEL
CIRCULATION	[illegible]	[illegible]
MECHANICAL	[illegible]	[illegible]
RESIDENTIAL	[illegible]	[illegible]
Grand total	[illegible]	

LEVEL 7 - UNIT SUMMARY

NAME	UNIT TYPE	AREA	COUNT	LEVEL
A.1	STUDIO	[illegible]	[illegible]	[illegible]
A.2	OPEN ONE	[illegible]	[illegible]	[illegible]
A.3	OPEN ONE	[illegible]	[illegible]	[illegible]
A.4	OPEN ONE	[illegible]	[illegible]	[illegible]
A.5	OPEN ONE	[illegible]	[illegible]	[illegible]
A.6	OPEN ONE	[illegible]	[illegible]	[illegible]
A.7a	OPEN ONE	[illegible]	[illegible]	[illegible]
A.8	STUDIO	[illegible]	[illegible]	[illegible]
B.1	[illegible]	[illegible]	[illegible]	[illegible]
B.5	[illegible]	[illegible]	[illegible]	[illegible]
B.6	[illegible]	[illegible]	[illegible]	[illegible]
C.1	[illegible]	[illegible]	[illegible]	[illegible]
C.2	2 + DEN	[illegible]	[illegible]	[illegible]
C.3	[illegible]	[illegible]	[illegible]	[illegible]
C.4	2 + DEN	[illegible]	[illegible]	[illegible]
C.7	[illegible]	[illegible]	[illegible]	[illegible]
C.8	[illegible]	[illegible]	[illegible]	[illegible]
C.11	[illegible]	[illegible]	[illegible]	[illegible]
Grand total		[illegible]		



PROJECT OVERALL - LEVEL 7 PLAN
SCALE: 1" = 20'-0"

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8282 REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/24/2013

REVISIONS:

1	04/26/2013	ADR RESUBMITTAL
2	07/01/2013	ADR RESUBMITTAL - 2

PLOT DATE:	7/1/2013 5:18:30 PM
DRAWN:	CEW, MK, EMH, AL
CHECKED:	BJP
PROJECT No.	1222

SHEET TITLE:
OVERALL LEVEL 7 PLAN

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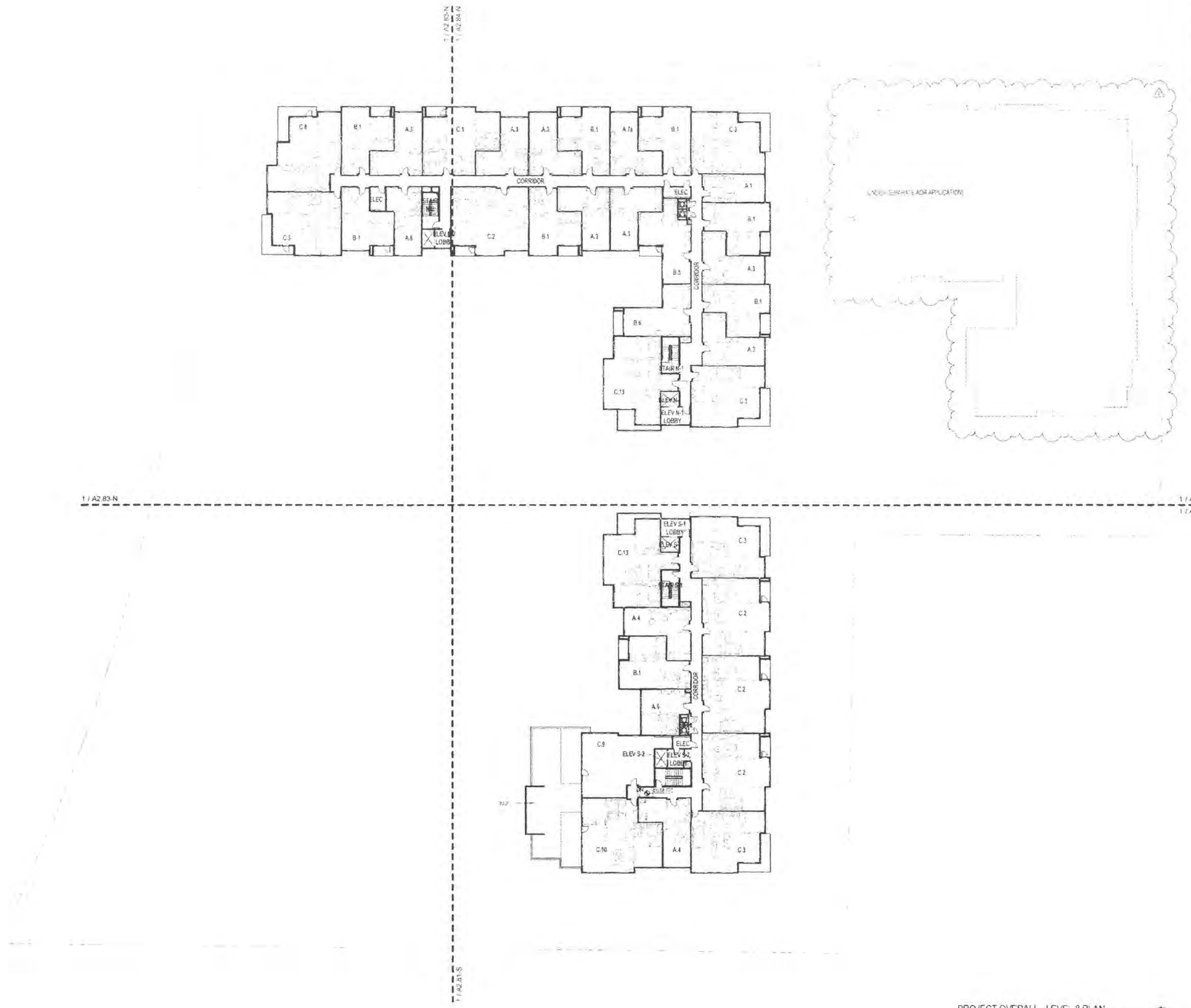
SHEET NO.
A1.17



PROJECT OVERALL - LEVEL 8 PLAN
SCALE: 1" = 20'-0"

LEVEL 8 - AREA SUMMARY

AREA TYPE	AREA	LEVEL
CIRCULATION	[illegible]	[illegible]
MECHANICAL	[illegible]	[illegible]
RESIDENTIAL	[illegible]	[illegible]
GRAND TOTAL	[illegible]	

LEVEL 8 - UNIT SUMMARY

TYPE	DIM	AREA	COUNT	LEVEL
A1	[illegible]	[illegible]	[illegible]	[illegible]
A2	[illegible]	[illegible]	[illegible]	[illegible]
A3	[illegible]	[illegible]	[illegible]	[illegible]
A4	[illegible]	[illegible]	[illegible]	[illegible]
A5	[illegible]	[illegible]	[illegible]	[illegible]
A6	[illegible]	[illegible]	[illegible]	[illegible]
A7	[illegible]	[illegible]	[illegible]	[illegible]
B1	[illegible]	[illegible]	[illegible]	[illegible]
B2	[illegible]	[illegible]	[illegible]	[illegible]
B3	[illegible]	[illegible]	[illegible]	[illegible]
B4	[illegible]	[illegible]	[illegible]	[illegible]
B5	[illegible]	[illegible]	[illegible]	[illegible]
B6	[illegible]	[illegible]	[illegible]	[illegible]
C1	[illegible]	[illegible]	[illegible]	[illegible]
C2	[illegible]	[illegible]	[illegible]	[illegible]
C3	[illegible]	[illegible]	[illegible]	[illegible]
C4	[illegible]	[illegible]	[illegible]	[illegible]
C5	[illegible]	[illegible]	[illegible]	[illegible]
C6	[illegible]	[illegible]	[illegible]	[illegible]
C7	[illegible]	[illegible]	[illegible]	[illegible]
C8	[illegible]	[illegible]	[illegible]	[illegible]
C9	[illegible]	[illegible]	[illegible]	[illegible]
C10	[illegible]	[illegible]	[illegible]	[illegible]
C11	[illegible]	[illegible]	[illegible]	[illegible]
C12	[illegible]	[illegible]	[illegible]	[illegible]
C13	[illegible]	[illegible]	[illegible]	[illegible]
GRAND TOTAL: 80		[illegible]	[illegible]	

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REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT / ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	ADR RESUBMITTAL 2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	06/24/2013

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1 04/26/2013 ADR RESUBMITTAL 1
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PROJECT No.	1222

SHEET TITLE:
OVERALL LEVEL 8 PLAN

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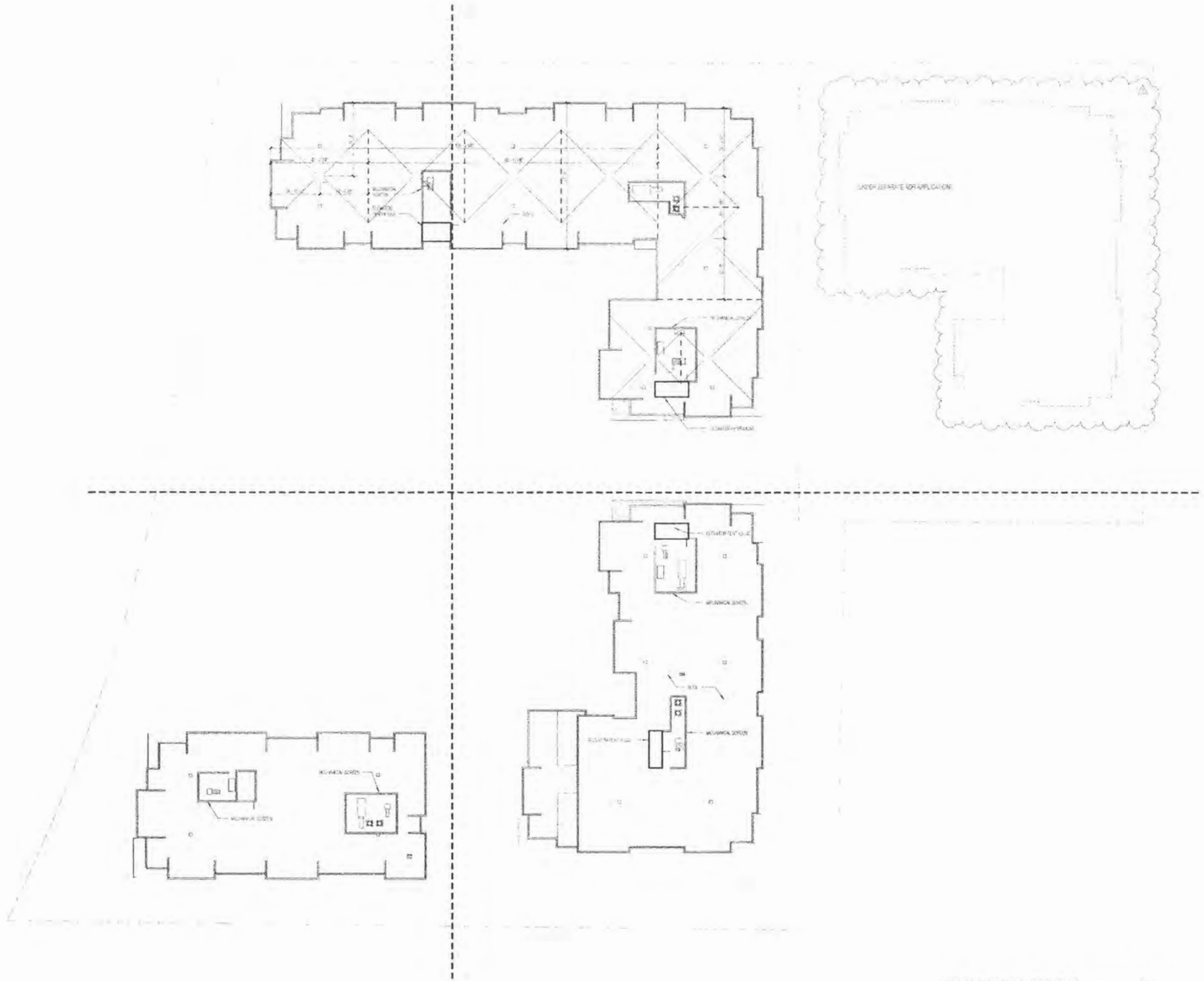
SHEET NO.
A1.18



PROJECT OVERALL - ROOF PLAN
SCALE: 1" = 20'0"

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REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	06/24/2013

REVISIONS

1 04/26/2013 ADR RESUBMITTAL
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PROJECT No.	1222

SHEET TITLE
OVERALL ROOF PLAN

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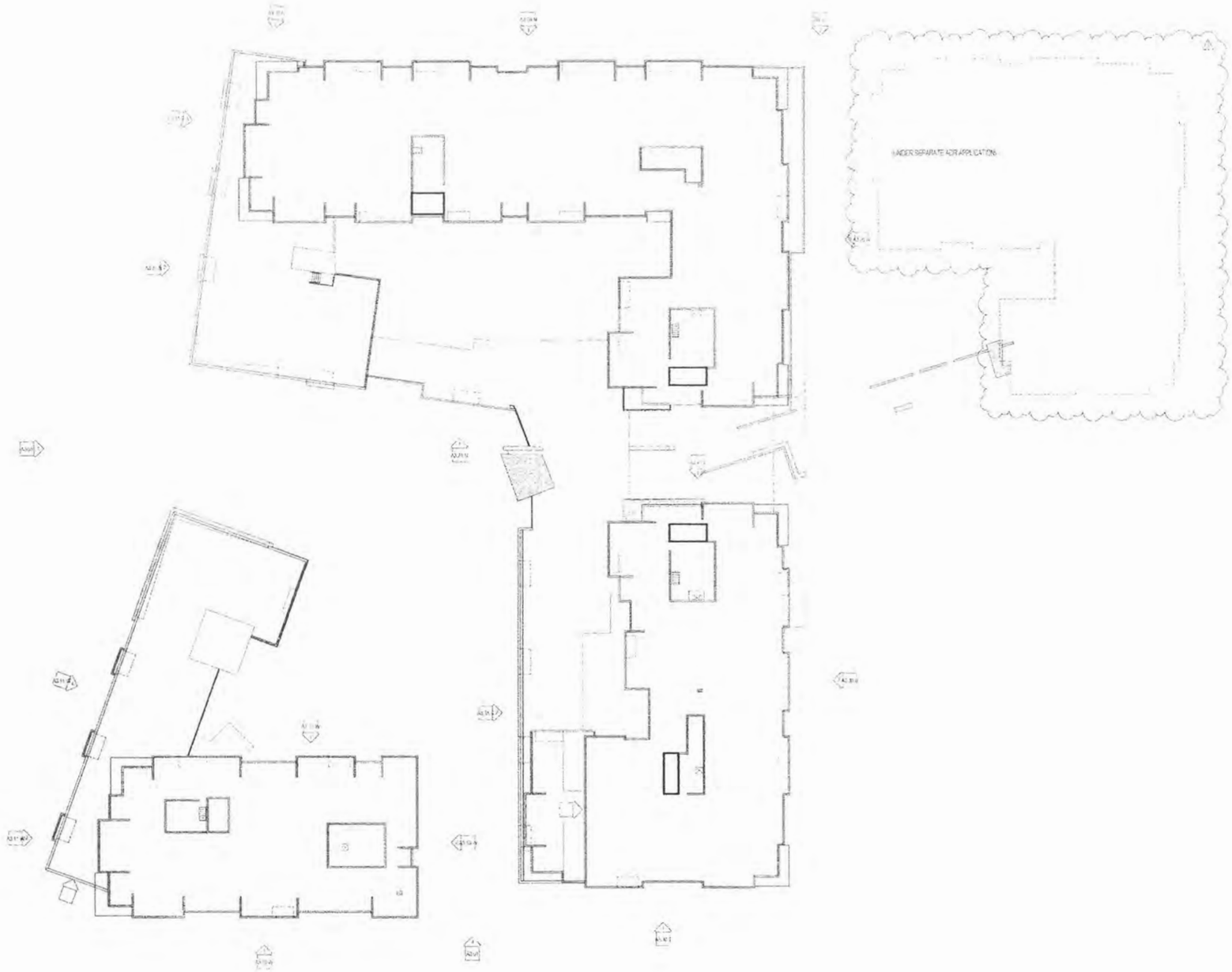
CHANGING SHEET SIZE IS BEHIND

SHEET NO.
A1.19



ELEVATION KEY PLAN
SCALE: 1" = 20'-0"

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REGISTERED ARCHITECT
BRIAN JEFFREY PALDAR
STATE OF WASHINGTON

KEY PLAN:

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
**2170 BEL-RED ROAD,
BELLEVUE, WA**

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	ADR RESUBMITTAL - 2
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SHEET TITLE:
ELEVATION KEY PLAN

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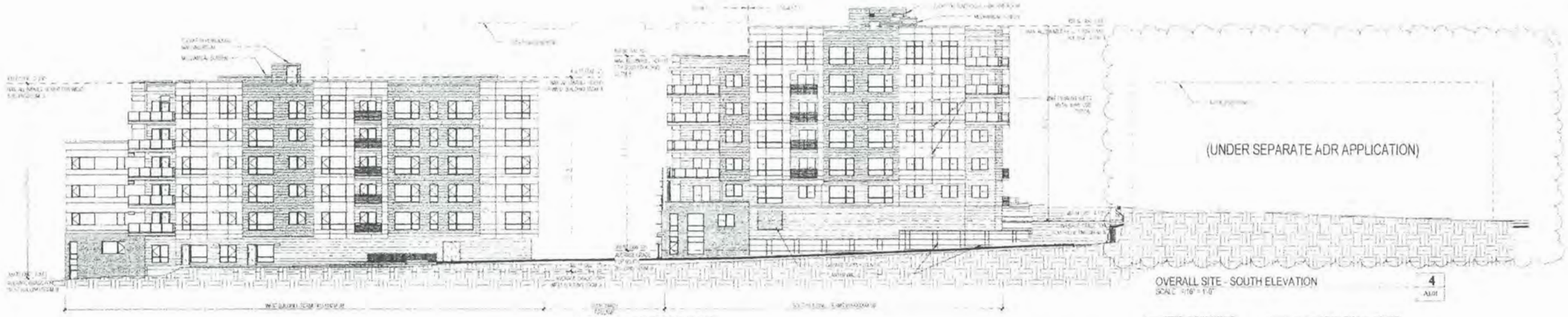
ORIGINAL SHEET SIZE 24"x36"

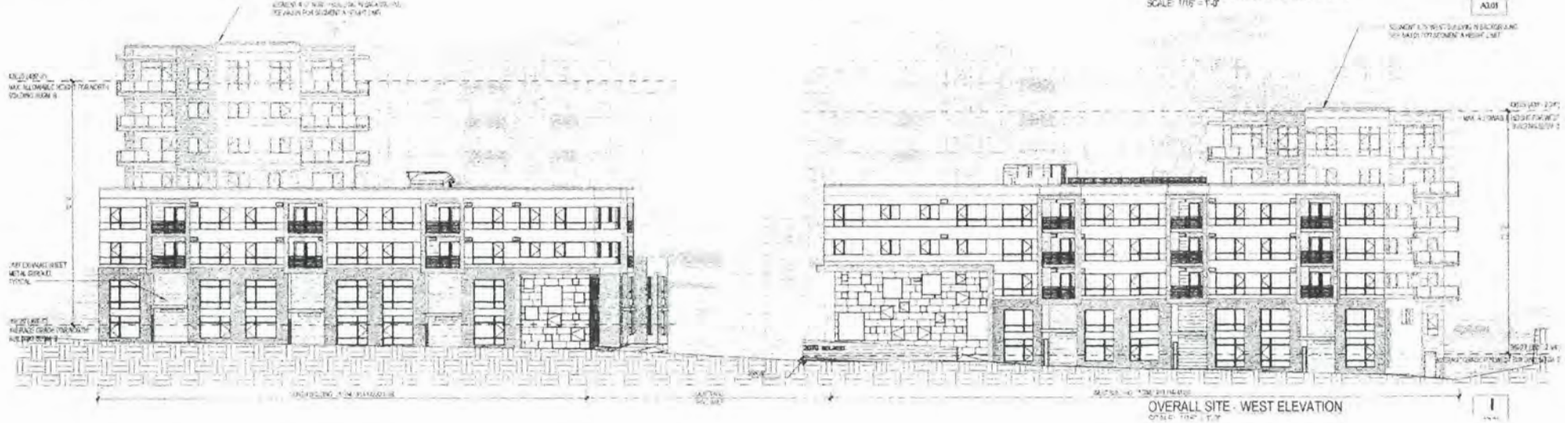
SHEET NO.
A3.00



OVERALL SITE - SOUTH ELEVATION
SCALE: 1/16" = 1'-0"
4
A3.01

OVERALL SITE - EAST ELEVATION
SCALE: 1/16" = 1'-0"
3
A3.01

OVERALL SITE - NORTH ELEVATION
SCALE: 1/16" = 1'-0"
2
A3.01



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

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REGISTERED ARCHITECT
JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/24/2013

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1 04/26/2013 ADR RESUBMITTAL
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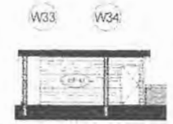
PROJECT No.	1222

SHEET TITLE:
OVERALL PROJECT ELEVATIONS

SHEET NO.:
A3.01

EXTERIOR FINISH SCHEDULE

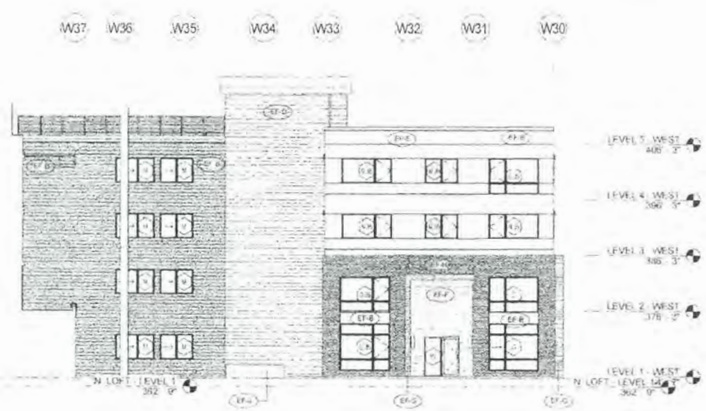
MARK	EXTERIOR FINISH TYPE	MANUFACTURER / SPEC	FINISH DESCRIPTION	COLOR
EF-A	EXTERIOR WALL - METAL 1	ALUCOBOND	FAT EDGE MATTE - FINISH AS PER ARCHITECT	AS PER ARCHITECT
EF-B	CONCRETE SURFACE	SHERWIN WILLIAMS	INTERIOR FLAT - SEMI SATIN	TO MATCHING ADJ. FAT EDGE
EF-C	CONCRETE SURFACE	SHERWIN WILLIAMS	EXTERIOR EGGSHELL - SATIN	AS PER ARCHITECT
EF-D	CONCRETE SURFACE	SHERWIN WILLIAMS	NA - ALL PURPOSE PRIMER - SURFACE	TO MATCHING ADJ. FAT EDGE
EF-E	CONCRETE SURFACE	SHERWIN WILLIAMS	SAME AS EF-C	SAME AS EF-C
EF-F	STEEL - PAINTED		ANTI-MICROBIAL - SATIN	AS PER ARCHITECT
EF-G	STEEL - PAINTED		ANTI-MICROBIAL - FLAT FINISH - PRIMER	AS PER ARCHITECT
EF-H	METAL RAILING		CONTRASTING FINISH - SATIN	AS PER ARCHITECT
EF-J	CONCRETE		CHARCOAL	



WEST BLDG - STAIR PENTHOUSE LOOKING S/E
SCALE: 1" = 10'-0"
8 A3.10-W

WEST BLDG - STAIR PENTHOUSE LOOKING S/W
SCALE: 1" = 10'-0"
7 A3.10-W

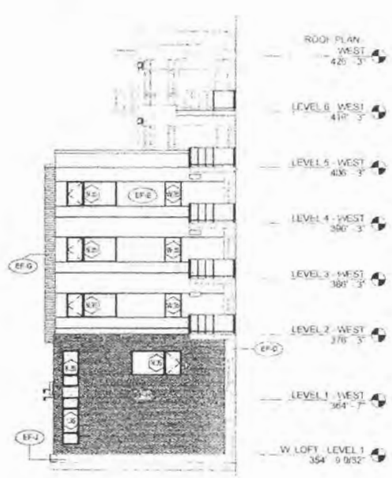
WEST BLDG - SOUTH ELEVATION 3
SCALE: 1" = 10'-0"
6 A3.10-W



WEST BLDG - EAST ELEVATION 2
SCALE: 1" = 10'-0"
3 A3.10-W

WEST BLDG - EAST ELEVATION 1
SCALE: 1" = 10'-0"
2 A3.10-W

19.2019.210



WEST BLDG - SOUTH ELEVATION 2
SCALE: 1" = 10'-0"
5 A3.10-W

WEST BLDG - SOUTH ELEVATION 1
SCALE: 1" = 10'-0"
1 A3.10-W

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REGISTERED ARCHITECT
SHAWN JEFFREY PALDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD,
BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06.24.2013
REVISIONS:	
1	06/26/2013 ADR RESUBMITTAL
PLOT DATE:	7/1/2013 5:20:46 PM
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CHECKED:	SJP
PROJECT No.	1222

SHEET TITLE:
WEST BUILDING ELEVATION

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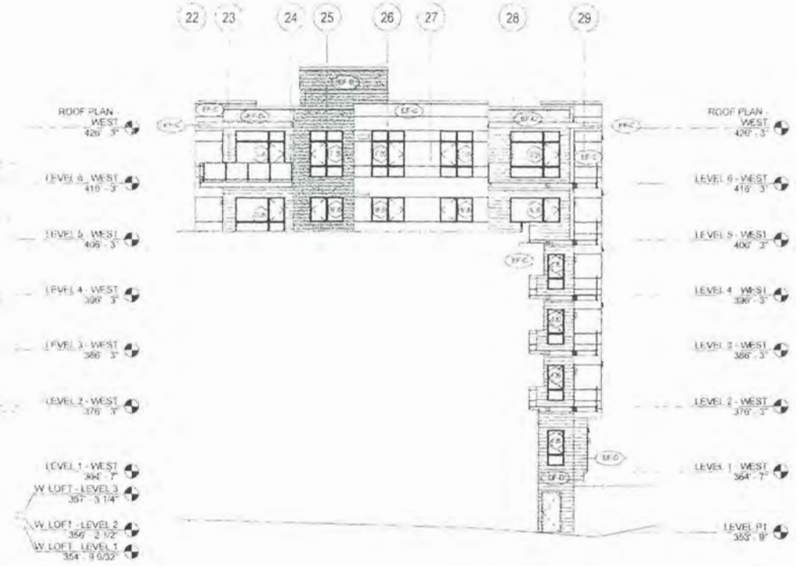
SHEET NO.:
A3.10-W

WEST BLDG - WEST ELEVATION 2
SCALE 1" = 10'-0"
4
A11-W



WEST BLDG - WEST ELEVATION 1
SCALE 1" = 10'-0"
2
A11-W

WEST BLDG - NORTH ELEVATION 2
SCALE 1" = 10'-0"
3
A11-W

WEST BLDG - NORTH ELEVATION 1
SCALE 1" = 10'-0"
1
A11-W

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REGISTERED ARCHITECT
BRIAN JEFFREY PALDAY
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	06/24/2013

REVISIONS:
1. 06/25/2013 - ADR RESUBMITTAL

PLOT DATE	7/1/2013 5:21:15 PM
DRAWN	CEN
CHECKED	SJP
PROJECT No.	1222

SHEET TITLE:
WEST BUILDING ELEVATION

SHEET NO.
A3.11-W

EXTERIOR FINISH SCHEDULE

NORTH BLDG - N/W ELEVATION 3 A3.20-N
SCALE 1" = 16'-0"

NORTH BLDG - EAST ELEVATION 2 A3.20-N
SCALE 1" = 16'-0"

NORTH BLDG - NORTH ELEVATION 1 A3.20-N
SCALE 1" = 16'-0"

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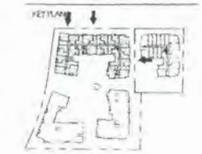
REGISTERED ARCHITECT
JEAN-JEFFREY PALIDAR
STATE OF WASHINGTON

KEYPLAN



PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	(6/24/2013)

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1. 06/25/2013 ADR REQUIRMITTAL

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PROJECT No.	1222

SHEET TITLE:
NORTH BUILDING ELEVATION

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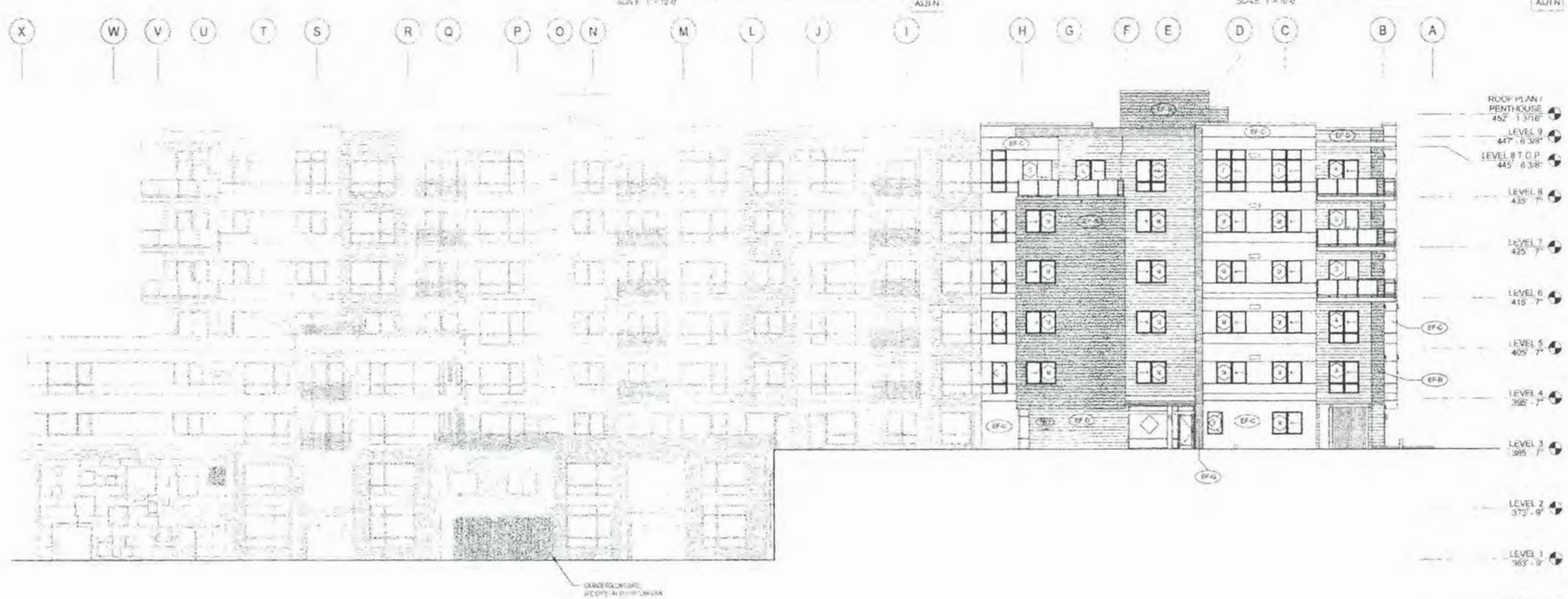
DRAWING SHEET SIZE 24"x36"

SHEET NO.
A3.20-N

EXTERIOR FINISH SCHEDULE

NORTH BLDG - WEST ELEVATION 2 — 3 / A3.21-N
SCALE: 1" = 10'-0"

NORTH BLDG - WEST ELEVATION 1 — 2 / A3.21-N
SCALE: 1" = 10'-0"



NORTH BLDG - SOUTH ELEVATION — 1

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REGISTERED ARCHITECT
BRIAN JEFFREY HALDAY
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/24/2013

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1	04/26/2013	ADR RESUBMITTAL

PLOT DATE:	7/1/2013 5:22:22 PM
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PROJECT No.	1223

SHEET TITLE:
NORTH BUILDING ELEVATION

SHEET NO:
A3.21-N

EXTERIOR FINISH SCHEDULE

MARK	EXTERIOR MATERIAL	FINISH MANUFACTURER	FINISH/COLOR	COMMENTS
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SOUTH BLDG - EAST ELEVATION 2
SCALE: 1" = 10'-0" A3.30-S

SOUTH BLDG - SOUTH ELEVATION 1
SCALE: 1" = 10'-0" A3.30-S

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REGISTERED ARCHITECT
JEFFREY JAEGER
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

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1 04/26/2013 ADR RESUBMITTAL

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PROJECT No.	1222

SHEET TITLE:
SOUTH BUILDING ELEVATION

SHEET NO:
A3.30-S

EXTERIOR FINISH SCHEDULE

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SOUTH BLDG - WEST ELEVATION 2
SCALE: 1" = 10'-0"

SOUTH BLDG - NORTH ELEVATION 2
SCALE: 1" = 10'-0"

SOUTH BLDG - NORTH ELEVATION
SCALE: 1" = 10'-0"

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REGISTERED ARCHITECT
BRIAN JEFFREY FAUDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
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1	04/26/2013 ADR RESUBMITTAL
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PROJECT No:	1322

SHEET TITLE:
SOUTH BUILDING ELEVATION

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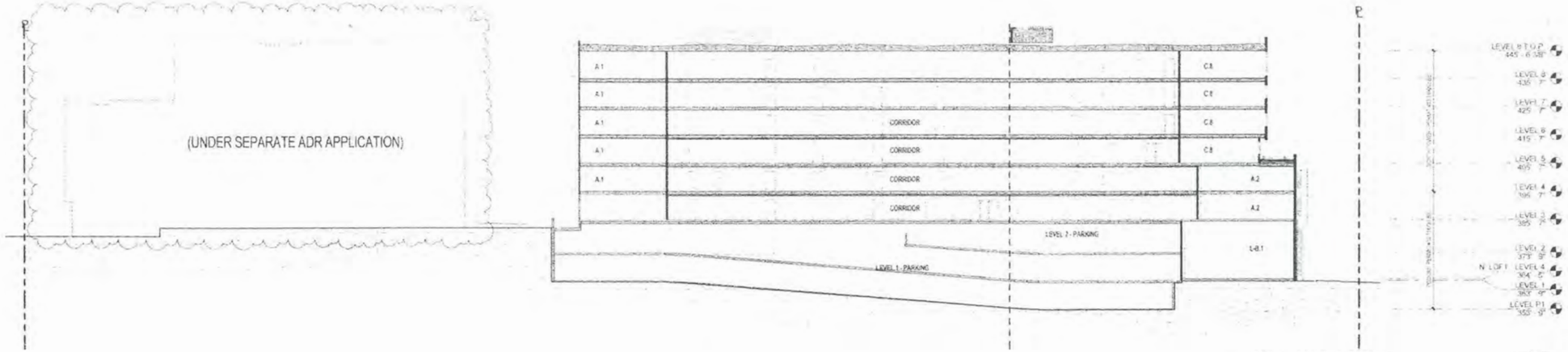
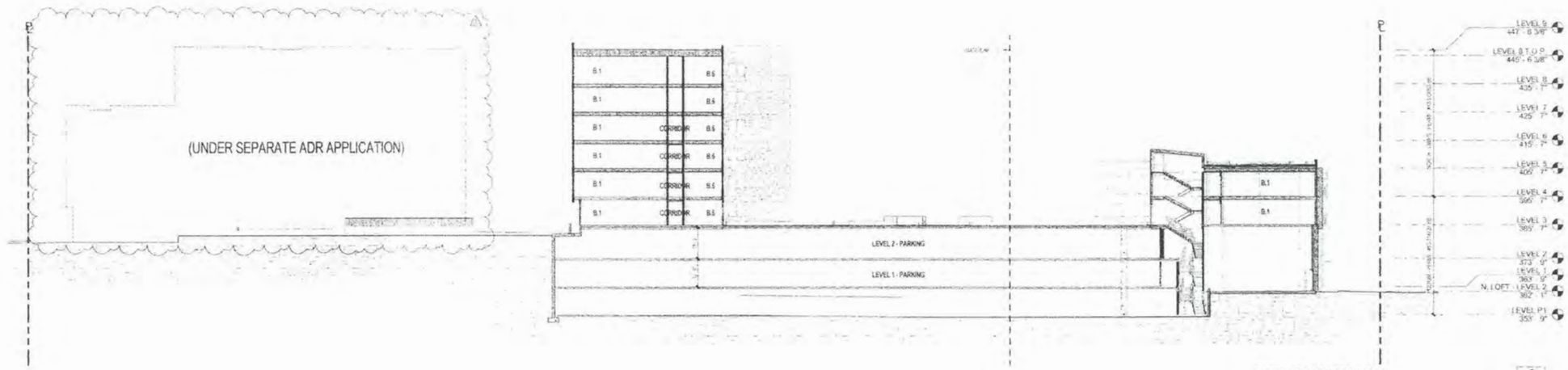
ORIGINAL SHEET SIZE 24"x36"

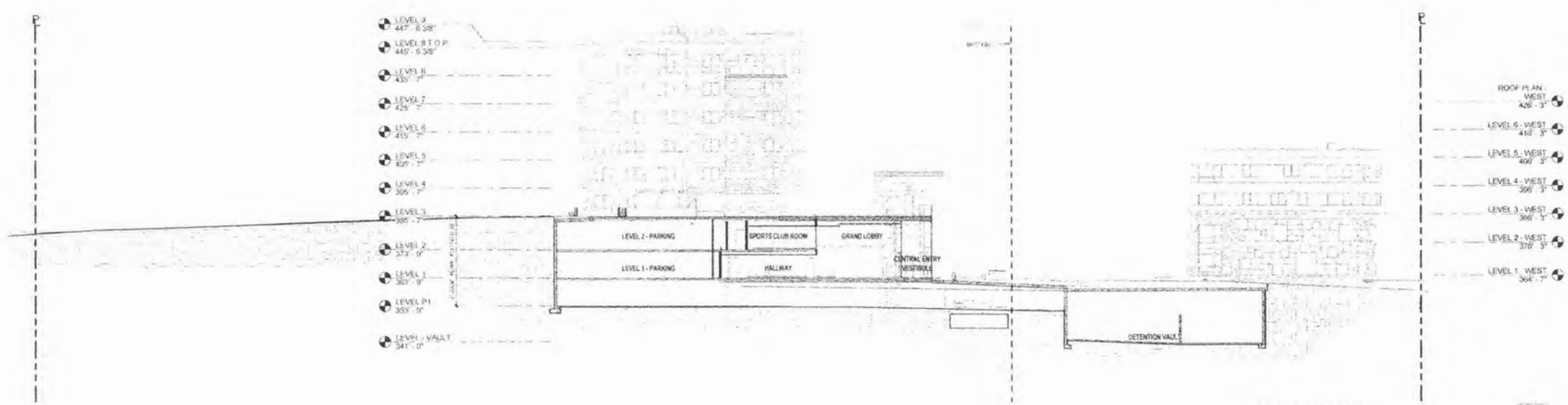
SHEET NO.:
A3.31-S



EAST-WEST SITE SECTION 1
SCALE: 1/16" = 1'-0"



EAST-WEST SITE SECTION 2
SCALE: 1/16" = 1'-0"



EAST-WEST SITE SECTION 3
SCALE: 1/16" = 1'-0"

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REGISTERED ARCHITECT
BRIAN JEFFREY PALDAN
STATE OF WASHINGTON

KEYPLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	ADR RESUBMITTAL 2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	06/24/2013
REVISIONS	
2 07/01/2013 ADR RESUBMITTAL 2	
PLOT DATE	7/1/2013 5:24:12 PM
DRAWN	CDW / JW
CHECKED	BJP
PROJECT No.	1222

SHEET TITLE:
SITE SECTIONS EAST - WEST

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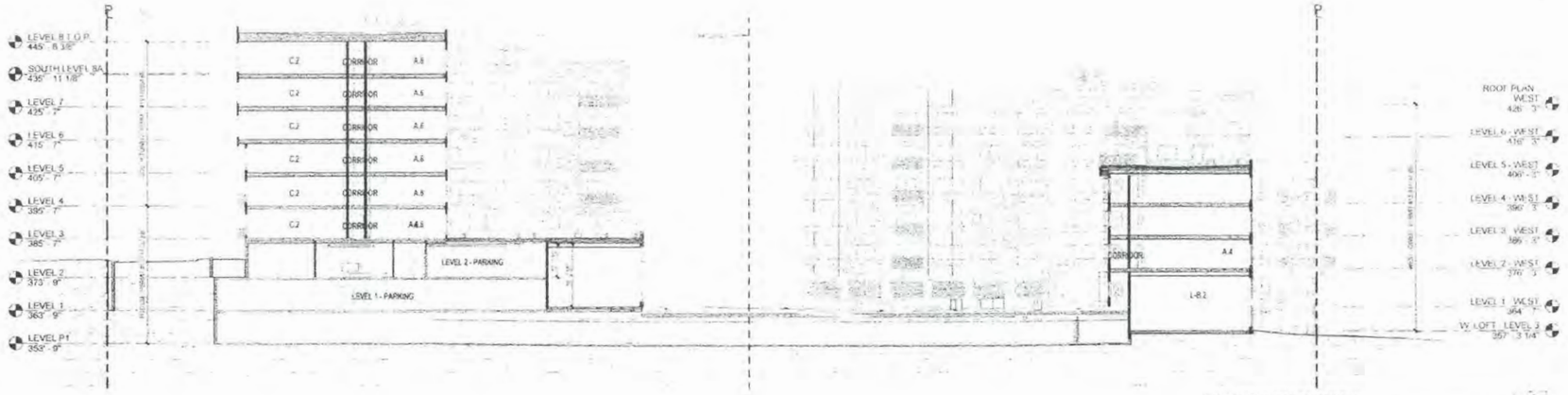
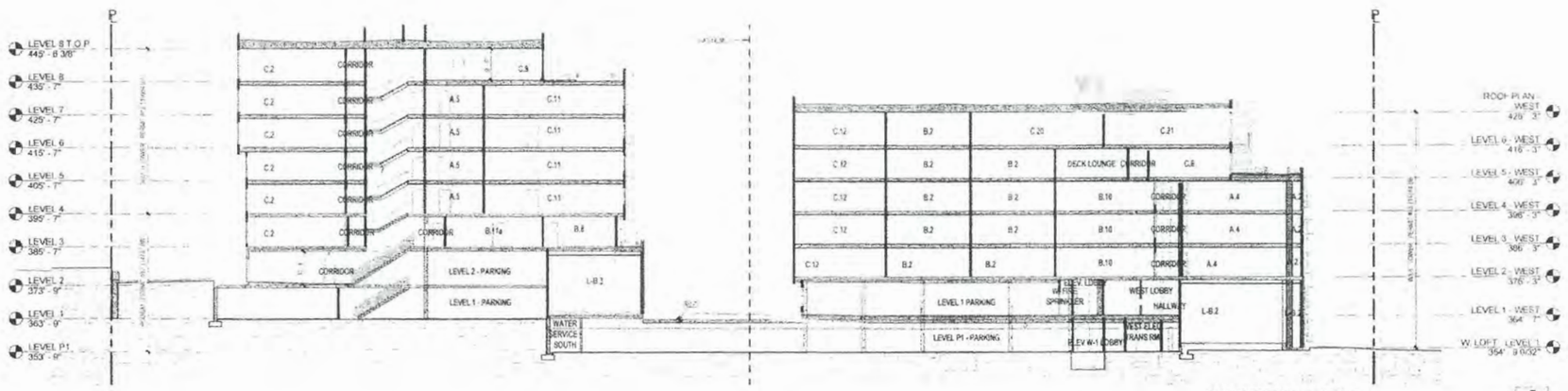
SHEET NO.
A4.01



EAST-WEST SITE SECTION 4
SCALE: 1/16" = 1'-0"
4
A402



EAST-WEST SITE SECTION 5
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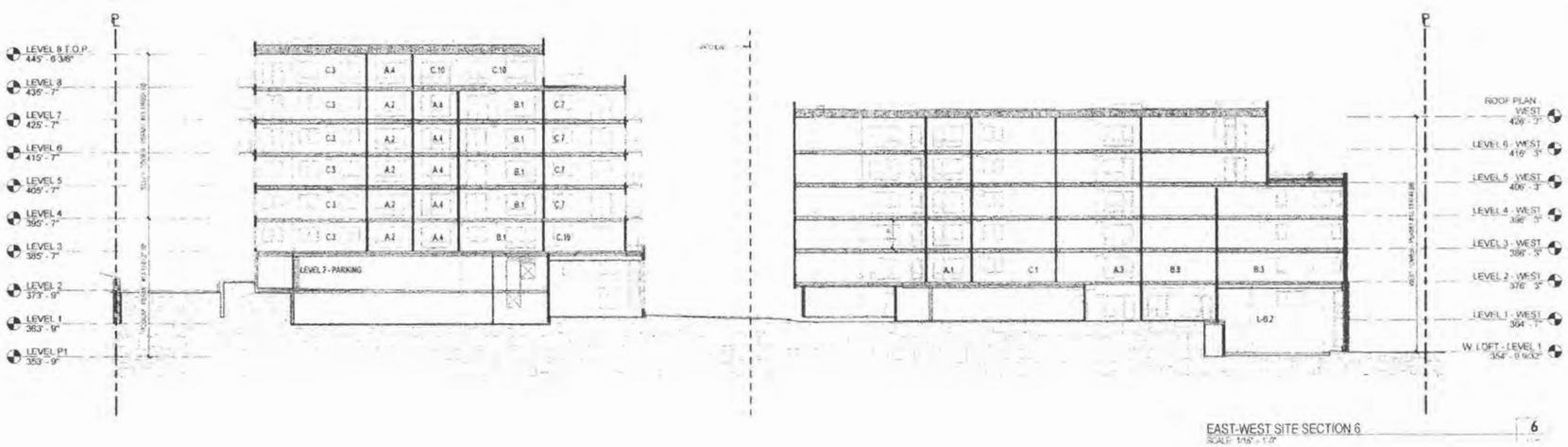
A402



EAST-WEST SITE SECTION 6
SCALE: 1/16" = 1'-0"
6

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REGISTERED ARCHITECT
BRIAN JEFFREY PALDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1 2013
SHEET ISSUED DATE:	06/24/2013
REVISIONS:	
PLOT DATE:	7/1/2013 5:24:30 PM
DRAWN:	CEW / JV
CHECKED:	BJP
PROJECT No.:	1227

SHEET TITLE:
SITE SECTIONS EAST - WEST

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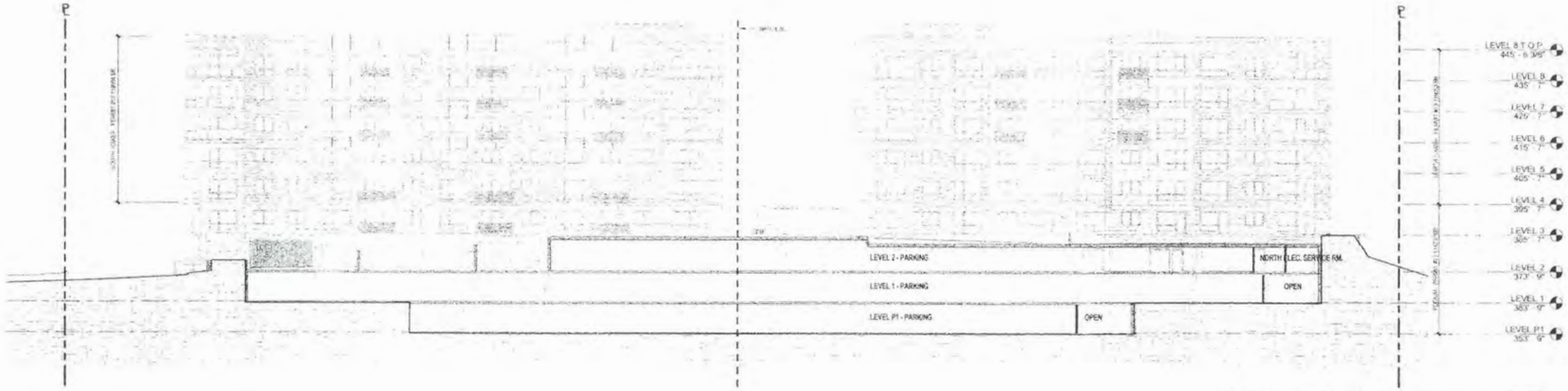
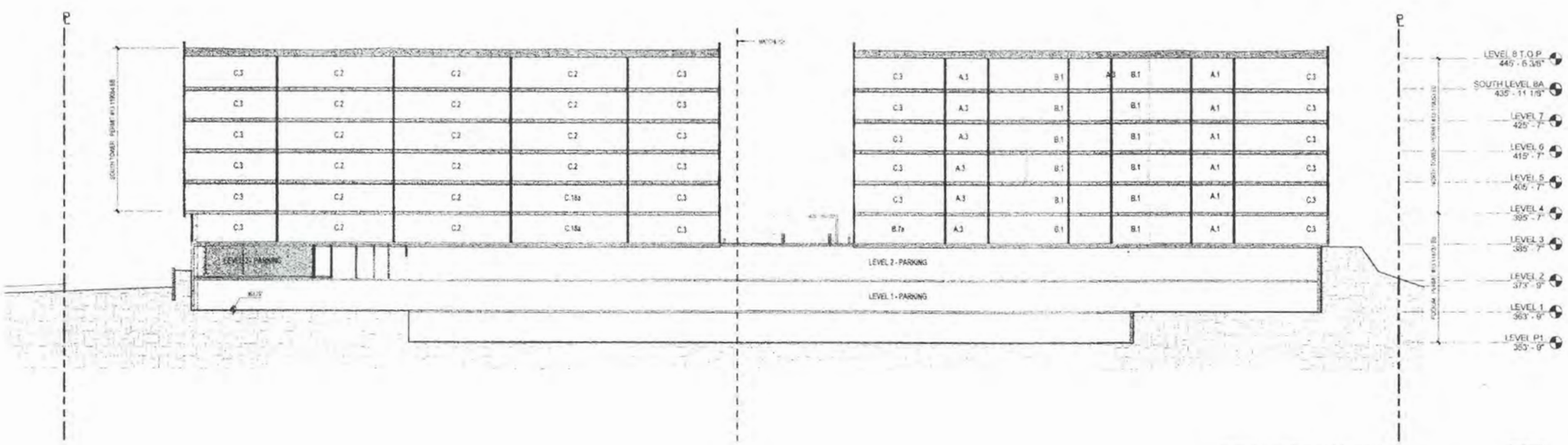
SHEET NO.:
A4.02



NORTH-SOUTH SITE SECTION 1
SCALE: 1/16" = 1'-0"
1 / A4.03



NORTH-SOUTH SITE SECTION 2
SCALE: 1/16" = 1'-0"
2 / A4.03

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REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

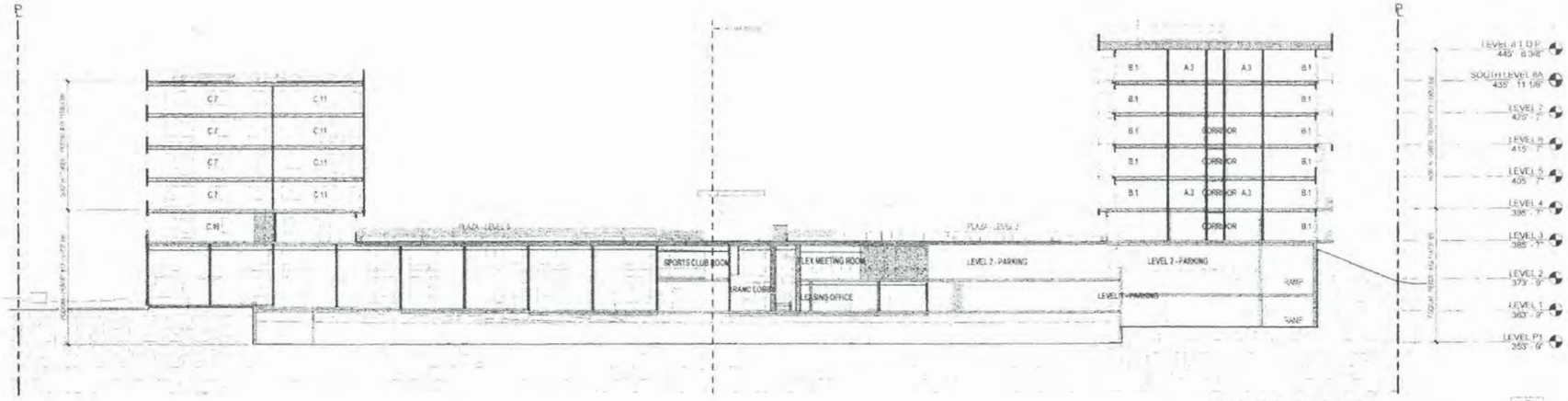
PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	ADR RESUBMITTAL 2
PROJECT ISSUED DATE	JULY 1 2013
SHEET ISSUED DATE	06/24/2013
REVISIONS	
PLOT DATE	7/1/2013 9:24:41 PM
DRAWN	GJS / JW
CHECKED	BJP
PROJECT No.	1222

SHEET TITLE:
SITE SECTIONS NORTH-SOUTH

SHEET NO.
A4.03



NORTH-SOUTH SITE SECTION 3
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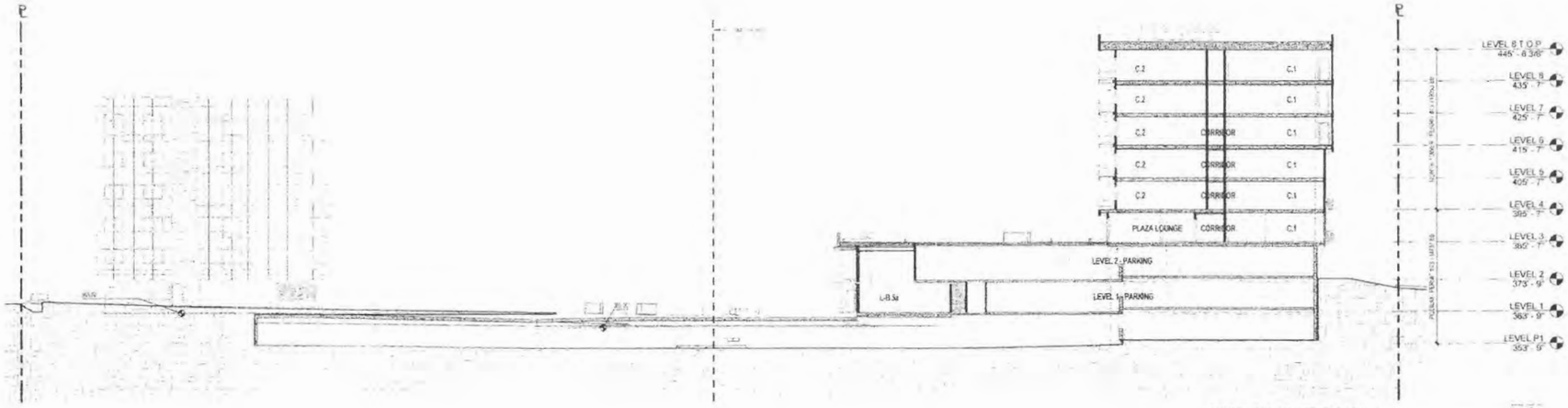
3 A404



NORTH-SOUTH SITE SECTION 4
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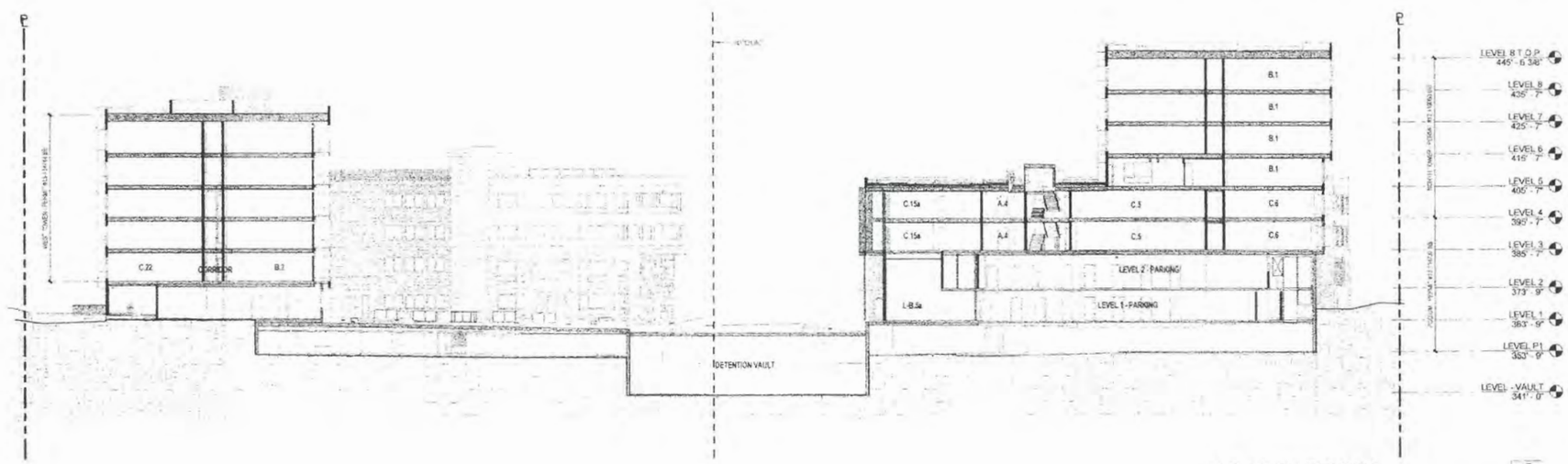

NORTH-SOUTH SITE SECTION 5
SCALE: 1/16" = 1'-0"
5 A404

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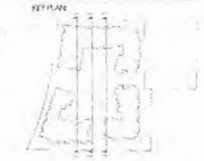
REGISTERED ARCHITECT
BRIAN JEFFREY PALDAN
STATE OF WASHINGTON

KEY PLAN



PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/24/2013
REVISIONS	
PLOT DATE:	7/1/2013 6:25:07 PM
DRAWN:	CDW / JW
CHECKED:	BJP
PROJECT No.	1222

SHEET TITLE:
SITE SECTIONS NORTH-SOUTH

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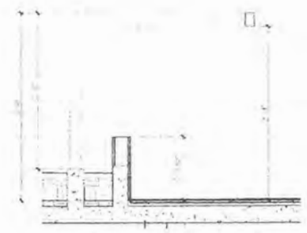
SHEET NO:
A4.04



PEDESTRIAN CONNECTION - SECTION 2
SCALE 1/8" = 1'-0"
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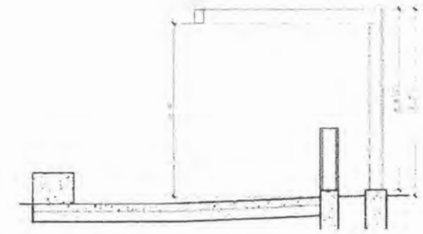
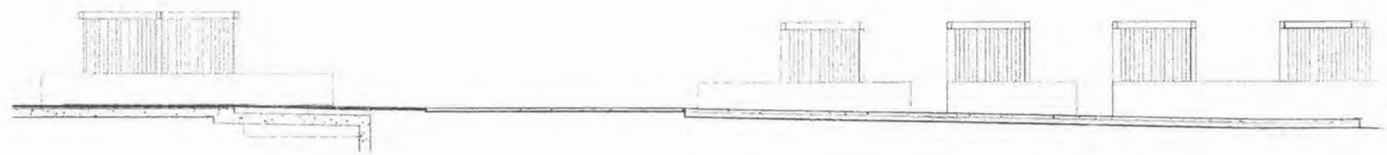
A8.02



PEDESTRIAN CONNECTION - SECTION 1
SCALE 1/8" = 1'-0"
4
A8.02



PEDESTRIAN CONNECTION - ELEVATION
SCALE 1/16" = 1'-0"
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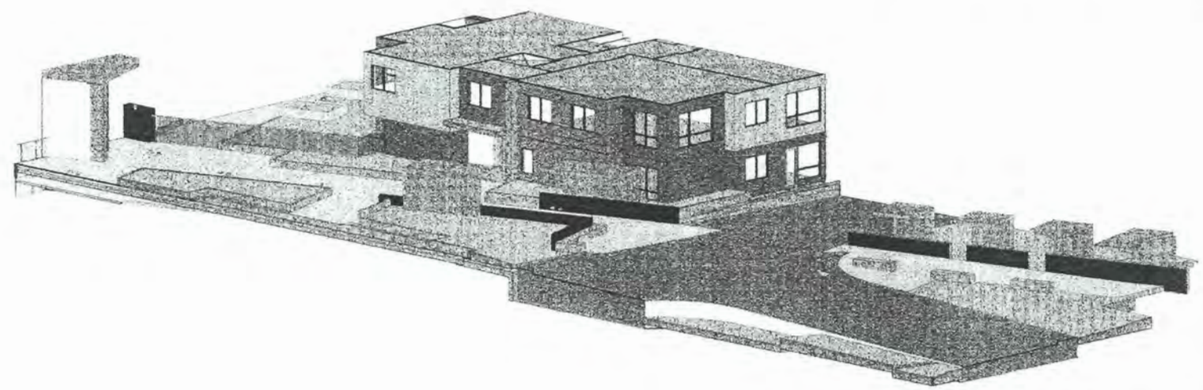
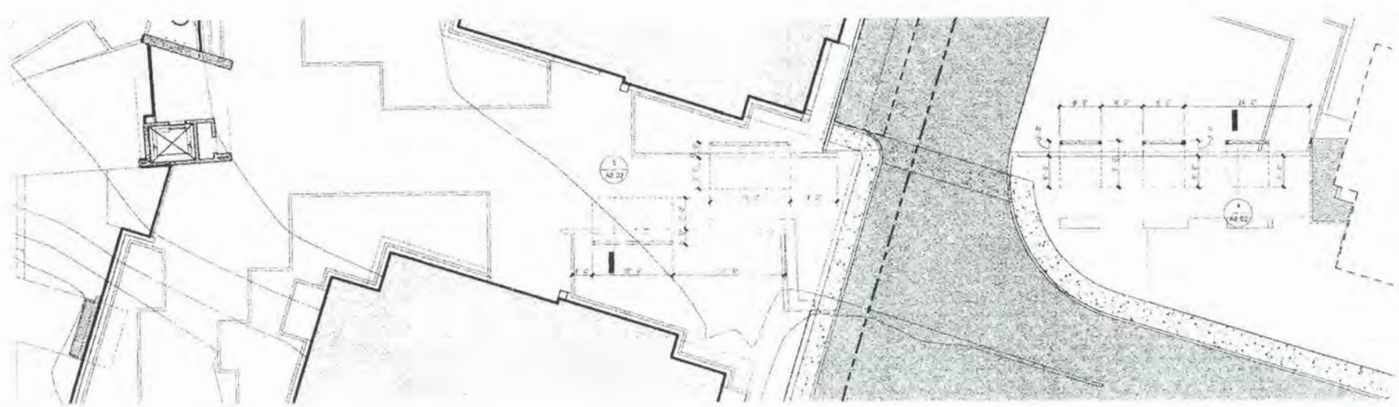
A8.02



PEDESTRIAN CONNECTION 3D VIEW
SCALE
2
A8.02



PEDESTRIAN CONNECTION PLAN
1

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REGISTERED ARCHITECT
BRIAN JEFFREY PALDAN
STATE OF WASHINGTON

KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2170 BEL-RED ROAD,
BELLEVUE, WA

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	ADR RESUBMITTAL #2
PROJECT ISSUED DATE	JULY 1, 2013
SHEET ISSUED DATE	09/28/13

REVISIONS

2	07/01/2013	ADR RESUBMITTAL #2

PLOT DATE	7/1/2013 5:25:26 PM
DRAWN	Author
CHECKED	Owner
PROJECT No	1222

SHEET TITLE
DETAILS - SITE PEDESTRIAN CONNECTION

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ORIGINAL PAPER SIZE 24"x36"

SHEET NO.
A8.02

OUTDOOR LIGHT FIXTURE SCHEDULE - PRELIMINARY

LEVEL	FIXTURE	Description	Manufacturer	MODEL	COUNT	WATTAGE	TOTAL WATTAGE
LEVEL 1	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	2	18 W	36 W
LEVEL 2 [illegible]	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	6	18 W	108 W
LEVEL 3	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	[illegible]	18 W	72 W
LEVEL 3 [illegible]	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	[illegible]	18 W	[illegible]
LEVEL 4	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	22	18 W	396 W
LEVEL 4 [illegible]	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	[illegible]	18 W	162 W
LEVEL 5	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	13	18 W	234 W
LEVEL 5 [illegible]	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	[illegible]	18 W	[illegible]
LEVEL 6	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	[illegible]	18 W	468 W
LEVEL 6 [illegible]	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	[illegible]	18 W	72 W
LEVEL 7	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	[illegible]	18 W	162 W
LEVEL 8	E1	Unit Source	(TBD) Progress Lighting	(TBD) P5600-20 Valera	25	18 W	450 W
					[illegible]		[illegible]
W. LOFT LEVEL 1	E2	Uplight Source	(TBD) Eclipse	(TBD) Titan	[illegible]	13 W	26 W
W. LOFT LEVEL 2	E2	Uplight Source	(TBD) Eclipse	(TBD) Titan	[illegible]	13 W	[illegible]
W. LOFT LEVEL 3	E2	Uplight Source	(TBD) Eclipse	(TBD) Titan	2	13 W	26 W
W. LOFT LEVEL 4	E2	Uplight Source	(TBD) Eclipse	(TBD) Titan	2	13 W	26 W
W. LOFT LEVEL 5	E2	Uplight Source	(TBD) Eclipse	(TBD) Titan	2	13 W	26 W
LEVEL 1	E2	Uplight Source	(TBD) Eclipse	(TBD) Titan	[illegible]	13 W	[illegible]
W. LOFT LEVEL 6	E2	Uplight Source	(TBD) Eclipse	(TBD) Titan	2	13 W	26 W
					[illegible]		[illegible]
LEVEL [illegible]	E3	Column Source	(TBD) Eclipse	(TBD) Titan XL2	[illegible]	120 W	600 W
W. LOFT LEVEL [illegible]	E3	Column Source	(TBD) Eclipse	(TBD) Titan XL2	2	120 W	240 W
LEVEL [illegible]	E3	Column Source	(TBD) Eclipse	(TBD) Titan XL2	2	120 W	240 W
LEVEL [illegible]	E3	Column Source	(TBD) Eclipse	(TBD) Titan XL2	[illegible]	120 W	[illegible]
					14		[illegible]
LEVEL [illegible]	E4	Exiting Source	(TBD) Eclipse	(TBD) Titan LED	2	18 W	[illegible]
LEVEL [illegible]	E4	Exiting Source	(TBD) Eclipse	(TBD) Titan LED	[illegible]	18 W	[illegible]
LEVEL [illegible]	E4	Exiting Source	(TBD) Eclipse	(TBD) Titan LED	[illegible]	18 W	90 W
LEVEL [illegible]	E4	Exiting Source	(TBD) Eclipse	(TBD) Titan LED	[illegible]	18 W	54 W
LEVEL [illegible]	E4	Exiting Source	(TBD) Eclipse	(TBD) Titan LED	2	18 W	36 W
					[illegible]		[illegible]
LEVEL [illegible]	E5	Step Lighting	(TBD) Focus	(TBD) SL-08 LED	19	8 W	152 W
LEVEL [illegible]	E5	Step Lighting	(TBD) Focus	(TBD) SL-08 LED	[illegible]	8 W	[illegible]
LEVEL [illegible]	E5	Step Lighting	(TBD) Focus	(TBD) SL-08 LED	[illegible]	8 W	[illegible]
LEVEL [illegible]	E5	Step Lighting	(TBD) Focus	(TBD) SL-08 LED	[illegible]	8 W	[illegible]
LEVEL [illegible]	E5	Step Lighting	(TBD) Focus	(TBD) SL-08 LED	[illegible]	8 W	[illegible]
					[illegible]		[illegible]
LEVEL 1	E7	Bollard	(TBD) Williams Outdoor Lighting	(TBD) [illegible]	30	[illegible]	[illegible]
					30		[illegible]
LEVEL 1	E8	Landscape Lighting	(TBD) Focus	(TBD) DL-21	25	4 W	100 W
LEVEL [illegible]	E8	Landscape Lighting	(TBD) Focus	(TBD) DL-21	[illegible]	4 W	[illegible]
					[illegible]		[illegible]
LEVEL 1	E9	Pole Light	DW Windzor	[illegible]	[illegible]	28 W	[illegible]
LEVEL [illegible]	E9	Pole Light	DW Windzor	[illegible]	[illegible]	28 W	[illegible]
					[illegible]		[illegible]
[illegible]					[illegible]		[illegible]

OUTDOOR FIXTURES - IMAGES AND GENERAL DESCRIPTIONS

E1 - P5600-20 VALERA BY PROGRESS LIGHTING

[illegible]

E2, E3, E4 - TITAN SERIES BY ECLIPSE

[illegible]

E5 - STEP LIGHT BY FOCUS INDUSTRIES

[illegible]

E7 - BOLLARD BY WILLIAMS OUTDOOR LIGHTING

[illegible]

E8 - LANDSCAPE SPOT LIGHT DL - 21 BY FOCUS INDUSTRIES

[illegible]

E9 - POLE LIGHT FORZA DW WINDZOR

[illegible]

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REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	[illegible]

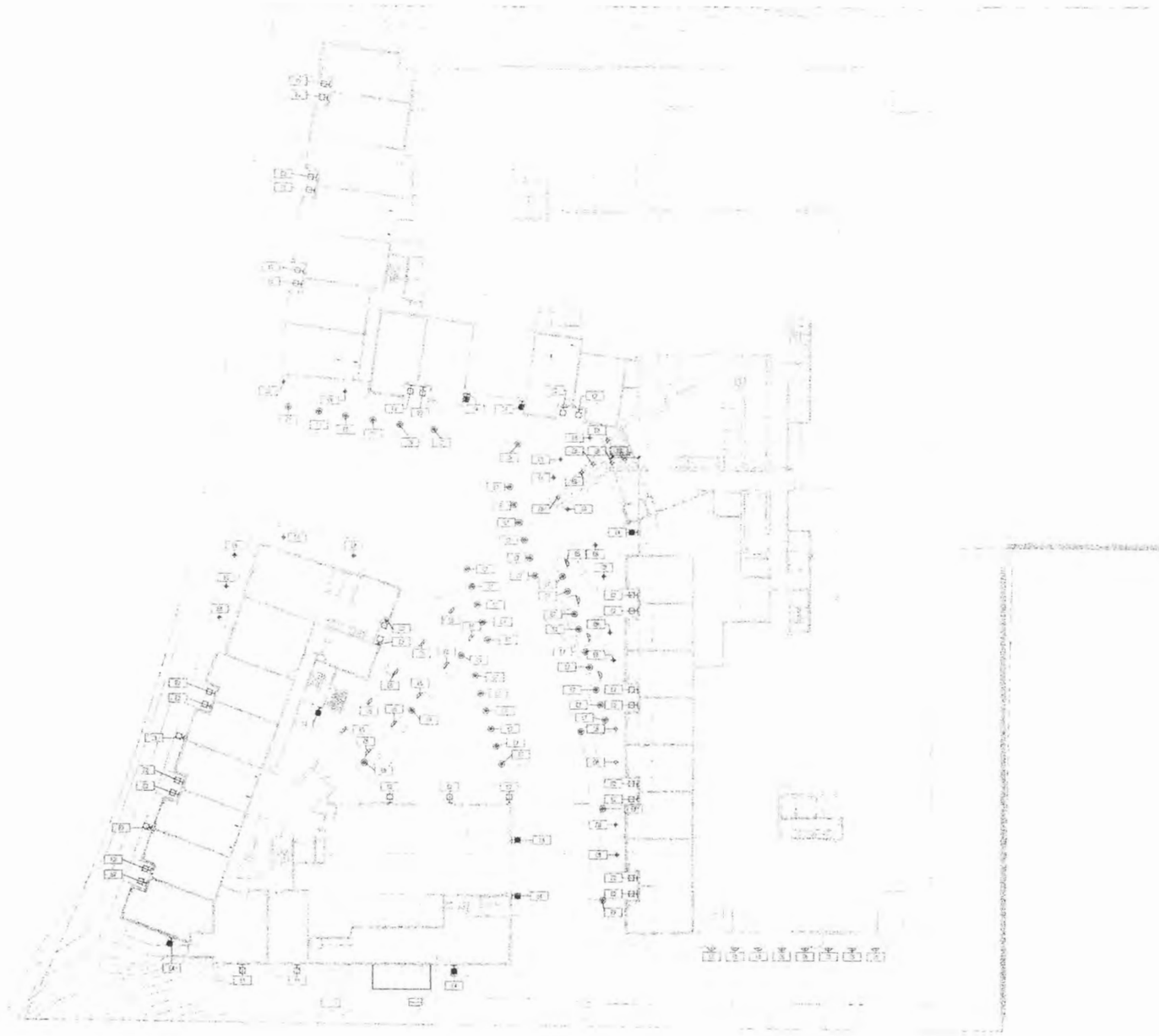
REVISIONS:
1. 04/26/2013 ADR RESUBMITTAL

PLOT DATE:	7/1/2013 5:25:31 PM
DRAWN:	GA / [illegible]
CHECKED:	[illegible]
PROJECT No.:	1222

SHEET TITLE:
LEGEND / LIGHTING SCHEDULE

[illegible] ALL RIGHTS RESERVED

SHEET NO:
E1.00



LEVEL 1 - EXTERIOR LIGHTING PLAN
SCALE: 1" = 20'-0"

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REGISTERED ARCHITECT
BRIAN JEFFREY PALIDAR
STATE OF WASHINGTON

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	06/01/2013

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1. 06/06/2013: ADR RESUBMITTAL

PLOT DATE:	7/1/2013 5:25:54 PM
DRAWN:	GA / TFM
CHECKED:	FM
PROJECT No.	1222

SHEET TITLE:
SITE LIGHTING PLAN - LEVEL 1

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SHEET NO:
E1.02

LEVEL 2 - EXTERIOR LIGHTING PLAN
SCALE: 1" = 20'-0"

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REGISTERED ARCHITECT
BRIAN JEFFREY FALDAM
STATE OF WASHINGTON

KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS:
2170 BEL-RED ROAD, BELLEVUE, WA

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	ADR RESUBMITTAL - 2
PROJECT ISSUED DATE:	JULY 1, 2013
SHEET ISSUED DATE:	05/01/2013

REVISIONS:

1	04/26/2013	ADR RESUBMITTAL

PLOT DATE:	7/1/2013 5:26:17 PM
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PROJECT No:	1222

SHEET TITLE
SITE LIGHTING PLAN - LEVEL 2

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E1.03

LEVEL 3 - EXTERIOR LIGHTING PLAN
SCALE: 1" = 20'-0"

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KEY PLAN

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SEATTLE, WA 98121

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SHEET ISSUED DATE:	06/21/2013

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1 04/26/2013: ADR RESUBMITTAL
2 07/01/2013: ADR RESUBMITTAL - 2

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DRAWN:	CA / TFM
CHECKED:	BJP
PROJECT No:	1222

SHEET TITLE:
SITE LIGHTING PLAN - LEVEL 3

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SHEET NO.:
E1.04

10' LANDSCAPE BUFFER
NORTH BUILDING
EAST BUILDING
156TH AVE NE
PRIVATE PATIO - TYPICAL
COMMON ROOM PATIO
SHELTER
WATER FEATURE
PLAZA ABOVE PARKING
MOVE-IN PARKING
GARAGE ENTRY
ACCESS DRIVE
WATER FEATURE
ENTRY
RAMP
ACCESS DRIVE
BEL-RED ROAD
FEATURE PAVING
POTTED TREES
BOLLARDS
SHORT TERM PARKING
ENTRY
SOUTH BUILDING
GARAGE ENTRY
WEST BUILDING
10' LANDSCAPE BUFFER

1 Grading and Drainage Plan-Level 1
1" = 20'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

SUITE 202-511 WESTERN AVE. SEATTLE, WA 98104
PHONE (206) 682-7562 FAX (206) 682-4721

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% Progress Set
PROJECT ISSUED DATE:	May 05, 2013
SHEET ISSUED DATE:	03/21/13
REVISIONS:	
PLOT DATE:	3/29/2013 3:19:19 PM
DRAWN:	Author
CHECKED:	Checker
PROJECT No.	1213

SHEET TITLE:
Grading and Drainage Plan

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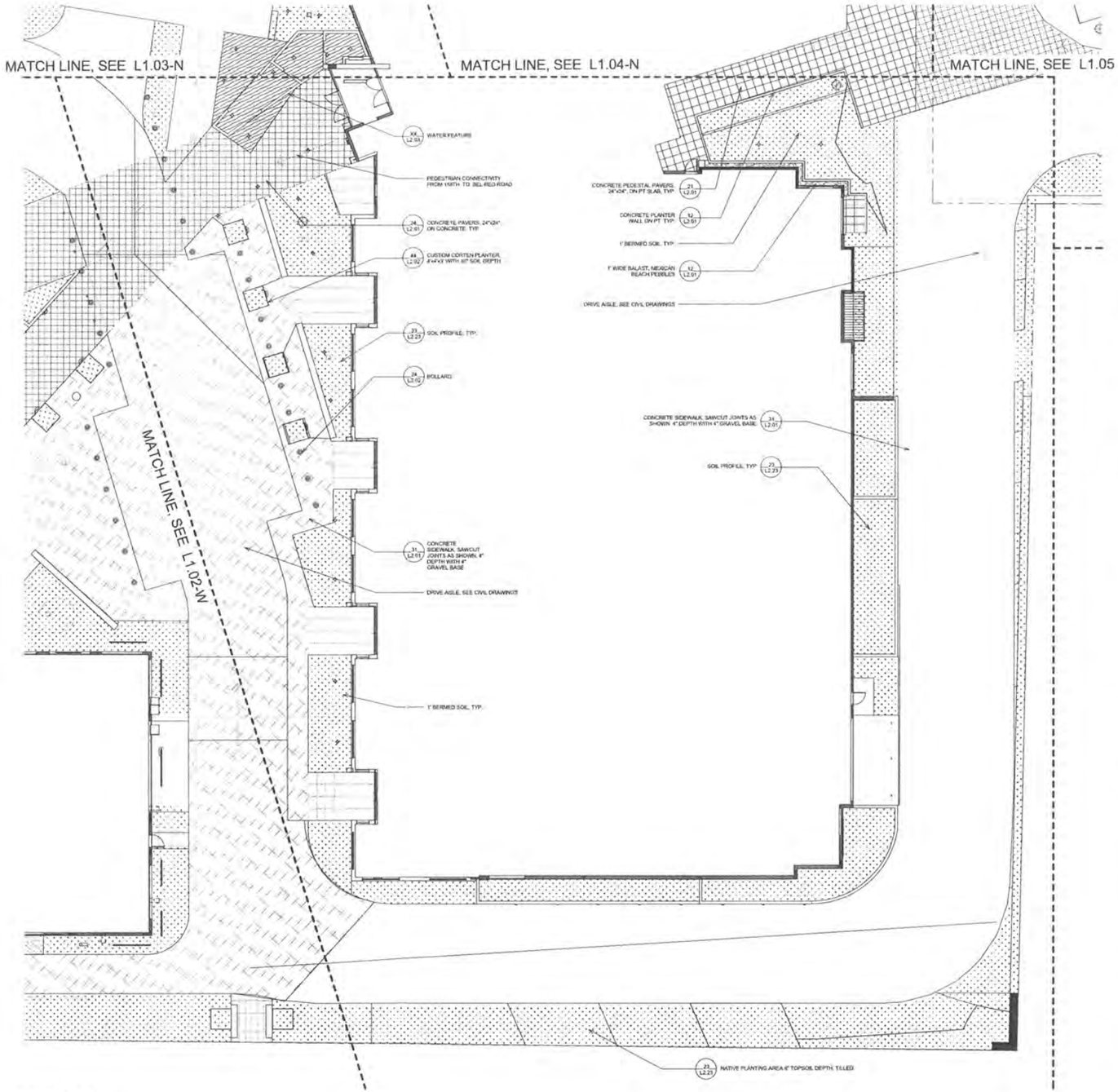
SHEET NO:
L1.00



1 Call Out Plan - South
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	05/01/13
REVISIONS:	
PLOT DATE:	5/28/2013 9:42:00 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No:	1213

SHEET TITLE:
Callout Plan - South

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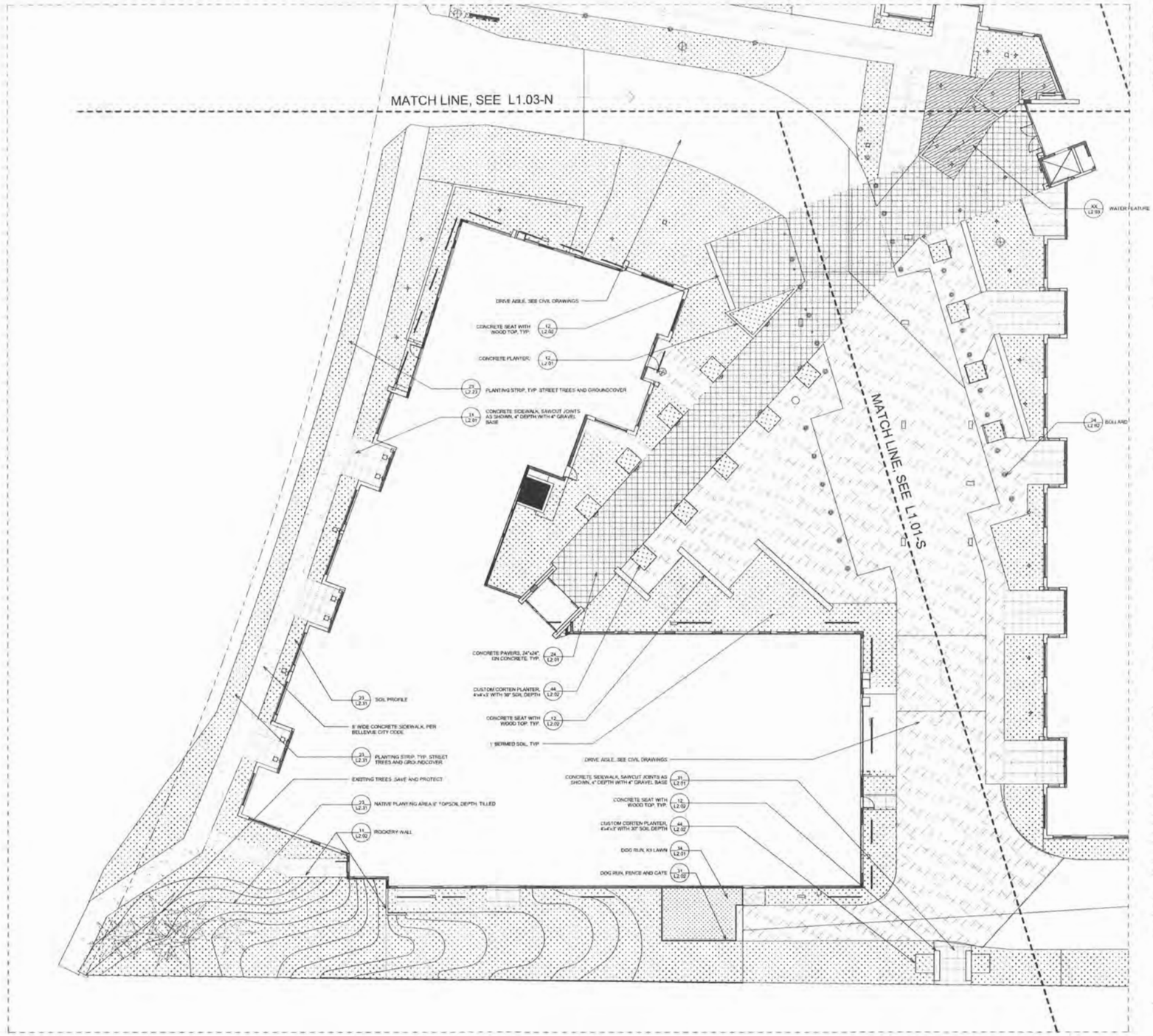
SHEET NO.
L1.01-S



1 Call Out Plan - West
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES
LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN
[illegible] PHONE: [illegible] FAX: [illegible]

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	05/01/13
REVISIONS	
PLOT DATE:	5/28/2013 9:42:09 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No:	1213

SHEET TITLE:
Callout Plan - West

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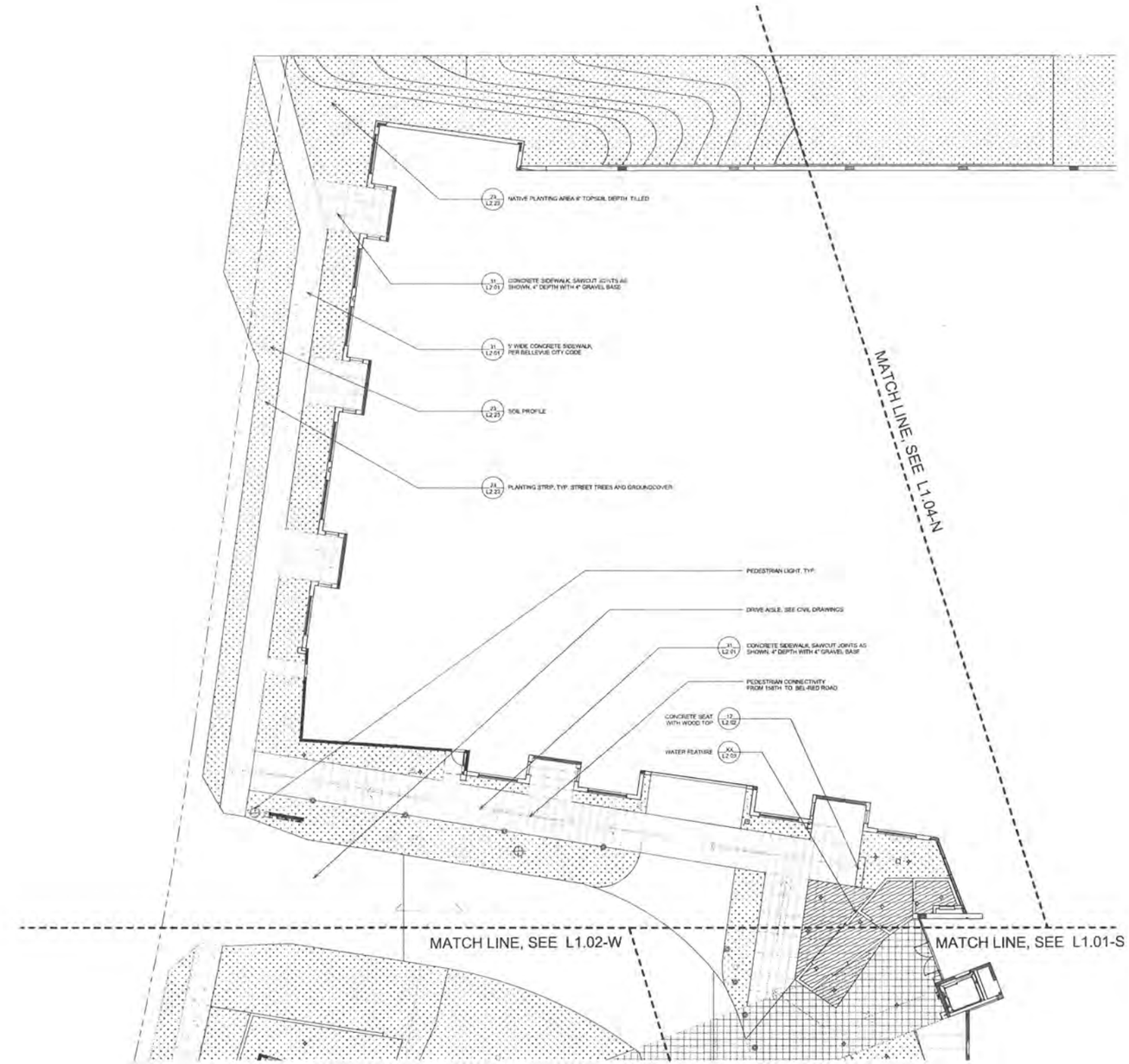
ORIGINAL SHEET SIZE 22"x34"

SHEET NO:
L1.02-W



1 Call Out Plan - North West
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE: 05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE: MAY 13, 2013
SHEET ISSUED DATE: 05/01/13
REVISIONS:

PLOT DATE: 5/29/2013 9:42:18 AM
DRAWN: Author
CHECKED: Checker
PROJECT No. 1213

SHEET TITLE:
Callout Plan - North West

SHEET NO.
L1.03-N

1 Call Out Plan - North East
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN

PROJECT:
GRE - BELLEVUE

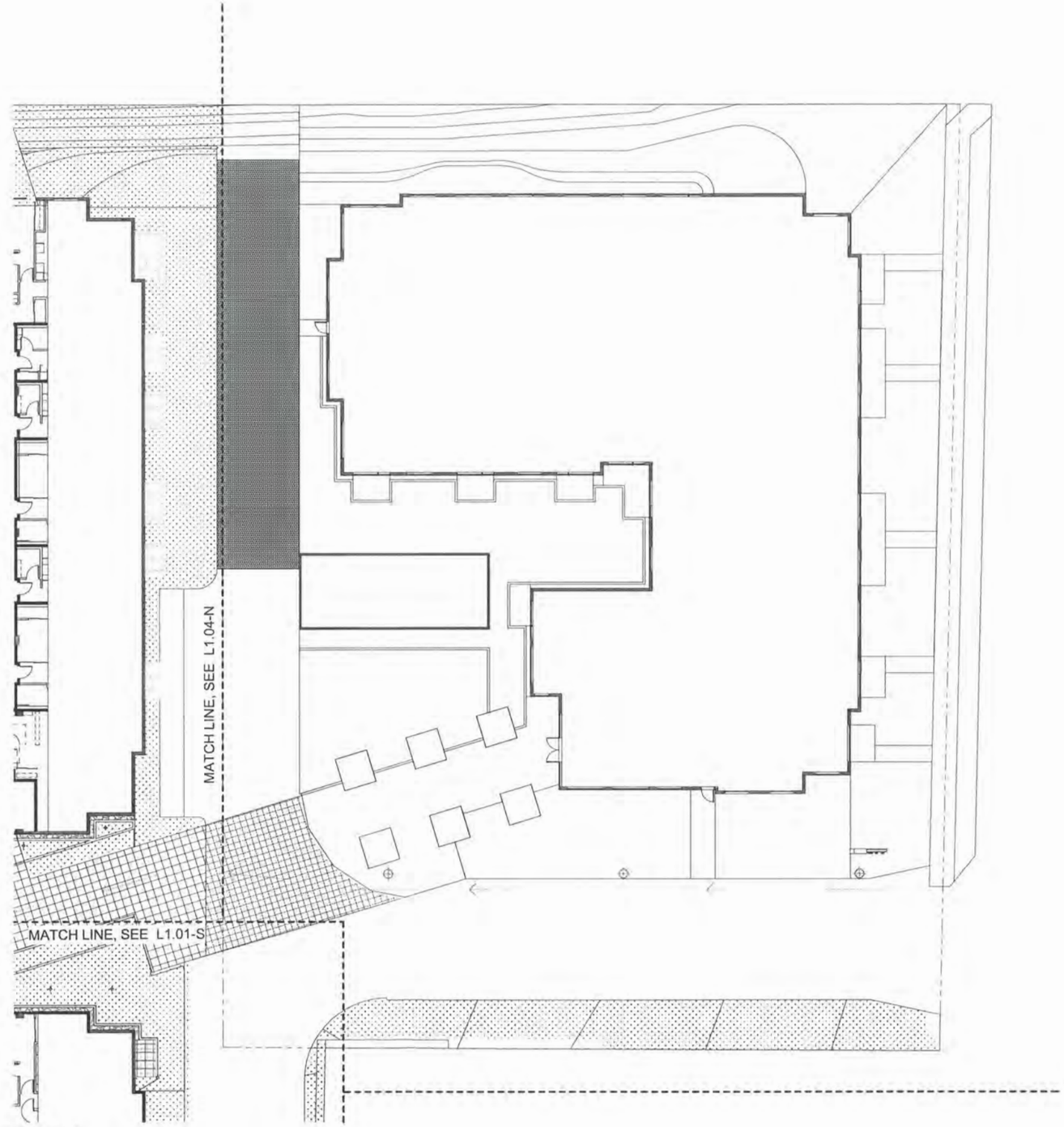
PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE	MAY 13 2013
SHEET ISSUED DATE	05/01/13
REVISIONS	
PLOT DATE	5/29/2013 9:42:22 AM
DRAWN	Author
CHECKED	Checker
PROJECT No.	1213

SHEET TITLE:
Callout Plan - North East

SHEET NO.
L1.04-N



1 Call Out Plan - East
1" = 10'-0"

THOMAS RENGSTORF
AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

[illegible] AVE. SEATTLE WA 98104
PHONE (206) 882-7562 FAX (206) 882-4771

KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2070 BEL-RED ROAD

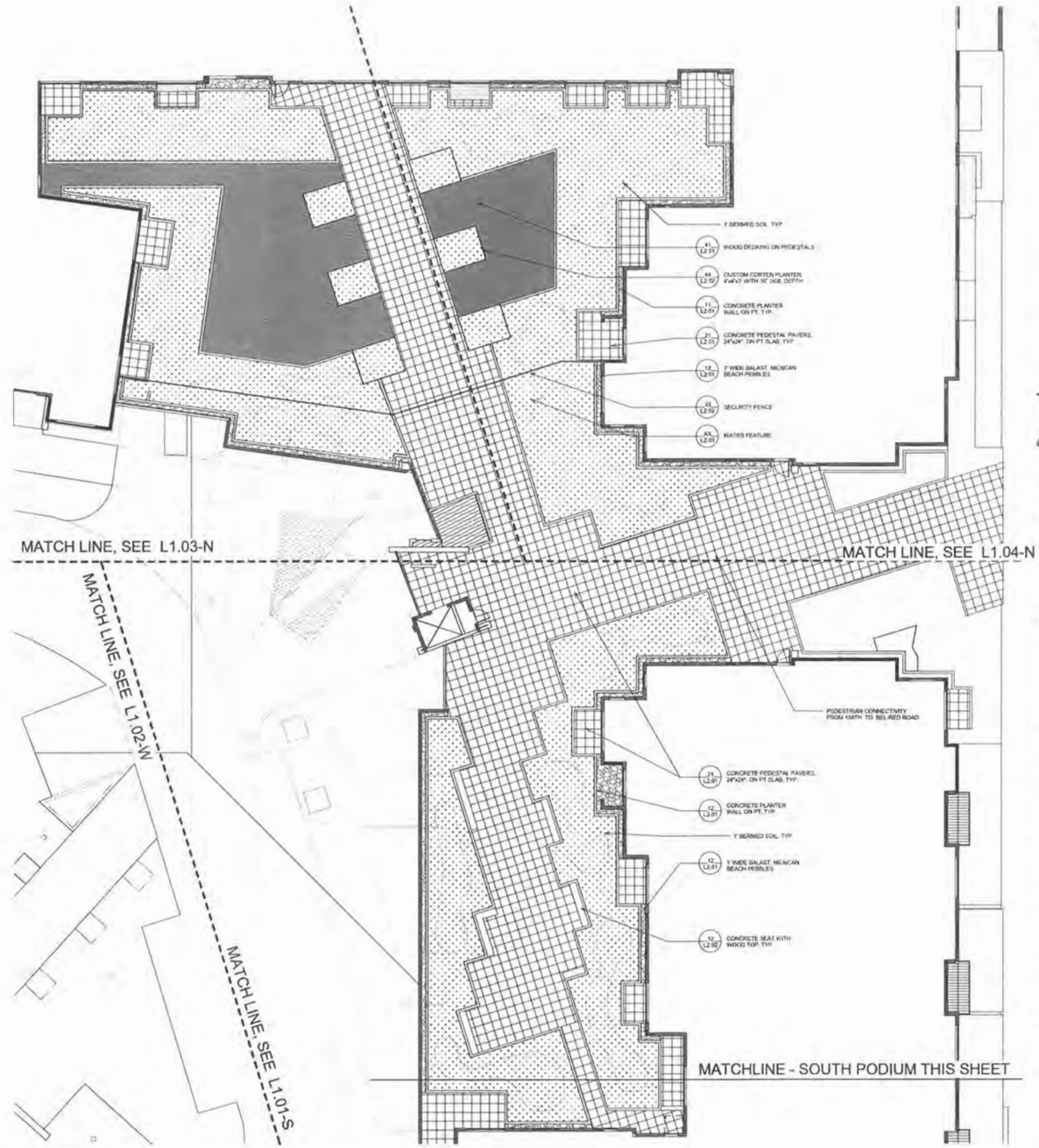
CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE	MAY 13, 2013
SHEET ISSUED DATE	05/01/13
REVISIONS	
PLOT DATE	5/08/2013 9:42:32 AM
DRAWN	Author
CHECKED	Checker
PROJECT No.	1213

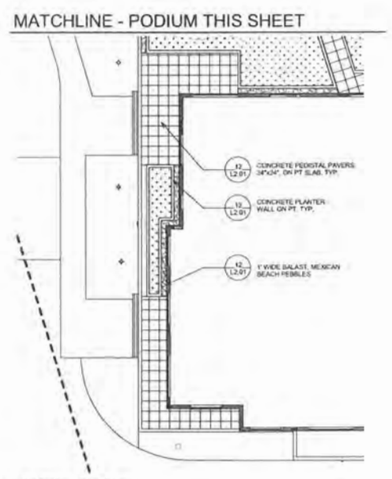
SHEET TITLE
Callout Plan - East

COPYRIGHT [illegible] INC. ALL RIGHTS RESERVED
ORIGINAL SHEET SIZE IS 30x42

SHEET NO.
L1.05-E



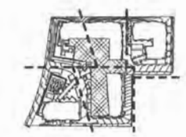
1 Call Out Plan - Podium
1" = 10'-0"



2 Call Out Plan - South Podium
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES
LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN



PROJECT:
GRE - BELLEVUE

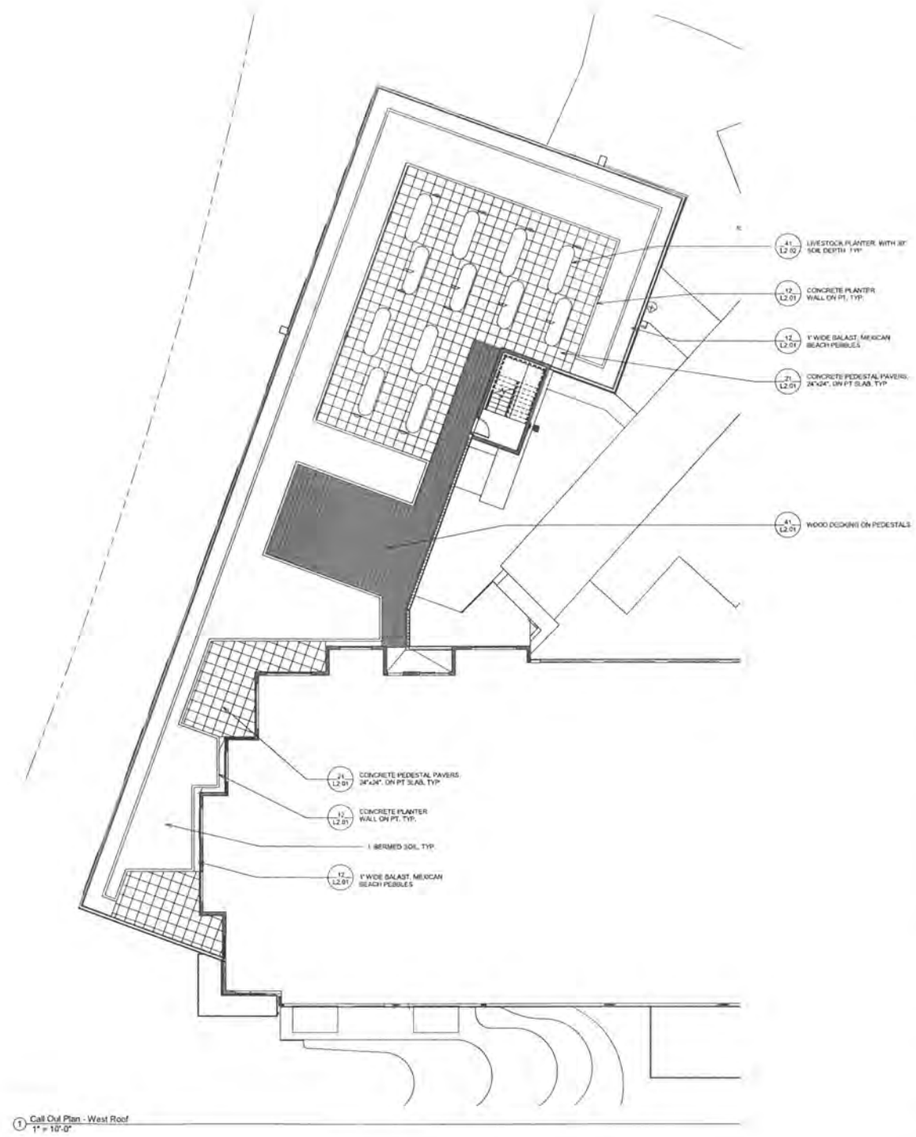
PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	05/01/13
REVISIONS	
PLOT DATE:	5/28/2013 9:42:45 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No.	1213

SHEET TITLE:
Callout Plan - Podium

SHEET NO.:
L1.06-P

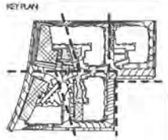


1 Call Out Plan - West Roof
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN



PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

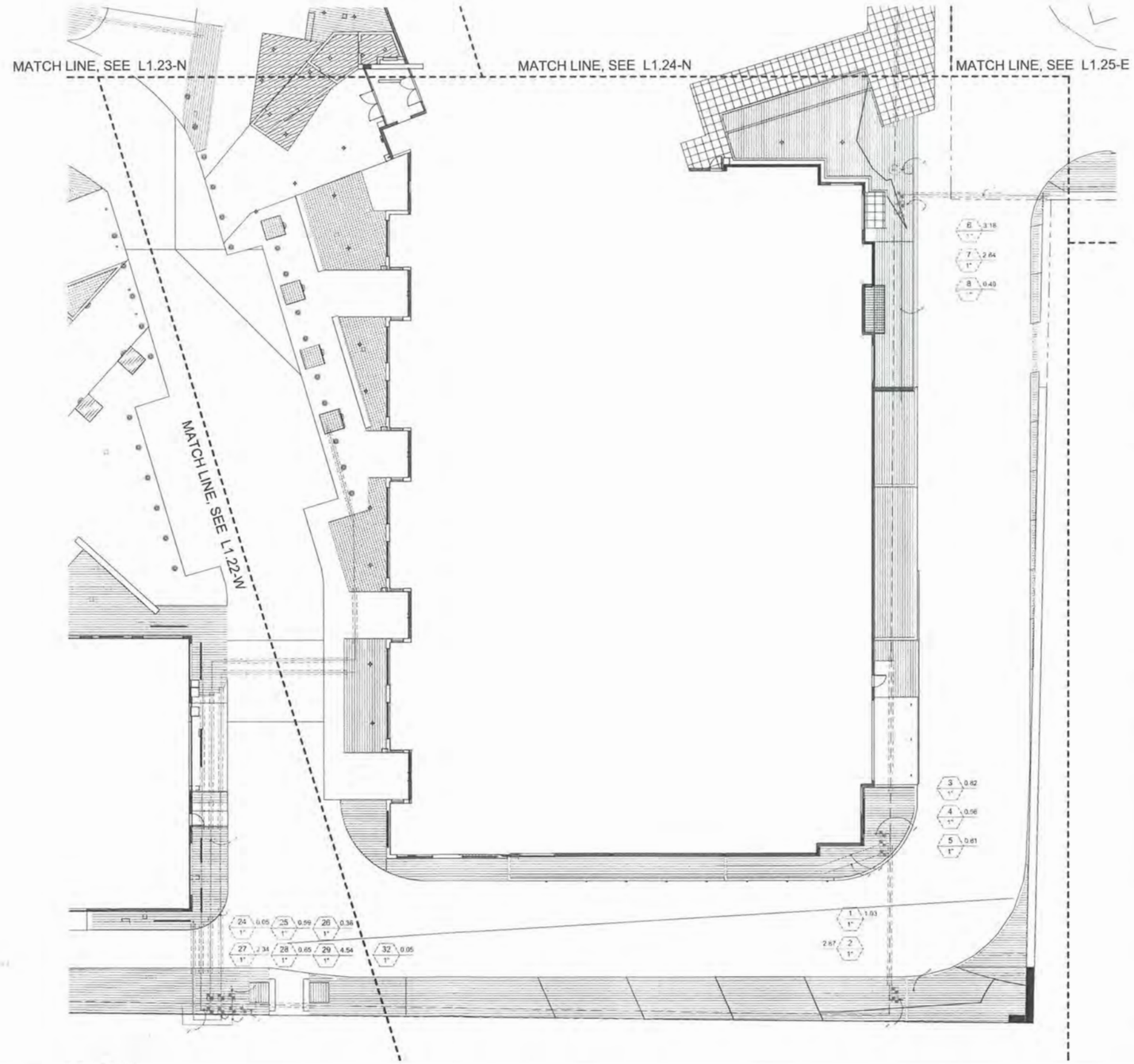
CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE: 05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE: MAY 13, 2013
SHEET ISSUED DATE: 05/01/13
REVISIONS:

PLOT DATE: 5/28/2013 9:42:55 AM
DRAWN: Author
CHECKED: Checker
PROJECT No: 1213

SHEET TITLE:
Callout Plan - Roof

SHEET NO:
L1.07-R



② Irrigation Schedule L1.24
1" = 10'-0"

① Irrigation Plan - South
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS
2070 BEL-RED ROAD

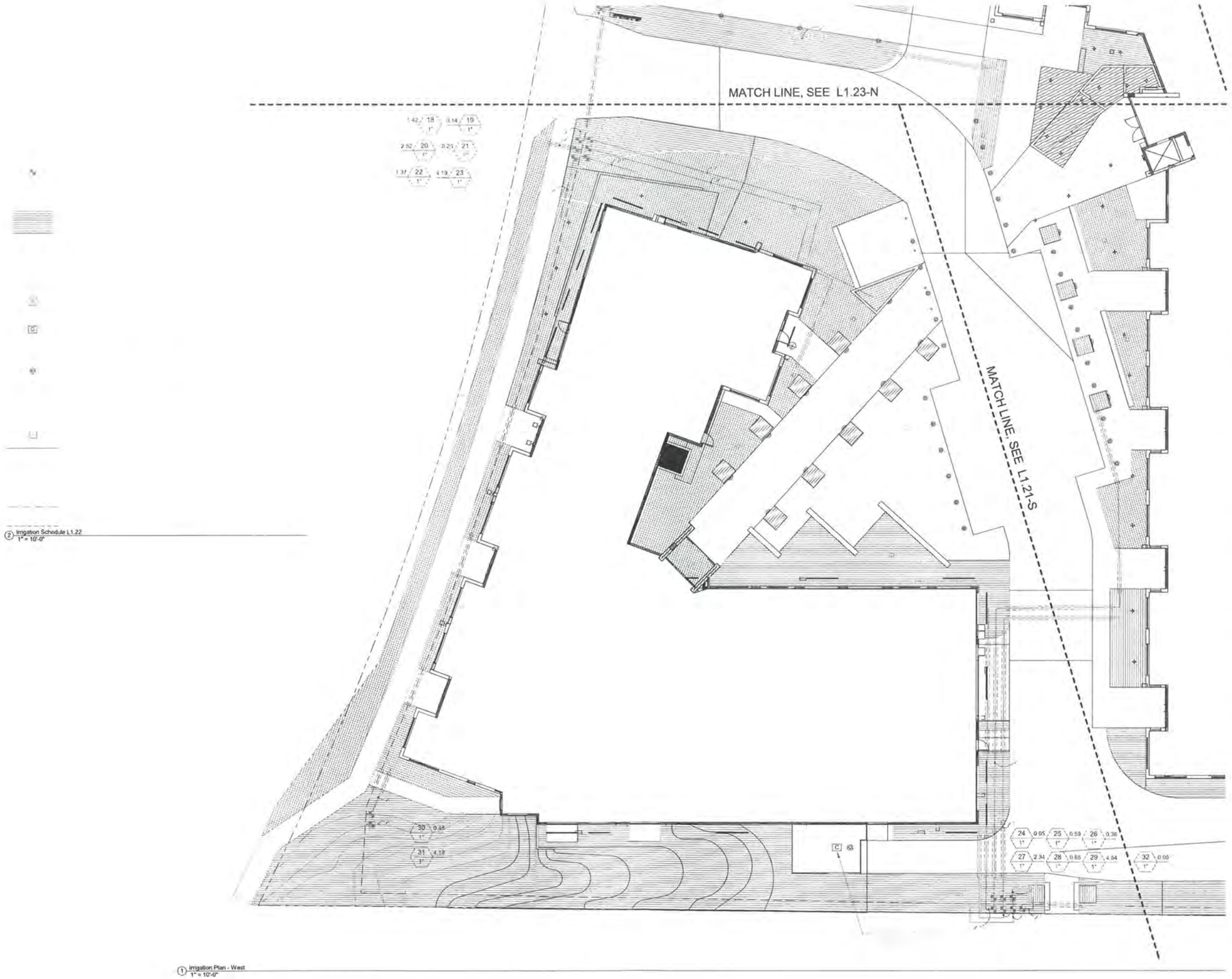
CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE: 05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE: MAY 13, 2013
SHEET ISSUED DATE: 05/23/13
REVISIONS:

PLOT DATE: 5/26/2013 9:43:05 AM
DRAWN: Author
CHECKED: Checker
PROJECT No. 1213

SHEET TITLE:
Irrigation Plan - South

SHEET NO.
L1.21-S



② Irrigation Schedule L1.22
1" = 10'-0"

① Irrigation Plan - West
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN

PROJECT:
GRE - BELLEVUE

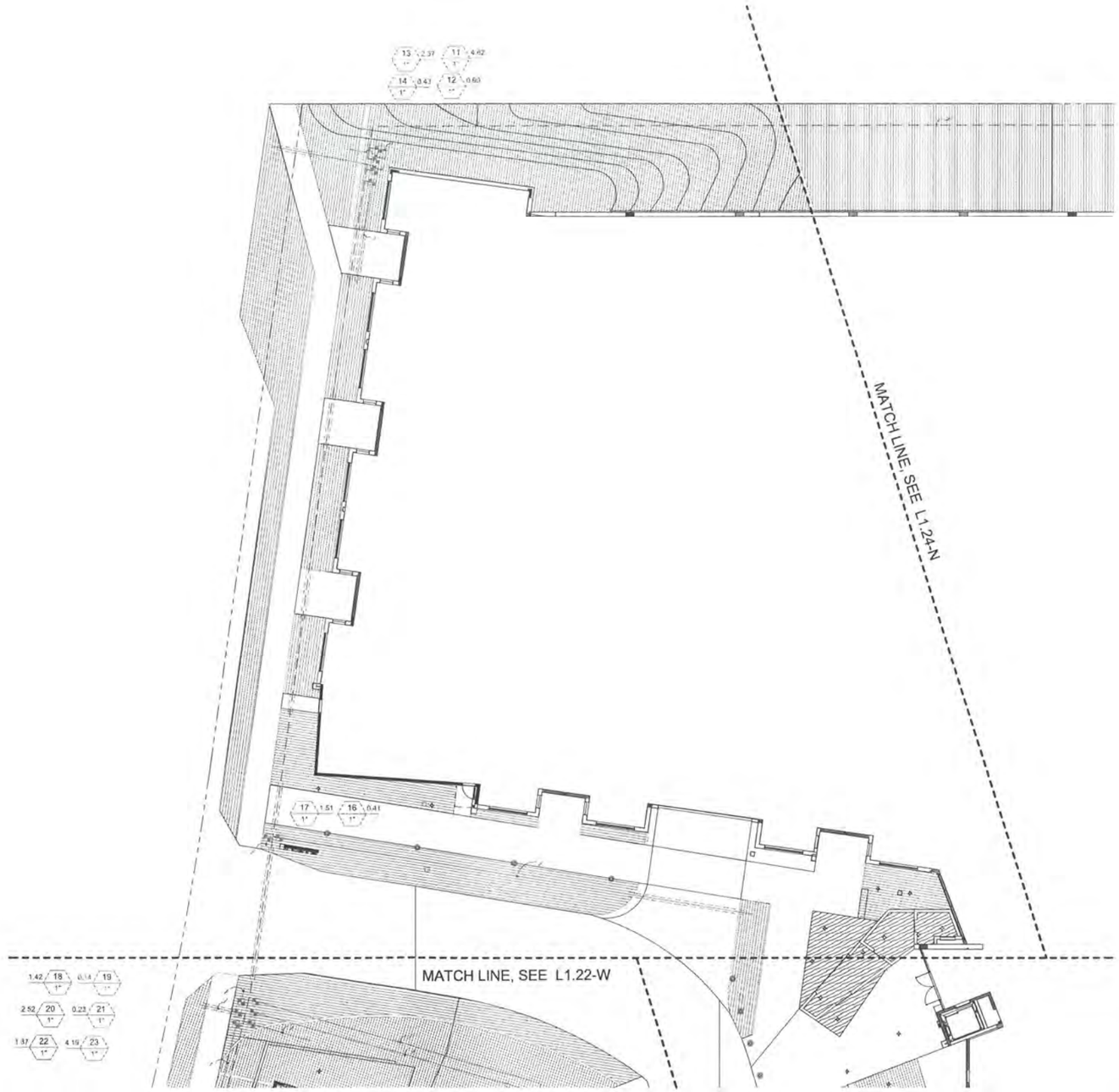
PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13
REVISIONS	
PLOT DATE:	5/29/2013 9:43:13 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No:	1213

SHEET TITLE:
Irrigation Plan - West

SHEET NO:
L1.22-W



1 Irrigation Plan - North West
1" = 10'-0"

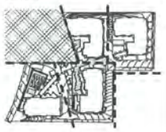
2 Irrigation Schedule L1.21
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

[illegible] WESTERN AVE. SEATTLE, WA 98104
PHONE: (206) 682-7562 FAX: (206) 682-4721

KEY PLAN



PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13

REVISIONS

PLOT DATE:	5/28/2013 9:43:22 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No.	1213

SHEET TITLE:
Irrigation Plan - North West

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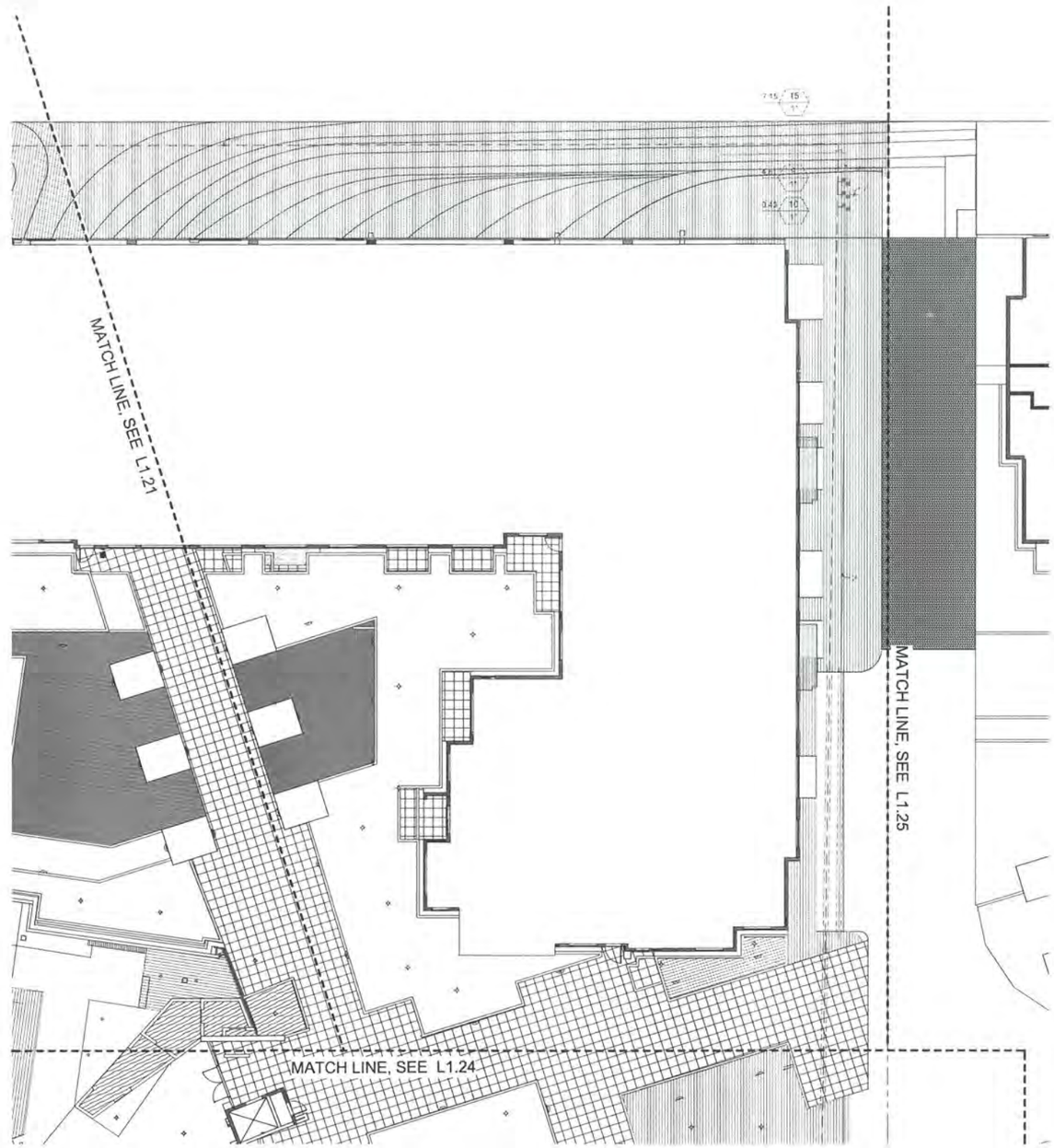
ORIGINAL SHEET SIZE IS 37"x27"

SHEET NO.
L1.23-N



1 Irrigation Plan - North East
1" = 10'-0"

2 Irrigation Schedule L1.23
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

SUITE 240, 401 WESTERN AVE, SEATTLE, WA 98104
PHONE: (206) 682-7502, FAX: (206) 682-4721

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13

REVISIONS

PLOT DATE:	5/28/2013 9:43:33 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No.	1213

SHEET TITLE:
Irrigation Plan - North East

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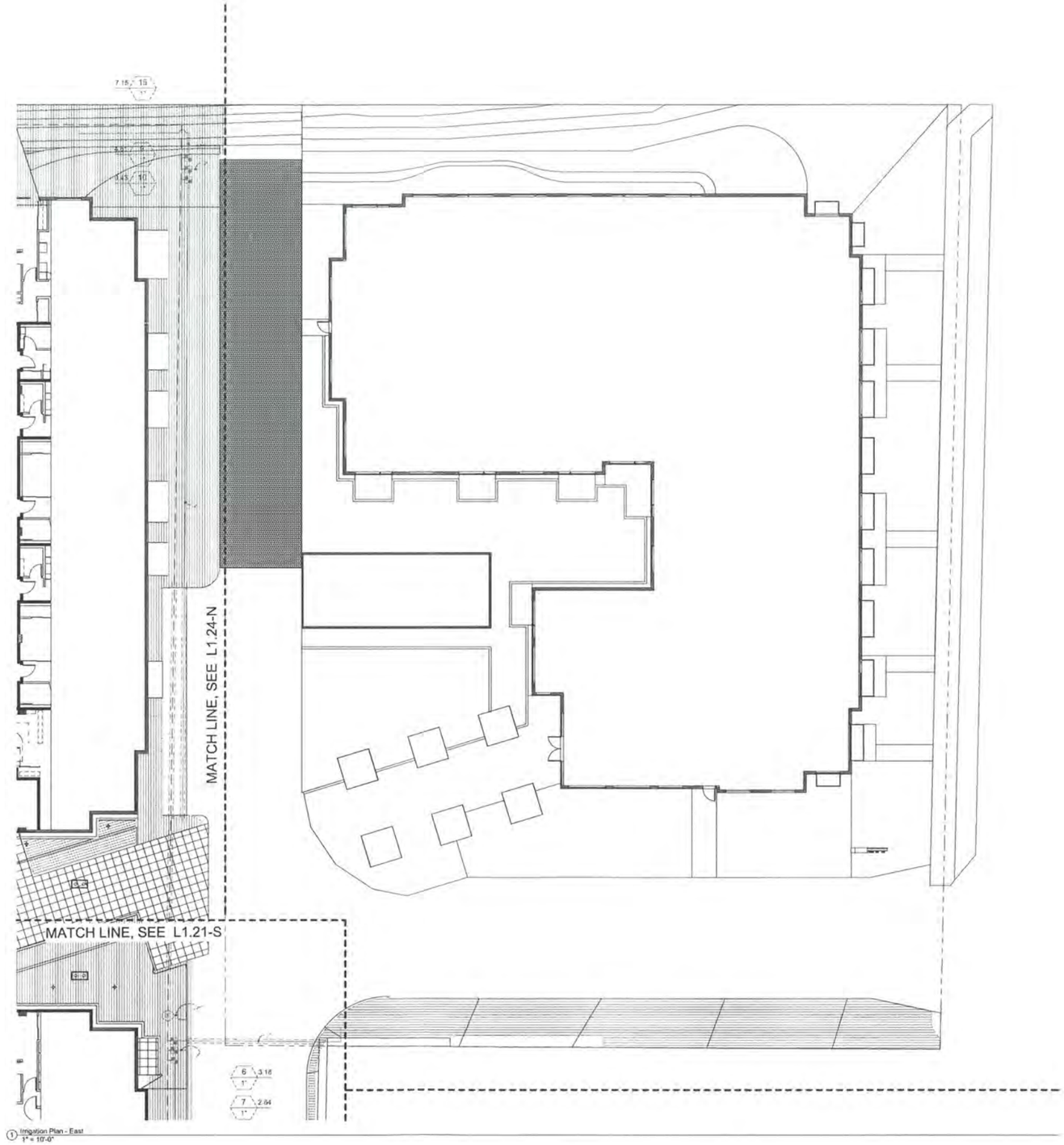
ORIGINAL SHEET SIZE IS 37"x42"

SHEET NO.:
L1.24-N



1 Irrigation Plan - East
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

SUITE 201, 411 WESTERN AVE SEATTLE, WA 98104
PHONE (206) 682-7662 FAX (206) 682-4791

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13
REVISIONS:	
PLOT DATE:	5/28/2013 9:43:42 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No:	1213

SHEET TITLE:
Irrigation Plan - East

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ORIGINAL SHEET SIZE IS 18"x42"

SHEET NO:
L1.25-E

3 Irrigation Schedule L1.26
1" = 10'-0"

2 Irrigation Plan - South Podium
1" = 10'-0"

1 Irrigation Plan - Podium
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

[illegible] WESTERN AVE. SEATTLE, WA 98121
PHONE: (206) 682-7502 FAX: (206) 682-4721

KEY PLAN

PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13
REVISIONS:	
PLOT DATE:	5/28/2013 9:43:55 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No:	1213

SHEET TITLE:
Irrigation Plan - Podium

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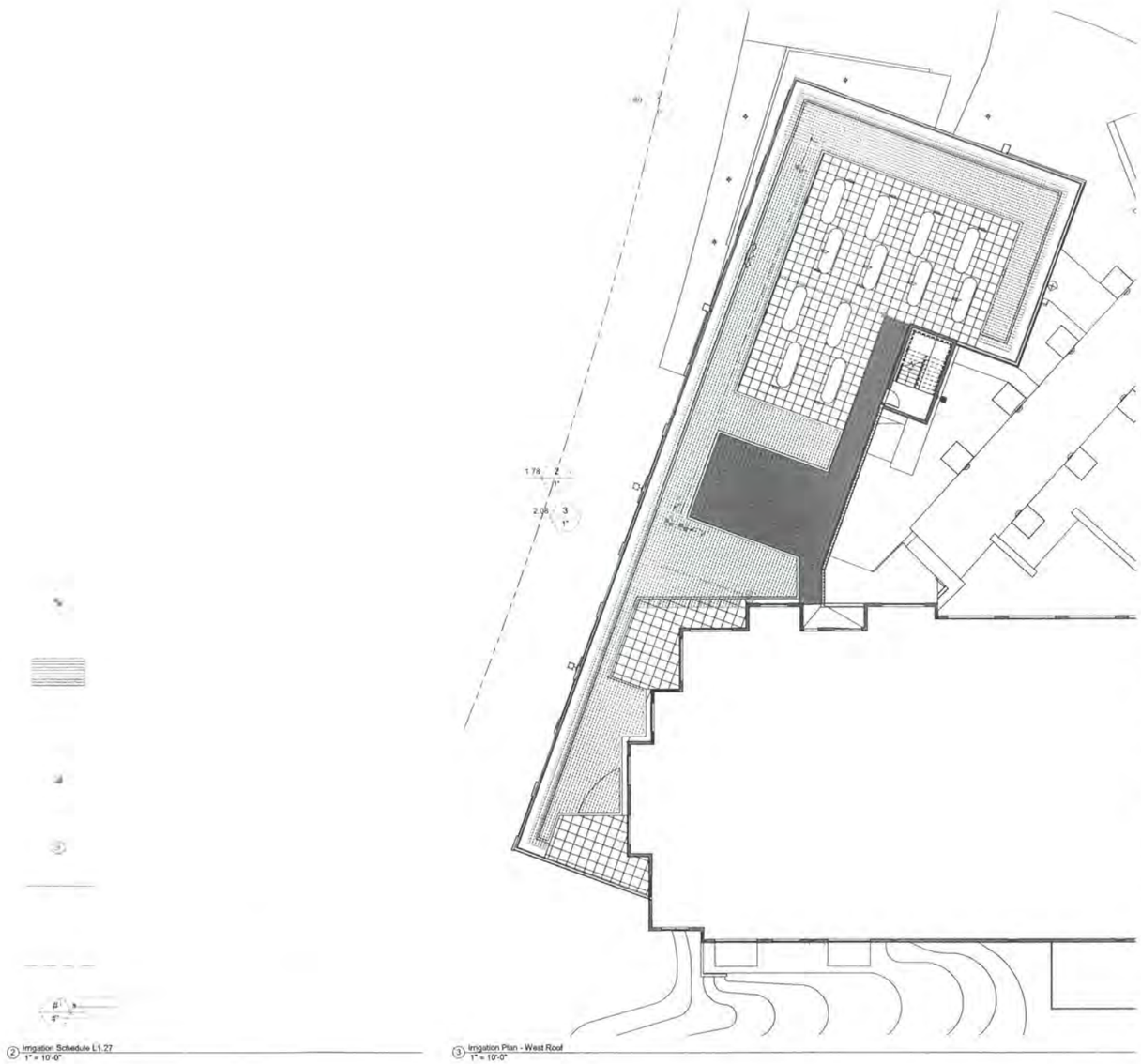
ORIGINAL SHEET SIZE IS 30"x42"

SHEET NO:
L1.26-P



2 Irrigation Schedule L1.27
1" = 10'-0"

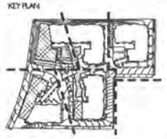
3 Irrigation Plan - West Roof
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

SUITE 250, 911 WESTERN AVE., SEATTLE, WA 98121
PHONE: (206) 682-7562 FAX: (206) 682-4721

KEY PLAN



PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13

REVISIONS

PLOT DATE:	5/28/2013 9:44:05 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No:	1213

SHEET TITLE:
Irrigation Plan - Roof

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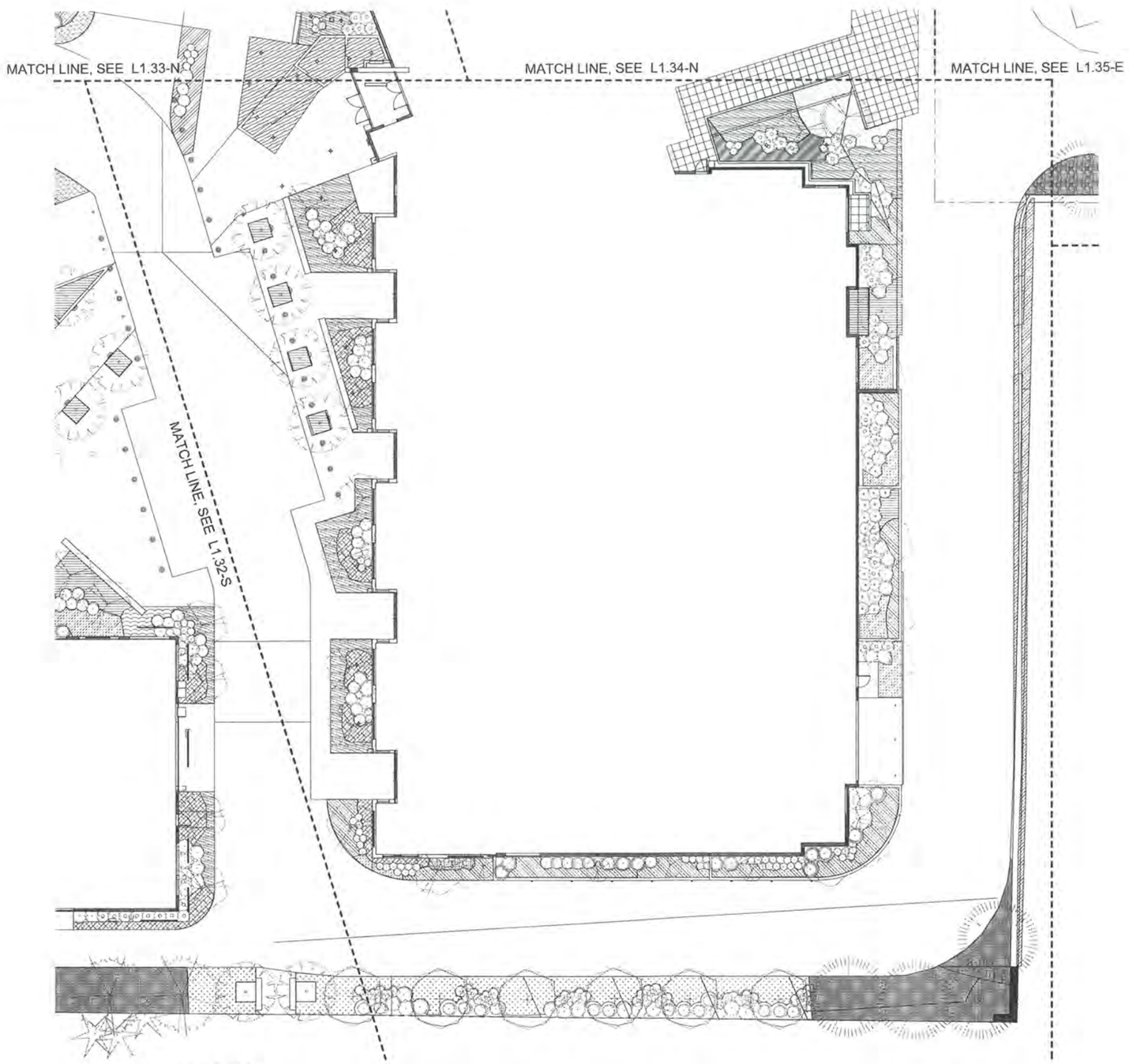
ORIGINAL SHEET SIZE IS 30"x42"

SHEET NO:
L1.27-R

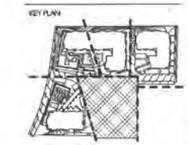


1 Planting Plan - South
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN



PROJECT
GRE - BELLEVUE

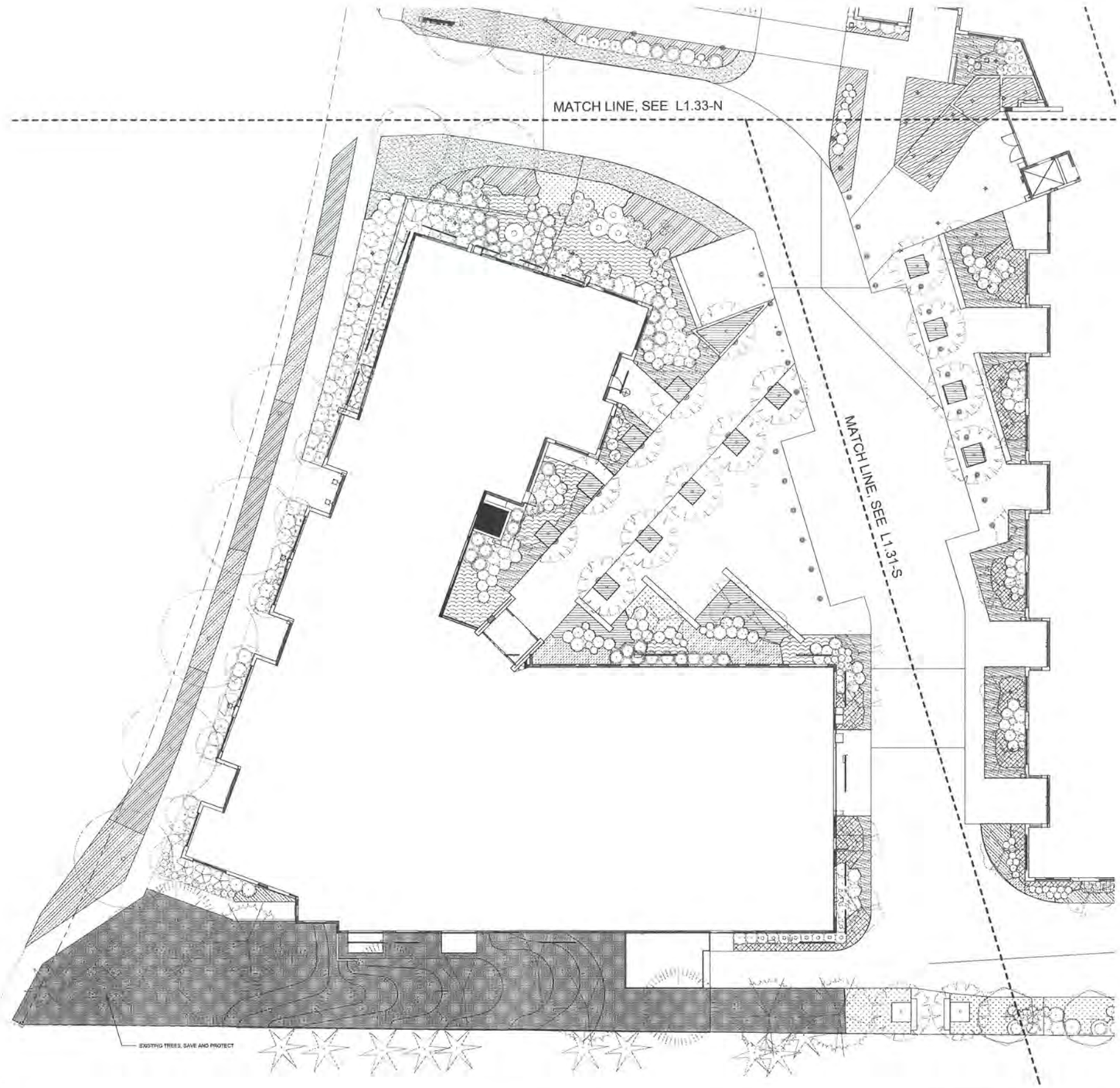
PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13
REVISIONS	
PLOT DATE:	5/29/2013 9:44:17 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No:	1213

SHEET TITLE:
Planting Plan - South

SHEET NO:
L1.31-S

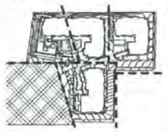


1 Planting Plan - West
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN



PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13

REVISIONS

PLOT DATE:	5/28/2013 9:44:26 AM
DRAWN:	Author
CHECKED:	Checker
PROJECT No.	1213

SHEET TITLE:
Planting Plan - West

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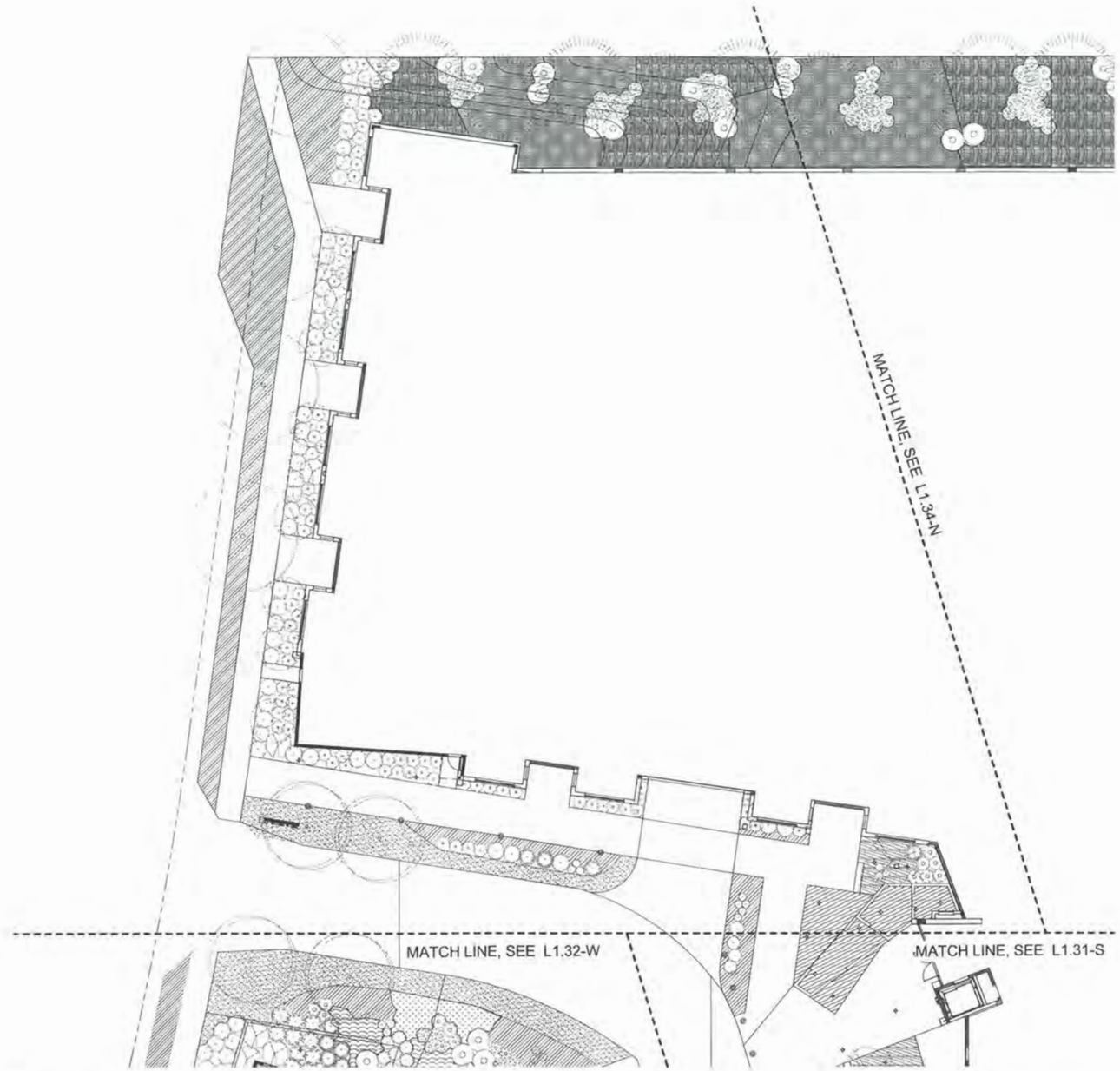
ORIGINAL SHEET SIZE IS 22"x27"

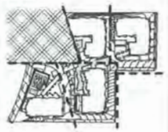
SHEET NO.
L1.32-W



1 Planting Plan - North West
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES
LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN
[illegible]

KEY PLAN



PROJECT
GRE - BELLEVUE

Utility Developer Extension (UE) Permit Submittal

PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	12/07/12
REVISIONS:	
PLOT DATE:	5/28/2013 8:44:36 AM
DRAWN:	BT
CHECKED:	TR
PROJECT No.	1213

SHEET TITLE:
Planting Plan - North West

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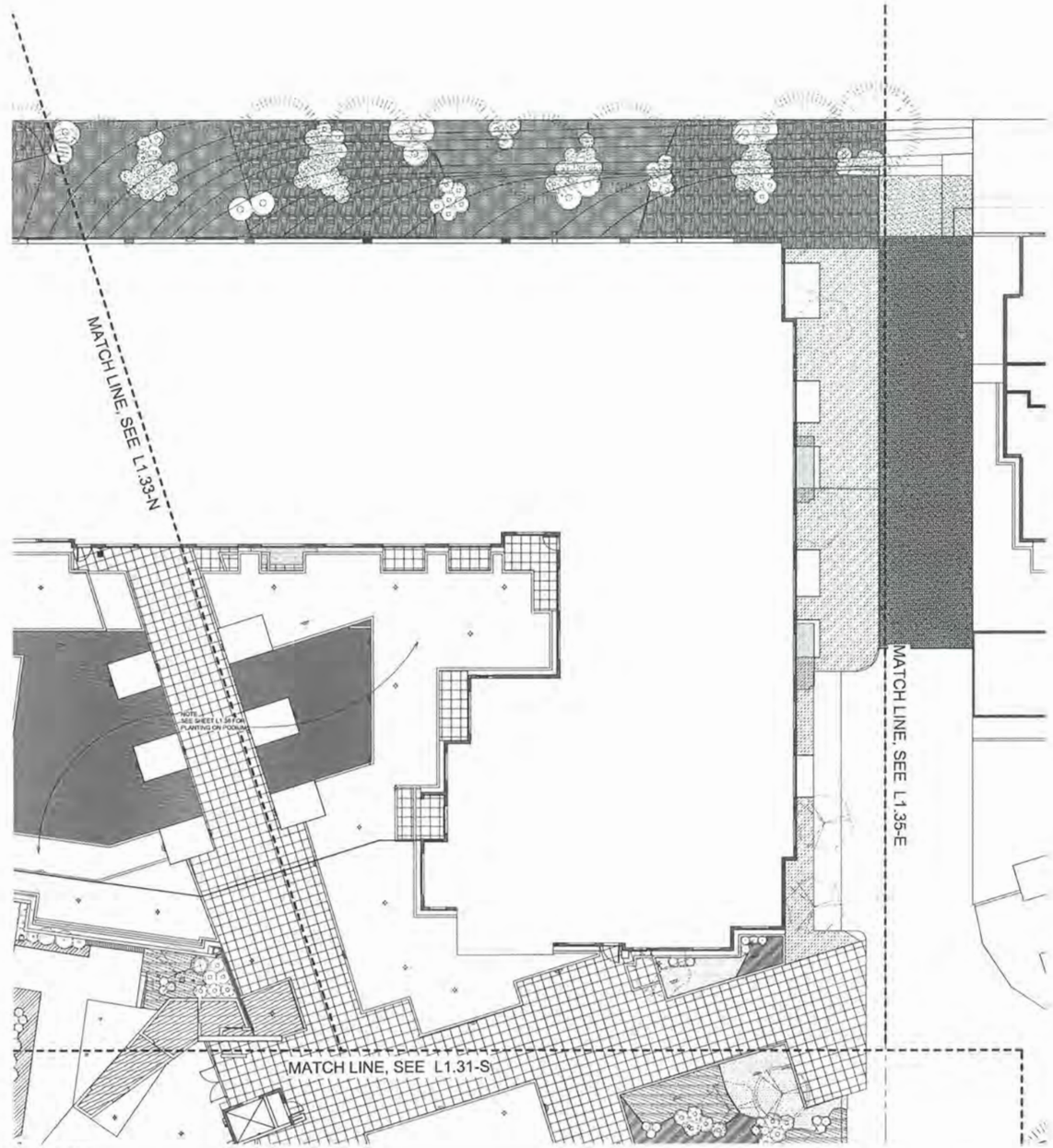
DRAWING SHEET SIZE IS 30"x42"

SHEET NO.:
L1.33-N

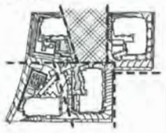


1 Planting Plan - North East
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN



PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2070 BEL-RED ROAD

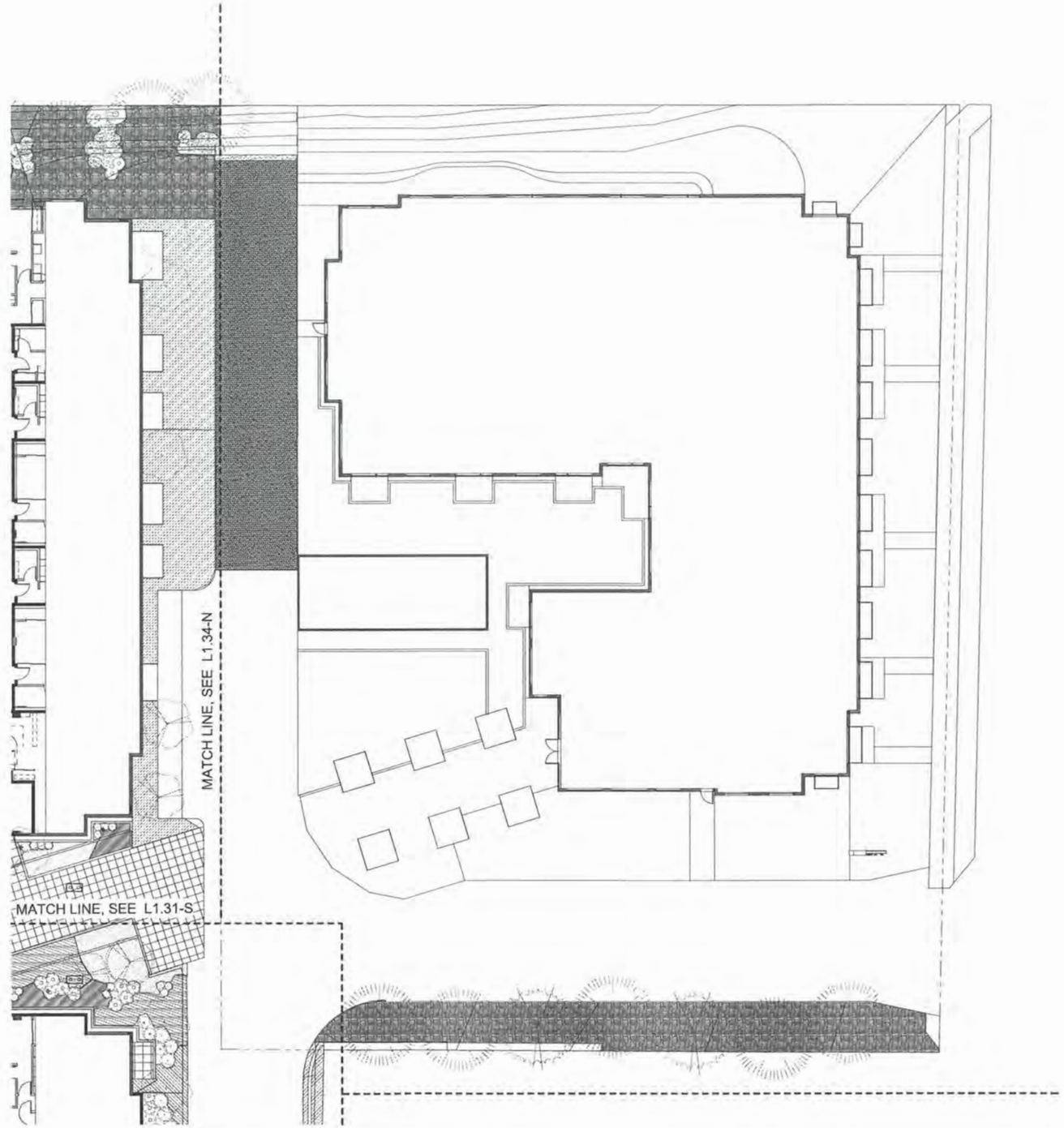
CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE: 05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE: MAY 13, 2013
SHEET ISSUED DATE: 04/27/13
REVISIONS

PLOT DATE: 5/28/2013 9:44:48 AM
DRAWN: Author
CHECKED: Checker
PROJECT No: 1213

SHEET TITLE
Planting Plan - North East

SHEET NO.
L1.34-N

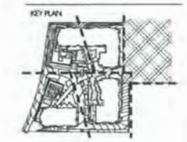


1 Planting Plan - East
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

KEY PLAN



PROJECT:
GRE - BELLEVUE

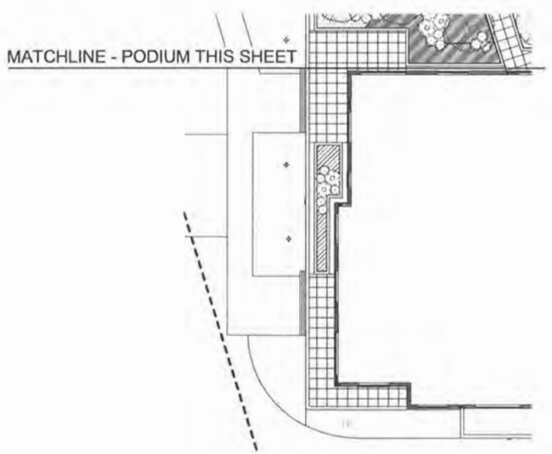
PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE: 05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE: MAY 13, 2013
SHEET ISSUED DATE: 04/27/13
REVISIONS:

PLOT DATE: 5/28/2013 9:45:00 AM
DRAWN: Author
CHECKED: Checker
PROJECT No: 1213
SHEET TITLE:
Planting Plan - East

SHEET NO:
L1.35-E



② Planting Plan - South Podium
1" = 10'-0"

① Planting Plan - Podium
1" = 10'-0"

THOMAS RENGSTORF
AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

[illegible]
PHONE [illegible] FAX [illegible]

KEY PLAN

PROJECT
GRE - BELLEVUE

PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
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REVISIONS

PLOT DATE:	5/28/2013 9:45:15 AM
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PROJECT No:	1213

SHEET TITLE
Planting Plan - Podium

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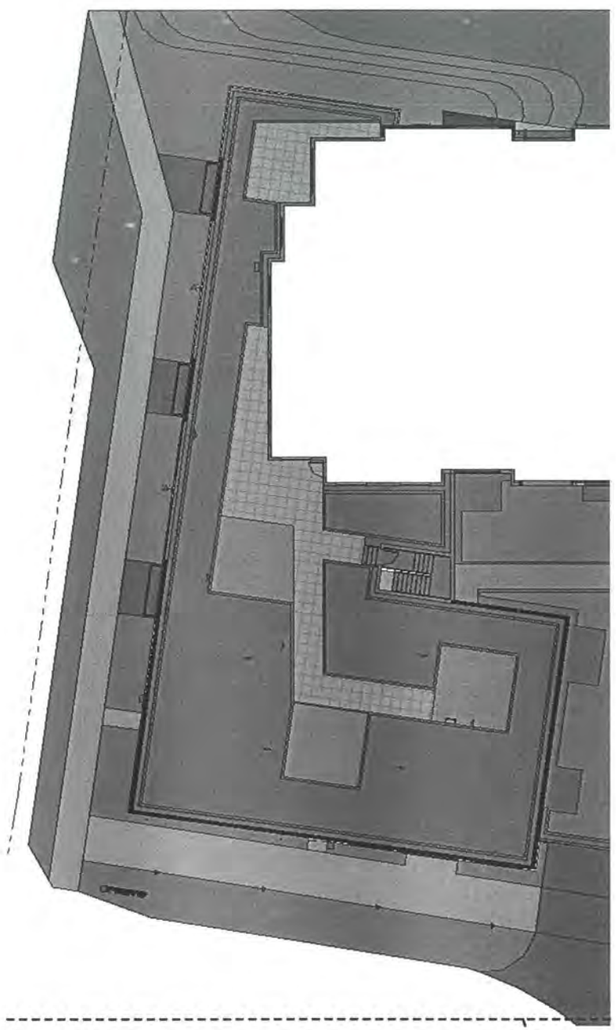
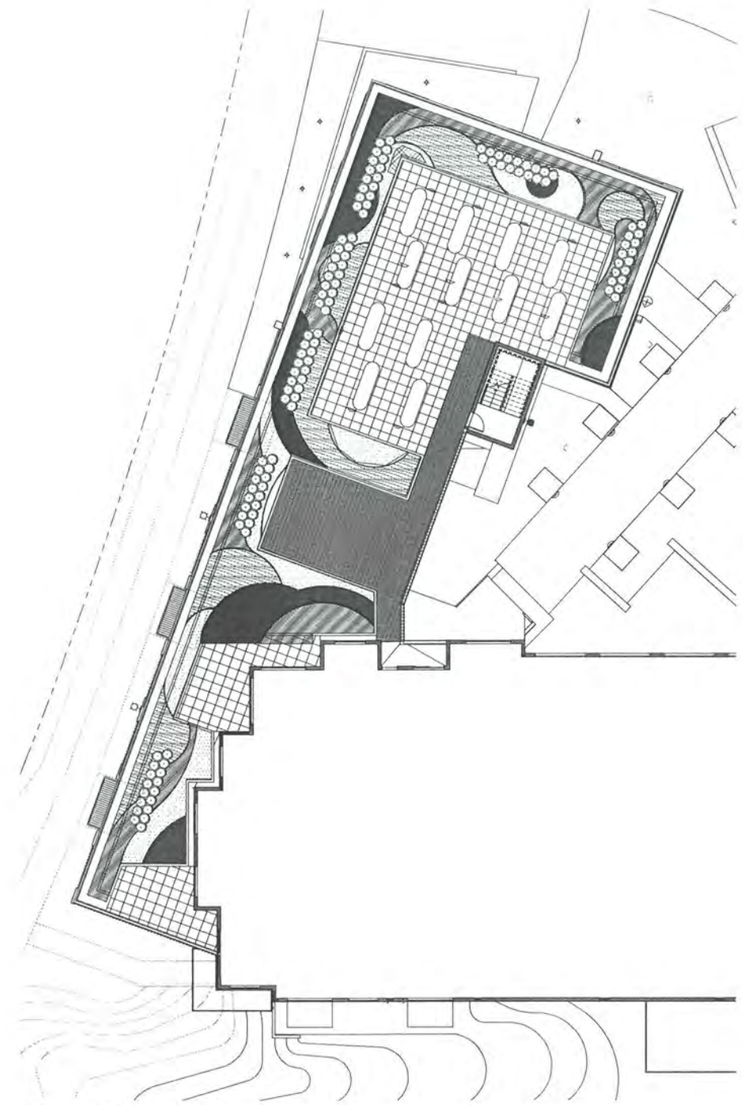
SHEET NO.
L1.36-P



2 Planting Plan - North Roof
1" = 10'-0"



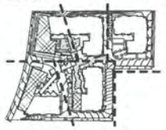
1 Planting Plan - West Roof
1" = 10'-0"

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

SUITE 200, 411 WESTERN AVE., SEATTLE, WA 98104
PHONE: (206) 682-7502 FAX: (206) 682-4721

KEY PLAN



PROJECT:
GRE - BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% CD PROGRESS SET
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13

REVISIONS

PLOT DATE:	5/28/2013 9:45:29 AM
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CHECKED:	Checker
PROJECT No.	1213

SHEET TITLE:
Planting Plan - Roof

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ORIGINAL SHEET SIZE IS 37"x42"

SHEET NO.:
L1.37-R

LEVEL 1 - (SEE SHEETS L1.31-L1.35 FOR PLANTING PLAN)
PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	QTY
	ACER RUBRUM 'BOWHALL RED'	BOWHALL MAPLE	B & B	2.5" CAL., FULL, MATCHED	10'-12' MIN. HT., FULL	6
	CEDRUS DEODARA	DEODAR CEDAR	B & B		6' H	8
	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	B & B	3"CAL		19
	CRATAEGUS LAEVIGATA 'PAUL'S SCARLET'	PAUL'S SCARLET HAWTHORN	B & B	3"CAL		11
	MAGNOLIA GRANDIFLORA	EVERGREEN MAGNOLIA	B & B	3.5"CAL		22
	PINUS NIGRA	AUSTRIAN BLACK PINE	B & B		6'-8' HT	29
	PYRUS CALLERYANA 'REDSPIRE'	REDSPIRE CALLERY PEAR	B & B	3.5"CAL		16
	STYRAX JAPONICUS	JAPANESE SNOWBELL	B & B	3"CAL		1
	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LITTLELEAF LINDEN	B & B	2.5"CAL	12'-14' HT	9
	ZELKOVA SERRATA 'VILLAGE GREEN'	SAWLEAF ZELKOVA	B & B	3.5"CAL		4

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	MIN HT/SPREAD	O.C. SPCG	QTY
	BERBERIS X GLADWYNESIS 'WILLIAM PENN'	WILLIAM PENN BARBERRY	5 GAL			9
	CORNUS STOLONIFERA	DOGWOOD	5 GAL			41
	CORNUS STOLONIFERA 'FLAVIRAMEA'	YELLOWTWIG DOGWOOD	2 GAL		36"	33
	EUONYMUS ALATUS 'COMPACTUS'	COMPACT BURNING BUSH	2 GAL		36"	153
	ILEX CORNUTA 'BURFORDII'	BURFORD CHINESE HOLLY	5 GAL			94
	ILEX CRENATA 'GREEN ISLAND'	GREEN ISLAND JAPANESE HOLLY	5 GAL			17
	MISCANTHUS SINENSIS 'GRACILLIMUS'	MAIDEN GRASS	1 GAL@ 2" OC			121
	PINUS MUGO MUGO	DWARF MUGO PINE	5 GAL			51
	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	LUYKENS LAUREL	5 GAL			46
	RHODODENDRON X 'CUNNINGHAM'S WHITE'	CUNNINGHAM'S WHITE RHODODENDRON	5 GAL			23
	RHODODENDRON X 'RAMAPO'	RAMAPO RHODODENDRON	5 GAL			39
	RIBES SANGUINEUM	RED FLOWERING CURRANT	2 GAL		46"	23
	ROSA RUGOSA	RUGOSA ROSE	2 GAL		36"	12
	ROSMARINUS OFFICINALIS 'BLUE SPIRES'	ROSEMARY	2 GAL			4
	SARCOCOCCA HOOKERANA HUMILIS	SWEET BOX	1 GAL			14
	SYRINGA VULGARIS	COMMON LILAC	5 GAL			19
	TAXUS X MEDIA 'TAUNTONI'	TAUTON YEW	5 GAL			46
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	5 GAL			78
	VIBURNUM PLICATUM TOMENTOSUM	DOUBLEFILE VIBURNUM	5 GAL			3

SHRUB AREAS	BOTANICAL NAME	COMMON NAME	CONT	QTY
	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	1 GAL@ 18" OC	450
	CISTUS X HYBRIDUS	WHITE ROCKROSE	1 GAL@ 12" OC	1,703
	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	1 GAL@ 12" OC	1,180
	GAULTHERIA SHALLON	SALAL	1 GAL@ 12" OC	707
	MAHONIA AQUIFOLIUM	OREGON GRAPE	2 GAL@ 12" OC	8,198
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL@ 12" OC	4,487

LEVEL 1 (CONT.) - (SEE SHEETS L1.31-L1.35 FOR PLANTING PLAN)

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	QTY
	CAREX MORROWII 'VARIEGATA'	JAPANESE SEDGE	FLAT @ 12" OC	953
	CISTUS PULVERULENTUS 'SUNSET'	ROCKROSE	FLAT @ 12" OC	1,650
	FESTUCA GLAUCA 'ELIJAH BLUE'	BLUE FESCUE	FLAT @ 12" OC	776
	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	1 GAL@ 24" OC	6
	HAKONECHLOA MACRA 'AUREOLA'	GOLDEN VARIEGATED HAKONECHLOA	FLAT @ 12" OC	798
	LAVANDULA ANGUSTIFOLIA	ENGLISH LAVENDER	FLAT @ 12" OC	651
	LIRIOPE SPICATA	CREEPING LILY TURF	FLAT @ 12" OC	1,545
	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	1 GAL@ 24" OC	42
	PENNISETUM SETACEUM 'RUBRUM'	PURPLE FOUNTAIN GRASS	FLAT @ 12" OC	499
	SEDUM SPURIUM 'DRAGON'S BLOOD'	TWO ROW STONE CROP	FLAT @ 12" OC	351
	TURF HYDROSEED	DROUGHT TOLERANT FESCUE BLEND	FLAT @ 12" OC	3,450

PODIUM - (SEE SHEET L1.36 FOR PLANTING PLAN)
PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	QTY
	ACER PALMATUM	JAPANESE MAPLE	B & B	MULTI-STEM	8'-10' HT	7
	MAGNOLIA GRANDIFLORA	EVERGREEN MAGNOLIA	B & B	3.5"CAL		20
	STEWARTIA PSEUDOCAMELLIA	JAPANESE STEWARTIA	15 GAL			6
	STYRAX JAPONICUS	JAPANESE SNOWBELL	B & B	3"CAL		14

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	MIN HT/SPREAD	O.C. SPCG	QTY
	CORNUS STOLONIFERA 'FLAVIRAMEA'	YELLOWTWIG DOGWOOD	2 GAL		36"	115
	MISCANTHUS SINENSIS 'GRACILLIMUS'	MAIDEN GRASS	1 GAL@ 2" OC			120
	RIBES SANGUINEUM	RED FLOWERING CURRANT	2 GAL		36"	24

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	SPCG	AP RT	QTY
	CAREX MORROWII 'VARIEGATA'	JAPANESE SEDGE	FLAT @ 12" OC			44
	LIRIOPE SPICATA	CREEPING LILY TURF	FLAT @ 12" OC			2,068
	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	1 GAL@ 24" OC			397
	SEDUM SPURIUM 'DRAGON'S BLOOD'	TWO ROW STONE CROP	FLAT @ 12" OC			1,635
	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	FLAT @ 12" OC			1,737

ROOF - (SEE SHEET L1.37 FOR PLANTING PLAN)
PLANT SCHEDULE

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	QTY
	MISCANTHUS SINENSIS 'GRACILLIMUS'	MAIDEN GRASS	1 GAL@ 2" OC	237

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	QTY
	LIRIOPE SPICATA	CREEPING LILY TURF	FLAT @ 12" OC	624
	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	1 GAL@ 24" OC	160
	SEDUM SPURIUM 'DRAGON'S BLOOD'	TWO ROW STONE CROP	FLAT @ 12" OC	534
	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	FLAT @ 12" OC	487

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

SUITE 202, 911 WESTERN AVE., SEATTLE, WA 98104
PHONE (206) 682-7562 FAX (206) 682-4721

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
THOMAS V. RENGSTORF
CERTIFICATE NO. 299

KEY PLAN:

PROJECT:
GRE-BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE: 05-13-2013 50% Progress Set
PROJECT ISSUED DATE: MAY 13, 2013
SHEET ISSUED DATE: 04/27/13
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PLOT DATE:
DRAWN:
CHECKED:
PROJECT No:
SHEET TITLE:

PLANT SCHEDULE

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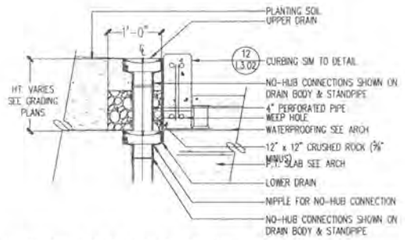
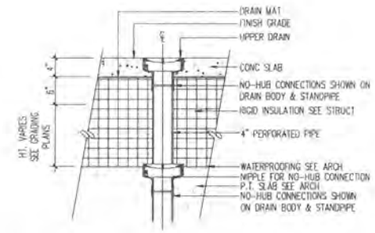
SHEET NO.:
L1.38



11 SECTION: DOUBLE DECK DRAIN
NOT TO SCALE



12 SECTION: DOUBLE DECK DRAIN IN CONCRETE
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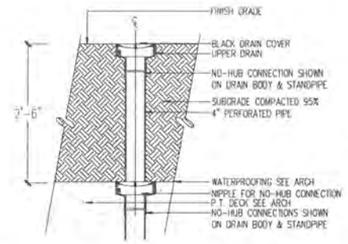

13 SECTION: DOUBLE DECK DRAIN IN LANDSCAPE BEDS
NOT TO SCALE

THOMAS RENGSTORF
AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

SUITE 202, 911 WESTERN AVE. SEATTLE, WA 98104
PHONE: (206) 682-7562 FAX: (206) 682-4721

STATE OF
WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
THOMAS V. RENGSTORF
CERTIFICATE NO. 2198

KEY PLAN:

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GRE-BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

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CHECKED:
PROJECT No:
SHEET TITLE:

DRAINAGE DETAILS

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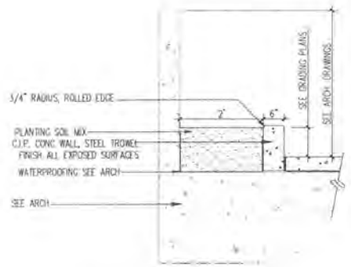
ORIGINAL SHEET SIZE IS 30"x42"

SHEET NO:
L2.00



11 SECTION: 6 IN. WIDE PLANTER WALL
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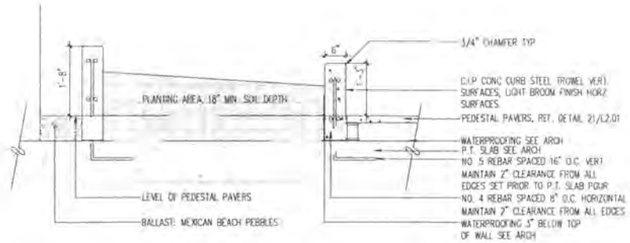
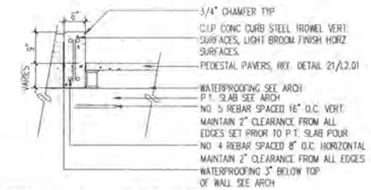
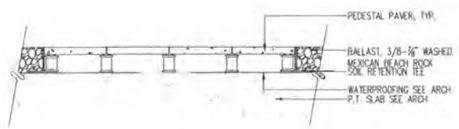


12 SECTION: PLANTER WALLS ON P.T. SLAB WITH PLANTING
NOT TO SCALE



14 SECTION: 9 IN. HT. CONCRETE CURB
NOT TO SCALE



21 SECTION: PEDESTAL PAVERS
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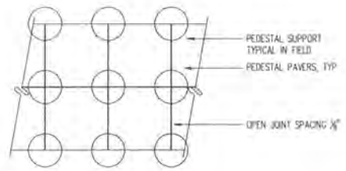

22 PLAN: PEDESTAL PAVERS
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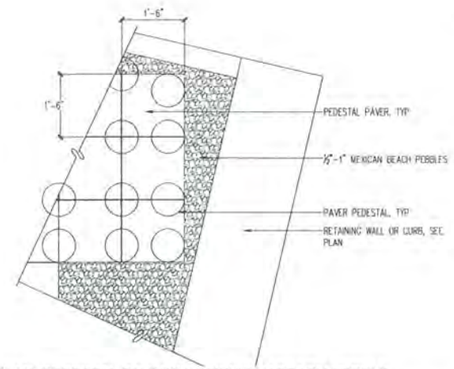
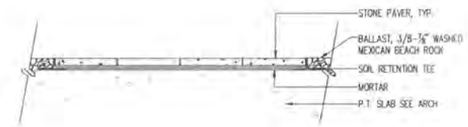


23 PLAN: PEDESTAL PAVERS W/ MEXICAN BEACH PEBBLE
NOT TO SCALE



24 SECTION: PAVERS ON CONCRETE SLAB
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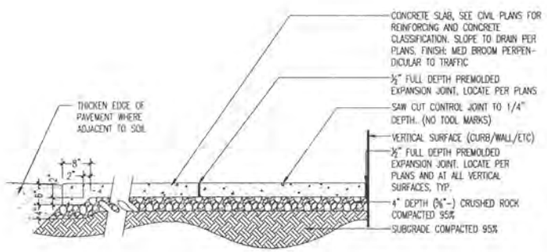

31 SECTION: CONCRETE SLAB WITH THICKENED EDGE
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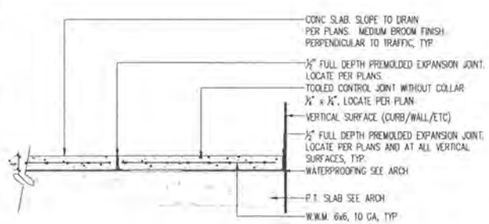
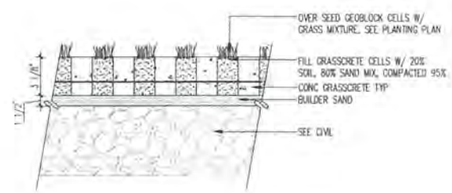
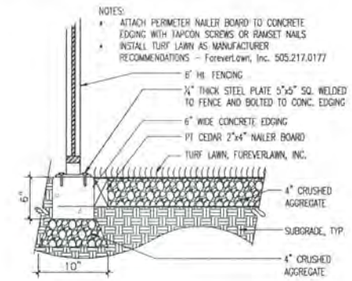


32 SECTION: CONCRETE SLAB ON P.T. SLAB
NOT TO SCALE



33 SECTION: GRASS CRETE
NOT TO SCALE



34 SECTION: K9-LAWN
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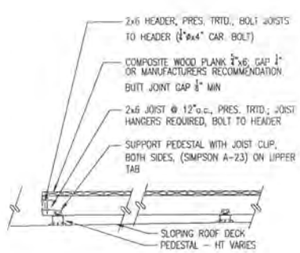
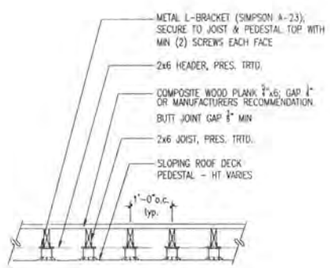


41 SECTION: COMPOSITE WOOD DECKING
NOT TO SCALE



42 SECTION: COMPOSITE WOOD DECKING - END
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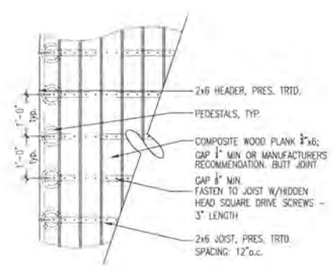

43 PLAN: COMPOSITE WOOD DECKING
NOT TO SCALE

THOMAS RENGSTORF AND ASSOCIATES
LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN
SUITE 202 911 WESTERN AVE. SEATTLE, WA 98104
PHONE (206) 682-7562 FAX (206) 682-4721

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
THOMAS V. RENGSTORF CERTIFICATE NO. 2116

KEY PLAN:

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GRE-BELLEVUE

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2801 ALASKAN WAY, SUITE 310
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SHEET TITLE:

SITE DETAILS

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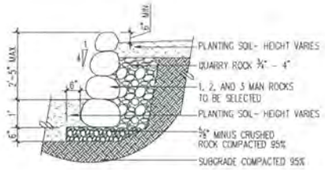
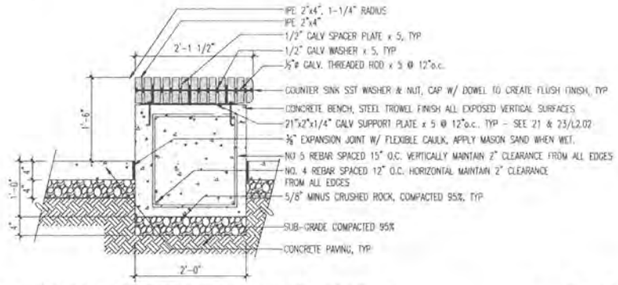
ORIGINAL SHEET SIZE IS 24"x36"

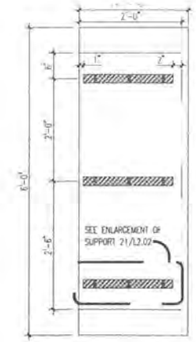
SHEET NO:
L2.01



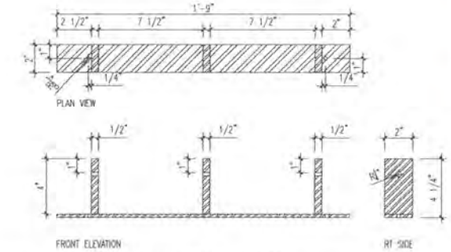
11 SECTION: ROCK WALL
NOT TO SCALE



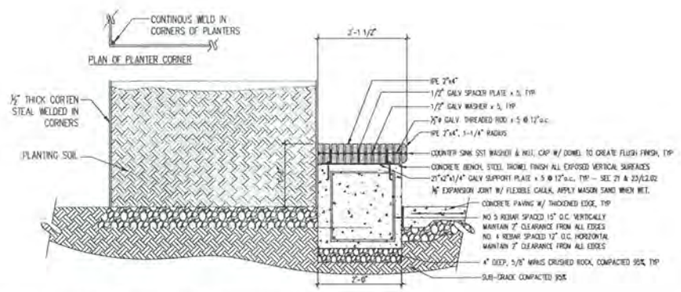
12 SECTION: CONCRETE SEATWALL WITH IPE BENCH
NOT TO SCALE



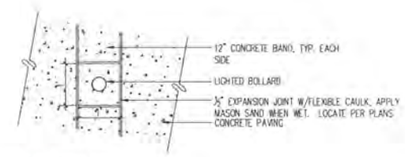
13 PLAN: BENCH METAL SUPPORT LAYOUT
NOT TO SCALE



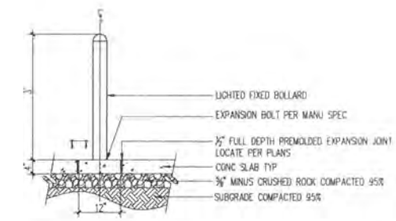
14 DETAIL: BENCH - METAL SUPPORT
NOT TO SCALE



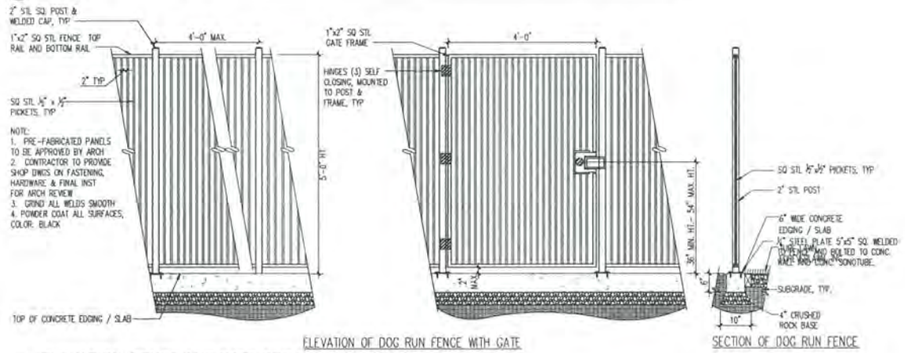
21 SECTION: GATEWAY AT SOUTH PROPERTY LINE
NOT TO SCALE



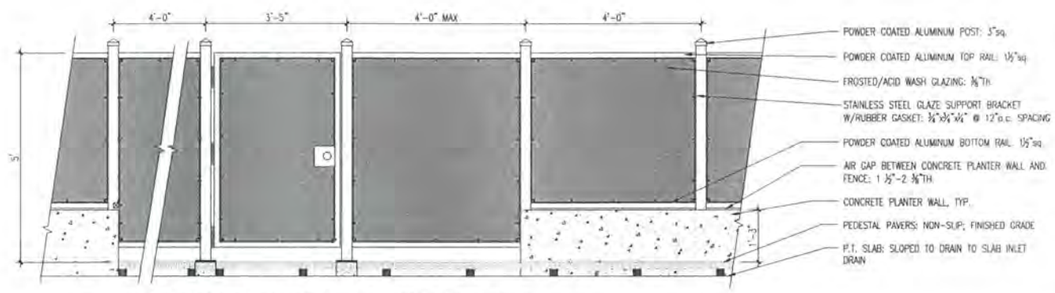
23 PLAN: BOLLARD W/ LIGHT
NOT TO SCALE



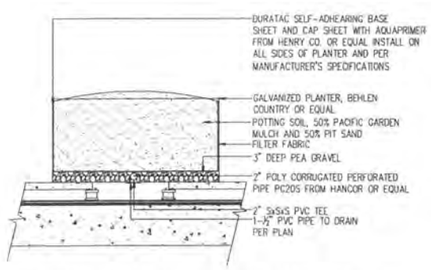
24 SECTION: BOLLARD W/ LIGHT
NOT TO SCALE



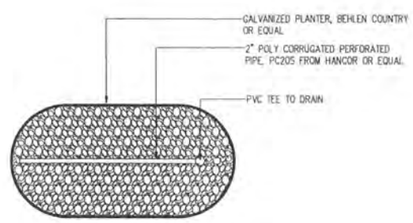
31 ELEVATION: FENCE AND GATE FOR DOG RUN AREA
NOT TO SCALE



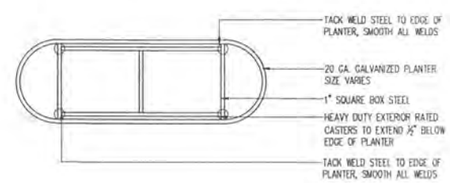
33 ELEVATION: FENCE AND GATE AT PRIVATE COURTYARD
NOT TO SCALE



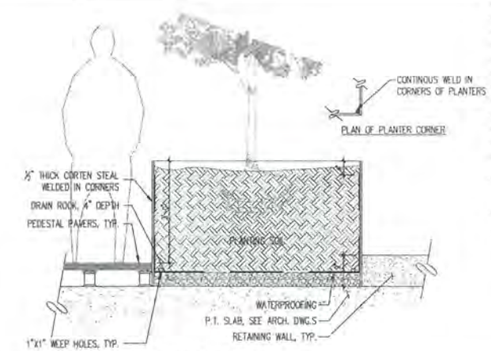
41 SECTION: GALVANIZED LIVESTOCK TANK PLANTER
NOT TO SCALE



42 PLAN: GALVANIZED LIVESTOCK TANK PLANTER - TOP
NOT TO SCALE



43 PLAN: GALVANIZED LIVESTOCK TANK PLANTER - BOTTOM
NOT TO SCALE



44 SECTION: CONTEN PLANTER
NOT TO SCALE

THOMAS RENGSTORF AND ASSOCIATES
LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN
SUITE 202 911 WESTERN AVE. SEATTLE, WA 98104
PHONE: (206) 682-7562 FAX: (206) 682-4721

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
THOMAS V. RENGSTORF
CERTIFICATE NO. 276

KEY PLAN:

PROJECT:
GRE-BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% Progress Set
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13

REVISIONS:

PLOT DATE:
DRAWN:
CHECKED:
PROJECT No:
SHEET TITLE:

SITE DETAILS

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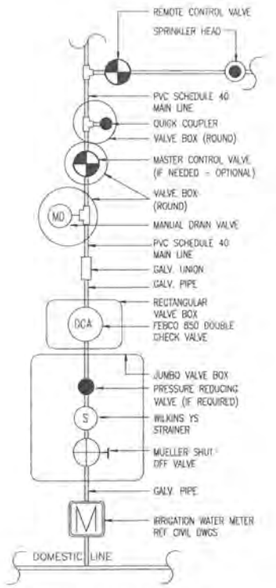
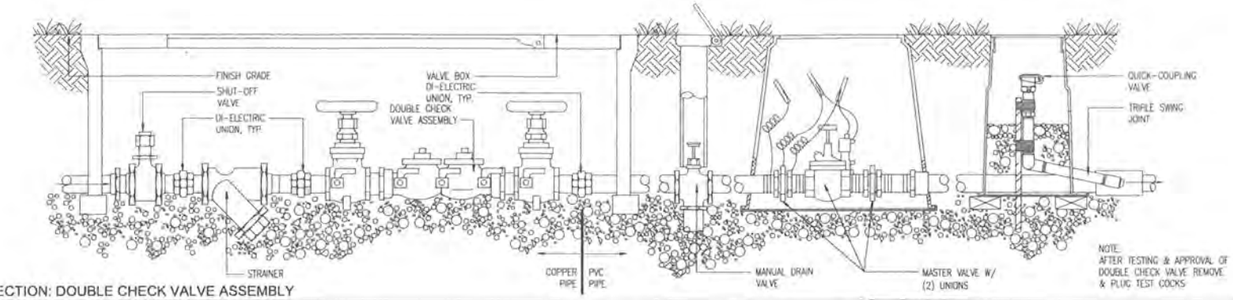
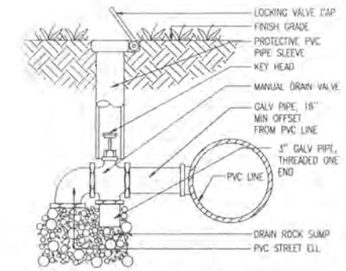
SHEET NO.
L2.02



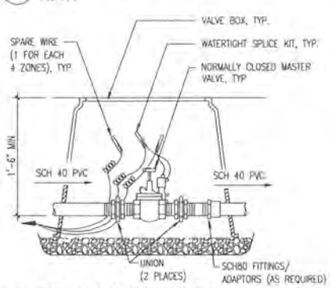
21 PLAN: POINT OF CONNECTION
1 1/2" = 1'-0"



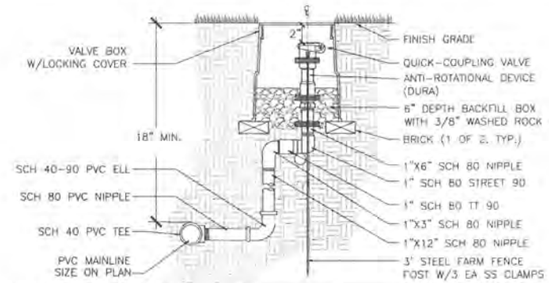
12 SECTION: DOUBLE CHECK VALVE ASSEMBLY
1 1/2" = 1'-0"



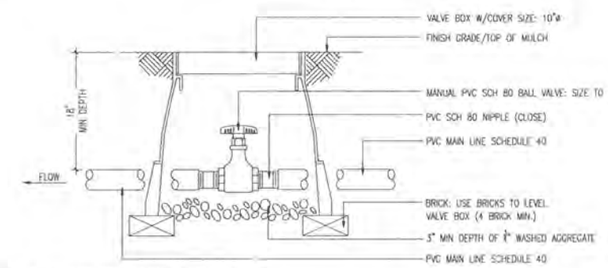
16 SECTION: MANUAL DRAIN
1" = 1'-0" AT FULL SCALE



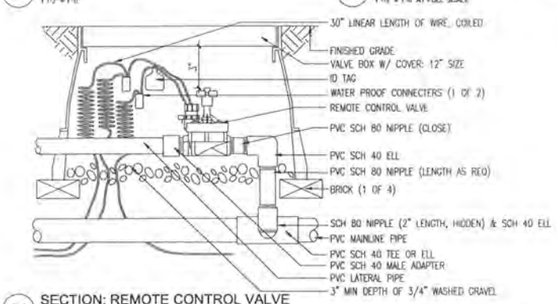
22 SECTION: MASTER VALVE
1 1/2" = 1'-0" AT FULL SCALE



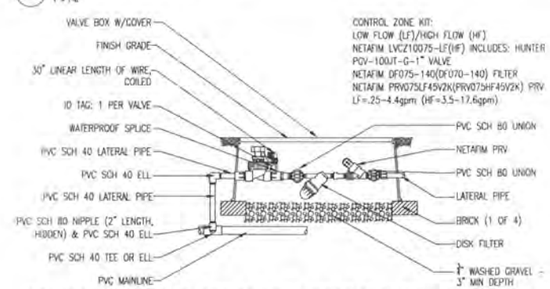
23 SECTION: QUICK COUPLER
1" = 1'-0"



25 SECTION: IRRIGATION BALL VALVE
1 1/2" = 1'-0"

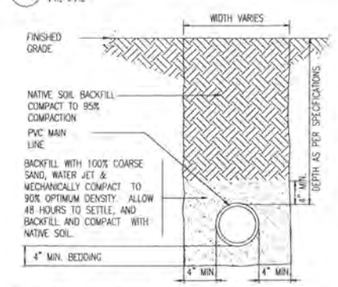


31 SECTION: REMOTE CONTROL VALVE
3" = 1'-0"

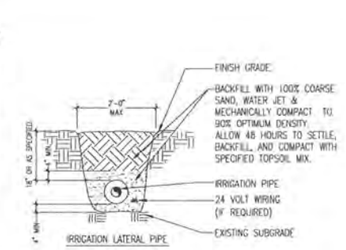


CONTROL ZONE KIT:
LOW FLOW (LF)/HIGH FLOW (HF)
NETAFIM LVCZ10075-LF(HF) INCLUDES: HUNTER PGV-100JT-G-1" VALVE
NETAFIM DF075-140(DF070-140) FILTER
NETAFIM PRV075LF45V2K(PRV075HF45V2K) PRV
LF=.25-4.4gpm (HF=3.5-17.6gpm)

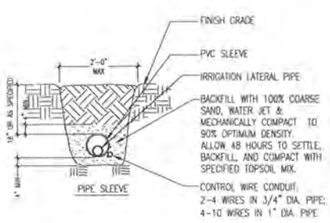
33 SECT: 1" CONTROL ZONE KIT WITH PRESS. REG. BACKFLUSH FILTER
3" = 1'-0"



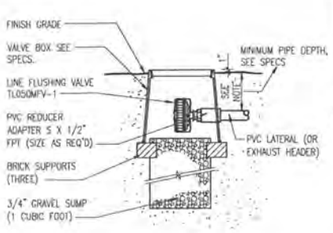
35 SECTION: MAINLINE W/SAND BEDDING
1 1/2" = 1'-0"



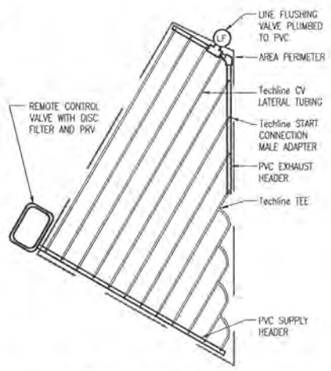
36 SECTION: LATERAL PIPE TRENCH
1 1/2" = 1'-0"



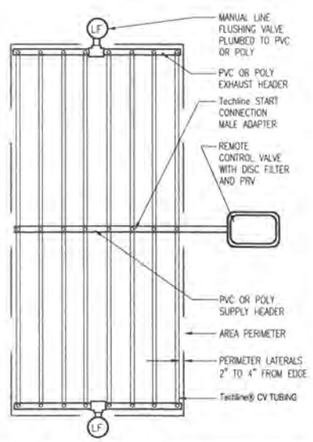
41 SECTION: SLEEVE TRENCH
1 1/2" = 1'-0"



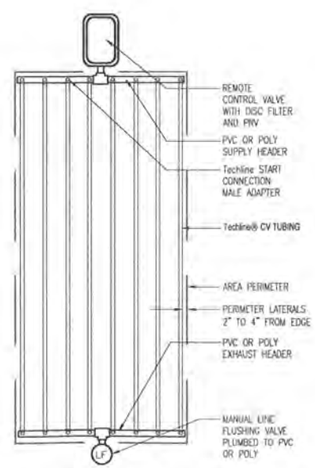
51 SECTION: AUTOMATIC FLUSH VALVE
3/4" = 1'-0"



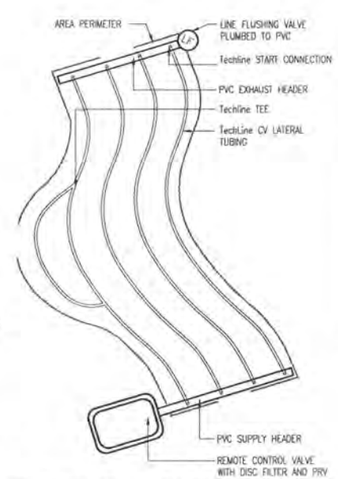
52 PLAN: TECHLINE CV - TRIANGULAR LAYOUT
1/2" = 1'-0" AT FULL SCALE



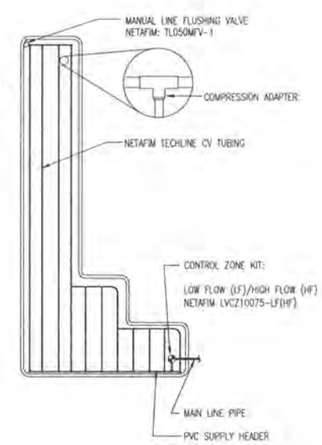
53 PLAN: TECHLINE CV - CNTR FEED LAYOUT
1/2" = 1'-0" AT FULL SCALE



54 PLAN: TECHLINE CV - END FEED LAYOUT
1/2" = 1'-0" AT FULL SCALE



55 PLAN: TECHLINE CV - ODD CURVE LAYOUT
1/2" = 1'-0" AT FULL SCALE



NOTE:
WHEN GLUING THE 1" ADAPTER INTO THE PVC TEE, USE AN ABS TO PVC BONDING SOLVENT

56 PLAN: TECHLINE CV - CORNER SHAPED ARI
1/2" = 1'-0" AT FULL SCALE

THOMAS RENGSTORF AND ASSOCIATES
LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN
SUITE 202 911 WESTERN AVE SEATTLE, WA 98104
PHONE: (206) 682-7582 FAX: (206) 682-4721

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
THOMAS V. RENGSTORF
CERTIFICATE NO. 2341

KEY PLAN:

PROJECT:
GRE-BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

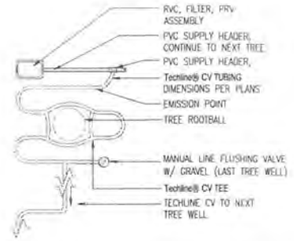
CLIENT:
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% Progress Set
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13
REVISIONS	

PLOT DATE:
DRAWN:
CHECKED:
PROJECT No.:
SHEET TITLE:

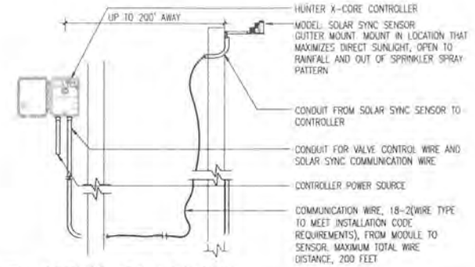
IRRIGATION DETAILS

SHEET NO.:
L2.21



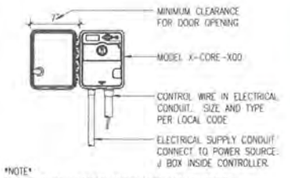
11 TECHLINE CV LAYOUT STREET TREE WELL

3" = 1'-0"



12 SECT: SOLAR SYNC SYSTEM

SCALE: 1" = 1'-0"



NOTE
SPECIFY 4 OR 8 STATION MODEL CONTROLLER. MOUNT CONTROLLER 66" MIN. HT. ABOVE FINISHED FLOOR. CONTROLLER SHALL BE HARD-WIRED TO GROUNDED 110 VAC SOURCE.

13 DETAIL: IRRIGATION CONTROLLER

1 1/2" = 1'-0" AT FULL SCALE

THOMAS RENGSTORF AND ASSOCIATES

LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN

SUITE 202, 911 WESTERN AVE., SEATTLE, WA 98104
PHONE: (206) 682-7562 FAX: (206) 682-4721

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

THOMAS V. RENGSTORF
CERTIFICATE NO. 2999

KEY PLAN

PROJECT
GRE-BELLEVUE

PROJECT ADDRESS
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE:	05-13-2013 50% Progress Set
PROJECT ISSUED DATE:	MAY 13, 2013
SHEET ISSUED DATE:	04/27/13

REVISIONS

PLOT DATE:
DRAWN:
CHECKED:
PROJECT No.

SHEET TITLE
IRRIGATION DETAILS

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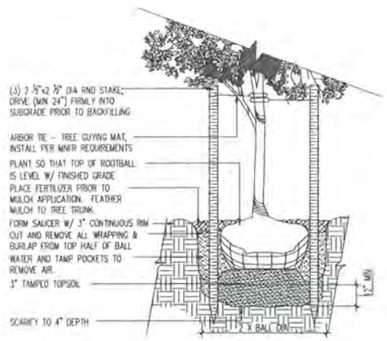
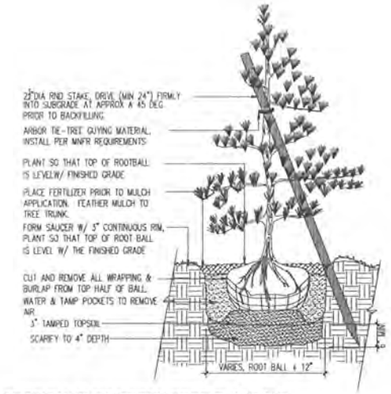
ORIGINAL SHEET SIZE is 36"x42"

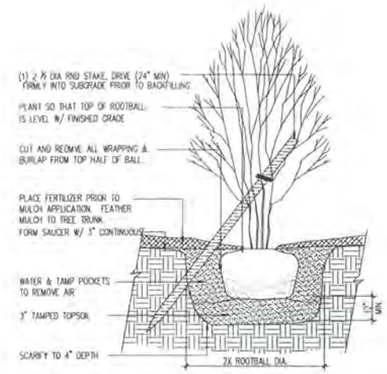
SHEET NO.
L2.22



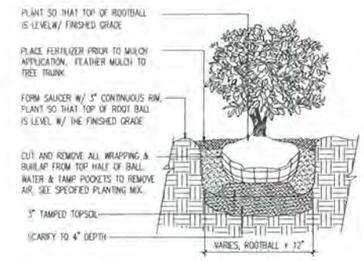
11 SECTION: DECIDUOUS TREE PLANTING
NOT TO SCALE



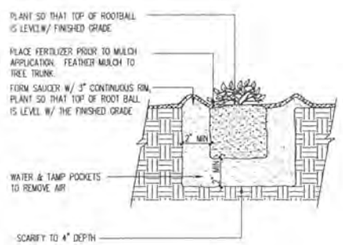
12 SECTION: EVERGREEN TREE PLANTING
NOT TO SCALE



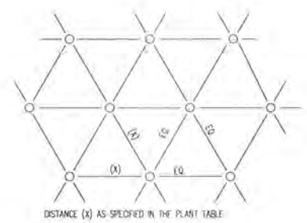
13 SECTION: MULTI-STEM TREE DETAIL
NOT TO SCALE



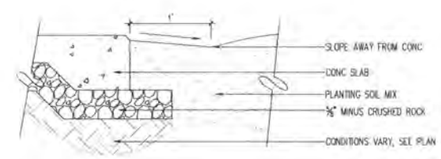
14 SECTION: SHRUB PLANTING
NOT TO SCALE



21 SECTION: GROUNDCOVER AND VINE PLANTING
NOT TO SCALE



22 PLAN: PLANT SPACING
NOT TO SCALE



23 SECTION: TYPICAL HARDSCAPE / SOIL PROFILE
NOT TO SCALE

THOMAS RENGSTORF AND ASSOCIATES
LANDSCAPE ARCHITECTURE
SITE PLANNING
URBAN DESIGN
SUITE 202, 911 WESTERN AVE., SEATTLE, WA 98104
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STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
THOMAS V. RENGSTORF
CERTIFICATE NO. 2148

KEY PLAN

PROJECT:
GRE-BELLEVUE

PROJECT ADDRESS:
2070 BEL-RED ROAD

CLIENT
GRE BelRed LLC
2801 ALASKAN WAY, SUITE 310
SEATTLE, WA 98121

ISSUE: 05-13-2013 50% Progress Set
PROJECT ISSUED DATE: MAY 13, 2013
SHEET ISSUED DATE: 04/27/13
REVISIONS:

PLOT DATE:
DRAWN:
CHECKED:
PROJECT No:
SHEET TITLE

PLANTING DETAILS

LANDSCAPE ARCHITECTS INC. ALL RIGHTS RESERVED
ORIGINAL SHEET SIZE IS 24"x36"

SHEET NO.
L2.31

ATTACHMENT D
(Concurrency Certificate)