



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Vander Hoek Corporation

LOCATION OF PROPOSAL: 10328 Main Street

DESCRIPTION OF PROPOSAL: To demolish six existing structures and replace with a six story, multi-family, mixed use project with 369 residential units, approximately 24,475 square feet of commercial space and underground parking with 625 spaces on a 83,298 square foot site located in the DNTN-OB district.

FILE NUMBERS: 13-107469 LD **PLANNER:** Liz Stead

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 **12/5/2013**
- 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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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.

Carle V. Heller
Environmental Coordinator

11/21/2013
Date

OTHERS TO RECEIVE THIS DOCUMENT:

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**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: **Main Street Gateway**

Proposal Address: 10328 Main Street

Proposal Description: Application for Design Review approval to demolish six existing structures and replace with a six story, multi-family, mixed use project with 369 residential units, approximately 24,475 square feet of commercial space and underground parking with 625 spaces on a 83,298 square foot site located in the DNTN-OB. Site improvements include utilities, upper level terraces, landscaping, and new sidewalk with street trees/planting strip.

File Number: **13-107469-LD**

Applicant: Vander Hoek Corporation

Decisions Included: Design Review and SEPA, Process II

Planner: Liz Stead, Planning Manager

State Environmental Policy Act Threshold Determination: **Determination of Non-Significance**

Carol V. Helland

Carol V. Helland, Environmental Coordinator
Development Services Department

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

By:

Carol V. Helland

Carol V. Helland, Land Use Director

Application Date:	February 22, 2013
Notice of Application:	April 11, 2013
Minimum Comment Period:	April 25, 2013
Notice of Decision:	November 21, 2013
Appeal Deadline:	December 5, 2013

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

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ATTACHMENTS:

- A: Project Plans & Drawings
- B: Certificate of Concurrency
- C. Environmental Checklist

I. REQUEST/PROPOSAL DESCRIPTION

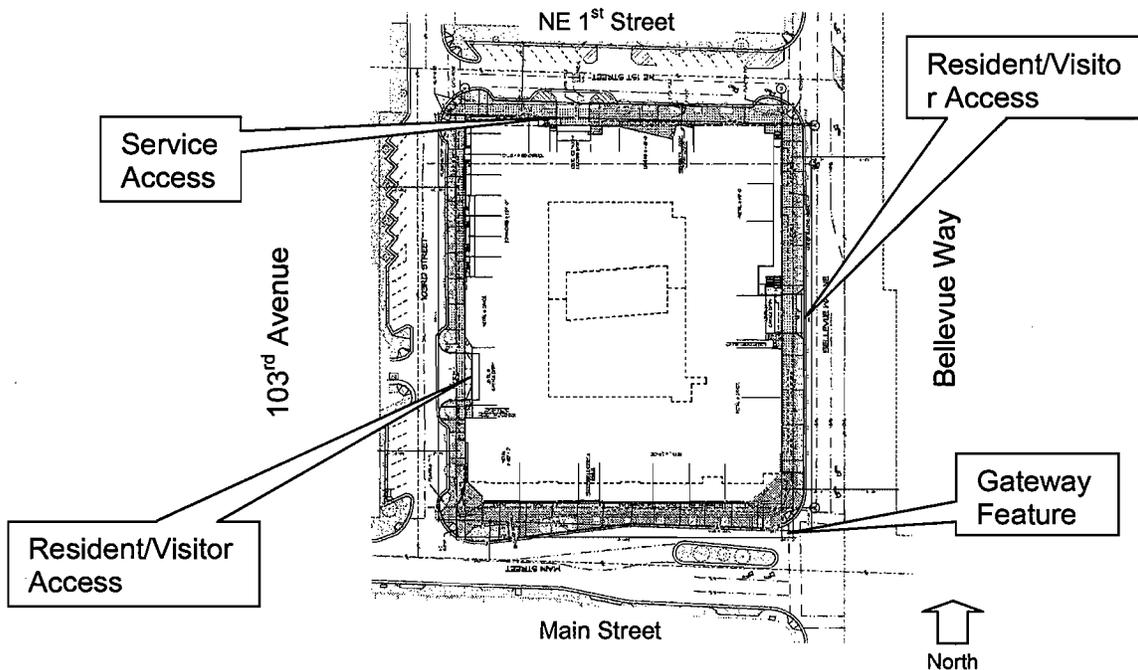
A. General

The applicant requests Design Review approval and a SEPA Threshold Determination to construct a 6-story mixed-use project, with approximately 24,475 square feet of commercial space on the ground floor, 369 residential units above and 600 parking spaces below grade on a 1.91 acre site in the Downtown Old Bellevue (DNTN-OB) district. In addition to the building, the proposal includes roof and terrace gardens for the use of residents. The proposal requires six small structures to be demolished and seven lots to be combined.

B. Site Design

The proposal is for one building with all facades located at the back of the sidewalk along Main Street, NE 1st Street and Bellevue Way NE. The sidewalks along each street frontage are a minimum width of 12 feet except for Bellevue Way NE with a minimum width of 16 feet, both inclusive of a four foot planting zone. The sidewalk along Main Street is up to 22 feet in width in order to allow for streetscape and sidewalk activities, and approximately 30 feet in width at the intersection of Main Street and 103rd Avenue NE to accommodate the existing curb location, grade change, and proposed patio for sidewalk activities, such as dining. Brick pavers are proposed along Main Street with a 60 foot extension proposed up 103rd Avenue NE from Main Street to the north. A narrow brick band at the edge of the planter strip along the other planting areas is proposed to create a transition from the character along Main Street to the city sidewalk standards on the remaining frontages. Each frontage includes the required street trees. Vehicular access to the site is proposed from three locations. Primary vehicle access for both residents and visitors to the building is provided from 103rd Avenue NE, service truck access is provided from NE 1st Street and another access point for residents and visitors is provided from Bellevue Way NE. Parking is proposed to be four levels of below grade parking under the entire site. The site is sloping from a high point at the northwest corner to a low point at the southeast corner. There is an approximately twenty four foot elevation change between the two corners, which has necessitated two major steps in the building ground plain to accommodate the elevation differences.

Figure1 – Site Plan



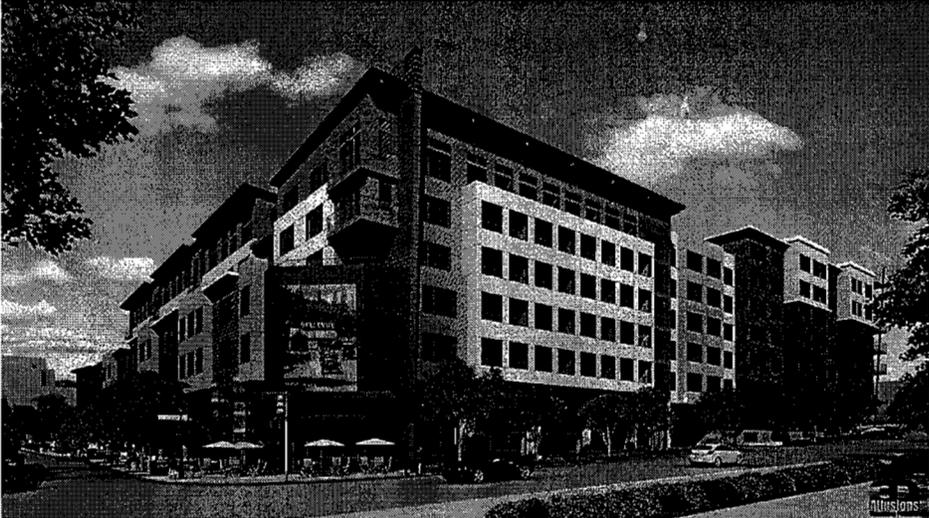
C. Building Design

The Main Street façade design at the grade plane suggests a collection of smaller buildings constructed over time in a cohesive statement that fits the scale and character of Old Bellevue. A façade stepback is proposed along Main Street to modulate the building mass and help achieve compatibility with Old Bellevue's architectural fabric and scale. Many of the residential units have decks which will enliven the streetscape as residents spill out onto the decks during times of pleasant weather. The other facades respond to different contexts, each with at least one major mid-block point of modulation. The Bellevue Way façade is very auto movement oriented with two large masses at each end broken in the center by a smaller mass and driveway opening with no residential decks. The NE 1st Street façade is designed to integrate with the slower street and relate to the park with the main residential lobby located on NE 1st Street. Townhome units at the street with landscaping between the units and the sidewalk are provided on the 103rd Avenue NE frontage. The building façade is broken up with multiple setbacks and decks for units. Materials for the project are quite varied, including fiber cement siding at the upper stories of the building, and more durable materials at grade, three different varieties of brick, and some areas of metal siding at the upper levels.

Each building corner has also been designed to relate to the different contexts, terrains and to act as transition points on the façade from one street to the next.

Bellevue Way & Main Street Corner – “The Gateway” to Old Bellevue – is announced with a major vertical landmark feature and an angled façade with a “floating” decorative element, celebrating the importance of the intersection and marking the starting point of the community to the west. The building forms and masses are recessed at the immediate corner for an enhanced ‘plaza’, comfortably enabling pedestrian activity slightly removed from the busy street intersection.

**Figure 2 –
View from Bellevue Way Looking at Gateway Corner**



The Main Street and 103rd Ave NE corner marks the transition of the Main Street vehicle traffic pass-through to West Bellevue and the folding of the pedestrian movement to the northwest – towards Downtown Park. This corner is enlivened with a covered patio space with potential for outdoor seating buffered from the curb with landscaping in the expanded sidewalk/curb radius. The building massing above is offset slightly to acknowledge the transition from the traffic activity on Main Street to the more pedestrian frontage up 103rd Avenue NE.

The NW corner (103rd Avenue NE and NE 1st Street) is very pedestrian in character, with sidewalk access

to traditional brick faced townhome residences, including small individual patios and landscape features at each residence. This corner is the springboard for access to the Downtown Park to the northwest. Presumably the 'quietest' corner of the block it is enhanced with predominantly residential and pedestrian scale materials and landscaping at the sidewalk levels. The residences above feature numerous exterior decks for north western exposure to the Downtown Park and significant building modulations using smaller components to recognize the more intimate scale of the calmer street experience.

The NE 1st Street and Bellevue Way corner is considered another significant opportunity for project definition, from the intense Bellevue Way traffic and the visual impact to the beginning of the wedding-cake urban form transition from the Downtown eventually to south of Main Street. The sidewalks have greater width, and the materials used are larger unit sizes and massing combinations as not to be overwhelmed by the urban pace. The building corner is further defined with exterior decks above for massing texture and the residents' vantage northeast to the high intensity office skyline. The vertical "mast" through the decks acts as a signature element marking this corner.

D. Process

Design Review is required by Land Use Code (LUC) 20.25A.010 with procedures per LUC 20.30.F. SEPA review is also required for this proposal. The Design Review and SEPA Threshold Determination are both Process II decisions. Process II is an administrative process. The Director of Development Services issues the Design Review decision and the Environmental Coordinator issues the SEPA Threshold Determination. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

II. SITE DESCRIPTION, ZONING, & LAND USE CONTEXT

A. Site Description

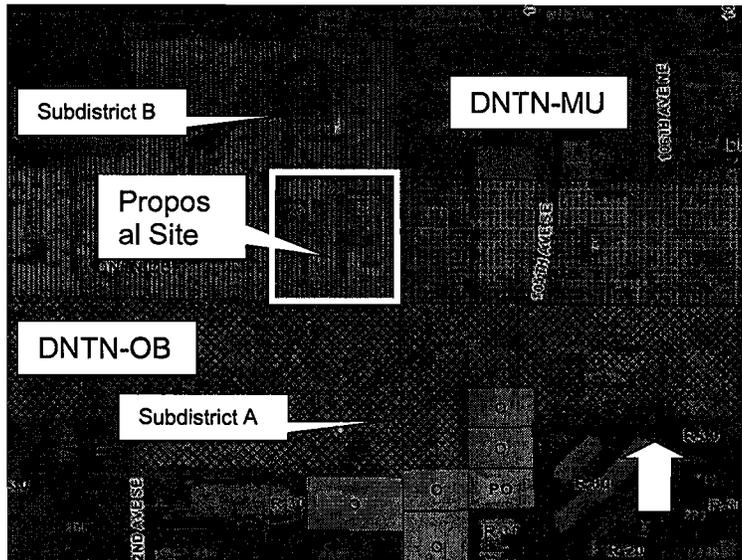
The proposal site consists of seven commercial lots with a total area of approximately 1.91 acres (83,298 SF). The lots will be required to be combined into one lot before any building permit is issued. The site is rectangular with approximately 315-feet of frontage on Bellevue Way NE and 260-feet of frontage along Main Street. The site slopes uphill from the southeast corner elevation of 80 to the northwest corner elevation of 104 which created 24 feet of overall grade change across the site. Site vicinity and zoning maps are provided in Attachment A. Refer to Condition of Approval regarding a boundary line adjustment in Section X.B of this report.

B. Zoning & Subdistrict B

The site is zoned DNTN-OB, within a Downtown Perimeter Design District, Subdistrict B overlay. None of the lots comprising the proposal site are encumbered by a concomitant agreement. All proposed uses are permitted outright in this zone.

Figure 3 – Zoning Map

Land Use Context



Old Bellevue, particularly along Main Street, consists mostly of small retail shops that were constructed in the first half of the twentieth century. Most of the lots are small compared to the typical commercial site of today, and most of these structures are close to their original size. In the 1990s, a number of Old Bellevue properties were combined and the existing structures were demolished for the construction of low-rise and mid-rise residential projects, most of which are located between Main Street and NE 1st Street. All of these projects have ground floor retail and service uses.

The Building/Sidewalk Design Guidelines (BSDG) designation for the streets abutting the site include "A" for Main Street and "C" for Bellevue Way NE, NE 1st Street, and 103rd Avenue NE. The intersection of Bellevue Way NE and Main Street is identified by the Comprehensive Plan as a "gateway" opportunity for the Downtown. The proposal includes a minor public open space and a vertical landmark feature for a gateway element at the intersection. The design for the gateway must convey a sense of quality and permanence. See Sections III.B.1 for more information on the requirements for each street designation and the gateway element.

Adjacent properties are developed as follows:

- North:** DNTN-OB, Subdistrict B – single-story retail
- East:** DNTN-MU, Subdistrict A – one and two story retails
- West:** DNTN-OB, Subdistrict B – two story retail and mixed use residential
- South:** DNTN-OB, Subdistrict A – single story retail, five story mixed use project under construction

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Uses

The proposed residential and retail uses are permitted outright in the DNTN-OB district.

2. Dimensional Requirements

As conditioned, all applicable dimensional requirements of the Land Use Code would be met. The following table provides more detailed information on dimensional requirements.

Table 1 — Dimensional Requirements

Item	Permitted/ Required	Proposed	Comments/Conditions
Project Limit	No minimum	83,298 SF (1.91 acres)	The site consists of 7 lots, which must be combined into one lot before any construction permit is issued. <u>Refer to Condition of Approval regarding boundary line adjustment in Section X.B of this report.</u>
Building Height	90 Feet	70 Feet	Measured from average finish grade. Meets requirement. LUC 20.25A.020

Floor Area per Floor Above 40 Feet	20,000 GSF/Floor	57,277 GSF	Meets Requirement. Refer to discussion regarding Floor Area in Section III.A.3 below.
Lot Coverage by Structure	100% = 83,298 SF	75.2% = 62,661 SF	Meets requirement. LUC 20.25A.090.D.2 (6)
Facade Setbacks	0-feet	0-18 feet from back of public sidewalk	Meets requirement. LUC 20.25A.020.A.2. In specific locations, deeper setbacks are proposed on Main Street for pedestrian areas and to accommodate a gateway element at intersection.
Upper Level Stepback (Main Street)	15-feet	15-feet	Meets requirement. LUC 20.25A.020.A.090.D.5.a.ii. 15-foot facade <i>stepbacks</i> are proposed at a height below 40-foot above average finish grade along Main Street frontage.
FAR	5.0 Max.	4.22	Meets requirement. LUC20.25A.020.A.2
Sidewalk Width	Min. 16-feet along Bellevue Way NE Min. 12-feet along all other frontages	16 feet Provided 12 feet min. provided	Meets requirement. LUC 20.25A.060.A
Gateway	Required at the intersection of Main St. & Bell. Way	Gateway design, provided but will be further refined under Building Permit	<u>See related Condition of Approval regarding the Gateway Design in Section X.C of this report.</u>
Street Tree Caliper & Species	Main Street: S.Honey Locust; Bellevue Way NE: C. Norway Maple	Main Street and 103 rd Avenue NE.: S.Honey Locust; Bellevue Way NE and NE 1 st Street: C. Norway Maple	Conforms to Street Tree Map (LUC 20.25A.060.B) <u>See related Condition of Approval in Section X.B.</u>
Parking: Residential Parking 369 units	Min 1, Max 2 per unit 369-738 stalls	433 - Stalls	Meets Requirement
Retail Parking 18,877 NSF	Min 4, Max 5 per 1000 NSF, 75 — 94 stalls	80 - Stalls	Meets Requirement
Restaurant Parking 4,598 NSF	Min 10, Max 20 per 1,000 NSF, 46 — 92 stalls	87-Stalls	Meets Requirement

Compact Stalls	Min. 0%, max. 65%	63% Compact	Meets Requirement
Total Parking	490-924 stalls	600 stalls	Meets Requirement
Loading Area	One off street 10' x 55' space, or other as approved by the Director.	Provided within the garage accessed off NE 1 st Street.	Meet LUC requirements LUC 20.20.590.K.4.a-c.
Recycling & Solid Waste Collection Area	1.5 SF/unit x 369 units = 554 SF 5 SF/1000 SF retail x 24,992 SF = 125 SF	2,454 SF	Meets LUC. <u>See related Condition of Approval in Section X.C.</u>

3. Floor Area per Floor

Section 20.25A.020.A.2 of the Land Use code limits building floor area in the DNTN-OB zone to 20,000 square feet for all floors above 40-feet in height. Per Section 20.25A.020.B.1.c.iii the Director may allow floor plates above 40-feet to be connected, and the maximum floor area per floor to be exceeded, if the structure does not exceed 70 feet in height and:

- a) The connection allows for safe and efficient building exiting patterns. The connecting floor area includes the required exiting corridor, and may include the floor area of units or other building uses;
- b) The connection occurs on no more than three floor levels above 40-feet, and
- c) The alternative design results in a building mass that features separate and distinct building elements.

The proposed design meets the above criteria. The proposed connections will provide for safe and efficient exiting from the building; two of the connections are composed of required vertical circulation elements and the other two are required exit corridors. The connection is limited to three floor levels above 40. The proposed building design includes a variety of materials and façade stepbacks that create separate and distinct building façade elements when viewed from the street frontage.

B. Special District Requirements

1. Building/Sidewalk Design Guidelines

The Building/Sidewalk Design Guidelines designations for the frontage streets include: "Type A" for Main Street, and Type "C" for Bellevue Way NE, 103rd Avenue NE and NE 1st Street. (LUC 20.25A.115).

"A" Rights-of-Way: "shall have the highest orientation to pedestrians. This shall be achieved by emphasizing the physical and visual access into the structure, as well as the amenities and features of the outside pedestrian space." Entire frontage shall be retail use.

"C" Rights-of-Way: "shall have moderate orientation to pedestrians. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access. Design attention should be given to sidewalk related activities and amenities." Some service and

commercial uses are required.

The proposal includes 522 linear feet of Pedestrian Oriented Frontage (POF). All ground floor tenant spaces are to be occupied by pedestrian-oriented businesses: 23,475 SF of retail and restaurant uses. The façade design provides for physical access and visual access into each tenant space from the public sidewalk. Marquees and awnings are proposed over the sidewalk for weather protection and consistency with Old Bellevue's character. To help create sense of place, and meet the requirements for a Type "A" right-of-way, the sidewalk surface is required to be of brick matching the material and pattern of the existing sidewalks in Old Bellevue. The proposal includes street trees to match the existing trees along each street frontage. The actual size of the tree pits and strips will be determined through the gateway design process. **Refer to Conditions of Approval regarding the gateway feature/sidewalk design, façade design, and agreement to provide pedestrian-oriented frontage uses in Sections X.C and D of this report.**

2. Perimeter Design District Design Criteria

The proposal meets the following Design Criteria (LUC 20.25A.090.E.).

a. Buildings should be clad with materials which minimize reflected light. Overhangs, awnings, sunscreens, and other devices should be considered in order to minimize conditions of glare.

The proposed façade materials include concrete, brick; cement board and metal siding; most of which have an earthy, mottled character and low reflectivity. The building elevations face all directions so there is a variety of exposure to direct sunlight. The building entrances are protected from the weather by awnings or marquees.

West: Low morning sun angles create short duration low angle reflectivity. Decks, bays and parapets will mitigate most of this.

South: Mid-day and afternoon sun will reflect down to the street and terraces. Retail entrances and facades all have awning or marquees.

North: Façade is only exposed to indirect sunlight around the summer solstice, during early in the morning and late afternoon. The building entrances are protected from the weather by awnings or marquees.

East: Low afternoon sun angles create short duration low angle reflectivity. Decks, bays and parapets will mitigate most of this.

b. Building facades should be divided into increments through the use of bay windows, offsets, angled facets, recesses and other architectural features, which serve to break down the scale.

The proposed façades include bay windows, recessed decks and *stepbacks* above the first level; and double *stepbacks* in some cases. *Stepbacks*, awnings, marquees, and use of color work together to break down the scale of the building and provide visual interest.

South Façade: The Main Street experience is primarily retail frontage embedded in a traditional palette of textures and rhythms consistent with the Old Bellevue context. Specifically, brick masonry columns, clear glazing window systems, wood trimmed accents, and ample retail signage. The scale of the façade is defined under a translucent awning to the pedestrian experience, and the two stories of residential units above are articulated via massing groupings, both with vertical and horizontal juxtapositions for an active alignment along the block frontage.

There is a clear mid-block recess marking the pedestrian link to the interior of the parking garage, identified via an interruption of the façade plane, and augmented with vertical articulations, etc. This 'break' in the pattern allows definition of component massing and provides an opportunity for separation of the street frontage. The upper residential units are setback from the Main Street façade and represent a modulated façade with larger

fields separated with surface recesses and color accents as a calmer background for the activity of the sidewalk below.

West Façade: The façade on 103rd Avenue NE responds to the street rise of approximately 24 feet uphill from south to north – with the building floor plate stepping twice to accommodate the grade. A major vehicular access to the interior parking provides a significant building void at approximately one third of the building retail frontage at the lower levels, and this modulation is paralleled above with building components moving in and out from the surface with color and shadow variations. Another significant massing break occurs approximately two thirds up the street with a contrasting color/façade setback defining the separation of sidewalk level retail and street level residential townhomes near the north. **Refer to Conditions of Approval in Section X.C regarding garage openings.**

North Façade: This elevation includes major definitions of groupings at the street level, a taller service/truck access portal, the project leasing and property management functions and the NE corner retail. These are defined by more commercial textures and larger scale massing. There is a transition from residential minutia at the Northwest corner towards the east with larger massing for the retail frontages on Bellevue Way NE. The residential above includes massing/color groupings to define the stepped setback limits, creating a variety of surface planes. The upper floors at the northwest corner are further defined as a top tier and unique upper floor decks face northwesterly to the potential park views.

East Façade: The Bellevue Way façade is represented with larger, bolder massing elements – responding to the intensity of the traffic, noise, etc. The mid-block vehicle access portal to interior parking provides a building void at the street/pedestrian level and this massing relief is consistent with definition of colors and surface planes above. The southern half of the building mass concludes the cycle of surface textures and terminates at the landmark element – signifying the “Gateway Corner”.

c. Rooftops should incorporate features such as pitched or sloped forms, terraces, perimeter planting to soften an otherwise rectilinear profile.

Major variations in the roofline are provided by steps in the buildings, modulations in the facades, changes in the parapet height, detailing along the entire length of the façade, and sloped roof forms.

South: A reversed pitched roof along Main Street provides increased visual interest, extra light into top floor units, and a gesture to the Main Place’s marquee. The upper sloped roof line includes fascia modulations and expressions of structure (rafters), the eave extensions visible from the underside-contributing to texture, pattern and visual stimulation.

West: The building segments include the visible eave extension of the gable end of the south building’ sloped roof line, expressed with reference to structural components. The middle building segment roof is proposed as an occupied rooftop garden/recreation space for residents’ use with potential for railing systems near the building edge, contributing to the variable texture on the horizon. The northern segment building roof is suggested as a ‘cap’, defined by eaves and expressed column supports at the top floor. **Refer to Conditions of Approval regarding deck railing in Section X.C of this report.**

North: A continuation of the north end of the west building, the roof edge/cap captures the mass of the ‘corner’ building, to approximately mid block where a building step in plane allows for a parapet expression to overlap the adjacent mass. Further to the east,

the building segment steps down in height, and the articulation is enhanced with combination parapet and expressed fascia bands, creating a variety of shadow lines and material/color applications.

East: The roof top/edge along Bellevue Way is a continuation of the larger massing of the northern building, capped with fascia banding and stepped parapet heights. The building segments step down at approximately mid-block and provide additional roof top garden space for residents on the east with an opportunity for railings near building edge as an active material and visual element. The reverse pitched roof of the southern building segment is consistent with the roof system visible to the south at Main Street – demonstrating continuity on the horizon and the significance of the Gateway corner.

d. Special attention should be given to the provision of elements at or near the ground level such as awnings, recessed entries, water features, address signs, seasonal flower beds, seating, pedestrian oriented uses and display kiosks.

The proposed awning and marquees will provide weather protection and visual interest. The façade design concept is based on changes in awning design and streetscaping from one tenant space to the next and a composition of parts varying from one façade to another. The proposed changes across the façade maintain visual compatibility, distinguish one tenant space from the next, increase visual interest and help reduce the overall scale of the structure. Visual and physical access into each tenant space is provided directly from the public sidewalk with one exception; access to the northeast retail spaces on Bellevue Way NE is from a walkway that is next to and slightly higher than the sidewalk in order to accommodate a change in elevation from the sidewalk to the finish floor of the tenant space caused by the slope of the sidewalk. Public outdoor seating is provided at the corner of Main Street and Bellevue Way NE.

3. Floor Area Ratio (FAR) and Amenity Incentive System Requirements

Table 2 - FAR Bonus Amenities

	Amenity	Provided	Bonus Ratio	Bonus Floor Area Earned	How it Meets the Design Criteria & Benefits the Public
BASIC Amenities	Pedestrian-Oriented Frontage (POF)	552 LF	200:1	110,400 (552 x 200)	Pedestrian-oriented uses are visually & physically accessible from the public sidewalk on both frontages
	Arcade	829 SF	8:1	6,632 (829 X 8)	Protection from weather & fits Old Bellevue character
	Marquee	1,463 SF	2:1	2,926 (1,463 X 2)	Protection from weather & fits Old Bellevue character
	Sub-Total Basic			119,958 SF	

	Exterior Plaza	752 SF	6:1	4,512 (752 X 6)	Open space for Downtown residents.
	Landscape Area	9,320 SF	1:1	9,320 SF	Focal point and Visual Landmark
NON-BASIC Amenities	Residential Use	260,614 SF	2:1	521,228 SF (260,614 x 2)	Downtown living is in close proximity to jobs, shopping and services
	Underground Parking	232,424 SF	2:1	464,848 SF (232,424 x 2)	Hides parking and reduces impervious area
	Non-BASIC Sub-Total Bonus			999,908 SF	
	COMBINED TOTAL			1,119,866 SF	

Table 3 – Summary: Bonus Amenity Area Earned

Project Area (Site)		83,298 SF
Project Gross Floor Area (GFA) Proposed for FAR		351,364 SF *
FAR Proposed (219,066/116,847)		4.22 FAR
BASIC Permitted Floor Area (FAR) for Residential DNTN-OB		166,596 SF
Basic Residential FAR (2.0) X Project Area		<i>2.0 X 83,298 SF = 166,596 SF</i>
MAXIMUM Permitted Floor Area (FAR) for Residential DNTN-OB		416,490 SF
Maximum Residential FAR (3.5) X Project Area		<i>5.0 x 83,298 SF = 416,490 SF</i>
Basic FAR	BASIC FAR Amenity Required	8,330 SF
	Basic Non-Residential FAR (.5) x 20% of the Project Area	<i>0.5 x (0.2 x 83,298) = 8,330 SF *</i> <i>* 8,330 "buys" 166,596 SF</i>
	BASIC FAR Amenity Earned (See Table 4 below)	119,958 SF 119,958 SF > 8,330 SF – Meets requirement of LUC 20.25A 020.C
	Excess BASIC points that may be used to earn Non-Basic FAR Basic Amenity Earned – Basic Required	111,628 SF <i>119,958 SF – 8,330 SF = 111,628 SF</i>
Non-Basic FAR	NON-BASIC Earned	999,908 SF

Remaining NON-BASIC FAR Amenity to Earn GFA – Basic Permitted FAR of 2.0	184,768 <i>351,364 SF – 166,596 = 184,768 SF</i>
Remaining FAR Available Excess BASIC Points + NON-BASIC Provided	951,760 SF <i>111,628 SF + 999,908 – 184,768 SF = 926,768 SF</i>
Total FAR Amenity Earned BASIC FAR Amenity Earned + NON-BASIC FAR Amenity Earned	1,119,866 (Refer to Table 4 below) <i>119,958 SF + 999,908 SF = 1,119,866 SF</i>
Excess FAR Amenity Earned (Total FAR Earned – BASIC FAR Amenity Required – Remaining FAR Amenity to Earn)	926,768 SF

* 24,992 Square feet of Retail, not requested as exempt floor area will not be subject to LUC 20.25A.020.B.3.a.

The proposal project has earned more amenity points than required for the proposed floor area. As indicated in Table 3, a minimum of 8330 amenity bonus points are required for the proposed 83,290 SF development site. The proposal has earned 119,958 basic points, 111,628 points in excess of the BASIC points required. The applicant will record a copy of the bonus point calculations above, the project plans, and the conditions of approval for this decision with the Bellevue City Clerk (LUC 20.pA.030.D) and, if required by the City of Bellevue, with King county Division of Records and Elections.

4. Design Review Criteria

The following design criteria must be met for Design Review approval (LUC 20.25A.110 and 20.25A.115).

LUC 20.25A.110 Design Review Criteria

A. Site Design

1) Vehicular Circulation and Parking

All of the parking is proposed to be on-site, mostly below grade and out of public view. Access to the parking is from three streets: 1) Primary access is provided from 103rd Avenue NE, just north of the intersection of Main Street and 103rd Avenue NE; 2) Bellevue Way NE in the center of the block providing right in/right out access; and 3) Delivery vehicle access is proposed from NE 1st Street, near the northwestern corner of the site, to a loading area that has been designed to serve all of the ground floor retail uses and residential uses. To ensure pedestrian safety, the construction documents must show that each point of vehicular egress meets the Transportation Department's sight distance requirements between drivers and drivers and pedestrians. Refer to Condition of Approval regarding site ingress-egress in Section X.A and X.C of this report.

2) Pedestrian Circulation and Amenities

a. Public Sidewalks: Brick in multiple patterns is proposed for the public sidewalk along Main Street and a portion of 103rd Avenue NE. The building permit plans must include a sidewalk design that matches the existing material and pattern in Old Bellevue, and meet the barrier-free requirements of the IBC. In addition, no equipment boxes (power, telephone, etc.) shall be located in above ground cabinets in the sidewalk areas or on mid-block connections. **Refer to Conditions of Approval regarding equipment boxes and street lights/street trees in Section X.C of this report.**

That portion of the street frontage development which includes the gateway element must be further refined and review and approval will occur under the Building Permit. See discussion under Open Space (Item 4.) below. **Refer to Condition of Approval regarding the gateway design in Section X.C of this report.**

b. Street Lights: The construction plans must include street lights of a type and spacing to match what exists along Main Street in Old Bellevue, and the trees and lights must be shown on the same plan. **Refer to Condition of Approval regarding street lights/street trees in Section X.C of this report.**

3) Wind and Sun

The proposed structure includes roof gardens and terrace gardens over the below grade parking. The terrace garden is located in the voids at the center of the building, which will provide day light and natural ventilation access to all of the units facing the project interior. The prevailing winds are from the northwest during the summer and from the southwest during the rest of the year. The roof gardens and the pedestrian areas along Main Street are on the south sides of the structure and will be protected from the prevailing winds during the coldest months of the year

4) Open Space

a. Roof Garden: The proposed roof garden will have access to sunlight and provide visual relief and passive recreational opportunities for the project occupants. Thirty percent of the plant material on the roof garden must be evergreen. All of the plants within the roof garden are to be located in constructed containers. Contained plants are dependent on humans to get enough water for healthy growth. Drip irrigation must be provided to all plants in the roof garden. **Refer to Condition of Approval regarding the roof garden in Section X.C of this report.**

b. Terrace Gardens: The proposed terrace gardens provide a variety of passive use spaces for the residents in a lushly landscaped setting. Spaces are sized for more intimate use as well as for small gatherings, and the frequency of these spaces allows for multiple groups or individuals to comfortably occupy the terraces at the same time. Planters are proposed for contiguous built-in containers utilizing low wall heights and bermed soil to achieve necessary soil depths. The terraces provide a system of pedestrian walkways connecting unit patios with community space and building corridors. The walkways are sized for accessibility and materials are proposed as concrete pavers and/or decking. Screen walls in conjunction with planters are proposed between units to provide privacy. Carefully placed trees as well as overhead trellis structures establish a sense of privacy from the units that view the terrace gardens. A combination of trees, shrubs, perennials, and grasses will provide seasonal interest throughout the year. Plants will be selected based on drought tolerance, hardiness, and scale, and seasonal characteristics. An automatic drip irrigation system is proposed for all planting areas.

c. 103rd Avenue NE and Main Street Corner: The corner of Main Street and 103rd Avenue NE has a wide sidewalk zone which allows for ample pedestrian circulation while also providing a buffer from the vehicular movement on Main Street. On grade planters are

proposed at the corner to both buffer pedestrians, to guide movement, and to create a lush and attractive streetscape experience. The landscape will include street trees, and low plantings of evergreen shrubs, deciduous accents, perennials, and grasses for a seasonally rich effect. Brick paving extends throughout this corner and adds to the interest of the streetscape while also maintaining the unique character of Old Bellevue. The layout of the planters allows for comfortable circulation while also creating opportunities for benches and café seating. Planter pots will be placed at approximate intervals to provide additional spots of seasonal color and to tie in with the context of Main Street in Old Bellevue. A small patio space outside of the corner retail units sits along the north and east edges of the sidewalk. This space is under cover of awnings and will provide additional usable space for retail/restaurant tenants.

d. Gateway Element/Frontage Development/Connections: The corner of the proposal at the intersection of Main Street and Bellevue Way NE is part of a prominent, identified gateway in the Downtown. Through the Urban Boulevards/Great Streets Capital Improvements Project (CIP) - #CD-22, City staff and consultants developed a "gateway" plan for the entire intersection of Bellevue Way and Main Street. The applicant has adopted elements of this plan, such as brick paving, the major vertical landmark building feature, and street level plaza in this Design Review submission.

This proposal recognizes there is a project under construction to develop the corner property at 15 Bellevue Way SE, directly across Main Street to the south from this project. This proposal recognizes the City's intent is to have all four corners of this intersection appear to be designed as an integrated whole. There have been multiple design coordination meetings and communication between the two development consultant groups, this coordination shall be maintained with further review of the gateway element taking place during the Building Permit stage to ensure integration between the two projects. **Refer to Condition of Approval regarding the Gateway design in Section X.C of this report.**

The rest of the frontage development includes at-grade and raised planters to help define and create people-friendly spaces. Drip irrigation must be provided to all planting areas/containers between the building and the street and along mid-block connections. Hardscape areas between the building and the street and within mid-block connections must be barrier-free and match the material and pattern of the existing sidewalks in Old Bellevue. Amenities within all public spaces and along connections must be compatible with the project and fit the Old Bellevue context. **Refer to Condition of Approval regarding the gateway feature/sidewalk design in Section X.C of this report.**

5) Light and Glare

The proposed exterior building materials have low reflectivity. The street frontage glazing and landscaping will reduce and soften the impact of reflected light. All exterior building lighting is required to include cut-off shields to minimize off-site impacts. **Refer to Condition of Approval regarding exterior building lighting in Section X.C of this report.**

The Gateway vertical landmark building feature at the southeast corner of the site is envisioned as having lighting at the upper portion to draw attention to the gateway. No specific information has been provided regarding the illumination of this feature, no blanket approval is granted for illumination with this approval. Proposals shall be reviewed under the Building Permit, nothing shall be approved that shall call undue attention to the corner and be a negative impact for surrounding neighbors. **Refer to Condition of Approval regarding vertical landmark illumination in Section X.C of this report.**

Also located at the intersection of Main Street and Bellevue Way NE is a large screen centered on the corner façade. The screen is intended to show images related to Old Bellevue, changing over time to reflect seasonal images. The applicant has not defined this

element fully at this time, there may be some illumination. The applicant is required to define this item completely for review in the building permit stage of the project. No approval will be given for any graphics which can be construed as a sign providing advertising for the building or any tenants of said building, all images must remain constant without movement that may distract motorists. Lighting for the screen also must not interfere with traffic operations or become a nuisance to adjacent residential projects. **Refer to Condition of Approval regarding screen element in Section X.C of this report.**

B. Downtown Patterns and Context

1) Natural Setting and Topography

The proposal takes advantage of the site's sloping topography by locating the parking below grade. The façade design suggests a collection of smaller buildings constructed over time, similar to the existing architectural fabric of Old Bellevue. A façade *stepback* is proposed along the Main Street frontage in order to modulate the mass and achieve a building scale that fits Old Bellevue.

2) Landscape Design

a. Rooftop Garden: The rooftop garden will provide the future occupants with a private landscape area for passive recreation and visual relief.

b. Main Street: The proposed frontage improvements will provide visual interest, a visual connection to the existing sidewalks in Old Bellevue, a gateway feature, and seating areas next to pedestrian-oriented uses. The overall design will achieve a visual connection between the streetscape and the structure, provide seasonal interest, and meet the IBC's barrier-free requirements.

c. Landscape installation and landscape maintenance assurance devices will be required to ensure property installation and long-term viability of the proposed plantings. **Refer to Conditions of approval regarding the landscape installation and landscape maintenance assurance devices in Section X.D of this report.**

d. Plant types will be comprised of native and adapted plant species to minimize irrigation demands and to reduce maintenance requirements. **Refer to Condition of Approval regarding plant types in Section X.C of this report.**

3) Views

The proposed building does not utilize the full height available to the project as permitted by the Land Use Code. This allows the building to maintain a relatively low profile that should not significantly affect views from nearby public spaces. To avoid potential views of visual clutter, rooftop mechanical equipment must not exceed a height of 15-feet and must be entirely enclosed within the building envelope. *Stepbacks*, required along Main Street, and pedestrian open spaces that enlarge the required sidewalk along the street and at the gateway corner, create visual interest and variation and also help to open a view corridor along Main Street. Views into the pedestrian-oriented retail spaces are encouraged through the use of clear window and mullions spaced from two to six feet apart. **Refer to Conditions of Approval regarding façade design and rooftop mechanical screening in Section X.C of this report.**

4) Building Height and Bulk

The height and bulk of the structure will be softened by the design concepts noted above, as well as the following:

South: The tiered composition of the Main Street frontage provides a more intimate pedestrian experience – further scaled down with a variable height marquee along the entire frontage. The stepped façade of the upper building opens the sky above, the surfaces modulated as noted above. The building height along Main Street is under the maximum allowable height as per zoning dimensions.

West: The western facing building responds to the rise in the street grade, and thus is afforded the opportunity for stepped building segments. This roof modulation is complemented with façade setback and material variations that compartmentalize the building into multiple sections. The roof edge has a unique definition as described previously that further reinforces the illusion of separate buildings. The body of building on this façade is composed of many modulations and textures responding to the more pedestrian nature of this corridor to the park.

North: The north frontage is significantly defined by the two story cornice line providing a base for the collage of modulated surfaces and colors of the residences above. This split of materials and massing is paralleled with the roof edges, stepping heights and fascia banding that acknowledge stepped building segments. The building breadth along NE 1st Street is bracketed by higher detailed corners at the east and west ends that include building recesses, balcony decks, larger windows, etc.

East: The Bellevue Way building segments represent a larger scale massing, with larger gestures responding to the more urban environment of vehicle traffic, speed and noise. The larger masses are carried vertically to establish a rhythm and provide opportunity for large color/texture fields that would otherwise be lost in the context of Bellevue Way. The street falls from north to south, providing for the stepped building segments and variable roof line that align with the major building massing and voids at the street level. The southern building segments include the reverse slope roof line consistent with the Main Street frontage and is punctuated with the vertical landmark, signature element at the Gateway corner.

5) Transitions

The Gateway features of the plaza and vertical building landmark element proposed at the Main Street/Bellevue Way intersection will provide a significant transitional element for the people entering or leaving Downtown using Bellevue Way NE and when entering Old Bellevue from the east. The design of the Gateway features on grade was conceived with careful consideration of adjacent development proposals in order to achieve a cohesive entry character to Old Bellevue.

6) Patterns of Activity

The proposal includes pedestrian-oriented commercial uses that are accessible from each street frontage and the east-west mid-block connection. A wide sidewalk along Main Street will allow for outdoor seating for the adjacent retail and restaurant uses and landscape elements that help separate these activities from the traffic on Main Street. This decision requires the garage exhaust vent to be located and designed to avoid pedestrian areas. **Refer to Condition of Approval regarding garage vents in Section X.C of this report.**

7) Signage

A schematic design package for the project signage has been submitted to the City. The applicant is required to refine the sign package based the proposed project's current design, for City review and approval, prior to the issuance of any occupancy permits or tenant improvement permits. **Refer to Condition of Approval regarding signage in Section X.D of this report.**

IV. PUBLIC NOTICE AND COMMENT

Application Date:	2-22-2013
Notice of Application:	4-11-2013
Public Notice Sign:	4-11-2013
Public Meeting:	6-26-2013
Minimum Comment Period:	4-25-2013

The required minimum public comment period ended on April 25, 2013, but written comments were accepted up to the date of this decision and two citizens submitted written comments. In addition, one public meeting was held at Bellevue City Hall on June 26, 2013. The meeting was attended by 23 citizens, who subsequently did not submit any written comments. The written comments are summarized below, followed by a response from staff.

Comment: Concerns were raised about adding another project under construction to the other two that are currently under construction, the project located at the northeast corner of the Main Street and Bellevue Way intersection, and the project located at Main Street and 105th Avenue SE. The nearby business owner is concerned about the inconvenience to their customers with the high level of construction in the nearby vicinity.

Response: Construction staging and access will be regulated via the required commercial right-of-way permit for this project. The Transportation Department will require that all construction staging be contained to the project site and that assigned truck routes be chosen to limit construction impacts to nearby businesses. The Land Use Code does not allow us to require staggering of construction project start times; however, the measures noted above with the right-of-way permits will enable the impact to be mitigated. A transportation inspector will be assigned to this project to enforce these requirements as well as to act as liaison between the developer and the owners of the nearby properties. Contact information will be provided by the Transportation Department prior to the start of site related work. Refer to Condition of Approval regarding the right-of-way use permit in Section XI of this report.

Comment: There were two comments raising concerns about the traffic impacts from a project of this size in conjunction with the other new construction planned for the area.

Response: There are currently two development proposals at the intersection of Bellevue Way NE and Main Street: Main Street Gateway on the northwest corner, and Bellevue at Main, on the southwest corner. For both applications, the access design and traffic generation are being carefully considered by Transportation Department staff. Main Street Gateway has no access onto Main Street; Bellevue at Main has right in/right out access onto Main Street. Both developments are consistent with the Comprehensive Plan and zoning requirements for those locations.

In addition, in response to citizen's concerns about traffic in this area, the Transportation Department's Neighborhood Traffic Safety Services (NTSS) is currently working on a project to alleviate cut-through traffic on SE 6th Street and SE 8th Street via 102nd Avenue NE and 100th/101st Avenue SE. In the fall of 2012, NTSS conducted a study to evaluate levels of traffic cutting through the neighborhood. The study revealed traffic cutting through the neighborhood during the p.m. peak time period at SE 6th Street and Bellevue Way, and also at SE 8th Street at Bellevue Way. To address these concerns, a traffic committee consisting of neighborhood residents was convened to work with NTSS staff. The first traffic committee meeting was held in June 2013 when the project background, scope, and potential solutions were discussed. The neighborhood group and NTSS continue to work together to develop traffic safety measures that will alleviate the cut-through traffic. This work is ongoing and additional information can be found on the project web page at <http://bellevuentss.wordpress.com/projects/se8th/>.

TECHNICAL REVIEW

A. Utility Department

The development proposed for this application has been reviewed on a conceptual basis and can be feasibly constructed under current Utility codes and standards without requesting modifications or deviations from them. Major changes to the design or information submitted under this permit may cause delay in approval of future construction permits. It is the applicant's responsibility to verify the

accuracy all field information and data gathered for the utility design and feasibility of this project. **Refer to Condition of Approval regarding utilities conceptual approval in Section XI of this report.**

B. Parks Department

The proposed street trees match the required street trees along each frontage, including 3-inch caliper Acer Platanoides "Cleveland" (Cleveland Norway Maple), along Bellevue Way NE and NE 1st Street, and 3-inch caliper Gleditsia triacanthos "Skyline" (Skyline Honey Locust), along Main Street and 103rd Avenue NE. The street trees are required to be spaced at 25-feet on-center. All new street trees are required to be planted per the Parks Department Best Management Practices for Streetscape Planting and Irrigation in place at the time of planting. The irrigation for the right-of-way plantings shall be on a separate meter to allow accessibility for any necessary maintenance work by the City of Bellevue. Lastly, prior to the release of the landscape maintenance assurance device, the applicant and the City of Bellevue shall enter into an agreement regarding future maintenance of the streetscape and right-of-way. Please note, there is a request from the Parks Department to consider alternate tree types at these locations, prior to final construction permit review there shall be a meeting with the design team and City of Bellevue Parks Department staff to review options. **Refer to Conditions of Approval regarding street trees and right-of-way landscaping in Section X.C of this report.**

C. Fire Department

The Fire Department has reviewed this proposal. The site development plans for this decision generally conform to the Fire Code requirements. However, there are a number of conditions that must be met prior to the issuance of building permits. **Refer to Conditions of Approval regarding general fire conditions, automatic sprinklers, fire alarm, central monitoring station, and radio system in Section X.D of this report.**

D. Clearing & Grading Division

The Clear and Grade Reviewer reviewed the plans and materials submitted for this project and determined that clearing and grading portion of this land use application can be approved. The future Clearing and Grading Permit application for this development must comply with City of Bellevue Clearing and Grading Code (BCC 23.76).

E. Transportation Department

Site Access

The primary auto access to the proposed development on Bellevue Way NE will be 30 feet wide per standard drawing DEV-7A and restricted to right turns in and right turns out only per placement of c-curb on Bellevue Way per standard drawing TE-9B. The second vehicular access to the site will be located on 103rd Avenue NE with a maximum width of 36 feet and constructed per standard drawing DEV-7E where full vehicular access will be allowed at this time. The city may prohibit left turns in the future if significant traffic safety or operational problems occur. In addition, the only truck access to the site's internal loading area will be off of NE 1st Street and will be 26 feet wide per standard drawing DEV-7A. Note that on-street loading will not be allowed on any street adjacent to the site. The backing of trucks within any street right of way or across any public sidewalk easement is prohibited.

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 to the requirements of the Americans with Disabilities Act and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

1. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans for their installation. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-7A). The final engineering plans must include a streetlight plan and specifications prepared by a qualified engineer familiar with street lighting and with Bellevue's streetlight requirements. All necessary engineering details, including standard drawings, for any new or relocated streetlight and associated equipment must be included in the final civil engineering plans for the Clearing and Grading Permit.

2. The final civil engineering plans must include a traffic signal plan and specifications for relocating or installing the traffic signal pole, pedestrian pushbuttons, and related equipment at the northwest corner of Main Street/ Bellevue Way. The plan and specifications must be prepared by a qualified engineer familiar with traffic signal system design and with Bellevue's signal system requirements. All necessary engineering details, including standard drawings, for all associated wiring, conduit, and hardware must be included in the final civil engineering plans for the Clearing and Grading Permit. The traffic signal pole must be relocated to positions acceptable to the Transportation Department and which are fully ADA compliant and do not interfere with pedestrian movements.

3. 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 public 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 in a manner that proves 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. Prior to issuance of any building permit, agreement may be required on a method to ensure that correct sidewalk and building elevations will be constructed.

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel may be advisable, subject to the requirements for non-standard sidewalk features described in other sections below.

ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12, TE-13, or approved equivalent. Two curb ramps are preferred at the intersection of Bellevue Way and Main Street, and that will likely require revised crosswalk alignments. Pedestrian push buttons shall be installed at the northwest corner of Bellevue Way and Main Street, consistent with standard drawing TSSL-29. This may require installation of one or more auxiliary buttons and pedestrian poles. As part of the traffic signal installation, the developer will be required to pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.

4. The curb, gutter, and sidewalk on all adjacent streets shall be completely removed and reconstructed with a sidewalk width of at least 12 feet, not including the curb on all sides of the

development site, expect for Bellevue Way NE where the sidewalk width shall be at least 16 feet wide. Any planters or tree wells are included in the 12 and 16 feet of the sidewalk.

- Standard concrete traffic curb and gutter per standard drawing TE-10 shall be installed.
- On 103rd Avenue NE the curb alignment shall be shifted to the east to provide a 12-foot wide travel lane adjacent to the curb. In addition, the curb returns at Main Street and NE 1st Street will be 25 feet in radius.
- The curb radius at the intersections of Bellevue Way NE/ Main Street and Bellevue Way/ NE 1st shall be at least 30 feet as it exists today.
- At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.
- Where feasible, the public portions of the sidewalk, including portions within a public sidewalk easement, must be separated from private plaza areas and private sidewalks by a full depth expansion joint. This may vary in conjunction with a construction method to prevent differential settling.

5. On Main Street, the design and appearance of the sidewalk, streetlights, street furniture, and landscaping shall comply with the "Old Town" standards visible on Main Street to the west of the site. At the intersection, the Old Town design must transition smoothly into the modern sidewalk standards applied to Bellevue Way. The sidewalk surface on Main Street shall be brick, matching the sidewalk to the west. The brick shall be installed with acceptable construction methods, and the brick surface must be ADA compliant. Around the bases of streetlight poles or other fixtures, a method shall be used to allow easy replacement of bricks. City staff can provide a suggested detail drawing.

On Bellevue Way, the design and appearance of the sidewalk and other fixtures shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3, unless both the Transportation Department and the Department of Planning and Community Development agree to accept any non-standard pattern, color, or other features, as described below.

A detailed sidewalk scoring and joint plan that coordinates both the landscape and civil engineering plans is required prior to approval of the Clearing and Grading Permit.

6. The Transportation Department, in conjunction with other departments as appropriate, will review developers' proposals for the installation of alternative sidewalk materials, patterns, or other features in the public sidewalk. Samples of alternative paving materials proposed by developers must be submitted for review. Approval of alternative materials and features is not guaranteed. If approved, any non-standard patterns, colors, paving materials, or other features may be installed in a public sidewalk only if an indemnification agreement is signed by the property owners and recorded against the property to hold the owners responsible for maintenance and replacement of all such non-standard sidewalk features.

The materials and installation methods must meet typical construction requirements. 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 the sidewalk, and shall not create a raised fixed object within three feet of the face of curb. (The separation for a raised fixed object may be reduced to 1.5 feet from the face of curb with Transportation Department approval.)

Future work within the alternative material area by City, franchise, or other workers as a result of either emergency, normal maintenance, or new installation will result in replacement of the surface by standard materials. Advance notification of such work will not be provided to the property owner. In such a circumstance, should the property owner wish to replace or repair the surface with the alternative material, a Right of Way Use Permit may be required.

7. Tree wells and other landscaping within the public sidewalk on either adjacent city street shall

be irrigated with a metered water source. Electrical connections for lighting in tree wells or 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.

8. The applicant will be responsible for installing all street channelization and signage that is necessitated by their street frontage improvements on 103rd Avenue NE and NE 1st Street. A channelization and signage plan must be included as part of clear and grading construction plans.

9. The driveway approaches shall be designed and constructed as follows:

- The driveway on Bellevue Way shall have a width, as defined in standard drawing DEV-7A, of 30 feet.
- C-curb on Bellevue Way shall be constructed as defined in drawing TE-9B.
- The driveway on NE 1st Street shall have a width, as defined in standard drawing DEV-7A, of 26 feet. Truck turn movement drawings shall be provided using Auto Turn or a similar program to confirm that the driveway can adequately handle expected truck movements. The driveway apron design shall be consistent with standard drawing DEV-7A or an approved variation.
- The driveway on 103rd Avenue NE shall have a width, as defined in standard drawing DEV-7E, of not more than 36 feet. The driveway apron design shall be consistent with an approved variation of drawing DEV-7E. All driveways must be ADA compliant regarding slopes, cross slopes, and pedestrian path widths.

10. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.

11. Any awning, marquee, balcony, etc. over a public 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. No supports for such features shall be installed in the public sidewalk. No structure will be allowed above a city right of way without a long-term lease of airspace.

12. As much as feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk.

13. 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 DEV-7E. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.

14. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.

15. Fire standpipes and similar equipment must be outside the public sidewalk, if feasible. If the sidewalk cannot be avoided, then such equipment must meet the requirements for fixed objects and must not be within the pedestrian travel zone.

16. Street furnishings not required by Transportation Department standards, such as benches or raised planters, will be allowed with an indemnification agreement making the adjacent property owner responsible for such furnishings. The appearance, style, and location of such features must be acceptable to both the Transportation and Development Services Departments.

17. Per IBC section 3201.4, drains from the building or roof shall not discharge onto a public

sidewalk. In addition, treatment of storm water from the site flowing to any city street or public sidewalk shall meet the standards of the Utilities Department.

18. Doors shall not swing out into the public sidewalk area.

19. Vehicle and pedestrian sight triangles shall be achieved per BCC 14.60.240 and 14.60.241, including consideration of all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

20. As much as feasible, any new manhole lids and other metal covers shall be located outside the tire paths of through lanes on any city street.

Right of Way Dedication

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, the developer is required to dedicate property such that the street surface to the back of curb is accommodated within the public right of way. This will require dedicating a small portion of the property along Main Street a two foot section for a distance of approximately 120 feet, to accommodate the existing roadway section, to be determined by the developer's surveyor and approved by the city surveyor.

Easements

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any public sidewalks located outside the city right of way fronting this site.

The applicant shall provide easements to the City for the location of any traffic signal and streetlight facilities which will not be within a public sidewalk and utility easement. This may include above-grade boxes and below-grade vaults between the building and sidewalk or within any private landscape area. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Any utility easements contained on this site, which are affected by this development, must be identified. Any negative impact on those utility easements must be mitigated or easements relinquished.

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.

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.

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.

All streets adjacent to the proposed site are presently classified as "Overlay Required" with the City's trench restoration program; therefore, a full grind and overlay to the new curb line along the entire site's frontage on all four streets will be required. Details of any trench restoration must be shown on the engineering plans.

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 approval of the building permit, 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. and 14.60.080. For mixed use sites with more than 100 dwelling units but less than 150,000 square feet of retail space, the only requirement is to post ridesharing and transit information from approved sources in an approved location. The program shall be implemented and the information posted in an approved location prior to initial occupancy.

VI. STATE ENVIRONMENTAL POLICY ACT

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. 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 *2013-2024 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS) adopted August, 2013. This document is available in the Records Office at City Hall, 450 110th Ave NE. This document analyzes the transportation and air quality impacts of the City's Traffic Task Force recommendations to meet the Comprehensive Plan, Transportation Element, and Mobility Management goals.

This section of the staff report is an addendum to the adopted EIS referenced above. Adverse impacts which are less than significant are usually subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Sec. 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process. A discussion of the impacts is noted below together with specific conditions of approval. These impacts will be mitigated through exercise of Code authority as well as through project-specific conditions of approval, contained in Section XI of this report.

A. Surface Water

The site is located within the Meydenbauer Drainage Basin. Storm water from the site currently drains to Main Street and is conveyed in catch basins and pipes along the road frontage and eventually discharges to Lake Washington. The site is located in the Meydenbauer No Detention Zone and no detention is required as long as the site can maintain historical drainage patterns on the property. The site does not create enough pollution generating surface to trigger water quality requirements.

The proposed storm drainage outfall for the entire site is to connect to e existing drainage system located in Main Street. The existing system has capacity of the flow expected from this site.

The Storm and Surface Water Engineering Standards provide adequate direction mitigating this condition.

Water and Sewer

Domestic water for the site proposes to connect to a 12" ductile iron water main in NE 1st St.

Domestic sewer for the site is available from sewer main in; Main St., Bellevue Way NE or 103rd

Ave NE. The development proposes greater than 10 multifamily units and will need to connect to a manhole with an 8" size sewer stub.

B. Transportation

Long-Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 2024 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2024 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. Bellevue at Main lies within MMA # 3, which has a 2024 total unallocated growth projection of 5,569 new multifamily dwelling units and 1,246,935 new gross square feet (GSF) of retail. This development proposes 370 multifamily dwelling units, 21,710 GSF of retail and 4,600 GSF of restaurant. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

Transportation 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.

Mid-Range Impacts and Mitigation

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

This development will generate approximately 85 net new p.m. peak hour trips, with credit for removal of existing uses. 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, five system intersections received 20 or more p.m. peak hour trips. Neither the maximum area-average levels of service nor the congestion allowances were exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department files 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 will be issued on the date of issuance of the land use decision. Projects that comply with the Traffic Standards Code will receive a Certificate of Concurrency. See Attachment B 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).

Short-Term Operational Impacts and Mitigation

City staff directed the applicant's traffic consultant, Transportation Engineering Northwest (TENW), to analyze the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the p.m. peak hours. Issues that were analyzed in the Traffic Impact Analysis, dated February 21, 2013, included LOS analysis at nearby intersections, LOS and vehicle queues at the site driveway, site vehicular and pedestrian circulation, transit availability, and accident history analysis for the past three years. In conjunction with frontage improvements on 103rd Avenue NE and NE 1st Street, revised street channelization markings and signage are needed. The channelization plan shall show such items as revised angle parking on the west side of 103rd Avenue NE across from the proposed parallel parking on the east side of the street. Also required are parking signs, center line modification on NE 1st Street and 103rd Avenue NE, and signage for on-street parking limits. Curb returns at the northeast corner of Main Street/ 103rd Avenue NE and southeast corner of 103rd Avenue NE/ NE 1st Street interstation will have a 25 feet radius. Staff does not anticipate any adverse operational impacts due to the proposed development. The TENW analysis is available for review in the project file.

C. Noise

Construction Noise: The Bellevue Noise Control Ordinance BCC 9.18 limits noise levels at the property line to 60 dBA. Construction noise is exempt during the hours from 7:00 a.m. to 6:00 p.m. on weekdays and from 9:00 a.m. to 6:00 p.m. on Saturdays that are not legal holidays. Expanded hours may be approved by the Director of the Development Services Department under two conditions: to accommodate traffic mitigation and/or for construction of essential public facilities. The purpose of restricted construction hours is to reduce construction noise impacts to neighboring properties. The site is located close to other residential uses. Expansion of construction hours late into the evening or to early morning hours would be disruptive to the nearby residents. In addition, the contractor must use the best available noise abatement technology consistent with feasibility during construction. **Refer to Condition of Approval regarding construction hours and noise abatement technology during construction in Section X.A of this report.**

Interior Noise: The site's Downtown location and proximity to Bellevue Way mean that the ambient noise levels are high, with an Ldn greater than 65 dBA typical for the Downtown. The Bellevue City Code, 9.18, prohibits the approval of new residential structures where the exterior noise level exceeds an Ldn of 65 dBA anywhere along the site boundary, unless *interior* noise levels no higher than 40 dBA in sleeping areas and 45 dBA in non-sleeping areas can be achieved. Prior to the issuance of any building permit, the applicant shall submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing a street frontage. Before any occupancy permits are issued, the noise levels shall be measured inside a random sample of the residential units and the report revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report shall include recommendations to modify the construction to meet the interior noise thresholds. **Refer to Condition of Approval regarding interior noise levels in Section X.D of this report.**

Garage Exhaust Noise/Air: The garage exhaust vents must be designed and located to prevent adverse impacts to the pedestrian environment and to the people living in or near the project. The applicant must provide certification by a noise consultant that the operation of the garage exhaust fans will not exceed 60 dBA at the roof deck. Details shall be provided about the vents to confirm their coordination with the design of the roof decks. **Refer to Condition of Approval regarding garage exhaust in Section X.C of this report.**

V. CHANGES TO PROPOSAL DUE TO CITY REVIEW

A. Site

1. Planting Plan: The planting plan was revised to further coordinate the gateway element at the southeast corner with the gateway element proposed for the project directly to the south.
2. Concrete seat walls were added along Main Street to provide seating for pedestrians.
2. ROW Elements: the traffic signal pole, signal controller box, and related equipment at the intersection were moved away from the new curb line.
3. On 103rd Avenue NE the curb alignment was shifted to the east to provide a 12-foot wide travel lane adjacent to the curb.

B. Building

1. Floor Area: The building envelope was divided into identifiable segments to comply with the allowance in the Land Use Code to connect floor plates larger than the 20,000 square feet permitted by code.
2. Envelope: The building envelope was revised to provide full storefront windows at the residential lobby and leasing areas. Windows were added to the west elevation to bring some relief from a long façade.
3. Windows into the east retail space have been enlarged and the sills lowered to increase visual access.
4. Brick material was extended at the Main Street elevation to reinforce the Main Street character, additional detailing for the brick was also provided at this elevation.
5. Detailing was added at all windows and sill heights were varied to add definition and detail to the window openings, providing for a more residential character.
6. Access: An additional access doorway was provided to the retail spaces along Bellevue Way.
7. Marquees and awnings: Additional marquees were added at the east and west as well as in front of the lobby and leasing entry to provide a more protected pedestrian environment.
8. Reduction in size for screen element at southeast corner on face of building, size was reduced to be more in scale with façade at corner. Sketch provided by Architect to file. **Refer to Condition of Approval regarding Screen element in Section X.C of this report.**

VIII. DECISION CRITERIA

The Director may approve, or approve with modifications, an application for Design Review if:

A. The proposal is consistent with the Comprehensive Plan; and

The site is located in the Old Bellevue, and is consistent with the Comprehensive Plan and the Downtown Subarea Plan. The supporting policies focus on use, pedestrian environments, design quality and connectivity. The proposal is for residential uses in a mixed-use complex with neighborhood

retail and service uses that are accessible from each street frontage, which are supported by **Policies S-DT-26, S-DT-70 and S-DT-75**. The proposal includes vision glass and marquees at the lower level, with pedestrian-oriented uses along the entire street frontage and wide sidewalks along Main Street, which are supported by **Policies UD-5 and UD-6**. The rooftop plazas are supported by **Policy UD-22**, which encourages private open space for visual relief and contrast to the urban landscape. The wider sidewalk along Main Street, street trees and planter strips along each frontage are supported by **Policies UD-38 and UD-40**. The design concept for the façade to resemble a collection of structures built over time, without sacrificing architectural continuity, which is supported by **Policy UD-59**. The scale/intensity of the proposed project is offset by increased pedestrian amenities, such as a wider sidewalk along Main Street, pedestrian-oriented uses on the ground floor, and seat walls and landscaping at grade, which are supported by **Policy UD-72**. The brick paving within most of the sidewalk area, sidewalk landscaping, and pedestrian-friendly streetscapes and open spaces are supported by **Policies UD-75 and S-DT-43**. Provision of a gateway and gateway feature is specifically supported by **Policies UD-44, UD-45, UD-46, UD-75, S-DT48, S-DT-51 and S-DT-56**.

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

As conditioned by this decision, the proposal complies with the applicable requirements of the Land Use Code, as summarized in Section III.

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

As summarized in Section III.4.A and B, and conditioned by this decision, the proposed project meets the applicable LUC design guidelines and criteria.

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

The proposed project is compatible with the scale and appearance of many existing and recently approved/developed projects in Old Bellevue, and will contribute to the pedestrian-orientation of this neighborhood as envisioned by the Comprehensive Plan and required by the Land Use Code.

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

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

IX. DECISION

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, SEPA and City Code & Standard compliance reviews, the Director of Planning and Community Development does hereby APPROVE WITH CONDITIONS the subject proposal.

X. CONDITIONS OF APPROVAL

The following conditions are imposed on the applicant under the authority referenced:

A. GENERAL CONDITIONS: The following conditions apply to all phases of development.

1. City Codes AND Ordinances

The project shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to the following:

Clearing & Grading Code – BCC 23.76
Construction Codes – BCC Title 23

Janney Gwo, 525-452-6190
Bldg. Division, 425-452-6864

Fire Code – BCC 23.11	Kevin Carolan, 425-452-7832
Land Use Code – BCC Title 20	Liz Stead, 425-452-2725
Environmental Procedures Code – BCC Title 22.02	Liz Stead, 425-452-2725
Noise Control – BCC 9.18	Liz Stead, 425-452-2725
Right of Way Use Code – BCC 14.30	Tim Stever, 425-452-4294
Sign Code – BCC Title 22	Liz Stead, 425-452-2725
Transportation Code – BCC 14.60	Abdy Farid, 425-452-7698
Transportation R.O.W. – BCC 11.70, 14.30, 14.60	Tim Stever, 425-452-4294
Utility Code – BCC Title 24	Mark Dewey, 425-452-6179

2. 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. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. 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. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect the surrounding uses and properties. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such request shall 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: Liz Stead, Land Use

3. Noise Abatement during Construction

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

Authority: BCC 9.18.020F

Reviewer: Liz Stead, Land Use

4. Holiday Construction & 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 moratorium accordingly.

AUTHORITY: BCC 14.30.060

Reviewer: Tim Stever (425) 452-4294

5. Vehicular Access Restrictions

Access to this site from Bellevue Way will be restricted to right-turn-in and right-turn-out only. At the other access locations, the city may prohibit left turns at any time if traffic safety or operational problems occur at that point.

AUTHORITY: BCC 14.60.150

Reviewer: Abdy Farid (425) 452-7698

6. Provisions for Loading

The property owner shall provide an off-street loading space which can access a public street. The number and size of loading spaces must be equal to the maximum number and size of

vehicles which would be simultaneously loaded or unloaded in connection with this proposal. No on-street loading, unloading, or garbage pickup will be allowed. The backing of trucks in any street or across any public sidewalk in order to access this site is prohibited.

AUTHORITY: LUC 20.20.590.K.4, BCC 14.60.150

Reviewer: Abdy Farid (425) 452-7698

7. General Fire Conditions

- a. The fire pump room does not have access that can be approved.
- b. 2010 NFPA 20 4.12.2.1.1 Fire pump rooms not directly accessible from the outside shall be accessible through an enclosed passageway from an enclosed stairway or exterior exit. The enclosed passageway shall have a minimum 2-hour fire-resistance rating.
- c. FDC and PIV locations are still in design which may be located on or near the building.

Authority: IFC Chapter 14, Bellevue Amended IBC 403 and IFC 603 & 604

Reviewer: Kevin Carolan, Fire

8. Utilities Conceptual Approval

Utility Department approval of the design review application is based on the final conceptual design submitted with this application. Small changes to the site layout may be required to accommodate the utilities after utility engineering is approved. 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 Utility Developer Extension Agreement (DEA) and Utilities Permit Processes. A water, sewer and storm Developer Extension Agreement will be required for the project. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit.

AUTHORITY: BCC 24.02, 24.04, 24.06

RVIEWER: Mark Dewey, Utilities

B. PRIOR TO CLEARING & GRADING PERMIT

The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:

1. Boundary Line Adjustment

Prior to the issuance of any construction permits, the applicant shall submit and receive City approval for a Boundary Line Adjustment to combine all the parcels into one lot.

Authority: 97 UBC, Sec. 503

Reviewer: Liz Stead, Land Use

2. 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.
- g) 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 specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access. The applicant will secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, foundation, or demolition permit.

AUTHORITY: BCC 11.70 & 14.30
Reviewer: Tim Stever (425) 452-4294

3. 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 Transportation Department Design Manual, 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. Specific requirements for the engineering plans include, but are not limited to:

- a) Traffic signs, markings, c-curb, and other features required to control traffic movements.
- b) Curb, gutter, sidewalk, and driveway approach design. (The 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.)
- c) All engineering details for handicapped ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) All engineering details for installation or relocation of streetlights and related equipment, as well as the location of street trees.
- e) All engineering details for relocation of the traffic signal pole and traffic signal and related equipment.
- f) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- g) Location or relocation of fixed objects in the sidewalk or near a driveway approach.
- h) Trench restoration within any right of way or access easement.
- i) Transformers and utility vaults to serve the development shall be placed inside the building or below grade, and not in the main walking path of sidewalks to the extent feasible.
- j) Any damage to the site's frontage during the construction must be repaired or replaced as directed by the Transportation Department Construction Inspector.
- k) Driveway aprons must be constructed in accordance with Design Manual Standard Drawing DEV-7E for 103rd Avenue NE and DEV-7A for NE 1st Street and Bellevue Way access points.
- l) Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- m) Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

AUTHORITY: BCC 14.60; Transportation Department Design Manual
Reviewer: Abdy Farid (425) 452-7698

C. PRIOR TO BUILDING PERMIT

The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building permit application:

1. Screen Element and Vertical Gateway Element

The proposal plans in Attachment B include a superceded design concept for the screen located on the building at the southeast corner. The final design for this screen shall match that submitted via sketch and included in the project file with a reduced size. The screen must also be further detailed to provide information about any illumination and movement requested. No commercial messages will be permitted. No illumination of the screen or the vertical gateway element will be permitted which will be a detriment to neighbors and vehicular travel.

Authority: LUC 20.25A.110A.5.a
Reviewer: Liz Stead, Land Use

2. Equipment Boxes

Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas or on mid-block connections. Such equipment shall be located in underground vaults or in a building or substantially screened per the approval of DSD and the Transportation Department

Authority: LUC 20.20.650, 20.25A.110.B, 20.20.730
Reviewer: Liz Stead, Land Use
Abdy Farid, Transportation

3. Garage Exhaust

The applicant shall provide certification by a noise consultant that noise from the garage exhaust fans will not exceed 60 dBA, and that the velocity and direction of airflow from the exhaust system will not adversely affect resident comfort within the terrace plazas.

Authority: BCC 9.18.030 and LUC 20.30F.145
Reviewer: Liz Stead, Land Use

4. Plant Types

The landscape plan submitted with the building permit application shall be comprised of native and adapted plant species to minimize irrigation demands and reduce maintenance requirements.

Authority: LUC 20.20.520.1
Reviewer: Liz Stead, Land Use

5. Gateway Feature/Sidewalk Design

- a) A gateway element is required at the intersection of Main Street and Bellevue Way SE. Conceptual design elements of the gateway have been developed for Main Street and Bellevue Way as part of the Great Streets/Urban Boulevards CIP - #CD-22. The submitted gateway design needs further refinement and coordination with approved construction drawings for project located south of this one at southwest corner of Main Street and Bellevue Way NE.
- b) The building permit plans must include a sidewalk design that matches the existing material and pattern in Old Bellevue, and meet the barrier-free requirements of the IBC. The final size of the tree pits/strips will be determined through the gateway design process.

Authority: LUC 20.25A.100.E.4
Reviewer: Liz Stead, Land Use

6. Garage Soffit View

Sections submitted for building permit application shall provide finish for any soffits at second floor under slab insulation where it may be visible to public. Any sections of soffit insulation that will be visible when garage door is open must be finished at entry in a manner consistent with design of building.

Authority: LUC 20.25A.110.B.6.a
Reviewer: Liz Stead, Land Use

7. Street Lights/Street Trees

The project shall include street lights of the same type and spacing that exists along Main Street in Old Bellevue. The street trees and street lights shall be shown on the landscape plan.

Authority: LUC 20.25A.110.B.2.c

Reviewer: Liz Stead, Land Use

8. Roof Deck Railings

The design and detailing of any deck railings shall be coordinated with and approved by Land Use prior to issuance of the construction permits.

Authority: LUC 20.25A.110.A.5

Reviewer: Liz Stead, Land Use

9. Roof Garden and Courtyard Terraces

The planting areas on the roof garden shall include 30% evergreen material.

Authority: LUC 20.25A.030.C.8

Reviewer: Liz Stead, Land Use

10. Exterior Building Lighting

All exterior building lighting shall include cut-off shields that prevent light impacts to nearby residential properties and public spaces.

Authority: LUC 20.25A.110.A.5

Reviewer: Liz Stead, Land Use

11. Facade Design

Detailed design/construction plans shall be provided for each segment of the facade length for which FAR Bonus Points were granted. Glazing next to a public sidewalk or mid-block connection shall be clear. Each section of the facade shall include lines and details that are appropriate for the overall design and scale of the structure, and compatible with Old Bellevue's character. The pedestrian-oriented frontage (POF) shall include display windows with mullions that are spaced two to six feet apart. The POF on Main shall include marquees and awnings that comply with LUC 20.25A.030.C.

Authority: LUC 20.25A.110.A.5, LUC 20.25A.070.B.1-5 and LUC 20.25A.030.0

Reviewer: Liz Stead, Land Use

12. Rooftop Mechanical Screening

The rooftop mechanical screening and equipment shall not exceed a height of 15-feet above the roof. The equipment shall be consolidated. The screen shall be visually integrated with the form and color of the building, and the equipment shall be screened from all sides and from above. Screening from above shall be accomplished by a solid non-reflective roof, which may incorporate louvers, vents or similar penetrations to provide the necessary ventilation or exhaust the equipment being screened.

Authority: LUC 20.20.525

Reviewer: Liz Stead, Land Use

13. Vents

All vents from the individual commercial units shall be to the roof. All vents from the residential units shall be to the roof, unless the applicant can show that they can be designed and constructed in a way is visually compatible with the overall design of the facade.

Authority: LUC 20.20.525

Reviewer: Liz Stead, Land Use

14. Frontage Hardscaping, Traffic Signal Box

Detailed design plans shall be provided for the sidewalk areas adjacent and through the proposal

site. The proposed brick pattern shall be refined to strengthen the visual connection between the streetscape and the structure, match/harmonize with the existing sidewalks in Old Bellevue, minimize pedestrian-vehicular conflicts and meet the barrier-free requirements of the IBC. Street frontage landscaping shall be designed to provide visual interest during all seasons. All amenities within all public spaces, such as lighting, fountains, litter receptacles, bicycle racks, etc., must be scaled to the pedestrian and designed for compatibility with the project and Old Bellevue's context. Lastly, the location of the traffic signal box must be concealed from public view without compromising the access and functional requirements of the Transportation Department.

Authority: LUC 20.25A.110.A.5

Reviewer: Liz Stead, Land Use

15. Street Trees & Right-of-Way Landscaping

- a) All street trees are required to be planted per the Parks Department Best Management Practices for Streetscape Planting and Irrigation in place at the time of planting with a minimum of 4x6-foot planting pits. The construction documents shall include details for all landscaping within the right-of-way, including drip irrigation for all raised planters.
- b) Planting activities shall be done according to the Parks Department Best Management Practices in place at the time of planting.
- c) Parks Department representative shall be on-site to inspect street trees prior to planting and at the time of planting to observe the installation.

Authority: LUC 20.25A.060.B

Reviewer: Liz Stead, Land Use
Tom Kuykendall, Parks Department

16. Irrigation

a) Right-of-Way:

Drip irrigation shall be provided for all raised planting beds within the City Right of Way. The existing irrigation system in Main Street is required to be protected and extended to all planting areas within the sidewalk area abutting the proposal site. Irrigation systems within public right-of-way are to remain separate from the on-site system, and shall include automatic operation and rain sensors to override the automatic cycle if needed. Contact Melissa Brown or Tom Kuykendall, Parks & Community Services Department, for a copy of the plan of the City's street tree irrigation system for the streets abutting the site. Any existing irrigation systems within the right-of-way shall be protected and extended to all new planting areas in the right-of-way.

- b) On-Site: A private irrigation service line is required for all on-site landscape areas. Where feasible, drip-irrigation should be used to reduce water loss due to over-spray and evaporation.

Authority: LUC 20.25A.060.B, BCC 24.02.205

Reviewer: Liz Stead, Land Use

17. Transportation Impact Fee

Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance for the above ground building permit will apply.

AUTHORITY: BCC 22.16

Reviewer: Abdy Farid (425) 452-7698

18. 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 traffic signs, markings, hardware, sidewalk design, and driveway approach design as specified in the civil engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as required by city code and as shown on the engineering plans.

AUTHORITY: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241

Reviewer: Abdy Farid (425) 452-7698

19. Existing Utility Easements

There are utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100

Reviewer: Tim Stever (425) 452-4294

20. Easements For Traffic Signal, Street Light Boxes & Vaults

The applicant shall provide easements to the City for location of traffic signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100

Reviewer: Abdy Farid (425) 452-7698

21. Pedestrian And Utilities Easements

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any public sidewalks located outside the city rights of way fronting this site. Documents granting such easements shall be signed by the property owner.

AUTHORITY: BCC 14.60.100

Reviewer: Abdy Farid (425) 452-7698

22. Dedication of Right Of Way

The applicant shall dedicate two feet of right of way on Main Street along approximately 120 feet length of property frontage such that street improvements to the back of curb are located within the public right of way.

AUTHORITY: BCC 14.60.090

Reviewer: Abdy Farid (425) 452-7698

23. Soil Nailing And Shoring

Soil nailing will be allowed under a street right of way, sidewalk/utility easement, or vehicular easement only if an indemnification agreement that protects the city is completed prior to issuance of the shoring permit. Temporary shoring walls will be allowed under a sidewalk easement (but not under right of way) if the shoring wall and pilings will not interfere with existing or planned utilities, and if pilings under the sidewalk are cut off at least eight feet below grade.

AUTHORITY: BCC 14.30

Reviewer: Tim Stever, Transportation Department, 425-452-4294

24. Transportation Management Program

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 Sections 14.60.070 and 14.60.080.

AUTHORITY: BCC 14.60.070, 14.60.080

Reviewer: Abdy Farid (425) 452-7698

25. Solid Waste, Recycling & Garbage Upkeep

The applicant shall provide a written document showing that Allied Waste has been contacted to establish adequate sizing of recycling and solid waste collection areas for this project using current standards. In addition, Allied Waste shall confirm their ability to pick up from the proposed garbage/recycling room without receptacles being placed in the public right of way. All rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: Land Use Code 20.20.725

Reviewer: Liz Stead (425) 452-2725

D. PRIOR TO TCO

The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with prior to issuance of the Temporary Certificate of Occupancy (TCO):

1. Complete Street Frontage Improvements

All street frontage improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department Inspector. All existing street light and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the city requires a delay. Specific requirements include but are not limited to the following:

- a) Driveway widths and approaches must be constructed in accordance with the approved civil engineering plans.
- b) Landings on sloping approaches are not to exceed a grade of 7% for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- c) Streetlights shall be located per the approved streetlight plan and street trees shall have the required spacing from the streetlights in order to achieve the required on-street lighting levels.
- d) Traffic signals and all related hardware shall be located per approved civil engineering plans. As part of the traffic signal installation, the developer will be required to pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
- e) Fixed objects shall be at least ten feet from any driveway edge, as defined by Point A in standard drawing DEV-7A, and at least three feet behind the face of curb, unless the Transportation Department approves less space.
- f) Public sidewalks, ramps, and pedestrian pushbuttons shall be ADA compliant.

- g) Street and sidewalk improvements shall have an acceptable cross slope and shall have adequate provisions for drainage.
- h) 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 three feet horizontal clearance from any streetlight or traffic signal pole.
- i) Required traffic signs, markings, c-curb and other traffic controls shall be installed.
- j) Vehicle and pedestrian sight distance shall be provided per BCC 14.60.240 and 14.60.241. Vertical as well as horizontal line of sight and all fixed objects, structures, and mature landscaping must be considered when checking for sight distance.
AUTHORITY: BCC 14.60.090, 110, 120, 150, 181, 190, 200, 210, 240, 241; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings.
Reviewer: Abdy Farid (425) 452-7698

2. Pavement Restoration

Pavement restoration associated with street frontage improvements, utility installation, or to repair damaged street surfaces shall be provided as follows. On 103rd Avenue NE, NE 1st Street, Bellevue Way, and Main Street, adjacent to the site, any trenching or construction-related street damage will require a grind and overlay at least 50 feet long for the full width any affected lane. The exact extent of the pavement restoration will be determined in the Right of Way Use Permit for the development.

AUTHORITY: BCC 14.60.250; Design Manual Design Standard #21
Reviewer: Tim Stever (425) 452-4294

3. Implement Transportation Management Program

A Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080 and specified in the required TMP agreement (see Condition of Approval above) must be implemented and accepted by the Transportation Department.

AUTHORITY: BCC 14.60.070 and 14.60.080
Reviewer: Abdy Farid (425) 452-7698

4. Recording: FAR/Amenity Bonus Points, Design Review Conditions and Pedestrian Oriented Frontage

The applicant shall record a copy of the Design Review approval, the Design Review Conditions of Approval, the FAR bonus point calculation and FAR Charts, the total bonus floor area earned through the Amenity Incentive System and the amount of bonus floor area to be utilized on-site for the project, a statement that 100% of the Main Street frontage shall remain pedestrian-oriented retail, and the project drawings & conditions of this Design Review with the King County Division of Records and Elections.

Authority: LUC 20.25A.020.D.3, LUC 20.25A.030.D
Reviewer: Liz Stead, Land Use

5. Agreement To Provide Pedestrian Oriented Frontage Uses

The applicant shall record an agreement with the King County, Office of Records and Elections, to provide pedestrian-oriented frontage uses in the tenant spaces for which pedestrian-oriented frontage amenity bonus were requested.

Authority: LUC 20.30F.145
Reviewer: Liz Stead, Land Use

6. Interior Noise Levels

Interior noise levels inside residential units shall not to exceed 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. The project acoustical engineer shall document noise levels inside a random sample of the rooms, and submit his/her findings to the City for review. If the noise levels exceed the required maximums, the City will require additional noise mitigation as necessary to achieve the maximum allowable levels prior to the issuance of any Occupancy Permit.

Authority: LUC 20.30.F.145.B, BCC 9.18.045

Reviewer: Liz Stead, Land Use

7. Landscape Installation Assurance Device

All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized Assignment of Savings dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation, inspection approval and rededication of the plaza property to the City filed with King County Records Office.

Authority: LUC 20.40.490

Contact: Liz Stead, Land Use

8. Landscape Maintenance Assurance Device

The applicant shall file with the Development Services Department 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 of the required landscaping.

Authority: LUC 20.40.490

Reviewer: Liz Stead, Land Use

9. Maintenance Agreement with the City of Bellevue

After one-year, the landscape shall be inspected by Land Use and the Parks Department. Prior to the release of the Landscape Maintenance Assurance Device, the applicant and the City of Bellevue shall enter into an agreement to determine future maintenance responsibilities for the streetscape and streetscape plantings.

Authority: LUC 20.25A.060

Reviewer: Liz Stead, Land Use

10. Signage

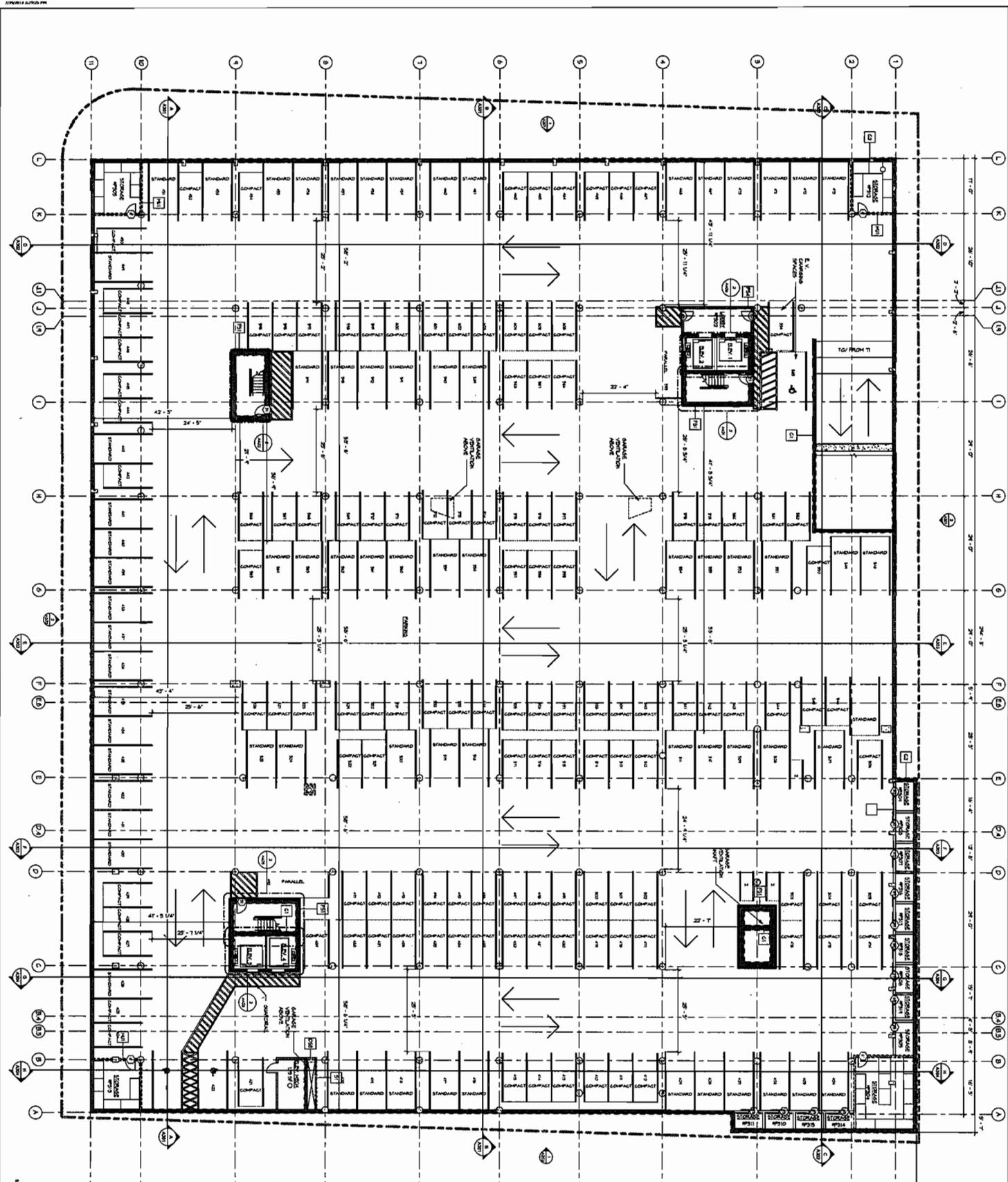
A refined sign package shall be submitted for City review and approval prior to the issuance of any occupancy permits or tenant improvement permits. The signage shall be an integral part of the architectural design, scaled to the pedestrian and deferential to the pedestrian environment.

Authority: LUC 20.25A.110.B.7, BCC 22B.025 and LUC 20.258.040.E

Reviewer: Liz Stead, Land Use

Attachment A

Project Plans and Drawings



WALL LEGEND

- 1 IN. UNFINISHED WALL
- 2 IN. FINISHED WALL
- 4 IN. FINISHED WALL
- 6 IN. FINISHED WALL
- 8 IN. FINISHED WALL
- CONCRETE WALL

PARKING COUNTS BY LEVEL

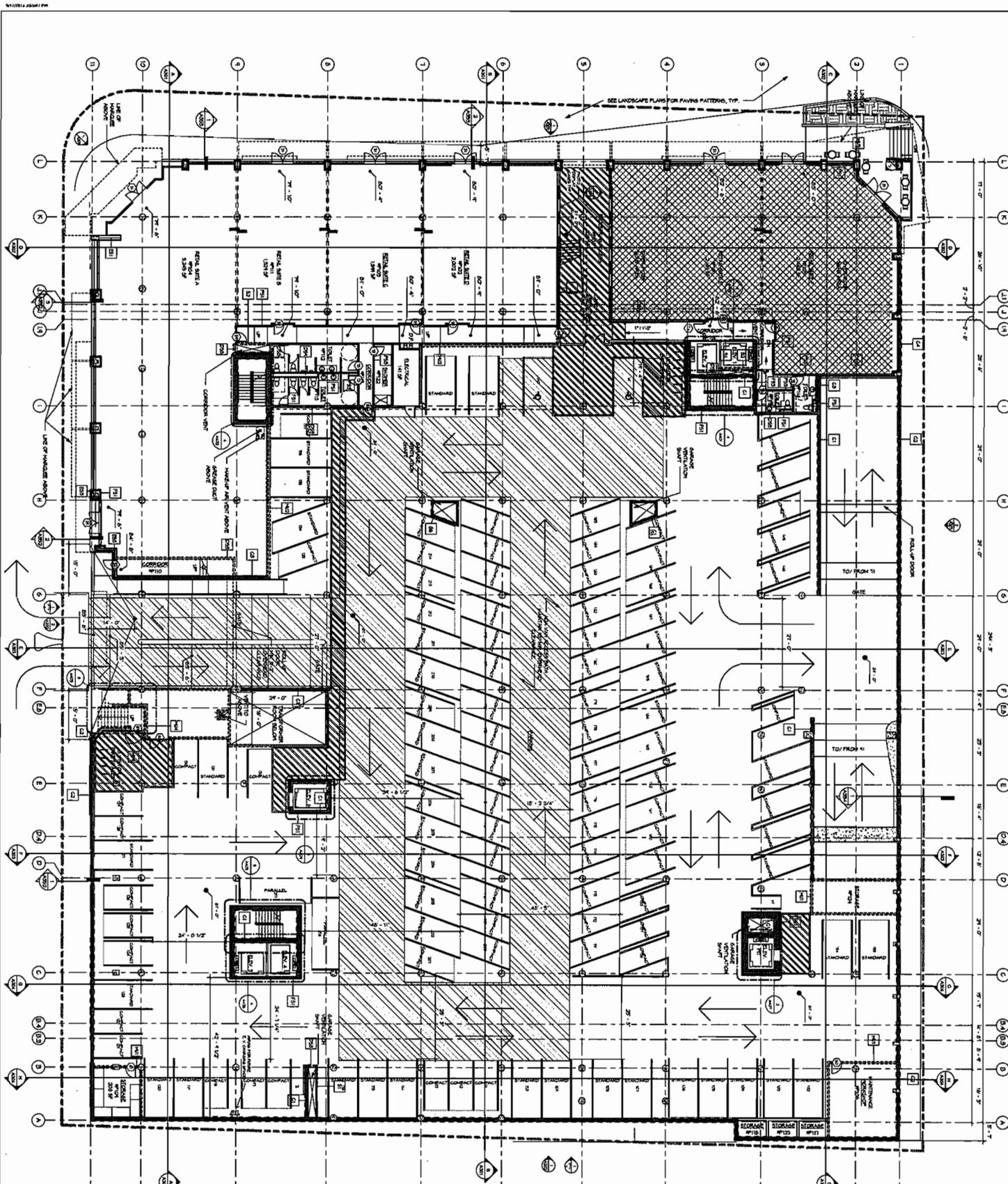
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Level 1	255	183	103
Level 2	255	183	103
Level 3	255	183	103
Level 4	255	183	103
Level 5	255	183	103
Level 6	255	183	103
Level 7	255	183	103
Level 8	255	183	103
Level 9	255	183	103
Level 10	255	183	103
Level 11	255	183	103
Level 12	255	183	103
Level 13	255	183	103
Level 14	255	183	103
Level 15	255	183	103
Level 16	255	183	103
Level 17	255	183	103
Level 18	255	183	103
Level 19	255	183	103
Level 20	255	183	103

TYPICAL PARKING SPACING

Spacing	Standard	Compact	Small
10'-0"	15	15	15
11'-0"	15	15	15
12'-0"	15	15	15
13'-0"	15	15	15
14'-0"	15	15	15
15'-0"	15	15	15
16'-0"	15	15	15
17'-0"	15	15	15
18'-0"	15	15	15
19'-0"	15	15	15
20'-0"	15	15	15

PARKING LEVEL 3

Level	Standard	Compact	Small
3	15	15	15
4	15	15	15
5	15	15	15
6	15	15	15
7	15	15	15
8	15	15	15
9	15	15	15
10	15	15	15
11	15	15	15
12	15	15	15
13	15	15	15
14	15	15	15
15	15	15	15
16	15	15	15
17	15	15	15
18	15	15	15
19	15	15	15
20	15	15	15



SCALE: 1/4" = 1'-0"

NOTE:
 SHITE SHED ROOM AND FOR
 VISUALIZATION PURPOSES
 UNDER DEVELOPMENT 11 FEBRUARY

TYPICAL PARKING STALL DIMENSIONS

TYPE	WIDTH	LENGTH
STANDARD	10'-0"	20'-0"
BIPO	10'-0"	18'-0"

PARKING LEVEL 1

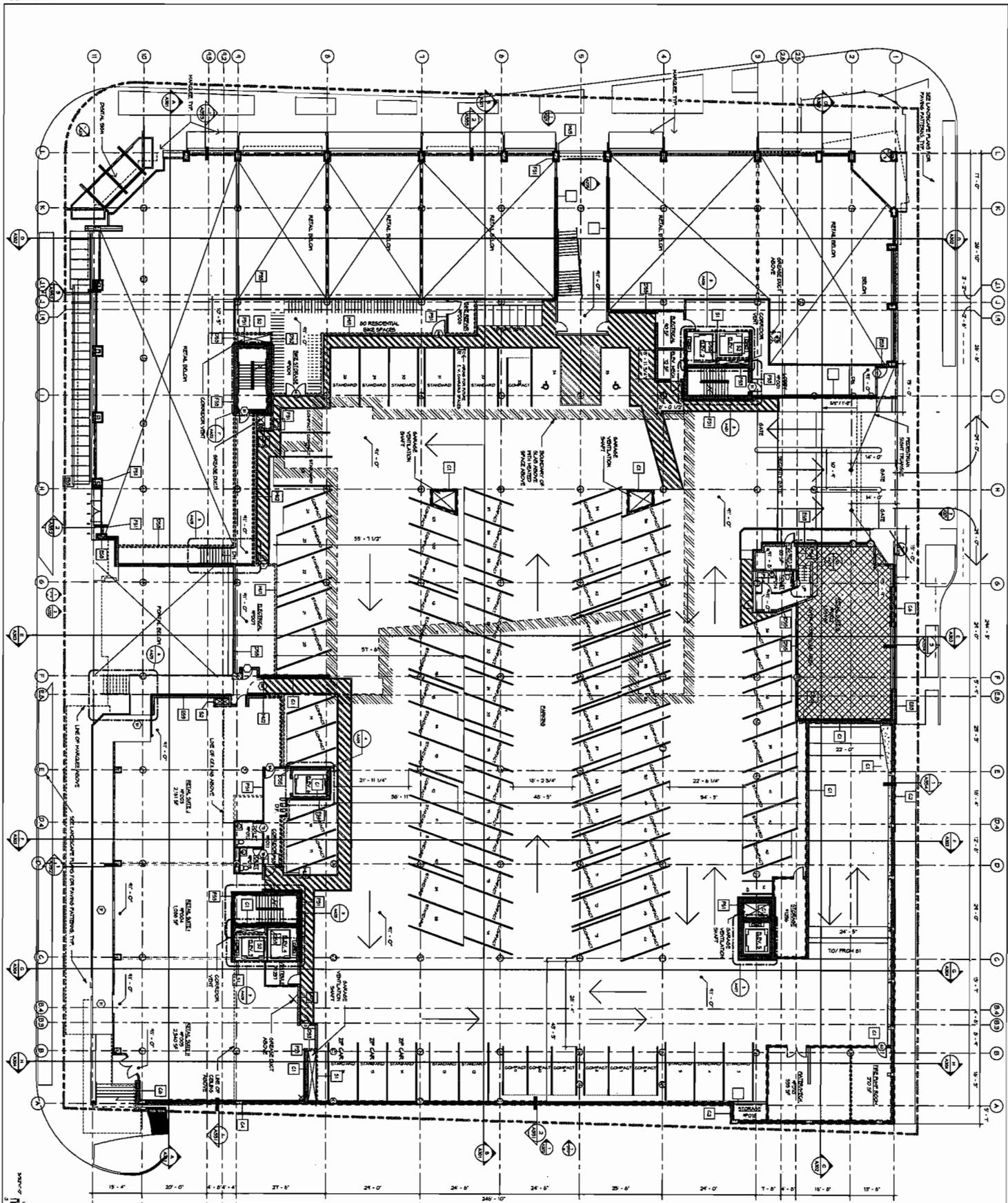
TYPE	WIDTH	LENGTH
STANDARD	10'-0"	20'-0"
BIPO	10'-0"	18'-0"

PARKING LEVEL 2

TYPE	WIDTH	LENGTH
STANDARD	10'-0"	20'-0"
BIPO	10'-0"	18'-0"

MALL LEGEND

- 1. UNOCCUPIED WALL
- 2. OCCUPIED WALL
- 3. OCCUPIED WALL
- 4. OCCUPIED WALL
- 5. OCCUPIED WALL
- 6. OCCUPIED WALL
- 7. OCCUPIED WALL
- 8. OCCUPIED WALL
- 9. OCCUPIED WALL
- 10. OCCUPIED WALL
- 11. OCCUPIED WALL



1/8" AND MARKED WALLS
 3/4" AND MARKED WALLS
 1/2" AND MARKED WALLS
 3/8" AND MARKED WALLS
 3/16" AND MARKED WALLS
 CONCRETE WALLS

PARKING COUNTS BY LEVEL

Parking Level 2	120
Parking Level 1	117
Retail Parking Level 0	101
TOTAL	338

PARKING LEVEL 0

ADA	2
Compact	99
Standard	79
TOTAL	101

NOTE
 THIS SHEET SHOWS THE FORM
 VENTILATION SYSTEMS
 FROM APPROXIMATE 11' HEIGHTS

TYPICAL PARKING STALL DIMENSIONS

TYPE	WIDTH	LENGTH
Compact	7'-6"	9'
Standard	8'-0"	9'

CONTRACT NO. 2011-01
 PROJECT NO. 2011-01
 SHEET NO. A104

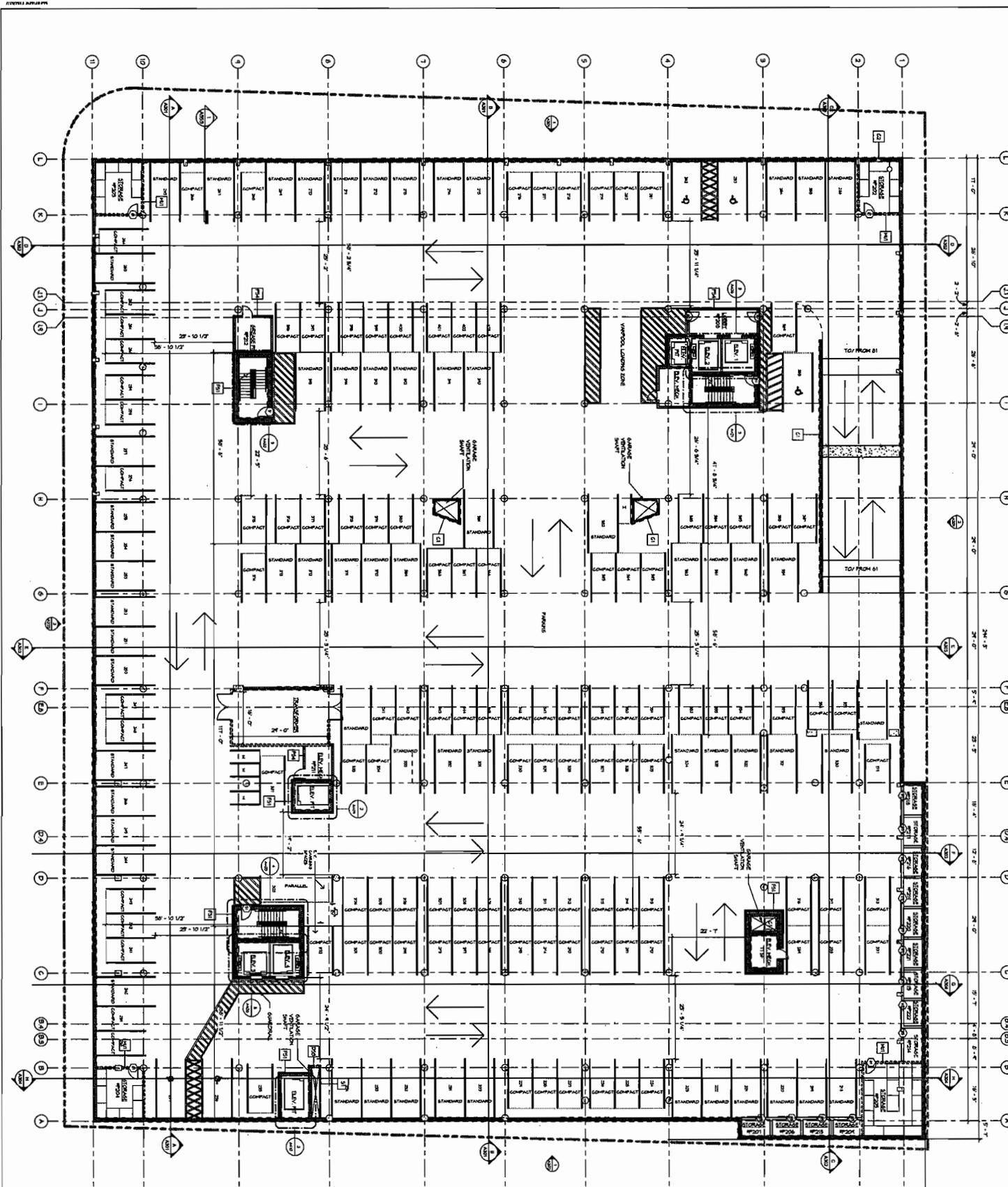
Main Street Gateway
 10360 MAIN STREET
 BELLEVUE, WASHINGTON

DESIGN REVIEW SET
 SEPTEMBER 18, 2013

BOYLLS

10360 Main Street, #1101 | Bellevue, WA 98004
 (206) 451-1101 | www.boylls.com

A104



SCALE: 1/8" = 1'-0"

TYPICAL PARKING STALL DIMENSIONS

TYPE	WIDTH	LENGTH
STANDARD	9'-0"	17'-0"
COMPACT	5'-6"	10'-0"

PARKING LEVEL 2

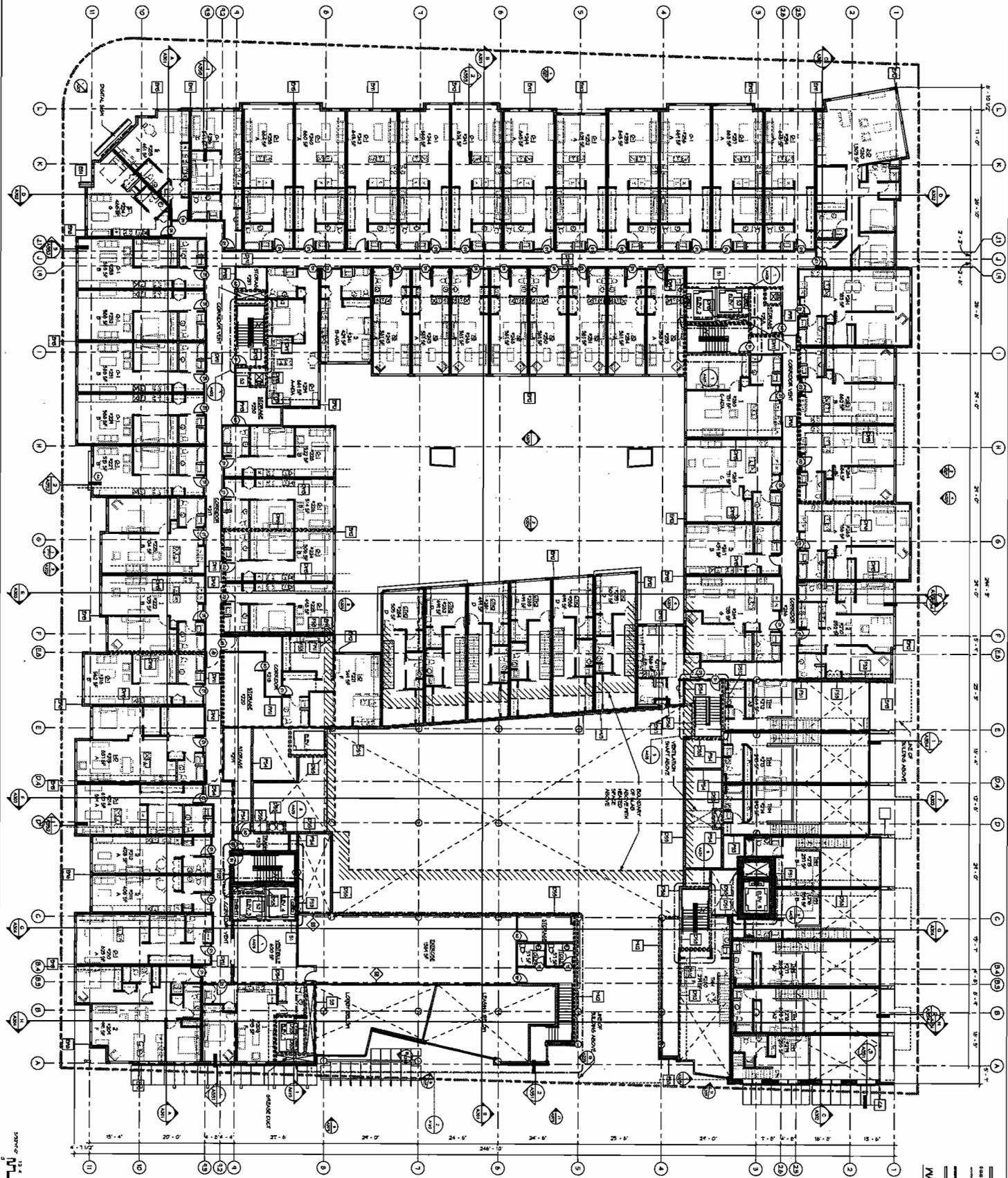
AREA	NO.
STANDARD	114
COMPACT	118
TOTAL	232

PARKING COUNTS BY LEVEL

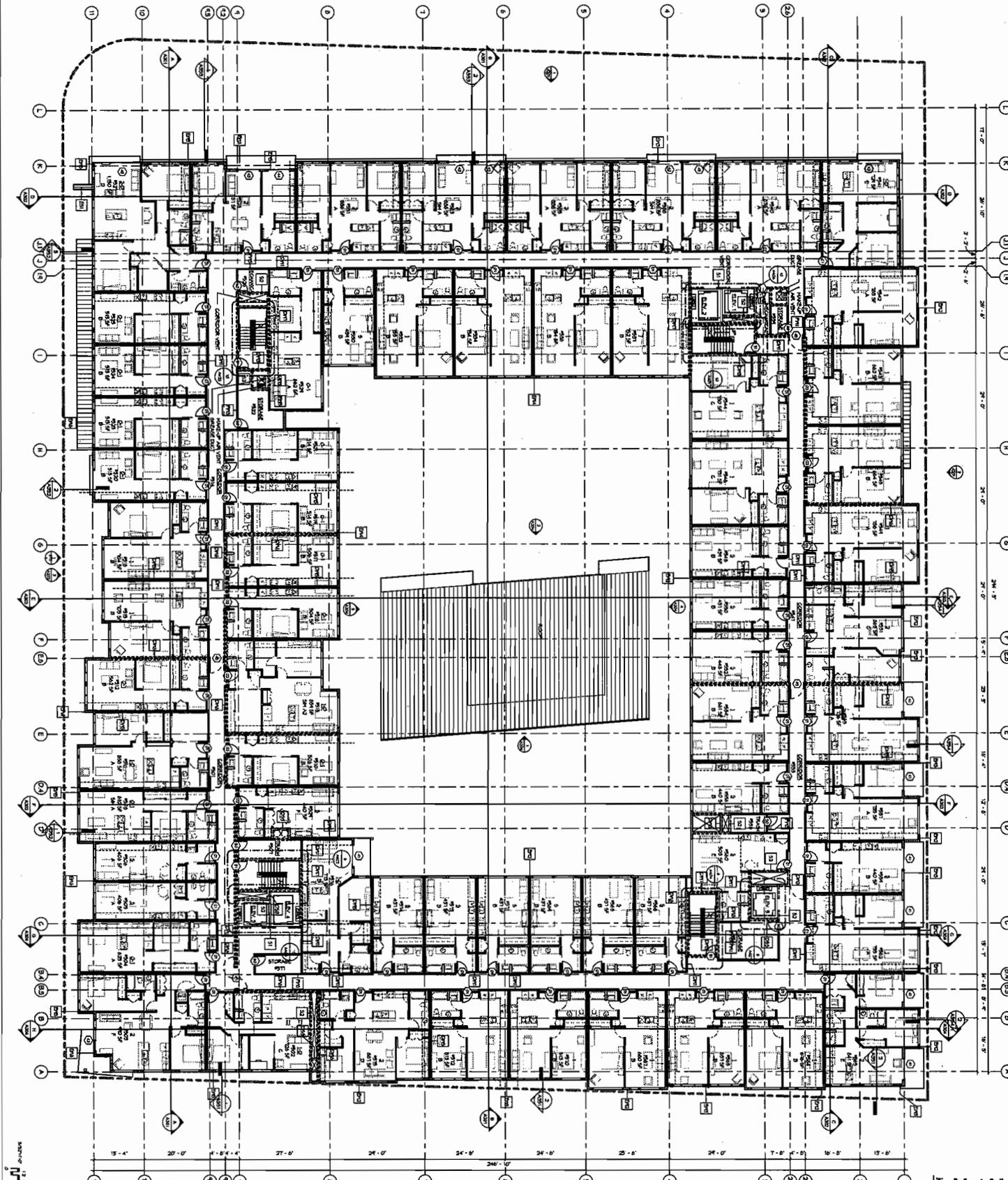
LEVEL	STANDARD	COMPACT	TOTAL
Level 1	114	118	232
Level 2	114	118	232
Level 3	114	118	232
Level 4	114	118	232
Level 5	114	118	232

MALL LEGEND

- 1" MIN. UNFINISHED FINISH
- 2" MIN. FINISHED FINISH
- 3" MIN. FINISHED FINISH
- 4" MIN. FINISHED FINISH
- CONCRETE FINISH



1/8" AND 3/16" WALLS
 3/4" AND 1" WALLS
 1" AND 1 1/2" WALLS
 2" AND 3" WALLS
 4" AND 6" WALLS
 8" AND 12" WALLS
 16" AND 24" WALLS
 36" AND 48" WALLS
 72" AND 96" WALLS
 144" AND 192" WALLS
 360" AND 480" WALLS
 720" AND 960" WALLS
 1440" AND 1920" WALLS
 2880" AND 3840" WALLS
 5760" AND 7680" WALLS
 11520" AND 15360" WALLS
 23040" AND 30720" WALLS
 46080" AND 61440" WALLS
 92160" AND 122880" WALLS
 184320" AND 245760" WALLS
 368640" AND 491520" WALLS
 737280" AND 983040" WALLS
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- WALL LEGEND**
- 1" MIN. ANCHORED WALLS
 - 6" MIN. 2" MIN. ANCHORED WALLS
 - 8" MIN. 2" MIN. ANCHORED WALLS
 - 12" MIN. 2" MIN. ANCHORED WALLS
 - 16" MIN. 2" MIN. ANCHORED WALLS
 - 20" MIN. 2" MIN. ANCHORED WALLS
 - 24" MIN. 2" MIN. ANCHORED WALLS
 - 30" MIN. 2" MIN. ANCHORED WALLS
 - 36" MIN. 2" MIN. ANCHORED WALLS
 - 42" MIN. 2" MIN. ANCHORED WALLS
 - 48" MIN. 2" MIN. ANCHORED WALLS
 - 54" MIN. 2" MIN. ANCHORED WALLS
 - 60" MIN. 2" MIN. ANCHORED WALLS
 - 66" MIN. 2" MIN. ANCHORED WALLS
 - 72" MIN. 2" MIN. ANCHORED WALLS
 - 78" MIN. 2" MIN. ANCHORED WALLS
 - 84" MIN. 2" MIN. ANCHORED WALLS
 - 90" MIN. 2" MIN. ANCHORED WALLS
 - 96" MIN. 2" MIN. ANCHORED WALLS
 - 102" MIN. 2" MIN. ANCHORED WALLS
 - 108" MIN. 2" MIN. ANCHORED WALLS
 - 114" MIN. 2" MIN. ANCHORED WALLS
 - 120" MIN. 2" MIN. ANCHORED WALLS

A109

boyis
ARCHITECTS

1000 1st Avenue, Suite 1000
Bellevue, WA 98004
Tel: 206.451.1000
Fax: 206.451.1001
www.boyis.com

NO.	REVISION	DATE

PROJECT NUMBER: 13-001
PROJECT NAME: MAIN STREET GATEWAY
DATE: 07/19/13

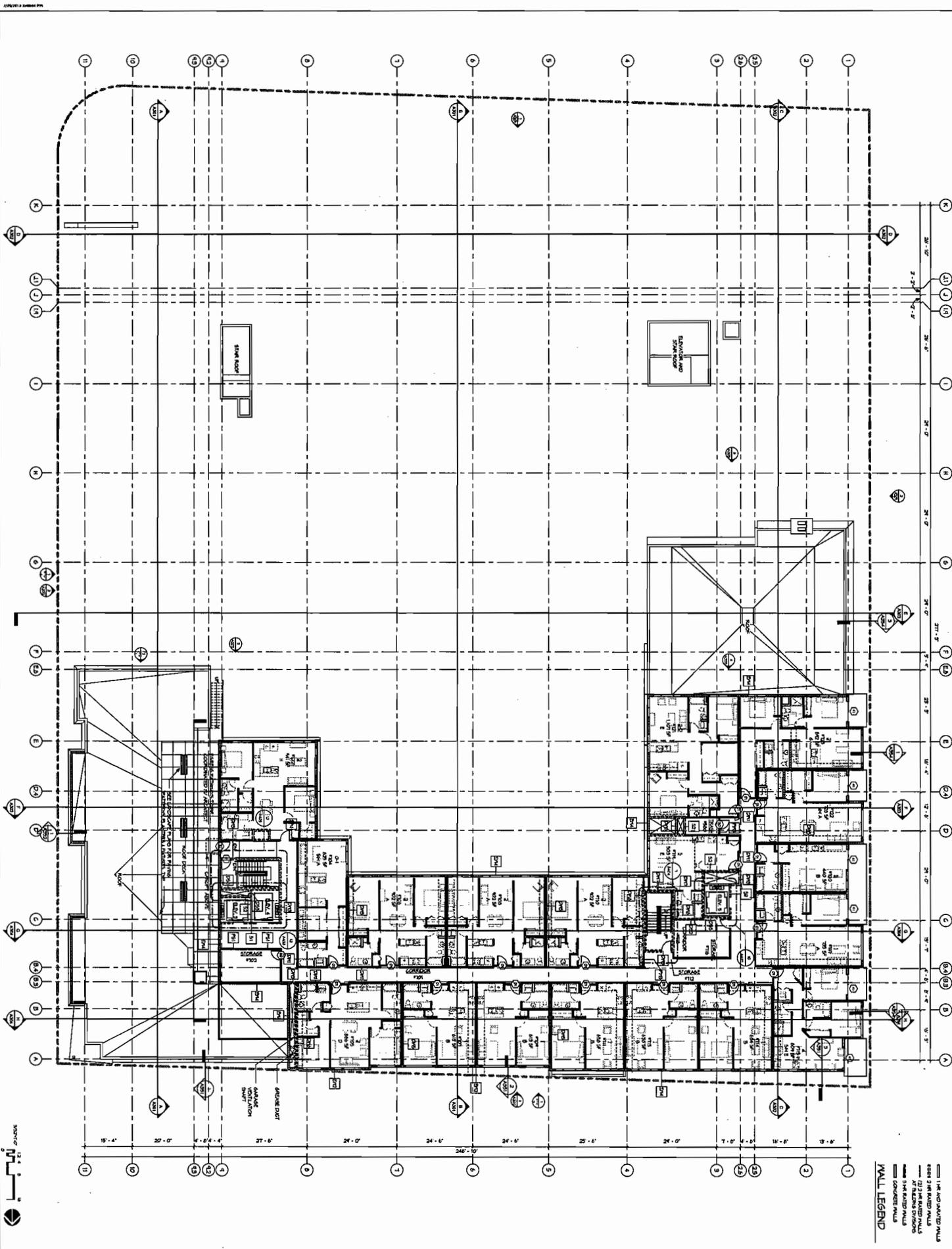
DESIGN REVIEW SET

July 19, 2013

Main Street Gateway

10360 MAIN STREET
BELLEVUE, WASHINGTON

DATE: 07/19/13
SCALE: AS SHOWN
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]



WALL LEGEND

- 1/4" AND 3/8" SCHEDULE WALL
- 2" REINFORCED WALL
- 3" REINFORCED WALL
- CONCRETE WALL

DESIGN REVIEW SET

July 19, 2013

Main Street Gateway

10360 MAIN STREET
BELLEVUE, WASHINGTON

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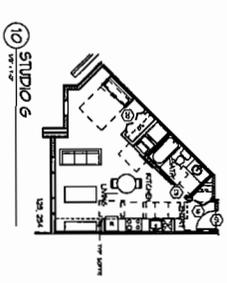
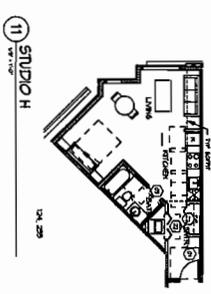
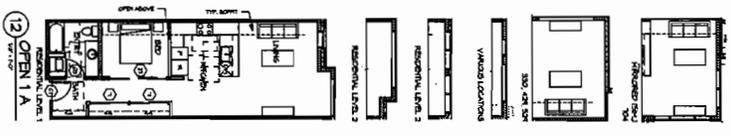
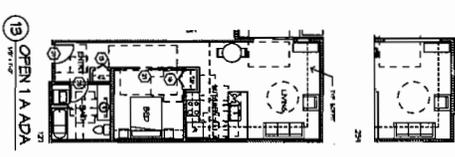
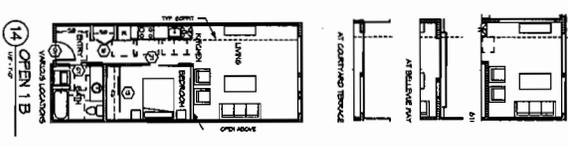
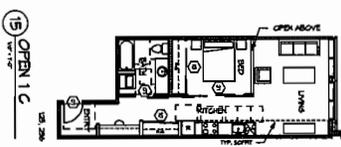
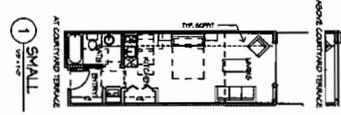
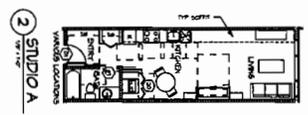
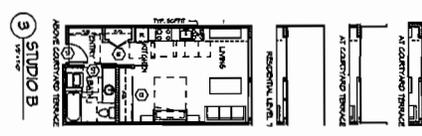
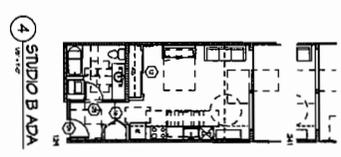
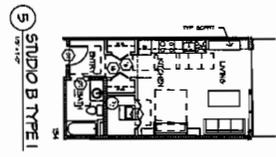
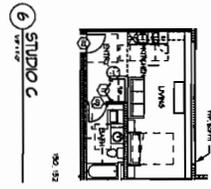
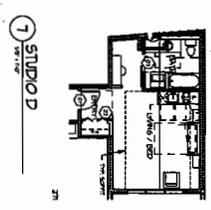
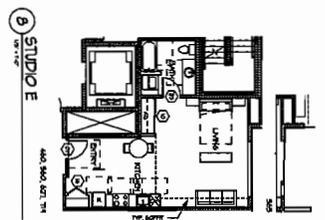
RESIDENTIAL ROOF
LEVEL 7, B.E.V. 107-11"

A111

NO.	DESCRIPTION	DATE

PROJECT ARCHITECT
 PROJECT MANAGER
 DESIGNER
 DATE

CONTRACT NO.
 SHEET NO.
 TOTAL SHEETS



UNIT PLANS

boylis ASSOCIATES
ARCHITECTS

NO.	DESCRIPTION	DATE

PROJECT NUMBER: 13-044
PROJECT NAME: CHAMBERLAIN
DRAWN BY: [Name]
DATE: [Date]

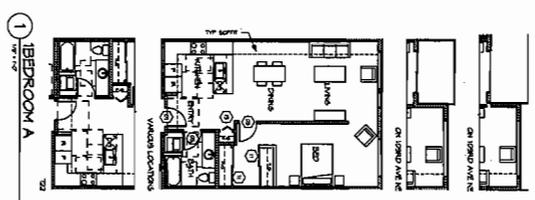
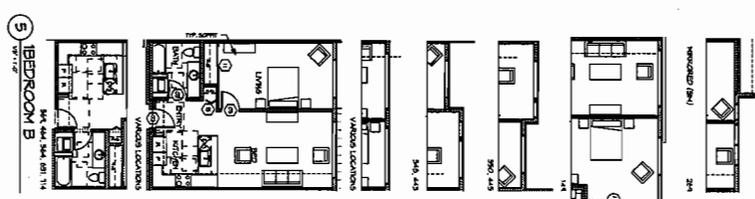
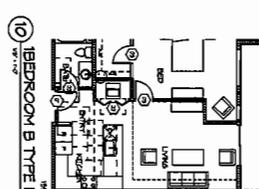
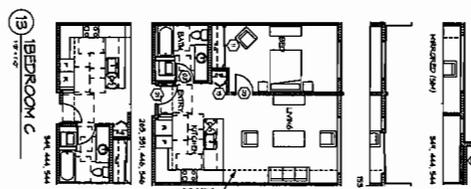
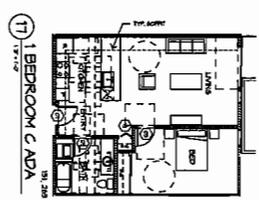
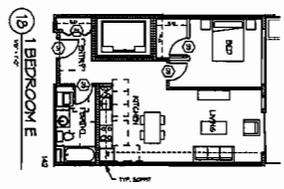
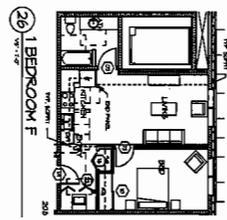
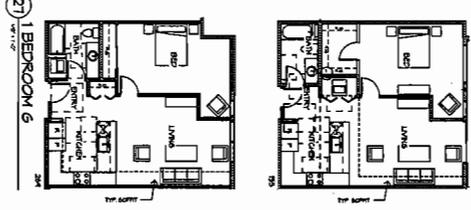
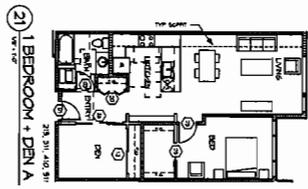
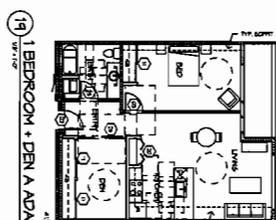
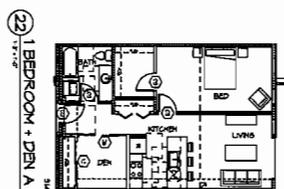
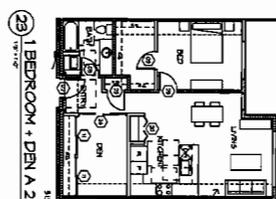
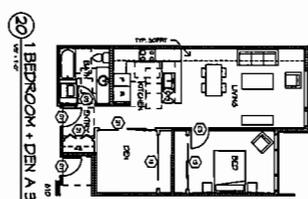
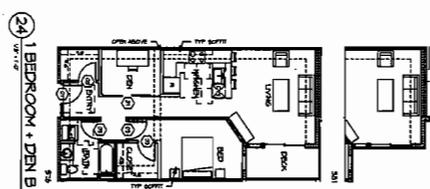
DESIGN REVIEW SET

July 19, 2013

Main Street Gateway

10360 MAIN STREET
BELLEVUE, WASHINGTON

CONTRACTOR: [Name]
GENERAL CONTRACTOR: [Name]
ARCHITECT: [Name]



DESIGN REVIEW SET

July 19, 2013

Main Street Gateway

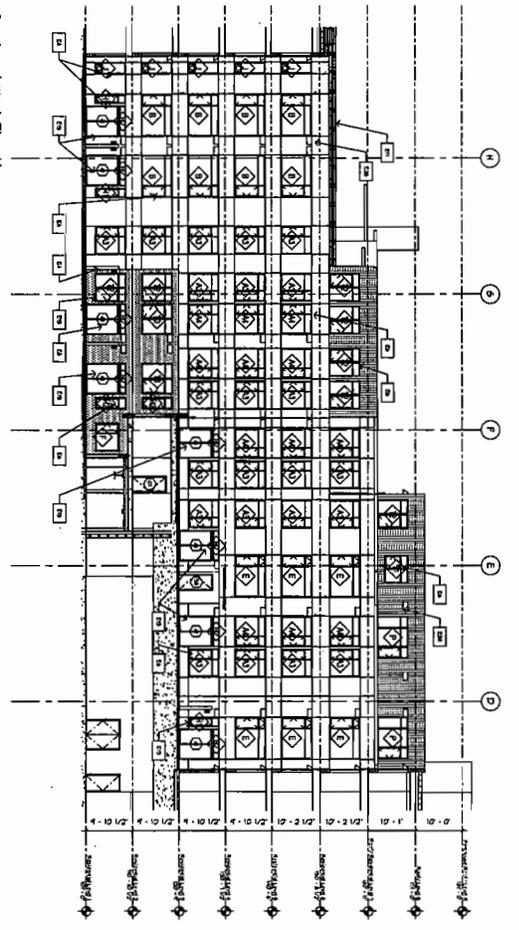
10360 MAIN STREET
BELLEVUE, WASHINGTON

CONTRACT SET PLAN
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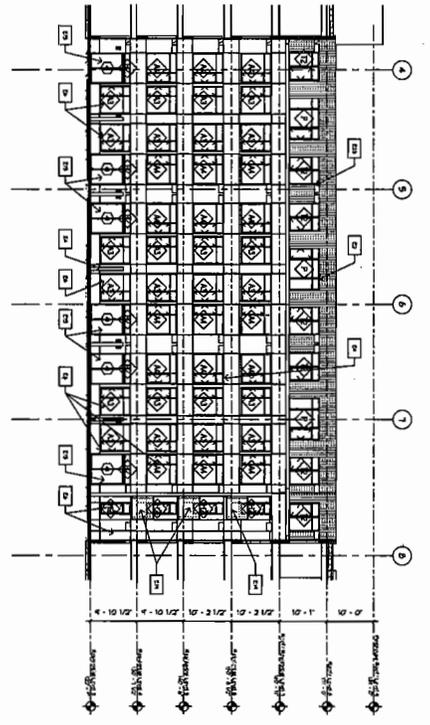
PROJECT NUMBER	13-044
PROJECT NAME	MAIN STREET GATEWAY
PROJECT LOCATION	10360 MAIN STREET, BELLEVUE, WA 98004
DATE	7/19/13

NO.	DESCRIPTION	DATE
1	DESIGN REVIEW SET	7/19/13
2	CONTRACT SET PLAN	7/19/13
3	CONTRACT SET PLAN	7/19/13
4	CONTRACT SET PLAN	7/19/13
5	CONTRACT SET PLAN	7/19/13
6	CONTRACT SET PLAN	7/19/13
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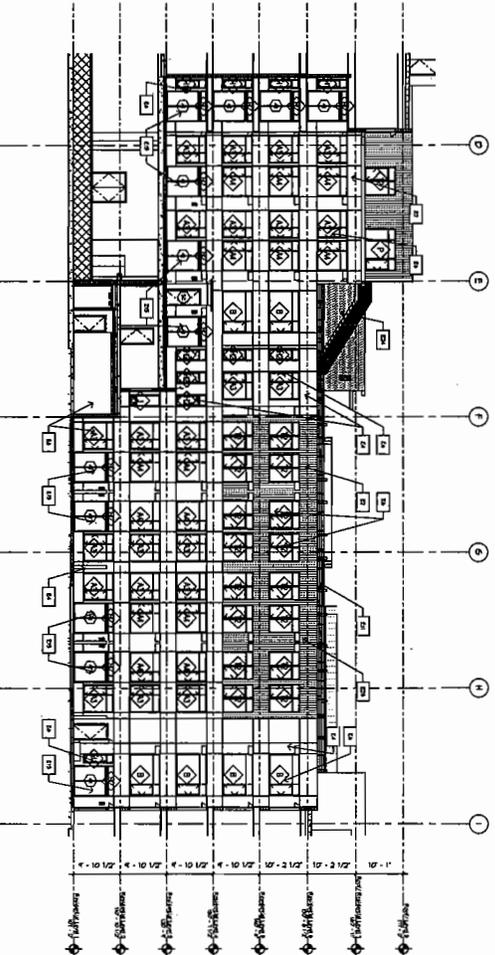
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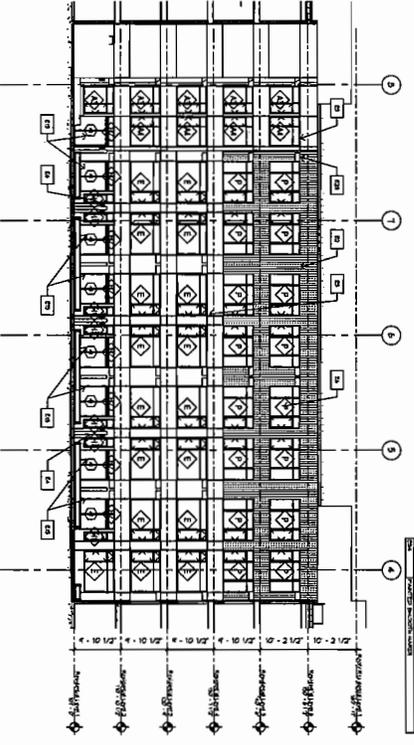
2 Courtyard West Elevation



1 Courtyard North Elevation



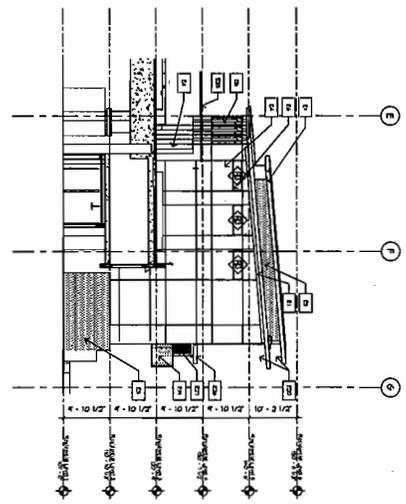
4 Courtyard East Elevation



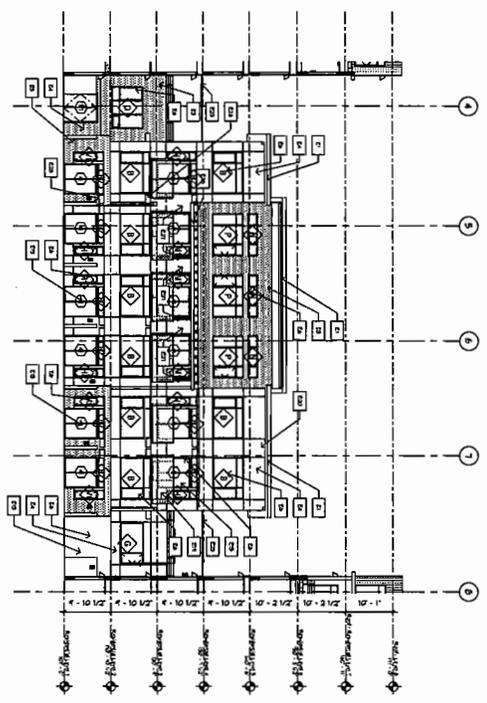
3 Courtyard South Elevation

Number	Elevation Keynotes
1	1st Floor
2	2nd Floor
3	3rd Floor
4	4th Floor
5	5th Floor
6	6th Floor
7	7th Floor
8	8th Floor
9	9th Floor
10	10th Floor
11	11th Floor
12	12th Floor
13	13th Floor
14	14th Floor
15	15th Floor
16	16th Floor
17	17th Floor
18	18th Floor
19	19th Floor
20	20th Floor
21	21st Floor
22	22nd Floor
23	23rd Floor
24	24th Floor
25	25th Floor
26	26th Floor
27	27th Floor
28	28th Floor
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88	88th Floor
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90	90th Floor
91	91st Floor
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96	96th Floor
97	97th Floor
98	98th Floor
99	99th Floor
100	100th Floor

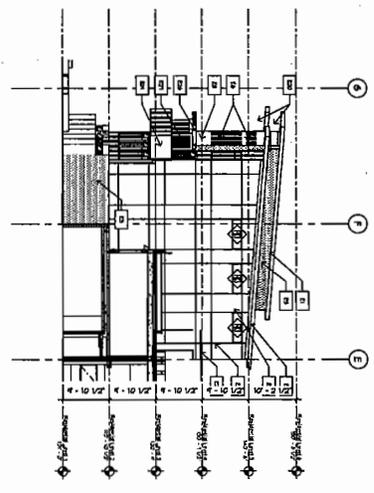
Number	Description
1	1/2" = 1'-0" SCALE
2	1/4" = 1'-0" SCALE
3	1/8" = 1'-0" SCALE
4	1/16" = 1'-0" SCALE
5	1/32" = 1'-0" SCALE
6	1/64" = 1'-0" SCALE
7	1/128" = 1'-0" SCALE
8	1/256" = 1'-0" SCALE
9	1/512" = 1'-0" SCALE
10	1/1024" = 1'-0" SCALE
11	1/2048" = 1'-0" SCALE
12	1/4096" = 1'-0" SCALE
13	1/8192" = 1'-0" SCALE
14	1/16384" = 1'-0" SCALE
15	1/32768" = 1'-0" SCALE
16	1/65536" = 1'-0" SCALE
17	1/131072" = 1'-0" SCALE
18	1/262144" = 1'-0" SCALE
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79	1/604462909807314587353088" = 1'-0" SCALE
80	1/1208925819614629174706176" = 1'-0" SCALE
81	1/2417851639229258349412352" = 1'-0" SCALE
82	1/4835703278458516698824704" = 1'-0" SCALE
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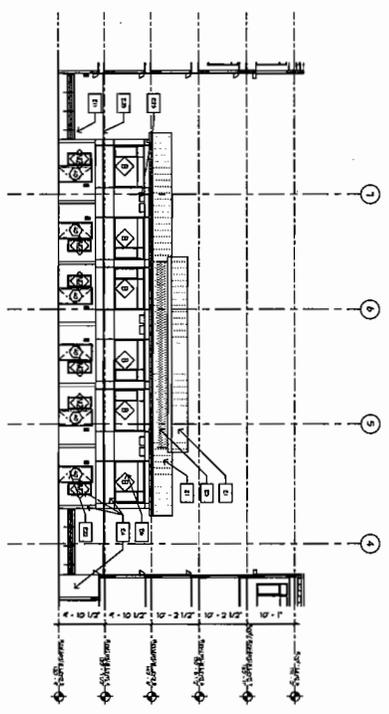
4 Courtyard Townhomes West Elevation



2 Courtyard Townhomes South Elevation



3 Courtyard Townhomes East Elevation



1 Courtyard Townhomes North Elevation

DATE PLOTTED: 11/19/13 10:58 AM

Main Street Gateway
10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET
July 19, 2013

PROJECT ARCHITECT: 13484
PROJECT MANAGER: CHADLER
DRAWN BY: ADRIAN

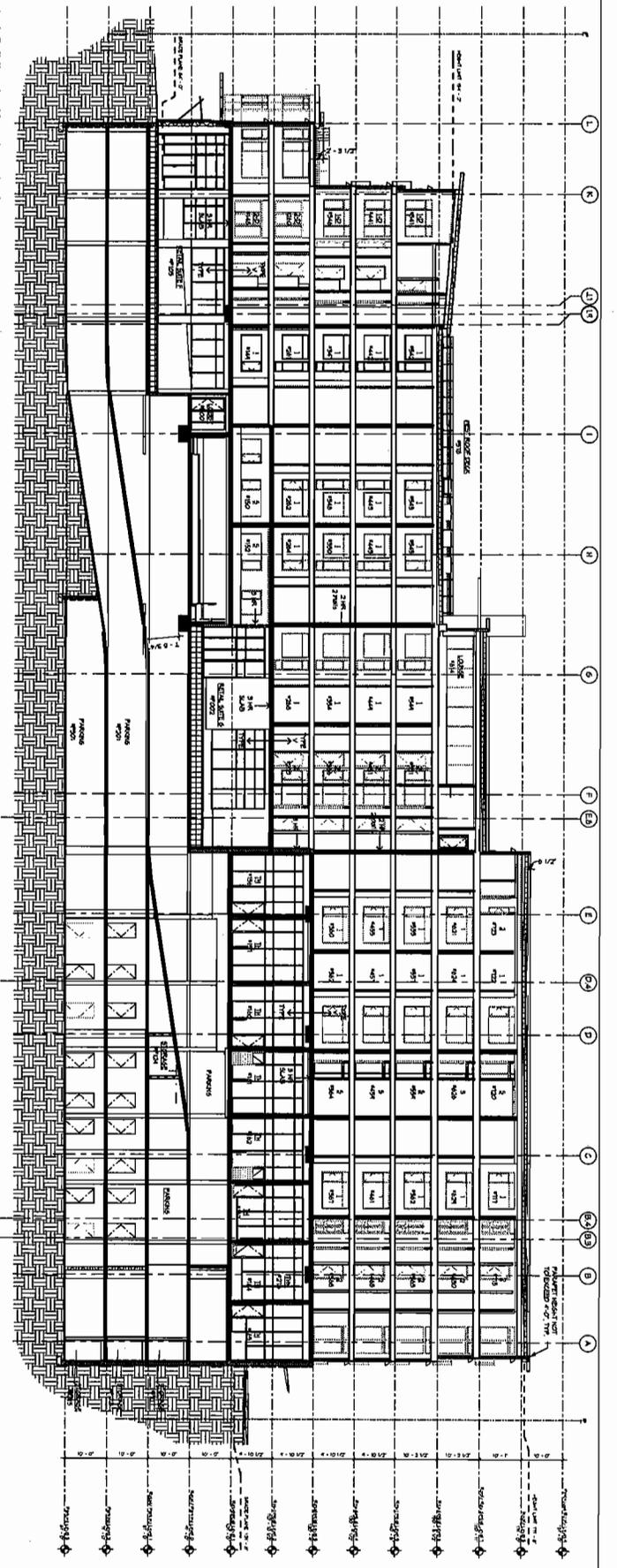
NO.	REVISION	DATE
1	CONSTRUCTION	11/19/13

baylis ARCHITECTS

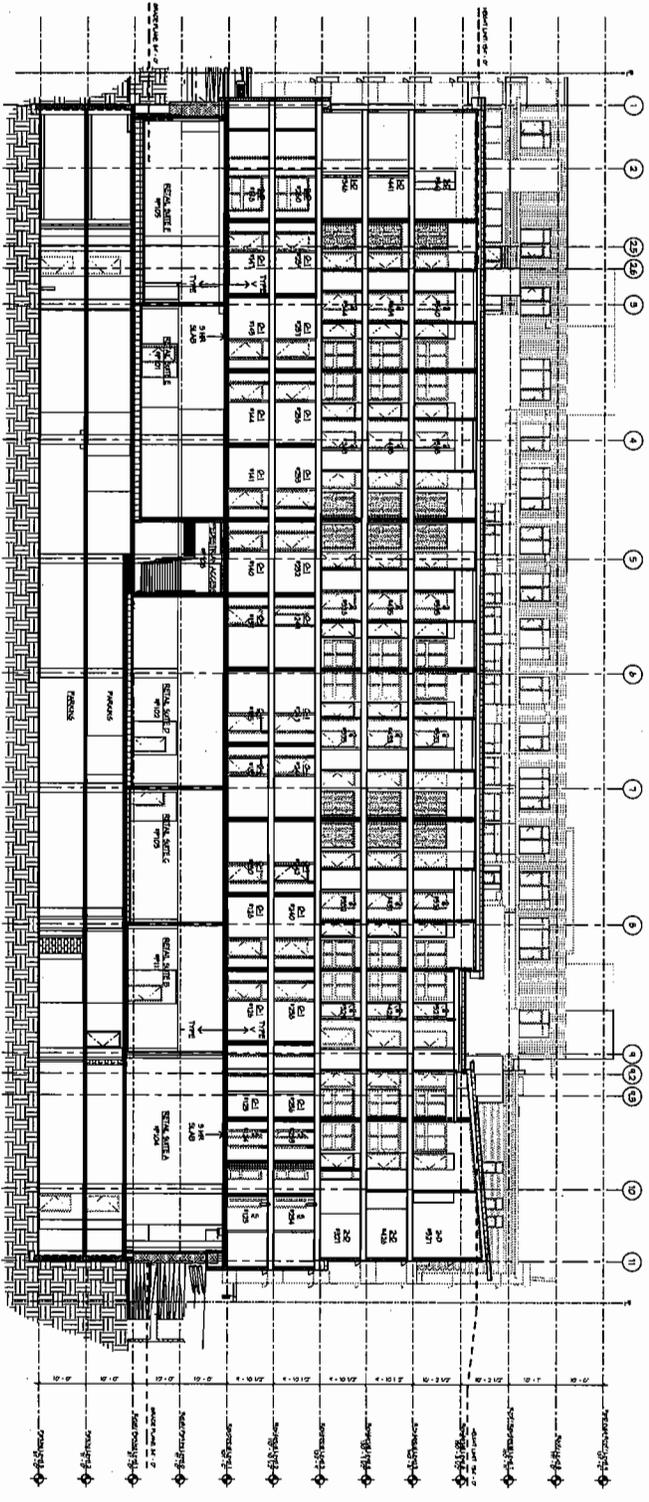
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TEL: 206.453.8800 FAX: 206.453.8801
WWW.BAYLISARCHITECTS.COM

EXTERIOR ELEVATIONS

C N-S Building Section at West Wing



D E-W Building Section at Main St Retail



DESIGN REVIEW SET

July 19, 2013

Main Street Gateway

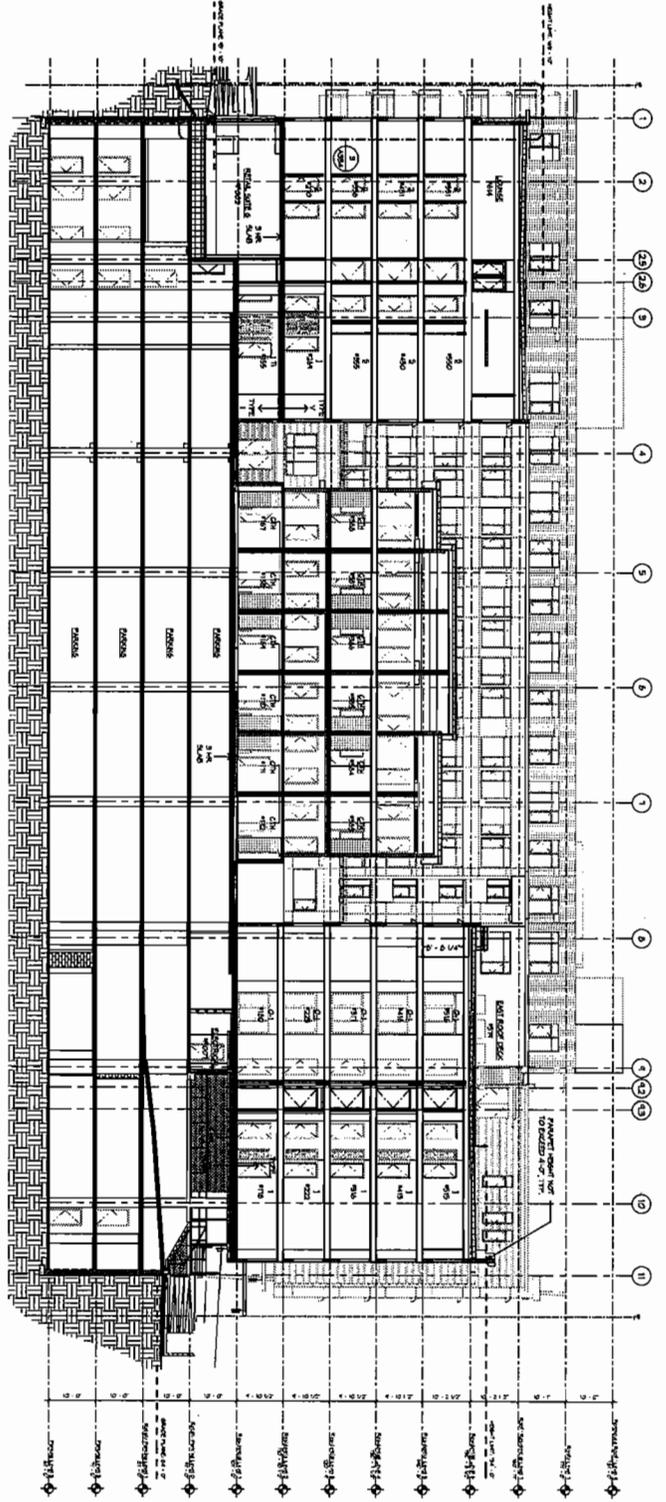
10360 MAIN STREET
BELLEVUE, WASHINGTON

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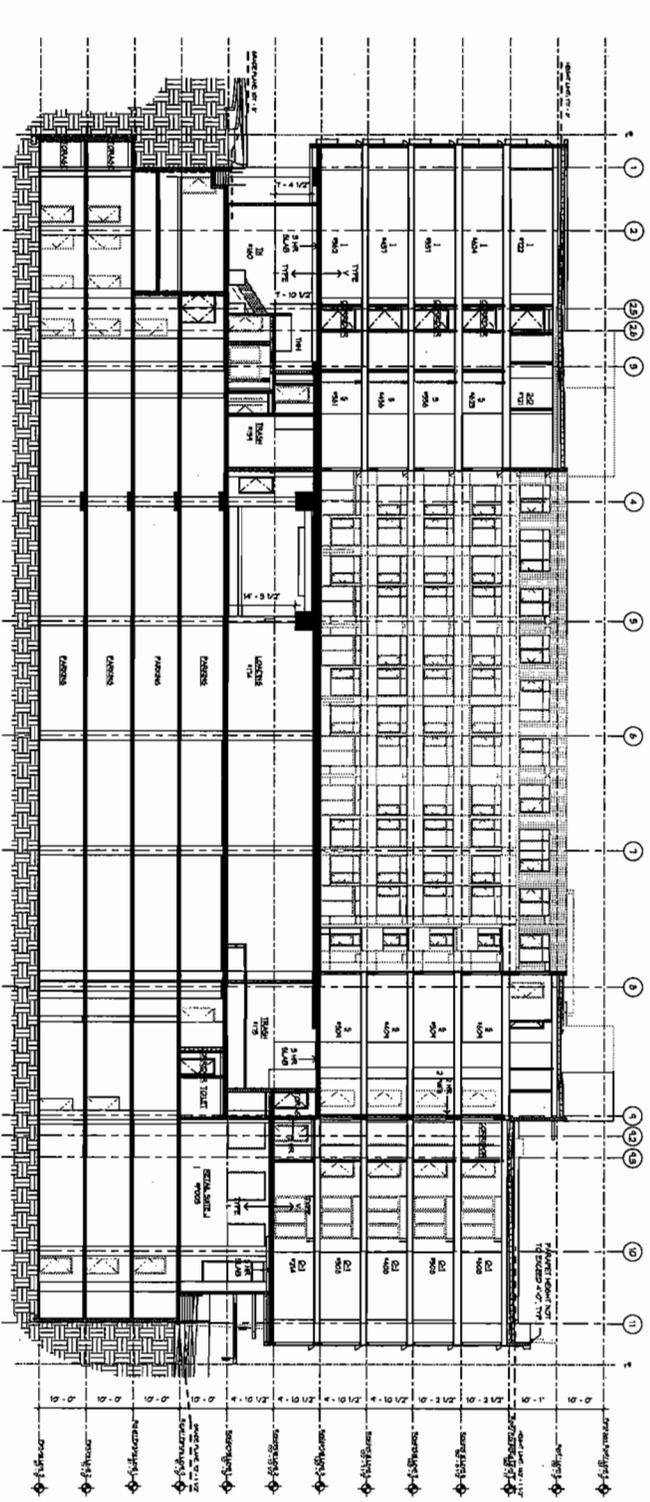
10360 Main Street, Suite 1000
Bellevue, WA 98004
(206) 461-1100

BUILDING SECTIONS

A302



E-M Building Section at Bellevue Way SE Garage Entry



F-M Building Section at Loading Dock

CONTRACT NO. 10360
 PROJECT NO. 10360
 DRAWING NO. 10360-01

Main Street Gateway
 10360 MAIN STREET
 BELLEVUE, WASHINGTON

DESIGN REVIEW SET
 July 19, 2013

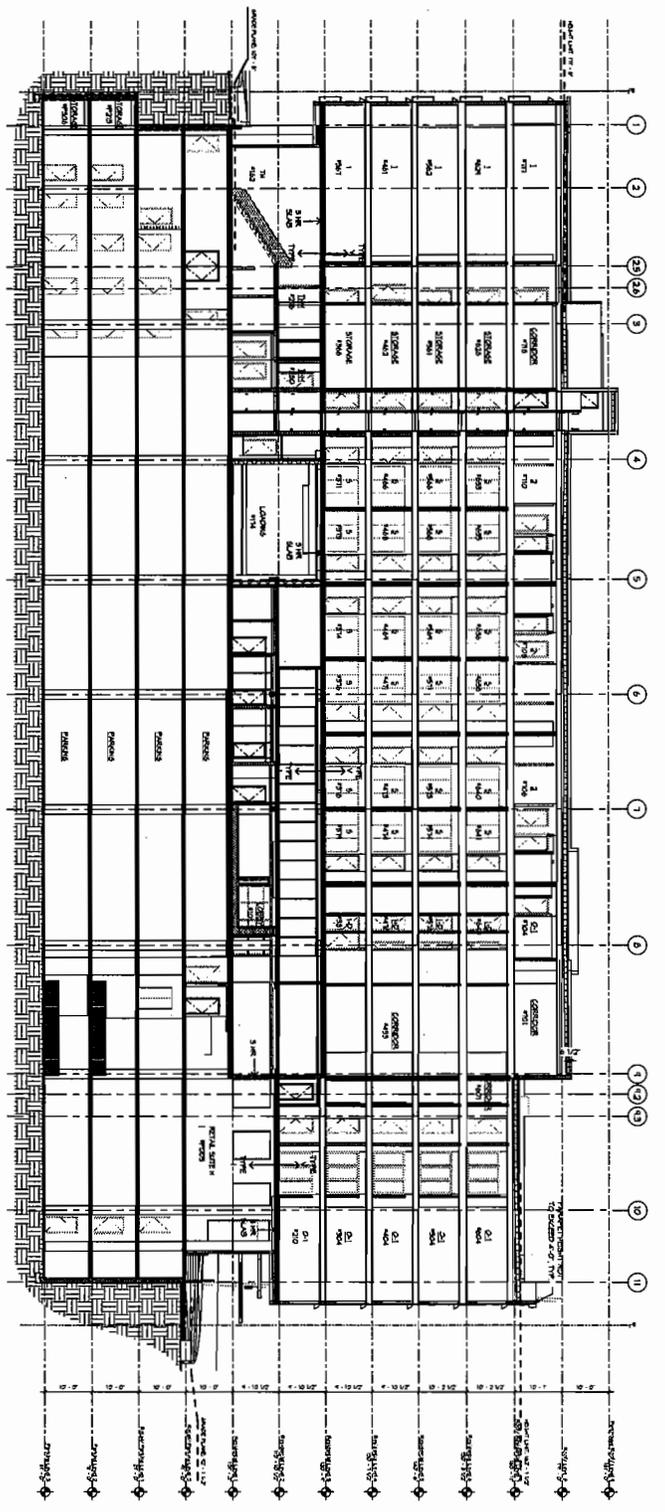
PROJECT NO. 10360
 DRAWING NO. 10360-01

NO.	REVISION/DATE	BY	CHKD.

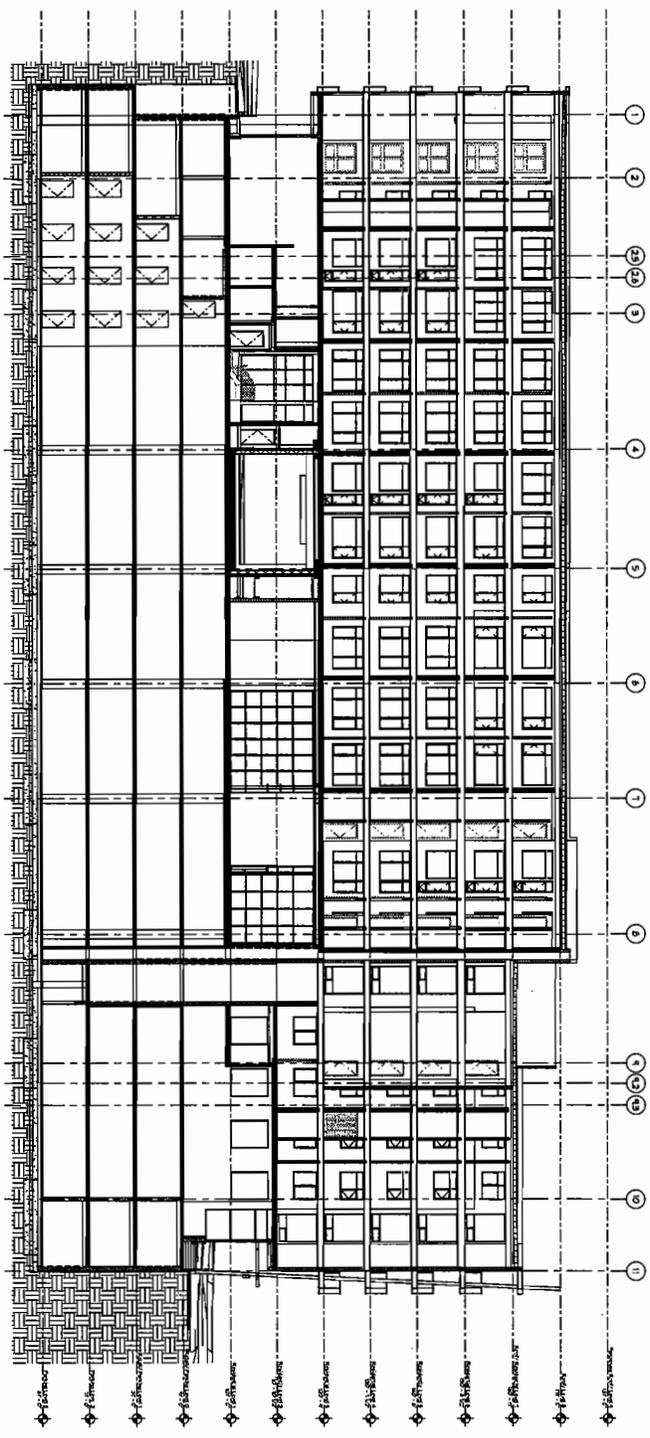
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 Bellevue, WA 98004
 (206) 453-1000
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BUILDING SECTIONS



G E-M Building Section at North Residential



H E-M Building Section at North Residential and Leasing

PROJECT NO. 1313
 1000 PINE AVENUE, SUITE 200
 BELLEVUE, WASHINGTON 98004
 TEL: 206.461.1100 FAX: 206.461.1101

Main Street Gateway
 10360 MAIN STREET
 BELLEVUE, WASHINGTON

DESIGN REVIEW SET
 July 19, 2013

PROJECT NAME: 13-1313
 PROJECT ADDRESS: 10360 MAIN STREET
 SHEET NO.: 04-01-01-01

NO.	REVISION	DATE

BOYLS
 ARCHITECTS
 1000 PINE AVENUE, SUITE 200
 BELLEVUE, WASHINGTON 98004
 TEL: 206.461.1100 FAX: 206.461.1101

BUILDING SECTIONS

General Demolition Notes

- 1. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE DEMOLITION ORDINANCE AND THE BUILDING DEPARTMENT'S DEMOLITION REGULATIONS. THE DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE DEMOLITION ORDINANCE AND THE BUILDING DEPARTMENT'S DEMOLITION REGULATIONS. THE DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE DEMOLITION ORDINANCE AND THE BUILDING DEPARTMENT'S DEMOLITION REGULATIONS.

City of Bellevue Cleaning and Grading Notes

- 1. ALL CURBS, SIDEWALKS, DRIVEWAYS, AND OTHER SURFACES SHALL BE CLEANED AND REPAIRED TO ORIGINAL CONDITION OR BETTER. ALL CURBS, SIDEWALKS, DRIVEWAYS, AND OTHER SURFACES SHALL BE CLEANED AND REPAIRED TO ORIGINAL CONDITION OR BETTER. ALL CURBS, SIDEWALKS, DRIVEWAYS, AND OTHER SURFACES SHALL BE CLEANED AND REPAIRED TO ORIGINAL CONDITION OR BETTER.

General Storm Drainage Notes

- 1. ALL STORM DRAINAGE SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE STORM DRAINAGE ORDINANCE AND THE BUILDING DEPARTMENT'S STORM DRAINAGE REGULATIONS. ALL STORM DRAINAGE SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE STORM DRAINAGE ORDINANCE AND THE BUILDING DEPARTMENT'S STORM DRAINAGE REGULATIONS.

Water General Notes

- 1. ALL WATER MAINS SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE WATER MAINS ORDINANCE AND THE BUILDING DEPARTMENT'S WATER MAINS REGULATIONS. ALL WATER MAINS SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE WATER MAINS ORDINANCE AND THE BUILDING DEPARTMENT'S WATER MAINS REGULATIONS.

Sanitary Sewer General Notes

- 1. ALL SANITARY SEWER MAINS SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE SANITARY SEWER MAINS ORDINANCE AND THE BUILDING DEPARTMENT'S SANITARY SEWER MAINS REGULATIONS. ALL SANITARY SEWER MAINS SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF BELLEVUE SANITARY SEWER MAINS ORDINANCE AND THE BUILDING DEPARTMENT'S SANITARY SEWER MAINS REGULATIONS.



Main Street Gateway
10360 MAIN STREET
BELLEVUE, WASHINGTON

September 18, 2013

DESIGN REVIEW SET
September 18, 2013

Main Street Gateway
10360 MAIN STREET
BELLEVUE, WASHINGTON

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11111 NE 115th Street, Suite 100
Bellevue, WA 98004
Tel: 206.453.1111
Fax: 206.453.1112
www.boylls.com

General Construction Sequence

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.

City of Bellevue Grading Construction Notes

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.

Turbidity Monitoring Notes

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.

Transportation Department Construction Notes

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.

Conditions Of Approval For Rainy Season Clearing And Grading

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.

Tree Retention Notes

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.

Conditions Of Approval For Rainy Season Clearing And Grading

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Earthwork Quantities

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.

City Of Bellevue Geotechnical Notes

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.

Right-of-Way Use Permits

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) PRIOR TO THE START OF CONSTRUCTION.



Main Street Gateway

10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET

September 18, 2013

PROJECT: MAIN STREET GATEWAY
DESIGNER: BOYLLS
DATE: 09/18/2013

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1415 1st Avenue, Suite 200
Bellevue, WA 98005
Tel: 206.451.1111
Fax: 206.451.1112

CO.02

PROJECT: MAIN STREET GATEWAY
DESIGNER: BOYLLS
DATE: 09/18/2013

Main Street Gateway

10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET

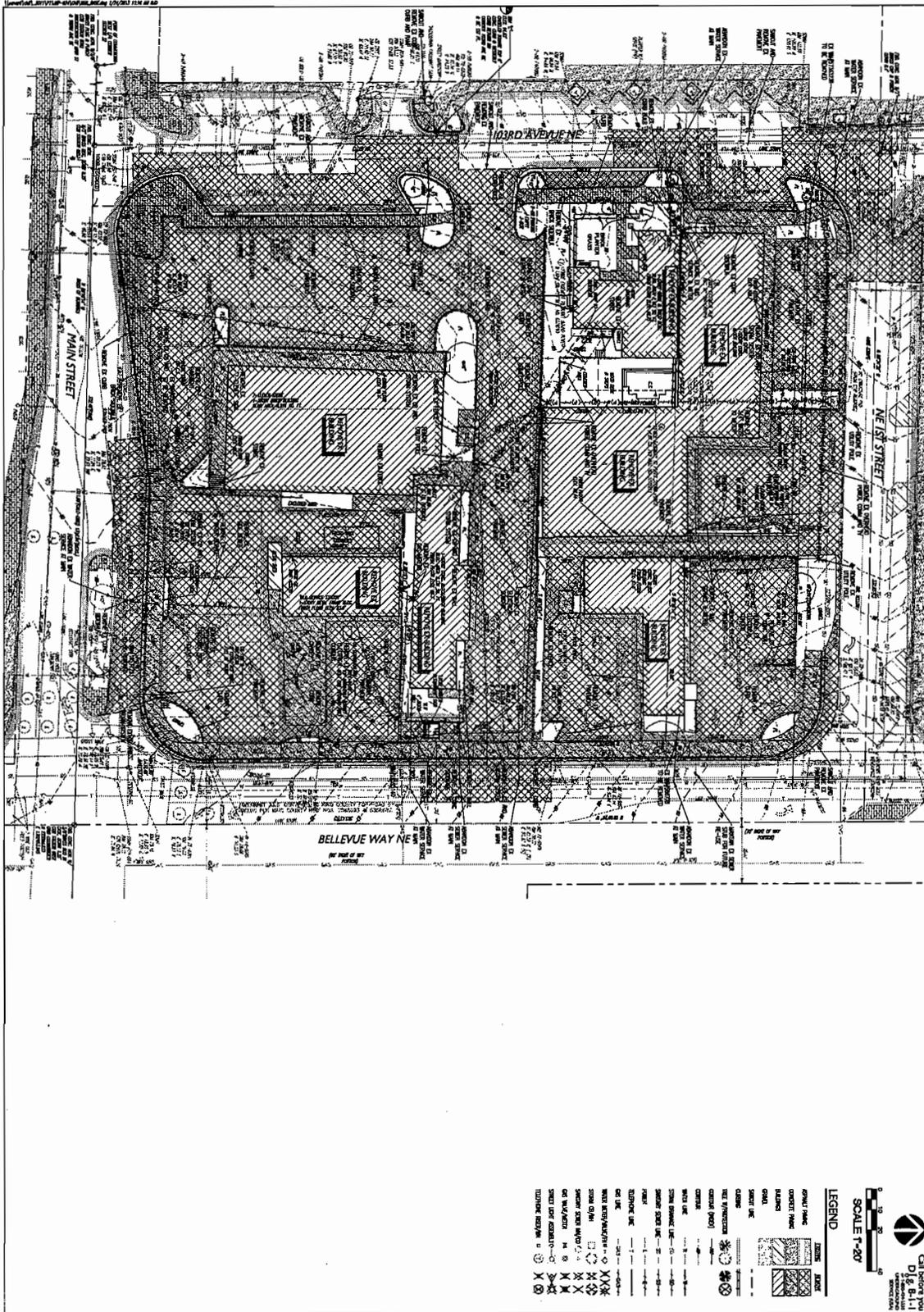
September 18, 2013

boylls ARCHITECTS

1415 1st Avenue, Suite 200
Bellevue, WA 98005
Tel: 206.451.1111
Fax: 206.451.1112

CO.02

NOTICE SHEET



SCALE 1"=20'

LEGEND

	PROPOSED STRUCTURE
	EXISTING STRUCTURE
	PROPOSED PAVEMENT
	EXISTING PAVEMENT
	PROPOSED DRIVEWAY
	EXISTING DRIVEWAY
	PROPOSED WALKWAY
	EXISTING WALKWAY
	PROPOSED UTILITY
	EXISTING UTILITY
	PROPOSED EASEMENT
	EXISTING EASEMENT
	PROPOSED RIGHT-OF-WAY
	EXISTING RIGHT-OF-WAY
	PROPOSED FENCE
	EXISTING FENCE
	PROPOSED WALL
	EXISTING WALL
	PROPOSED TREE
	EXISTING TREE
	PROPOSED PLANTING
	EXISTING PLANTING
	PROPOSED STORMWATER MANAGEMENT
	EXISTING STORMWATER MANAGEMENT
	PROPOSED UTILITY EASEMENT
	EXISTING UTILITY EASEMENT
	PROPOSED RIGHT-OF-WAY EASEMENT
	EXISTING RIGHT-OF-WAY EASEMENT



Main Street Gateway

10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET

September 18, 2013

PROJECT NUMBER	CLM00000000
PROJECT NAME	10360 MAIN STREET
PROJECT ADDRESS	10360 MAIN STREET, BELLEVUE, WA 98004
DATE	SEP 18 2013
SCALE	1" = 20'

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CL 1.00

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BELLEVUE, WASHINGTON

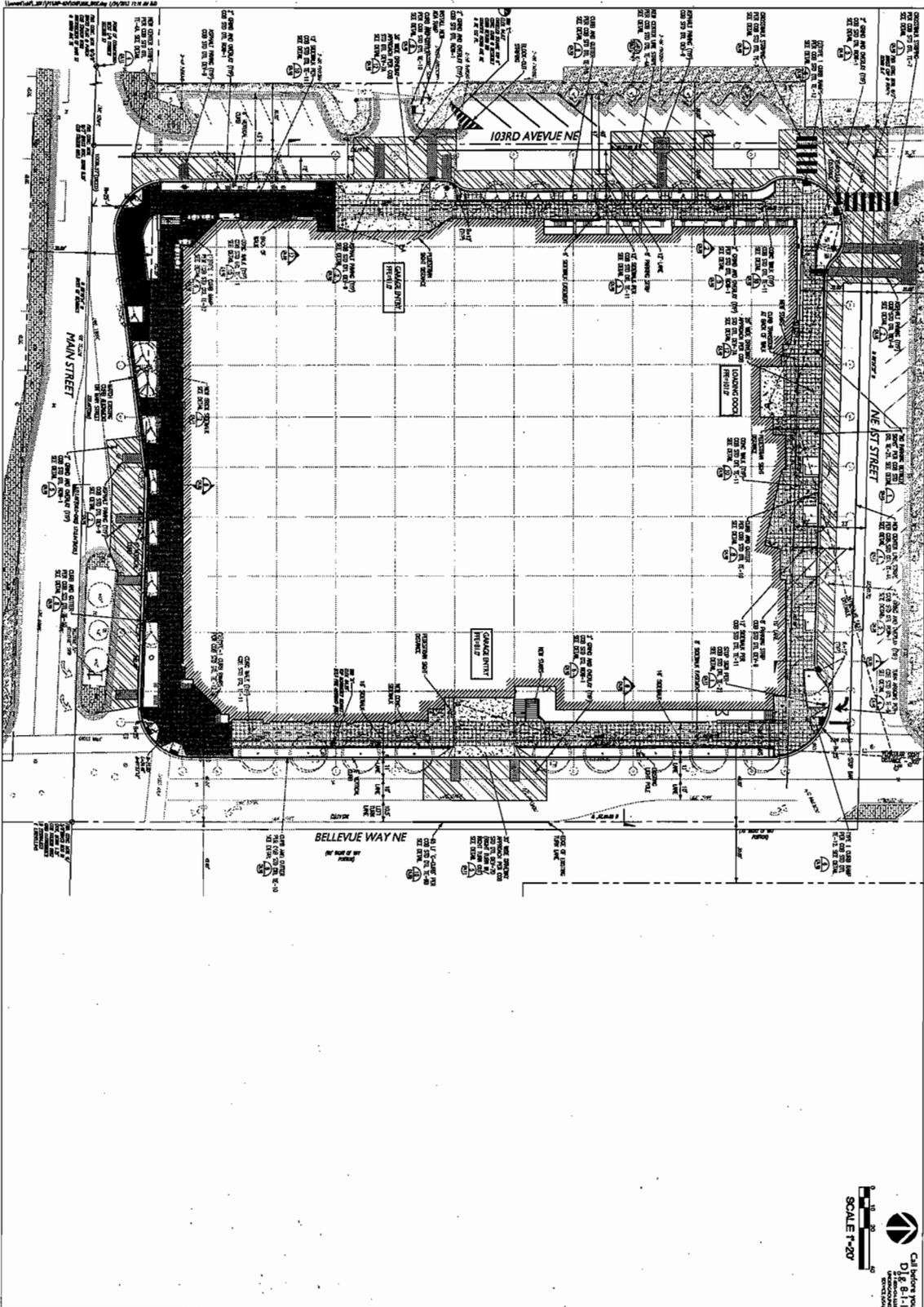
DESIGN REVIEW SET

September 18, 2013

PROJECT NUMBER	CLM00000000
PROJECT NAME	10360 MAIN STREET
PROJECT ADDRESS	10360 MAIN STREET, BELLEVUE, WA 98004
DATE	SEP 18 2013
SCALE	1" = 20'

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SCALE 1"=20'



Main Street Gateway

10360 MAIN STREET
 BELLEVUE, WASHINGTON

DESIGN REVIEW SET

September 18, 2013

PROJECT MANAGER: CLAYTON
 PROJECT ARCHITECT: DAN
 DRAWING NO: 04
 DRAWING TITLE: PAVING PLAN

NO.	DESCRIPTION	DATE

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C4.00

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DESIGN REVIEW SET

September 18, 2013

PROJECT MANAGER: CLAYTON
 PROJECT ARCHITECT: DAN
 DRAWING NO: 04
 DRAWING TITLE: PAVING PLAN

NO.	DESCRIPTION	DATE

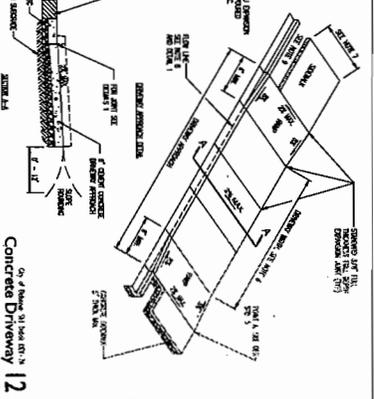
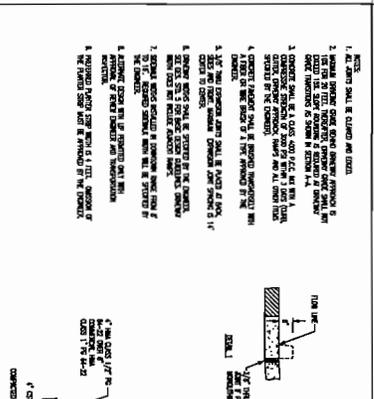
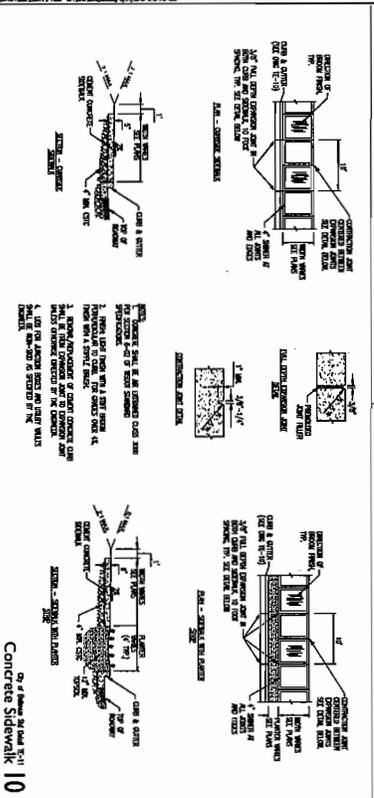
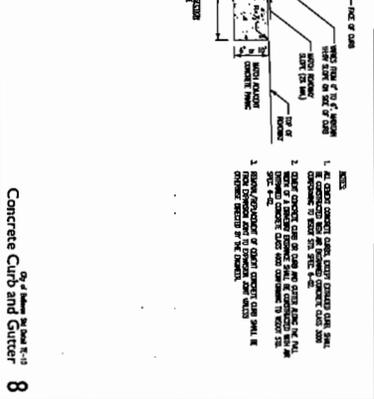
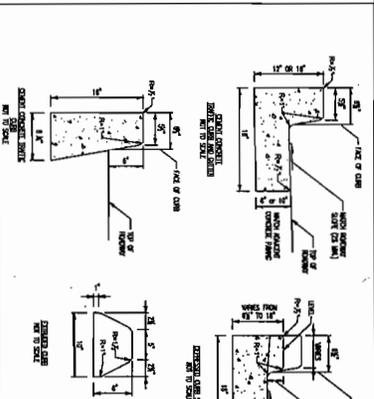
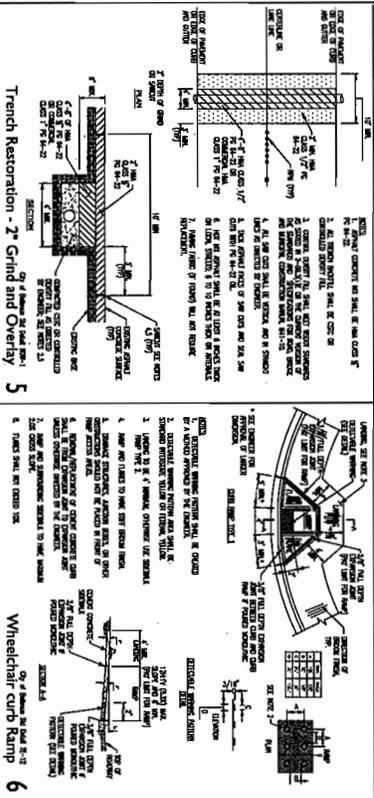
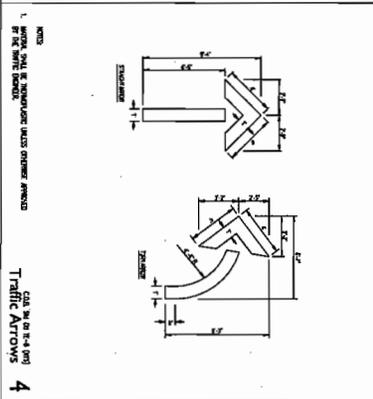
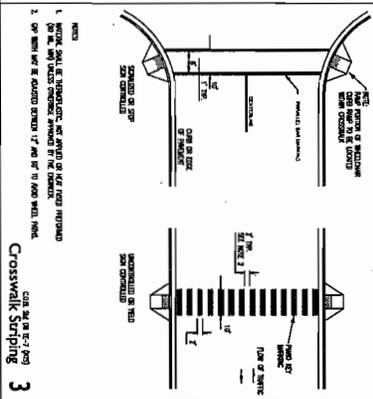
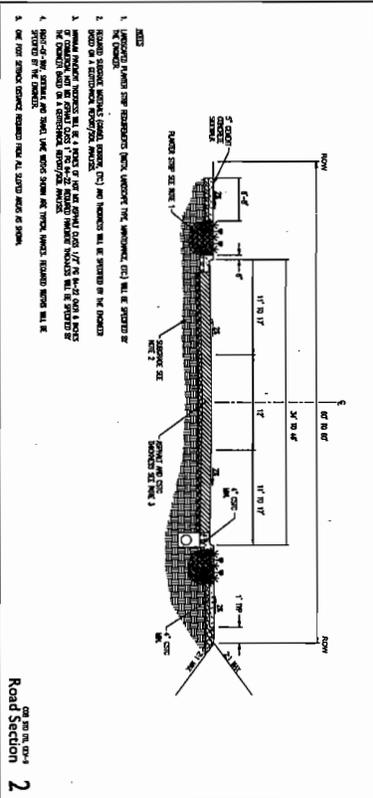
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10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET

September 18, 2013



Main Street Gateway

10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET

September 18, 2013

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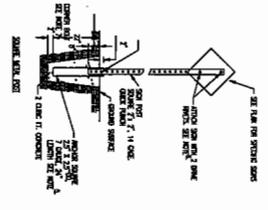
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Bellevue, WA 98004
206.461.1111
www.boylls.com

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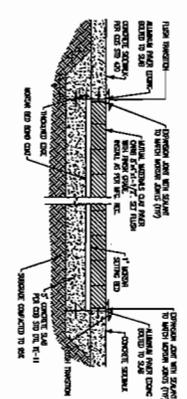
1015 1st Avenue, Suite 100
Bellevue, WA 98004
206.461.1111
www.boylls.com

C4.10

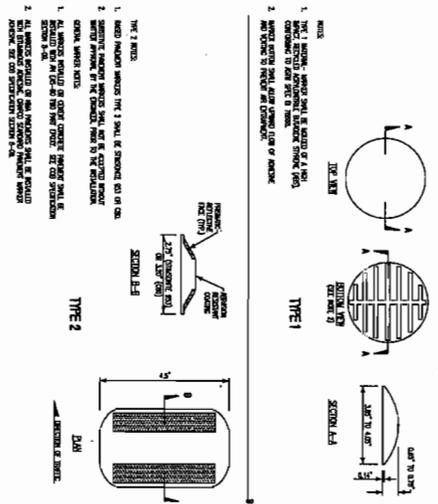
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3	1	EA	1" x 1" x 1/4" SIGN POST
4	1	EA	1" x 1" x 1/4" SIGN POST
5	1	EA	1" x 1" x 1/4" SIGN POST
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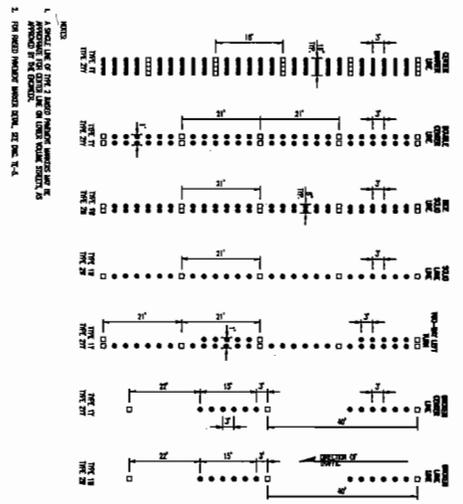
Of 4 Sheets See Sheet C4.11
Sign Installation



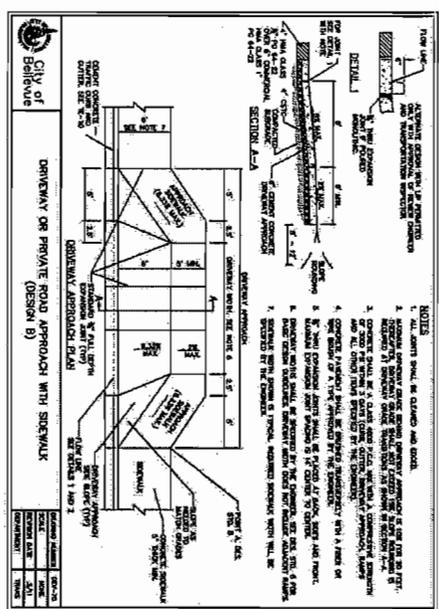
Brick Pavers
2



Of 4 Sheets See Sheet C4.11
Lane Markers
3



Of 4 Sheets See Sheet C4.11
Concrete Driveway w/ Aprons
4



Of 4 Sheets See Sheet C4.11
Concrete Driveway w/ Aprons
5



Main Street Gateway
10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET
September 18, 2013

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BELLEVUE, WA 98004
TEL: 206.451.1000
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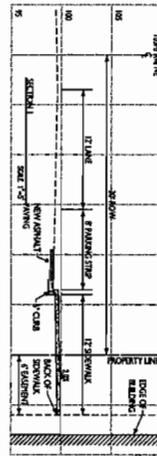
C4.11

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10360 MAIN STREET
BELLEVUE, WASHINGTON

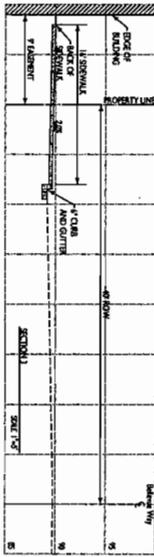
DESIGN REVIEW SET
September 18, 2013

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ARCHITECTS
5111 15TH AVENUE, SUITE 200
BELLEVUE, WA 98004
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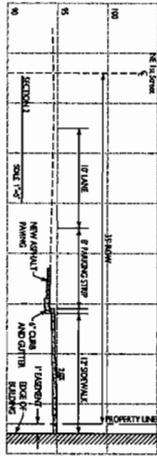
C4.11



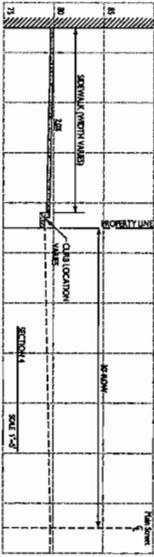
103rd Ave NE - North 2



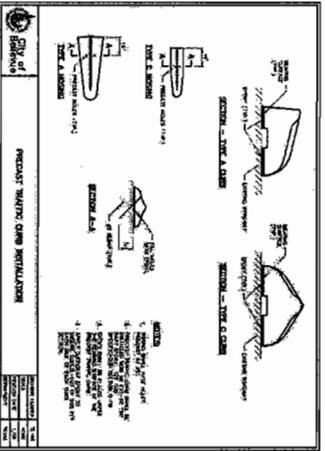
Bellevue Way 6



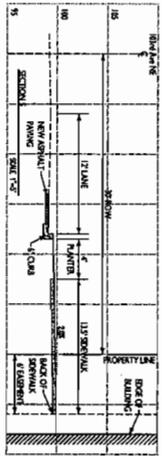
NE 1st Street 4



Main Street 8



Precast Traffic Curb Installation 10



103rd Ave NE - South 12



Main Street Gateway
10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET
September 18, 2013

boylls ARCHITECTS
1000 1st Ave, Suite 1000, Bellevue, WA 98004
206.276.7000
www.boylls.com

C4.20

PROJECT: MAIN STREET GATEWAY
PROJECT NUMBER: 10000
DATE: 09/18/13
DRAWN BY: [Name]
CHECKED BY: [Name]

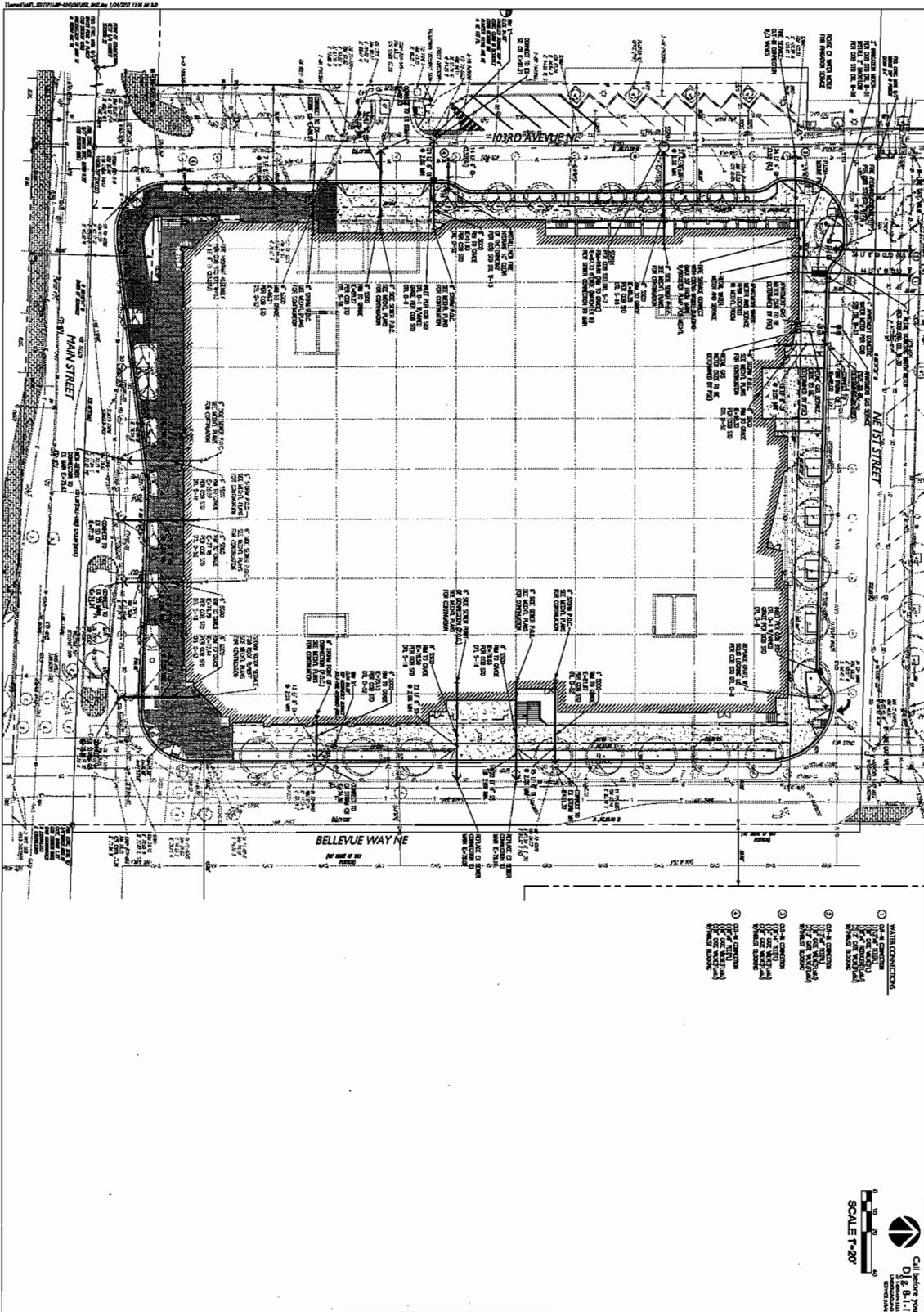
Main Street Gateway
10360 MAIN STREET
BELLEVUE, WASHINGTON

DESIGN REVIEW SET
September 18, 2013

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1000 1st Ave, Suite 1000, Bellevue, WA 98004
206.276.7000
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C4.20

C4.20



- WATER CONNECTIONS**
- ① WATER MAIN
 - ② WATER SERVICE
 - ③ FIRE HYDRANT
 - ④ WATER VALVE
 - ⑤ WATER METER
 - ⑥ WATER METER BOX
 - ⑦ WATER METER SET
 - ⑧ WATER METER SET WITH VALVE
 - ⑨ WATER METER SET WITH VALVE AND METER
 - ⑩ WATER METER SET WITH VALVE AND METER AND SERVICE

Call before you dig
 811
 1-800-4-A-SHIELD
 1-800-427-4773
 SCALE 1"=20'



Main Street Gateway

10360 MAIN STREET
 BELLEVUE, WASHINGTON

DESIGN REVIEW SET

September 18, 2013

PROJECT NUMBER: C1000000
 DRAWING NO: 10360-01
 DRAWING TITLE: UTILITY PLAN

boylis
 ARCHITECTS

10360 Main Street, Suite 100
 Bellevue, WA 98004
 P: 206.461.1000
 F: 206.461.1001
 WWW.BOYLISARCHITECTS.COM

C5.00

DESIGN REVIEW SET

September 18, 2013

PROJECT NUMBER: C1000000
 DRAWING NO: 10360-01
 DRAWING TITLE: UTILITY PLAN

**COUGHLIN
 FONTER
 LUNDEN**

4013 Main Street, Suite 100
 Seattle, WA 98105
 P: 206.461.1000
 F: 206.461.1001
 WWW.COUGHLINFONTERLUNDEN.COM

boylis
 ARCHITECTS

10360 Main Street, Suite 100
 Bellevue, WA 98004
 P: 206.461.1000
 F: 206.461.1001
 WWW.BOYLISARCHITECTS.COM

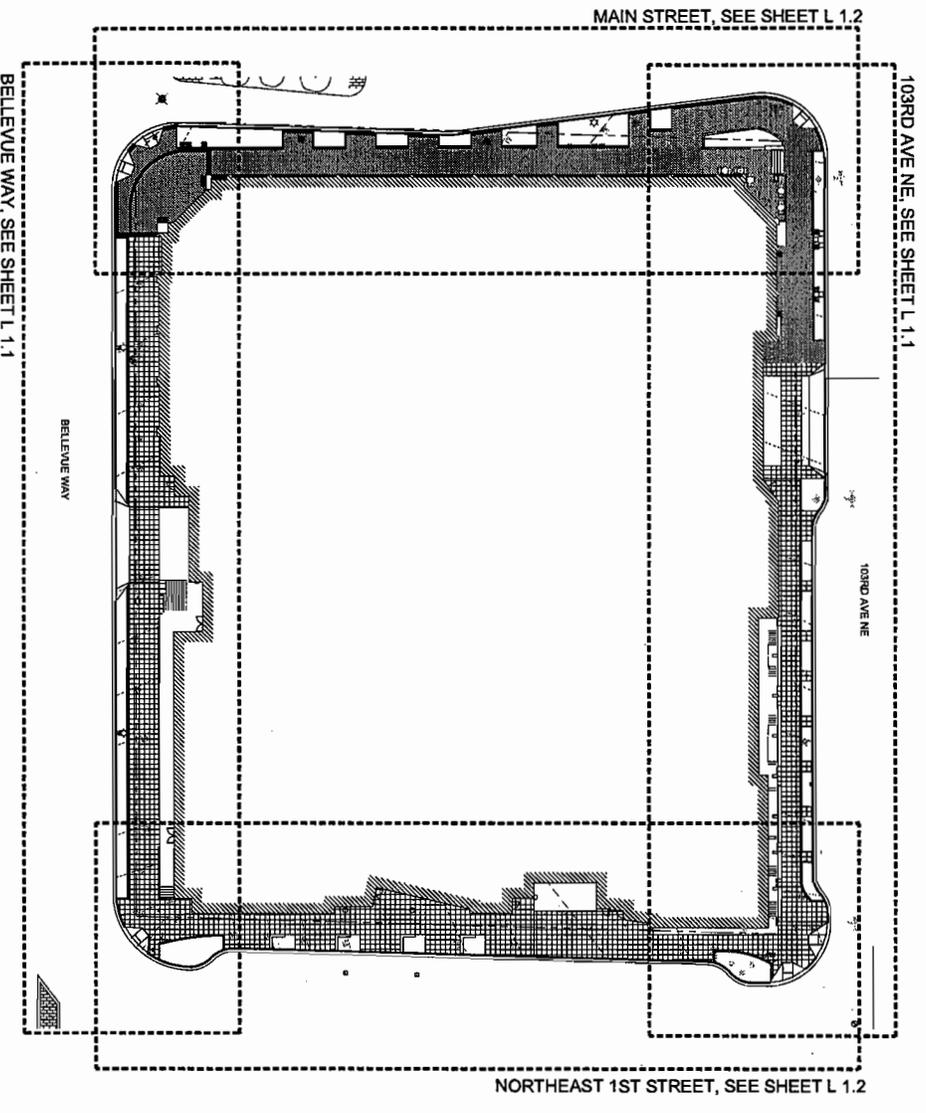
C5.00

Main Street Gateway

10360 MAIN STREET
 BELLEVUE, WASHINGTON

- LEGEND**
- BRICK PATTERN, RUNNING BOND PATTERN, MUTUAL MATERIALS BRICK PATTERNS, STANDARD BRICK SIZE, COLOR, CHESTNUT, COLOR TO MATCH BRICK SIGNMAK ON SOUTH SIDE OF MAIN
 - BRICK PATTERN BOND, RUNNING BOND, STANDARD SIZE BRICK, COLOR: BROWN SANDTONE BY MUTUAL MATERIALS
 - BRICK PATTERN BOND, SOLIDER BOND, LARGE SCALE PATTERN 8"x8" BY MUTUAL MATERIALS, STANDARD CONDITION MATCHES EXISTING SIGNMAK BONDING IN OLD BELLEVUE
 - MATERIAL, CONCRETE 24"x24" SQUARE MATTER, LIGHT BROWN FINISH, PERPENDICULAR TO DIRECTION OF WALL
 - CONCRETE SEAT BLOCKS 24"x21" x 24" LENGTH, SMOOTH FINISH, COLOR TO BE DETERMINED.

- GENERAL NOTES**
- DEFINITIONS: PAINTING AREA, EQ-EQUAL DISTANCE, DEFINITIONS: LENGTH, EQ-EQUAL DISTANCE
 - DEFINITIONS: FINISH OF WALL ELEVATION, C.I.P.-CAST IN PLACE, TYPICAL
 - REFER TO ARCHITECTURAL PLANS FOR ALL BUILDING RELATED INFORMATION, REFER TO CIVIL PLANS FOR GRADING, DRAINAGE, AND UTILITIES.



1 SITE PLAN KEY
1" = 30' - 0"



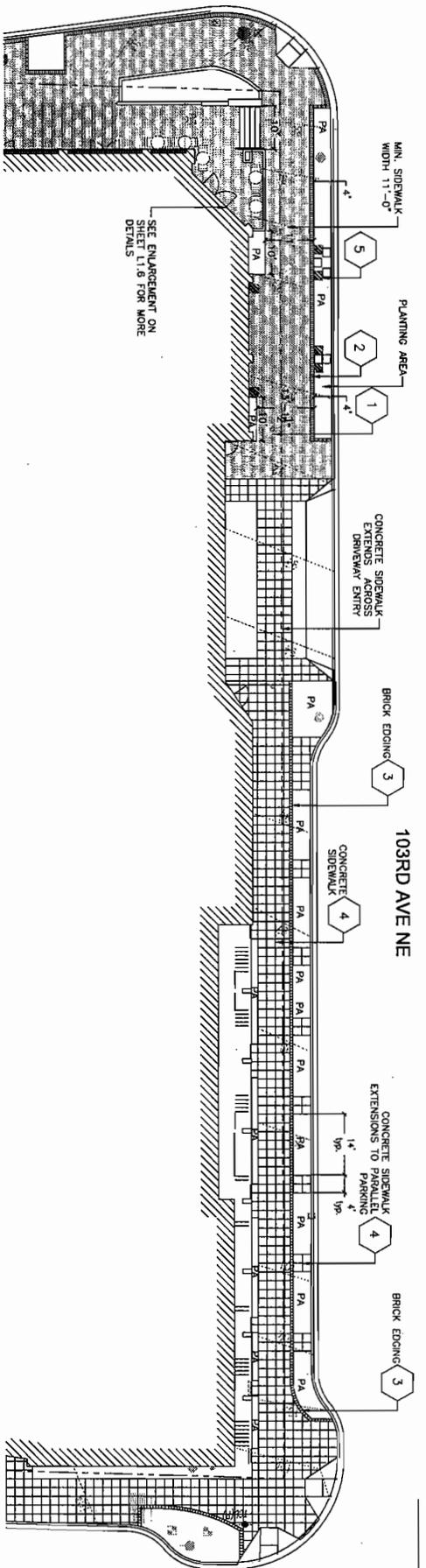
Main Street Gateway
10360 MAIN STREET

DESIGN REVIEW SET
September 18, 2013

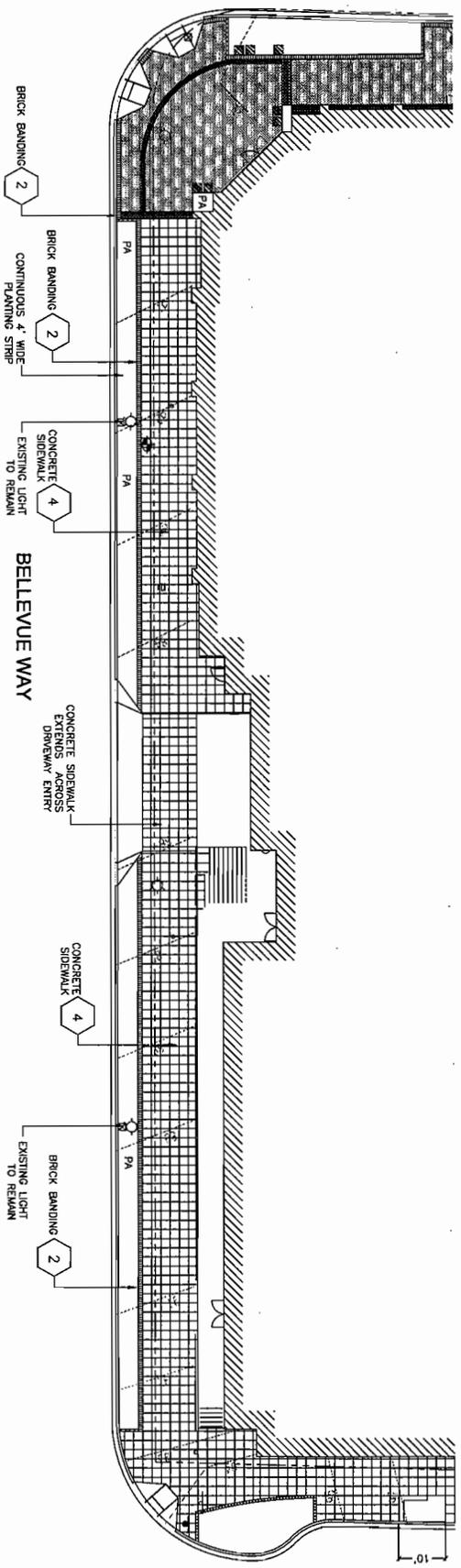
PROJECT INFORMATION: 10360 MAIN STREET, BELLEVUE, WA 98004
 DRAWING NO: 10360 MAIN STREET - LAYOUT
 DATE: 09/18/13

ARCHITECT: BOYLISS
 10000 1st Avenue, Suite 1100, Bellevue, WA 98004
 (206) 451-1000
 www.boyliiss.com

DATE: 09/18/13
 DRAWING NO: 10360 MAIN STREET - LAYOUT
 SHEET NO: 10360 MAIN STREET - LAYOUT - 10360 MAIN STREET - LAYOUT - 10360 MAIN STREET - LAYOUT



1 103rd Avenue NE Layout Plan
1" = 10' - 0"



2 Bellevue Way Layout Plan
1" = 10' - 0"

- LEGEND**
1. BRICK BANDING: RUNNING BRICK SYSTEM. MUTUAL MATERIALS BRICK PATTERN. STANDARD BRICK SIZE, COLOR, CHESTNUT. COLOR TO MATCH BRICK SIDEWALK ON SOUTH SIDE OF MAIN.
 2. BRICK PATTERN: RUNNING BRICK, STANDARD SIZE BRICK, COLOR: BROWN WATFORD BY MUTUAL MATERIALS.
 3. BRICK PATTERN: BONDING, SOLDIER ROW. LARGER SCALE PATTERN 8"x8", BT MUTUAL MATERIALS. COLORED CHESTNUT. PROPOSED CONVICTION MATCHES WITH EXISTING SIDEWALK.
 4. CONCRETE SIDEWALK: 2"X8" SLABS. LIGHT BROWN FINISH.
 5. CONCRETE SIDEWALK: 2"X12" SLABS. 24" LENGTH, SMOOTH FINISH, COLOR TO BE DETERMINED.

- GENERAL NOTES**
1. DIMENSIONS: FINISHING AREA, EQ-EQUAL DISTANCE. E-TYPICAL ELEVATION.
 2. DIMENSIONS: 1/4" TOP OF WALL ELEVATION, CLIP-CUT IN PLACE. TYP-TYPICAL.
 3. REFER TO ARCHITECTURAL PLANS FOR ALL BUILDING RELATED INFORMATION. REFER TO CIVIL PLANS FOR BRICKING, OBSTACLE, AND UTILITIES.



Not For Construction



Main Street Gateway

10360 MAIN STREET

DESIGN REVIEW SET

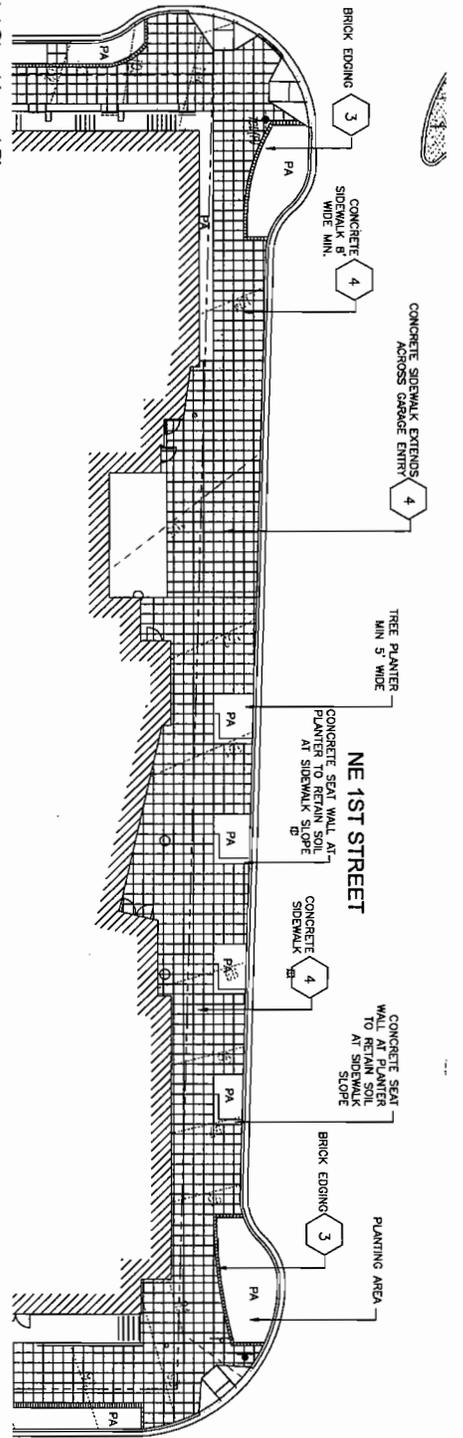
NO.	REVISION	DATE



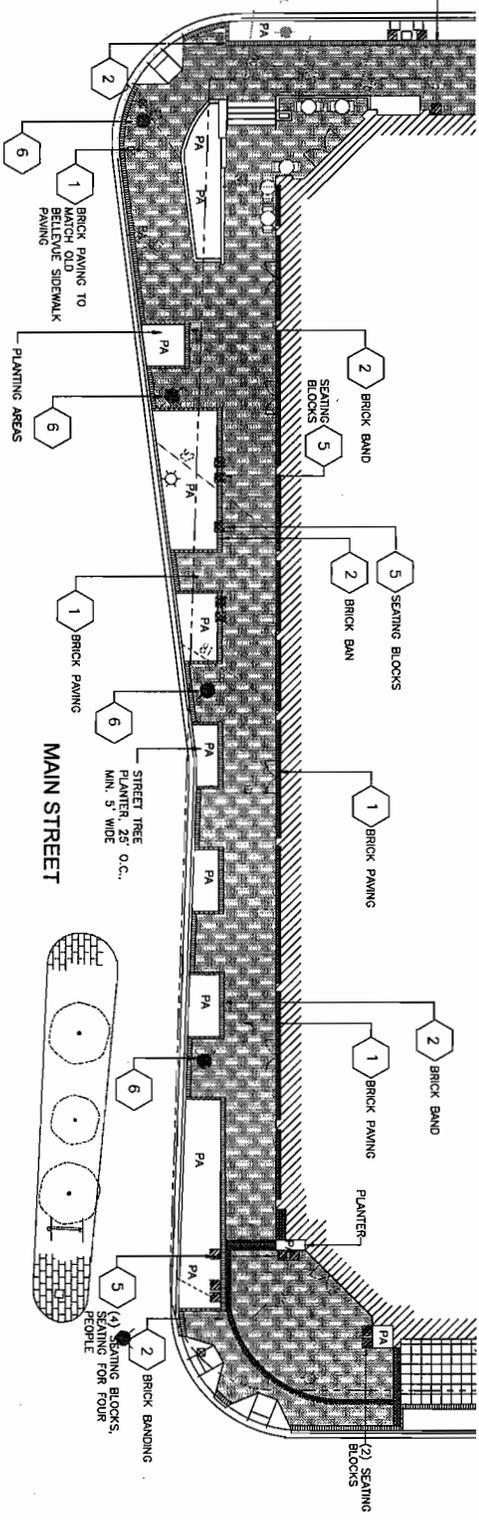
1981 14th Street, Suite 1100, Seattle, WA 98101
 Phone: (206) 461-1100
 Fax: (206) 461-1101
 Website: www.boylls.com

STREETSCAPE LAYOUT PLAN

L1.1



1 NE 1st Street Layout Plan
1" = 10' - 0"



2 Bellevue Way Layout Plan
1" = 10' - 0"

- LEGEND**
1. CONCRETE FINISH, BRICK BAND SYSTEM, BRICK PAVING TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET, COLOR TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET.
 2. BRICK PAVING TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET, COLOR TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET.
 3. BRICK PAVING TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET, COLOR TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET.
 4. BRICK PAVING TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET, COLOR TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET.
 5. BRICK PAVING TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET, COLOR TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET.
 6. BRICK PAVING TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET, COLOR TO MATCH BRICK SIDEWALK, ON SOUTH SIDE OF MAIN STREET.

- GENERAL NOTES**
1. DIMENSIONS: FINISHING AREA, ED-EQUAL DISTANCE.
 2. DIMENSIONS: 1/4" = 0' WALL ELEVATION, CIP-AS-CUR IN PLACE, TYPE-TYPICAL.
 3. REFER TO ARCHITECTURAL PLANS FOR ALL BUILDING RELATED INFORMATION, REFER TO CIVIL PLANS FOR GRADING, DRAINAGE, AND UTILITIES.

Not For Construction



Main Street Gateway
10360 MAIN STREET

DESIGN REVIEW SET

NO.	DESCRIPTION	DATE
1	PROJECT APPROVAL	10/15/2013
2	DESIGN REVIEW SET	10/15/2013
3	CONSTRUCTION SET	10/15/2013

PROJECT APPROVAL
DATE: 10/15/2013
DRAWN BY: [Name]

DOYLLS
10000 1st Avenue, #1000, Bellevue, WA 98004
Tel: (206) 451-1000
Fax: (206) 451-1001
www.doylls.com



Main Street Gateway

10360 MAIN STREET

DESIGN REVIEW SET

September 10, 2013

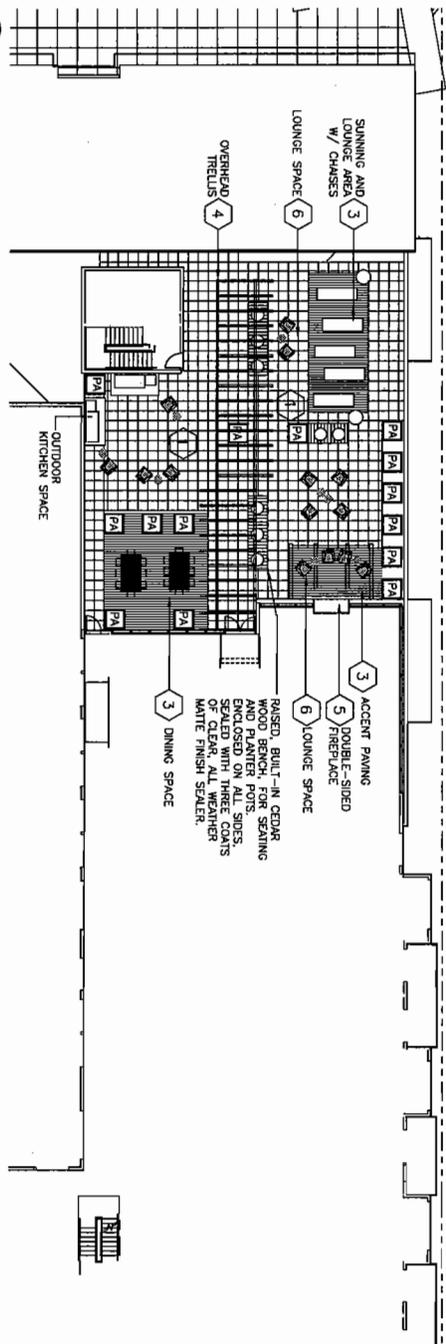
PROJECT NAME: 13
 PROJECT NUMBER: 13
 PROJECT ADDRESS: 10360 MAIN STREET
 PROJECT CITY: DENVER, CO
 PROJECT STATE: COLORADO
 PROJECT ZIP: 80202

DATE: 09/10/13
 TIME: 10:00 AM
 DRAWING NO: 10360 MAIN STREET
 SHEET NO: 10360 MAIN STREET

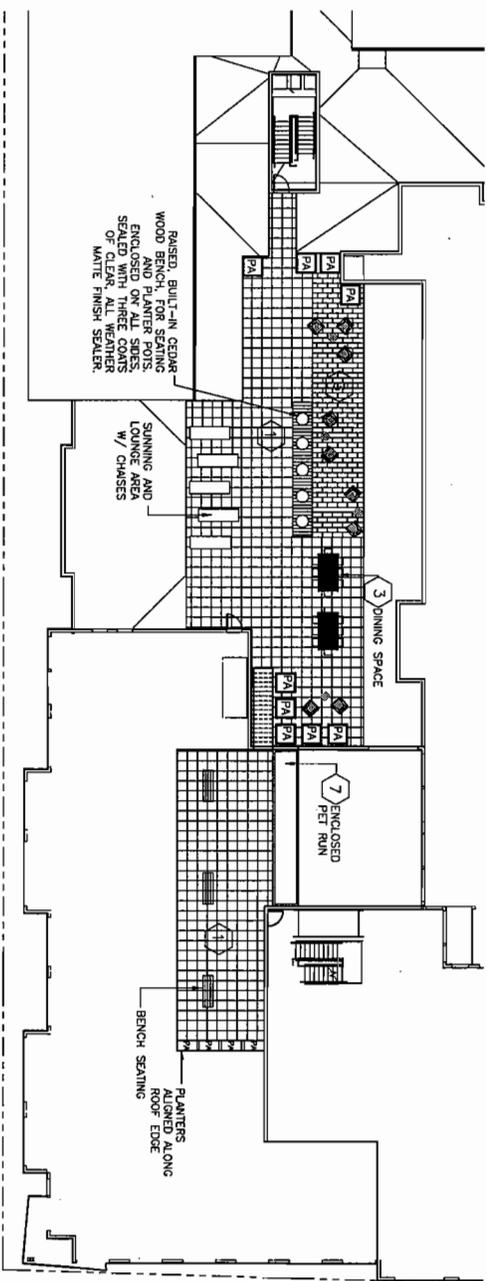
BOYLI'S

10360 Main Street, Suite 1000, Denver, CO 80202
 303.733.1111
 www.boyli.com

ROOF DECK LAYOUT PLAN



1 Roof Deck West - Layout Plan
 1" = 10' - 0"



2 Roof Deck East - Layout Plan
 1" = 10' - 0"

LEGEND

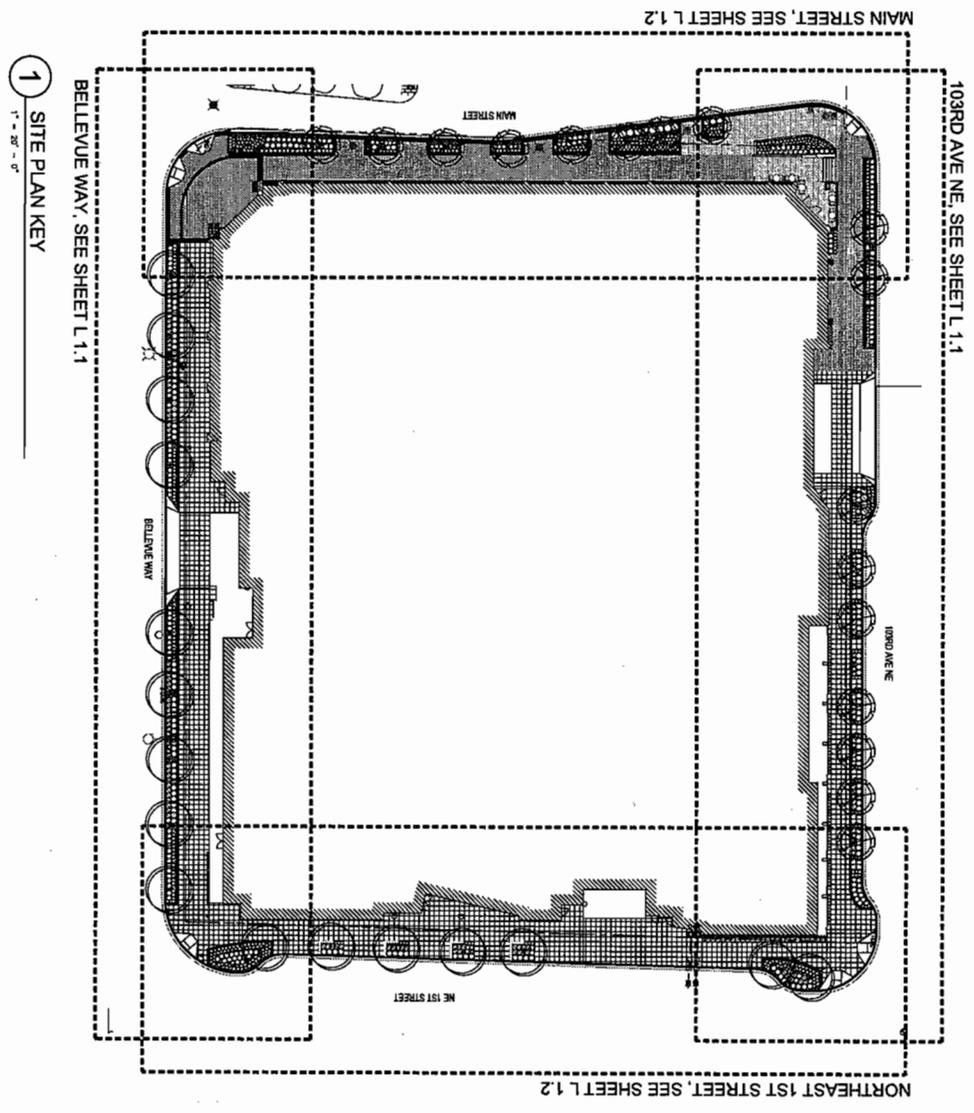
1. 2"x2"x1/4" UNCOATED GRAY CONCRETE PAVES BY NATURAL MATERIALS. SET ON 2"x2"x1/4" UNCOATED GRAY CONCRETE. ACTUAL SIZE: 23 1/2" x 23 1/2" x 1 1/4". WEIGHT: 80 LBS PER UNIT.
2. PISA 2 STACKED UNIT PLANTER WALLS WITH PRECAST CONCRETE CHIPS AT SEAT WALLS. HEIGHTS VARY. SEE PLAN. COLOR TO BE DETERMINED.
3. ACCEPT PAVING AT CHAIRING SPACES. BROWN DECOLORED TILES WITH SNIP RESISTANT SURFACE OR ALTERNATE 1 1/2"x2 1/4" PALAZZO PAVES BY RESISTANT STONE IN COMPLEMENTARY COLOR AND SET IN RUNNING BOND LAYOUT.
4. WOOD TRELLIS SIMULATORS. CLEAR CEDAR WITH DOUBLE COAT CLEAR MATE SEALER, OR ALTERNATE: WELDED STEEL TRELLIS. POWDER COAT PLANS FOR MORE INFORMATION.
5. DOUBLE-SIDED, OUTDOOR FURNITURE BY MONTECO PREPLACES. SEE ARCH. PLANS FOR MORE INFORMATION.
6. SITE FURNITURE TO INCLUDE:
 - (1) BENCHES: BOON BENCH BY KINGSLEY BATE
 - (2) BENCHES: BOON BENCH BY KINGSLEY BATE
 - (3) SEAT TABLES: THOU SOL TABLE BY KINGSLEY BATE
 - (4) DINING TABLES: BOON DINING TABLE AND BENCHES BY KINGSLEY BATE
 - (5) LOUNGES: TONAL BY KINGSLEY BATE
 - (6) PLANTERS: URBAN SQUARE BY TOWNESCO, SITEMARKS, MODEL: 04000000, 24" H, 24" W, 24" D, 1/2" FINISH, MAP FIBERGLASS FINISH, COLORED FINISH FOR SEATING, MAP FIBERGLASS FINISH, COLOR TBD.
 - (7) RECTANGULAR PLANTERS: WASHIE RECTANGLE BY TOWNESCO, MODEL: 04000000, 24" H, 24" W, 24" D, 1/2" FINISH, MAP FIBERGLASS FINISH, COLORED FINISH FOR SEATING, MAP FIBERGLASS FINISH, COLOR TBD.
 - (8) ROUND PLANTERS: URBAN ROUND BY TOWNESCO, MODEL: 04000000, 24" H, 24" W, 24" D, 1/2" FINISH, MAP FIBERGLASS FINISH, COLORED FINISH FOR SEATING, MAP FIBERGLASS FINISH, COLOR TBD.
 - (9) 3/8" OUTDOOR GAS GRILL UNITS WITH SOLE COUNTERS AND CABINET BURNERS. EXACT REQUIREMENTS AND CONSTRUCTION FOR 3/8" GAS GRILL TO BE PROVIDED BY MANUFACTURER. PROVIDE HOSE, BELL AND SEPARATE DRAIN SYSTEM FOR WOOD BEARING ON END TO 24" HIGHER MINIMUM SPACE.

GENERAL NOTES

1. ACCEPT PAVING AT CHAIRING SPACES. BROWN DECOLORED TILES WITH SNIP RESISTANT SURFACE OR ALTERNATE 1 1/2"x2 1/4" PALAZZO PAVES BY RESISTANT STONE IN COMPLEMENTARY COLOR AND SET IN RUNNING BOND LAYOUT.
2. DIMENSIONS: 1/4" TOP OF WALL ELEVATION, CLIP-CUT IN PLACE, TYPE-TYPICAL.
3. REFER TO ARCHITECTURAL PLANS FOR ALL BUILDING RELATED INFORMATION. REFER TO CIVIL PLANS FOR GRADING, DRAINAGE, AND UTILITIES.



Not For Construction



Main Street Gateway

10360 MAIN STREET

DESIGN REVIEW SET

September 18, 2013

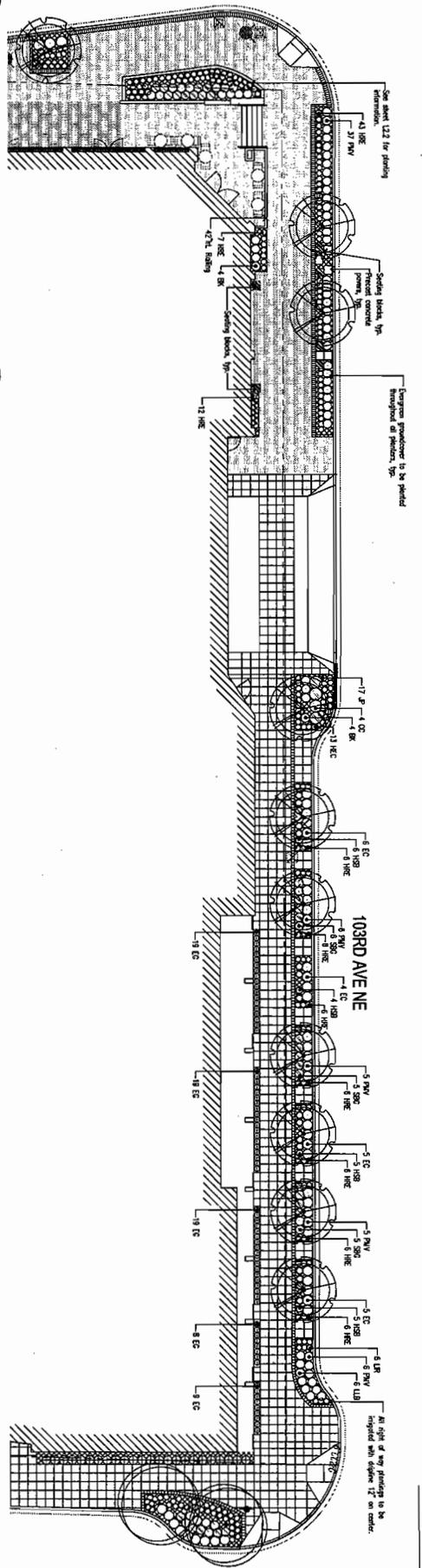
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DATE: 09/18/13

NO.	DESCRIPTION	DATE

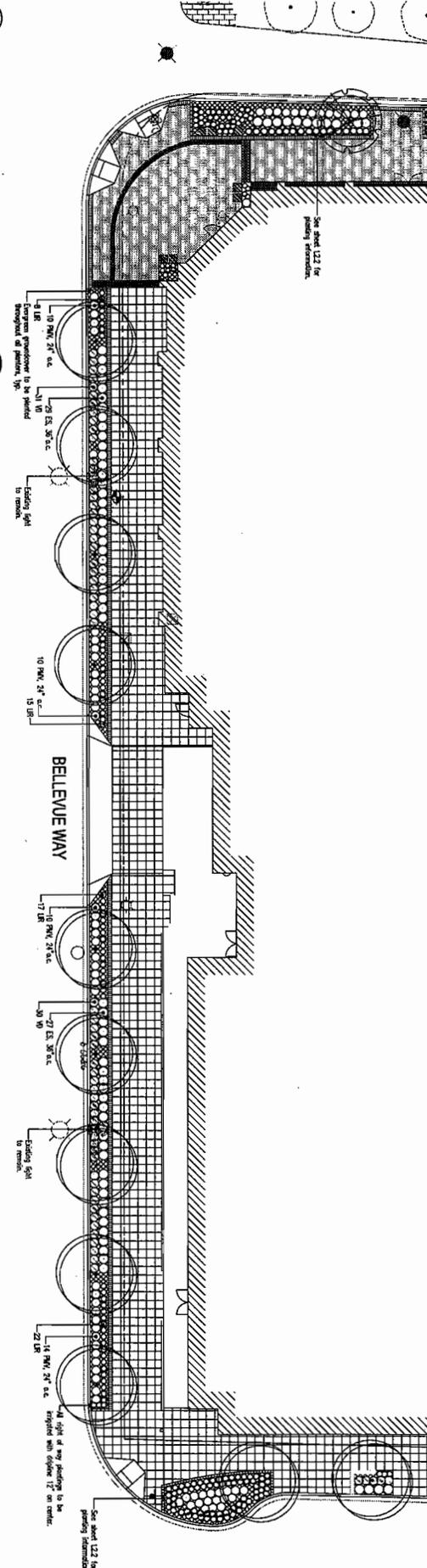


BoyliSS
Landscape Architecture
10360 Main Street, Suite 100
Bellevue, WA 98004
206.461.1111
www.boyliSS.com

LANDSCAPE PLAN



1 103rd Avenue NE Landscape Plan
1" = 10' - 0"



2 Bellevue Way Landscape Plan
1" = 10' - 0"

GENERAL NOTES

1. ALL PLANTING AREAS TO RECEIVE CONSTRUCTION PLANNED FOR SPACE INDICATED OR AS NOTED.
2. ALL TREES SHALL BE ONE OF SEVERAL SPECIES, 3" O.C., SPACED BY O.C., UNLESS NOTED OTHERWISE.
3. TO A MAX. OF 8' FROM SIDEWALK EDGELINE.
4. PLANTING INFORMATION FOR PLANTING AND SEE PLANTING SCHEDULE TO SELECT PLANT LIGHT PLACEMENT WITH THE SCHEME AND PLANTING SPEC. SHEET.
5. PLANTING INFORMATION FOR PLANTING AND SEE PLANTING SCHEDULE TO SELECT PLANT LIGHT PLACEMENT WITH THE SCHEME AND PLANTING SPEC. SHEET.
6. PLANTING INFORMATION FOR PLANTING AND SEE PLANTING SCHEDULE TO SELECT PLANT LIGHT PLACEMENT WITH THE SCHEME AND PLANTING SPEC. SHEET.
7. PLANTING INFORMATION FOR PLANTING AND SEE PLANTING SCHEDULE TO SELECT PLANT LIGHT PLACEMENT WITH THE SCHEME AND PLANTING SPEC. SHEET.
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17. PLANTING INFORMATION FOR PLANTING AND SEE PLANTING SCHEDULE TO SELECT PLANT LIGHT PLACEMENT WITH THE SCHEME AND PLANTING SPEC. SHEET.
18. PLANTING INFORMATION FOR PLANTING AND SEE PLANTING SCHEDULE TO SELECT PLANT LIGHT PLACEMENT WITH THE SCHEME AND PLANTING SPEC. SHEET.
19. PLANTING INFORMATION FOR PLANTING AND SEE PLANTING SCHEDULE TO SELECT PLANT LIGHT PLACEMENT WITH THE SCHEME AND PLANTING SPEC. SHEET.
20. PLANTING INFORMATION FOR PLANTING AND SEE PLANTING SCHEDULE TO SELECT PLANT LIGHT PLACEMENT WITH THE SCHEME AND PLANTING SPEC. SHEET.

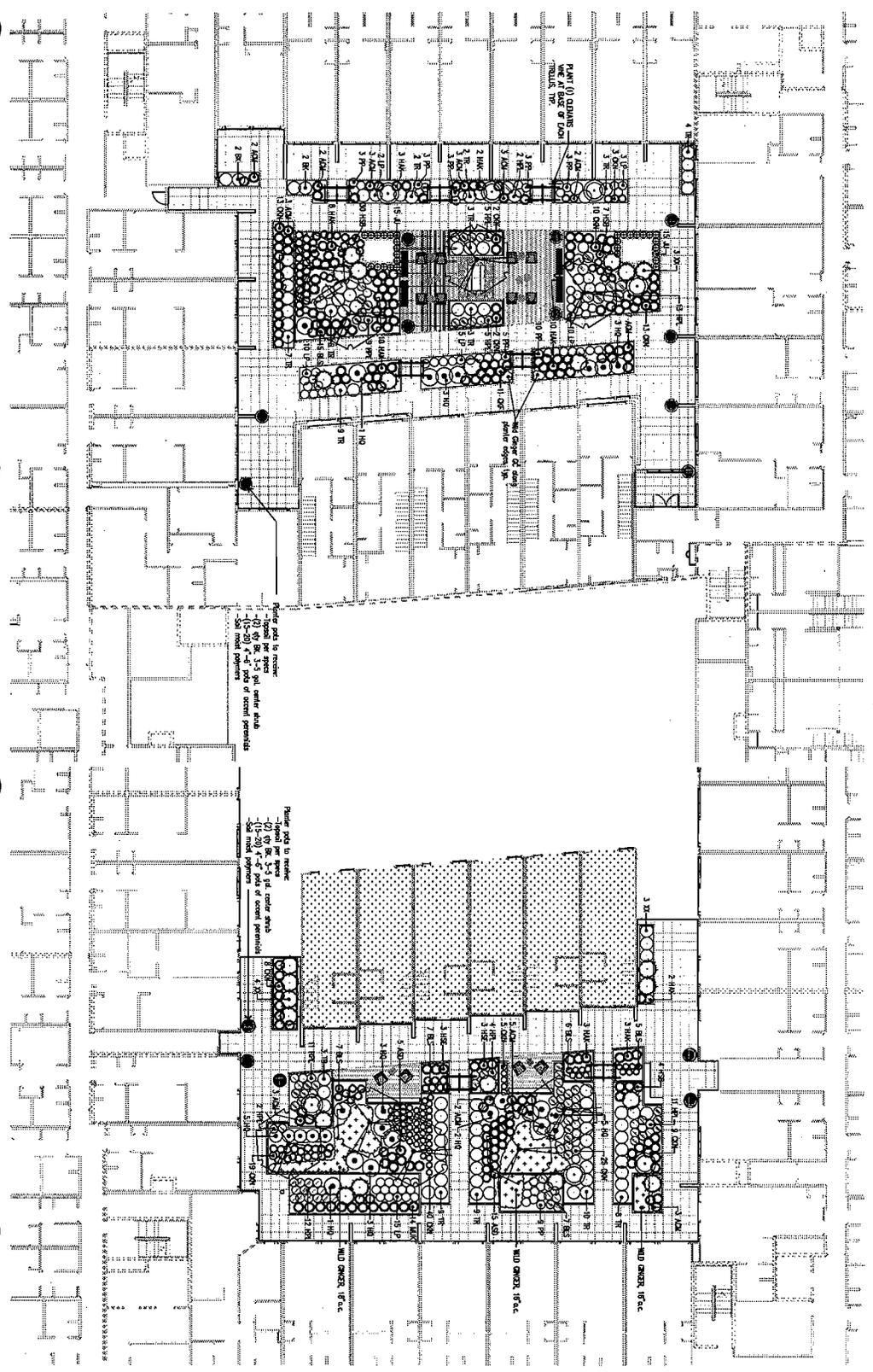
Not For Construction



Main Street Gateway
10360 MAIN STREET

DESIGN REVIEW SET
September 18, 2013

DOYLLS
Landscape Architecture
10360 Main Street, Suite 100
Bellevue, WA 98004
Phone: (206) 461-1111
www.doylls.com



1 Courtyard, Level 101 - Landscape Plan
1" = 10' - 0"

2 Courtyard, Level 121 - Landscape Plan
1" = 10' - 0"

GENERAL NOTES

1. ALL PLANTING AREAS TO RECEIVE GRASS/STRAWN PLANTED PER SPECIES INDICATED ON PLANT SCHEDULE.
2. ALL PLANTINGS TO BE OWNED TO ALLOW FOR ROOTING, GROWING AND SETTLEMENT OF PLANTS.
3. TREE PLANT PLANTINGS TO BE SPACING FROM TRUNKS, BRANCHES, TOPS TO FULL CANOPY.
4. PLANTINGS INCLUDE SPENDING SPECIES, DECIDUOUS ACUTE SHARP, FERNY, PALM, ORNAMENTAL GRASSES, AND PERENNIALS. PLANTING PLANS ARE SETTING USED ON CONSTRUCTION IN A STRATEGIC DEVELOPMENT.
5. ALL PLANTING AREAS TO BE MAINTAINED BY A FULL FUNCTIONING, PROFESSIONAL MAINTENANCE CONTRACTOR. MAINTENANCE CONTRACTOR TO BE DETERMINED BY ARCHITECT AND OWNER.
6. ROOF OF DOWNWINDS TO HAVE 4" GREEN ROOF REGULATION OR COLUMBIAN GREEN TECHNOLOGY, INC. SYSTEM WITH ELEV. 111.5'. FINISH SLAB SHALL BE 6" THICK.

Not For Construction



Main Street Gateway

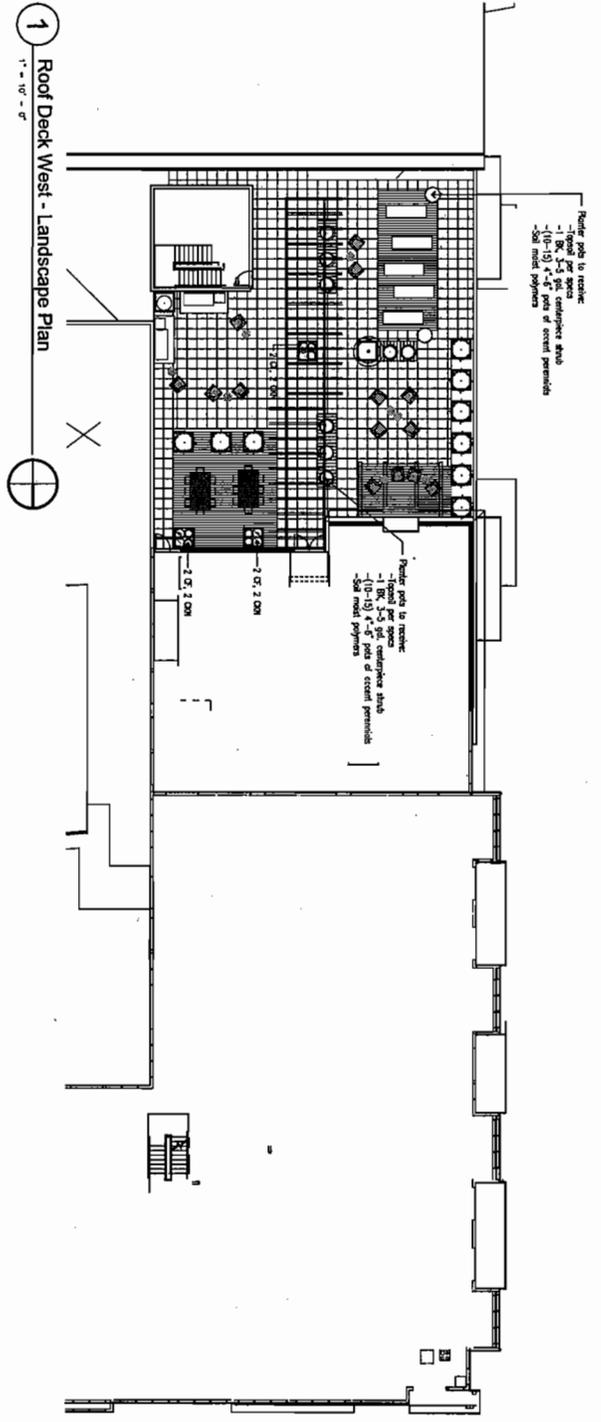
10360 MAIN STREET

DESIGN REVIEW SET

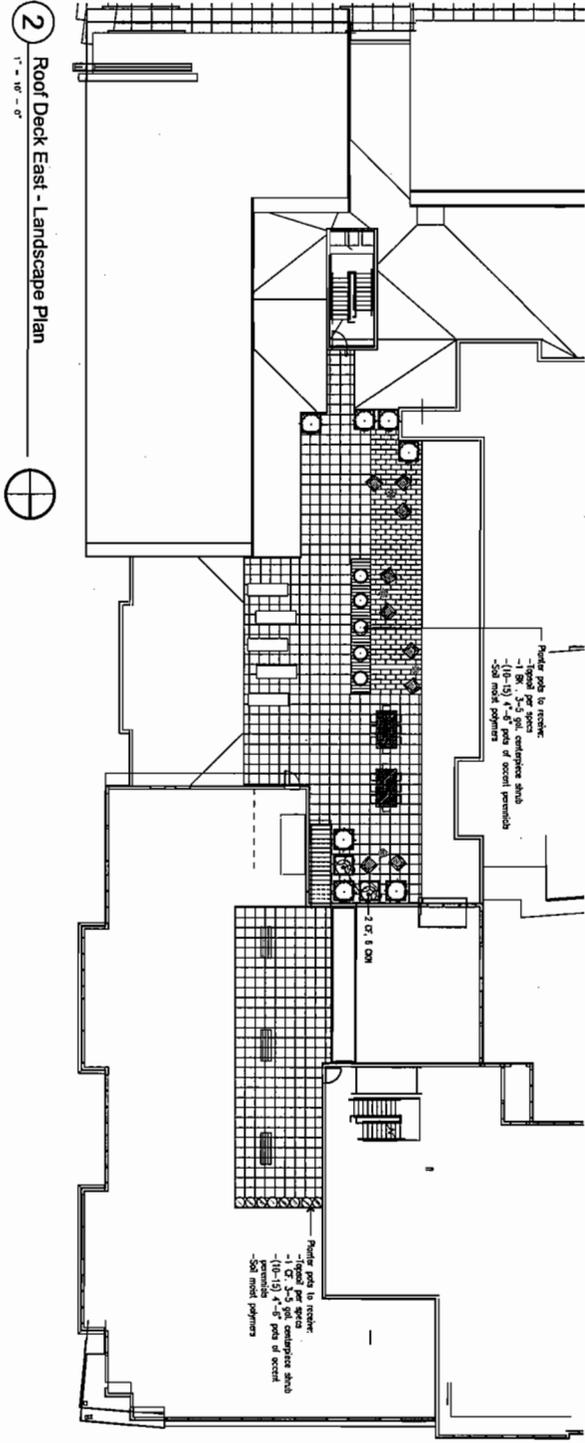
September 18, 2013

PROJECT NUMBER	13
DATE	09/18/13
PROJECT NAME	10360 MAIN STREET
OWNER	BOYLLS
ARCHITECT	BOYLLS
LANDSCAPE ARCHITECT	BOYLLS
SCALE	1" = 10' - 0"
DATE	09/18/13
PROJECT NAME	10360 MAIN STREET
OWNER	BOYLLS
ARCHITECT	BOYLLS
LANDSCAPE ARCHITECT	BOYLLS
SCALE	1" = 10' - 0"
DATE	09/18/13

Not For Construction



- GENERAL NOTES**
1. ALL PLANTING AREAS TO RECEIVE QUANTITIES PLANTED PER SQUARE FOOTAGE IN PLANT SCHEDULE.
 2. ALL PLANTERS TO BE CORDED TO ALLOW FOR FUTURE BRANCHED AND SECTORED OR TOPSOIL.
 3. TREES WITH PLANTERS TO BE CORDED FROM BRINK, FRODOE, TOPSOIL, TO FULL PLANTER DEPTH. PLANTER PITS TO BE PLANTED WITH SEASONAL PLANTINGS AND ANNUAL COCKS.
 4. PLANTINGS WOULD ENHANCE SPACE, REDUCING ACIDIC SOILS, IMPROVING WINDSCREENS, SMOOTHER TOLERANCE, SEASONAL INTEREST, AND APPROPRIATENESS FOR URBAN CONDITIONS IN A STRATEGIC ENVIRONMENT.
 5. ALL PLANTING AREAS TO BE MAINTAINED BY A FULLY TRAINED, UNLICENSED, UNPROFITABLE MAINTENANCE AND CARE COMPANY TO BE CORDED BASED ON GROUND ILLUMINATION AND SOIL ENHANCEMENT CONDITIONS.



- GENERAL NOTES**
1. ALL PLANTING AREAS TO RECEIVE QUANTITIES PLANTED PER SQUARE FOOTAGE IN PLANT SCHEDULE.
 2. ALL PLANTERS TO BE CORDED TO ALLOW FOR FUTURE BRANCHED AND SECTORED OR TOPSOIL.
 3. TREES WITH PLANTERS TO BE CORDED FROM BRINK, FRODOE, TOPSOIL, TO FULL PLANTER DEPTH. PLANTER PITS TO BE PLANTED WITH SEASONAL PLANTINGS AND ANNUAL COCKS.
 4. PLANTINGS WOULD ENHANCE SPACE, REDUCING ACIDIC SOILS, IMPROVING WINDSCREENS, SMOOTHER TOLERANCE, SEASONAL INTEREST, AND APPROPRIATENESS FOR URBAN CONDITIONS IN A STRATEGIC ENVIRONMENT.
 5. ALL PLANTING AREAS TO BE MAINTAINED BY A FULLY TRAINED, UNLICENSED, UNPROFITABLE MAINTENANCE AND CARE COMPANY TO BE CORDED BASED ON GROUND ILLUMINATION AND SOIL ENHANCEMENT CONDITIONS.



LANDSCAPE PLAN

BOYLISS

LANDSCAPE ARCHITECTS

13

DESIGN REVIEW SET

September 18, 2013

DESIGN REVIEW SET

September 18, 2013

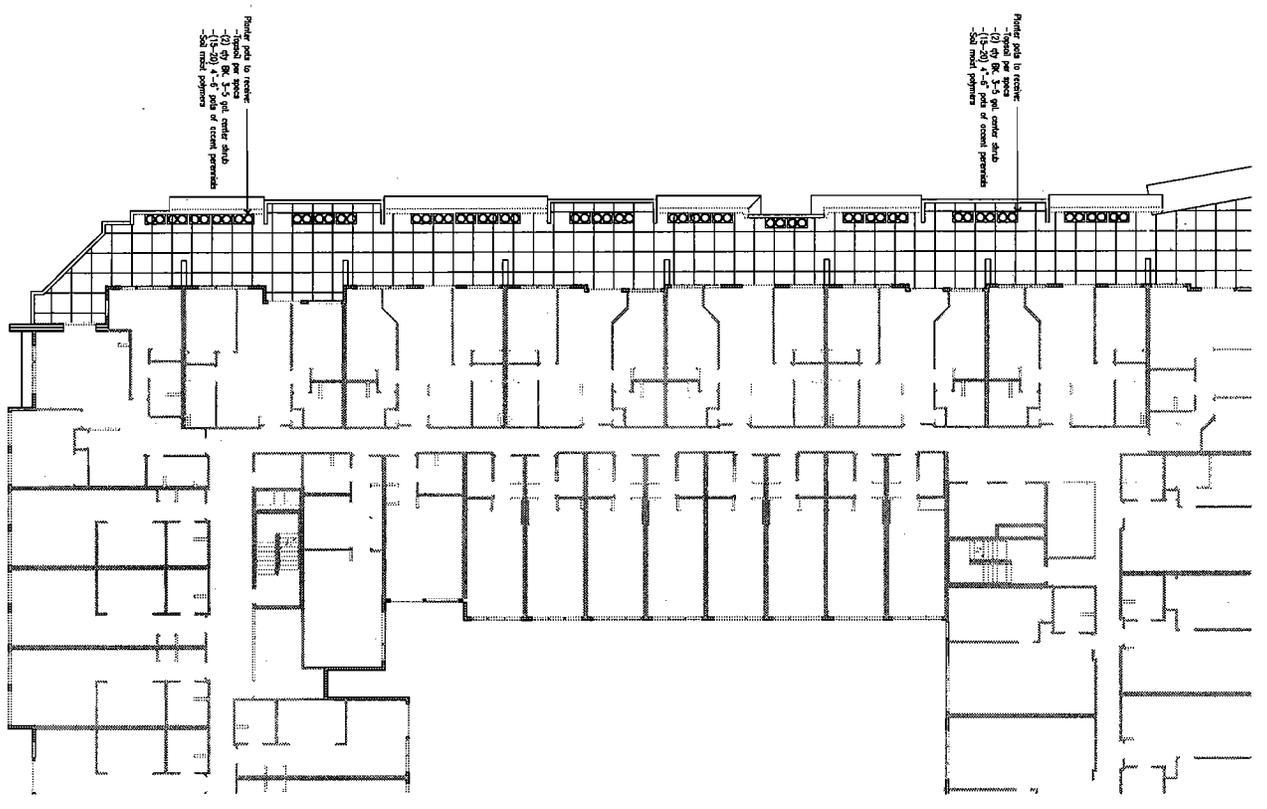
Main Street Gateway

10360 MAIN STREET



Not For Construction

1 Level 121 Terrace - Landscape Plan



GENERAL NOTES

1. ALL PLANTING AREAS TO BE PLANTED WITH SPECIES APPROVED BY THE PLANT SCHEDULE.
2. ALL PLANTING TO BE CORDED TO ALLOW FOR ROOTING, DRINKING AND SETBACK OF TRUCKS.
3. TREES WITHIN PLANTING TO BE SCALED FROM TRUNK, REMOVE TOPSIL, TO FULL PLANTER DEPTH, PLANTING FINS TO BE PLANTED WITH SEASONAL PLANTINGS AND ANNUAL PLANTS.
4. PLANTING TO BE PLANTED WITH SPECIES APPROVED BY THE PLANT SCHEDULE. PLANTING TO BE PLANTED WITH SEASONAL PLANTINGS AND ANNUAL PLANTS. PLANTING TO BE PLANTED WITH SEASONAL PLANTINGS AND ANNUAL PLANTS.
5. ALL PLANTING AREAS TO BE MAINTAINED BY A FULLY FUNCTIONING, UNDERGROUND, AUTOMATIC IRRIGATION SYSTEM, OR A PERMANENT IRRIGATION SYSTEM, OR A PERMANENT IRRIGATION SYSTEM, OR A PERMANENT IRRIGATION SYSTEM.



Main Street Gateway

10360 MAIN STREET

DESIGN REVIEW SET

September 18, 2013

PROJECT NUMBER: 17
 DRAWING BY: [Name]
 DATE: 09/18/13

BOYLISS
 LANDSCAPE ARCHITECTS
 1001 WEST BROADWAY, SUITE 1100
 HOUSTON, TEXAS 77002
 TEL: 713.866.1100
 WWW.BOYLISS.COM

LANDSCAPE PLAN

L2.5

Attachment B

Certificate of Concurrency

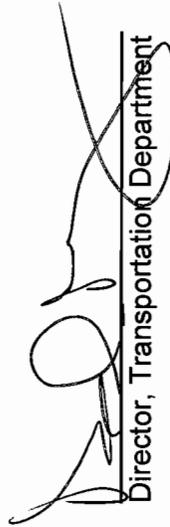
1



CERTIFICATE OF CONCURRENCY

MAIN STREET GATEWAY

This certificate documents the Transportation Department Director's decision that the development project at 5 Bellevue Way NE (Design Review File No. 13-107469 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 85 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



Director, Transportation Department

14/24/2013

Date

Certificate No. 81

Attachment C

Environmental Checklist

Reviewed by
E. Stead

ENVIRONMENTAL CHECKLIST

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.

Received
FEB 22 2013
Permit Process

ed Services
2017.3

BACKGROUND INFORMATION

Property Owner: Vander Hoek Corp.
Proponent: Same
Contact Person: Stu Vander Hoek
(If different from the owner. All questions and correspondence will be directed to the individual listed.)
Address: 9-103rd Ave NE: *Phone:* 425-453-1655

Proposal Title: Main Street Gateway

Proposal Location: 10360 Main Street
(Street address and nearest cross street or intersection) Provide a legal description if available.
Main Street / Bellevue Way NE - See attached for legal description.

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

1. *General description:* Multi-Family Mixed Use with commercial use.
2. *Acreage of site:* 1.9122
3. *Number of dwelling units/buildings to be demolished:* 0 DU / 6 Buildings
4. *Number of dwelling units/buildings to be constructed:* 369 ✓
5. *Square footage of buildings to be demolished:* 26,680 SF
6. *Square footage of buildings to be constructed:* 574,397 ✓
7. *Quantity of earth movement (in cubic yards):* 100,000 CY cut / 5,000 CY fill
8. *Proposed land use:* Apartments over commercial uses
9. *Design features, including building height, number of stories and proposed exterior materials:*
 - 6 story building stepping with change in topography, never exceeding 70' in height.
 - Brick and storefront at ground level and cement board and metal siding above ground.
10. *Other:*

Estimated date of completion of the proposal or timing of phasing:
Apartment Occupancy in May of 2016

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. None Anticipated

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

- Geotechnical Investigation
- Environmental Investigation
- Hazardous Material Investigation

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.

None Known

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.

Design review, SEPA, Boundary line adjustment, construction storm water pollution prevention plan, Release of all existing utility, slope and sidewalk/pedestrian easements recorded against property in favor of City of Bellevue (e.g., Extinguishable sidewalk and utility easement recorded under King County AFN 951010482).

Clearing and grading, Erosion and Sedimentation control, major project building permit, Traffic impact Analysis, Developer extension agreements for water, sewer & storm, plumbing, electrical, demolition, fire sprinkler and alarm, Right of way for short term and surface disturbance.

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

*Not completed
at this time.*

A. ENVIRONMENTAL ELEMENTS

1. Earth

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

Site is in an urban area and has been modified by permitted grading for construction of buildings and paved parking/drive areas.

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

The steepest slope is approximately 20% and is a manmade ramp for vehicle access around one of the existing buildings. There are no steep, natural slopes on the property.

- 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.

Most of the site is underlain by a variable thickness of fill from grading for the existing development. Beneath this is native silty sand that becomes dense within several feet of the expected excavation level.

*Geotech
Report submitted
dated 10/26/12*

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

The site and surrounding area do not contain steep slopes or landslide hazard areas. There are no indications of recent or past landslides within several blocks of the site.

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

Once we have reached the lowest level of garage, removal of remaining loose soil will be needed in the southern approximately one-third of the basement to reach suitable bearing soils. This additional excavation will be backfilled with imported crushed rock compacted to support the new footings. Imported granular backfill will be used to raise the grade along the southern side of the building for temporary and permanent access between the upper grade on the west and the lower grade to the east. Excavation of existing soil to construct below grade parking structure. Approximate cut is 100,000 CY; approximate fill is 5,000 CY. Exported material will be hauled to an approved location; import material will be from a quarry.

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

Stringent design measures have been included to minimize the potential for erosion and off-site impacts. The City of Bellevue and the project geotechnical engineer will closely monitor the site activities to verify that no erosion problems impact surrounding properties.

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

Approximately 100%, some areas for sidewalk landscaping will occur. Green roof areas also.

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

A detailed erosion and sedimentation (TESC) plan will be prepared and submitted through the city of Bellevue as a part of the permit process. Existing pavements and landscaping will be maintained wherever possible. Silt fences, plastic sheeting, rock, straw wattles, etc. will be used where appropriate to prevent off-site migration of silty runoff. Also, a temporary collection and sedimentation system will be incorporated into the excavation process. The base of the excavation will be covered with clean rock to minimize mud and silty runoff after the excavation is completed. The city will require that the project geotechnical engineer monitor the performance of temporary erosion control measures, and make recommendations for changes if warranted.

per C+G
code
BCC 23.76-
CWSPPP plan
required.

2. AIR

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

During Construction: Typical construction truck emissions and sitework dirt and dust. After Construction: Typical auto emissions of users.

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

None known at this time.

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

During Construction: Proper maintenance of heavy equipment; shutting-off equipment when not in ongoing use; wetting of exposed soils to control dust.

After Construction: Shutting-off equipment and delivery trucks when not in use. Reduction of auto use through encouraged usage of public transportation.

Construction dust
suppression measures
per BCC 23.76 - Cur + Grade
code.

3. WATER

a. Surface

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

No, site discharges to City's municipal storm system.

- (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.

N/A

No.

- (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.

Does not apply.

- (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.

Ground water seepage was observed in test pits. Foundation drains will be installed to collect this water and discharge it to the public storm system. This water is considered to be ✓

*During construction
dewatering
may be
required*

'transient seepage' and not static ground water.

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

Does not apply.

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.

Runoff will be collected from the roof downspouts and routed to the public storm water conveyance system. Could waste materials enter ground or surface waters? If so, generally describe.

Not anticipated.

TESL measures per BCL 23.7.b required.

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

Foundation drains will be installed to remove transient ground water from the excavation.

BCL 24.0b Storm drainage detention per COB+DOE requirements Methods reviewed under C+G permit.

4. Plants

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

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

In isolated planters.

shrubs

grass

pasture

crop or grain

wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

water plants: water lily, other

other types of vegetation

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

Existing ornamental vegetation including trees, shrubs, and groundcovers will be removed from parking lots, building foundations, and perimeter plantings with proposed demolition of existing structures on site. *No significant trees.*

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

None known.

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

New landscaping will be provided along street frontages, and in the building courtyard. Plantings will consist of native and adaptive plant materials selected for their hardiness, drought tolerance, and seasonal interest. New street trees will be planted at a regular spacing providing additional and consistent canopy beyond what currently exists on site.

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: Songbirds

Mammals: deer, bear, elk, beaver, other: None.

Fish: bass, salmon, trout, herring, shellfish, other: None known

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

None known

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

No.

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

Landscape plantings

6. Energy and Natural Resources

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

Electricity for project lighting, elevators and residential heating.

Natural gas for hot water, amenity fireplaces and some mechanical units.

- 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:*

Targeting a LEED designation, some Energy Star residential equipment, central hot water, large windows for daylight and fresh air.

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.*

The site contains petroleum contaminated soils associated with inactive former gasoline service station located at 5 Bellevue Way N parcel. The contamination is an existing condition not created by the proposed development. Removal and disposal of materials is planned per Washington State Department of Ecology guidelines and regulations (WAC 173-340).

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

N/A

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

N/A

Documentation regarding removal to be provided to COB.

- b. *Noise*

- (1) *What types of noise exist in the area which may affect your project (for example,*

traffic, equipment, operation, other)?

Auto, truck and bus traffic noise from Bellevue Way, 1st Street, 103rd Ave NE, and Main Street.

- (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.

Short Term: Construction noise during construction hours.

Long Term: Normal traffic noise from a mixed-use facility.

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

Construction work hours limitations. Enclosed truck loading area.

Noise regulated
by City's Noise
Ordinance BLC 9.18.

8. Land and Shoreline Use

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

Current use include general retail and services. Adjacent properties to the North, East, and South are general retail with an apartment building to the West. Surface parking is also a predominate characteristic.

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

No.

- c. Describe any structures on the site.

The site has six commercial buildings that are loosely collected on the site. Three are gathered in the South of the site and two are grouped in the North.

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

Yes, all structures will be demolished. Existing commercial buildings on-site.

No residential
buildings.

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

DNTN-OB

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

Multi-Family Residential Area/ Urban Area.

Downtown-NEP
area- West Bellevue

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

Not applicable.

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

No.

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

The project has the housing capacity of 369 dwelling units and the retail capacity of 23,475sf.

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

None. - No residences on site.

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

None.

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

Neighborhood compatibility is achieved thru the buildings response to priorities & design guidelines identified in the city codes and Land Use review process.

These include building setbacks and modulation, parking, pedestrian-oriented frontage and amenities.

Land Use Decision:
Design Reviews +
Ancillary Permits

9. Housing

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

There will be 369 market rate apartments. Units will be provided in a mix of sizes and types such as studios, open 1-bedrooms, traditional 1&2 bedrooms, as well as loft town home styles.

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:

No negative impacts anticipated.

10. Aesthetics

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

The tallest point is approximately 70' above adjacent ^{average finish grades} grade plane. Materials are a mix of cement board, metal siding, windows, brick and concrete.

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

No immediate adjacencies that would be affected at this time.
The views from buildings 6 story's or lower in the immediate vicinity would be altered.

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

Variation in building materials and colors, building modulation and setbacks. Retail level ✓ pedestrian frontage with large windows and highly textured building materials such as brick.

11. Light and Glare

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

Nighttime safety lighting as required for pedestrian and vehicular safety, as well as retail and building signage lighting. Some individual unit and amenity area lights.

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

None expected.

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

None expected.

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

Cut-off lenses will be used where excessive light spillage is encountered.

12. Recreation

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

Nearby activities include the downtown parks and water related

activities. Also, local shopping, restaurants and theatres.

- 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:*

No.

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 Known.

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

No

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.*

Primary vehicular access to the site would be provided via a driveway on Bellevue Way NE and a driveway on 103rd Avenue NE. The proposed driveway onto 103rd Avenue NE is assumed to be full access, while the driveway onto Bellevue Way NE would be limited to right-in, right-out movements only. A truck load/unload driveway would also be provide onto NE 1st Street.

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

Yes. Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. Transit stops are located along Bellevue Way (north of NE 1st St.) and on Main Street (east of Bellevue Way). The transit stops provide access to ST 550 and MT 249. In addition, the Bellevue Transit Center is located approximately 0.5 miles northeast of the site.

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

The Main Street Gateway project proposes a 625-stall underground parking garage. Peak demand for parking of the proposed Main Street Gateway project is expected to occur on the weekday evening from 7:00 to 8:00 p.m. at 563 stalls and on a weekday evening between 8:00 and 9:00 p.m. at 511 stalls. In addition to parking demand generated by the proposed mixed use project, existing private property/public right-of-way spaces along the east edge of 103rd Avenue NE provides approximately 17 stalls of diagonal on-street parking. As part of the proposed project, this street frontage would be redeveloped to provide parallel on-street parking for approximately 10 stalls. In addition, 5 new on-street parallel parking stalls along the south side of NE 1st Street would also be constructed. As the proposed underground parking garage is estimated to have supply that exceeds forecasted peak demand, the 2 stalls removed from available on-street supply would be mitigated through available parking within the proposed garage. As such, no parking impacts would occur as a result of the project, with a net increase in available supply of approximately 60 stalls in the vicinity of the proposed Main Street Gateway project during peak demand periods.

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

No new roadways or intersection improvements would be required. Street frontage improvements would be completed along Main Street, Bellevue Way, 103rd Avenue NE, and NE 1st Street.

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

NO

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

After considering the removal of existing land uses from the site, the proposed project is estimated to generate 1,017 net new vehicular weekday daily trips, with 65 net new trips occurring during the weekday AM peak hour (-10 entering, 75 exiting), and 76 net new trips occurring during the weekday PM peak hour (57 entering, 19 exiting)

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

Concurrency Mitigation. Currently all MMAs are in compliance with City of Bellevue standards with the proposed Main Street Gateway development. Therefore, no short-term traffic concurrency mitigation is required in the City of Bellevue.

Intersection Mitigation. The results of the traffic operations analysis show that all the study intersections are expected to operate at acceptable levels in 2016 with the proposed Main Street Gateway development. Therefore, no capacity-related mitigation is proposed at the study intersections.

Transportation Impact Fees. Based on the proposed land use shown in the current site plan and the current fee schedule, the net impact fee for this development (including credit for the existing buildings) would be approximately \$312,880. The development will pay the impact fees in effect at the time the building permit is issued.

The City of Bellevue requires the establishment of a transportation management program (TMP) prior to initial occupancy of a multifamily residential building with 100 or more units. The TMP requirements for a residential building with 100 or more units include the following:

- Post ridesharing and transit information from Metro or other approved sources in a visible central location in the building, such as the lobby or other public area near the major entrance to the building on a continual basis. This requirement applies to each building in a building complex.
- All posting materials required by the Transportation Management Program Requirements Chart must be provided by a source approved by the director.

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.*

Nothing unanticipated outside of normal development of this kind.

- b. *Proposed measures to reduce or control direct impacts on public services, if any.*
We will be in compliance with all city codes and development requirements.
-

16. Utilities

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

Electricity, natural gas - PSE
water, sanitary sewer - City of Bellevue Waste
Management - Allied or Cleanscapes

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..... *Carl K. Van Hook*

Date Submitted..... *2/22/13*

LEGAL DESCRIPTION:

PARCEL A:

THE EASTERLY 90 FEET OF THE FOLLOWING DESCRIBED PROPERTY:

THAT PORTION OF TRACT 5, SHARP'S SUBDIVISION OF CHERITON FRUIT GARDEN TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 45, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT FROM WHICH THE WEST QUARTER CORNER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, BEARS SOUTH 01°47'45" EAST 221 FEET AND NORTH 89°51' WEST 1009.37 FEET, SAID POINT BEING ALSO 30 FEET EAST AND 221 FEET NORTH OF THE SOUTHWEST CORNER OF THE EAST HALF OF SAID TRACT 5;
THENCE SOUTH 89°51' EAST 286.65 FEET TO A POINT IN EAST LINE OF SAID TRACT 5;
THENCE NORTH 01°44' WEST ALONG THE EAST LINE OF TRACT 5, A DISTANCE OF 65 FEET TO A POINT;
THENCE NORTH 89°51' WEST 286.72 FEET TO A POINT;
THENCE SOUTH 01°47'45" EAST 65 FEET TO A POINT OF BEGINNING;
EXCEPT THE EAST 13.5 FEET FOR PUBLIC ROAD;
EXCEPT THE WEST 100 FEET THEREOF;
AND EXCEPT THAT PORTION OF THE ABOVE-DESCRIBED PROPERTY LYING EAST OF A LINE PARALLEL TO AND 40 FEET WEST OF THE CENTER LINE OF 104TH AVENUE NE.

PARCEL B:

THE EASTERLY 90 FEET OF THE FOLLOWING DESCRIBED PROPERTY:

THAT PORTION OF THE EAST HALF OF TRACTS 4 AND 5, SHARP'S SUBDIVISION OF CHERITON FRUIT GARDEN TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 45, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING ON THE EAST LINE OF A 60-FOOT ROADWAY KNOWN AS 103RD AVENUE NORTHEAST AT A POINT WHICH IS SOUTH 89°51' EAST 1009.37 FEET AND NORTH 01°47'45" WEST 286 FEET FROM THE WEST QUARTER CORNER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;

THENCE NORTH 01°47'45" WEST 60 FEET, MORE OR LESS, TO THE SOUTH LINE OF NORTHEAST FIRST STREET;
THENCE SOUTH 89°44' EAST ALONG SAID STREET LINE 286.85 FEET, MORE OR LESS, TO THE EAST LINE OF SAID TRACT 5;
THENCE SOUTH 01°18'50" EAST ALONG SAID TRACT LINE 60 FEET, MORE OR LESS, TO A POINT WHICH BEARS SOUTH 89°51' EAST FROM THE POINT OF BEGINNING;
THENCE NORTH 89°51' WEST 286.79 FEET TO BEGINNING;
EXCEPT THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING EAST OF A LINE PARALLEL TO AND FORTY FEET WEST OF THE CENTER LINE OF 104TH NORTHEAST;
AND EXCEPT ANY PORTION LYING WITHIN NORTHEAST 1ST STREET.