



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Avenue NE
BELLEVUE, WA 98004

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

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

File No. 13-107448-LI
Project Name/Address: Bellevue Place Helistop
10500 NE 8th Street
Publish: June 27, 2013
Minimum Comment Period: August 1, 2013

Materials included in this Notice:

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



| | | | |
|---|--|---|------------------------------------|
| APPLICATION DATE <u>2/22/13</u> | TECH <u>V</u> | CIP PROJ # | PROJECT FILE # <u>13-107448 LI</u> |
| <input type="checkbox"/> Administrative Conditional Use-LA <input type="checkbox"/> Binding Site Plan-LF <input type="checkbox"/> Boundary Line Adjustment-LW <input type="checkbox"/> Conditional Use-LB <input type="checkbox"/> Conditional Use Shoreline Mgmt-WA <input type="checkbox"/> Critical Land Use Permit Admin-LO <input type="checkbox"/> Design Review-LD <input type="checkbox"/> Final Plat-LG <input type="checkbox"/> Final Short Plat-LF | <input checked="" type="checkbox"/> Land Use Approval Amendment-LI <input type="checkbox"/> Land Use Exemption-LJ <input type="checkbox"/> Master Development Plan - LP <input type="checkbox"/> Planned Unit Development-LK <input type="checkbox"/> Planned Unit Dev Combined w/Plat-LK <input type="checkbox"/> Preliminary Plat-LL <input type="checkbox"/> Preliminary Short Plat-LN <input type="checkbox"/> Preliminary SEPA Review-LM | <input type="checkbox"/> Shoreline Development-WG <input type="checkbox"/> Shoreline Exemption w/o SEPA-WD <input type="checkbox"/> Shoreline Exemption w/SEPA-WE <input type="checkbox"/> Shoreline Variance-WF <input type="checkbox"/> Variance-LS <input type="checkbox"/> WCF in ROW - CA | |
| NOTICE OF COMPLETENESS: Your application is considered complete 29 days after submittal, unless otherwise notified. | | | |

1. Property Address 10500 NE 8th Bel 98004 Zoning DNTNG-2
 Project Name (if applicable) Bellevue Place Helistop Tax Assessor # _____

2. Applicant Kemper Development Company Phone (425) 646-3660
 Address 575 Bellevue Square City, State, Zip Bellevue WA 98004

3. Contact Person Kerth Dearborn Phone (206) 923-0812
 E-Mail Address kdearborn@dearbornmass.com FAX # (206) 923-0814
 Address 2183 Sunset Ave SW City, State, Zip Seattle WA 98146

4. Engineer/Architect/Surveyor David Ketchum Phone (360) 320-2131
 Address PO Box 287 City, State, Zip Greenbank WA 98253

5. Project Type: Single Family Residential Multi Family Residential Non-Residential

6. Description of proposed project, use, exemption, or variance:
modify condition 3 of approved CUP, App No. 08-135262-LB

Proposed Building Gross Square Footage NA Proposed Structure Parking Gross Square Footage NA

7. Nature of Project (if applicable)
 Current use of property and existing improvements: mixed use

Identify any adjacent water area/wetlands or significant natural features (i.e., streams, wetlands, views, significant trees, water bodies, etc) on or within 200 feet of the property. none

8. If SHORT PLAT or SUBDIVISION Application: Total Acreage NA Number of Proposed Lots _____
 Has this property been previously subdivided? If yes, Date _____ Recording # _____
 If this is a Final Plat or Final Short Plat, what is the Preliminary project file # _____

9. If SHORELINE MANAGEMENT: Total cost or fair market value of the project (whichever is higher) \$ NA

If a single family residence or pier is proposed, is it intended for the owner's own personal use? Yes No

If Shoreline Variance, the development will be located:
 Landward Waterward **AND/OR** Outside Inside areas designated as marshes, bogs or swamps by the Dept. of Ecology. (Chapter. 173.22. WAC)
 of the ordinary high water mark.

BCC 23.10.033 - Agreement regarding vested rights: The filing of an application for any of these required approvals prior to the filing of a valid and complete application for a building permit shall not establish or create a vested right to proceed with construction of any proposed project.

I certify that I am the owner or owners authorized agent. If acting as an authorized agent, I further certify that I am authorized to act as the Owners agent regarding the property at the above-referenced address for the purpose of filing applications for decision, permits, or review under the Land Use Code and other applicable Bellevue City Codes and I have full power and authority to perform on behalf of the Owner all acts required to enable the City to process and review such applications.

I certify that the information on this application is true and correct and that the applicable requirements of the City of Bellevue, RCW and the State Environmental Policy Act (SEPA) will be met.

Signature [Signature] Date 2/21/13
 (Owner or Owners Agent)



Permit/Approval #

Your application is a type that requires deposit(s) and may have billable hours.
This means you may receive bills in the mail for review or inspection time spent on your project, in addition to the fees you pay at submittal or will be required to pay at or prior to issuance.

Please send the bills to:

Name/Company: Kemper Development Co.
Attention: Jim Hill
Billing Address: 575 Bellevue Square
City, State and Zip: Bellevue WA 98004
10-digit Phone #: 425 460-5792

- For address changes: Notify Billing Customer Service (425-452-6860)
- For ownership changes: The new owner must provide Billing Customer Service with the ownership transfer date before any billing information can be changed.
- For billing liability changes: Contact Billing Customer Service (425-452-6860)
- City/School/Agency Projects: Please use "City Applicant / Other Agency Form"

Signature: [Handwritten Signature] Date: 2/12/13

DEARBORN & MOSS P.L.L.C.

Attorneys at Law

February 20, 2013

Carol Helland, Land Use Division Director
Development Services Department
City of Bellevue
450 - 110th Ave. NE
Bellevue, WA 98039

Dear Ms. Helland:

I am writing on behalf of Kemper Development Company ("KDC") to request approval of a modification to the Conditional Use Permit approving a private use helistop, Application No. 08-135262-LB. Specifically, we ask that the limitation imposed by Condition 3, which allows only twin engine helicopters to use the Helistop, be modified to allow single engine helicopters to also use the facility. We request this modification be approved under BLUC 20.30B.175D. I have enclosed with this letter three research memos to support this request.

As you may recall, both the Staff Recommendation and the First Examiner's Decision limited use to light turbine helicopters and imposed no limitation on the number of engines. The twin engine restriction was included in the Examiner's Second Remand Decision dated December 16, 2010. In its preparation to activate the approved Helistop, KDC has learned there is only one twin engine helicopter in the region that could potentially use the Helistop. This helicopter is corporately owned and is used only for corporate business. If not modified, the practical effect of the twin engine restriction is the Helistop will not be used.

Finding 48 (Page 14) of the December 16 Report describes the opinion the Examiner relied on for the twin engine restriction. It was argued that there was no way to prevent an accident if the engine of a single engine helicopter fails. This testimony was received near the end of the last day of the Second Remand. KDC has found that the safety records of the Federal Aviation Administration and National Transportation Safety Board do not support restricting use of the Helistop to twin engine helicopters.

The Helistop has been designed to accommodate both single and twin engine helicopters. The deletion of the twin engine restriction will not require any changes to the design, intent or purpose of the facility. All environmental studies prepared for the Helistop were based on single engine helicopters. Further, both Staff and the Hearing Examiner have found that the use of single engine helicopters will satisfy all conditional use permit approval criteria.

Thank you for considering this request.

Very truly yours,



Keith W. Dearborn
Attachments

Received
FEB 22 2013
Permit Processing

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6000

AN ORDINANCE granting a Conditional Use Permit with conditions, on the application of Kemper Development Company for a private use helistop on the roof of the Bellevue Place Bank of America Building at 10500 NE 8th Street, Application No. 08-135262-LB; denying the appeal of said Conditional Use Permit filed by Su Development Company; denying the appeal of said Conditional Use Permit filed by Ina Tateuchi, et al.; and establishing an effective date.

WHEREAS, Kemper Development Company submitted an application to establish a private use helistop on the roof of the Bellevue Place Bank of America Building, located at 10500 NE 8th Street, in Bellevue, King County, Washington; and

WHEREAS, a Notice of Application and Public Meeting was published on January 29, 2009 and said public meeting was held on February 18, 2009; and

WHEREAS, a second public meeting was held on May 5, 2009 after notice published on April 16, 2009. This public notice included public notice of a noise test held on May 2, 2009, inviting the public to observe such noise test from downtown locations; and

WHEREAS, the Notice of Recommendation, SEPA Determination and Public Hearing for the proposal was published on May 21, 2009; and

WHEREAS, an appeal of the SEPA determination was filed on June 4, 2009 and subsequently withdrawn by the appellant on July 2, 2009; and

WHEREAS, on June 10, 2009 and June 11, 2009, the Bellevue Hearing Examiner conducted a public hearing on the application, pursuant to notice as required by law; and

WHEREAS, on July 20, 2009 the Hearing Examiner issued his Findings of Fact, Conclusions of Law and Decision ("First Decision") approving the Conditional Use Permit for a private use helistop with conditions; and

WHEREAS, an appeal of the Hearing Examiner's First Decision was filed by Su Development on August 3, 2009; and

WHEREAS, an appeal of the Hearing Examiner's First Decision was filed by Ina Tateuchi, John Walsh, Marcy Walsh, Karen Reagen, Tom Reagan, Lynn Hurdelbrink, Laura Hurdelbrink, and James Hurdelbrink (hereafter referred to as Appellant Tateuchi, et al.) on August 3, 2009; and

WHEREAS, following a limited appeal hearing in front of the City Council on November 2, 2009 with further discussion and deliberation on November 16, 2009, the City Council remanded the matter to the Hearing Examiner to accept additional evidence into the record and to determine whether revisions to the First Decision were necessary and to return the matter to the City Council (the "First Remand"); and

WHEREAS, the Hearing Examiner held hearings on the First Remand on January 21, 2010 and February 4, 2010; and

WHEREAS, the Hearing Examiner issued his Report and Recommendation to the Council following Hearing on Remand on March 15, 2010, which, following various motions for clarification and orders of correction resulted in a final report to the Council on the First Remand entitled "Second Corrected and Clarified Report and Recommendation to the Council Following Hearing on Remand" dated May 4, 2010 (the "Second Decision"); and

WHEREAS, following discussion on July 6, 2010 of the Second Decision and joint request by the parties for a second remand to the Hearing Examiner for consideration of additional issues associated with the proposal, on July 26, 2010 the Council remanded the matter to the Hearing Examiner to accept new evidence and to reconsider certain findings in the Second Decision (the "Second Remand"); and

WHEREAS, the Hearing Examiner held a hearing on the Second Remand on August 25, 2010; and

WHEREAS, on December 16, 2010 the Hearing Examiner issued his Second Revised and Final Report of Findings, Conclusions, and Recommendation to the Bellevue City Council, and subsequently issued his Order Correcting Typographical Errors (collectively the "Final Decision"); and

WHEREAS, on April 25, 2011 following deliberation the City Council determined that modifications to and addition of certain conditions were necessary to clarify certain reporting requirements and to specify the authority under which modifications or revocation of the Conditional Use Permit could be considered; and

WHEREAS, as conditioned herein, the City Council finds that the proposed Helistop is consistent with the criteria for approval of Conditional Use Permits and with the General Requirements for Helicopters; and

WHEREAS, the City has complied with the State Environmental Policy Act and the City Environmental Procedures Code, now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES
ORDAIN AS FOLLOWS:

Section 1. The City Council adopts the following Findings of Fact and Conclusions of Law of the Hearing Examiner as set forth in the First Decision:

Findings of Fact Nos.: 1-14, 16, 19-26, 30-60
Conclusions of Law Nos.: 1-4

Section 2. The City Council adopts the following Findings of Fact and Conclusions of the Hearing Examiner as set forth in the Final Decision:

Findings of Fact Nos.: 1-86
Conclusion Nos.: 1-4

Section 3. Based on the foregoing Findings of Fact and Conclusions of Law, the City Council enters the following Decision on appeals:

The City Council concludes that Appellant Su Development failed to meet its burden to prove that the Hearing Examiner's Decisions were not supported by material and substantial evidence in the record. The Su Development appeal is hereby denied.

The City Council concludes that Appellant Ina Tateuchi, et al. failed to meet its burden to prove that the Hearing Examiner's Decisions were not supported by material and substantial evidence in the record. The Ina Tateuchi, et al. appeal is hereby denied.

Section 4. Based on the foregoing Findings of Fact and Conclusions of Law, the City Council hereby **approves** the Conditional Use Permit application of Kemper Development Company for a private use helistop, Application No. 08-135262-LB, subject to the following conditions:

A. LAND USE CONDITIONS FOR APPROVAL

1. Frequency and Hours of Operation:

- 5 operations a week maximum
- 4 maximum per weekday Monday through Friday (9:00 am to 6:00 pm)
- 1 on Saturday (10:00 am to 5:00 pm)
- (Note: One operation = landing and takeoff)
- **Prohibited on Sundays or Legal Holidays**
(LUC 20.20.450; Comprehensive Plan Policy EN-89)

- 2. Flight Path:** The flight approach and departure path, for ingress to and egress from the Helistop, shall be restricted to freeways (I-405, I-90 and SR-520) and the NE 8th Street corridor. Moreover, Kemper Development Company shall carefully review the qualifications of pilots who use the facility to assure that they have the certifications, training and experience to utilize information available through electronic monitoring equipment at the weather station, that will allow them to

make decisions about potential obstructions and weather conditions to safely land, lift off and departure from the Helistop pad, without flying over any residentially zoned properties and without deviating from the flight approach and departure path established in the first sentence of this condition 2. **(LUC 20.20.450; Comprehensive Plan Policy EN-89; City of Bellevue CUP approval).**

3. **Type of Helicopter:** Only light turbine, twin engine helicopters (examples include Eurocopter EC-135, Eurocopter AS-355B Ecureuil 2, and Bell 206 models) shall be approved to land at the Helistop. Upon landing, the helicopter shall have a cool-down period of no more than 2 minutes. The warm up period for the departure shall be 2 minutes or less. **(LUC 20.20.450; Comprehensive Plan Policy EN-89; City of Bellevue CUP approval).**
4. **Reporting Requirement:** The applicant shall provide documentation regarding flight frequency, flight times and flight paths; including any deviations from the frequency and hours of operation limitations imposed in Condition 1 and the flight approach and departure path restrictions imposed in Condition 2. The documentation shall be provided on a monthly basis for the first year and on a semi-annual basis thereafter and shall include an explanation of and supporting information for the reason for any deviation, whether it be due to wind, weather, obstructions or other reason. Documentation shall also include complaints from the phone/website and responses to those complaints. **(LUC 20.20.450; City of Bellevue CUP approval)**
5. **Conditional Use Permit Modification/Revocation:** Based on the information reported pursuant to Condition 4, or for any other reason consistent with the authority described in LUC 20.20.450.A.1.b , 20.30B.170 and 20.30B.175 (all now or as hereafter amended), the City may initiate a modification to or revocation of this Conditional Use Permit. In addition to the considerations set forth in the Land Use Code, such modification or revocation may consider the number of deviations reported pursuant to Condition 4, the causes of such deviations and the likelihood of such causes and related deviations to recur. Instituting proceedings to modify or revoke the approved Conditional Use Permit shall not limit the City's ability to initiate a civil enforcement action pursuant to Chapter 1.18 BCC, for violations of the Bellevue City Code. **(LUC 20.20.450, Part 20.30B)**
6. **FAA:** The Applicant has provided a copy of the FAA response to the application, FAA Form 7480-1, dated June 28, 2009, which confirms that the FAA has no objection to the use of airspace for this facility and satisfies the requirements of the Bellevue Land Use Code. The applicant shall promptly notify the City of Bellevue of any changes in the FAA's no objection determination while consideration of the applicants CUP application or any building permit application is

pending, and during the period of Vesting, as it may be extended from time to time, as described in Condition 11, below. (LUC 20.20.450; City of Bellevue CUP approval)

7. **Fly Neighborly Guide:** The pilots shall follow the guidelines of the Fly Neighborly Guide as published by The Helicopter Association International. (LUC 20.20.450)
8. **Lights:** Helistop lights shall be designed and installed in such a way as to limit intensity and glare to off-site premises to the maximum extent possible, consistent with safe operations. Low-wattage light emitting diode (LED) fixtures shall be used wherever possible. Helistop lights shall be turned on for only the time periods necessary to provide adequate illumination of the Helistop during helicopter approach, cool-down, start-up, warm-up and departure. Prior to construction of the Helistop, the applicant shall provide the city with a detailed Helistop lighting plan showing compliance with the intent of this condition. (LUC 20.20.450)
9. **Weather Station:** The applicant shall maintain a weather station and radio communication with all pilots to advise of weather conditions. The weather station shall include, without limitation, electronic weather monitoring equipment and a weather sock. If the weather station indicates unsafe conditions, pilots shall not use the facility. (LUC 20.20.450, City of Bellevue CUP approval)
10. **Communications Line/Website:** The applicant shall provide a communication phone line for residents regarding helicopter operations. The applicant shall also create and manage a website (blog) for residents to communicate. The website site shall include approved Temporary Use permits for Bellevue Square HVAC helicopter transfer so residents will be aware of when this activity will occur. The communication line/website must be operational prior to the first helicopter landing approved under this conditional use permit. The applicant may use a sub-section of its currently operating website to fulfill this obligation. (LUC 20.20.450)
11. **Vesting:** The vested status of this conditional use permit approval expires two years from the date of the City's final decision unless a complete Building Permit application is filed before the end of the two-year term. In such cases, the vested status of the land use permit or approval shall be automatically extended for the time period during which the Building Permit application is pending prior to issuance; provided, that if the Building Permit application expires or is canceled pursuant to BCC 23.05.160, the vested status of a land use permit or approval shall also expire or be canceled. If a Building Permit is issued and subsequently renewed, the vested status of the land use permit or

approval shall be automatically extended for the period of the renewal.
(LUC 20.40.500)

12. **Existing and Potential Obstructions of the Flight Path and Landing Pad:** The Federal Aviation Administration has identified the Lincoln Tower office building, located on the Southeast corner of Bellevue Way and NE 8th street as an existing potential obstruction to the flight path and landing pad. If other potential obstructions of the flight path and/or the landing pad result from the construction of new high-rise buildings or other obstructions in the future, the applicant shall:

(a) Rescind operations immediately.

(b) Prepare a modification plan for an obstruction-free approach which meets the Heliport Primary, Approach and Transitional Surfaces per FAR 77. (LUC 20.20.450.A.11, 12, and 13).

(c) Submit the proposed modification plan to the Federal Aviation Administration for a "no objection" letter and forward such to the City of Bellevue.

(d) Submit a plan to the City to modify the current Conditional Use Permit approval. The proposed modification shall be processed per LUC 20.30B.175, with all modifications requiring the public notice process per Process 1 (full Conditional Use Permit application) or Process II (Administrative Amendment to Conditional Use).

(e) Operations may commence once the modification is approved and any necessary requirements implemented and approved by the City of Bellevue. (City of Bellevue CUP approval)

B. TRANSPORTATION DEPARTMENT CONDITIONS:

1. **Right-of-Way Use Permit:** A Right-of-Way Use Permit may be required for hauling oversized loads or if the project requires 10 or more truckloads. (BCC 14.30.070 and 14.30.080)

C. FIRE DEPARTMENT CONDITIONS:

1. **Fuelling:** Fuelling is not to occur on site. (National Fire Protection Association (NFPA) Standard 418)
2. **Fire Hose Stations:** Fire hose stations must be accessible. (International Fire Code (IFC) 905, NFPA Standard 14)
3. **Drainage:** Drainage flow shall not penetrate alternate egress points, stairways, ramps, hatches, and other openings not designed for drainage. (NFPA Standard 418)
4. **Operations Manual:** A standard operations procedure (SOP) manual must be provided prior to activation of the use. The portion dealing with

emergencies must be approved by the Bellevue Fire Department. Future updates will also require approval. **(IFC 401, 404; NFPA Standard 418)**

5. **Roof Deck Striping:** The roof deck must be striped such that the window washing machinery is not "parked" along the sides where egress is to occur, or where it obstructs landing. The window washer must be incorporated in the SOP manual. **(IBC Chapter. 10; NFPA Standard 418)**
6. **Smoking Restrictions:** No smoking shall be permitted within 50 ft (15.2 m) of the Helistop landing pad edge. NO SMOKING signs shall be erected/posted at all access/egress points to the Helistop. **(NFPA Standard 418)**
7. **Foam Extinguishers:** Two portable foam extinguishers, each having a rating of 20-A:160-B, and two 80 B:C dry chemical extinguishers shall be provided. Each pair shall be located at approved locations near the access points to the Helistop. **(NFPA Standard 418)**
8. **Egress Requirements:** At least two approved means of egress from the rooftop Helistop landing pad edge to the roof shall be provided and shall be remotely located from each other. A Second exit must be added from the Helistop to the roof below and from the roof below to the floor below. **(IBC Chapter 10; NFPA Standard 418)**
9. **Communications:** A means of communication shall be provided from the roof area to notify the fire department of emergencies. This will include monitoring by security through a video camera and voice capability from the roof to security. A fire manual pull station shall be provided for each designated means of egress from the roof. **(IBC Chapter 10; NFPA Standard 418)**
10. **Exits:** Exit signage, striping and lighting of all exit pathways must be provided. **(IBC Chapter 10; NFPA Standard 418)**

Section 5. This ordinance shall take effect and be in force five (5) days after passage and legal publication.

1219-ORD
05/12/11

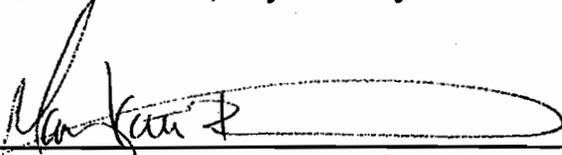
Passed by the City Council this 16th day of May, 2011
and signed in authentication of its passage this 16th day of May,
2011.

(SEAL)

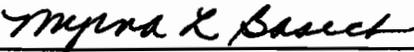

Don Davidson, DDS
Mayor

Approved as to form:

Lori M. Riordan, City Attorney


Mary Kate Berens, Deputy City Attorney

Attest:


Myrna L. Basich, City Clerk

Published May 19, 2011

AIRSIDE

PO Box 287
Greenbank, WA 98253
(360) 678-0345

DATE: February 27, 2012
TO: Keith Dearborn
FROM: David Ketchum
SUBJECT: Single-engine vs. multi-engine helicopter safety – KDC helistop

David Ketchum

Digitally signed by David Ketchum
DN: cn=David Ketchum, o=Airside,
ou=Airside, email=airside@airside.net,
c=US
Date: 2012.02.27 09:18:11 -0800

Introduction

In June 2009, I wrote a memo to the hearing examiner that resulted from research of National Transportation Safety Board (NTSB) records regarding the risk of accident at or near an elevated helistop. That research covered a 20-year time frame. It made no distinction between single-engine and multi-engine helicopters.

This memo focuses on the relative safety of single-engine and multi-engine helicopters. It specifically addresses Exhibit 2R7 titled "Five-year comparative U. S. civil helicopter safety trends" which was submitted by Mr. Recor at the last session with the hearing examiner during our CUP process. Mr. Recor used that exhibit to convince the hearing examiner to limit the KDC helistop to multi-engine helicopters if the helistop were permitted. The purpose of this memo is to show that the data submitted by Mr. Recor do not justify disallowing the use of single-engine turbine helicopters at the KDC helistop.

Measuring safety

There are a number of ways to measure safety on a relative basis among helicopters. The most common method is to compare the number of accidents that occur over a set number of operating hours. This provides the accident rate. It is standard in the industry to use 100,000-hour segments.

The following tables indicate the accident rate for single-engine and multi-engine turbine helicopters (Exhibit 1) and the fatal accident rate for those helicopters (Exhibit 2) from 2007 through the third quarter of 2011 in the U. S. civilian sector. The source for both tables is the Helicopter Association International (HAI). HAI data is extracted directly from Federal Aviation Administration (FAA) and NTSB records.

Exhibit 1

| Turbine-engine helicopter accident rate per 100,000 hours flown 2007 – Quarter 3 of 2011 | | | | | | |
|--|------|------|------|------|------|--------------|
| | 2007 | 2008 | 2009 | 2010 | 2011 | 5/yr Average |
| S/E | 3.70 | 1.73 | 2.11 | 3.42 | 2.25 | 2.642 |
| M/E | 1.53 | 2.23 | 2.04 | 1.76 | .58 | 1.628 |

Exhibit 2

| Fatal turbine-engine accident rate per 100,000 hours flown 2007 – Quarter 3 of 2011 | | | | | | |
|---|------|------|------|------|------|--------------|
| | 2007 | 2008 | 2009 | 2010 | 2011 | 5/yr Average |
| S/E | .45 | .50 | .26 | .60 | .14 | .39 |
| M/E | .00 | .74 | .61 | .60 | .00 | .39 |

Received
FEB 22 2013
Permit Processing

Exhibit 1 indicates that the accident rate between the two kinds of helicopters is very close over the nearly five-year period. Clearly there is not enough of a difference between the accident rates to warrant a restriction on single-engine helicopters.

When one considers the data in Exhibit 1 relative to the KDC helistop, the numbers may be assumed to be even closer. While specific numbers are not available, it is logical to assume that there are more - probably many more - single-engine turbine rather than multi-engine turbine helicopters owned personally and flown for personal reasons. Also, single-engine helicopters are used almost exclusively for turbine-engine training. Training accidents account for a large segment of total accidents.

Exhibit 2 is interesting in that the fatal accident rate for these two kinds of rotorcraft is exactly the same over the period. I use Exhibit 2 because fatal accidents can be aligned with the severity of an accident. Exhibit 2 is based on fatal accidents, not the number of fatalities, so the larger carrying capacity of multi-engine helicopters does not skew the results. Also, the data includes fatalities regardless of whether they were or were not occupants of helicopters. This of course relates to the safety of the public.

The data indicate that there have been .39 fatal accidents per 100,000 hours of flight time in both categories of helicopter. One could extend the math to show one fatal accident per 300,000 hours of flight time since the industry and the FAA agree that it is reasonable to assume an average of three flights per hour. Therefore, it may be calculated that there has been approximately 1 fatality per 900,000 flights in each kind of helicopter over the nearly five-year period.

One vs. two engines

During my research I reviewed NTSB records to determine how many single-engine turbine helicopter accidents have been attributed by the NTSB to engine failure. After all, that is the main difference between the two kinds of aircraft and presumably the basis of Mr. Recor's effort. In doing so, I searched the on-line NTSB database for single-engine turbine helicopter accidents over the ten year period from January 1, 2002 through December 2011. My focus was on what the NTSB refers to as "probable cause."

My research included all flights that were being conducted in one of four phases: approach, landing, take-off and climb. I filtered the data using these categories because the results would relate to safety at and near the KDC helistop. It included all flights flown for the following NTSB categories: personal, executive, corporate, business and Federal Air Regulation Part 135 (charter). I did not filter the data with respect to the kind of landing area - elevated or grade-level - or whether the landing area had a prepared surface.

Over the ten-year time period an estimated 15 million hours were flown. This equates to approximately 45 million flights. There were a total of seven accidents attributed to engine failure of single-engine turbine helicopters.

KDC operations

When considering expected operations at the KDC helistop specifically, there are two, single-engine turbine helicopters that, if allowed would be the most likely to use the facility. One is the Bell 206B Jetranger. For several years, according to the Air Safety Foundation, the Jetranger has been identified as the safest single-engine aircraft (helicopter or fixed-wing) in service. The AS 350B AStar, the other single-engine helicopter expected to use the facility, has a similar safety record. The safety status of these helicopters is based on their accident rates - again accidents per estimated flight hours.

As a side-note, the Bell 206B and the AS 350B were the two helicopters used for our noise evaluations.

Other local operators

It is supportive of this position that the King County Sheriff operates a Bell 407, a single-engine derivative of the Bell 206B series, as "Guardian One" throughout the Puget Sound Region. Also, all three network-affiliated commercial television stations in Seattle, KING, KOMO and KIRO have operated single-engine turbine helicopters in all kinds of weather and at all times of day and night to their individual rooftop helistops for many years. The numbers of landings at each of the television station helistops far exceeds activity levels which are allowed, by city-imposed condition at the KDC helistop.

The FAA's position

The Federal Aviation Administration (FAA) has held for many years that single-engine turbine helicopters are safe enough to allow them to be certified to carry passengers, i.e. the general public, for hire in commercial operations under Part 135 of the Federal Air Regulations (FARs).

Part 135 / the KDC concept

As we applied for the conditional use permit it was with the expectation that commercial, FAR Part 135 helicopter operators would occasionally request use of the KDC helistop. If single-engine helicopters are not allowed this will not be possible since the only helicopters that are currently operating under FAA-issued Part 135 certificates in the Puget Sound Region are the Bell 206B Jetranger and the AS 350B, both single-engine.

Safety in general

While this memo is focused on comparing multi-engine turbine helicopters with single-engine turbine helicopters I offer the following about safety in general. Accident rates of both helicopters are, from a statistical standpoint, inconsequential with respect to the KDC helistop. It is not that an accident can never occur. However, when one does the math, given expected usage and other city-imposed conditions, the degree of safety is considerable and far exceeds evaluations of general safety statistics. Accident data depicted in Exhibit 2R7 that was presented to the hearing examiner are for all phases of flight; all categories of users including off-shore oil, heavy lift and emergency medical service and for all times of day and night. Airside's 2009 memo considered expected operations at the KDC helistop in terms of kinds of helicopters that would be used and the conditions under which they would be permitted to operate and, in doing so, exhibited that this facility could be operated safely, regardless of the number of engines installed on using helicopters.

Summary

There are many approaches one can take when discussing the relative merits of single-engine and multi-engine helicopters with respect to safety. Multi-engine helicopters have engine redundancy. This is, of course, a benefit. Single-engine helicopters are less complicated and generally require less training to achieve a satisfactory degree of pilot and mechanic proficiency. Both kinds of helicopters continue to benefit from technological advances which, in concert with advanced training techniques, are improving safety. Both, with appropriate oversight, can be operated safely to the KDC helistop.

###

AIRSIDE

PO Box 287
Greenbank, WA 98253
(360) 678-0345

DATE: February 27, 2012
TO: Keith Dearborn
FROM: David Ketchum
SUBJECT: Helicopter population

David
Ketchum

Digitally signed by David Ketchum
DN: cn=David Ketchum, o=Airside,
ou=Airside,
email=airside@airside.net, c=US
Date: 2012.02.27 09:42:46 -08'00'

There are two sources of information about helicopters in Washington State. They are the Federal Aviation Administration (FAA) Aircraft Registration database and the Washington State Aircraft Tax database. The FAA database is not accurate for the purpose of understanding resident aircraft since it is based on the addresses of aircraft owners whose aircraft may be in service elsewhere. Also, the FAA database does not include aircraft that are in service in Washington but owned by those whose residences or places of business are out of state. This database also does not include aircraft operating in the state that are leased from out of state firms.

The Washington State database is focused on aircraft based in Washington regardless of the location of owners or lessors. This database is updated each January by the Washington State Department of Transportation's Aviation Division. The 2012 database was used to develop the following information. While the state database is more suited to the goal of identifying helicopters that are based in Washington, it is also not perfect. I am aware of some helicopters that are based in the state that are not included in the current version of the database. Conversely, locations of some helicopters that are in the database have been difficult to identify.

According to the state database, there are 196 helicopters registered in and stationed in Washington State. Of these, 71 are powered by turbine-engines and have certified maximum operating weights of less than 10,000 pounds. Of the 71, 19 are multi-engine. Eleven of the 19 are used in emergency medical service (EMS). The remaining 8 multi-engine helicopters are listed below with their owners' names in brackets.

- 1 - BO-105 Arlington (Abbetere)
- 1 - EC-135 Boeing Field (Challenger Aviation)
- 4 - MD-900 Boeing Field (Vulcan)
- 1 - S-76 Boeing Field (Vulcan)
- 1 - BK-117 Boeing Field (Vulcan)

I called the Vulcan flight department at Boeing Field this week to inquire about the locations of their six aircraft. I was told that only one of their helicopters, the MD-900 which is very similar to the EC-135, is based in Washington even though the company registers all helicopters in Washington.

Therefore, based on this research, there are three multi-engine helicopters having certified maximum operating weights of less than 10,000 pounds and that are not used in EMS service that could potentially use the helistop. These are the Challenger Aviation EC-135, the Vulcan MD-900 and the BO-105 owned by Abbetere. All of the above are used for corporate travel. None are offered to the public for hire as charter aircraft. I know of no business connection between Abbetere and interests in downtown Bellevue. Vulcan uses its helicopters in and near Seattle and between Seattle and Portland. The Challenger Aviation aircraft operates for those who

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business interests in downtown Bellevue. It is my conclusion that the either the Vulcan or the Challenger aircraft may request use of the helistop.

As to single-engine turbine helicopters, I have considered only those based in King County, Snohomish County and Pierce County since helicopters, especially single-engine helicopters, unlike fixed-wing aircraft, are not generally used for cross-country travel. Helicopters that might wish to access the KDC helistop will most likely be from our area.

The following table indicates the single-engine turbine helicopters that are based in one of these counties along with their ownership and uses. Some helicopters are listed as "unknown." I have tried to research their locations and uses by personal phone calls and the internet but have been unable to find more information than is listed here.

Single-engine turbine helicopters < 10,000 pounds gross certified weight in the three-county area

| HELICOPTER MODEL AND NUMBER IN THREE COUNTY AREA | REGISTRATION | OWNERSHIP | USE |
|---|--|---|--|
| MD-369D/E (3) | N705KP N58430 N16062 | Amy's Air – Auburn Avstar Inc. – Seattle Flight Inspection LLC | Out of service Out of service Unknown |
| BELL 407 (6) | N407LE N650BB N407E N69F N34TV N407KS | Bellevue Helicopters BJ Aviation Mountain Pacific Aviation LLC KIRO-TV KOMO-TV King County | Private use Unknown Unknown News gathering News gathering Law enforcement |
| BELL 206 (4) | N225FS N5735A N1087L N108W | Flightstream LLC – Brighter Aviation LLC Aero Copters Weyerhauser Corporation | Out of service Charter Charter Corporate |
| AS-350B (4) | N350FD N1087N N105TV N350WW N129TM | Honeywell – Everett Lynn Kasel – Kirkland KING-TV Worldwind Helicopters Tom Matson | Corporate use Unknown News gathering Charter Personal |
| MD-500N (2) | N486CS N522GS | Valkyrie Leasing LLC – Seattle Hyak Aviation – Mercer Island | Personal Corporate |
| BELL 205A (1) | N205WW | Blades Aviation – Renton | Part -135 utility |
| BELL 210 (2) | N510WW N610WW | Blades Aviation – Renton Blades Aviation – Renton | Part -135 utility Part -135 utility |
| Agusta 109E | N951AL | Airlift Northwest | EMS |

Based on this research, it is my opinion that there are two Bell 206B Jetranger helicopters whose owners/operators may wish to use them to access the KDC helistop on a charter basis. These are N5735A which is owned by Brighter Aviation LLC and used by both Worldwind Helicopters at Renton Municipal Airport and Classic Helicopter Corporation at Boeing Field. N5735A is the helicopter that was used for one of the noise tests. The other potential Bell 206B charter helicopter is operated by Aero Copters at Boeing Field. In addition, Worldwind Helicopters also operates an AS 360B AStar (N350WW) on a charter basis. An AStar was also used for our noise tests.

The specific AS350B AStar that was used for our noise test was operated by Challenger Aviation. It has been sold and is no longer in the region.

I will recommend to Kemper Development Company that Airlift Northwest and the King County Sheriff be authorized to use the helistop in emergencies. Airlift Northwest operates several EC-135 helicopters and one Agusta 109E helicopter. The King County Sheriff operates a Bell 407 and older Huey-style helicopters. The Hueys should not be authorized due to size and noise levels.

To summarize, I think it logical to conclude that one EC-135, twin-engine helicopter and three single-engine helicopters, if the multi-engine restriction is lifted, are likely users of the helistop in non-emergency situations. If an emergency occurs and if KDC agrees, the King County Sheriff's Bell 407, and Airlift Northwest's EC-135 or Agusta 109E are potential users.

AIRSIDE

PO Box 287
Greenbank, WA 98253
(360) 678-0345

DATE: February 27, 2012
TO: Keith Dearborn
FROM: David Ketchum
SUBJECT: Helicopter noise

**David
Ketchum**

Digitally signed by David
Ketchum
DN: cn=David Ketchum,
o=Airside, ou=Airside,
email=airside@airside.net, c=US
Date: 2012.02.27 09:33:04 -08'00'

NOISE CERTIFICATION PROCESS

The Federal Aviation Administration (FAA) requires noise certification compliance with Part 36 of the United States Federal Air Regulations (FAR) for new helicopters certified on or after 6 March 1986, or any helicopter to which an acoustical change has been made after that date.

Appendix H of FAR Part 36 prescribes the test conditions and noise limits for helicopters. Noise levels are measured during a flyover test, a takeoff test, and an approach test. The noise levels are reported in the noise metric of Effective Perceived Noise Level (EPNL).

For helicopters having a maximum certification weight of no more than 7,000 pounds the regulation allows for an alternate certification procedure that consists only of a flyover test, as outlined in Appendix J of FAR Part 36. The noise level for this is reported in the noise metric of Sound Exposure Level (SEL).

The FAA requires that noise-certification data be published in rotorcraft flight manuals. This information, which includes the rotorcraft noise levels, can be found in the performance sections of those manuals.

Some helicopter models that are still in use were certified for flight before the applicable dates for noise certification, thus noise tests were not and are not required. As such, these helicopters are in full compliance with the applicable noise regulations. An example of helicopters that are not required to meet FAR Part 36 criteria for certification of their airworthiness documents is the Bell 206B series, commonly known as the Bell Jetranger.

It is possible to estimate noise levels of aircraft such as the Bell 206B (Jetranger) by comparing them to similar airframe/engine combinations that have been certified under FAR Part 36. For instance, a comparison of noise levels of the Bell L-4 Longranger which has been certified under FAR Part 36 to the Bell 206B Jetranger is logical and can be expected to provide a reasonable understanding of Bell 206B noise levels. In fact, such a comparison provides a conservative estimate of Bell 206B noise levels because the L-4 is larger and has a slightly more powerful engine.

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NOISE LEVELS

FAA-certified flyover noise levels of both single-engine and multi-engine helicopters that are commonly used in the Puget Sound Region are shown in the following table. Helicopters that are expected to use the helistop are in italics.

Helicopter noise levels

| HELICOPTER | ENGINES | FLYOVER NOISE LEVEL (SEL) | NOTES |
|------------------|----------|---------------------------|---------------------------------------|
| <i>BELL 206B</i> | <i>1</i> | <i>85.2 (1)</i> | <i>Used for noise test 5/9/2009</i> |
| <i>AS 350 B</i> | <i>1</i> | <i>87.1</i> | <i>Used for noise test 10/16/2008</i> |
| MD 900 | 2 | 82.1 | |
| <i>EC-135</i> | <i>2</i> | <i>81.6</i> | |
| MD 369 | 1 | 80.2 | |
| MD 500N | 1 | 80.2 | |
| Bell 407 | | 85.1 | |
| Bell L-4 | | 85.2 | |
| BO-105 | 2 | Unavailable (pre 1986) | Similar to the MD 900 |

Source: FAA FAR Part 150 certification data

(1) Estimated through comparison with the Bell L-4 Longranger.

Note that none of the helicopters, whether single-engine or multi-engine, has a flyover noise level that exceeds the noise levels of the AS 350 B and the Bell 206 which were used in our noise measurement events.

AIRSIDE

PO Box 287
Greenbank, WA 98253
(360) 678-0345

To: Keith Dearborn
From: David Ketchum
Sub: City of Bellevue request for helicopter information
Date: May 24, 2013

Keith:

The City of Bellevue has asked for two items: (1) Pictures, brief descriptions and an explanation of the differences between helicopters with twin engines and those with a single engine and (2) Information about whether a twin-engine helicopter can still fly if an engine fails.

Twin-engine vs. single-engine comparison

For brevity and to be specific to conditions at the Bellevue Place Helistop, I have limited my description and comparison of twin- and single-engine helicopters to those that are operated in Puget Sound area and that meet the weight and turbine-engine criteria of the helistop's conditional-use permit (CUP).

The only locally operated, twin-engine helicopter with a maximum operating weight under 10,000 pounds, which uses a turbine engine is the Eurocopter EC-135. This model of helicopter is used by a local corporation and by Airlift Northwest for emergency medical service (EMS) transport. Both the corporate helicopter and Airlift Northwest are based at Boeing Field.

The only single-engine helicopter that meets CUP criteria and whose operator is likely to request to use the Bellevue Place Helistop if the single-engine restriction is lifted is a Bell JetRanger (B-206B) in service with a commercial charter helicopter operator based at Renton Airport.

Both the EC-135 and the Bell JetRanger were used during the noise-measurement flights conducted for the CUP.

I have therefore focused my comparison of twin-engine and single-engine helicopters on the EC-135 and the Bell JetRanger. Descriptions of these two helicopters follow. It is likely that a layperson would not notice differences between these two helicopters while they are being observed either in flight at a landing area. They are generally the same size. The EC-135 has slightly more mass and is, in fact, heavier but not to a major degree. The EC-135 is slightly quieter but not to the extent that an observer would notice.

In summary, there is nothing about these helicopters that would indicate to a layperson observer that one is a twin-engine and the other is a single-engine either with respect to their physical characteristics or their noise signatures.

Can twin-engine helicopters fly on one engine?

The answer is “yes.” A more pertinent question and answer is whether a twin-engine helicopter can continue a landing procedure after failure of an internal component or components of one engine and all other helicopter systems are operational? That answer is also “yes.”

To put both answers in context, it should be noted that turbine-engines seldom fail. I have previously provided safety information relative to both single- and twin-engine helicopters and will therefore not re-create that here. A few points are worth noting however. The most common cause of turbine-engine failure is fuel exhaustion. Engine redundancy will not help that condition.

The M250 turbine engine made by Rolls Royce, variants of which have been made for over 40 years and which are installed in most single- and multi-engine helicopters on a worldwide basis, including the Bell JetRanger have logged over 200 million flight hours. Sixteen thousand are in service. Failure of an engine component to the extent that such a failure causes an engine to be inoperative is statistically almost immeasurable. According to Rolls Royce, the failure rate is 1:10,000,000 flight hours for engines that have been installed and maintained according to the manufacturer’s requirements.

Eurocopter EC-135 Helicopter



General description

The EC-135 is a multi-purpose helicopter with two turboshaft engines. It first flew in 1996 and continues to be produced. It is widely used for law enforcement and emergency medical service.

General characteristics

- **Crew:** 1 pilot
- **Capacity:** up to seven passengers
- **Length:** 39 ft. 11 in
- **Height:** 11 ft. 6 in
- **Empty weight:** 3,208 lb.
- **Maximum takeoff weight:** 6,415 lb.
- **Engines:** 2 turboshaft

Bell 206 JetRanger



General description

The Bell 206 is a multi-purpose helicopter with one turboshaft engine. It first flew in 1962. It was produced until 2010. Several variants have been developed over its 47-year history. At least 24 countries use the Bell 206 in military service. The 206 continues to be commonly used in commercial charter service in the United States.

General characteristics

- **Crew:** 1 pilot
- **Capacity:** 4 passengers
- **Length:** 39 ft. 8 in
- **Height:** 9 ft. 4 in.
- **Empty weight:** 1,713 lb.
- **Maximum takeoff weight:** 3,200 lb.
- **Engine:** 1 turboshaft

ENVIRONMENTAL CHECKLIST

10/9/2009

Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service). ..

INTRODUCTION**Purpose of the Checklist:**

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

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Giving complete answers to the questions now may avoid unnecessary delays later.

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

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

Use of a Checklist for Nonproject Proposals: *A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.*

For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.

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

Attach an 8 ½" x 11 vicinity map which accurately locates the proposed site.

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BACKGROUND INFORMATION

Property Owner: Bellevue Place Office Buildings I Limited Partnership

Proponent: Kemper Development Company

Contact Person: Keith Dearborn
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 2183 Sunset Ave SW Seattle WA 98116

Phone: 206 923-0812

Proposal Title: Bellevue Place Private Use Helistop

Proposal Location: 10500 NE 9th Street Bellevue WA 98004
(Street address and nearest cross street or intersection) Provide a legal description if available.

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

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

- 1. General description: modify conditions of approval #3 to allow single engine helicopters to use
- 2. Acreage of site: the approved helistop, CUP 08-135262-LB
- 3. Number of dwelling units/buildings to be demolished: 0
- 4. Number of dwelling units/buildings to be constructed: 0
- 5. Square footage of buildings to be demolished: 0
- 6. Square footage of buildings to be constructed: 0
- 7. Quantity of earth movement (in cubic yards): 0
- 8. Proposed land use: modify conditions of approved helistop
- 9. Design features, including building height, number of stories and proposed exterior materials:
NA
- 10. Other

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

NA

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

No

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

Two helicopter sound studies dated 2/13/09 and 5/19/09; Ketchum memos dated February 27, 2012

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

No

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

modify CUP conditions

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

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

A. ENVIRONMENTAL ELEMENTS

1. Earth

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

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

NA

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

NA

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

NA

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

None

of fill.

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

NA

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

NA

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

NA

2. AIR

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

turbine engine exhaust - unknown amounts
- dependent on use

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

NO

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

use of modern helicopters with turbine engines and limits on frequency and duration of use of engines

3. WATER

- a. Surface

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

NA

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

NA

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

NA

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

No

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

No

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

No

b. Ground

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

No

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

None

c. Water Runoff (Including storm water)

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

NA

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

No

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

None expect City of Bellevue stormwater management regulations

4. Plants

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

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

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

None

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

None identified

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

None

5. ANIMALS

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

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver, other:

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

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

None identified

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

Unknown

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

None

6. Energy and Natural Resources

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

Small amount of electricity for landing lights

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

No

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

Used only for landings and takeoffs

7. Environmental Health

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

Fire or spill of class II combustible liquid if there was a helicopter accident

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

Operators Manual is required by Bellevue Fire Department - Practice testing completed by the Department

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

Fire extinguishers, No Smoking Restrictions, No fueling will be allowed

b. Noise

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

ambient noise levels measured in submitted sound studies will not affect helistop operations

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

see noise/sound studies

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

Engine running restrictions, engine type restrictions, hours of operation

8. Land and Shoreline Use

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

mixed use, office, retail and residential

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

no

c. Describe any structures on the site.

Bellevue Place Mixed Use Project

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

No

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

DNT NO-2

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

Downtown City Center North

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

NA

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

No

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

NA

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

None

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

NA

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

Adopted conditions of approval of
EUP 08-135262-LB

9. Housing

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

NA

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

NONE

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

NA

10. Aesthetics

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

449 R+

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

None

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

NA

11. Light and Glare

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

temporary lighting for landing and take off

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

No

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

None

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

Restrictions on type of lighting
and use

12. Recreation

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

biking, walking, park facilities

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

No

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

NA

13. Historic and Cultural Preservation

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

No

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

None

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

NA

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

NE St and Bellevue Way

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

yes for Bellevue Place otherwise NA

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

None

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

No

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

the listop

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

None

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

NA

15. Public Services

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

No

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

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16. Utilities

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

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

none other than required per approved COP

Signature

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

Signature..... Keith W Dearborn

Date Submitted..... 3/25/13