City of
Bellevue Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009

March 27, 2024

Kathleen Nagle
Lance Mueller & Associates
130 Lakeside Ave 250
Seattle WA 98122
kathy@lmueller.com

RE: Michael's Subaru
3080 148th Ave NE
Permits: 23-126844 LI and 23-126845 LD
Revision Request #1

SENT VIA MYBUILDINGPERMIT.COM

Dear Kathy Nagle:

The City has reviewed the plans submitted November 29, 2023, for the property at 3080 148th Ave NE for Michael's Subaru and has also received public comments regarding this project. Below are comments and revision requests from the City's review team. ***Please note that additional information may be requested as a result of our review of your resubmittal.*** If you would like to meet to discuss these comments prior to submitting a revision, please let me know and I can schedule a meeting or conference call. You are also welcome to communicate directly with any reviewer listed below. However, please copy me in your written communications so that I can include those communications in the project file. Department comments are as follows:

Land Use
Staff Contact: Komal Agarwal, (425)-452-7224, kagarwal@bellevuewa.gov

1. **Administrative Amendment**:
   a. Per LUC 20.30B.175.D.3, "The applicant carries the burden of proof and must demonstrate that the application merits approval or approval with modifications." In your narrative, please demonstrate how the proposal meets the decision criteria as described in LUC 20.20B.175.D.2. Clearly identify existing areas that were approved for auto sales use per the original Conditional Use Permit (CUP), File No. 04-100086 LB.
   b. **2004 CUP Condition:** Demonstrate how the proposal meets the "Conditions of Approval" number A-13 in the attached "Findings of Fact, Conclusions of Law and Decision" by the Hearing Examiner, shown below:

> **13. LDS Temple Compatibility:**
> The applicant shall comply with the provisions of the letter of understanding from Erik Paulson to Gordon Conger, dated April 22, 2004.

The letter referenced in the condition is attached (Exhibit 5). See snippet:

3. Michael's Toyota will not significantly exceed (not more than 6 additional feet) the height of the dealership buildings and associated facilities proposed in the CUP application (approx 30 ft.), without seeking to amend its CUP; provided, however, this height restriction shall not apply to Michael's FREESTANDING signage. SO LONG AS IT DOES NOT EXCEED THE HEIGHT OF THE EXISTING FREE STANDING SIGNS.

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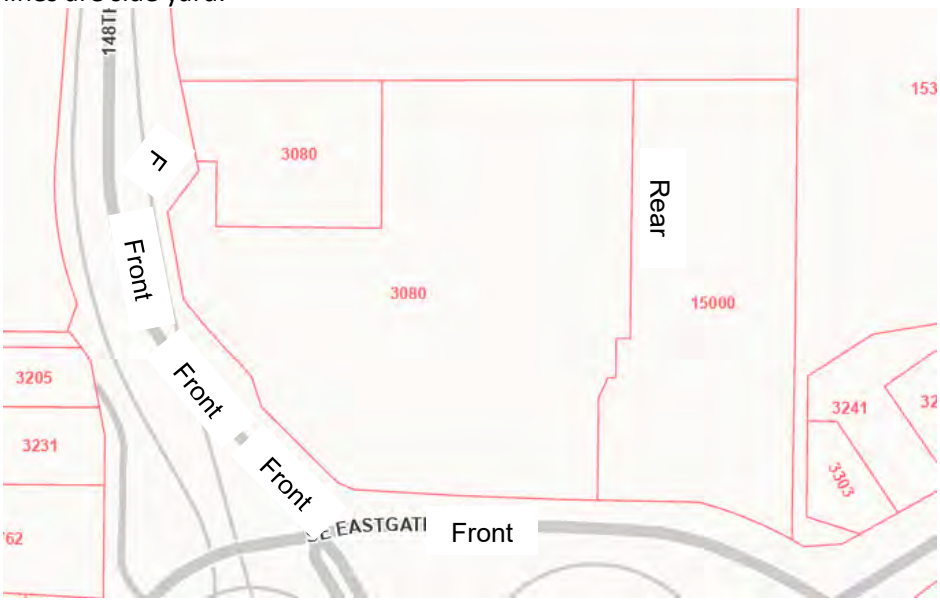
Per the letter, if this condition is required to be modified, then a new CUP, rather than an administrative amendment under LUC 20.30B.175.D.2, would be required. Therefore, please explain how the current proposal will not exceed by more than 6 feet the height of the buildings and associated facilities approved by the original CUP. Additionally, see below on how to comply with LUC 20.50.012, Building Height.

c. If you have any additional information or facts demonstrating that an administrative amendment under LUC 20.30B.175.D, rather than a new CUP application, is the appropriate permitting path for your proposal, then please provide that information to the City.

2. **Survey:** The Boundary and Topographical survey should meet the requirements as listed here.
   a. Provide a title verified survey.
   b. List and show all recorded easements.
   c. Increase line weight for property lines for easy reading.
   d. Show topographical lines, identify areas of the site that meet the steep slope definition per LUC 20.25H.120.A.2. Identify the toe of the slope.
   e. Show all improvements on site including the parking structure located south of the NGPA, existing parking, transit stops, buildings present on site.
   f. Show all existing trees on the lot and on the street frontage. Identify all evergreen and deciduous trees, that are eight inches in diameter or greater, as measured four feet above existing grade. Label each tree with the common name and diameter. Show drip lines.
3. **Title Report:** The provided title report is not for this lot, so provide the correct title report. Please provide a copy of the title report with clickable links to recorded documents.
4. **Easements:** Clarify of the 5' Pacific NW Bell easement is an access easement and/or a utility easement.
5. **Site Plan:**
   a. The existing area of Michael's Toyota is shown to be 93000+ sq.ft. Provide a breakdown of the depicted areas. Clarify what is included in the calculations.
   b. Identify any on-site steep slope critical area, Native Growth Protection Area (NGPA), and modified toe of the slope structure setback as approved per Permit No. 11-117278 LB and associated 11-117277- LO.
   c. Identify the location of the transit stops.
6. **Non-conforming Analysis:** The existing site development is potentially non-conforming to LUC 20.20.560 regarding current parking landscape requirements and corner feature requirement of the code. Provide a Conformance Plan to identify the site nonconformities. Provide a narrative describing how all the non-conformities are being addressed and brought into compliance with the current code.
7. **Statistical Analysis Sheet:** Provide a statistical analysis sheet that shows all the basic information regarding your proposal, i.e., zoning, parking information, building square footage, height, etc. This is helpful in the development of the forthcoming staff report and provides ease of information for the general public.
8. **Dimensional Requirements:**

a. **Setbacks:** Front and Rear Yard determination for the site is as shown below. All other property lines are side yard.



b. **Lot Coverage:** Provide existing and proposed Lot Coverage Calculations.
c. **Impervious:** Provide a breakdown of the existing and proposed impervious area calculations for the site. You may consider showing a diagrammatic plan identifying areas.
d. **FAR:** Calculate the FAR for this project for any office square footage for the dealership so that can be documented with your next submittal.
e. **Height:**
   i. **AFG Calculation:** Provide the average elevation of the finished grade around the building. Show AFG calculations.
   ii. **Building Height:** See definition for 'Building Height' per LUC 20.50.012. Show proposed building height from the AFG to the highest point of a flat roof (excluding structural elements not intended for habitation and not exceeding 15 feet above the maximum building height including penthouses for mechanical and elevator equipment, chimneys, wireless communication facility antenna arrays, smoke and ventilation stacks, flagpoles, mechanical and elevator equipment, and parapet walls designed solely to screen mechanical and elevator equipment.)
   iii. **2004 CUP Condition:** Also see item 1.b above and demonstrate compliance. Specifically, please explain how the current proposal will not exceed by more than 6 feet the height of the buildings and associated facilities approved by the original CUP

9. Elevations:
a. Provide complete building elevations. Identify the portion of the elevations that are being retained and portions that are proposed to be modified.
b. Show elevator shaft etc. on the elevations.
c. Roof top mechanical equipment: Clarify if any mechanical equipment is proposed on the roof top, if so, demonstrate compliance with LUC 20.20.525.

10. Trash collection: Demonstrate compliance with LUC 20.20.725 for recycling and solid waste collections areas on the site. Once a plan has been developed, please reach out to me to schedule a virtual meeting with a representative from Republic Services to consult and approve a garbage

pick-up plan. Also refer to Transportation comments. Also see attached "Republic Services Truck Specs Design Review Packet"

11. Landscape Development and Tree Retention:

a. **Arborist Report:** Provide an Arborist Report created by an ISA certified arborist with the next revision. Provide a Tree Table and include the dbh (diameter at breast height) and species for all trees on site and all existing street frontage trees. Identify trees as significant trees (i.e. trees over 8" in dbh) or nonsignificant. Additionally, identify trees as on-site and off-site trees (right-of-way). Include arborist's recommendations for all trees. Identify trees that were required to be retained as a condition to 2004 CUP. Per the recent site visit, all existing on-site trees planted appear to have been topped-off. Topping trees is not a recommended pruning method and renders the tree structurally unstable/ dead. Provide arborist recommendations for the topped off trees as there may be a requirement for a like for like replacement of these trees.

b. **Tree Inventory Plan:** Provide a tree plan showing the complete parcel and all property lines. Provide the tree chart and identify all existing on-site and off-site trees. Ensure correct and consistent information is provided between survey, arborist report and the engineering/landscape plans.

c. **Tree Retention:** Provide calculations and demonstrate how the proposal meets tree retention requirements of LUC 20.20.900.D. If alternative tree retention is being proposed, provide a narrative as a part of arborist report requesting Alternative Tree Retention. Provide a response to each Alternative tree retention criteria listed in LUC 20.20.900.G.2.

d. **Landscape:**

i. In addition to the following comments from Land Use also see comments provided by Parks and Transportation regarding required street frontage improvements in the ROW as provided below.

ii. Show and identify the property lines on the landscape plan. Identify and dimension the required street frontage, interior and parking landscaping. Demonstrate compliance with LUC 20.20.520:

iii. **Site Perimeter Landscape**: LUC 20.20.520 requires:

- Type III- 10' required landscape area along all street frontages.
- Type III- 8' required landscape area along rear and side yards.
- Type V landscaping in the parking area. Demonstrate compliance with LUC 20.20.520.G.5.a and b. Provide calculations. Call out the area of each landscaped section within the parking area of the site.

iv. Identify the buildable area on the landscape plan and provide calculations to demonstrate how the proposal meets LUC 20.20.520.H.1.b

v. **Alternative Landscape Option:** You may consider an Alternative Landscape Option (ALO) to modify sections E through I of 20.20.520. Provide a narrative requesting ALO. Respond to the Alternative Landscape Option Criteria per see LUC 20.20.520.J describing how the proposal meets the ALO criteria. Demonstrate and describe how the proposed landscaping represents an equal or better result than that which could be achieved by strictly following the requirements of 20.20.520.

vi. Also see site/ landscape design guidelines per LUC 20.25I.040.B.2 and 3.

12. Parking and Circulation:

a. Include a parking demand analysis for all the uses on site as a part of the TIA. Auto dealership and servicing are unspecified uses per LUC 20.20.590. Include Little John's on this table which is a specified use per the LUC.

b. Provide a separate parking plan for the complete site. Clearly identify areas for inventory/ display for cars and required parking. Provide dimensions of the existing parking aisle width for the areas where the public will park for the showroom and service. Show proposed markings

for direction of traffic. Number all required parking stalls. Identify the existing parking stalls that are proposed to remain.

c. Clarify if there is any shared parking with uses located on other parcels.
d. Provide cutout details for the proposed building, parking lot and pedestrian lighting fixtures with your next submittal.
e. **Loading space:** Clarify if there is an existing loading space and/or area available on site for delivery of cars. Demonstrate compliance of existing or proposed loading space with LUC 20.20.590.K.4.
f. **Roof Top Parking:** Roof top parking is proposed for this site. Provide a detail of the parapet proposed for this structure to ensure that lighting from headlights and lighting fixtures do not spillover the rooftop.
g. **Internal Walkways:**
   i. See transportation comments regarding internal circulation as well.
   ii. Identify existing transit stops on the plans. Call out the width of all internal walkways. Call out the proposed material for the walkway. Internal walkways should be distinguishable from driving surfaces.
   iii. Provide walkways to connect with existing walkways or potential walkway locations on adjoining sites. See design guidelines LUC 20.25I.050.C
   iv. Internal walkways along the side of the side of the building that provide access should be wide enough to allow for sidewalk seating area or window gazing as well as pedestrian travel. See design guidelines LUC 20.25I.050.C
   v. Demonstrate that safe access to the building from all parking areas and adjacent properties is available. See 20.20.590.K.8.b
   vi. All Internal walkways need to be curbed and raised by 6" except per director's approval per LUC 20.20.590K.8.c.ii. If no curb is provided demonstrate how the walkways are delineated by distinctive paving material or marking.
h. **Bicycle Parking**: Provide bicycle parking per LUC 20.25I.050.D.3. Provide calculations.

13. <u>Building Materials and Color Samples:</u>

a. Provide a physical color and material sample board proposed for the development. Please submit the sample board to the Land Use Desk at City Hall during Permit Center Hours: Monday - Thursday: 10 a.m. to 3 p.m. to my attention. Please include the Permit numbers on the board.
b. Clarify in the narrative if the proposed materials are same/ similar/ different than the existing retained portion of the existing building.

14. <u>Preliminary Clearing and Grading Plans:</u> Identified limits of disturbance are not consistent across plans provided in the submittal. Provide consistent information.

15. <u>Comprehensive Policies Review:</u>

a. A review of the Comprehensive Policies is not required for the "use approval" per the Administrative Amendment Decision Criteria. However, consistency with the Comprehensive Plan is required for the design of the building and site as stipulated in the decision criteria for the Design Review Permit (LUC 20.30F.145.A). Please provide any information demonstrating the project's consistency with the Comprehensive Plan as currently proposed, and as the project evolves, please continuously evaluate the proposal's consistency with applicable policies, make necessary updates, and resubmit any revised or additional information with each subsequent submittal.

16. <u>Design Guidelines (LUC 20.25I.040) Review:</u>

a. Provide a response to Site and Building Design Guidelines per LUC 20.25I.040. Describe how the proposal meets each of the guidelines.
b. The Urban Design and the Arts element of the Comprehensive Plan identifies as a "Key City Entry Point" the intersection of SE Eastgate Way and 148th Ave NE. Per 20.25I.040 .B.7 ,

"*consideration should be given to locating buildings closer to the public street with entrances to the buildings from the public sidewalk, with no intervening parking or driving area. Corner locations are particularly appropriate for this treatment."* Since this proposal is for the expansion of an existing building, a special focus will be on the treatment of the Corner feature of the arterial streets. The LU code and Comp plan policy UD-73 intend for an enhanced streetscapes at key entry points into the city. Also see Special Corner feature per item 17 below.

17. Design Standards (LUC 20.25I.050) Review:

a. Provide a detailed response to each of the standards described in LUC 20.25I.050. Describe how the proposal meets each of the guidelines.

b. **Special Corner Feature:** LUC 20.25I.050.A requires including a special corner feature at the corner of the site. A special corner feature can be a landscape feature, seasonal color planting area, sculpture, or water feature. The feature should provide a visual landmark and some amount of seating area. Corner features proposed as a part of approval for 2004 CUP should be reestablished as they are currently in poor shape due to lack of maintenance.

c. **Building Design Standards:** Incorporate interesting architectural elements on the East elevation of the building to provide visual interest and prevent the development of a long continuous blank wall.

18. Design Review Decision Criteria: Provide a detailed narrative as to how the proposal meets the decision criteria as described in LUC 20.30F.145.

19. Signage: Sign Code in BCC 22B.10 identifies the CB zoning as a design district and hence BCC 22B.10.025 and 22B.10.030 applies.

a. Design considerations: See Sign Design criteria per BCC 22B.10.025.E.1, 2 and 5. Demonstrate compliance. Signage elements should be architecturally integrated, and not overlap with architectural elements. Signage for this tenant space should be compatible with other businesses on the lot. Application of multiple signs to one building shall be consolidated to not result in a scattered appearance.

b. Building Mounted Signs: Show the largest façade dimensions. Provide signage dimensions, length, and letter/ logo height for all existing and proposed signs.

c. Free Standing Signs: Show existing free-standing signs. The location of the free-standing signs will be reviewed by Transportation reviewer. See Transportation comments.

Parks Department

Staff Contact: Merryn Hearn, (425)-452-4100, mhearn@bellevuewa.gov

1. The city has existing ROW irrigation that will need to be repaired/upgraded to address impacts and coverage reconfiguration for updated landscape areas.
2. Please provide an Arborist's Report for assessment of existing ROW trees.
3. COB Parks would like to look at options to retain all or some of the mature oak trees along Eastgate Way. Transportation has indicated that a meandering sidewalk may be considered in areas to avoid impact to mature tree roots. Your Arborist's report may help determine whether there are any trees that should not be considered for retention.
4. If any of the oak trees do need to be replaced, the species should be '*Quercus rubra'* to match existing oak species on Eastgate Way.
5. Minimum soil volumes for new street trees are required as per Section 3.B of the Transportation Design Manual. See attached "Soil Volume Calculation Sheet", which specifies that development shall install new street trees with a required volume of soil growing medium to support street trees as defined in Bellevue Parks Environmental Best Management Practices Manual. Detailed information about how to calculate soil volumes, soil cell detail exhibits, information about

irrigation in soil cells, soil specifications and structural soil specifications can be found in the manual. Information about calculating Soil Volume can be found starting on page 80. Location of soil cells or structural soil areas should be shown on plan in relation to utilities and trees to be retained to show that they are not in conflict. Offsets may be requested for some utilities. We recommend that Landscape Architect and Civil work together early to avoid conflicts impacting soil volume. Soil volume questions can be directed to Merryn Hearn, Parks: mhearn@bellevuewa.gov.

Transportation Department
Staff Contact: Orooba Mohammed, (425) 452-4638, omohammed@bellevuewa.gov

Transportation has reviewed the submittal for the Design Review permit of Michael's Subaru and has the following comments. Additional comments will be provided when requested information is submitted.

Traffic Impact Analysis Report

1. Please see our comments on the attached 23-126845 LD Marked-Up Traffic TIA

Transportation Plan

Please see comments on the attached 23-126845 LD Marked-up Transportation Plans in addition to the following:

Sheet C2.1

1. The Civil plan doesn't meet the requirements set forth on the City of Bellevue Preliminary Civil Plan Requirements. Please review the civil plan check list and provide the missing sheets and information.
2. The city staff will coordinate with WSDOT to determine if additional requirements are needed.
3. Transportation Impact Fee Project # 253 for the intersection of 150th Avenue SE and Eastgate Way SE is located within the development vicinity. The project will add a second northbound left turn lane with a short westbound receiving lane and a third southbound through lane starting north of Eastgate Way and extending across the I-90 overpass. The southbound left turn lane will also be extended. The applicant is required to coordinate with the City's design team to ensure there will be no conflict between the two projects. The construction schedule for the City's project and the Michael Subaru Development may determine if the applicant is required to contribute to the city project. Further information will be provided later.
4. Auto-Turn diagrams must be provided showing that Transportation, delivery, and Republic trucks can maneuver in and out of the loading locations and access points with no issues or impact to the public streets.
5. New curb and gutter are required along the entire property frontage on SE Eastgate Way and 148th Avenue NE. Refer to the City of Bellevue Standard Drawing SW-100-1.
6. Show distance from the street center line to the ROW lines.
7. Show right of Way lines.
8. Show sidewalk cross slopes.
9. Show grading detail behind the sidewalk.
10. Show all dimensions and measurements for sidewalk.
11. Show the saw cut lines and proposed grind and overlay pavement restoration.
12. Site specific cross sections (not typical) are required. Show the cross sections stations.
13. Add the bike lane and show street channelization.
14. A new 5-foot-wide landscaped planter as well as new curb and gutter are required along the entire frontage on SE Eastgate Way.

Sheet C2.2

1. Provide an overall plan that shows the existing limits and the centerline of the roadway right-of-way with stationing and construction limits. Show the existing and proposed pavement width, curb and gutter, sidewalk, planters strip, street trees, private road, existing and proposed driveway, and any public access and sidewalk easement limit.
2. New curb ramps (including the receiving or companion ramps) at the intersection of the private road with SE Eastgate Way are required.
3. Upgrade the two bus stops located on Eastgate Way and 150th Ave SE to meet King County Metro Transit Facilities Guidelines for guidance and criteria.
4. All sidewalk cross slopes shall be designed to 1.5% to allow for construction tolerance. Show cross slope every 25 feet along the entire frontage.
5. Show the private road stations.
6. If the existing trees are required to be retained as determined by Land Use and Parks Department, the full width of the proposed sidewalk can meander behind the existing trees to prevent any conflict or impact to the retained trees.
7. A minimum of 6-foot-wide sidewalk and 5-foot planters are required on the west side of the private access road.
8. New curb and gutter are required along the entire property frontage on SE Eastgate Way and 148th Avenue NE. Refer to the City of Bellevue Standard Drawing SW-100-1.
9. A new curb ramp is required at the intersection to account for the planter width that will be added to the frontage.
10. Show the back of the sidewalk profile to determine compliance with PROWAG requirements.
11. Show the measurements of the sidewalk at various locations.
12. Further coordination with the city staff is required to account for the new curb radius and curb location at the corner.
13. New Street lights that meet WSDOT design standards are required along the property frontage on SE Eastgate Way and 150th Ave SE. Please submit a streetlights plan for our review and approval.
14. Show the vertical alignment data (vertical curve K value and length).

Sheet C2.3

1. Refer to City of Bellevue Standard Drawing CH-290-1 for information on the correct access layout.

Sheet C2.4

1. Vehicle and pedestrian sight distance triangles must be indicated on the conceptual architectural and the civil engineering plans submitted at the design review phase for both horizontal and vertical line of sight at driveway location for both directions. The plans must indicate any landscaping, structures or fixtures within the sight triangles.
2. Show 14 feet setback distance at the center of each turn lane.
3. Show sight distance for future condition not the existing condition.
4. Identify any sight obstructions that are above a line two feet above the street surface and below a line seven-and-a-half feet above the street surface. Show the two lines on the vertical sight diagrams.
5. Revise to show the new sidewalk and planter on the west side of the private street and the new frontage improvements including new curb ramps on SE Eastgate Way.

Sheet C2.5

1. Revise to account for the City's TFP project # 253. Further coordination will be required.

Sheet C2.6

1. Signal modification may be required to accommodate the required frontage improvements and the new curb ramp. Clearly show the signal pole, vaults and cabinets on the signal plan. A communication system plan will also be required.
2. Full sidewalk width should be provided behind the curb ramp landing.
3. Show the full development frontage beyond the existing access point. Improvements to the City trail on Michael's property may be required.

Utilities Department
Staff Contact: Arturo Chi, (425) 452-4119, achi@bellevuewa.gov

See attached marked up plans and reports for comments.

Clearing and Grading
Staff Contact: Janney Gwo, (425)-452-6190, jgwo@bellevuewa.gov
Please submit the final Geotech report.

Fire Department
Staff Contact: Anna Mickols, (425) 452-2925, amickols@bellevuewa.gov

Following are the comments from Fire:

1. Confirm that combined hazardous materials quantity for entire building (Subaru and Toyota dealerships) do not exceed the Maximum Allowable Quantities per BFC Chapter 50.
2. Hydrants must be located within 400 ft hose reach (along paved roads) of all exterior portions of the building. Re-submit plans showing either how the current hydrant distances and layout meet the requirements of BFC 507.5.1 or propose a location for additional hydrant(s) in order to meet the requirements of this section.
3. Revise current location of FDC and/or PIV. PIV must be located so that it is "readily accessible" (see NFPA 14 6.3.6.1.2.2) even while crews and hose are connecting to the FDC. FDC must be "fully visible and recognizable from the street, fire apparatus access road or nearest point of fire department vehicle access" (BFC 912.2.1). The proposed site plan shows parking stalls and oil/compressor structure will interfere with sight lines from apparatus access road.
4. FDC must be located within 100 ft of a hydrant, and it must be located so that the apparatus and hose connecting the hydrant and FDC does not obstruct access to the buildings for other apparatus (in other words, the hydrant and the FDC need to be on the same side of the apparatus access road) (BFC 912.2)

Building Department
Staff Contact: Julius Carreon (425)-452-4197, jcarreon@bellevuewa.gov

See comments on attached Marked up Architectural Plans along with the following comments from Building:

1. **Unlimited area Building (IBC 507.2, IBC 507.5)**- A single site agreement, boundary line adjustment, or a 60-ft no-build-easement will be required to the north of the proposed unlimited area building. Otherwise, the measurement of open spaces (yard) per IBC 507.2 may not meet the required minimum open space requirement.

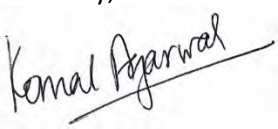
2. **Hazardous Materials (IBC Table 307.1(1))**- Confirm all hazardous material quantities for both the existing repair garage and proposed added repair garage do not exceed the maximum allowable quantities specified in Table 307.1(1) to classify the use building of the garage as Group S-1.
3. **Exit Discharge (IBC 1028.1)**- Reference the level 1 floor plan on architectural sheet A1.4. Clarify if the proposed use of the exit stairway is considered interior exit stairways (IBC1023) or an exit access stairway (IBC 1019). If this is an interior exit stairway, the discharge will need to be provided with free and unobstructed path of travel to the exterior exit door and such exit shall be readily visible from the point of termination of the enclosure (see IBC 1028.1 exception #1).

Next Steps:
Please submit a consolidated revision submittal regarding the above information requested within 60 days **(May 26, 2024)** and upload to this permit through www.mybuildingpermit.com. If you would like additional time to respond to the comments, you may request an extension by emailing me.
Please submit the complete set of plans (not just the sheets which changed) and any supporting documentation requested.

You will also need to submit a copy of this letter along with your revision, and a narrative describing how each item was addressed, and indicate where in the plan set the change occurred. A word version of this letter can be provided upon request for ease in responding to each item.

Please do not hesitate to contact me or any of the department reviewers with any questions.

Sincerely,



Komal Agarwal
Associate Planner

Attachments:

01. 2004 Hearing Examiner CUP Approval, File No. 04-100086 LB
02. Exhibit 5 to CUP Approval (April 22, 2004, Letter of Understanding)
03. Republic Services Truck Specs Design Review
04. Soil Volume Calculation Sheet 2023
05. 23-126845 LD Marked-Up Traffic TIA
06. 23-126845 LD Marked-up Transportation Plans
07. 23-126845 LD Utilities Comments
08. 23-126845 LD Marked up Architectural Plan

Cc: Toni Pratt, Planning Manager, DSD
Liz Stead, Land Use Director, DSD

BEFORE THE HEARING EXAMINER FOR THE CITY OF BELLEVUE

In the Matter of the Application of **MICHAEL'S TOYOTA** For a Conditional Use Permit to Establish An Automobile Dealership Within the Existing Sunset Village Shopping Center	))))))))	**FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION** **FILE NO. 04-100086-LB**

SUMMARY

1. Decision. The application is approved, subject to conditions.

2. Proposal. The applicant proposes to locate an automobile dealership at 3080 148th Avenue SE within the existing Sunset Village Shopping Center. The location is north of the I-90 Freeway and adjacent to Eastgate Way as it parallels the freeway. Until last summer, for around 40 years, the site was occupied by a Safeway grocery.

The proposed dealership will occupy a 69,895 square foot area under roof, including a building addition of 10,483 square feet. In addition to the former Safeway space, the enterprise will occupy the former Joanne Fabric space and the space occupied presently by American Woman Fitness and Deseret Books. Except for Sunset Village Dry Cleaners, the rest of the present tenants will remain where they are (*e.g.*, Tully's coffee, Overlake Medical Center, L'il John's restaurant, and the Sun Villa Lanes bowling alley).

The applicant is separately requesting a short plat that will divide the owner's entire 20.83 acres into three commercial lots: shopping center, bowling alley and Chaplin's auto dealership. The instant application relates solely to the shopping center.

The plan for the new dealership involves creating sales, administration, and parts departments in the western half of the building space and a service department with lifts and car bays in the eastern half. The basic contours of the old grocery store structure will remain the same. There will be no increase in elevation.

The auto display area will occupy a portion of the present parking lot between the main entrance to the building and SE Eastgate Way. New landscaping and internal walkways will

CITY OF BELLEVUE
11511 Main Street
P. O. Box 90012
Bellevue, WA 98009 9012

connect to the public sidewalk along both SE Eastgate Way and 148th Avenue SE. The landscaping and walkways will separate the display area from public parking for other shopping center tenants. The parking for patrons of these other tenants will occupy a separate portion of the present shopping center parking lot.

3. Procedure. The application was received on January 8, 2004 and deemed complete on January 20, 2004. Public notice of the application was made on January 22, 2004. A public meeting was held on February 24, 2004. A number of persons attended and spoke. In addition, a number of written comments were received during application processing.

The primary concerns of the public were (1) loss of the grocery store, American Woman Fitness and the dry cleaners, (2) increased traffic on local streets to other grocery stores, (3) storm water runoff will contaminate Lake Sammamish, (4) grand opening balloons may block views from uphill properties, (5) Comprehensive Plan consistency. The Staff responded to all of these concerns in its Staff Report.

A Determination of Non-Significance (DNS) under the State Environmental Policy Act (SEPA) was issued for the project on April 8, 2004. The DNS was not appealed.

The Hearing Examiner hearing was held after due notice on April 22, 2004. Carol Saari, Associate Planner, represented the Department of Community Development. Michael's Toyota was represented by Amy Kosterliz, Attorney at Law. Five witnesses testified on behalf of the applicant. In addition, a representative of the owners of the shopping center spoke.

There were nine speakers offering public testimony. Six of these were in opposition. One favored the application and the other two suggested conditions of approval. The arguments of the opponents emphasized matters previously raised in the permit process.

FINDINGS OF FACT

1. The factual matters set forth in the foregoing Summary are adopted by the Examiner as findings.

2. The Sunset Village Shopping Center is an existing one-story commercial development within the Eastgate Subarea under the Comprehensive Plan. The zoning of the site is Community Business (CB). Automobile sales are allowed as a Conditional Use in the CB zone. Auto repair and washing services are permitted outright in the zone.

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3. The shopping center is not within the boundaries of a Community Council. Residential areas within the East Bellevue Community Council's jurisdiction lie to the north of the subject property.

4. Access to the shopping center is provided via 148th Avenue SE and SE Eastgate Way. These existing access points will be retained.

5. The space occupied by Michael's Toyota will take up 59,412 gross square feet of existing space. The additional 10,483 gross square feet to be added will be along the north and east of the current building configuration. The shopping center area remaining for other tenants will be 19,611 square feet.

6. In addition to the car sales, administration, parts and service departments, the dealership will provide auto detailing along the north (rear) of the building, out of public view.

7. Building design improvements will be made in order to accommodate the new auto dealership use. The tenant space occupied by Michael's will have an exterior finish of metal panels and stucco, painted shades of grey with white and rust accent colors. Clear glass will be used for the windows with patterned glass finish above the store front doors and display windows. Windows will be installed in the now-blank west wall of the old grocery store. The parapet will be a metal panel painted light grey with the same accent colors.

8. The same color scheme will be used for the rest of the main shopping center building. The sense of unity will be furthered by redesigning the pitched sign blades protruding above the roof to mimic the signage and shapes used in the Michael's renovation.

9. The presently occupied tenant spaces are used by American Woman Fitness, Deseret Books, Jerzee's Barber Shop, Tully's Coffee, Overlake Medical Center, India Gate Restaurant, Cucina Mama Mia's Restaurant, and Sunset Village Dry Cleaners. There are three vacant spaces currently for lease.

10. The dealership will take over the American Woman Fitness, the former Joanne Fabrics and the Deseret Books spaces. Deseret Books will probably be relocated to some of the vacant space and expanded. If this occurs, the dry cleaners will either be moved or displaced.

11. There was considerable public sentiment for retaining the dry cleaners (at least a dozen emails). The lease for this business expired two years ago and it has been operating on a

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month-to-month basis ever since. Under present circumstances, the owners are not prepared to offer its operators a long-term lease.

12. The other businesses (Jerzee's, Tully's, Overlake Medical, India Gate, and Cucina Mama Mia) will remain in the shopping center. The free-standing buildings and uses in the vicinity (*i.e.* L'il Johns, Dairy Queen, and an espresso kiosk) will not be affected by this project. Chaplin's VW/Suburu, the existing auto dealership to the east of the shopping mall, and Sun Villa Lanes, the bowling alley to the northwest, will also be untouched by this development.

13. Sunset Village was built in 1963 under King County's regulations and annexed to the City of Bellevue in 1966. In 1968, the property was rezoned from King County commercial zoning to Bellevue's CB zoning. There has been no zoning change since then.

14. To the north of the shopping center and uphill from it are the LDS temple, a fire station, and a Lutheran church. Further to the north is Robinswood Park. The LDS temple and the applicant herein have conferred and reached an accord that the church has asked to be included in the conditions for the project. If grand opening balloons are used, they will be removed after one month.

15. To the west of the shopping center, across 148th Avenue SE is Bally's Sports Fitness Center and the Silver Cloud Hotel. Further to the west are the offices of the Lincoln Executive Center. To the northwest, is Bellevue Community College.

16. To the east, beyond Chaplin's dealership, are Day's Inn, McDonalds, a 7-11, and the Greenwood Mandarin restaurant. To the northeast are the Eastgate Office Park and the Washington State Patrol office. Across 156th Avenue NE farther east is a gas station, the Embassy Suites Hotel and the I-90 Bellevue Business Park.

17. To the south, across Eastgate Way is the I-90 Freeway. There is a freeway interchange at 148th Avenue NE. Sunset Village, thus, sits within a lengthy strip of business development along the north side of the freeway. Immediately south of the freeway is another strip of business development. Included in this strip is Eastgate Plaza, a shopping center that offers groceries, drug store, gas station, and restaurant uses.

18. The closest residential neighborhoods on the north side of I-5 are Robinswood about ½ mile to the north and Spiritridge about 2/3 mile to the northeast. There are also extensive residential areas south of the freeway just beyond the commercial strip there.

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19. The Michael's Toyota proposal meets all of the dimensional requirements (setback, height, lot coverage) of the Land Use Code. As conditioned, the project also meets the relevant design requirements for a Community Retail Design District. Conditions related to this compliance concern signs, rooftop mechanical equipment, internal walkways, benches, and bicycle racks.

20. Immediately north of the present shopping center structure (behind the bowling alley) is an area that will be used for secure parking. It is screened by the building from most external views. Additional impervious surface will be added for this parking. Farther north, the property includes a wooded hillside and some small wetland areas. No plans have been presented for disturbing this area, and conditions of approval address protecting it.

21. The applicant proposes to provide 324 parking spaces for uses at the shopping center. This meets the parking requirements of the Code. In addition the auto display area will include 277 parking spaces and 153 stalls will be included in secure parking.

22. The site is a legal non-conforming development as to site improvements that do not meet the current Land Use Code: namely, street frontage landscaping, interior landscaping and the need for a corner feature. For construction on the relatively modest scale proposed, these items are subject to proportional compliance to reduce (though not necessarily eliminate) the nonconformities. The project will more than achieve proportional compliance requirements through street frontage landscaping in front of the auto display area, and by the creation of corner features at the access points (at the Dairy Queen entry along Eastgate Way and at the 148th Avenue SE driveway entrance). The corner features will be defined landscaped areas that will include annual programs of seasonal flower plantings.

23. The street landscaping and corner features are a part of an administratively approved Alternative Landscape Option determined to achieve equal or better results than that achieved by strict adherence with Code requirements. The option plan involves shifting landscaping from interior property lines and from the hidden side of the building to areas of high use and visibility. Landscaping will be provided along internal pedestrian walkways and will also be added to the plaza outside of Tully's coffee shop. Some additional plantings will be placed along the wall on the west side of the old grocery space.

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24. The landscaped walkways will define safe pedestrian paths to the shopping center facilities from the perimeter sidewalk. Benches will be placed along the paths. Bike racks will be located at the shopping center. At present there are no routes from the perimeter that are conducive to pedestrian movement.

25. Various City Departments reviewed the proposal and all concluded that achievable conditions of approval could accomplish compliance with applicable City Code requirements. The Transportation Department asked that access be limited to the existing access points. The Utilities Department required the installation of a detention and water quality facility to accommodate the auto dealership use and new impervious surface.

26. The proposed storm water control facilities involve detention, treatment (including nutrient removal) and controlled release. Technical review concluded that the measures proposed will adequately protect the water quality of Vasa Creek and Lake Sammamish.

27. The traffic impacts of the proposal were analyzed. The auto dealership use will result in 54 fewer trips than with prior uses. The car dealership trips will be significantly longer, but they will be concentrated on arterials, not residential streets. The long-term traffic impacts were found to be within the assumptions of the Transportation Facilities Plan projections to the year 2012. Traffic Impact Fees will be assessed to alleviate impacts to the overall development in the City.

28. All urban level facilities and services are available to the site.

29. The criteria for Conditional Use Permit approval are found at LUC 20.30B.140, as follows:

(A) The conditional use is consistent with the Comprehensive Plan; and

(B) The design 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;

(C) The conditional use will be served by adequate public facilities, including streets, fire protection and utilities; and

(D) The conditional use will not be materially detrimental to uses or property in the immediate vicinity of the subject property; and

(E) The conditional use complies with the applicable requirements of this Code.

30. The opponents of this application concentrate most of their fire on assertions that the proposal violates the Comprehensive Plan and the Eastgate Subarea Plan.

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31. The Staff Report thoroughly analyzes the proposal against Comprehensive Plan and Subarea policies and concludes that, as conditioned, the development and use will be consistent with these policies. The Examiner has carefully considered the staff Comprehensive Plan discussion and the competing contentions and concurs with the Staff's analysis. Accordingly, the Staff's Comprehensive Plan analysis is adopted. The Staff Report is by this reference incorporated herein as though fully set forth.

32. In particular, the Examiner notes that the general policies of the Comprehensive Plan are expressed through the creation of exclusive zoning districts which authorize differing assemblies of specific uses consistent with those general policies. In accordance with this basic concept, there is a distinction between the Community Business and the Neighborhood Business zones. Based on the relevant definitions, Community Business shopping areas are meant to draw customers from the community-at large, whereas Neighborhood Business zones are for small-scale commercial activities primarily serving the immediate residential community.

33. The zoning ordinance implements this distinction by authorizing a broader array of wholesale and retail uses in CB zones than in NB zones. Some uses that are permitted outright in the CB zones that are not authorized at all in the NB zones; for example: dry goods, variety and department stores, apparel and accessories stores, automotive and marine accessories stores, home furnishing stores, computer and electronics stores. Similarly, retail auto sales are allowed in CB zones by Conditional Use Permit and not allowed at all in NB zones.

34. An underlying notion of the opposition in this case is that the CB zone at Sunset Village has, over time, become a *de facto* NB zone and that the residential neighborhoods in the vicinity would be better served by a grocery store than an auto dealership. This may be so. But, the zoning remains CB. And the mix of uses permitted in a CB zone is determined by the Code, not by the preferences of residents in other zones.

35. The record does not show that the proposed use is incompatible in design with the other uses in the CB zone where it will be located. In character and appearance and quality of development, the effort here is to make the dealership fit in with the other tenant spaces in Sunset Village. The new exterior finish, the color scheme, the interior pedestrian paths and the vastly improved landscaping will give a sense of unity to the overall development and improve its esthetics.

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36. Further, there is no convincing evidence that the advent of the new dealership will cause the businesses of other shopping center tenants to fail. The structural improvements and the improvements in internal circulation and landscaping could have the opposite effect.

37. It is contended that the proposal will be incompatible with and detrimental to the surrounding residential neighborhoods, but this possibility is effectively eliminated by the considerable separation between the uses within the subject CB zone and the residential neighborhoods. No direct impacts on the use of the residential properties per se were shown. The neighborhood traffic impacts from the closure of the grocery store are not impacts related to this application.

38. The uses that occur in a CB zone occur as a consequence of business decisions, limited only by the list of uses specified by Code. The mix of CB uses that actually result may adversely affect the convenience of the residents in the vicinity, but that does not make the uses materially detrimental to residential use of the residential property.

39. After much consideration, the Somerset Community Association, representing neighborhoods south of the freeway, expressed the following:

> ... We come away with mixed feelings about this proposal: On the one hand, we appreciate the fact that a local business owner plans to purchase and improve this property, focus on mixed use, and keep adjacent traffic tolerable. On the other hand, we are concerned about the long term impact of this and other land use developments, which collectively are reducing our nearby shopping options for everyday needs and worsening our traffic. We believe this risk needs to be factored into city policies and other proposed land use changes nearby going forward.

40. The East Bellevue Community Council, representing neighborhoods north of the freeway, stated that its "foremost concern is the loss of retail space which adversely impacts residents of the area." At the hearing a spokesman for the Council urged that a condition be added that suitable space be kept available on the shopping center site for a grocery store and related services.

41. Any conclusion herein which may be deemed a finding is hereby adopted as such.

CONCLUSIONS OF LAW

1. The Hearing Examiner has jurisdiction over the persons and the subject matter of this proceeding.

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2. The requirements of SEPA have been met.

3. The findings support a conclusion that the proposal, as conditioned below, meets the criteria for approval of a Conditional Use Permit. (LUC 20.30B.140)

4. That the Sunset Village area may have functioned over the years, much as a Neighborhood Business zone is expected to function, did not have the effect of changing the zoning. The Community Business designation has remained in effect since 1968 and governs the uses that may be allowed.

5. The City has no authority to specify the installation of any particular use among the list of allowed uses in the zone. The property owner is at liberty to choose anything on the menu.

6. Under the Growth Management Act, zoning ordinances are "development regulations" that must be consistent with the provisions of the Comprehensive Plan. (RCW 36.70A.040(4)) The Examiner takes notice that Bellevue has consciously and comprehensively sought to achieve this consistency. In this circumstances, the CB zoning of the subject site is presumed to be consistent with the Comprehensive Plan.

7. A Conditional Use is one that is allowed within a particular zoning district if, by conditions, it can be made compatible with other uses in the district or in the vicinity. (LUC 20.30B.120)

8. Thus, the Conditional Use Permit criterion for consistency with the Comprehensive Plan does not mean that Plan policies in any particular case can override the use pattern established by the relevant zoning. Rather, the consistency issue is an aspect of the overall use compatibility question. Consistency with the Comprehensive Plan in this context, means compatibility with the pattern of uses established by the zoning which implements the Plan's policies.

9. The foremost compatibility question is whether the use can be made to fit with the other uses allowed in the zone. Here, there is not a substantial question over whether the auto dealership can be conditioned to fit in with such uses. It clearly can.

10. A subsidiary compatibility question is whether the use somehow interferes with the conduct of other uses outside the zone but in the vicinity. An auto dealership in this CB zone may not be a convenience for the residents of the relatively distant neighborhoods in the area.

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But the Examiner is persuaded that it will not, in itself, be harmful to the residential use of residential property at locations outside of the zone.

11. In short, in order to alter the result here, the zoning would need to be changed.

12. Any finding herein which may be deemed a conclusion is hereby adopted as such.

CONDITIONS OF APPROVAL

A. Land Use Conditions:

1. Signs:

Proposed signs on-site shall require separate Sign Permits. Signs shall be architecturally compatible with the design/colors of the main building (LUC Section 20.251.050.B.4; BCC 22B.10)

2. Rooftop Mechanical Equipment:

Rooftop mechanical equipment shall be screened from public view. Such screening shall be architecturally compatible with the design/colors/materials of the building. (LUC Section 20.251.050.D.1)

3. Internal Walkways:

a. All internal walkways shall be a minimum of six feet wide with a different color, texture, and material than the vehicular driving surface.

b. The "painted" walkway between the Tully's plaza and the internal walkway shall not be "painted." It shall be the same material as the rest of the internal walkways. (LUC Section 20.251.050.C)

4. Benches:

Two benches shall be provided at the main entrance to Michael's Toyota; one on each side of the entrance outside of the car display. (LUC Section 20.251.050.A)

5. Bicycle Racks:

Bicycle racks shall be required per LUC Section 20.251.050.D.3. (LUC 20.251.050.D.3)

6. Display Cars:

Display cars shall not be parked within the 10-foot wide street frontage landscape buffer at the corner feature along 148th Ave. SE. (Landscape section LUC Section 20.20.520)

7. Seasonal Planting and Schedule:

The applicant shall submit two seasonal planting plans and planting schedule for proposed plant materials on-site. The seasonal planting shall occur on or before April

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15th and October 15th. Prior to the issuance of the Building Permit, the applicant shall submit a planting plan which includes the following: all proposed plant materials, the arrangement of plant materials, and container size and spacing. The submittal shall also include the maintenance schedule to ensure that plant material will be well maintained. (LUC Section 20.20.520.K)

8. Secure Stalls North of the Building:

The proposed secure stalls north of the building shall be paved. (LUC Section 20.20.590.K)

9. Proportional Compliance:

The site is considered legal non-conforming with regard to site improvements that do not currently meet the Land Use Code: street frontage landscaping, interior landscaping, parking area landscaping, and the corner feature.

At the time of Building Permit application, the applicant shall provide the value of the construction. If over 30% but not exceeding 100% of the replacement value of the shopping center, proportional compliance is required to reduce the nonconformity of the site. Proportional compliance toward site improvements shall be required in the following priority to provide a softened element to the project: (1) street frontage landscaping in front of the auto display area along SE Eastgate Way and 148th Ave. SE; and (2) a new corner feature in front of the Dairy Queen where the existing driveway is located. Such improvements toward proportional compliance shall be reviewed and approved during the Building Permit review process. If the value is over 100% of the replacement value of the building, full compliance with the Land Use Code is required. (LUC Section 20.20.560.C & D)

10. Tree Preservation:

The issued Building Permit plans and short plat mylar to be recorded with King County shall portray 245 diameter inches of significant trees to be saved. For required trees to be saved, the issued Building Permit plans and short plat shall portray individual trees (type, size) and the following words: "These significant trees are required to be saved per Land Use Code 20.20.520.E." (LUC Section 20.20.520.E)

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11. Non-disturbance:

The issued Building Permit plans and short plat mylar to be recorded with King County shall portray 43,765 square feet of non-disturbance as Native Growth Protection Areas (NGPAs) and/or Retained Vegetated Areas (RVAs). The standard NGPA/RVA wording shall be portrayed on the issued Building Permit plans and short plat mylar. Prior to issuance of the Building Permit and recording the mylar with King County, NGPA stakes and/or RVA stakes shall be installed at the NGPA and/or RVA boundary. (LUC Section 20.25H.110.D)

12. Wetland Identification:

The applicant shall submit a wetland report which identifies the three on-site wetlands (per topographic survey) according to the Land Use Code wetland "typing" classification, LUC Section 20.25H.070. On the plans to be issued with the Building Permit and short plat mylar to be recorded with King County, the applicant shall portray the three wetlands and the "type" of wetland each has been classified and, if protected, portray the associated primary setbacks. If the wetlands are determined to be non-protected, the issued Building Permit plans and short plat mylar shall portray the words: "Non-protected Type (specify) wetlands." (LUC Section 20.25H.070)

13. LDS Temple Compatibility:

The applicant shall comply with the provisions of the letter of understanding from Erik Paulson to Gordon Conger, dated April 22, 2004.

B. Transportation Conditions:

1. 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 p.m. and 6:00 a.m. due to holiday traffic. The Transportation Department will be monitoring traffic and may modify the moratorium accordingly. (BCC 14.30.060)

2. Vehicular Access Restrictions:

Access to this site from SE Eastgate Way and 148th Ave. SE will continue to remain and function as currently operating. No additional access will be allowed for this site. (BCC 14.60.150)

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3. Right-of-Way Use Permit:

Prior to issuance of any Construction or Clearing and Grading Permit, the applicant shall secure applicable Right-of-Way Use Permits from the City's Transportation Department, which may include:

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

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when 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. (BCC 11.70 & 14.30)

4. Transportation Impact Fee:

Payment of the Traffic Impact Fee will be required at the time of Building Permit issuance. For the purpose of calculating the Traffic Impact Fee, the applicant will be given credit against the existing use which is currently designated as 59,412 square feet of shopping center. The estimated Traffic Impact Fee is $79,643.69 and calculated as follows:

69,895 x $2.27 per sq. ft. = $158,661.65 Car Dealership

59,412 x $1.33 per sq. ft. = ($79,017.96) Shopping Center

$158, 661.65 - $79,017.96 = $79,643.69

This fee is subject to change and the current fee schedule in effect at the time of Building Permit issuance will apply. (BCC 22.16)

5. Pavement Restoration:

Prior to issuance of any Certificate of Occupancy, pavement restoration to repair damaged street surfaces shall be provided as follows:

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a. 148th Ave. SE, North of the Existing Driveway: Based on the street's excellent condition, it is classified with the City's overlay program as "Overlay required." Street cutting is permitted only with extraordinary pavement restoration. Pavement restoration requirements are to match the existing asphalt section.

b. SE Eastgate Way: The street was recently overlaid and a five-year no-street cut moratorium is currently in effect. Should street cuts prove unavoidable, or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required. (BCC 14.60.250; Design Manual Design Standard #21)

C. Fire Prevention Conditions:

1. Fire Sprinkler System:

Revise/extend the fire sprinkler system per NFPA 13 as needed for the occupancy and improvements that will be done at this site. (Uniform Fire Code (UFC) 1003 and Bellevue Fire Dept. Development Standards (BFDDS) 6-7)

2. Fire Alarm Notification System:

Provide fire alarm notification system per BFDDS 6-8. (FDDS 6-8)

3. Central Station Monitoring System:

Maintain central station monitoring system for the entire building. (UFC 1003.3)

4. Unobstructed Fire Lane:

Maintain a 20-foot wide unobstructed fire lane around the building. (UFC 902 & BFDDS 6-3)

5. New Fire Hydrant:

Install a new fire hydrant in the planting area east of the 148th Ave. SE entrance and on the south side of the access road. The existing fire hydrant on the northwest side of Michael's Toyota showroom should be maintained, but the water main to the hydrant can be extended to the new fire hydrant.(UFC 903)

6. Recycle/Dumpster Area:

The recycle/dumpster area noted on the revised plans cannot be located in this area. This area contains the Fire Department Connection (FDC) for the building sprinkler systems and wall post indicator valves for the sprinkler system. (UFC 1001.7)

7. Sprinkler Riser, FDC and Control Valves:

The northwest corner of the east New Building Area contains a sprinkler riser, FDC and control valves which will need to be inside the New Building Area and protected from

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vehicular traffic. On the outside of this area, parking will not be allowed in front of the FDC for Fire Department access to the FDC. (UFC 1001.7)

DECISION

The requested Conditional Use Permit is approved, subject to the above conditions of approval.

DONE this 11th, day of May, 2004.

Wick Dufford, Hearing Examiner

NOTICE OF RIGHT TO APPEAL

(Pursuant to Resolution No. 5097)

RIGHT TO APPEAL – TIME LIMIT

A person who submitted written comments to the Director prior to the hearing, or submitted written comments or made oral comments during the hearing on this matter, may appeal the decision of the Hearing Examiner to the Bellevue City Council by filing a written appeal statement of the Findings of Fact or Conclusions being appealed and paying any appeal fee no later than 14 calendar days following the date that the decision was mailed. The appeal must be received by the **City Clerk by 5:00 P.M., May 25, 2004.**

TRANSCRIPT OF HEARING - PAYMENT OF COST

An appeal of the Hearing Examiner's decision requires the preparation of a transcript of the hearing before the Hearing Examiner. Therefore, the request for appeal must be accompanied by an initial deposit of $100 for each tape. Should the actual cost be less than the amount of the deposit, any credit due shall be reimbursed to the appellant. Should the cost for transcript preparation be more than the deposit, the appellant will be additionally charged.

WAIVER OF TRANSCRIPTION FEE

Upon request, the City Clerk will waive transcription fees upon submission by an appellant of the following documentation: a) an affidavit stating that the appellant's net financial worth does not exceed $20,000; b) an affidavit stating that the appellant's annual income does not exceed $5,200; c) a brief statement of the issues sought to be reviewed; d) a designation of those parts of the record the party thinks are necessary for review; e) a statement that review is sought in good faith.

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The transcription fee waiver is available to individuals over eighteen (18) years of age and is not available to corporations, companies, partnerships, or any business, enterprise, community club or any social or recreational organization.

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Ex 5

April 22, 2004

Mr. Gordon Conger
For the Church of Jesus Christ of the Latter Day Saints (LDS)
2808 148th Avenue SE
Bellevue, WA 98007

Re: Conditional Use Permit Application No. 04-100086LB

Dear Mr. Conger:

At your request, I am writing to confirm with you the statements I made in discussion of the impacts of Michael's Toyota, Sunset Village Shopping Center Conditional Use Permit (CUP) and other items in response to your recent correspondence. Michael's Toyota wants to be a good neighbor and has worked hard to employ design features to minimize impacts on adjacent uses such as the LDS Temple. I will provide a copy of this to the Hearing Examiner as well as it is my understanding that the LDS Church wishes that these understandings be incorporated into any conditions of approval issued by the City.

The following are the measures that Michael's Toyota is prepared to take with regard to the issues you raised:

1. The project will comply with the City's requirements to protect adjoining uses, such as the LDS Temple, from light and glare, as set forth in Bellevue Code Section 20.20.522, as follows:

"All exterior lighting fixtures in parking areas and driveways shall utilize cutoff shields or other appropriate measures to conceal the light source from adjoining uses and rights of way. Other lights shall be designed to avoid spillover glare beyond the site boundaries."

In the event that, notwithstanding compliance with the Bellevue code, the LDS Temple leadership demonstrates that there are glare impacts from Michael's Toyota which materially interfere with the visibility of their Temple from I-90, Michael's will make a good faith effort to investigate potential solutions, and if Michael's reasonably determines there are financially feasible solutions, it will make operational or physical changes to implement those solutions.

Hearing Examiner EXHIBIT # 5 DATE RECEIVED 4/22/04

2. Michael's Toyota will operate without an outside public address (PA) system.

3. Michael's Toyota will not significantly exceed (not more than 6 additional feet) the height of the dealership buildings and associated facilities proposed in the CUP application (approx 30 ft.), without seeking to amend its CUP; provided, however, this height restriction shall not apply to Michael's FREESTANDING signage. SO LONG AS IT DOES NOT EXCEED THE HEIGHT OF THE EXISTING FREE STANDING SIGNS. Ede

4. No balloons, flags or other promotional items will be allowed which are higher than the dealership buildings and associated facilities except for during the dealership's grand opening, not to exceed one month.

5. Michael's Toyota will not obstruct or interfere with the southwesterly access easement to the Temple, including, (without limitation) loading and unloading of vehicle inventory.

In the event that Michael's Toyota desires in the future to deviate from any of the foregoing commitments it is making in this letter to the LDS Church and to the City by their incorporation into City approval conditions, Michael's Toyota agrees that it shall undertake obtaining City approval for any proposed deviations by observing the City of Bellevue CUP modification process (Process I, new application) established in Section 20.30B.175(B), Bellevue Land Use Code.

Very truly yours,
Michael's Toyota Auto Dealership

By _____
Erik Paulson, General Manager

cc: City of Bellevue Hearing Examiner

Republic Services Design Review Developer Packet

Introduction

In partnership with the City of Bellevue, Republic Services provides informal education and assistance to developers, architects, contractors and property owners in the city of Bellevue with pending or ongoing projects to ensure that solid waste services are incorporated into the design in a manner that allows for safe, accessible and ongoing services.

To assist you in your pre-design phase, we have included in this packet some basic information on container sizes, loading docks specifications, truck turning radii that are the most common for you to become more familiar with when planning your project. This will give you general idea of truck sizes, turning radii, loading dock specs to help assist you in designing a project that stands the test of time and serves all solid waste needs adequately.

Every property and project is different and many other factors will have a part in how and when we are able to service your property. The location, the approach, the neighboring areas, the zoning, the access and more all factors in to the eventual services we provide after the remodel or build. This is meant to provide **generalized** information to assist you at the *pre*-design stage. This is a general scope of stats only, and is not intended to convey the entirety or imply that all of these options can co-exist. Please contact Republic Services separately for additional specifications assistance if access will be in a covered parking load zone or your project will be serviced by a compactor.

Next Steps

A meeting will be set up with the City of Bellevue and Republic Services as part of your design and permit process with the City of Bellevue. We will have the opportunity to discuss, catch problem issues, make adjustments and gather feedback with all the appropriate team members together. This will help you streamline your project.

Within two weeks of that meeting and an approved design specification, Republic Services will issue you an approval letter to submit to the City.

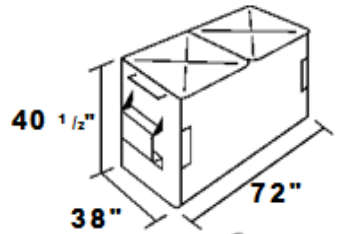
In the event changes to the site occur during the course of the project, please submit for a conditional visual review, and you will be issued an updated approval letter for your records.

Front-End Load Containers

Front-end load containers work best for businesses that generate high-volume, low density waste materials that can be compacted, such as office waste and food products.

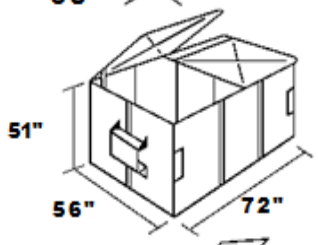
The versatile containers used in this waste-collection system range from 1 to 8 cubic yards and often are combined to give customers the correct capacity for their waste volumes.

Many containers are designed with low-profile, top-loading configurations, while other containers open from both sides and from the top as well. Special sizes and types of containers for unusual accumulation situations, easy rolling casters for mobility, and varying heights for dock-level loading also are available.



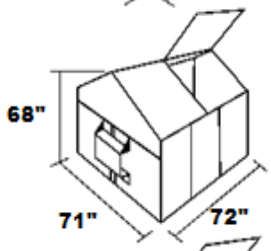
2-Cubic-Yard Container

Holds approximately 14 bags of garbage.



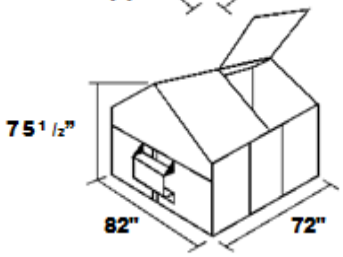
4-Cubic-Yard Container

Holds approximately 28 bags of garbage.



6-Cubic-Yard Container

Holds approximately 42 bags of garbage.



8-Cubic-Yard Container

Holds approximately 56 bags of garbage.

The following materials cannot be collected in front-end containers:

- Asbestos
- Batteries
- Hazardous Waste
- Liquids
- Paints
- Oils
- Medical Waste
- Tires
- Appliances containing Chlorofluorocarbons (CFCs).

REPUBLIC SERVICES

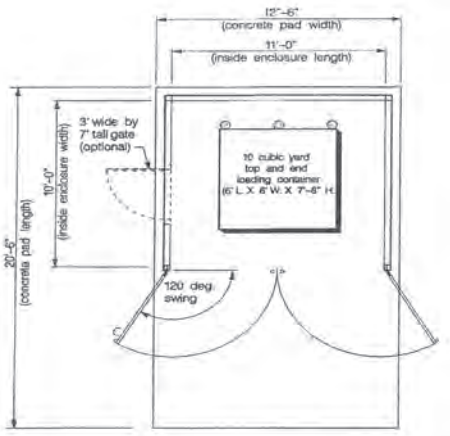
We'll handle it from here.™

Benefits of Republic Services' Front-End Load Waste Services

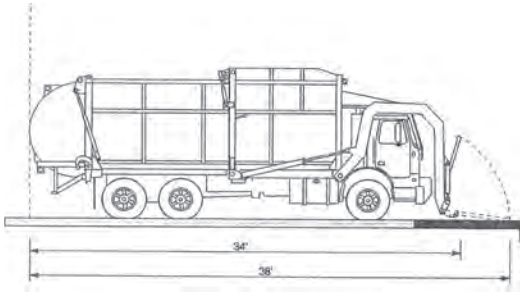
- **Sanitary** — All waste is kept in a single, closed receptacle until it is collected by automated trucks.
- **Reduces fire hazard** — Depositing waste in a closed, all-steel container helps diminish the likelihood of accidental fires.
- **Saves labor** — Workers clump waste into a large, conveniently located container, no bags to fuss with, no mess to clean up.
- **Aids pest control** — With waste enclosed in a covered steel container, insects, rodents and other pests are less likely to be attracted.
- **Versatile** — With containers available in a wide variety of sizes, we can meet your every waste-disposal need.

Vertical clearance: 17 feet, 9 inches
Overall truck length: 37 feet

Vehicle shown is a 40-cubic-yard front-end loading collection truck.



When building an enclosure, ideally please leave a minimum of 12-feet wide and a maximum of 12-feet long. Container designs and specifications may vary by location.



Verify 50' long x 13' wide x 25' high area is free of overhead obstructions (power lines, etc.)

REPUBLIC SERVICES

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Loading Dock Criteria

- Overhead clearance of 15′ for delivery trucks, 17′ to 21′ for garbage trucks transporting waste containers to accommodate loading the containers (height requirement depends on facility waste needs and type/size of container(s) used).
- Dock height of 36"
- Plan space (a room) for storing RECYCLED MATERIAL prior to pickup, a minimum of 12 x 12′ with a roll-up door to protect paper and other materials from arson or vandals
- Dock area must be level

Additional Requirements

Waste Collection - Plan space for dumpsters with adequate access for users and for pickup vehicles. Ramps and rails may be necessary in some areas. Partially or fully enclosed dock areas must have adequate ventilation and sprinkler systems. Following are the measurements of vendor-provided compactors and waste containers. Allow 75′ in front of container for loading purposes. 10 yard containers
can be hauled off a dock, 3′ maximum height, with an overhead height requirement of 17′. Compactor length with compactor head (loading chute.) could be as long as 25′.

Below are the measurements of oblong containers that require 17′ overhead clearance to load and are loaded as shown. The turning radius of this truck is 41′.

Measurements are: width x length x height:

8′ x 12′ x 3′	10 yd
8′ x 16′ x 4′	15 yd
8′ x 18′ x 5′	20 yd
8′ x 20′ x 6′	25 yd
8′ x 20′ x 7′	30 yd
8′ x 22′ x 8′	40 yd

Truck needs 75′ Maneuvering space in front at dumpster. Square containers (called luggers) loaded with a tow truck type vehicle and require 25′ pack-in distance. The turning radius of this truck is usually 34′. Square containers are 10′ x 10′ x 6′. They hold 10 yards and require 12. 5′ height clearance.

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Loading Dock Criteria

Smaller rectangular containers are “front loaded” as shown and require a minimum of 15’ height clearance for the truck to just lift and move the container (if there is an open area immediately nearby where the truck can move to empty the container); 2’ height clearance to pickup and empty container into the truck.

Measurements are: width x length x height:

1 yd 3’ x 7’ x 4’
2 yd 4’ x 7’ x 5'
4 yd 5’ x 7’ x 4’
6 yd 6’ x 7’ x 5‘
8 yd 6’ x 7’ x 7’

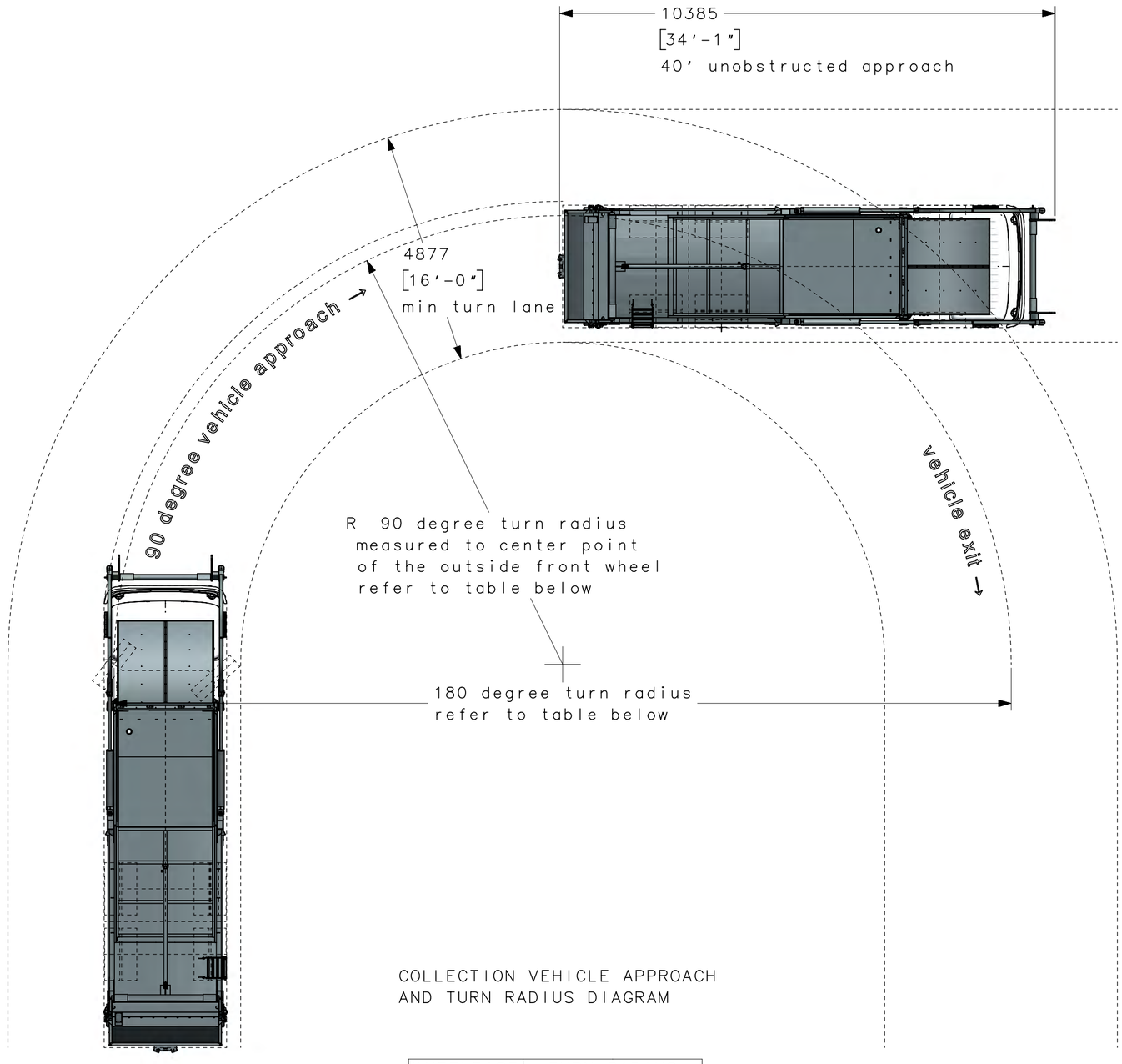
For operation of compactors, power (440 volts. 208, 3 phase) is required. For general cleaning of the area, drainage and water are required. Drainage should be directly in front of, behind, or adjacent to the container. The surface should be slightly sloped so run off will drain adequately.

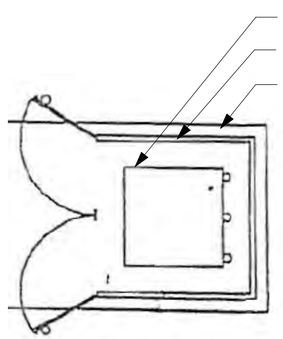
Container pad must be able to withstand 55.000 to 60,000 pounds and must be concrete.

Blind spots such as posts or retaining walls in the loading dock area should be avoided; this will allow for optimum mobility of vehicles as large as 16 wheelers.

REPUBLIC SERVICES

We’ll handle it from here.™





Note:
The truck shown is with standard options.
Changing options such as axles, wheel/tire combos, wheelbase etc will have an effect on the turning radius

COLLECTION VEHICLE APPROACH
AND TURN RADIUS DIAGRAM

WHEELBASE INCHES	TURN RADIUS FT	
	90 DEG	180 DEG
180	27'	54'
195	29'	58'
207	31'	62'

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	TREATMENT				
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	DRAWING BY GREYLING	AES FLAG PASS	DRAWING DATE 2015NOV25		
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	DOCUMENT NUMBER TURNING RADIUS ACX				SHEET 1 OF 1

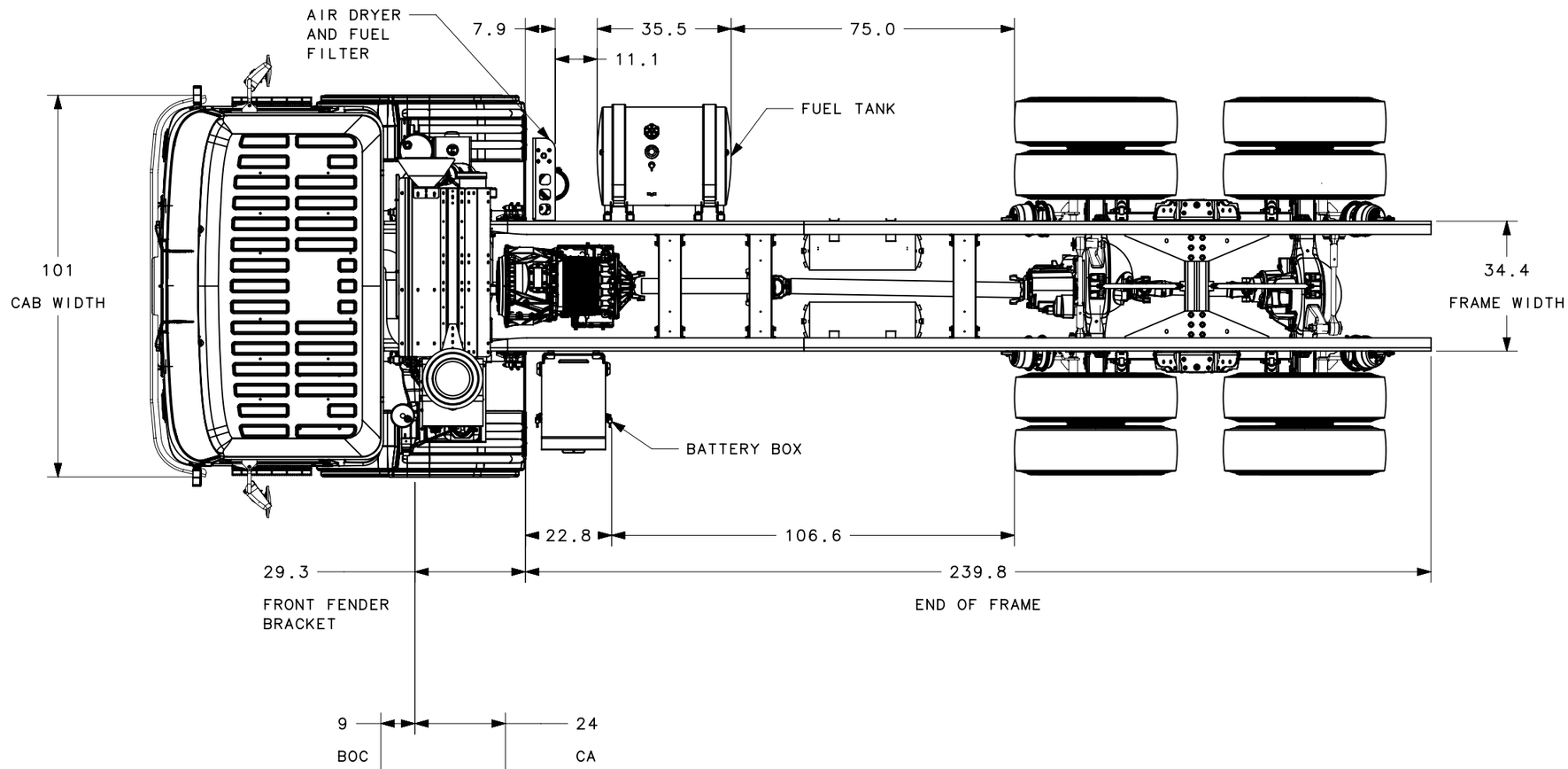
DO NOT SCALE DRAWING

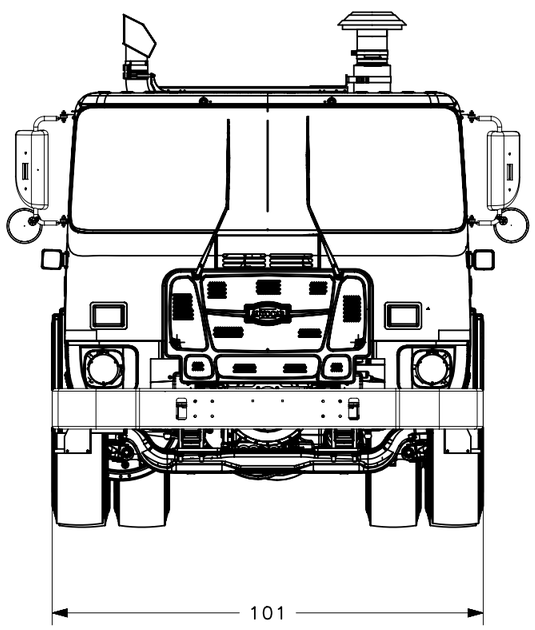
TEAMCENTER LIFE CYCLE INFORMATION

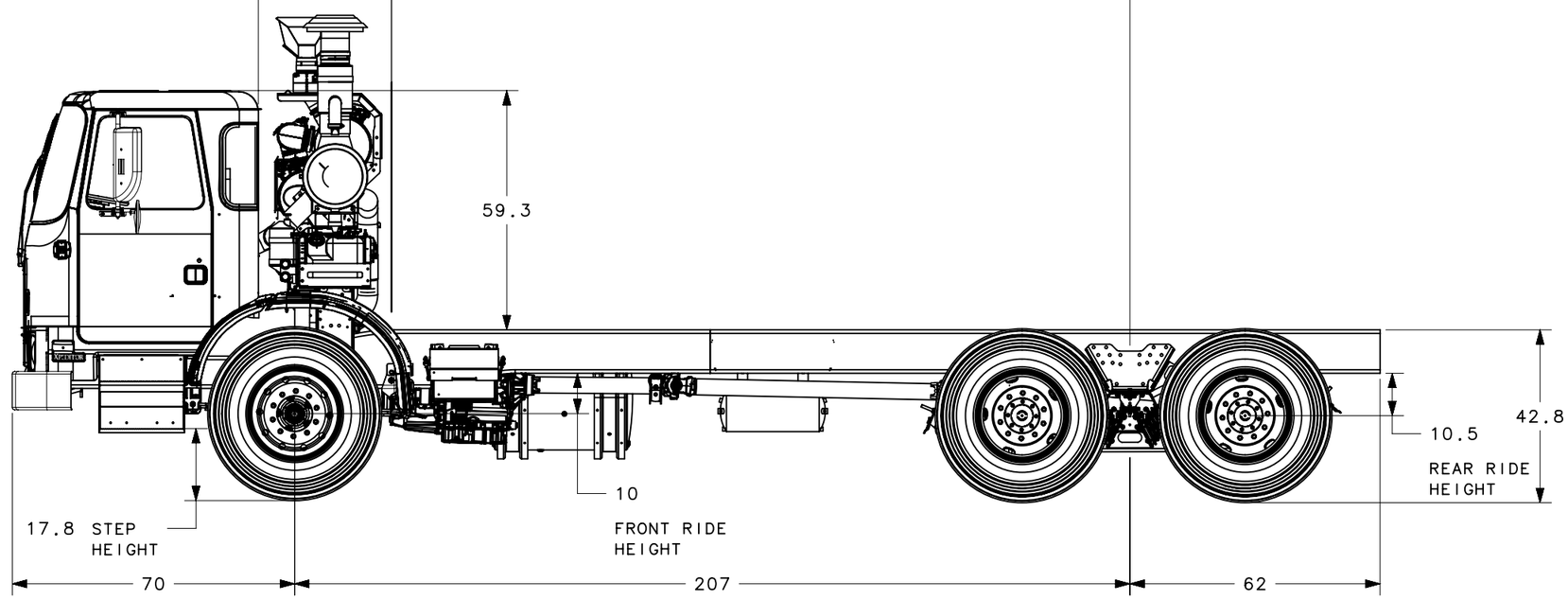
AUTOCAR®

XPEDITOR

ACX 6X4 TYPICAL
CUMMINS ISL ENGINE
ALLISON 4500 TRANSMISSION
MERITOR 20K STEER AXLE
MERITOR RT46 REAR AXLE
HENDRICKSON HMX 46K REAR SUSPENSION
207" WHEELBASE
62" OVERHANG
ALL DIMENSIONS IN INCHES







Compactor Solutions

Compactors are designed to reduce the size and volume of materials which may lead to a reduction in hauls. Each compactor is configured to your unique operation and built to manage a variety of waste streams. After you fill it, we'll take care of pickup, disposal and processing. Our dedicated team will help you find a compactor that's right for your needs.

Customer Benefits

- ✓ Helps to improve safety and security
- ✓ Increased usable space
- ✓ Enhanced aesthetics
- ✓ Possible reduction in hauls

Stationary Compactor

Ideal For

- ✓ Dry waste (paper, cardboard, plastic, etc.)
- ✓ Retail, department stores, warehouses

Typical Sizes
2 yard compactor used with a 40 yard container

Self-Contained Compactor

Ideal For

- ✓ Wet waste, food processing, medical, etc.
- ✓ Grocery stores, restaurants, malls, hospitals, stadiums

Typical Sizes
30, 34 and 35 yard

Vertical Compactor

Ideal For

- ✓ Wet waste (food) or dry waste (paper and plastic)
- ✓ Lower waste producers where space is an issue (e.g. fast food restaurants)

Typical Sizes
3-6 yard container

Pre-Crusher Compactor

Ideal For

- ✓ Pallets, furniture, drums, etc.
- ✓ Industrial applications, manufacturers, etc.

Typical Sizes
4-7 yard compactor

Repairs*

Dedicate more of your time to running your business. Regardless of your application or location, let our nationwide team of experts handle any repair work.

*Included with all Republic Services-owned compactors.

Contact your Sales Representative to build a solution for your business.

REPUBLIC SERVICES

Republic Services is here to handle your waste and recycling needs. Reliability is just the beginning.

Our team is trained to bring strategic solutions to businesses of all sizes.

As a nationwide provider, we have the capabilities to handle your recycling and waste needs – so you don't have to manage multiple vendors. Whether you have a small retail business or a large manufacturing facility, we make it easy with one source for all this and more:

Single point of contact with consolidated billing

15,000+ trucks on the road, ready with timely delivery and a 99.9% pickup reliability rate[1]

Daily, weekly, monthly or as-needed scheduling

Whether it's protecting your business or the environment, we're committed to safety.

42% better safety performance record than OSHA industry standard[2]

Over 60 recycling centers collecting 5 million tons of recyclable materials annually

Operate 71 landfill gas-to-energy projects that generate enough electricity to power 250,000 homes annually

2,500 Compressed Natural Gas trucks saving 21 million gallons of diesel fuel every year

Contact your Sales Representative
today or visit RepublicServices.com/Compactors

REPUBLIC SERVICES

We'll handle it from here.™

1. 99.9% proven pickup rate based on missed pickup data for commercial and residential customers from September 2016 - August 2017
2. Total OSHA recordable injury and illness rate.

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SOIL VOLUME REQUIREMENTS FOR STREET TREES – CITY OF BELLEVUE

Minimum soil volumes are required in Bellevue for new development to support street trees as defined in Bellevue Parks Environmental Best Management Practices Manual. Detailed information about how to calculate soil volumes, soil cell detail exhibits, information about irrigation in soil cells, soil specifications and structural soil specifications can be found in the manual.

When available open soil in a planter bed is not enough to meet a site's soil volume requirement, it is the responsibility of the project to provide additional soil volume. The deficit can be met with use of soil cells or structural soil below hard surfaces. Required soil volumes may be reduced up to 30% for trees sharing a continuous planter strip of at least 4 feet in width and a minimum of 2 feet in depth, or when soil cells form a direct path between planter pits.

OPEN SOIL exclusively refers to either uncompacted native soils (no greater than 80% Proctor) or amended soils meeting the standards for approved "Type A" topsoil.

AVAILABLE OPEN SOIL Length x width of planting bed, multiplied by depth (up to 3 ft.) Most urban unprepared subgrade is too compacted and does not qualify as open soil.

COVERED SOIL refers to soil volume provided below hardscape or paved surfaces in the form of soil cells or structural soil.

SHARED SOIL refers to more than one tree in a planting bed sharing open soil, or an individual tree in a planting bed that is connected to other open soils via Soil Cells or Structural Soil. Areas of shared soil must have continuous root path that does not restrict to less than 4' wide or 2' deep.

ISOLATED SOIL refers to an individual tree in a tree well or enclosed planting bed that is not connected to other beds/trees and is totally isolated by hardscape (i.e., driveway, sidewalk, vaults, etc.)

CONNECTED SOIL refers to two areas of open soil that are connected below hardscape with either soil cells or structural soil. These connected beds can now qualify as shared soil.

Options for meeting soil volume requirement:

1. Installation of Soil Cells- Soil cells can be installed underneath pavement to make up the difference between open soil volume and soil volume requirements. Soil cells can also be used below pavement to make a direct connection between two planting beds if both beds are located within a 50 ft. radius of a tree. For example, if a tree is in an individual tree well or located in a bed separated by hardscape (i.e., a driveway), any bed within a 50 ft radius can be connected via soil cells to qualify for the 30% reduction.

2. Installation of Structural Soil- Structural soil can also be utilized to connect two isolated planting beds/wells. Because structural soil is composed primarily of aggregate, only 25% of the total structural soil volume can be counted towards meeting the soil volume requirement.

3. Increase area of open soil- Where space allows, project design may opt to increase the area of planting bed to order to meet soil volume requirements. Depth of planter bed can be calculated up to 3'.

This document is intended to provide guidance in applying certain Land Use Code regulations and this is for informational use only. It cannot be used as a substitute for the Land Use Code or for other city codes. Additional information is available from Development Services at Bellevue City Hall or on the city website at www.bellevuewa.gov. For land use regulations that may apply to your project, contact the Land Use Information Desk in Development Services. Phone: 425-452-4188. Email: landusereview@bellevuewa.gov. Assistance for the hearing impaired: dial 711.

SOIL VOLUME REQUIREMENTS FOR STREET TREES – CITY OF BELLEVUE

Multiple worksheets may be necessary. Use a separate worksheet for each bed or qualifying area of shared soil in the frontage. Each tree in an area of shared soil must have required soil volume provided within 50' radius of the tree.

Step 1- Calculate Soil Volume Requirement:

Street Tree Species[1]: _____

Street Tree Size[1]: _____

Soil Volume Required per Tree[2]: _____

Number of trees in this calculation: _____

Required Soil Volume: _____

Soil volume requirement may be reduced by 30% for trees that share soil.
New requirement after 30% reduction: _____

Step 2- Calculate Open Soil Volume Provided:

Open soil volume provided by planting area (or total soil volume provided by qualifying shared areas[2]) :

Area of planting bed(s) _____

Depth of soil preparation _____

Total open soil volume provided: _____

Enter final soil volume requirement from Step 1 _____

If soil volume requirement is less than open soil volume provided, enter amount of soil volume deficient. This is the amount of soil volume still needed _____

Step 3- Calculate Covered Soils Provided:

Soil cells:

Number of soil cells _____

Volume per soil cell _____

Total soil volume provided by soil cells: _____

Soil volume provided by structural soil (up to 25% of the total volume may be counted):

_____

Total soil provided to meet soil volume requirement: _____

Soil Volume Requirements:

Small Tree: 500 ft^3, 20 ft. spacing
Medium Tree: 1,000 ft^3, 25 ft. spacing
Large Tree: 1,500 ft^3, 30 ft. spacing

[1] Per Land Use Planner and COB Parks

[2] Per Bellevue Parks Environmental Best Management Practices Manual

[3]Soils in adjacent planters must be connected to the tree via structural soil or soil cells and within a 50 ft radius to be counted.

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MEMORANDUM

DATE: November 21, 2023

TO: Ian Nisbet, P.E.
City of Bellevue Transportation Department

FROM: Spenser Haynie
TENW

SUBJECT: Level 1 Traffic Study
Michael's Subaru – Bellevue, WA (22-111189 DB)
TENW Project No. 2022-259

This memorandum documents the Level 1 Traffic Impact Analysis for the proposed *Michael's Subaru* project. This memo includes a project narrative, trip generation estimate, sight distance assessment, review of internal circulation, and concurrency determination results.

Project narrative should include existing (Michaels Toyota)and Proposed Use (Add King County Assessor data) to the appendices.

Project Narrative

The proposed *Michael's Subaru* project is located on the north side of SE Eastgate Way east of 148th Ave SE in Bellevue, WA as shown in Attachment A (Vicinity Map). The proposed project includes 54,805 SF of automobile sales building area. The existing site includes 7,044 SF of strip retail, 6,154 SF of fast casual restaurant, a 3,217 SF fast-food restaurant without drive-through window, and a 3,406 SF medical/dental office that will be removed as part of the proposed project. Vehicular access to/from the site is currently provided at two existing full access driveways on SE Eastgate Way and 148th Ave SE. No changes to the existing site access are proposed. A preliminary site plan is included in Attachment B.

See more comments on the attachments

Vehicular Trip Generation Estimate

The weekday PM peak hour trips from the proposed project were estimated based on standard City of Bellevue trip generation rates included in the City's Multimodal Concurrency Implementation Guide (September 2022). Table 1 summarizes the weekday PM peak hour trip generation estimates for the proposed Michael's Subaru project.

Combine the 3 land uses under one land use which is the Strip Retail Plaza (less than 40k sf).

Table 1
Trip Generation Summary

	Size	Trip Rate	Trips Generated In	Out	Total
Proposed Uses:					
Automobile Sales	54,805 SF	1.94	42	64	106
Less Existing Uses:					
Retail	7,044 SF	3.95	-14	-14	-28
Restaurant (Fast Casual)	6,154 SF	6.28	-21	-17	-38
Fast Food Restaurant w/o Window	3,217 SF	16.61	-28	-26	-54
Medical Office	3,406 SF	2.95	-3	-7	-10
		Subtotal =	-66	-64	-130
		Net New PM Peak Hour Trips =	-24	0	-24

Vehicle and Pedestrian Sight Distance

A pedestrian and vehicle sight distance assessment was conducted at the existing driveway on SE Eastgate Way based on City of Bellevue standards. Pedestrian sight distance standards were based on City of Bellevue *Transportation Design Manual* Part 1 Section 22 (Sight Distance – Pedestrians) and Standard Drawing RL-120-1. Vehicle sight distance standards were based on *Design Manual* Part 1 Section 21 (Sight Distance – Vehicles) and Standard Drawing RL-100-1.

For pedestrian sight distance, the driver of an exiting vehicle shall be able to view a one-foot-high object 15 feet away from the edge of the driveway when the driver's eye is 14 feet behind the back of the sidewalk. Vehicle sight triangles are measured from a point 14 feet behind the edge of the traveled way and the length of the triangle along the road varies depending on posted speed. For a 30-mph speed on SE Eastgate Way, the required sight distance is 300 feet. The pedestrian and vehicle sight triangle exhibits were provided by BRH, Inc. and are included in Attachment C.

Based on the exhibits, the vehicle and pedestrian sight distance requirements at the existing driveway on SE Eastgate Way are expected to meet City of Bellevue standards. Maintaining adequate vehicle sight distance assumes that landscaping and signage are placed to avoid creating sight line obstructions within the sight triangles. Any street trees or other vegetation within the sight triangles should be trimmed to maintain clear visibility between 2 and 7.5 feet above the road surface.

Internal Circulation and Vehicle Turning Studies

Vehicle turning studies for delivery trucks (Car Carrier Trailer) and garbage trucks were evaluated to ensure efficient site and driveway circulation. The vehicle turning studies were provided by BRH, Inc. and are included in Attachment D.

Transportation Concurrency Determination Results

A concurrency determination for the Michael's Subaru project was issued by the City on September 20, 2023 that concluded the project generates 25 or fewer mobility units and does not require a concurrency reservation. The City's Concurrency Determination is included in Attachment E.

If you have any questions regarding the information presented in this memo, please feel free to contact me at (206) 390-7253 or spenser@tenw.com.

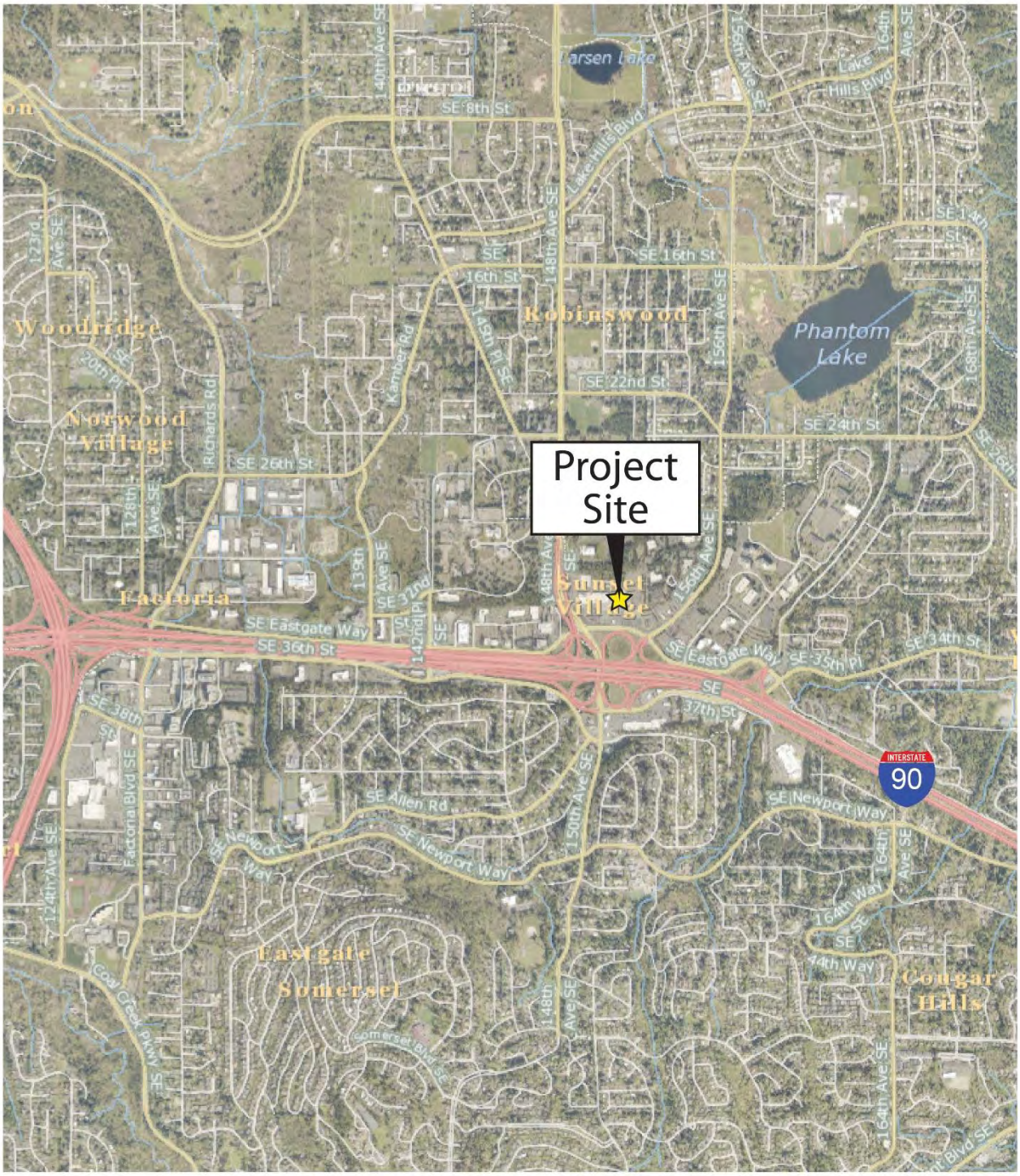
1. Discussion and analysis are required for:
o Pedestrian facilities
o Bicycle facilities
o Transit facilities
2. Discuss operational analysis and explain if the analysis is deemed unnecessary.

cc: Mark DeBoer, Lithia Real Estate, Inc
Chris Forster, PE – TENW Principal

Attachments

ATTACHMENT A

Site Vicinity Map

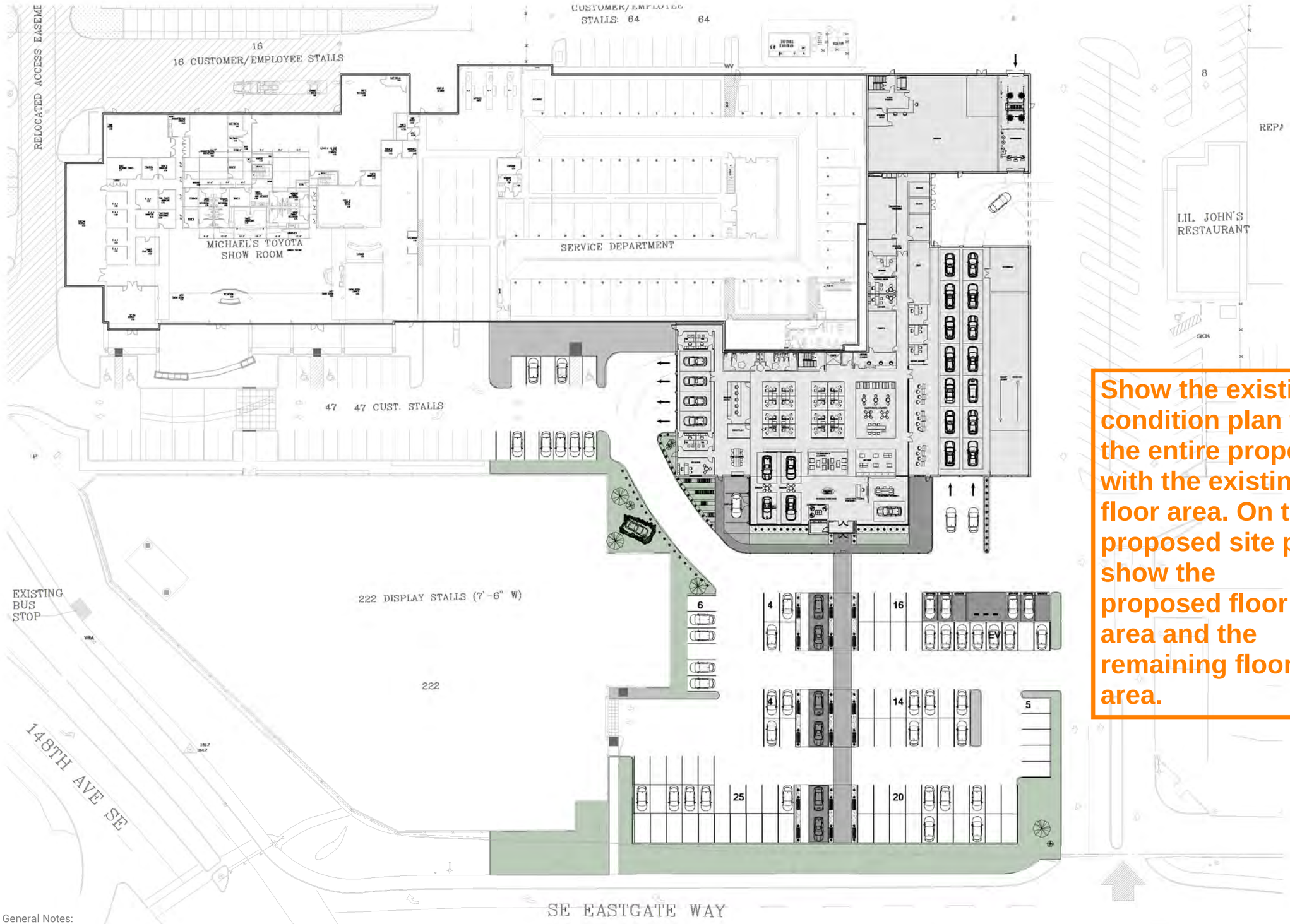


Attachment A: Project Site Vicinity

N
NOT TO SCALE

ATTACHMENT B

Preliminary Site Plan



Show the existing condition plan for the entire property with the existing floor area. On the proposed site plan show the proposed floor area and the remaining floor area.

General Notes:
Site Circulation & Landscape Areas are not included in net usable land.

SUBARU

Michael's Subaru of Bellevue

Date
07.21.2023

Issue
Design Survey

Project Address
Bellevue, WA

Project #
EV-1042

Scale 1" = 60'-0"

0 10 20 40 80

These drawings are for communication of design intent only. These drawings are not suited or intended for construction or fabrication.

Proposed Site Plan

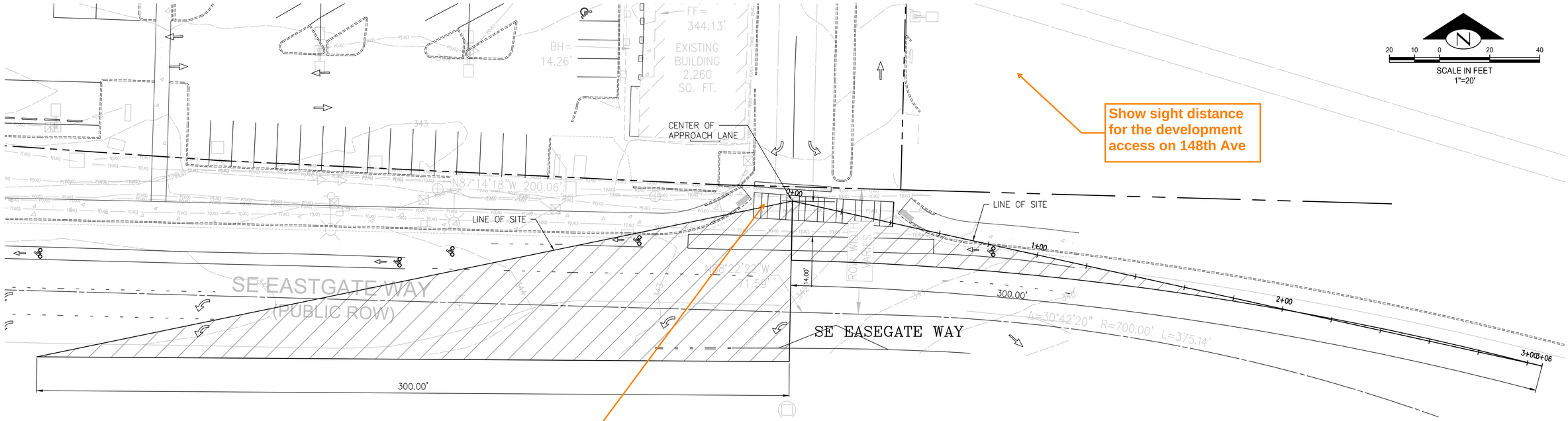
A0.1

EVIEW360

ATTACHMENT C

Pedestrian and Vehicle Sight Triangles

(Provided by BRH, Inc)



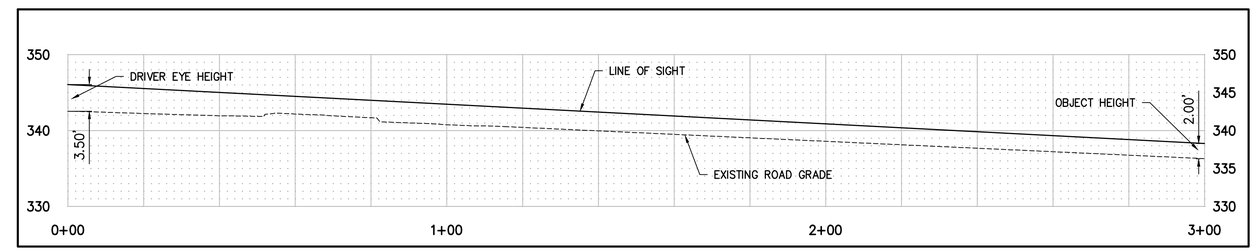
Show sight distance for the development access on 148th Ave

Sight distance exhibit should show the developed condition not the existing.

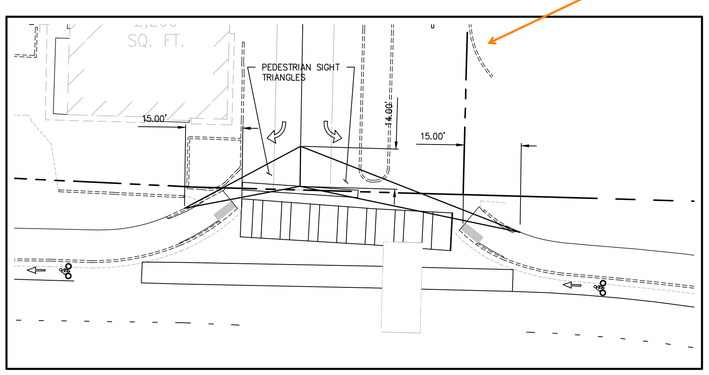
MINOR STREETS, PRIVATE ROADS, AND COMMERCIAL DRIVEWAYS

SPEED LIMIT	DISTANCE
40 MPH	410 FEET
35 MPH	360 FEET
30 MPH	300 FEET
25 MPH	250 FEET

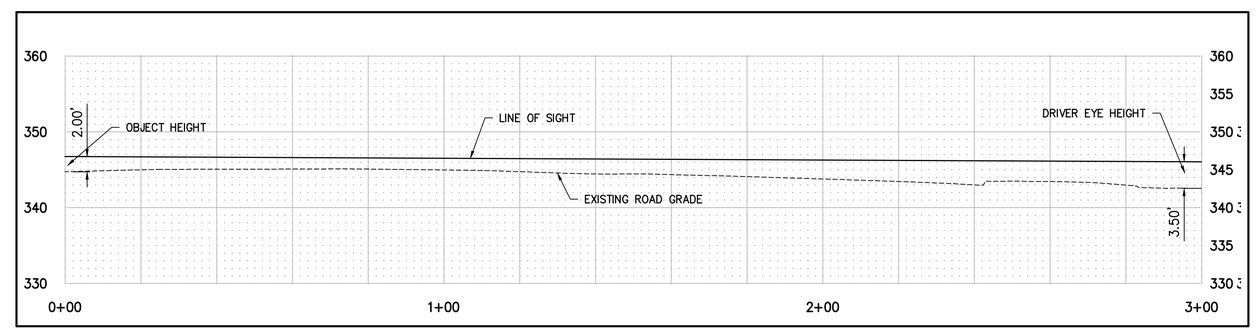
FROM CITY OF BELLEVUE STANDARD DETAIL RL-100-1



VECHILE VERTICAL SIGHT DIAGRAM (LOOKING EAST)
SCALE: 1"=20' H. 1"=5' V



PEDESTRIAN SIGHT DISTANCE TRIANGLES
SCALE: 1"=20'



VECHILE VERTICAL SIGHT DIAGRAM (LOOKING WEST)
SCALE: 1"=20' H. 1"=10' V

22"x34" 9/28/2023 U:\C3D\2022\2022180\ENGINEERING\EXHIBITS\SIGHT DISTANCE DIAGRAM\SIGHT DISTANCE EXHIBIT.DWG

BUSH, ROED & HITCHINGS CORPORATE SEAL 1969 WASHINGTON

THEODOR P. DIKOF STATE OF WASHINGTON 38024 REGISTERED PROFESSIONAL ENGINEER 09/28/23

NO	REVISION	DATE

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
15400 SE 30TH PL, STE 100
BELLEVUE, Washington
98007-6546
(206) 323-4144
1-800-935-0508
WWW.BRHINC.COM

SIGHT DISTANCE DIAGRAM

MICHAEL'S TOYOTA OF BELLEVUE

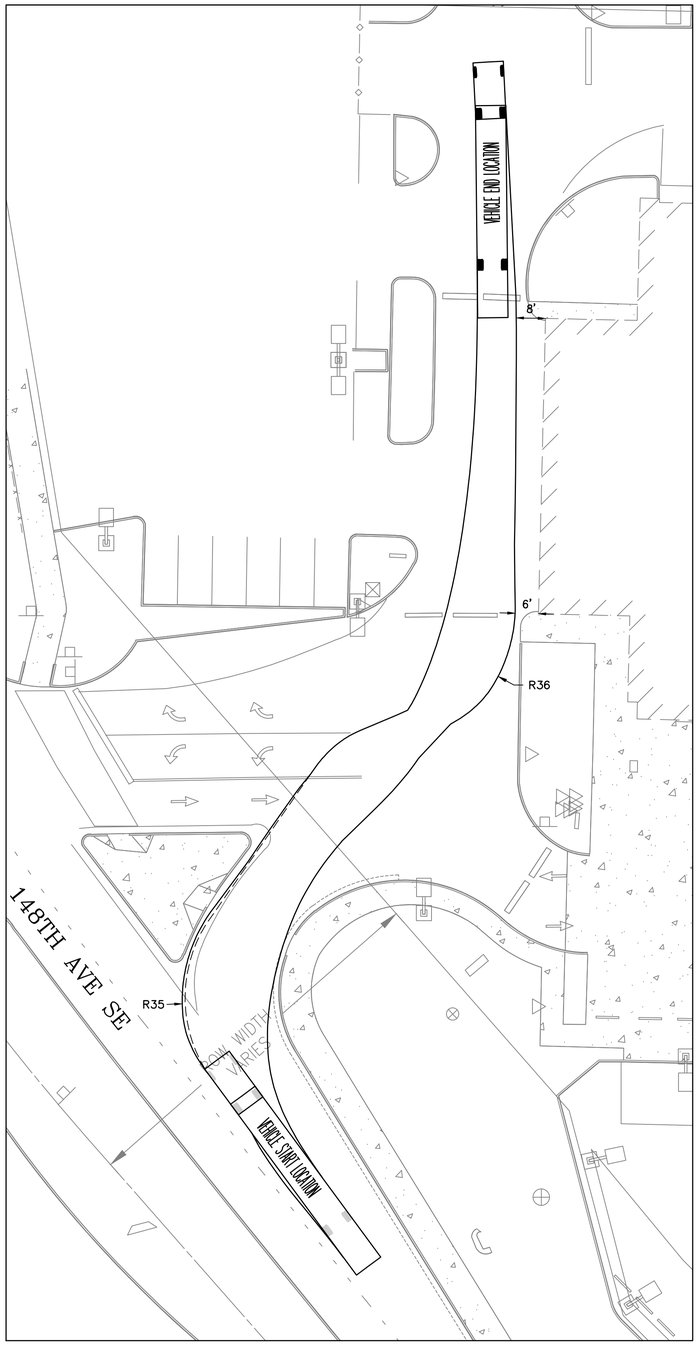
BELLEVUE KING WA

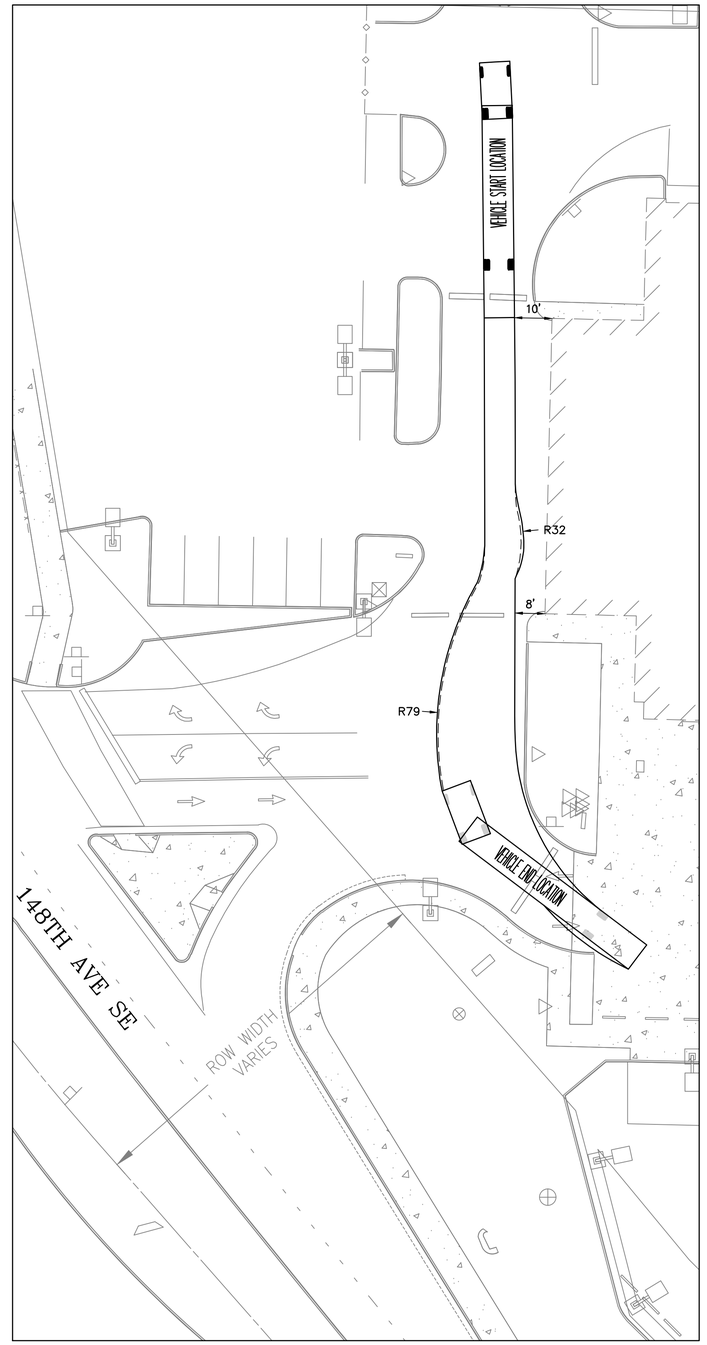
drawn by	checked by
WPG	TFD
scale: AS SHOWN	date: 09/28/23
job no. 2022180	
sheet 1 of 2	

ATTACHMENT D

Vehicle Turning Studies

(Provided by BRH, Inc)





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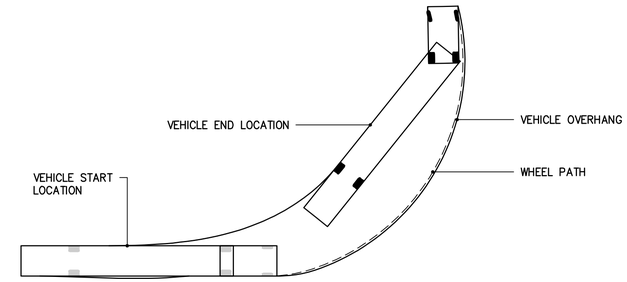
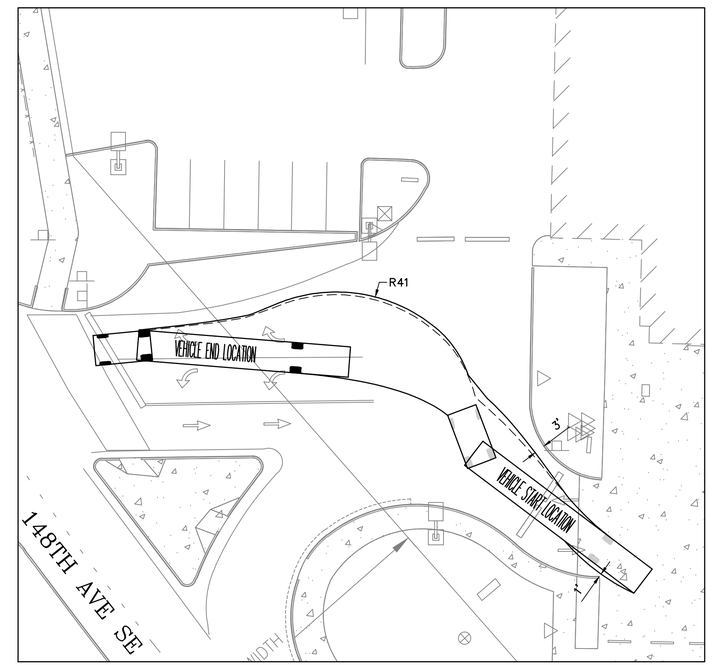
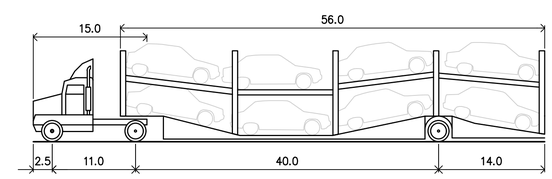






CAR CARRIER TRAILER:

OVERALL LENGTH	67.499	FEET
OVERALL WIDTH	8.000	FEET
OVERALL BODY HEIGHT	13.109	FEET
MIN BODY GROUND CLEARANCE	0.333	FEET
TRACK WIDTH	8.000	FEET
LOCK-TO-LOCK TIME	4.00	SECONDS
CURB TO CURB TURNING RADIUS	39.900	FEET

1. Show internal circulation for the loading truck.
2. Show the loading and trash collection area and auto turn movements.
3. Show the design and control vehicles (SU-30, Republic Service truck, and the loading (WB-67) truck) turning in and out of the driveway into the public street.

N

20 10 0 20 40

SCALE IN FEET
1"=20'

CAR CARRIER TRAILER

BUSH, ROED & HITCHINGS, INC.
BUSH, ROED & HITCHINGS, INC. 1969 WASHINGTON SEAL

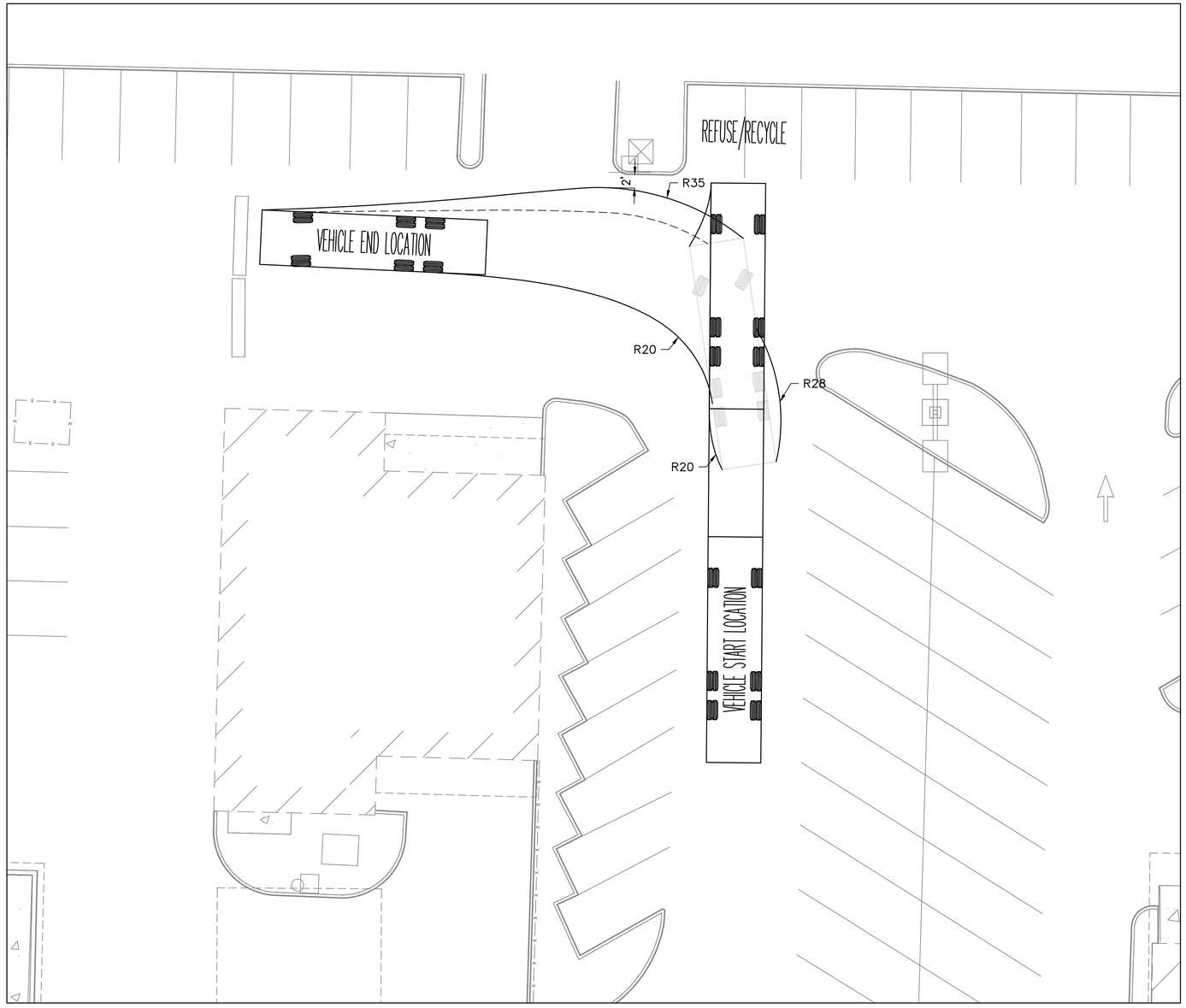
BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3319
(206) 323-4144
1-800-323-7168
FAX# (206) 323-7135

NO	REVISION	DATE

CAR CARRIER VEHICLE TRACKING
MICHAEL'S SUBARU
OF BELLEVUE
BELLEVUE KING COUNTY WA

drawn by	checked by
HRB	TFD
scale 1"=10'	date 11/17/23
job no. 2022180	
sheet 1 of 1	

22"x34" 11/17/2023 U:\C3D\2022\2022180\ENGINEERING\EXHIBITS\TRUCK TURNING\CAR CARRIER.DWG



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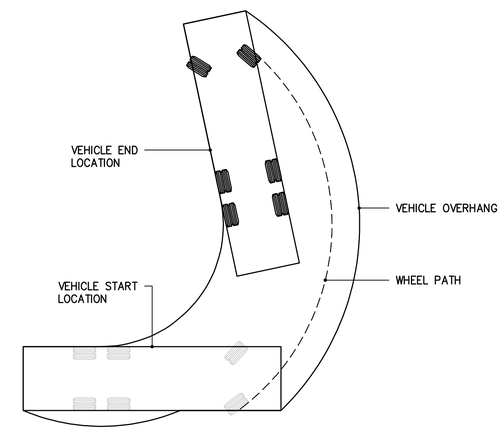
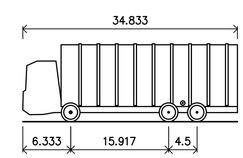
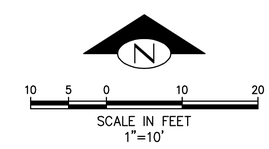




AUTOCAR XPEDITOR (SVCACLLEXAH210910):

OVERALL LENGTH	34.833	FEET
OVERALL WIDTH	8.417	FEET
OVERALL BODY HEIGHT	12.345	FEET
MIN BODY GROUND CLEARANCE	1.034	FEET
TRACK WIDTH	8.417	FEET
LOCK-TO-LOCK TIME	6.00	SECONDS
CURB TO CURB TURNING RADIUS	31.292	FEET



FRONT LOAD TRUCK

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3319
(206) 323-4144
1-800-323-7068
FAX# (206) 323-7135

NO	REVISION	DATE

REFUSE VEHICLE TRACKING
MICHAEL'S SUBARU
OF BELLEVUE
BELLEVUE KING COUNTY WA

drawn by HRB	checked by TFD
scale 1"=10'	date 11/13/23
job no. 2022180	
sheet 1 of 1	

22"x34" 11/13/2023 U:\C3D\2022\2022180\ENGINEERING\EXHIBITS\TRUCK TURNING\REFUSE VEHICLE 1.DWG

ATTACHMENT E

Concurrency Determination

Transportation

Concurrency Determination

Submit this determination with the land use permit application for this project.

Date: 9/19/2023

Project Name: Michael's Subaru

Permit Number: 22-111189 DB

Contact/Applicant Name: Grayson Reim

Email: grayson@tenw.com

Project Address: 3080 148th Ave SE

Concurrency Reviewer: Darwin Li

Mobility Units required for proposal: 0

☐ This serves as a Concurrency reservation for _____ Mobility Units.

☑ This project generates 25 or fewer mobility units and does not require a concurrency reservation.

Notes:

1. This form must be submitted for all Land Use permit applications regardless of concurrency reservation status.
2. This reservation expires one year from the date above. A one-year extension may be requested if an accompanying Land Use permit is in review.
3. Mobility Units may not be transferred to another property or applicant.

Determination Output Report

Project Name: Michael's Subaru Project Address: 3080 148th Ave SE Date: 9-19-23
Permit # 22-111189 DB Prepared by: Darwin Li

PMA 2

Proposed

Land Use	Size	Units	Vehicle Trips	Person Trips	Person Trip Types By Mode						Total Mobility Units Generated					
					SOV	HOV2+	Walk	Bike	Transit	Total	SOV	HOV2+	Walk	Bike	Transit	Total
Automobile Sales (New)	54.805	1,000 sf / GFA	106	172	70	89	2	2	9	172	70	35.6	0.2	0.4	0.9	107
0	0		0							0						0
0	0		0							0						0
0	0		0							0						0
0	0	`	0							0						0
0	0		0							0						0
0	0		0							0						0
Subtotal			**106**	**172**	**70**	**89**	**2**	**2**	**9**	**172**	**70**	**35.6**	**0.2**	**0.4**	**0.9**	**107**

Existing

Land Use	Size	Units	Vehicle Trips	Person Trips	Person Trip Types Broken Down						Total Mobility Units Generated					
					SOV	HOV2+	Walk	Bike	Transit	Total	SOV	HOV2+	Walk	Bike	Transit	Total
Strip Retail Plaza (under 40k)	7.044	1,000 sf / GLA	28	51	20	19	6	2	4	51	20	7.6	0.6	0.4	0.4	29
Fast Casual Restaurant	6.154	1,000 sf / GFA	38	93	18	51	14	3	7	93	18	20.4	1.4	0.6	0.7	41
Fast Food Restaurant without Window	3.217	1,000 sf / GFA	54	132	24	73	20	4	11	132	24	29.2	2	0.8	1.1	57
Medical/ Dental Office	3.406	1,000 sf / GFA	10	18	6	10	1	0	1	18	6	4	0.1	0	0.1	10
0	0		0							0						0
0	0		0							0						0
0	0		0							0						0
Subtotal			**130**	**294**	**68**	**153**	**41**	**9**	**23**	**294**	**68**	**61.2**	**4.1**	**1.8**	**2.3**	**137**

Net New	**-24**	**-122**	**2**	**-64**	**-39**	**-7**	**-14**	**-122**	**2**	**-25.6**	**-3.9**	**-1.4**	**-1.4**	**-30**

No Concurrency Reservation is Required

TRANSPORTATION CONSTRUCTION NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF BELLEVUE TRANSPORTATION DEPARTMENT DESIGN MANUAL, APPLICABLE CITY CODES, AND THE MOST RECENT WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.

2. THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THE LATEST EDITION OF THE CITY OF BELLEVUE TRANSPORTATION DEPARTMENT DESIGN MANUAL. THIS APPROVAL IS SUBJECT TO FIELD INSPECTION; OVERSIGHT OR VIOLATION OF CITY ORDINANCES IS NOT INCLUDED IN THIS APPROVAL. VARIANCES TO THESE STANDARDS ARE BY APPROVAL OF THE TRANSPORTATION DEPARTMENT REVIEW ENGINEER AND THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR.

3. APPROVAL OF THIS ROAD, GRADING, AND/OR DRAINAGE PLAN DOES NOT CONSTITUTE AN APPROVAL OF ANY OTHER CONSTRUCTION (E.H., DOMESTIC ATER CONVEYANCE, SEWER CONVEYANCE, GAS, ELECTRICAL, ETC).

4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL FOR A PRE-CONSTRUCTION CONFERENCE AT 426-252-6875 PRIOR TO ANY CLEARING, GRADING, OR CONSTRUCTION ACTIVITY. THIS CONFERENCE MUST BE ATTENDED BY THE CONTRACTOR AND THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR. A RIGHT-OF-WAY PERMIT MUST BE OBTAINED PRIOR TO SCHEDULING THE PRE-CONSTRUCTION CONFERENCE.

5. A COPY OF THESE APPROVED PLANS MUST BE AT THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS. THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR MAY ISSUE A STOP WORK ORDER IF APPROVED PLANS ARE NOT AVAILABLE AT THE SITE WHEN NEEDED.

6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL NECESSARY CONSTRUCTION EASEMENTS AND RIGHT-OF-WAY USE PERMITS BEFORE BEGINNING OFF-SITE WORK. WORK WITHIN THE RIGHT-OF-WAY FRONTING THE SITE, WHETHER IMPROVED OR UNIMPROVED, REQUIRES A SEPARATE RIGHT-OF-WAY USE PERMIT. RIGHT-OF-WAY USE PERMITS ARE REQUIRED FOR ALL CURB CUTS AND ROADWAY CUTS.

7. IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THIS APPROVAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER SERVICES OR DEVICES NECESSARY TO PROTECT PROPERTY AND THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC. TRAFFIC CONTROL PLANS MUST BE SUBMITTED UNDER THE RIGHT-OF-WAY USE PERMIT PRIOR TO WORK COMMENCING IN THE RIGHT-OF-WAY.

8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CITY OF BELLEVUE'S TRAFFIC SIGNAL SECTION INSPECTOR/LOCATOR AT 425-864-8080 BEFORE RELOCATING ANY TRAFFIC SIGNAL OR STREET LIGHTING POLES, CONDUITS OR EQUIPMENTS. IN ADDITION, THE INSPECTOR MUST BE NOTIFIED IF ANY STREET CUT THAT AFFECTS AN EXISTING SIGNAL LOOP DETECTOR IN THE RIGHT-OF-WAY.

9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY TELEPHONE, GAS, POWER, AND CABLE TV COMPANIES OF PROPOSED WORK PRIOR TO CONSTRUCTION.

10. PRIOR TO THE PLACEMENT OF ASPHALT PAVING, THE CONTRACTOR MUST SUBMIT COMPACTION TEST RESULTS (CONDUCTED BY A LICENSED SOILS ENGINEER) TO THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR. PROOF ROLLING OF THE ROADWAY WILL BE CONDUCTED IN THE PRESENCE OF THE TRANSPORTATION CONSTRUCTION INSPECTOR PRIOR TO CRUSHED ROCK PLACEMENT.

11. THE FINAL TOP LIFT FOR THE ROADWAY MAY BE PLACED ONLY AFTER APRIL 1ST AND PRIOR TO OCTOBER 1ST, SUBJECT TO TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR APPROVAL. ALL OTHER LIMITATIONS PER WSDOT STANDARD SPECIFICATIONS 5-04.3 SHALL APPLY.

12. ALL CITY-OWNED UTILITIES VALVE BOXES, MANHOLE COVERS, CATCH BASINS, AND MONUMENT CASES WHICH ARE IN THE ASPHALT PORTION OF THE ROADWAY SHALL BE ADJUSTED TO THE FINAL ROADWAY GRADE FOR THAT PORTION OF THE PROJECT WITHIN ONE WEEK OF THE PLACEMENT OF FINAL LIFT. THESE ITEMS WILL ADJUSTED TO THE FINAL GRADE ONLY AFTER THE FINAL LIFT OF ASPHALT IS PLACED.

13. ALL WORK SHALL BE PERFORMED PER THE RECOMMENDATIONS OF SOILS REPORTS PREPARED FOR THIS PROJECT, INCLUDING THE SOILS REPORT FOR SOILS CONDITIONS RELATIVE TO ROADWAY PAVING, UNLESS OTHERWISE DIRECTED IN WRITING BY THE TRANSPORTATION DEPARTMENT REVIEW ENGINEER OR THE TRANSPORTATION CONSTRUCTION INSPECTOR.

14. STREET SIGNS ARE TO BE PROVIDED AND INSTALLED BY THE CONTRACTOR AS DIRECTED PER A SIGNING PLAN APPROVED BY THE TRANSPORTATION DEPARTMENT. CONTACT THE TRAFFIC ENGINEERING TECHNICIAN AT (425) 452-2741 AT LEAST 72 HOURS PRIOR TO INSTALLATION FOR FIELD LAYOUT DIRECTION. ALL SIGNS MUST BE IN GOOD CONDITION PRIOR TO FINAL ACCEPTANCE OF THE ROADWAY.

15. RELOCATION OF STREET SIGNS MUST BE COORDINATED WITH THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR.

16. PUGET SOUND ENERGY WILL DESIGN AND INSTALL THE INTERNAL PLAT STREET LIGHTING SYSTEM, AT THE DEVELOPER'S COST. THE DESIGN OF THIS SYSTEM MUST BE APPROVED BY THE CITY OF BELLEVUE PRIOR TO INSTALLATION. POLES MUST BE INSTALLED IN CONJUNCTION WITH ROADWAY IMPROVEMENT WORK.

17. SAFETY RAIL, GUARD RAIL, AND DRIVEWAY APRONS MUST BE PLACED AND CONSTRUCTED PER THE CITY OF BELLEVUE TRANSPORTATION DEPARTMENT DESIGN MANUAL. FOR RESIDENTIAL SUBDIVISIONS, DRIVEWAY APRONS MAY BE INSTALLED ONLY AFTER ISSUANCE OF BUILDING PERMITS. THEREFORE, IF CURB AND GUTTER SHALL BE CONTINUOUS. A RIGHT-OF-WAY USE PERMIT WILL BE REQUIRED TO INSTALL DRIVEWAY APRONS ABUTTING CITY RIGHT-OF-WAY.

18. THE CONTRACTOR IS RESPONSIBLE FOR RESTRIPING THE ROAD SURFACE PER APPROVED PLANS AFTER AN ASPHALT OVERLAY. THIS WORK MUST BE COORDINATED WITH THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR AND THE TRAFFIC ENGINEERING TECHNICIAN.

19. THE CONTRACTOR MUST CALL FOR CONCRETE FROM INSPECTION AND/OR STRING INSPECTION PRIOR TO POURING CONCRETE.

20. THE CONTRACTOR MUST CALL FOR SIGHT DISTANCE INSPECTION PRIOR TO PROJECT COMPLETION. THIS INSPECTION WILL INCLUDE DRIVEWAYS AND INTERSECTIONS FOR VEHICULAR SIGHT DISTANCE, AND SIDEWALK AND OTHER PEDESTRIAN FACILITIES FOR PEDESTRIAN SIGHT DISTANCE. FINAL SIGHT DISTANCE MUST TAKE INTO CONSIDERATION THE ANTICIPATED HEIGHT OF MATURE LANDSCAPING.

21. THE CONTRACTOR MUST PROVIDE FOR CONSTRUCTION WORKER PARKING, EQUIPMENT STORAGE, AND MATERIAL STORAGE ON-SITE. EXCEPTIONS MAY BE GRANTED BY THE TRANSPORTATION DEPARTMENT DIRECTOR UNDER CERTAIN CONDITIONS.

22. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND COORDINATION OF PUBLIC AND FRANCHISE UTILITIES. THIS WORK MUST BE COORDINATED SUCH THAT, FOR EXAMPLE, THE PLACEMENTS OF UTILITY VAULTS DO NOT CREATE A CONFLICT WITH THE INSTALLATION OF DRIVEWAY APPROACHES AND/OR SIDEWALKS AT 2% CROSS SLOPE AND MAXIMUM OF 8% RUNNING SLOPE PER ADA REQUIREMENTS.

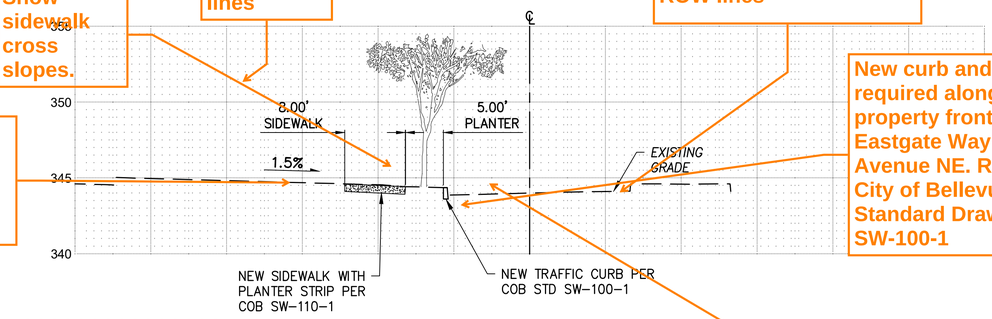
Show right of Way lines

Show distance from the street center line to the ROW lines

Show sidewalk cross slopes.

Show grading detail behind the sidewalk.

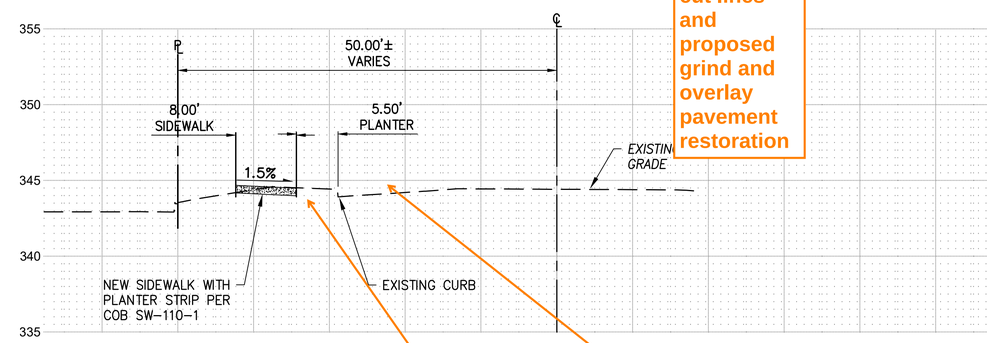
New curb and gutter are required along the entire property frontage on SE Eastgate Way and 148th Avenue NE. Refer to the City of Bellevue Standard Drawing SW-100-1



150TH AVE SE
SCALE: 1" = 10'H, 1"=5'V

A
C2.2

Show saw cut lines and proposed grind and overlay pavement restoration



Site specific cross sections (not typical) are required. Show the cross sections stations.

AutoTurn diagrams must be provided showing that Transportation, delivery, and Republic trucks can maneuver in and out of the loading locations and access points with no issues or impact to the public streets.

SE EASTGATE WAY
SCALE: 1" = 10'H, 1"=5'V

B
C2.2

Add the bike lane and show street channelization (show lane width)

New 5 foot wide landscaped planter as well as new curb and gutter are required along the entire frontage on SE Eastgate Way.

1- The Civil plan doesn't meet the requirements set forth on the City of Bellevue Preliminary Civil Plan Requirements. Please review the civil plan check list and provide the missing sheets and information.
2- The City will coordinate with WSDOT to determine if additional requirements are needed.

Transportation Impact Fee Project # 253 for the intersection of 150th Avenue SE and Eastgate Way SE is located within the development vicinity. The project will add a second northbound left turn lane with a short westbound receiving lane and a third southbound through lane starting north of Eastgate Way and extending across the I-90 overpass. The southbound left turn lane will also be extended. The applicant is required to coordinate with the City design team to ensure there will be no conflict between the project. The construction schedule for the City project and the Michael Subaru Development may determine whether the applicant is required to contribute to the City project. Further information will be provided.

SHEET INDEX:

C2.1 TRANSPORTATION NOTES AND SECTIONS
C2.2 TRANSPORTATION PLAN
C2.3 TRANSPORTATION DETAILS
C2.4 SIGHT DISTANCE EXHIBIT
C2.5 SIGHT DISTANCE EXHIBIT
C2.6 SIGNAGE AND CHANNELIZATION PLAN

BUSH, ROED & HITCHINGS, CORPORATE SEAL 1969 WASHINGTON

THEODOR F DIMOF STATE OF WASHINGTON 36024 REGISTERED PROFESSIONAL ENGINEER
11/21/23

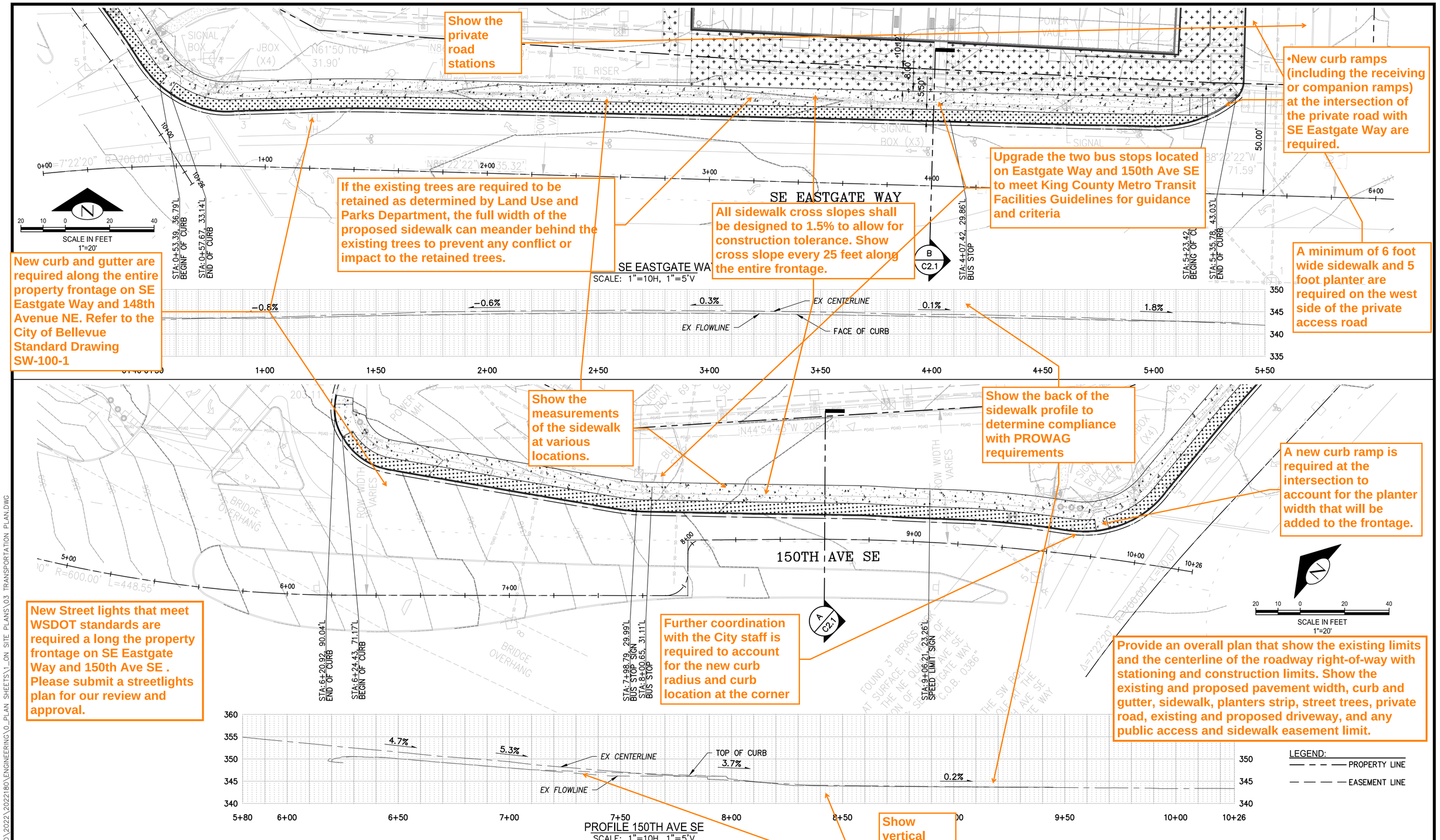
NO	REVISION	DATE

BRH
BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
15400 SE 30TH PL, STE 100
BELLEVUE, Washington
98007-6546
(206) 323-4144
1-800-935-0508
WWW.BRHINC.COM

TRANSPORTATION NOTES
MICHAEL'S SUBARU OF BELLEVUE
BELLEVUE KING WA

drawn by	checked by
JFV	TFD
scale: AS SHOWN	date: 11/21/23
job no. 2022180	
sheet C2.1 of	

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\03 TRANSPORTATION PLAN.DWG



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TRANSPORTATION PLAN
MICHAEL'S SUBARU OF BELLEVUE
KING WA

drawn by	checked by
JFV	TFD
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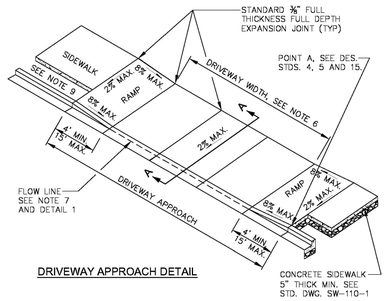
2022180	
sheet C2.2 of	

11/21/23

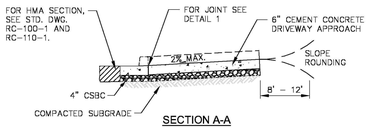
22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\03 TRANSPORTATION PLAN.DWG



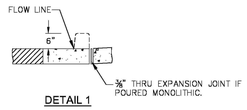
DRIVEWAY APPROACH DETAIL

NOTES:

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. SEE DESIGN STANDARD 5 FOR GRADE REQUIREMENTS. SLOPE ROUNDING IS REQUIRED AT DRIVEWAY GRADE TRANSITIONS AS SHOWN IN SECTION A-A.
3. CONCRETE SHALL BE A CLASS 4000 P.C.C. MIX WITH A COMPRESSIVE STRENGTH OF 3000 PSI WITHIN 3 DAYS (CURB, GUTTER, DRIVEWAY APPROACH, RAMPS AND ALL OTHER ITEMS SPECIFIED BY THE ENGINEER).
4. CONCRETE PAVEMENT SHALL BE BRUSHED WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER, PERPENDICULAR TO THE WALKING DIRECTION.
5. ⅜" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER.
6. DRIVEWAY WIDTHS SHALL BE SPECIFIED BY THE ENGINEER. SEE DES. STD. 5 FOR BASIC DESIGN GUIDELINES. DRIVEWAY WIDTH DOES NOT INCLUDE ADJACENT RAMPS.
7. ALTERNATE DESIGN WITH LIP PERMITTED ONLY WITH APPROVAL OF REVIEW ENGINEER AND TRANSPORTATION INSPECTOR.

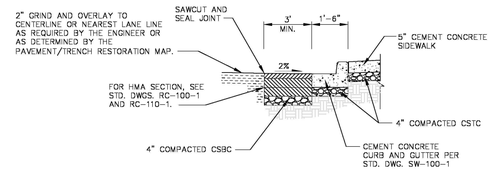


SECTION A-A



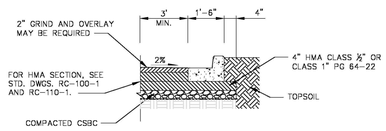
DETAIL 1

City of Bellevue	DRIVEWAY OR PRIVATE ROAD APPROACH WITH SIDEWALK (OPTION 4)	DRAWING NUMBER	SW-170-1
		SCALE	NONE
		REVISION DATE	2/22
		DEPARTMENT	TRANS



TYPICAL ASPHALT PAVEMENT DETAIL AT CURB/GUTTER INSTALLATION

NTS



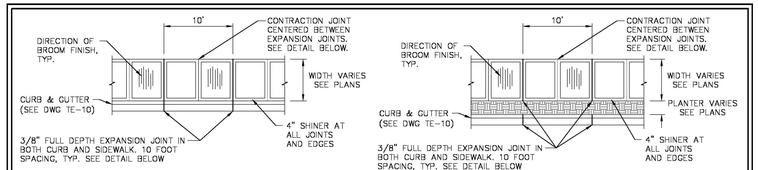
ALTERNATE ASPHALT PAVEMENT DETAIL FOR CURB/GUTTER ADJACENT TO LANDSCAPE STRIP OR NDP FEATURE

NTS

NOTES:

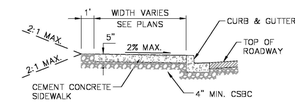
1. NO PLATE COMPACTION ALLOWED. COMPACTION BY ROLLER ONLY.
2. WIDTH OF SAWCUT FROM GUTTER LINE OR CURB FACE MAY BE INCREASED AT THE DISCRETION OF THE ENGINEER.

City of Bellevue	TYPICAL ASPHALT PAVEMENT DETAILS AT CURB AND GUTTER INSTALLATION	DRAWING NUMBER	RC-240-1
		SCALE	NONE
		REVISION DATE	2/22
		DEPARTMENT	TRANS

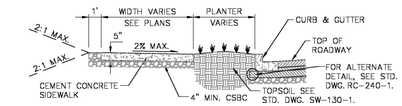


PLAN - CURBSIDE SIDEWALK

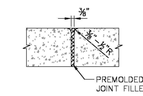
PLAN - SIDEWALK WITH PLANTER STRIP



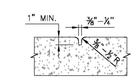
SECTION - CURBSIDE SIDEWALK



SECTION - SIDEWALK WITH PLANTER STRIP



FULL DEPTH EXPANSION JOINT DETAIL



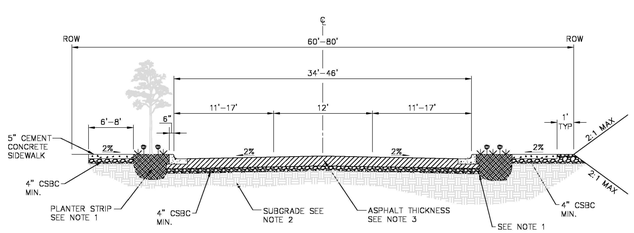
CONTRACTION JOINT DETAIL

NOTES:

1. CONCRETE SHALL BE AIR ENTRAINED CLASS 3000 PER SECTION 6-02 OF WSDOT STANDARD SPECIFICATIONS.
2. FINISH: LIGHT FINISH WITH A STIFF BROOM PERPENDICULAR TO CURB. FOR GRADES OVER 4%, FINISH WITH A STIPPLE BRUSH.
3. REMOVAL/REPLACEMENT OF CEMENT CONCRETE CURB AND SIDEWALK SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. LIDS FOR JUNCTION BOXES AND UTILITY VAULTS SHALL BE NON-SKID AS SPECIFIED BY THE ENGINEER. SEE DESIGN STANDARD 14.E.

City of Bellevue	SIDEWALK	DRAWING NUMBER	SW-110-1
		SCALE	NONE
		REVISION DATE	2/22
		DEPARTMENT	TRANS

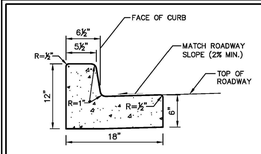
Refer to City of Bellevue Standard Drawing CH-290-1 for information on the correct access layout.



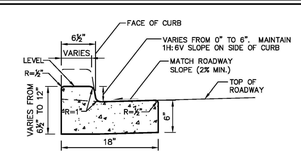
NOTES:

1. LANDSCAPED PLANTER STRIP REQUIREMENTS (WIDTH, LANDSCAPE TYPE, MAINTENANCE, ETC.) WILL BE SPECIFIED BY THE ENGINEER. SEE STD. DWG. RC-240-1 FOR ASPHALT DETAIL ADJACENT TO LANDSCAPE STRIP AND STD. DWG. SW-130-1 FOR SOIL PREPARATION.
2. REQUIRED SUBGRADE MATERIALS (GRAVEL BORROW, ETC.) AND THICKNESS WILL BE SPECIFIED BY THE ENGINEER. A GEOTECHNICAL REPORT/SOIL ANALYSIS MAY BE REQUIRED.
3. MINIMUM PAVEMENT THICKNESS SHALL BE 10 INCHES OF HOT MIX ASPHALT PLACED IN THE FOLLOWING COURSES TO CONFORM TO WSDOT STANDARD SPECIFICATION 5-04.3(9): 2 INCHES OF HOT MIX ASPHALT CLASS ½" PG 58H-22 WEARING COURSE, OVER TWO 4 INCH LIFTS OF HOT MIX ASPHALT CLASS ½" PG 58H-22. A GEOTECHNICAL REPORT/SOIL ANALYSIS MAY BE REQUIRED BY THE ENGINEER, AND ADDITIONAL PAVEMENT THICKNESS MAY BE REQUIRED. PG 58V-22 MAY BE REQUIRED FOR HIGHER VOLUME ROADS.
4. RIGHT-OF-WAY, SIDEWALK AND TRAVEL LANE WIDTHS SHOWN ARE TYPICAL RANGES. REQUIRED WIDTHS WILL BE SPECIFIED BY THE ENGINEER.
5. ONE FOOT SETBACK DISTANCE REQUIRED FROM ALL SLOPED AREAS AS SHOWN.

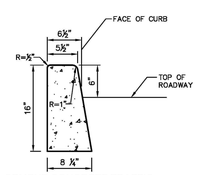
City of Bellevue	TYPICAL COLLECTOR / ARTERIAL STREET	DRAWING NUMBER	RC-100-1
		SCALE	NONE
		REVISION DATE	2/22
		DEPARTMENT	TRANS



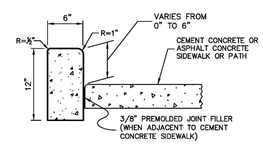
CEMENT CONCRETE TRAFFIC CURB AND GUTTER



DEPRESSED CURB SECTION



CEMENT CONCRETE TRAFFIC CURB



CEMENT CONCRETE PEDESTRIAN CURB

NOTES:

1. ALL CEMENT CONCRETE CURBS SHALL BE CONSTRUCTED WITH AIR ENTRAINED CONCRETE CLASS 3000 CONFORMING TO WSDOT STD. SPEC. 6-02 EXCEPT AS SPECIFIED IN NOTE 2.
2. CEMENT CONCRETE CURB OR CURB AND GUTTER ALONG THE FULL WIDTH OF A DRIVEWAY ENTRANCE SHALL BE CONSTRUCTED WITH AIR ENTRAINED CONCRETE CLASS 4000 CONFORMING TO WSDOT STD. SPEC. 6-02.
3. REMOVAL/REPLACEMENT OF CEMENT CONCRETE CURB SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

City of Bellevue	CEMENT CONCRETE CURBS	DRAWING NUMBER	SW-100-1
		SCALE	NONE
		REVISION DATE	12/16
		DEPARTMENT	TRANS

BUSH, ROED & HITCHINGS, INC. CORPORATE SEAL 1969 WASHINGTON

RHODES D. TYLER STATE OF WASHINGTON 36024 REGISTERED PROFESSIONAL ENGINEER

11/21/23

NO	REVISION	DATE

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
15400 SE 30TH PL, STE 100
BELLEVUE, Washington
98007-6546
(206) 323-4144
1-800-935-0508
WWW.BRHINC.COM

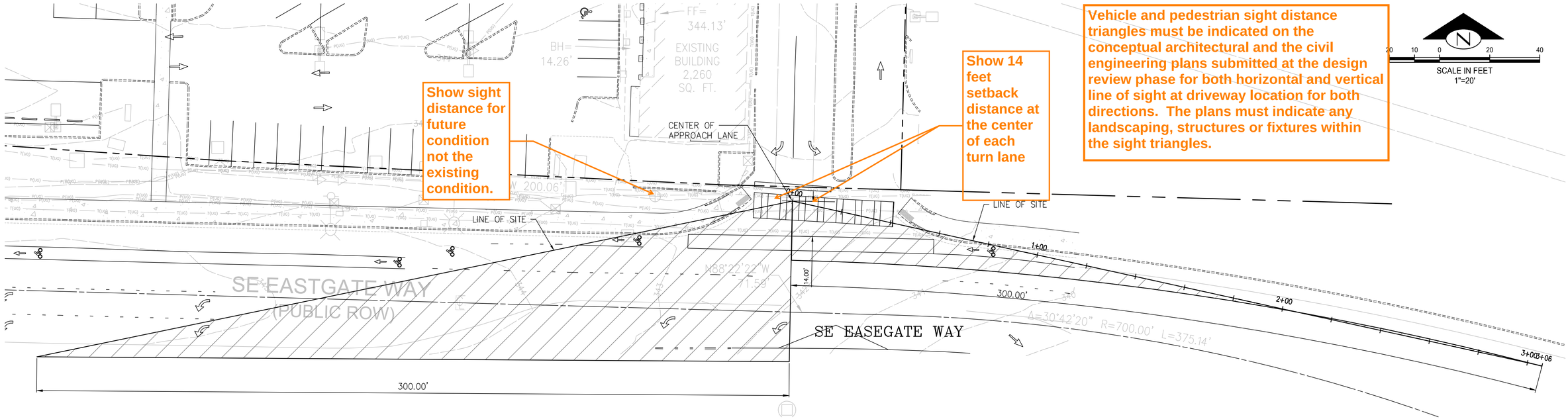
TRANSPORTATION DETAILS

MICHAEL'S SUBARU OF BELLEVUE

BELLEVUE KING WA

drawn by	checked by
JFV	TFD
scale	date
AS SHOWN	11/21/23
job no.	
2022180	
sheet C2.3 of	

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\03 TRANSPORTATION PLAN.DWG



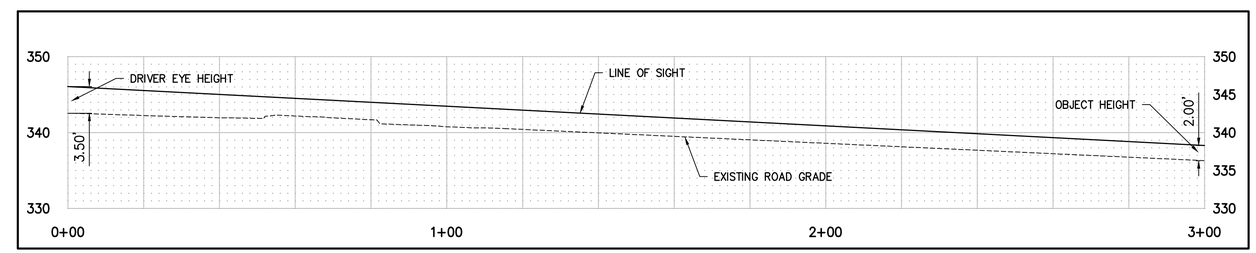
Revise to show the new sidewalk and planter on the west side of the private street and the new frontage improvements including new curb ramps on SE Eastgate Way.

MINOR STREETS, PRIVATE ROADS, AND COMMERCIAL DRIVEWAYS

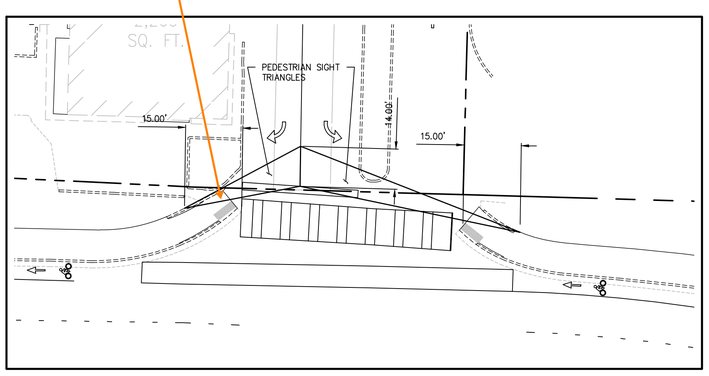
SPEED LIMIT	DISTANCE
40 MPH	410 FEET
35 MPH	360 FEET
30 MPH	300 FEET
25 MPH	250 FEET

FROM CITY OF BELLEVUE STANDARD DETAIL RL-100-1

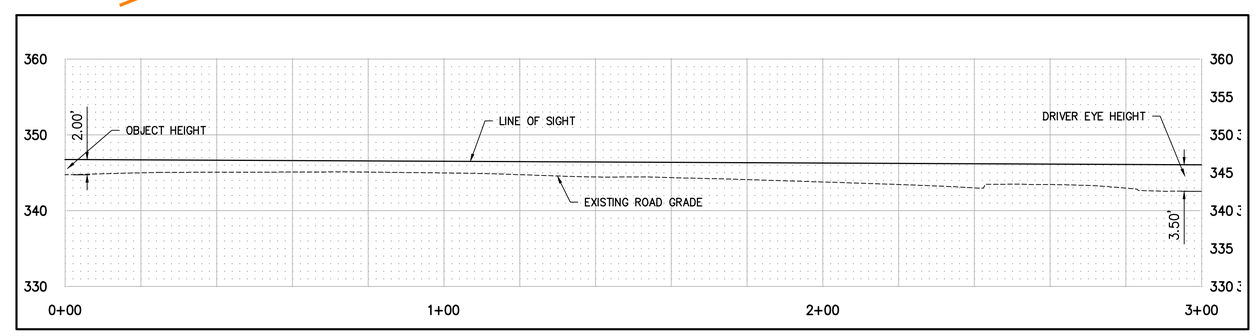
Identify any sight obstructions are above a line two feet above the street surface and below a line seven-and-a-half feet above the street surface. Show the two lines on the vertical sight diagrams.



VECHILE VERTICAL SIGHT DIAGRAM (LOOKING EAST)
SCALE: 1"=20' H. 1"=5' V



PEDESTRIAN SIGHT DISTANCE TRIANGLES
SCALE: 1"=20'



VECHILE VERTICAL SIGHT DIAGRAM (LOOKING WEST)
SCALE: 1"=20' H. 1"=10' V

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\EXHIBITS\SIGHT DSTANCE EXHIBIT.DWG

BUSH, ROED & HITCHINGS, INC. CORPORATE SEAL 1969 WASHINGTON

FEODOR F DIKOF STATE OF WASHINGTON 38024 REGISTERED PROFESSIONAL ENGINEER

XX/XX/23

NO	REVISION	DATE

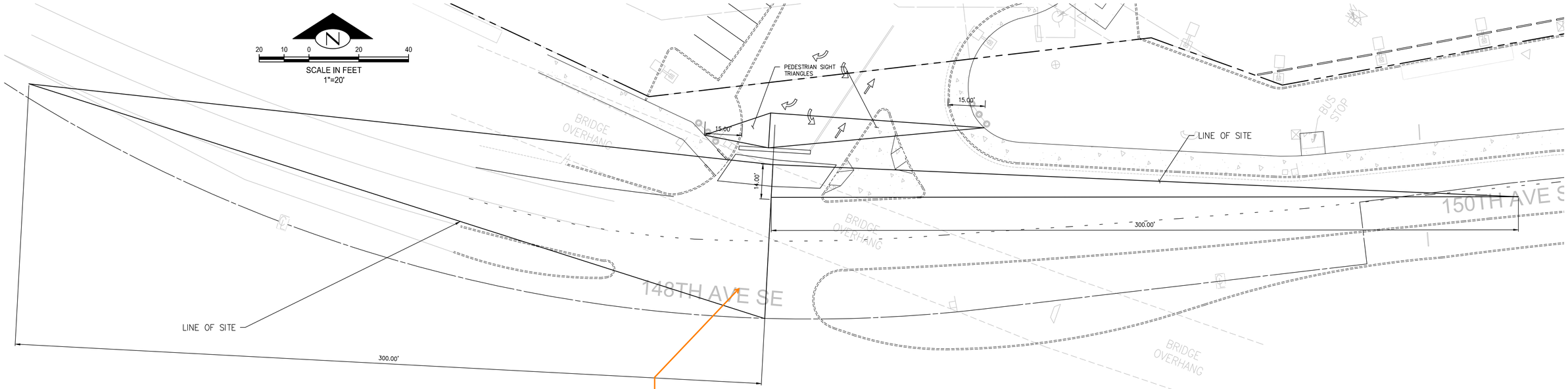
BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
15400 SE 30TH PL, STE 100
BELLEVUE, Washington
98007-6546
(206) 323-4144
1-800-935-0508
WWW.BRHINC.COM

SIGHT DISTANCE DIAGRAM

MICHAEL'S TOYOTA OF BELLEVUE

BELLEVUE KING WA

drawn by	checked by
DP	TFD
scale: AS SHOWN	date: 11/21/23
job no.: 2022180	
sheet C2.4 of	

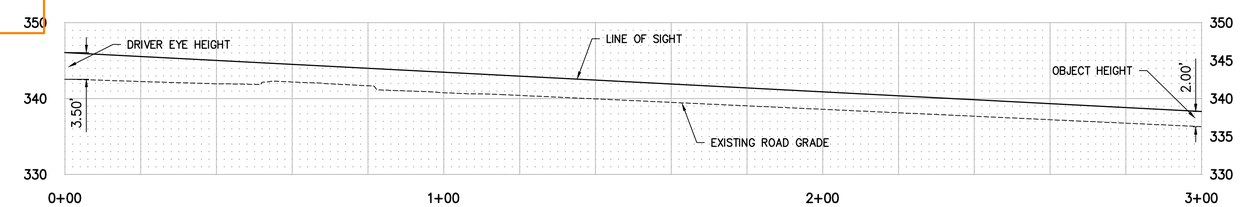


Revise to account for the City's TFP project # 253. Further coordination will be required.

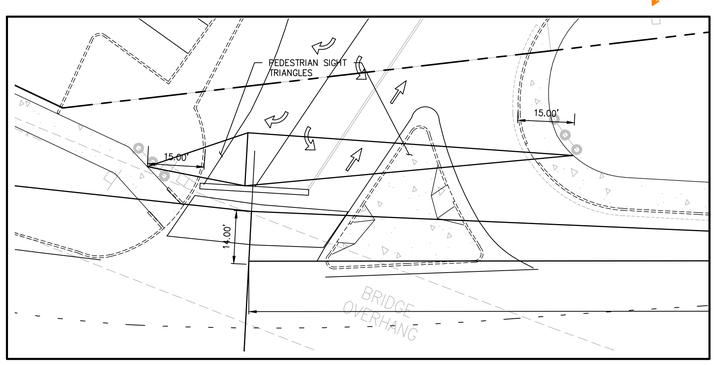
MINOR STREETS, PRIVATE ROADS, AND COMMERCIAL DRIVEWAYS

SPEED LIMIT	DISTANCE
40 MPH	410 FEET
35 MPH	360 FEET
30 MPH	300 FEET
25 MPH	250 FEET

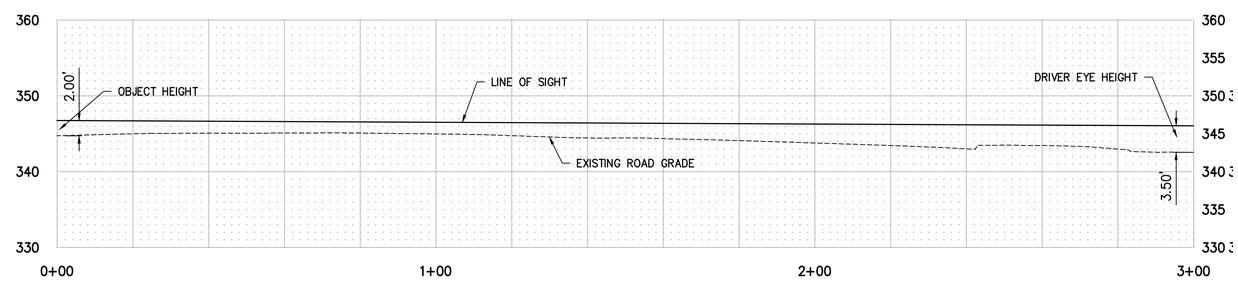
FROM CITY OF BELLEVUE STANDARD DETAIL RL-100-1



VECHILE VERTICAL SIGHT DIAGRAM (LOOKING SOUTH)
SCALE: 1"=20' H. 1"=5' V



PEDSTRIAN SIGHT DISTANCE TRIANGLES
SCALE: 1"=20'



VECHILE VERTICAL SIGHT DIAGRAM (LOOKING NORTH)
SCALE: 1"=20' H. 1"=10' V

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\EXHIBITS\SIGHT DSTANCE EXHIBIT.DWG

BUSH, ROED & HITCHINGS, INC. CORPORATE SEAL 1969 WASHINGTON

THEODOR F DIMOF STATE OF WASHINGTON 36024 REGISTERED PROFESSIONAL ENGINEER

XX/XX/23

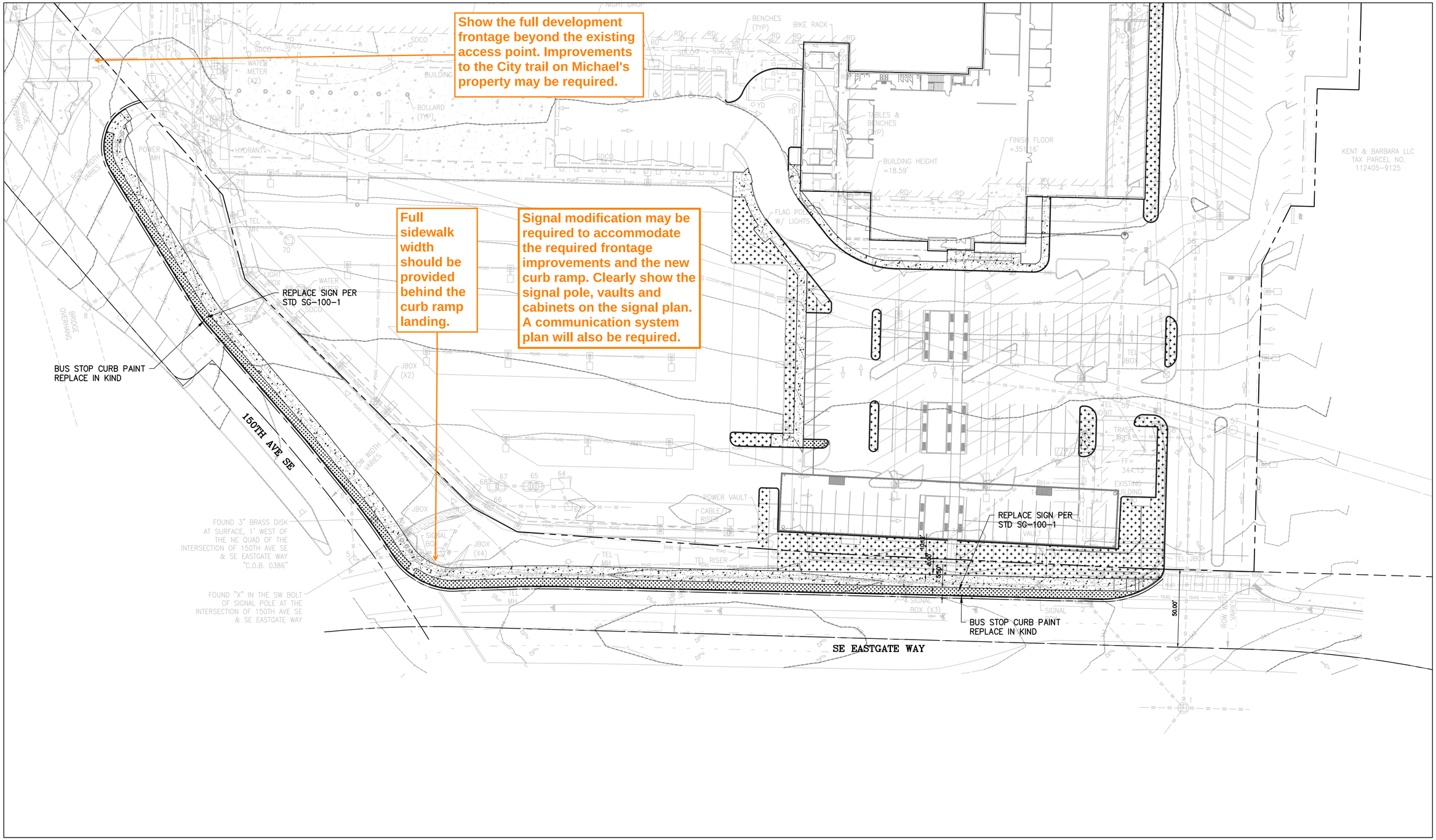
NO	REVISION	DATE

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
15400 SE 30TH PL, STE 100
BELLEVUE, Washington
98007-6546
(206) 323-4144
1-800-935-0508
WWW.BRHINC.COM

SIGHT DISTANCE DIAGRAM
MICHAEL'S TOYOTA OF BELLEVUE

BELLEVUE KING WA

drawn by	checked by
DP	TFD
scale	date
AS SHOWN	11/21/23
job no.	
2022180	
sheet C2.5 of	



22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\03 TRANSPORTATION PLAN.DWG

BUSH, ROED & HITCHINGS, INC. CORPORATE SEAL 1969 WASHINGTON

THEODOR F. TILOT STATE OF WASHINGTON 36024 REGISTERED PROFESSIONAL ENGINEER 11/21/23

NO	REVISION	DATE

BRH

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS

15400 SE 30TH PL, STE 100
BELLEVUE, Washington
98007-6546

(206) 323-4144
1-800-935-0508
WWW.BRHINC.COM

SIGNAGE AND CHANNELIZATION PLAN

MICHAEL'S SUBARU OF BELLEVUE

BELLEVUE KING WA

drawn by	checked by
JFV	TFD
scale: AS SHOWN	date: 11/21/23
job no. 2022180	
sheet C2.6 of	

City of Bellevue

Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

IMPORTANT REVISION SUBMITTAL INFORMATION

Permit #: 23-126845 LD

To Whom It May Concern:

A review of the plans indicates that additional information is necessary or further clarifications will be required prior to approval of your project. Please review the comments listed below and make corrections to the drawings as necessary.

Instructions for Submitting Revisions

- Identify revised/added information by circling, noting, or otherwise consistently marking changes on the plans.
- Submit your revisions to Permit Processing, not the reviewer, through your MyBuildingPermit.com Dashboard by clicking the "Submit Additional Files" button in the Application Detail page. Click here for more details on how to submit electronic plans.
- **PLEASE NOTE:**
  - **If your permit has *not* been issued, submit a full plan set**.
  - **If your permit has been issued and has not had a final inspection, submit only the revised sheets.**

Application Information

- Click here for important information about application expiration and cancellation dates.

A response to a correction must be provided within 90 days of the date of this request or the application may be cancelled without notice.

- Click here to check the status of your permit.

Please note that these comments *do not include* those of other reviewing departments. If other City departments require review of the proposed project, please be advised that this division's review and approval of the proposed project does not, by itself, constitute approval of the Permit.

Further review and correction may be necessary as a result of submitting this additional information. If you have any questions concerning the review of this project or the information contained in this letter, you may contact the appropriate reviewer as listed below.

Thank you for your time,

Preliminary Civil Plans__23-126845_2023-11-29 21.16.30.pdf
2023-11-21 STORM DRAINAGE REPORT.pdf

Arturo Chi, PE, LEED AP
Utilities Engineer
Engineering Division ● Utilities Department
Direct (425) 452-4119 ● achi@Bellevuewa.gov
PO Box 90012 ● Bellevue, Washington ● 98009-9012

MICHAEL'S SUBARU OF BELLEVUE

3080 148TH AVE SE, BELLEVUE

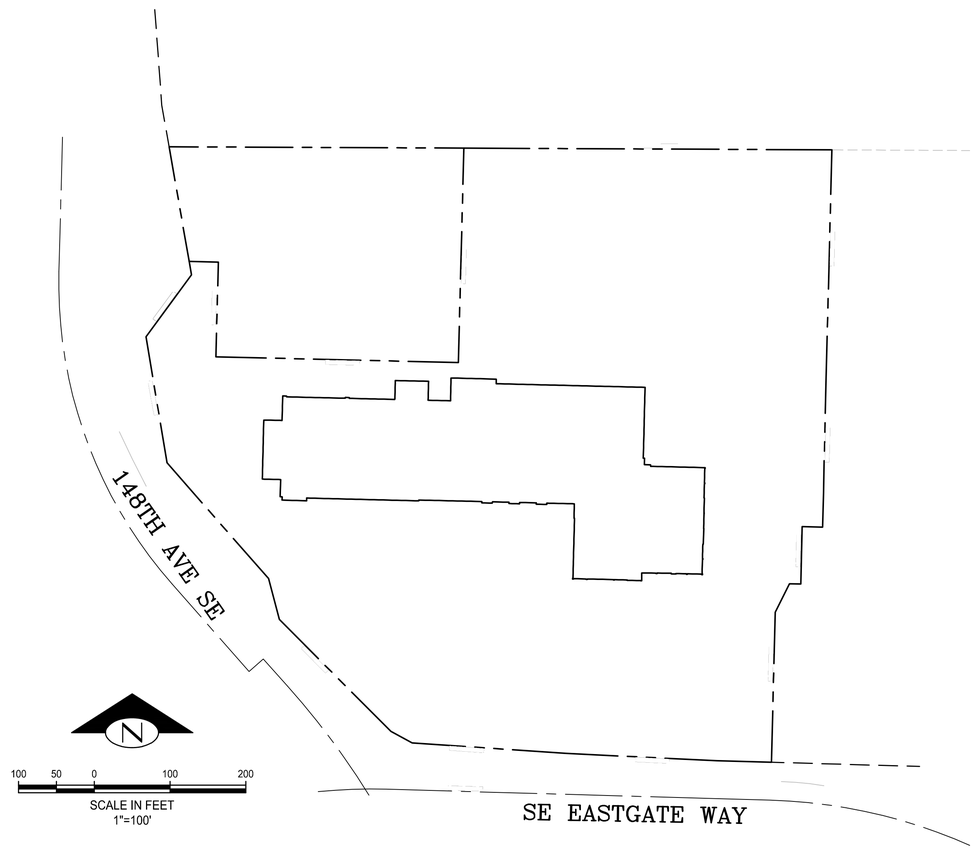
GENERAL BRH NOTES:

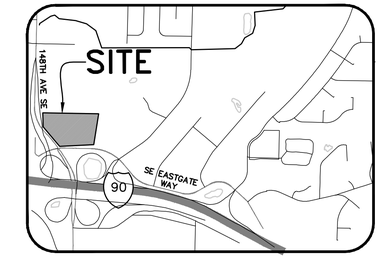
1. EXISTING UTILITIES AND UNDERGROUND STRUCTURES SHOWN ON THE PLAN ARE BASED UPON THE BEST AVAILABLE PUBLIC RECORDS AND PRIVATE RECORDS AS SUPPLIED BY THE PROJECT OWNER AND DATA OBTAINED VERBALLY FROM OWNERS OR OFFICIALS ASSOCIATED WITH THE PARTICULAR UTILITY. NEITHER THE OWNER NOR THE ENGINEER GUARANTEE THE ACCURACY OR COMPLETENESS OF THIS INFORMATION AND ASSUME NO RESPONSIBILITY FOR IMPROPER LOCATIONS OR FAILURE TO SHOW UTILITY LOCATIONS ON THE CONSTRUCTION PLANS. OTHER UNDERGROUND FACILITIES NOT SHOWN ON THE DRAWINGS MAY BE ENCOUNTERED DURING HE COURSE OF THE WORK. ALL INVERT ELEVATIONS SHOWN ON THE DRAWINGS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. IF CHANGED CONDITIONS ARE ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PROMPTLY OF (1) PREEXISTING SUBSURFACE CONDITIONS DIFFERING FROM THOSE INDICATED IN THE PLANS, OR (2) PREEXISTING UNKNOWN SUBSURFACE CONDITIONS, OF AN UNUSUAL NATURE, DIFFERING MATERIALLY FROM THOSE ORDINARILY ENCOUNTERED AND GENERALLY RECOGNIZED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE CONTRACT. THE CONTRACTOR AND/OR THE OWNER SHALL MAKE NO CLAIMS TO THE ENGINEER FOR RE-COMPENSATION FOR EXTRA WORK RESULTING FROM CHANGED CONDITIONS UNLESS THE ENGINEER HAS APPROVED THE WORK IN WRITING. (WSDOT SEC 1-04.7)
3. THE CONTRACTOR SHALL CALL THE UTILITIES UNDERGROUND LOCATION CENTER FOR FIELD LOCATION OF ALL UTILITIES AND SHALL NOT BEGIN EXCAVATION UNTIL ALL KNOWN UNDERGROUND FACILITIES IN THE VICINITY OF THE PROPOSED WORK HAVE BEEN LOCATED AND MARKED. IF THE UTILITY IS NOT A SUBSCRIBER OF THE UNDERGROUND LOCATION CENTER, THEN THE CONTRACTOR SHALL GIVE INDIVIDUAL NOTICE TO THAT UTILITY. (WSDOT SEC. 1-07.17 APWA SUPPLEMENT.)
4. THE CONTRACTOR SHALL TAKE REASONABLE PRECAUTIONS AND EXERCISE SOUND ENGINEERING AND CONSTRUCTION PRACTICES IN CONDUCTING THE WORK. THE CONTRACTOR SHALL PROTECT EXISTING PUBLIC AND PRIVATE UTILITIES FROM DAMAGE DURING CONSTRUCTION. IF EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL RESTORE THE UTILITY TO ITS EXISTING CONDITION. (WSDOT SECTION 1-07.17 APWA SUPPLEMENT.) THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION FOR DESIGNS SHOWN ON THESE PLANS.
5. WHERE THE PLANS CALL FOR UTILITIES TO BE RELOCATED BY OTHERS, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND COORDINATE HIS WORK SO AS TO AVOID CONFLICTS.
6. ALL EXCAVATION, TRENCHING, SUBGRADE PREPARATION, FILL PLACEMENT AND COMPACTION AND ALL SOIL WORK IN GENERAL SHALL BE CONDUCTED IN COMPLIANCE WITH THE RECOMMENDATIONS OF THE PROJECT SOIL ENGINEER AND THE CURRENT GEOTECHNICAL ENGINEERING REPORT.
7. ENGINEERING DESIGN AND APPROVAL FOR STRUCTURES SUCH AS WALLS AND VAULTS MUST BE PREPARED BY THE APPROPRIATE PROFESSIONAL ENGINEER AND IS NOT A PART OF THESE PLANS.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR HIRING A PROFESSIONAL LAND SURVEYOR TO REFERENCE EXISTING MONUMENTS ON OR ADJOINING THE SITE PRIOR TO DEMOLITION OR CONSTRUCTION AND TO RE-ESTABLISH SAID POINTS ARE PROJECT COMPLETION. THIS RE-ESTABLISHMENT SHALL BE DOCUMENTED BY RECORD OF SURVEY OR CORNER RECORD AS DESCRIBED IN W.A.C. 332-120.

GENERAL CITY OF BELLEVUE NOTES:

2023

1. ALL WORK SHALL CONFORM TO THE 2021 EDITION OF THE CITY OF BELLEVUE UTILITIES DEPARTMENT ENGINEERING STANDARDS.
2. THE CONTRACTOR SHALL USE A VACUUM STREET SWEEPER TO REMOVE DUST AND DEBRIS FROM PAVEMENT AREAS.
3. WHEN WORK IS TO OCCUR IN EASEMENTS, THE CONTRACTOR SHALL NOTIFY THE EASEMENT GRANTOR AND CITY'S INSPECTOR IN WRITING A MINIMUM OF 48 HOURS IN ADVANCE OF BEGINNING WORK (NOT INCLUDING WEEKENDS OR HOLIDAYS). FAILURE TO NOTIFY GRANTOR AND THE CITY'S INSPECTOR WILL RESULT IN A STOP WORK ORDER BEING POSTED UNTIL THE MATTER IS RESOLVED TO THE SATISFACTION OF THE UTILITY. A WRITTEN RELEASE FROM THE EASEMENT GRANTOR SHALL BE FURNISHED TO THE CITY'S INSPECTOR PRIOR TO PERMIT SIGN-OFF.
4. INSTALL FLOW DIVERSION MEASURES OUTSIDE OF THE CRITICAL ROOT ZONE OF TREES TO BE PROTECTED. AT NO TIME SHALL CONSTRUCTION STORMWATER BE DIRECTED TOWARDS TREES TO BE PROTECTED. CONSTRUCTION STORMWATER SHALL NOT POND WITHIN A TREE'S CRITICAL ROOT ZONE.
5. ALL TRENCHES SHALL BE BACKFILLED. COMPACTED, AND PAVEMENT IN PLACE IN PAVED AREAS, PRIOR TO TESTING STORM PIPES FOR ACCEPTANCE.





VICINITY MAP
NO SCALE

PROJECT CONTACTS

ADDRESS:
3080 148TH AVE SE
BELLEVUE, WA 98007

ENGINEER:
BUSH ROED & HITCHINGS
15400 SE 30TH PL STE 100
BELLEVUE, WA 98007
CONTACT: TED DIMOF, P.E.
tedd@brhinc.com
PH: (206) 323-4144

SURVEYOR:
BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE S
KENT, WA 98032
PH: (425) 251-6222

ARCHITECT:
LANCE MUELLER & ASSOCIATES
130 LAKESIDE AVE STE 250
SEATTLE, WA 98122
PH: (206) 325-2553

SHEET INDEX:

C3.1 COVER SHEET
C3.2 NOTES SHEET
C3.3 UTILITY PLAN
C3.4 UTILITY DETAILS
C3.5 SECTIONS

23-126845 LD

UTILITY NOTES:

1. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN HEREON HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD THEREFORE BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE EXCAVATOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN, AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN HERE ON WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN. IMMEDIATELY NOTIFY THE RESPONSIBLE PROFESSIONAL ENGINEER IF A CONFLICT EXISTS.
2. CALL 1-800-424-5555, OR 8-1-1, 72 HOURS BEFORE CONSTRUCTION FOR UTILITY LOCATES.
3. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF FIVE FEET (5') HORIZONTAL SEPARATION BETWEEN ALL WATER AND STORM DRAINAGE LINES. ANY CONFLICT SHALL BE REPORTED TO THE UTILITY AND THE RESPONSIBLE PROFESSIONAL ENGINEER PRIOR TO CONSTRUCTION.
4.
5. AVOID CROSSING WATER OR SEWER MAINS AT HIGHLY ACUTE ANGLES. THE SMALLEST ANGLE MEASURE BETWEEN UTILITIES SHOULD BE 45 DEGREES.
6.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO CONFLICTS EXIST BETWEEN STORM DRAINAGE FACILITIES AND PROPOSED OR EXISTING UTILITIES PRIOR TO CONSTRUCTION.
8. AT POINTS WHERE EXISTING THRUST BLOCKING IS FOUND, MINIMUM CLEARANCE BETWEEN CONCRETE BLOCKING AND OTHER BURIED UTILITIES OR STRUCTURES SHALL BE 5 FEET.
9. WHERE A NEW UTILITY LINE CROSSES BELOW AN EXISTING AC MAIN, THE AC PIPE SHALL BE REPLACED WITH DI PIPE TO 3 FEET PAST EACH SIDE OF THE TRENCH AS SHOWN ON STANDARD DETAILW-8. ALTERNATIVELY, APPROVED IN WRITING BY THE UTILITY, THE TRENCH MAY BE BACKFILLED WITH CONTROLLED DENSITY FILL (CDF, AKA FLOWABLE FILL) FROM BOTTOM OF TRENCH TO BOTTOM OF AC MAIN.

LEGAL DESCRIPTION:

LOTS1 AND 2, CITY OF BELLEVUE SHORT PLAT NO. 04-100139-LN, RECORDED SEPTEMBER 20, 2004 UNDER RECORDING NO. 20040920900017, IN KING COUNTY, WASHINGTON.

VERTICAL DATUM:

VERTICAL DATUM FOR THIS SURVEY IS NAVD88 AS ESTABLISHED BY GPS OBSERVATION UTILIZING THE WASHINGTON STATE REFERENCE NETWORK WITH NGS GEOID 2012B LOADED.

The revisions shall conform with our City of Bellevue Utilities submittal requirements, as listed specifically in our current Engineering Standards for each utility (i.e. Water W2-04.2, Sewer S2-04.2, and Surface Water D2-06).

BUSH, ROED & HITCHINGS CORPORATE SEAL 1969 WASHINGTON

THEODOR F. DIMOF STATE OF WASHINGTON 36024 REGISTERED PROFESSIONAL ENGINEER
11/21/23

NO	REVISION	DATE

BRH
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COVER SHEET
MICHAEL'S SUBARU OF BELLEVUE

BELLEVUE KING WA

drawn by	checked by
JFV	TFD
scale	date
AS SHOWN	11/21/23
job no.	
2022180	
sheet C3.1 of	

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\UTILITY\01 COVER SHEET.DWG

2023

WATER NOTES:

1. ALL WORK SHALL CONFORM TO THE 2021 CITY OF BELLEVUE WATER ENGINEERING STANDARDS AND THE DEVELOPER EXTENSION AGREEMENT.
2. ALL PIPE SHALL BE DUCTILE IRON CLASS 52 UNLESS OTHERWISE SHOWN.
3. ALL PIPE AND FITTINGS NOT TO BE DISINFECTED IN PLACE PER AWWA C651 SHALL BE SWABBED WITH 1% AVAILABLE CHLORINE SOLUTION PRIOR TO INSTALLATION.
4. THE NEW WATER MAIN SHALL BE CONNECTED TO THE EXISTING SYSTEM ONLY AFTER NEW MAIN IS PRESSURE TESTED, FLUSHED, DISINFECTED AND SATISFACTORY BACTERIOLOGICAL SAMPLE RESULTS ARE OBTAINED AND RECEIVED BY THE CITY'S INSPECTOR. SEE STANDARD DETAIL W-9.
5. AFTER DISINFECTING THE WATER MAIN, DISPOSE OF CHLORINATED WATER BY DISCHARGING TO THE NEAREST OPERATING SANITARY SEWER.
6. WATER MAIN SHUT-DOWNS SHALL BE COORDINATED WITH THE WATER OPERATIONS DIVISION FOR PREFERRED TIMING DURING FLOW CONTROL CONDITIONS. WATER MAIN SHUTDOWNS SHALL NOT BE SCHEDULED TO TAKE PLACE ON FRIDAYS, OR ON THE FIVE DAYS BEFORE NOR ONE DAY AFTER A CITY HOLIDAY, UNLESS OTHERWISE APPROVED BY THE UTILITY.
7. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN HEREON HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD THEREFORE BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN, AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN HEREON WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.
8. DEFLECT THE WATER MAIN ABOVE OR BELOW EXISTING UTILITIES AS REQUIRED TO MAINTAIN 3 FT. MINIMUM COVER AND 12-INCH MINIMUM VERTICAL CLEARANCE BETWEEN UTILITIES UNLESS OTHERWISE SPECIFIED.
9. WRAP ALL DUCTILE IRON PIPE AND ADJACENT VALVES AND FITTINGS WITH 8-MIL. POLYETHYLENE CONFORMING TO AWWA C105.
10. THE WATER MAIN SHALL BE INSTALLED ONLY AFTER THE ROADWAY SUBGRADE IS BACKFILLED, GRADED AND COMPACTED IN CUT AND FILL AREAS.
11. TRENCH BACKFILL AND SURFACE RESTORATION OF EXISTING ASPHALT PAVEMENT SHALL BE AS REQUIRED BY THE RIGHT-OF-WAY USE PERMIT.
12. ALL FITTINGS SHALL BE BLOCKED PER STANDARD DETAILS UNLESS OTHERWISE SPECIFIED
13. ALL SERVICES SHALL BE 1" X 1" PER STANDARD DETAILS UNLESS OTHERWISE SPECIFIED. ADAPTORS FOR 3/4"METERS SHALL BE USED WHERE APPLICABLE.
14. WHEN WORKING WITH ASBESTOS CEMENT PIPE, THE CONTRACTOR IS REQUIRED TO MAINTAIN WORKERS' EXPOSURE TO ASBESTOS MATERIAL AT OR BELOW THE LIMIT PRESCRIBED IN WAC 296-62-07705.
15. CALL 1-800-424-5555, OR 811, 72 HOURS BEFORE CONSTRUCTION FOR UTILITY LOCATIONS.
16. UNIFORM PLUMBING CODE REQUIRES THE INSTALLATION OF PRIVATELY OWNED AND OPERATED PRESSURE REDUCING VALVES WHERE THE OPERATING PRESSURE EXCEEDS 80 PSI.
17. THE CONTRACTOR SHALL USE A VACUUM STREET SWEEPER TO REMOVE DUST AND DEBRIS FROM PAVEMENT AREAS AS DIRECTED BY THE ENGINEER. FLUSHING OF STREETS SHALL NOT BE PERMITTED WITHOUT PRIOR CITY APPROVAL.
18. BEFORE COMMENCEMENT OF TRENCHING, THE CONTRACTOR SHALL PROVIDE CATCH BASIN INSERTS FOR ALL CATCH BASINS THAT WILL RECEIVE RUNOFF FROM THE PROJECT SITE. THE CONTRACTOR SHALL PERIODICALLY INSPECT THE CONDITION OF ALL INSERTS AND REPLACE AS NECESSARY.
19. ABANDONMENT OF EXISTING WATER SERVICES SHALL BE ACCOMPLISHED AS FOLLOWS: (SEE W5-29 ABANDONING FACILITIES FOR OTHER FACILITY ABANDONMENT)
    - A. REMOVE EXISTING SERVICE SADDLE FROM WATER MAIN AND REPLACE WITH NEW STAINLESS STEEL REPAIR BAND, ROMAC 552, FORD SERVICE SADDLE FC101, CC THREADED SADDLE AND A CC THREAD BRASS PLUG, OR APPROVED EQUAL (WILL NOT BE REQUIRED WHEN WATER MAIN IS TO BE ABANDONED).
    - B. REMOVE AND DISPOSE OF EXISTING SETTER AND METER BOX.
    - C. CAP OR CRIMP (IF COPPER) EXISTING SERVICE LINE TO BE ABANDONED IN PLACE, EACH END.
    - D. RETURN EXISTING METER TO THE UTILITY INSPECTOR.
20. WHERE NEW UTILITY LINE CROSSES BELOW AN EXISTING AC MAIN, THE AC PIPE SHALL BE REPLACED WITH DI PIPE TO 3 FEET PAST EACH SIDE OF THE TRENCH AS SHOWN ON STANDARD DETAIL W-8. WRAP DI PIPE AND COUPLINGS WITH 8-MIL POLYETHYLENE CONFORMING TO AWWA C105. ALTERNATIVELY, WHERE DIRECTED BY THE ENGINEER, THE TRENCH SHALL BE BACKFILLED WITH CONTROLLED DENSITY FILL (CDF, AKA FLOWABLE FILL) FROM BOTTOM OF TRENCH TO THE INVERT OF THE AC MAIN.
21. AVOID CROSSING WATER OR SEWER MAINS AT HIGHLY ACUTE ANGLES. THE SMALLEST ANGLE MEASURE BETWEEN UTILITIES SHOULD BE 45 TO 90 DEGREES.
22. WHERE WATER MAIN CROSSES ABOVE OR BELOW SANITARY SEWER, ONE FULL LENGTH OF WATER PIPE SHALL BE CENTERED FOR MAXIMUM JOINT SEPARATION.
23. AT POINTS WHERE EXISTING THRUST BLOCKING IS FOUND, MINIMUM CLEARANCE BETWEEN THE CONCRETE BLOCKING AND OTHER BURIED UTILITIES OR STRUCTURES SHALL BE 5 FEET.
24. WORKERS MUST FOLLOW CONFINED SPACE REGULATIONS AND PROCEDURES WHEN ENTERING OR DOING WORK IN COB OWNED CONFINED SPACES. COMPLETED PERMIT MUST BE GIVEN TO THE UTILITIES INSPECTOR PRIOR TO ENTRY.
25. MANHOLES, CATCH BASINS AND VAULTS ARE CONSIDERED TO BE PERMIT-REQUIRED CONFINED SPACES. ENTRY INTO THESE SPACES SHALL BE IN ACCORDANCE WITH CHAPTER 296-809 WAC.
26. WHEN WORK IS TO OCCUR IN EASEMENTS, THE CONTRACTOR SHALL NOTIFY THE EASEMENT GRANTOR AND BELLEVUE UTILITIES IN WRITING A MINIMUM OF 48 HOURS IN ADVANCE OF BEGINNING WORK (NOT INCLUDING WEEKENDS OR HOLIDAYS). FAILURE TO NOTIFY GRANTOR AND BELLEVUE UTILITIES WILL RESULT IN A STOP WORK ORDER BEING POSTED UNTIL THE MATTER IS RESOLVED TO THE SATISFACTION OF BELLEVUE UTILITIES. A WRITTEN RELEASE FROM THE EASEMENT GRANTOR SHALL BE FURNISHED TO THE UTILITIES INSPECTOR PRIOR TO PERMIT SIGNOFF.
27. THE CONTRACTOR SHALL RESTORE THE RIGHT-OF-WAY AND EXISTING PUBLIC UTILITY EASEMENT(S) AFTER CONSTRUCTION TO A CONDITION EQUAL OR BETTER THAN CONDITION PRIOR TO ENTRY. CONTRACTOR SHALL FURNISH A SIGNED RELEASE FROM ALL AFFECTED PROPERTY OWNERS AFTER RESTORATION HAS BEEN COMPLETED.

STORM DRAINAGE NOTES:

1. STORM PIPE SHALL BE PVC CONFORMING TO ASTM D-3034 SDR 35 (4"-15") OR ASTM F679 (18"-27"). BEDDING AND BACKFILL SHALL BE AS SHOWN IN THE STANDARD DETAILS.
2. THE FOOTING DRAINAGE SYSTEM AND THE ROOF DOWNSPOUT SYSTEM SHALL NOT BE INTERCONNECTED AND SHALL SEPARATELY CONVEY COLLECTED FLOWS TO THE CONVEYANCE SYSTEM OR TO ON-SITE STORMWATER FACILITIES.
3. PRIOR TO FINAL INSPECTION AND ACCEPTANCE OF STORM DRAINAGE WORK, PIPES AND STORM DRAIN STRUCTURES SHALL BE CLEANED AND FLUSHED. ANY OBSTRUCTIONS TO FLOW WITHIN THE STORM DRAIN SYSTEM, (SUCH AS RUBBLE, MORTAR AND WEDGED DEBRIS), SHALL BE REMOVED AT THE NEAREST STRUCTURE. WASH WATER OF ANY SORT SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM OR SURFACE WATERS.
4. ENDS OF EACH STORM DRAIN STUB AT THE PROPERTY LINE SHALL BE CAPPED AND LOCATED WITH AN 8' LONG 2" X 4" BOARD, EMBEDDED TO THE STUB CAP AND EXTENDING AT LEAST 3 FEET ABOVE GRADE, AND MARKED PERMANENTLY "STORM". A COPPER 12 GA. LOCATE WIRE FIRMLY ATTACHED. THE STUB DEPTH SHALL BE INDICATED ON THE MARKER.
5. ALL GRATES IN ROADWAYS SHALL BE DUCTILE IRON, BOLT-LOCKING, VANED GRATES PER THE STANDARD DETAILS. STRUCTURES IN TRAFFIC LANES OUTSIDE OF THE CURB LINE WHICH DO NOT COLLECT RUNOFF SHALL BE FITTED WITH ROUND, BOLT-LOCKING FRAMES AND SOLID COVERS. OFF-STREET STRUCTURES WHICH DO NOT COLLECT RUNOFF SHALL BE FITTED WITH BOLT-LOCKING SOLID COVERS.
6. VEGETATION/LANDSCAPING IN THE DETENTION POND, BIORETENTION FACILITY, VEGETATED ROOF AND/OR DRAINAGE SWALE(S) ARE AN INTEGRAL PART OF THE RUNOFF TREATMENT SYSTEM FOR THE PROJECT. SUCH DRAINAGE FACILITIES WILL NOT BE ACCEPTED UNTIL PLANTINGS ARE ESTABLISHED.
7. ALL NEW MANHOLES SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES AND SHALL CONFORM TO THE STANDARD DETAILS. ALL NEW CATCH BASINS SHALL CONFORM TO THE STANDARD DETAILS.
8. STORM STUB STATIONS ARE REFERENCED FROM NEAREST DOWNSTREAM MANHOLE/ CATCH BASIN.
9. ALL TESTING AND CONNECTIONS TO EXISTING MAINS SHALL BE DONE IN THE PRESENCE OF THE CITY'S INSPECTOR.
10. ALL PUBLIC STORM DRAINS SHALL BE AIR TESTED AND HAVE A VIDEO INSPECTION PERFORMED PRIOR TO ACCEPTANCE (SEE #17 BELOW). STORM MAIN CONSTRUCTED WITH FLEXIBLE PIPE SHALL BE DEFLECTION TESTED WITH A MANDREL PRIOR TO ACCEPTANCE.
11. STORM STUBS SHALL BE TESTED FOR ACCEPTANCE AT THE SAME TIME THE STORM MAIN IS TESTED.
12. ALL MANHOLES/ CATCH BASINS IN UNPAVED AREAS SHALL INCLUDE A CONCRETE SEAL AROUND ADJUSTMENT RINGS PER STANDARD DETAILS.
13. ALL STORM MAIN EXTENSIONS WITHIN THE PUBLIC RIGHT-OF-WAY OR IN EASEMENTS MUST BE "STAKED"BY A SURVEYOR LICENSED IN WASHINGTON STATE FOR "LINE AND GRADE"AND CUT SHEETS PROVIDED TO THE CITY'S INSPECTOR, PRIOR TO STARTING CONSTRUCTION.
14. STORM DRAINAGE MAINLINES, STUBS AND FITTINGS SHALL BE CONSTRUCTED USING THE SAME PIPE MATERIAL AND MANUFACTURER. CONNECTIONS BETWEEN STUBS AND THE MAINLINE WILL BE MADE WITH A TEE FITTING. TEE FITTING SHALL BE FROM SAME MANUFACTURER AS PIPE. CUT-IN CONNECTIONS ARE ONLY ALLOWED WHEN CONNECTING A NEW STUB TO AN EXISTING MAINLINE.
15. MANHOLES, CATCH BASINS AND VAULTS ARE CONSIDERED TO BE PERMIT-REQUIRED CONFINED SPACES. ENTRY INTO THESE SPACES SHALL BE IN ACCORDANCE WITH CHAPTER 296-809 WAC.
16. PLACEMENT OF SURFACE APPURTENANCES (MH LIDS, VALVE LIDS, ETC.) IN TIRE TRACKS OF TRAFFIC LANES SHALL BE AVOIDED WHENEVER POSSIBLE.
17. THE CONTRACTOR SHALL PERFORM A VIDEO INSPECTION AND PROVIDE A DIGITAL COPY OF THE VIDEO INSPECTION FOR THE CITY'S REVIEW. THE VIDEO SHALL PROVIDE A MINIMUM OF 480 X 640 RESOLUTION AND COVER THE ENTIRE LENGTH OF THE APPLICABLE PIPE. THE CAMERA SHALL BE MOVED THROUGH THE PIPE AT A UNIFORM RATE (≤ 30 FT/MIN), STOPPING WHEN NECESSARY TO ENSURE PROPER DOCUMENTATION OF THE PIPE CONDITION. THE VIDEO SHALL BE TAKEN AFTER INSTALLATION AND CLEANING TO INSURE THAT NO DEFECTS EXIST. THE PROJECT WILL NOT BE ACCEPTED UNTIL ALL DEFECTS HAVE BEEN REPAIRED.
18. NOT USED.
19. ALL CONCRETE STRUCTURES (VAULTS, CATCH BASINS, MANHOLES, OIL/WATER SEPARATORS, ETC.) SHALL BE VACUUM TESTED.
20. MANHOLES, CATCH BASINS AND INLETS IN EASEMENTS SHALL BE CONSTRUCTED TO PROVIDE A STABLE, LEVEL GRADE FOR A MINIMUM RADIUS OF 2.5 FEET AROUND THE CENTER OF THE ACCESS OPENING TO ACCOMMODATE CONFINED SPACE ENTRY EQUIPMENT.
21. TOPS OF MANHOLES/ CATCH BASINS WITHIN PUBLIC RIGHT-OF-WAY SHALL NOT BE ADJUSTED TO FINAL GRADE UNTIL AFTER PAVING.
22. CONTRACTOR SHALL ADJUST ALL MANHOLE/ CATCH BASIN RIMS TO BE FLUSH WITH FINAL FINISHED GRADES, UNLESS OTHERWISE SHOWN.
23. DURING CONSTRUCTION, CONTRACTOR SHALL INSTALL, AT ALL CONNECTIONS TO EXISTING DOWNSTREAM MANHOLES/CATCH BASINS, SCREENS OR PLUGS TO PREVENT FOREIGN MATERIALS FROM ENTERING EXISTING STORM DRAINAGE SYSTEM. SCREENS OR PLUGS SHALL REMAIN IN PLACE THROUGHOUT THE DURATION OF THE CONSTRUCTION AND SHALL BE REMOVED ALONG WITH COLLECTED DEBRIS AT THE TIME OF FINAL INSPECTION AND IN THE PRESENCE OF THE CITY'S INSPECTOR.
24. NOT USED.
25. MINIMUM COVER OVER STORM DRAINAGE PIPE SHALL BE 2 FEET, UNLESS OTHERWISE SHOWN.
26. REDIRECT SHEET FLOW, BLOCK DRAIN INLETS AND/OR CURB OPENINGS IN PAVEMENT AND INSTALL FLOW DIVERSION MEASURES TO PREVENT CONSTRUCTION SILT LADEN RUNOFF AND DEBRIS FROM ENTERING EXCAVATIONS AND FINISH SURFACES FOR BIORETENTION FACILITIES AND PERMEABLE PAVEMENTS.
27. WHERE AMENDED SOILS, BIORETENTION FACILITIES, AND PERMEABLE PAVEMENTS ARE INSTALLED, THESE AREAS SHALL BE PROTECTED AT ALL TIMES FROM BEING OVER-COMPACTED.

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\UTILITY\01 COVER SHEET.DWG

BUSH, ROED & HITCHINGS, INC. CORPORATE SEAL 1969 WASHINGTON

THEODOR F DIMOF STATE OF WASHINGTON 36024 REGISTERED PROFESSIONAL ENGINEER

11/21/23

NO	REVISION	DATE

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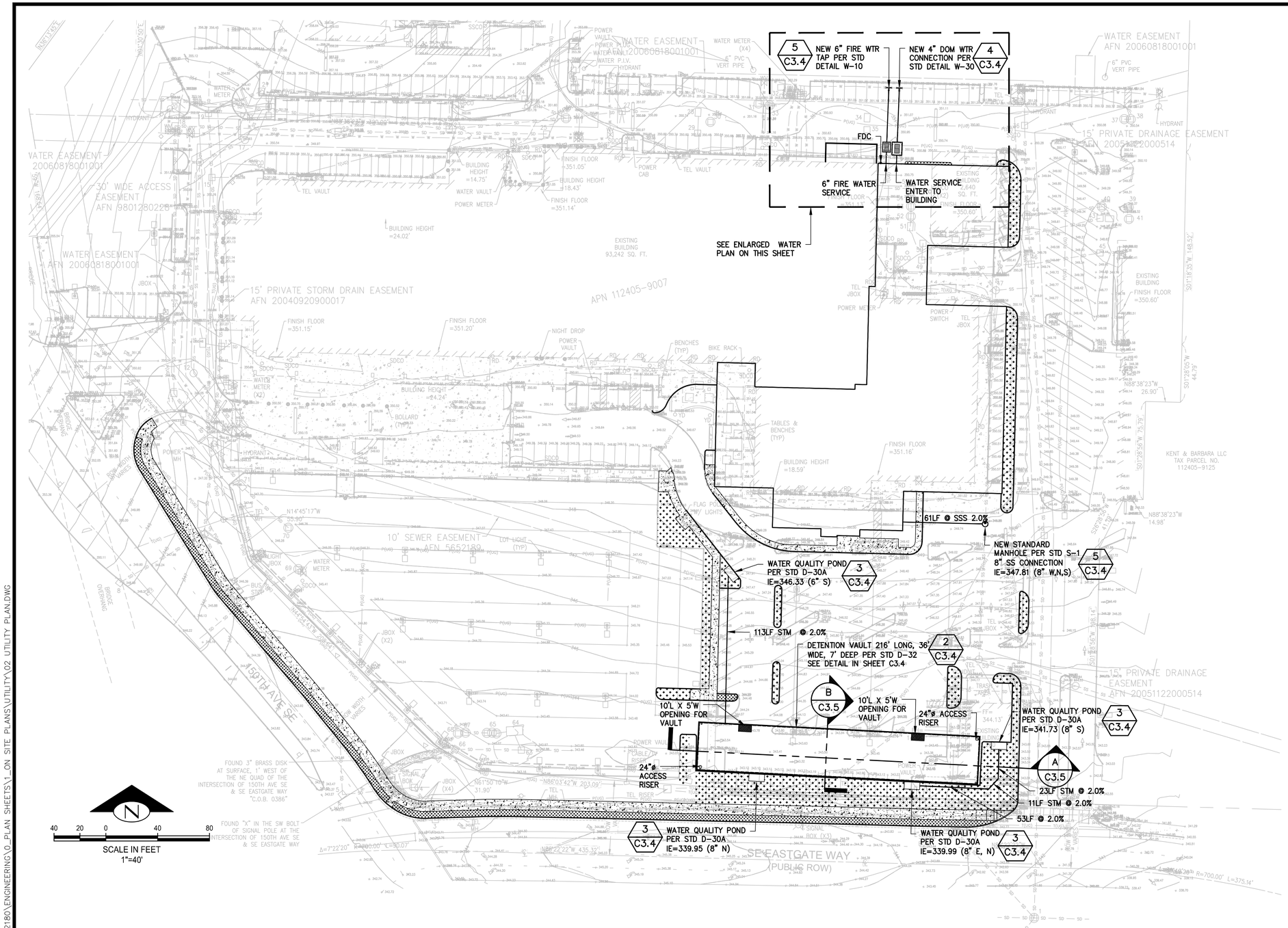
NOTES SHEET

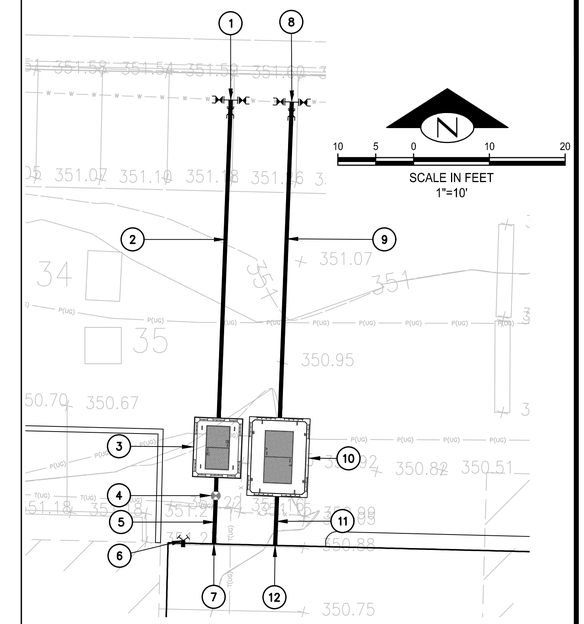
MICHAEL'S SUBARU OF BELLEVUE

BELLEVUE KING WA

drawn by JFV	checked by TFD
scale AS SHOWN	date 11/21/23
job no. 2022180	
sheet C3.2 of	



Show vault discharge connection.



ENLARGED WATER PLAN

SCALE: 1"=10'

ENLARGED PLAN KEY NOTES:

1. 1~8"x6" FIRE SERVICE TEE (FL)
   2~8" GATE VALVE (FLxMJ)
   1~6" GATE VALVE (FLxMJ)
   1~ CONC. BLKG PER COB DTL W-1
2. 42LF~4" DI
3. 6" DCVA FIRE PER COB STD DTL W-45
4. POST INDICATOR VALVE (PIV)
5. 9LF~6" DI AFTER METER (PRIVATE)
6. FIRE DEPARTMENT CONNECTION (FDC) PER COB STD DTL W-50
7. INTERIOR 6" FIRE DCVA LOCATED INSIDE BUILDING ADJACENT TO AN EXTERIO WALL PER COB DTL W-39 & W-45 (PRIVATE)
8. 1~8"x4" DOM WATER METER TEE (FLxMJ)
   1~ADAPTER (FLxMJ)
   2~8" GATE VALVE (FLxMJ)
   1~4" GATE VALVE (FLxMJ)
   1~ CONC. BLKG PER COB DTL W-1
9. 42LF~6" DI
10. 4" DOM WATER SERVICE PER COB STD DTL W-33C AND W-33D
11. 6LF~4" DI AFTER METER (PRIVATE)
12. INTERIOR 4" DOM RPBA PER COB DTL W-48 (PRIVATE)

BUSH, ROED & HITCHINGS CORPORATE SEAL 1969 WASHINGTON

THEODOR F. FILOT STATE OF WASHINGTON 36024 REGISTERED PROFESSIONAL ENGINEER

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UTILITY PLAN

MICHAEL'S SUBARU OF BELLEVUE

BELLEVUE KING WA

drawn by	checked by
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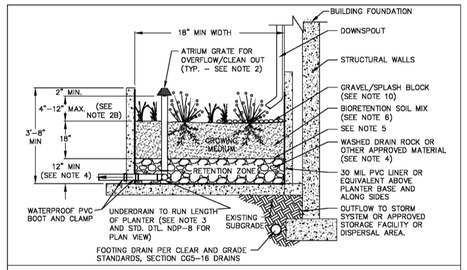
sheet C3.3 of	

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\UTILITY\02 UTILITY PLAN.DWG



NOTES:

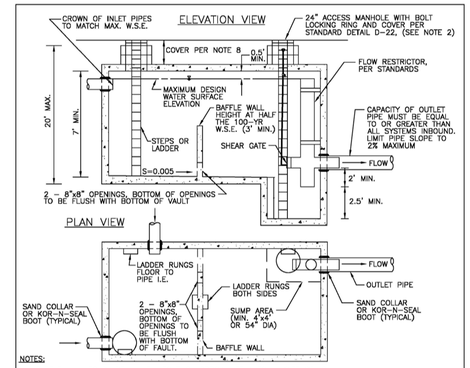
1. DIMENSIONS:
   A. WIDTH OF FLOW–THROUGH PLANTER: 18" MINIMUM.
   B. DEPTH OF PLANTER (FROM TOP OF GROWING MEDIUM TO OVERFLOW ELEVATION): 4"–12" MAXIMUM.
   C. SLOPE OF PLANTER: 0.5% OR LESS.
2. OVERFLOW:
   A. OVERFLOW REQUIRED.
   B. INLET ELEVATION MUST ALLOW FOR 2" MIN. OF FREEBOARD.
   C. PROTECT FROM DEBRIS AND SEDIMENT WITH STRAINER OR GRATE.
3. PIPING: SHALL BE CAST IRON, PVC SDR 35 MINIMUM, OR PVC SCHEDULE 40. 3" PIPE REQUIRED FOR UP TO 1,500 SQ FT OF CONTRIBUTING AREA, OTHERWISE 4" MIN. PIPING MUST HAVE 1% GRADE AND FOLLOW THE UNIFORM PLUMBING CODE IF WITHIN 3' OF A STRUCTURE.
4. DRAIN ROCK:
   A. SIZE PER ENGINEERED PLANS.
   B. DEPTH 12"–48".
5. SEPARATION BETWEEN DRAIN ROCK AND GROWING MEDIUM: USE GRAVEL LENS (¾ – 1½ INCH WASHED, CRUSHED ROCK 2 TO 3 INCHES DEEP).
6. GROWING MEDIUM: BIORETENTION SOIL MIX PER CHAPTER D6–05.
7. VEGETATION:
   A. PLANT WITH ZONE 1 OR 2 HERBACEOUS, EMERGENTS, SHRUBS, AND GROUND COVER. SEE APPENDIX 1 IN THE LID TECHNICAL GUIDANCE MANUAL FOR PUGET SOUND (2012 OR CURRENT)
   B. PLANTING SHALL CONSIST OF NATIVE SPECIES ABLE TO TOLERATE VARIABLE SOIL MOISTURE CONDITIONS, PONDING WATER FLUCTUATIONS AND VARIABLE SOIL MOISTURE CONTENT.
8. PLANTER WALLS:
   A. MATERIAL SHALL BE STONE, BRICK, CONCRETE, WOOD, OR OTHER DURABLE (NO CHEMICALLY TREATED WOOD).
   B. CONCRETE, BRICK, OR STONE WALLS SHALL BE INCLUDED ON FOUNDATION PLANS.
9. WATERPROOF LINER: SHALL BE 30 MIL PVC OR EQUIVALENT FOR FLOW–THROUGH FACILITIES.
10. INSTALL WASHED PEA GRAVEL OR 1–4" STREAM BED COBBLE PER STANDARD SPECIFICATIONS 9–03.11(2) TO TRANSITION FROM INLET OR SPLASH PAD TO GROWING MEDIUM.

City of Bellevue — STORM AND SURFACE WATER UTILITY

TITLE: BIORETENTION PLANTER – UNDERDRAIN AND OVERFLOW CONNECTED TO STORM SYSTEM

JANUARY 2023 — NO SCALE — NO. NDP–5

NON-INFILTRATING BIOPLANTER
NOT TO SCALE
1 –



NOTES:

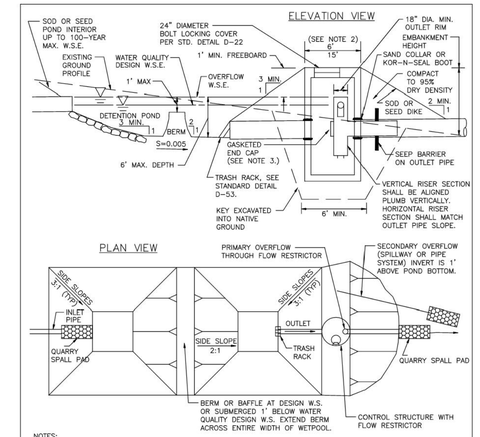
1. BAFFLE WALL TO DIVIDE VAULT INTO TWO APPROXIMATELY EQUAL SIZE CELLS.
2. MINIMUM ONE ACCESS MANHOLE PER CELL WITH AT LEAST ONE ACCESS PER 50' VAULT LENGTH OR WIDTH.
3. PRE–CAST VAULTS SHALL HAVE APPROVED RUBBER GASKET SYSTEM.
4. VAULT SHALL BE DESIGNED AND STAMPED BY A REGISTERED STRUCTURAL ENGINEER. VAULT SHALL BE DESIGNED FOR HS–20 TRAFFIC LOADINGS, MINIMUM.
5. ALL METAL PARTS SHALL BE CORROSION RESISTANT.
6. PROVIDE LADDER RUNGS IMMEDIATELY ADJACENT TO ALL INLET/OUTLET PIPES.
7. ALL INLETS TO FIRST CELL.
8. IF PROPOSED COVER IS GREATER THAN 1', THEN IT MUST BE 3' MINIMUM AND ACCESS MUST BE A 48" ECCENTRIC CONE SET OVER A 24" DIAMETER ACCESS OPENING.
9. APPLY NON–SHRINK GROUT TO INSIDE AND OUTSIDE OF ALL JOINTS, RINGS, RISERS AND FRAMES.
10. ALL PIPES SHALL BE PREPENDICULAR TO FACE OF VAULT.
11. PENETRATE CARRIER PIPE THROUGH VAULT WALL.
12. USE APPROVED WATERTIGHT STRUCTURE ADAPTOR.
13. SLIP SMOOTH–BORE HORIZONTAL LEG OF FLOW CONTROL TEE INSIDE CARRIER PIPE.
14. NO FLOW CONTROL JOINT OUTSIDE OF STRUCTURE.
15. VAULTS WITH UNDERDRAINS SHALL BE TESTED FOR LEAKAGE PER SECTION D7–06 OF THE ENGINEERING STANDARDS.

City of Bellevue — STORM AND SURFACE WATER UTILITY

TITLE: DETENTION VAULT

JANUARY 2023 — NO SCALE — NO. D–32

DETENTION VAULT
NOT TO SCALE
2 –



NOTES:

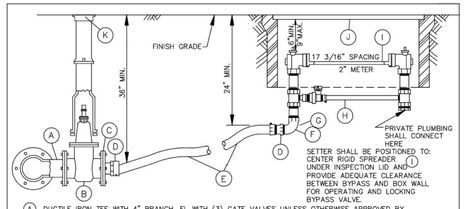
1. LANDSCAPE PLAN IS REQUIRED TO BEAUTIFY OR SCREEN POND.
2. 6' MINIMUM TOP WIDTH OF EMBANKMENT, 15' MINIMUM FOR VEHICLE ACCESS TO CONTROL STRUCTURE.
3. SCREW TYPE SHEAR GATE REQUIRED FOR ALL SYSTEMS TO BE MAINTAINED BY THE CITY.
4. CAPACITY OF OUTLET PIPE MUST BE EQUAL TO OR GREATER THAN DISCHARGE DURING EMERGENCY OVERFLOW CONDITION IF PIPE OVERFLOW IS USED IN LIEU OF SPILLWAY. 8–INCH MINIMUM DIAMETER.
5. BERM SLOPE MAY BE 2:1 WHEN TOP SUBMERGED 1' BELOW WATER QUALITY DESIGN W.S.E.
6. PENETRATE CARRIER PIPE THROUGH WALL.
7. USE APPROVED WATERTIGHT STRUCTURE ADAPTOR.
8. SLIP SMOOTH–BORE HORIZONTAL LEG OF FLOW CONTROL TEE INSIDE CARRIER PIPE.
9. NO FLOW CONTROL JOINT OUTSIDE OF STRUCTURE.

City of Bellevue — STORM AND SURFACE WATER UTILITY

TITLE: WATER QUALITY POND

JANUARY 2023 — NO SCALE — NO. D–30A

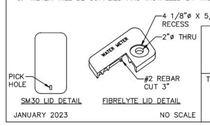
WATER QUALITY POND
NOT TO SCALE
3 –



(A) DUCTILE IRON TEE WITH 4" BRANCH, FL WITH (3) GATE VALVES UNLESS OTHERWISE APPROVED BY UTILITY.
(B) 4" GATE VALVE, FL.
(C) 4" REDUCING COMPANION FLANGE WITH 2" TAP.
(D) COUPLING, 2" MALE IRON PIPE THREAD BY 2" PACK JOINT (COMPRESSION FITTING) FOR COPPER, FORD C84–77–NL, MUELLER NO. P–15428N, OR APPROVED EQUAL.
(E) 2" COPPER TUBING, TYPE K.
(F) 2" STREET ELL, BRASS, FEMALE IRON PIPE THREAD BY FEMALE IRON PIPE THREAD.
(G) 2" NIPPLE, BRASS, M.I.P.T. x M.I.P.T., LENGTH AS REQUIRED TO MEET PROPER GRADE.
(H) 2" BRASS AND COPPER METER SETTER WITH LOW BYPASS:
–FLANGED BALL METER VALVE ON INLET AND OUTLET
–BALL VALVE ON BYPASS
–PADLOCK WINGS ON ALL VALVES
–VERTICAL INLET AND OUTLET, F.I.P.T.
–BUSHING INCLUDED ON OUTLET
FORD VBB87–128–11–77–NL OR A.Y. MCDONALD 730B712WWFF665 VERTICAL METER SETTER WITH VALVE ROTATED 90 DEG., OR APPROVED EQUAL.
(I) RIGID METER SPREADER, SUPPLIED BY CITY OF BELLEVUE, TO BE INSTALLED IN METER SETTER BY CONTRACTOR.
(J) METER BOX:
CARSON INDUSTRIES 1730–18 BCF METER BOX WITH FIBRELYTE FL36 COVER, SOLID BLACK LID WITH EMBEDDED REBAR, MARKED "WATER METER", 4 1/8" X 5/16" RECESS, 2" HOLE, OR APPROVED EQUAL. OLYMPIC FOUNDRY SM30, OR APPROVED EQUAL, IN SIDEWALK AND IN AREAS WITH VEHICULAR TRAFFIC. SEE LID DETAIL BELOW.
(K) TWO PIECE CAST IRON VALVE BOX TO FIT, RICH SEATTLE TYPE #045 – WITH RECESSED HANDLE LID, OR APPROVED EQUAL. SEE DETAIL W–11.

NOTES:

1. SERVICE LINE SHALL BE PERPENDICULAR TO THE WATERMAIN, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. BYPASS WILL BE LOCKED OFF BY CONSTRUCTION INSPECTOR WHEN METER SPREADER IS INSTALLED.
3. METER WILL BE SUPPLIED AND INSTALLED BY THE CITY OF BELLEVUE.

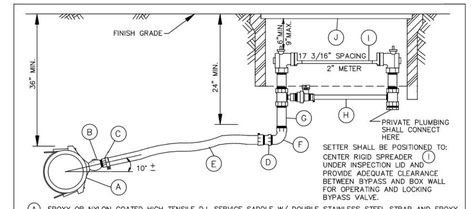


City of Bellevue — WATER UTILITY

TITLE: 2" DOMESTIC WATER SERVICE (COMMERCIAL AND MULTI–FAMILY)

JANUARY 2023 — NO SCALE — NO. W–30

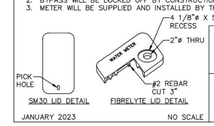
2" DOMESTIC WATER SERVICE
NOT TO SCALE
4 –



(A) EPOXY OR NYLON COATED HIGH TENSILE D.I. SERVICE SADDLE W/ DOUBLE STAINLESS STEEL STRAP AND EPOXY COATED BOSS, 2" AWWA TAPER (CC) TAP, FORD FC202 OR FCD202, OR APPROVED EQUAL. SIZE AS REQUIRED.
(B) BALL CORPORATION STOP, 2" AWWA TAPER (CC) INLET BY 2" MALE IRON PIPE THREAD OUTLET WITH BALL VALVE (OR EQUAL LOW–FRICTION VALVE), FORD FB400–7–NL. MUELLER NO. H–9968N, OR APPROVED EQUAL.
(C) COUPLING, 2" FEMALE IRON PIPE THREAD BY 2" PACK JOINT (COMPRESSION FITTING) FOR COPPER, FORD C14–77–NL, MUELLER NO. P–15451N, OR APPROVED EQUAL.
(D) COUPLING, 2" MALE IRON PIPE THREAD BY 2" PACK JOINT (COMPRESSION FITTING) FOR COPPER, FORD C84–77–NL, MUELLER NO. P–15428N, OR APPROVED EQUAL.
(E) 2" COPPER TUBING, TYPE K.
(F) 2" STREET ELL, BRASS, FEMALE IRON PIPE THREAD BY FEMALE IRON PIPE THREAD.
(G) 2" NIPPLE, BRASS, M.I.P.T. x M.I.P.T., 6" LONG OR AS REQUIRED TO MEET PROPER GRADE.
(H) 2" BRASS AND COPPER METER SETTER WITH LOW BYPASS:
–FLANGED BALL METER VALVE ON INLET AND OUTLET
–BALL VALVE ON BYPASS
–PADLOCK WINGS ON ALL VALVES
–VERTICAL INLET AND OUTLET, F.I.P.T.
–BUSHING INCLUDED ON OUTLET
FORD VBB87–128–11–77–NL OR A.Y. MCDONALD 730B712WWFF665 VERTICAL METER SETTER WITH VALVE ROTATED 90 DEG., OR APPROVED EQUAL.
(I) RIGID METER SPREADER, SUPPLIED BY CITY OF BELLEVUE, TO BE INSTALLED IN METER SETTER BY CONTRACTOR.
(J) METER BOX:
CARSON INDUSTRIES 1730–18 BCF METER BOX WITH FIBRELYTE FL36 COVER, SOLID BLACK LID WITH EMBEDDED REBAR, MARKED "WATER METER", 4 1/8" X 5/16" RECESS, 2" HOLE, OR APPROVED EQUAL. OLYMPIC FOUNDRY SM30, OR APPROVED EQUAL, IN SIDEWALK AND IN AREAS WITH VEHICULAR TRAFFIC. SEE LID DETAIL BELOW.

NOTES:

1. SERVICE LINE SHALL BE PERPENDICULAR TO THE WATERMAIN, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. BYPASS WILL BE LOCKED OFF BY CONSTRUCTION INSPECTOR WHEN METER SPREADER IS INSTALLED.
3. METER WILL BE SUPPLIED AND INSTALLED BY THE CITY OF BELLEVUE.

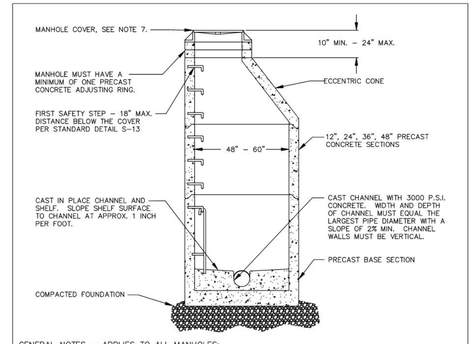


City of Bellevue — WATER UTILITY

TITLE: 2" DOMESTIC WATER AND/OR FIRE SERVICE

JANUARY 2023 — NO SCALE — NO. W–29

2" DOMESTIC WATER AND/OR FIRE SERVICE
NOT TO SCALE
5 –



GENERAL NOTES – APPLIES TO ALL MANHOLES:

1. PRECAST SECTIONS SHALL BE REINFORCED PER ASTM SPECS FOR CORRESPONDING SEWER PIPE.
2. GALVANIZED OR PLASTIC SAFETY STEPS SHALL BE PER STANDARD DETAIL S–13.
3. SAFETY STEPS IN PRECAST BASE SECTION MAY BE CAST IN PLACE OR A PREFABRICATED LADDER GROUTED OR BOLTED IN PLACE. SEE STANDARD DETAIL S–13.
4. ALL HOLES FOR PIPE SHALL BE BLOCKED OUT AT THE TIME OF CASTING THE SECTION.
5. ALL RUBBER GASKETED MANHOLE SECTIONS SHALL BE FURNISHED WITH RUBBER GASKET JOINT PER ASTM C–478 AND ASTM C–443.
6. MANHOLES OVER 10' DEEP SHALL BE FURNISHED WITH A MIN. WALL THICKNESS OF 5".
7. MANHOLE RING AND COVER SPECS, SEE STANDARD DETAILS S–11 AND S–12 (BOLT–LOCKING COVER).
8. MANHOLE DIAMETER IN ACCORDANCE WITH CITY OF BELLEVUE ENGINEERING STANDARDS.
9. WHERE AWWA C900 PVC PIPE IS USED, CONNECTION SHALL BE MADE WITH PVC MANHOLE ADAPTER SIZED FOR THE O.D. OF AWWA C900 PVC PIPE. ADAPTER LENGTH SHALL MATCH OR EXCEED THE MANHOLE SECTION WALL THICKNESS.
10. MORTAR SHALL BE PLACED BETWEEN EACH LEVEL OF THE ADJUSTING RINGS, INCLUDING THE TOP OF THE CONE SECTION AND THE BOTTOM OF THE IRON RING.
11. GROUT ALL JOINTS INSIDE, OUTSIDE AND IN BETWEEN TO ACHIEVE WATERTIGHT CONSTRUCTION. FINISH SMOOTH THE INSIDE OF STRUCTURE. USE NON–SHRINK GROUT ONLY.
12. MANHOLES IN EASEMENTS SHALL BE CONSTRUCTED TO PROVIDE A STABLE, LEVEL GRADE FOR A MIN. RADIUS OF 2.5' FROM THE CENTER OF THE COVER. SEE STANDARD DETAIL S–8.
13. WHERE STANDARD MANHOLE CANNOT BE INSTALLED, THE CUSTOM MANHOLE SHALL BE DETAILED ON THE CONSTRUCTION PLANS.
14. PIPE CONNECTION TO MANHOLE: KOR–N–SEAL OR EQUAL FOR CORE–DRILLED SECTIONS, OR SAND COLLAR FOR SECTIONS WITH KNOCKOUTS.

City of Bellevue — SEWER UTILITIES

TITLE: STANDARD MANHOLE

JANUARY 2023 — NO SCALE — NO. S–1

STANDARD MANHOLE
NOT TO SCALE
6 –

BUSH, ROED & HITCHINGS CORPORATE SEAL 1969 WASHINGTON

THEODOR F. FILOV — STATE OF WASHINGTON — 36024 — REGISTERED PROFESSIONAL ENGINEER

11/21/23

NO	REVISION	DATE

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
15400 SE 30TH PL, STE 100
BELLEVUE, Washington
98007-6546
(206) 323-4144
1-800-935-0508
WWW.BRHINC.COM

UTILITY DETAILS

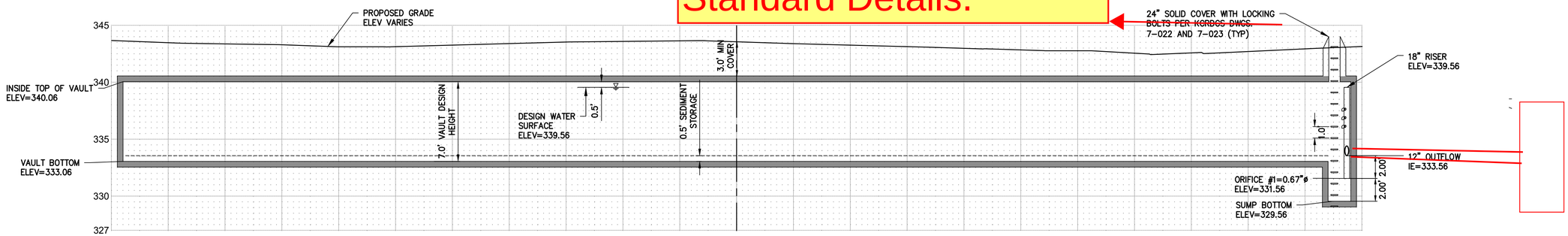
MICHAEL'S SUBARU OF BELLEVUE

BELLEVUE — KING — WA

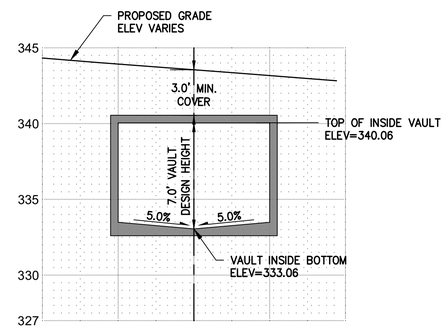
drawn by	checked by
JFV	TFD
scale	date
AS SHOWN	11/21/23
job no.	
2022180	
sheet C3.4 of	

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\UTILITY\02 UTILITY PLAN.DWG

Call out City of Bellevue Standard Details.



VAULT SECTION
SCALE: 1" = 10'-0": 1"=5V-0"



VAULT SECTION
SCALE: 1" = 10'-0": 1"=5V-0"

Show storm connections in plan and profile views.

22"x34" 11/21/2023 U:\C3D\2022\2022180\ENGINEERING\0_PLAN SHEETS\1_ON SITE PLANS\UTILITY\02 UTILITY PLAN.DWG

BUSH, ROED & HITCHINGS CORPORATE SEAL 1969 WASHINGTON

THEODOR F. TILOT STATE OF WASHINGTON 36024 REGISTERED PROFESSIONAL ENGINEER
11/21/23

NO	REVISION	DATE

BRH
BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
15400 SE 30TH PL, STE 100
BELLEVUE, Washington
98007-6546
(206) 323-4144
1-800-935-0508
WWW.BRHINC.COM

SECTIONS
MICHAEL'S SUBARU OF BELLEVUE

BELLEVUE KING WA

drawn by	checked by
JFV	TFD
scale: AS SHOWN	date: 11/21/23
job no. 2022180	
sheet C3.5 of	

STORM DRAINAGE REPORT

for

Michael's Subaru of Bellevue

3080 148th Ave SE

Bellevue, WA 98007

23-126845 LD

Applicant:
Lance Mueller & Associates
130 Lakeside Avenue, Suite 250
Seattle, WA 98112

Engineer:
Ted Dimof, PE
Bush, Roed and Hitchings
15400 SE 30th Pl Ste 100
Bellevue, WA 98007
(206) 323-4144

Date: November 3rd, 2023

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Appendix B WWHM Modeling

~~Appendix C Geotechnical Report~~

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1.0 - Project Overview

The Michael's Subaru of Bellevue automotive dealership project at 3080 148th Ave SE in Bellevue, parcel number 1124059007, proposes to construct a building addition to the Toyota dealership. The project on-site area is 11.9 acres, of which 2.7 acres will be disturbed for the redevelopment. The site will also require frontage improvements and service utilities to support the development.

The total site is 519,664 square feet (sf), which 400,314 SF will remain undisturbed, and 119,350 SF will be redeveloped.

The project is in the Vasa Creek Basin. The existing site consists of a Toyota automotive dealership that a Subaru dealership will be added to. Currently, the site's stormwater drains to an existing conveyance system which discharges to the City's stormwater system in SE Eastgate Way.

The project proposes 112,900 SF of new plus replaced hard surface and 6,450 SF of landscaping. The total new and replaced hard surface exceeds 5,000 sf, triggering the evaluation of Minimum Requirements 1-9.

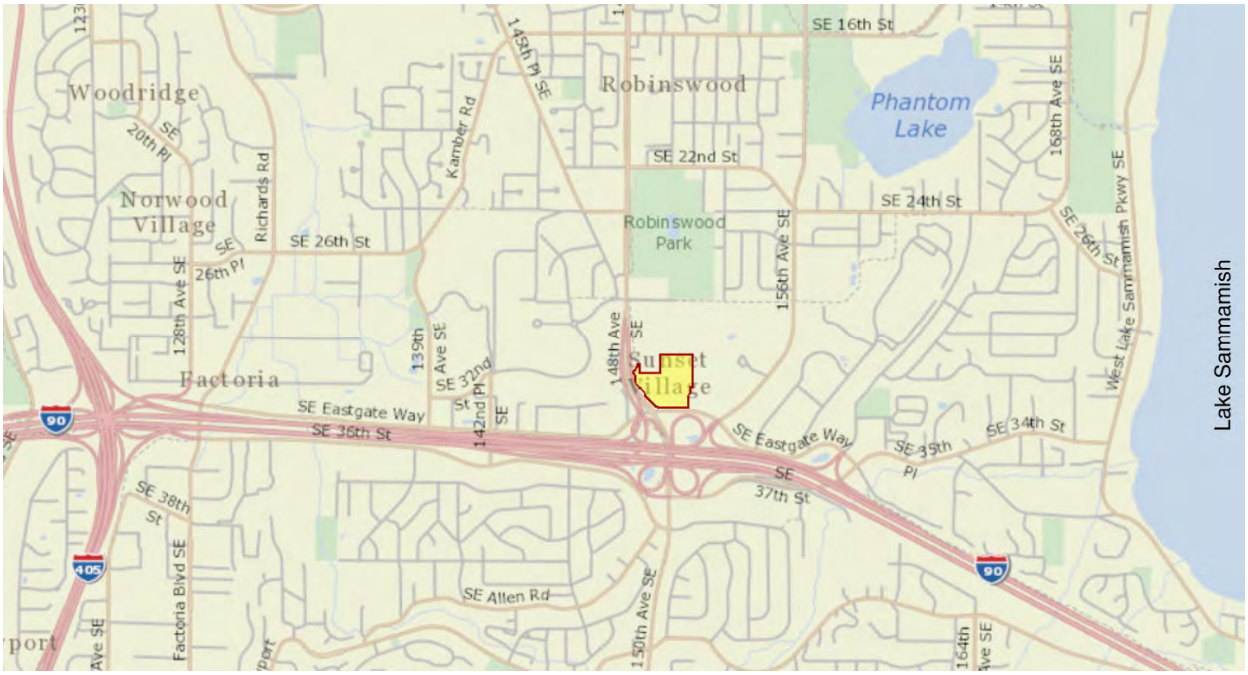


Figure 1 – Vicinity Map

Technical Information Worksheet

1. Project Name:	Michael's Subaru of Bellevue
Site Address:	3080 148th Ave SE
K.C. Tax #s:	1124059007
Utilities Grid:	City of Bellevue, PSE

2. Type of Development:	Retail
3. Drains to stream/creek:	No
4. Drainage Basin:	Vasa Creek
5. Wetlands:	N/A
6. FEMA Floodplain Elevation (NAVD 88):	N/A
Seeps/Springs:	No
7. High Seasonal Groundwater Table Elevation (NAVD 88):	None Observed
8. Protected Slopes:	No landscape hazards
9. Flow Control System:	Required
10. Water Quality Features:	Storm Filter
11. Off-site Drainage and/or Maintenance Access Easement required?	No
12. Hydrologic model: WWHM2012	

13. Signature of Professional Engineer

I, or a civil engineer under my supervision, have visited the site. Actual site conditions as observed were incorporated into this worksheet and the attachments. To the best of my knowledge the information provided here is accurate.

Signature_____

Date_____

Vasa Creek Area

Lake Washington Watershed (WRIA 8) / State Stream #08-0156

LAND CHARACTERISTICS

Basin Area: 1,268 Total Acres (City area: 5.9%)
Drainage Jurisdiction(s):

Bellevue: 100.0%	Kirkland: 0.0%
Beaux Arts: 0.0%	Medina: 0.0%
Clyde Hill: 0.0%	Newcastle: 0.0%
Issaquah: 0.0.%	Redmond: 0.0%
King County: 0.0%	Renton: 0.0%

Lowest Elevation: 31 Ft
Highest Elevation: 1,196 Ft

Total Length of Open Channel: 4.7 Miles
Total Length of Storm Drainage Pipes: 30.1 Miles

SALMON PRESENT in BASIN

Chinook*+ (Lake only)	Sockeye (Lake only)
Rainbow & cutthroat trout	Kokanee+
Coho+	Steelhead (Lake only)

* Listed Federal Endangered Species
\+ City Species of Local Importance (Bellevue Land Use Code 20.25H.150A)

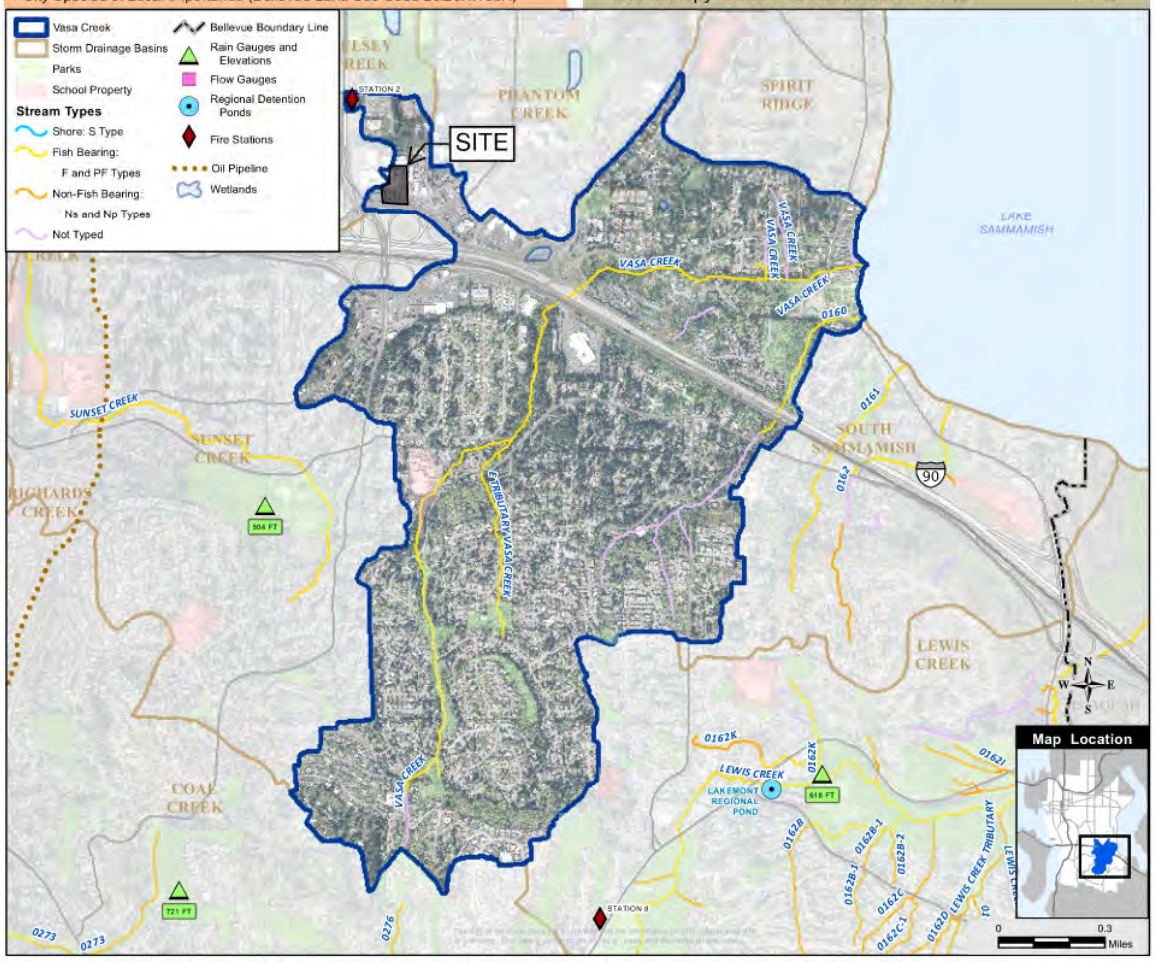
POPULATION

Basin Population (2016): 7,498 (5.0% of all Basins)
Basin Population Density: 3,785 People per Square Mile

The population density in Bellevue ranges from 1,344 to 9,851 people per square mile.

LAND USE	Entire Basin	Within Bellevue
Public Right of Way:	21.4 %	21.4 %
Commercial/Office:	5.2 %	5.2 %
Industrial:	0.1 %	0.1 %
Institutional/Government:	4.3 %	4.3 %
Mixed Use/Misc:	4.7 %	4.7 %
Multi-Family	0.3 %	0.3 %
Open Space/Park:	2.8 %	2.8 %
Single Family Residential:	53.8 %	53.8 %
Unknown:	7.3 %	7.3 %

LAND COVER	Entire Basin	Within Bellevue
Impervious:	39.3 %	39.3 %
Tree Canopy:	45.0 %	45.0 %
Impervious in 100 Ft Stream Buffer:	17.9 %	17.9 %
Tree Canopy in 100 Ft Stream Buffer:	73.5 %	73.5 %



\\ci.bellevue.wa.us\Data\COBGIS\Utilities\ArcGIS\Storm\BasinFactSheets2016\BasinFactSheets2016_Atlases\BasinFactSht2016_AtlasDec2017_TypePF\BasinFactSht2016_Atlas06Sept2017_LegNW_TextMaplex_Dec2017PF.mxd

Updated: July 2017

Figure 2 – Vasa Creek Basin

2.0 – Minimum Requirements

Stormwater Code and Engineering Standards

The design of the facilities on site conforms to the City of Bellevue Municipal Code and the "Surface Water Engineering Standards, January 2021" and the Washington State Department of Ecology "Stormwater Management Manual for the Western Washington, 2019."

Minimum Requirements Analysis

To establish the minimum requirements for this project, the "Flow Chart for Determining Requirements for Redevelopment" was used. (See Figure 3 – Redevelopment Flow Chart). The site's total new and replaced impervious surface is 35,751 sf. Therefore, minimum requirements #1 through #9 apply to this project.

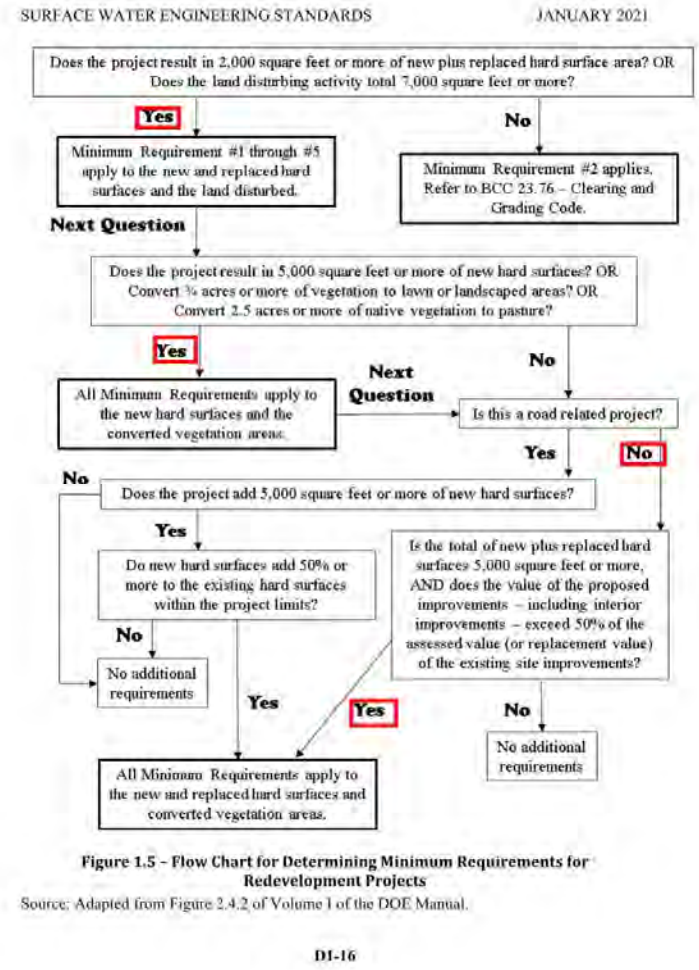


Figure 3 – Flow Chart for Determining Requirements for Redevelopment

1. **Preparation of Stormwater Site Plans:**

   A storm water site plan is being developed per the City of Bellevue development standards and will be submitted for review and acceptance.

2. **Construction Stormwater Pollution Prevention Plan:**

   ~~Over 2,000 sf of new and replaced hard surface is being created, so a Construction Stormwater Pollution and Prevention Plan (CSWPP Plan) is required. See Section 8.0 Construction Stormwater Pollution Prevention – CSWPPP in this report. In addition, a CSWPPP meeting the requirements of the Washington State Department of Ecology and City of Bellevue standards will be prepared.~~

3. **Source Control of Pollution:**

   There will be no outdoor storage of fertilizers, pesticides, equipment, or materials that will allow pollutants to enter the stormwater system.

4. **Preservation of Natural Drainage Systems and Outfalls:**

   The site currently discharges to the City storm system in SE Eastgate Way. The proposed drainage system will preserve that condition.

5. **On-Site Stormwater Management:**

   The objective of the requirement for on-site stormwater management is to use inexpensive practices on individual properties to reduce the amount of disruption of the natural hydrologic characteristics of the site. See Section 3.0 – On Site Stormwater Management Analysis and Design (MR-5) for further discussion.

6. **Runoff Treatment:**

   The site has more than 5,000 sf of PGHS. Water quality is required. See Section 5.0 – Water Quality Design (MR-6) for further discussion.

MR-2: The SWPPP will be addressed separately under the Clear & Grade permit.

7. **Flow Control:**

   Flow Control is required because the site proposes more than 10,000 sf of new plus replaced surface. See **exhibit A** in **Appendices A** for a summary of hard surfaces**.**

   2023

   ~~Per the 2019~~ Surface Water Manual, storm water discharges shall match developed discharge durations to pre-developed durations for the range of pre-developed discharge rates from 50% of the 2-year peak flow up to the full 50-year peak flow.

   WWHM2012 was used to model the flows of pre-developed and developed land cover conditions. The pre-developed cover was assumed to be forested. For a summary of hard surface see exhibit A in **Appendix A.**

   The proposed flow control structure is an underground vault with dimensions of 216'L X 36'W X 7'D which will manage the whole site redevelopment. Water from the vault will gravity to a catch basin and discharge at the southeast corner of the site. See **Appendix B for WWHM results.**

8. **Wetlands Protection:**

   There are no wetlands on the subject property or in the immediate vicinity of the site; therefore, no protection measures are necessary.

9. **Basin/Watershed Planning:**

   No basin or watershed planning requirements apply to this site.

10. **Operation and Maintenance:**

    ~~An operations and maintenance manual will be prepared and submitted for review after the drainage plan is accepted.~~

3.0 – Site Analysis

3.1 – Existing System

The stormwater drains to existing onsite catch basins which discharge to a 24" main in SE Eastgate Way.

MR-10: The O&M will be addressed separately under the Utilities Pre-Construction Requirement C-19.

3.2 – Soils/Infiltration Rates

- The site is in the zone "potentially feasible for Infiltration, additional study required" per the 2016 COB Infiltration Potential Map.

Figure 4 - Infiltration potential Map, City of Bellevue

3.3 – Downstream Analysis

Storm drainage for this site is proposed to flow into a 18" diameter public storm main located in SE Eastgate Way. From there drainage discharges into a 24" diameter storm main and flows southeast for 0.25 miles. The City storm system continues to the East and eventually discharges to Lake Sammamish. There is no additional risk of flooding or erosion since the flow patterns have not changed compared to existing and a flow control structure is proposed to monitor the released on-site flows.

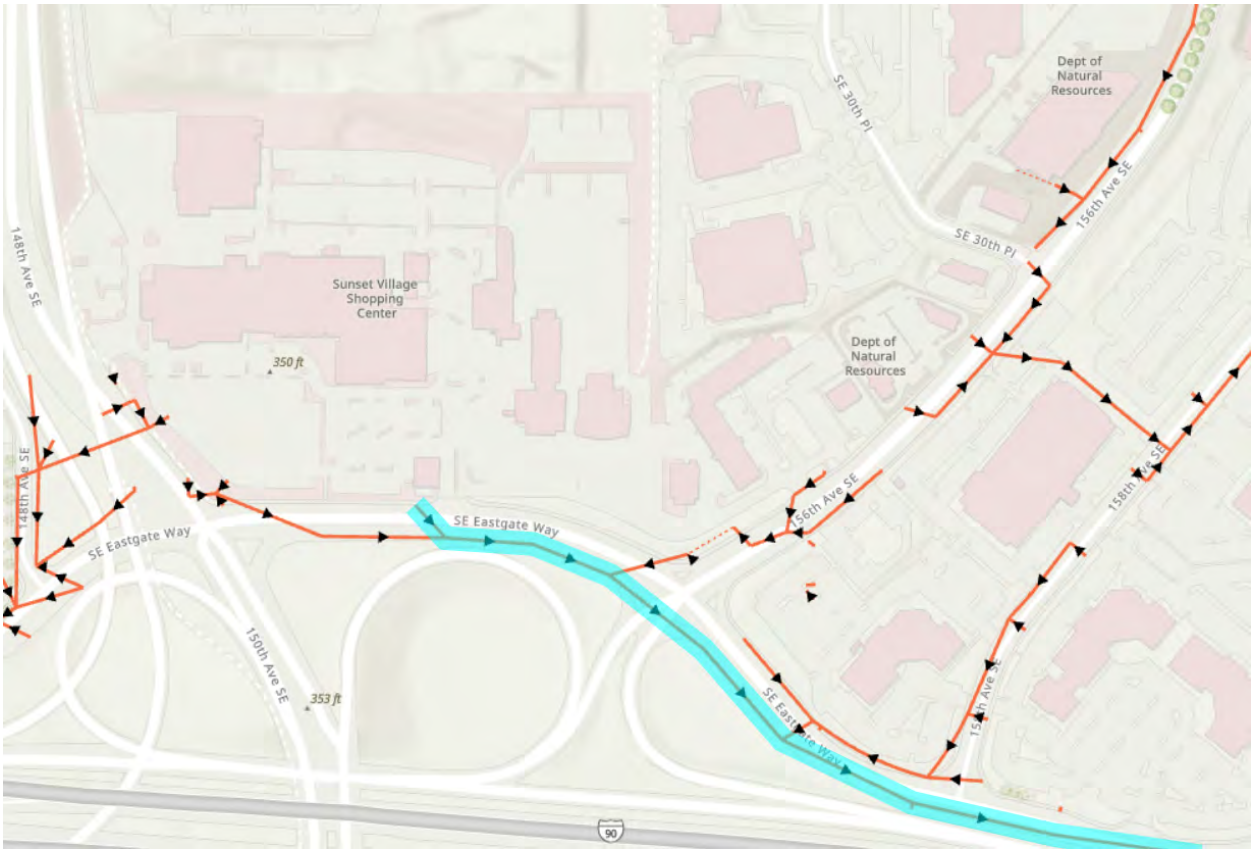


Figure 5 - Downstream Flow path

4.0 – On Site Stormwater Management Analysis and Design (MR-5)

The purpose of MR-5 is to design the site to retain as much stormwater on site as possible through use of the various BMPs described in the Section D6 of the Surface Water Manual. The project is a redevelopment of an existing developed site.

This project triggers minimum requirements #1 through #9. The project will be required to analyze List #2 for applicable BMPs.

Landscape and lawn Areas:
All proposed landscaping on the project the project will comply with BMP T5.13: Post Construction Soil Quality and Depth.

Roof:

1. **Full dispersion** is infeasible due to lack of landscaped space and setbacks to property lines to allow for minimum flow paths.
2. **Bioretention** is feasible for the building roof.
3. **Downspout Dispersion** is infeasible due to lack of landscaped space and setbacks to property lines to allow for minimum flow paths from the surface.
4. **Perforated Stub-out Connection** is infeasible due to poor infiltration.

Other Hard Surface Areas:

Impermeable Pavement:

1. **Full dispersion** is infeasible due to the lack of an adequate vegetated flow path.
2. **Permeable Pavement** is infeasible due to poor infiltration.
3. **Bioretention** is infeasible due to lack of fall on the site.
4. **Sheet Flow Dispersion** is infeasible due to lack of landscaped space to allow for minimum flow paths from the surface.

5.0 – Water Quality Design (MR-6)

The site has more than 5,000 sf of PGHS. Water quality applies. See sizing below and WWHM in **Appendix B**:

StormFilter Sizing

To be included once finished.

6.0 – Flow Control (MR-7)

WWHM2012 was used to model the flows of pre-developed and developed land cover conditions. The pre-developed cover was assumed to be forested. For a summary of hard surface see exhibit A in **Appendix A.**

The proposed flow control structure is an underground vault with dimensions of 216'L X 36'W X 7'D. See **Appendix B for WWHM results.**

7.0 – Conveyance System Analysis and Design

The site will discharge to the storm system via an 18" concrete pipe.

8.0 – Construction Stormwater Pollution Prevention (MR-2)

A CSWPPP Long Form will be prepared and submitted separately using the applicable BMPs in accordance with the DOE Manual.

9.0 – Appendices

Appendix A – Exhibits

To be included once finished

Michael's Subaru of Bellevue
November 21st, 2023

Appendix B – WWHM Modeling

WWHM2012

PROJECT REPORT

General Model Information

Project Name:	01_VAULT
Site Name:	
Site Address:	
City:	
Report Date:	11/15/2023
Gage:	Seatac
Data Start:	1948/10/01
Data End:	2009/09/30
Timestep:	15 Minute
Precip Scale:	1.167
Version Date:	2021/08/18
Version:	4.2.18

POC Thresholds

Low Flow Threshold for POC1:	50 Percent of the 2 Year
High Flow Threshold for POC1:	50 Year

Landuse Basin Data
Predeveloped Land Use

Basin 1

Bypass:	No
GroundWater:	No
Pervious Land Use	acre
C, Forest, Flat	2
Pervious Total	2
Impervious Land Use	acre
Impervious Total	0
Basin Total	2

Element Flows To:

Surface	Interflow	Groundwater

Mitigated Land Use

Basin 1

Bypass:	No
GroundWater:	No
Pervious Land Use	acre
Pervious Total	0
Impervious Land Use	acre
PARKING FLAT	2
Impervious Total	2
Basin Total	2

Element Flows To:

Surface	Interflow	Groundwater
Vault 1	Vault 1	

Routing Elements
Predeveloped Routing

Mitigated Routing

Vault 1

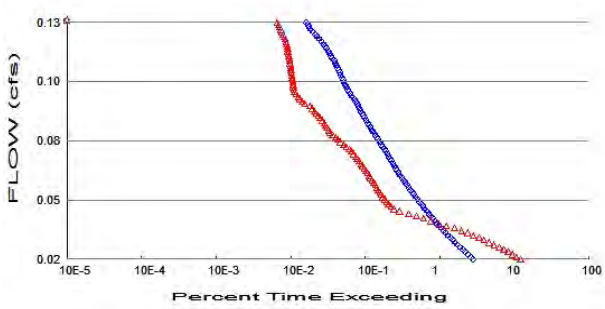
Width:	88.0674395900259 ft.
Length:	88.0674395900259 ft.
Depth:	7 ft.
Discharge Structure	
Riser Height:	6 ft.
Riser Diameter:	18 in.
Notch Type:	Rectangular
Notch Width:	0.011 ft.
Notch Height:	2.248 ft.
Orifice 1 Diameter:	0.916366[illegible] Elevation:0 ft.
Element Flows To:	
Outlet 1	Outlet 2

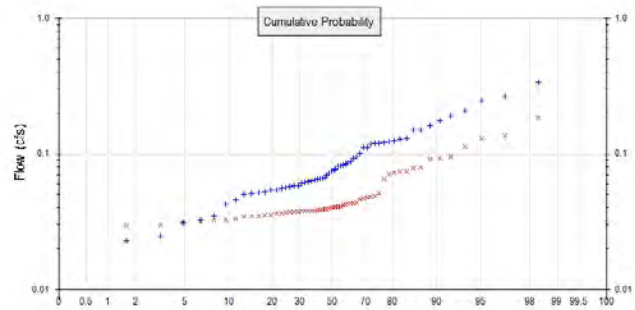
Vault Hydraulic Table

Stage(feet)	Area(ac.)	Volume(ac-ft.)	Discharge(cfs)	Infilt(cfs)
0.0000	0.178	0.000	0.000	0.000
0.0778	0.178	0.013	0.006	0.000
0.1556	0.178	0.027	0.009	0.000
0.2333	0.178	0.041	0.011	0.000
0.3111	0.178	0.055	0.012	0.000
0.3889	0.178	0.069	0.014	0.000
0.4667	0.178	0.083	0.015	0.000
0.5444	0.178	0.096	0.016	0.000
0.6222	0.178	0.110	0.018	0.000
0.7000	0.178	0.124	0.019	0.000
0.7778	0.178	0.138	0.020	0.000
0.8556	0.178	0.152	0.021	0.000
0.9333	0.178	0.166	0.022	0.000
1.0111	0.178	0.180	0.022	0.000
1.0889	0.178	0.193	0.023	0.000
1.1667	0.178	0.207	0.024	0.000
1.2444	0.178	0.221	0.025	0.000
1.3222	0.178	0.235	0.026	0.000
1.4000	0.178	0.249	0.027	0.000
1.4778	0.178	0.263	0.027	0.000
1.5556	0.178	0.277	0.028	0.000
1.6333	0.178	0.290	0.029	0.000
1.7111	0.178	0.304	0.029	0.000
1.7889	0.178	0.318	0.030	0.000
1.8667	0.178	0.332	0.031	0.000
1.9444	0.178	0.346	0.031	0.000
2.0222	0.178	0.360	0.032	0.000
2.1000	0.178	0.373	0.033	0.000
2.1778	0.178	0.387	0.033	0.000
2.2556	0.178	0.401	0.034	0.000
2.3333	0.178	0.415	0.034	0.000
2.4111	0.178	0.429	0.035	0.000
2.4889	0.178	0.443	0.036	0.000
2.5667	0.178	0.457	0.036	0.000
2.6444	0.178	0.470	0.037	0.000
2.7222	0.178	0.484	0.037	0.000
2.8000	0.178	0.498	0.038	0.000

2.8778	0.178	0.512	0.038	0.000
2.9556	0.178	0.526	0.039	0.000
3.0333	0.178	0.540	0.039	0.000
3.1111	0.178	0.553	0.040	0.000
3.1889	0.178	0.567	0.040	0.000
3.2667	0.178	0.581	0.041	0.000
3.3444	0.178	0.595	0.041	0.000
3.4222	0.178	0.609	0.042	0.000
3.5000	0.178	0.623	0.042	0.000
3.5778	0.178	0.637	0.043	0.000
3.6556	0.178	0.650	0.043	0.000
3.7333	0.178	0.664	0.044	0.000
3.8111	0.178	0.678	0.045	0.000
3.8889	0.178	0.692	0.046	0.000
3.9667	0.178	0.706	0.048	0.000
4.0444	0.178	0.720	0.051	0.000
4.1222	0.178	0.734	0.053	0.000
4.2000	0.178	0.747	0.056	0.000
4.2778	0.178	0.761	0.059	0.000
4.3556	0.178	0.775	0.062	0.000
4.4333	0.178	0.789	0.065	0.000
4.5111	0.178	0.803	0.068	0.000
4.5889	0.178	0.817	0.071	0.000
4.6667	0.178	0.830	0.074	0.000
4.7444	0.178	0.844	0.077	0.000
4.8222	0.178	0.858	0.081	0.000
4.9000	0.178	0.872	0.085	0.000
4.9778	0.178	0.886	0.089	0.000
5.0556	0.178	0.900	0.093	0.000
5.1333	0.178	0.914	0.097	0.000
5.2111	0.178	0.927	0.117	0.000
5.2889	0.178	0.941	0.123	0.000
5.3667	0.178	0.955	0.129	0.000
5.4444	0.178	0.969	0.135	0.000
5.5222	0.178	0.983	0.141	0.000
5.6000	0.178	0.997	0.147	0.000
5.6778	0.178	1.010	0.154	0.000
5.7556	0.178	1.024	0.160	0.000
5.8333	0.178	1.038	0.167	0.000
5.9111	0.178	1.052	0.173	0.000
5.9889	0.178	1.066	0.180	0.000
6.0667	0.178	1.080	0.455	0.000
6.1444	0.178	1.094	1.051	0.000
6.2222	0.178	1.107	1.819	0.000
6.3000	0.178	1.121	2.684	0.000
6.3778	0.178	1.135	3.569	0.000
6.4556	0.178	1.149	4.399	0.000
6.5333	0.178	1.163	5.108	0.000
6.6111	0.178	1.177	5.652	0.000
6.6889	0.178	1.191	6.033	0.000
6.7667	0.178	1.204	6.390	0.000
6.8444	0.178	1.218	6.697	0.000
6.9222	0.178	1.232	6.991	0.000
7.0000	0.178	1.246	7.272	0.000
7.0778	0.178	1.260	7.543	0.000
7.1556	0.000	0.000	7.804	0.000

Analysis Results
POC 1





+ Predeveloped x Mitigated

Predeveloped Landuse Totals for POC #1
Total Pervious Area: 2
Total Impervious Area: 0

Mitigated Landuse Totals for POC #1
Total Pervious Area: 0
Total Impervious Area: 2

Flow Frequency Method: Log Pearson Type III 17B

Flow Frequency Return Periods for Predeveloped. POC #1

Return Period	**Flow(cfs)**
2 year	0.078131
5 year	0.128812
10 year	0.167284
25 year	0.22105
50 year	0.264654
100 year	0.311177

Flow Frequency Return Periods for Mitigated. POC #1

Return Period	**Flow(cfs)**
2 year	0.044643
5 year	0.065129
10 year	0.081674
25 year	0.106371
50 year	0.127795
100 year	0.152055

Annual Peaks

Annual Peaks for Predeveloped and Mitigated. POC #1

Year	**Predeveloped**	**Mitigated**
1949	0.096	0.034
1950	0.112	0.041
1951	0.161	0.113
1952	0.054	0.031
1953	0.045	0.039
1954	0.066	0.038
1955	0.101	0.037
1956	0.083	0.049
1957	0.075	0.037
1958	0.076	0.040

1959	0.064	0.035
1960	0.125	0.078
1961	0.062	0.043
1962	0.042	0.032
1963	0.061	0.039
1964	0.077	0.042
1965	0.057	0.047
1966	0.051	0.037
1967	0.119	0.042
1968	0.069	0.038
1969	0.067	0.036
1970	0.056	0.039
1971	0.071	0.040
1972	0.123	0.073
1973	0.058	0.046
1974	0.065	0.039
1975	0.093	0.037
1976	0.066	0.038
1977	0.023	0.035
1978	0.056	0.041
1979	0.035	0.030
1980	0.175	0.092
1981	0.051	0.038
1982	0.121	0.065
1983	0.083	0.038
1984	0.053	0.032
1985	0.031	0.035
1986	0.131	0.044
1987	0.120	0.070
1988	0.052	0.037
1989	0.032	0.035
1990	0.335	0.074
1991	0.151	0.072
1992	0.063	0.041
1993	0.061	0.032
1994	0.025	0.029
1995	0.081	0.043
1996	0.191	0.096
1997	0.151	0.130
1998	0.054	0.034
1999	0.208	0.079
2000	0.058	0.043
2001	0.015	0.029
2002	0.081	0.047
2003	0.111	0.038
2004	0.129	0.136
2005	0.085	0.038
2006	0.088	0.051
2007	0.247	0.185
2008	0.263	0.093
2009	0.118	0.048

Ranked Annual Peaks

Ranked Annual Peaks for Predeveloped and Mitigated. POC #1

Rank	Predeveloped	Mitigated
1	0.3346	0.1854
2	0.2630	0.1359
3	0.2475	0.1297

4	0.2084	0.1134
5	0.1908	0.0958
6	0.1748	0.0929
7	0.1606	0.0919
8	0.1508	0.0788
9	0.1506	0.0780
10	0.1306	0.0740
11	0.1289	0.0734
12	0.1247	0.0723
13	0.1227	0.0702
14	0.1214	0.0646
15	0.1200	0.0510
16	0.1187	0.0490
17	0.1184	0.0483
18	0.1117	0.0472
19	0.1112	0.0471
20	0.1014	0.0463
21	0.0956	0.0436
22	0.0930	0.0431
23	0.0878	0.0431
24	0.0847	0.0428
25	0.0834	0.0420
26	0.0826	0.0417
27	0.0812	0.0409
28	0.0811	0.0408
29	0.0765	0.0407
30	0.0757	0.0402
31	0.0746	0.0399
32	0.0712	0.0394
33	0.0694	0.0390
34	0.0670	0.0390
35	0.0662	0.0389
36	0.0657	0.0384
37	0.0653	0.0383
38	0.0643	0.0381
39	0.0629	0.0379
40	0.0623	0.0379
41	0.0610	0.0377
42	0.0608	0.0376
43	0.0582	0.0374
44	0.0579	0.0373
45	0.0570	0.0373
46	0.0562	0.0367
47	0.0556	0.0365
48	0.0538	0.0361
49	0.0537	0.0352
50	0.0527	0.0351
51	0.0516	0.0350
52	0.0510	0.0346
53	0.0506	0.0343
54	0.0454	0.0335
55	0.0423	0.0323
56	0.0346	0.0322
57	0.0323	0.0316
58	0.0308	0.0309
59	0.0248	0.0299
60	0.0228	0.0294
61	0.0151	0.0292

Duration Flows

Flow(cfs)	Predev	Mit	Percentage	Pass/Fail
0.0391	59910	256879	428	Fail
0.0413	55033	226935	412	Fail
0.0436	50670	200563	395	Fail
0.0459	46692	175795	376	Fail
0.0482	42970	153764	357	Fail
0.0505	39762	133466	335	Fail
0.0527	36853	114173	309	Fail
0.0550	34179	98260	287	Fail
0.0573	31634	83374	263	Fail
0.0596	29388	71246	242	Fail
0.0619	27335	59931	219	Fail
0.0641	25453	50734	199	Fail
0.0664	23784	41687	175	Fail
0.0687	22137	33324	150	Fail
0.0710	20702	25987	125	Fail
0.0732	19370	20351	105	Fail
0.0755	18114	15995	88	Pass
0.0778	16959	12827	75	Pass
0.0801	15969	10382	65	Pass
0.0824	15094	8173	54	Pass
0.0846	14316	6173	43	Pass
0.0869	13569	5168	38	Pass
0.0892	12767	4727	37	Pass
0.0915	12033	4368	36	Pass
0.0938	11345	4134	36	Pass
0.0960	10718	3910	36	Pass
0.0983	10130	3685	36	Pass
0.1006	9580	3476	36	Pass
0.1029	9103	3332	36	Pass
0.1051	8611	3166	36	Pass
0.1074	8136	3037	37	Pass
0.1097	7721	2920	37	Pass
0.1120	7317	2787	38	Pass
0.1143	6936	2633	37	Pass
0.1165	6583	2520	38	Pass
0.1188	6278	2413	38	Pass
0.1211	5980	2301	38	Pass
0.1234	5707	2171	38	Pass
0.1257	5448	2055	37	Pass
0.1279	5225	1963	37	Pass
0.1302	4992	1872	37	Pass
0.1325	4761	1766	37	Pass
0.1348	4573	1663	36	Pass
0.1370	4378	1581	36	Pass
0.1393	4196	1484	35	Pass
0.1416	4017	1397	34	Pass
0.1439	3848	1304	33	Pass
0.1462	3651	1191	32	Pass
0.1484	3486	1083	31	Pass
0.1507	3332	987	29	Pass
0.1530	3172	914	28	Pass
0.1553	3027	854	28	Pass
0.1576	2870	777	27	Pass
0.1598	2751	718	26	Pass

0.1621	2627	684	26	Pass
0.1644	2511	654	26	Pass
0.1667	2387	625	26	Pass
0.1689	2289	600	26	Pass
0.1712	2186	561	25	Pass
0.1735	2097	528	25	Pass
0.1758	2003	499	24	Pass
0.1781	1919	468	24	Pass
0.1803	1848	440	23	Pass
0.1826	1778	418	23	Pass
0.1849	1718	386	22	Pass
0.1872	1665	332	19	Pass
0.1895	1591	302	18	Pass
0.1917	1519	281	18	Pass
0.1940	1433	268	18	Pass
0.1963	1354	250	18	Pass
0.1986	1287	241	18	Pass
0.2009	1239	235	18	Pass
0.2031	1191	233	19	Pass
0.2054	1155	232	20	Pass
0.2077	1097	228	20	Pass
0.2100	1066	227	21	Pass
0.2122	1032	222	21	Pass
0.2145	994	222	22	Pass
0.2168	962	220	22	Pass
0.2191	932	216	23	Pass
0.2214	909	215	23	Pass
0.2236	875	213	24	Pass
0.2259	841	209	24	Pass
0.2282	809	207	25	Pass
0.2305	772	205	26	Pass
0.2328	741	201	27	Pass
0.2350	715	197	27	Pass
0.2373	683	196	28	Pass
0.2396	648	194	29	Pass
0.2419	624	192	30	Pass
0.2441	591	189	31	Pass
0.2464	551	184	33	Pass
0.2487	515	180	34	Pass
0.2510	480	173	36	Pass
0.2533	456	168	36	Pass
0.2555	420	163	38	Pass
0.2578	399	159	39	Pass
0.2601	378	152	40	Pass
0.2624	362	147	40	Pass
0.2647	344	140	40	Pass

The development has an increase in flow durations from 1/2 Predeveloped 2 year flow to the 2 year flow or more than a 10% increase from the 2 year to the 50 year flow.

Water Quality

Water Quality BMP Flow and Volume for POC #1

On-line facility volume:	0 acre-feet
On-line facility target flow:	0 cfs.
Adjusted for 15 min:	0 cfs.
Off-line facility target flow:	0 cfs.
Adjusted for 15 min:	0 cfs.

LID Report

LID Technique	Used for Treatment ?	Total Volume Needs Treatment (ac-ft)	Volume Through Facility (ac-ft)	Infiltration Volume (ac-ft)	Cumulative Volume Infiltration Credit	Percent Volume Infiltrated	Water Quality	Percent Water Quality Treated	Comment
Vault 1 POC	☐	343.21			☐	0.00			
Total Volume Infiltrated		343.21	0.00	0.00		0.00	0.00	0%	No Treat. Credit
Compliance with LID Standard 8% of 2-yr to 50% of 2-yr									Duration Analysis Result = Failed

Model Default Modifications

Total of 0 changes have been made.

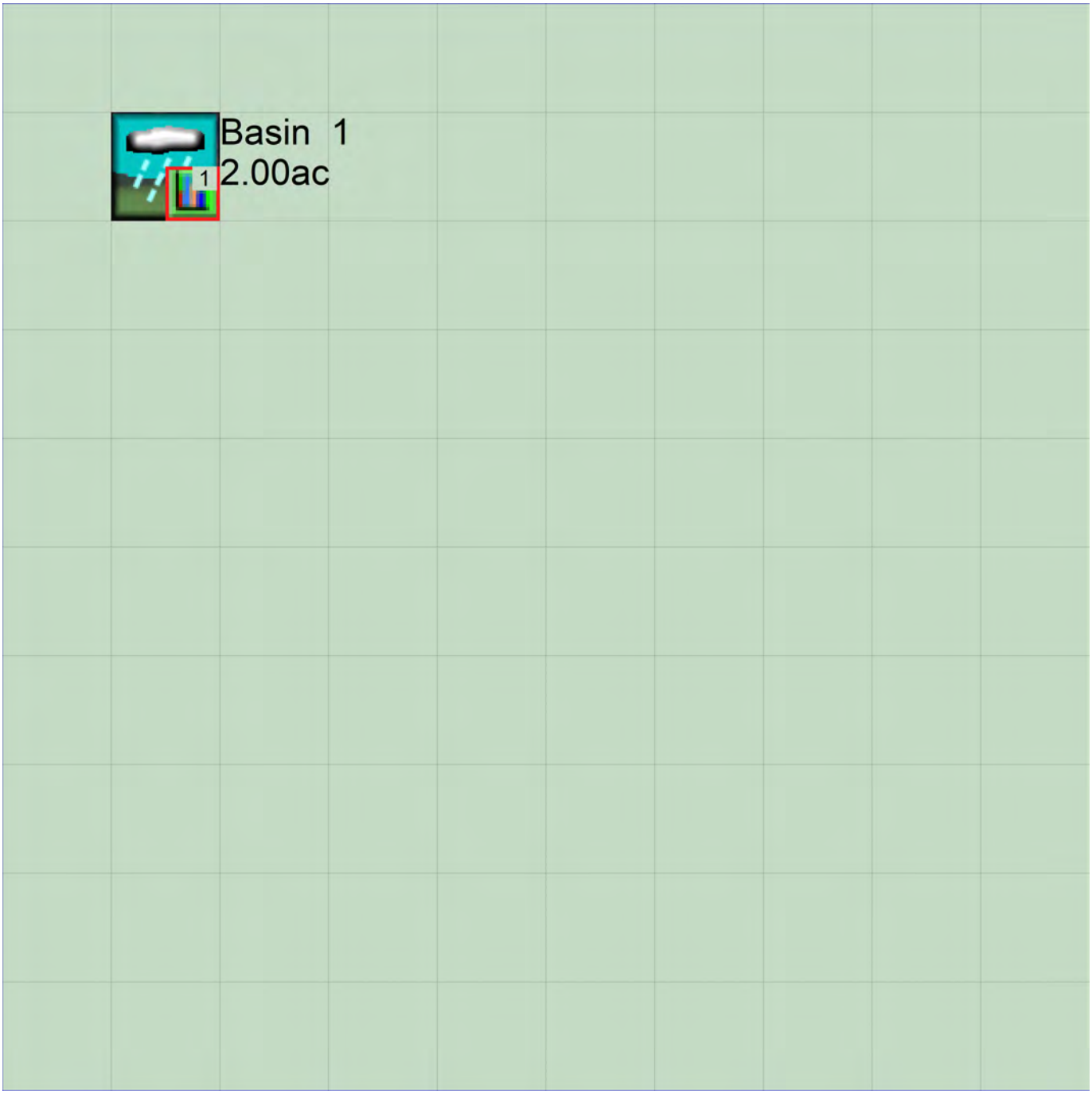
PERLND Changes

No PERLND changes have been made.

IMPLND Changes

No IMPLND changes have been made.

Appendix
Predeveloped Schematic



Mitigated Schematic

Predeveloped UCI File

```
RUN

GLOBAL
  WWHM4 model simulation
  START       1948 10 01        END    2009 09 30
  RUN INTERP OUTPUT LEVEL    3    0
  RESUME     0 RUN     1                   UNIT SYSTEM     1
END GLOBAL

FILES
<File>  <Un#>   <-----------File Name------------------------------>***
<-ID->                                                               ***
WDM        26   01_VAULT.wdm
MESSU      25   Pre01_VAULT.MES
           27   Pre01_VAULT.L61
           28   Pre01_VAULT.L62
           30   POC01_VAULT1.dat
END FILES

OPN SEQUENCE
    INGRP              INDELT 00:15
      PERLND      10
      COPY       501
      DISPLY       1
    END INGRP
END OPN SEQUENCE
DISPLY
  DISPLY-INFO1
    # -  #<----------Title----------->***TRAN PIVL DIG1 FIL1  PYR DIG2 FIL2 YRND
    1        Basin  1                   MAX                    1    2   30    9
  END DISPLY-INFO1
END DISPLY
COPY
  TIMESERIES
    # -  #  NPT  NMN ***
    1         1    1
  501         1    1
  END TIMESERIES
END COPY
GENER
  OPCODE
    #    # OPCD ***
  END OPCODE
  PARM
    #    #         K ***
  END PARM
END GENER
PERLND
  GEN-INFO
    <PLS ><-------Name------->NBLKS   Unit-systems   Printer ***
    # -  #                          User  t-series Engl Metr ***
                                           in  out           ***
   10     C, Forest, Flat         1    1    1    1   27    0
  END GEN-INFO
  *** Section PWATER***

  ACTIVITY
    <PLS > ************* Active Sections ****************************
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC ***
   10         0    0    1    0    0    0    0    0    0    0    0    0
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags **************************** PIVL  PYR
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC  *********
   10         0    0    4    0    0    0    0    0    0    0    0    0    1    9
  END PRINT-INFO
```

```
  PWAT-PARM1
    <PLS >  PWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP UZFG  VCS  VUZ  VNN VIFW VIRC  VLE INFC  HWT ***
   10         0    0    0    0    0    0    0    0    0    0    0
  END PWAT-PARM1

  PWAT-PARM2
    <PLS >      PWATER input info: Part 2         ***
    # -  # ***FOREST      LZSN    INFILT      LSUR     SLSUR     KVARY     AGWRC
   10              0       4.5      0.08       400      0.05       0.5     0.996
  END PWAT-PARM2

  PWAT-PARM3
    <PLS >      PWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN    INFEXP    INFILD    DEEPFR    BASETP    AGWETP
   10              0         0         2         2         0         0         0
  END PWAT-PARM3
  PWAT-PARM4
    <PLS >     PWATER input info: Part 4                                ***
    # -  #     CEPSC      UZSN      NSUR     INTFW       IRC     LZETP ***
   10            0.2       0.5      0.35         6       0.5       0.7
  END PWAT-PARM4

  PWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
               ran from 1990 to end of 1992 (pat 1-11-95) RUN 21 ***
    # -  # ***  CEPS      SURS       UZS      IFWS       LZS      AGWS      GWVS
   10              0         0         0         0       2.5         1         0
  END PWAT-STATE1

END PERLND

IMPLND
  GEN-INFO
    <PLS ><-------Name------->   Unit-systems   Printer ***
    # -  #                     User  t-series Engl Metr ***
                                       in  out           ***
  END GEN-INFO
  *** Section IWATER***

  ACTIVITY
    <PLS > ************* Active Sections ****************************
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL   ***
  END ACTIVITY

  PRINT-INFO
    <ILS > ******** Print-flags ******** PIVL  PYR
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL    *********
  END PRINT-INFO

  IWAT-PARM1
    <PLS >  IWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP  VRS  VNN RTLI     ***
  END IWAT-PARM1

  IWAT-PARM2
    <PLS >      IWATER input info: Part 2         ***
    # -  # ***  LSUR     SLSUR      NSUR     RETSC
  END IWAT-PARM2

  IWAT-PARM3
    <PLS >      IWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN
  END IWAT-PARM3

  IWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
    # -  # ***  RETS      SURS
  END IWAT-STATE1
```

```
END IMPLND

SCHEMATIC
<-Source->                  <--Area-->     <-Target->   MBLK   ***
<Name>   #                  <-factor->     <Name>   #   Tbl#   ***
Basin  1***
PERLND  10                          2     COPY   501     12
PERLND  10                          2     COPY   501     13

******Routing******
END SCHEMATIC

NETWORK
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
COPY   501 OUTPUT MEAN   1 1   48.4        DISPLY   1     INPUT  TIMSER 1



<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
END NETWORK

RCHRES
  GEN-INFO
    RCHRES       Name        Nexits   Unit Systems   Printer                 ***
    # -  #<------------------><---> User T-series  Engl Metr LKFG            ***
                                       in  out                                ***
  END GEN-INFO
  *** Section RCHRES***

  ACTIVITY
    <PLS > ************* Active Sections ****************************
    # -  # HYFG ADFG CNFG HTFG SDFG GQFG OXFG NUFG PKFG PHFG ***
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags ******************* PIVL  PYR
    # -  # HYDR ADCA CONS HEAT  SED  GQL OXRX NUTR PLNK PHCB PIVL  PYR  *********
  END PRINT-INFO

  HYDR-PARM1
    RCHRES  Flags for each HYDR Section                                      ***
    # -  #  VC A1 A2 A3  ODFVFG for each *** ODGTFG for each     FUNCT  for each
            FG FG FG FG  possible  exit  *** possible  exit      possible  exit
             *  *  *  *    *  *  *  *  *      *  *  *  *  *        ***
  END HYDR-PARM1

  HYDR-PARM2
    # -  #    FTABNO       LEN     DELTH     STCOR        KS      DB50       ***
  <------><-------><-------><-------><-------><-------><------->              ***
  END HYDR-PARM2
  HYDR-INIT
    RCHRES  Initial conditions for each HYDR section                         ***
    # -  # ***   VOL     Initial  value  of COLIND     Initial  value  of OUTDGT
          *** ac-ft     for each possible exit        for each possible exit
  <------><------->     <---><---><---><---><---> *** <---><---><---><---><--->
  END HYDR-INIT
END RCHRES

SPEC-ACTIONS
END SPEC-ACTIONS
FTABLES
END FTABLES

EXT SOURCES
<-Volume-> <Member> SsysSgap<--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   # <Name> # tem strg<-factor->strg <Name>   #   #        <Name> # #  ***
WDM      2 PREC     ENGL    1.167          PERLND   1 999 EXTNL  PREC
WDM      2 PREC     ENGL    1.167          IMPLND   1 999 EXTNL  PREC
```

```
WDM      1 EVAP     ENGL    0.76           PERLND   1 999 EXTNL  PETINP
WDM      1 EVAP     ENGL    0.76           IMPLND   1 999 EXTNL  PETINP

END EXT SOURCES

EXT TARGETS
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Volume-> <Member> Tsys Tgap Amd ***
<Name>   #        <Name> # #<-factor->strg <Name>   # <Name>    tem strg strg***
COPY   501 OUTPUT MEAN   1 1     48.4      WDM    501 FLOW     ENGL      REPL
END EXT TARGETS

MASS-LINK
<Volume>   <-Grp> <-Member-><--Mult-->     <Target>       <-Grp> <-Member->***
<Name>            <Name> # #<-factor->     <Name>                <Name> # #***
  MASS-LINK       12
PERLND     PWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   12

  MASS-LINK       13
PERLND     PWATER IFWO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   13


END MASS-LINK

END RUN
```

Mitigated UCI File

```
RUN

GLOBAL
  WWHM4 model simulation
  START       1948 10 01        END    2009 09 30
  RUN INTERP OUTPUT LEVEL    3    0
  RESUME     0 RUN     1                    UNIT SYSTEM     1
END GLOBAL

FILES
<File>  <Un#>   <-----------File Name------------------------------>***
<-ID->                                                               ***
WDM        26   01_VAULT.wdm
MESSU      25   Mit01_VAULT.MES
           27   Mit01_VAULT.L61
           28   Mit01_VAULT.L62
           30   POC01_VAULT1.dat
END FILES

OPN SEQUENCE
    INGRP              INDELT 00:15
      IMPLND      11
      RCHRES       1
      COPY         1
      COPY       501
      DISPLY       1
    END INGRP
END OPN SEQUENCE
DISPLY
  DISPLY-INFO1
    # -  #<----------Title----------->***TRAN PIVL DIG1 FIL1  PYR DIG2 FIL2 YRND
    1        Vault  1                   MAX                     1    2   30    9
  END DISPLY-INFO1
END DISPLY
COPY
  TIMESERIES
    # -  #  NPT  NMN ***
    1         1    1
  501         1    1
  END TIMESERIES
END COPY
GENER
  OPCODE
    #    # OPCD ***
  END OPCODE
  PARM
    #    #         K ***
  END PARM
END GENER
PERLND
  GEN-INFO
    <PLS ><-------Name------->NBLKS   Unit-systems   Printer ***
    # -  #                          User  t-series Engl Metr ***
                                            in  out           ***
  END GEN-INFO
  *** Section PWATER***

  ACTIVITY
    <PLS > ************* Active Sections ****************************
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC ***
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags **************************** PIVL  PYR
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC  *********
  END PRINT-INFO

  PWAT-PARM1
```

```
    <PLS >  PWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP UZFG  VCS  VUZ  VNN VIFW VIRC  VLE INFC  HWT ***
  END PWAT-PARM1

  PWAT-PARM2
    <PLS >      PWATER input info: Part 2         ***
    # -  # ***FOREST      LZSN    INFILT      LSUR     SLSUR     KVARY     AGWRC
  END PWAT-PARM2

  PWAT-PARM3
    <PLS >      PWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN    INFEXP    INFILD    DEEPFR    BASETP    AGWETP
  END PWAT-PARM3
  PWAT-PARM4
    <PLS >     PWATER input info: Part 4                              ***
    # -  #     CEPSC      UZSN      NSUR     INTFW       IRC     LZETP ***
  END PWAT-PARM4

  PWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
               ran from 1990 to end of 1992 (pat 1-11-95) RUN 21 ***
    # -  # ***  CEPS      SURS       UZS      IFWS       LZS      AGWS      GWVS
  END PWAT-STATE1

END PERLND

IMPLND
  GEN-INFO
    <PLS ><-------Name------->   Unit-systems   Printer ***
    # -  #                     User  t-series Engl Metr ***
                                       in  out           ***
   11      PARKING/FLAT           1    1    1   27    0
  END GEN-INFO
  *** Section IWATER***

  ACTIVITY
    <PLS > ************* Active Sections ****************************
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL   ***
   11         0    0    1    0    0    0
  END ACTIVITY

  PRINT-INFO
    <ILS > ******** Print-flags ******** PIVL  PYR
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL    *********
   11         0    0    4    0    0    0    1    9
  END PRINT-INFO

  IWAT-PARM1
    <PLS >  IWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP  VRS  VNN RTLI     ***
   11         0    0    0    0    0
  END IWAT-PARM1

  IWAT-PARM2
    <PLS >      IWATER input info: Part 2         ***
    # -  # ***  LSUR     SLSUR      NSUR     RETSC
   11           400      0.01       0.1       0.1
  END IWAT-PARM2

  IWAT-PARM3
    <PLS >      IWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN
   11             0         0
  END IWAT-PARM3

  IWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
    # -  # ***  RETS      SURS
   11             0         0
  END IWAT-STATE1
```

```
END IMPLND

SCHEMATIC
<-Source->                  <--Area-->     <-Target->   MBLK   ***
<Name>   #                  <-factor->     <Name>   #   Tbl#   ***
Basin  1***
IMPLND  11                          2     RCHRES   1      5

******Routing******
IMPLND  11                          2     COPY     1     15
RCHRES   1                          1     COPY   501     16
END SCHEMATIC

NETWORK
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
COPY   501 OUTPUT MEAN   1 1   48.4        DISPLY   1     INPUT  TIMSER 1



<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
END NETWORK

RCHRES
  GEN-INFO
    RCHRES       Name        Nexits   Unit Systems   Printer                 ***
    # -  #<------------------><---> User T-series  Engl Metr LKFG            ***
                                          in  out                             ***
    1     Vault  1                1    1    1    1   28    0    1
  END GEN-INFO
  *** Section RCHRES***

  ACTIVITY
    <PLS > ************* Active Sections ****************************
    # -  # HYFG ADFG CNFG HTFG SDFG GQFG OXFG NUFG PKFG PHFG ***
    1         1    0    0    0    0    0    0    0    0    0
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags ******************* PIVL  PYR
    # -  # HYDR ADCA CONS HEAT  SED  GQL OXRX NUTR PLNK PHCB PIVL  PYR  *********
    1         4    0    0    0    0    0    0    0    0    0    1    9
  END PRINT-INFO

  HYDR-PARM1
    RCHRES  Flags for each HYDR Section                                      ***
    # -  #  VC A1 A2 A3  ODFVFG for each *** ODGTFG for each     FUNCT  for each
            FG FG FG FG  possible  exit  *** possible  exit      possible  exit
             *  *  *  *    *  *  *  *  *       *  *  *  *  *        ***
    1        0  1  0  0    4  0  0  0  0       0  0  0  0  0       2  2  2  2  2
  END HYDR-PARM1

  HYDR-PARM2
    # -  #    FTABNO       LEN     DELTH     STCOR        KS      DB50       ***
  <------><--------><--------><--------><--------><--------><-------->       ***
    1              1      0.02       0.0       0.0       0.5       0.0
  END HYDR-PARM2
  HYDR-INIT
    RCHRES  Initial conditions for each HYDR section                         ***
    # -  # ***   VOL     Initial  value  of COLIND     Initial  value  of OUTDGT
          *** ac-ft     for each possible exit        for each possible exit
  <------><-------->     <---><---><---><---><---> *** <---><---><---><---><--->
    1            0         4.0  0.0  0.0  0.0  0.0       0.0  0.0  0.0  0.0  0.0
  END HYDR-INIT
END RCHRES

SPEC-ACTIONS
END SPEC-ACTIONS
```

FTABLES
FTABLE 1
92 4

Depth (ft)	Area (acres)	Volume (acre-ft)	Outflow1 (cfs)	Velocity (ft/sec)	Travel Time*** (Minutes)***
0.000000	0.178050	0.000000	0.000000		
0.077778	0.178050	0.013848	0.006355		
0.155556	0.178050	0.027697	0.008988		
0.233333	0.178050	0.041545	0.011007		
0.311111	0.178050	0.055393	0.012710		
0.388889	0.178050	0.069242	0.014211		
0.466667	0.178050	0.083090	0.015567		
0.544444	0.178050	0.096939	0.016814		
0.622222	0.178050	0.110787	0.017975		
0.700000	0.178050	0.124635	0.019065		
0.777778	0.178050	0.138484	0.020097		
0.855556	0.178050	0.152332	0.021078		
0.933333	0.178050	0.166180	0.022015		
1.011111	0.178050	0.180029	0.022914		
1.088889	0.178050	0.193877	0.023779		
1.166667	0.178050	0.207725	0.024613		
1.244444	0.178050	0.221574	0.025421		
1.322222	0.178050	0.235422	0.026203		
1.400000	0.178050	0.249271	0.026963		
1.477778	0.178050	0.263119	0.027701		
1.555556	0.178050	0.276967	0.028421		
1.633333	0.178050	0.290816	0.029123		
1.711111	0.178050	0.304664	0.029808		
1.788889	0.178050	0.318512	0.030478		
1.866667	0.178050	0.332361	0.031134		
1.944444	0.178050	0.346209	0.031776		
2.022222	0.178050	0.360057	0.032405		
2.100000	0.178050	0.373906	0.033022		
2.177778	0.178050	0.387754	0.033628		
2.255556	0.178050	0.401602	0.034223		
2.333333	0.178050	0.415451	0.034808		
2.411111	0.178050	0.429299	0.035384		
2.488889	0.178050	0.443148	0.035950		
2.566667	0.178050	0.456996	0.036507		
2.644444	0.178050	0.470844	0.037056		
2.722222	0.178050	0.484693	0.037597		
2.800000	0.178050	0.498541	0.038131		
2.877778	0.178050	0.512389	0.038657		
2.955556	0.178050	0.526238	0.039176		
3.033333	0.178050	0.540086	0.039688		
3.111111	0.178050	0.553934	0.040193		
3.188889	0.178050	0.567783	0.040693		
3.266667	0.178050	0.581631	0.041186		
3.344444	0.178050	0.595480	0.041673		
3.422222	0.178050	0.609328	0.042155		
3.500000	0.178050	0.623176	0.042632		
3.577778	0.178050	0.637025	0.043103		
3.655556	0.178050	0.650873	0.043569		
3.733333	0.178050	0.664721	0.044030		
3.811111	0.178050	0.678570	0.044986		
3.888889	0.178050	0.692418	0.046676		
3.966667	0.178050	0.706266	0.048746		
4.044444	0.178050	0.720115	0.051086		
4.122222	0.178050	0.733963	0.053634		
4.200000	0.178050	0.747812	0.056344		
4.277778	0.178050	0.761660	0.059183		
4.355556	0.178050	0.775508	0.062123		
4.433333	0.178050	0.789357	0.065142		
4.511111	0.178050	0.803205	0.068219		
4.588889	0.178050	0.817053	0.071337		
4.666667	0.178050	0.830902	0.074480		
4.744444	0.178050	0.844750	0.077635		
4.822222	0.178050	0.858598	0.081335		
4.900000	0.178050	0.872447	0.085210		
4.977778	0.178050	0.886295	0.089202		

```
  5.055556  0.178050  0.900144  0.093307
  5.133333  0.178050  0.913992  0.097520
  5.211111  0.178050  0.927840  0.117795
  5.288889  0.178050  0.941689  0.123511
  5.366667  0.178050  0.955537  0.129360
  5.444444  0.178050  0.969385  0.135341
  5.522222  0.178050  0.983234  0.141448
  5.600000  0.178050  0.997082  0.147681
  5.677778  0.178050  1.010930  0.154035
  5.755556  0.178050  1.024779  0.160509
  5.833333  0.178050  1.038627  0.167100
  5.911111  0.178050  1.052475  0.173806
  5.988889  0.178050  1.066324  0.180625
  6.066667  0.178050  1.080172  0.455612
  6.144444  0.178050  1.094021  1.051267
  6.222222  0.178050  1.107869  1.819577
  6.300000  0.178050  1.121717  2.684248
  6.377778  0.178050  1.135566  3.569622
  6.455556  0.178050  1.149414  4.399779
  6.533333  0.178050  1.163262  5.108233
  6.611111  0.178050  1.177111  5.652723
  6.688889  0.178050  1.190959  6.033520
  6.766667  0.178050  1.204807  6.390118
  6.844444  0.178050  1.218656  6.697605
  6.922222  0.178050  1.232504  6.991241
  7.000000  0.178050  1.246353  7.272748
  7.077778  0.178050  1.260201  7.543514
  END FTABLE  1
END FTABLES

EXT SOURCES
<-Volume-> <Member> SsysSgap<--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   # <Name> # tem strg<-factor->strg <Name>   #   #        <Name> # #  ***
WDM      2 PREC     ENGL    1.167          PERLND   1 999 EXTNL  PREC
WDM      2 PREC     ENGL    1.167          IMPLND   1 999 EXTNL  PREC
WDM      1 EVAP     ENGL    0.76           PERLND   1 999 EXTNL  PETINP
WDM      1 EVAP     ENGL    0.76           IMPLND   1 999 EXTNL  PETINP

END EXT SOURCES

EXT TARGETS
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Volume-> <Member> Tsys Tgap Amd ***
<Name>   #        <Name> # #<-factor->strg <Name>   # <Name>    tem strg strg***
RCHRES   1 HYDR   RO     1 1        1      WDM   1000 FLOW     ENGL      REPL
RCHRES   1 HYDR   STAGE  1 1        1      WDM   1001 STAG     ENGL      REPL
COPY     1 OUTPUT MEAN   1 1     48.4      WDM    701 FLOW     ENGL      REPL
COPY   501 OUTPUT MEAN   1 1     48.4      WDM    801 FLOW     ENGL      REPL
END EXT TARGETS

MASS-LINK
<Volume>   <-Grp> <-Member-><--Mult-->     <Target>       <-Grp> <-Member->***
<Name>            <Name> # #<-factor->     <Name>                <Name> # #***
  MASS-LINK        5
IMPLND     IWATER SURO       0.083333      RCHRES         INFLOW IVOL
  END MASS-LINK    5

  MASS-LINK       15
IMPLND     IWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   15

  MASS-LINK       16
RCHRES     ROFLOW                          COPY           INPUT  MEAN
  END MASS-LINK   16


END MASS-LINK

END RUN
```

Predeveloped HSPF Message File

Mitigated HSPF Message File

Disclaimer

Legal Notice

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Michael's Subaru of Bellevue
November 21st, 2023

Appendix C – Geotechnical Report

To be included in this report once received

Remove

Appendix D – Site Assessment and Planning Packet

BELLEVUE SURFACE WATER ENG
Site Assessment and Planning Packet

Instructions for completing this packet:

- This packet is to be completed during preliminary site assessment and planning, and preliminary land use planning application
- See Appendix D1 for definitions of terms used in this packet
- See Chapter D2 for submittal requirements

The Goals of this packet are to:

- Provide basic project information
- Document how the project proposes to minimize:
  - Impervious surfaces
  - Loss of native vegetation
  - Stormwater runoff
- Demonstrate how the project proposes to comply with Minimum Requirement #5 –On-site Stormwater Management

A. APPLICANT INFORMATION

Company/Agency/Owner: BUSH, ROED & HITCHINGS, INC.

Contact Person: TED DIMOF

Address: 15400 SE 30TH PLACE, SUITE 100
BELLEVUE, WA 98007

Phone: 206-323-4144

Email: TEDD@BRHINC.COM

Signature: _____

Date: 11/21/2023

B. PROJECT INFORMATION

Permit No. (provided by City): _____

Project Address or Project Boundaries: 3080 148TH AVE SE, BELLEVUE, WA 98007

Parcel No.: 1124059007

Project Type:

☐ Residential ☑ Commercial ☐ Industrial ☐ Public

Project is:

☑ New or redevelopment ☐ Remodel ☐ Retrofit

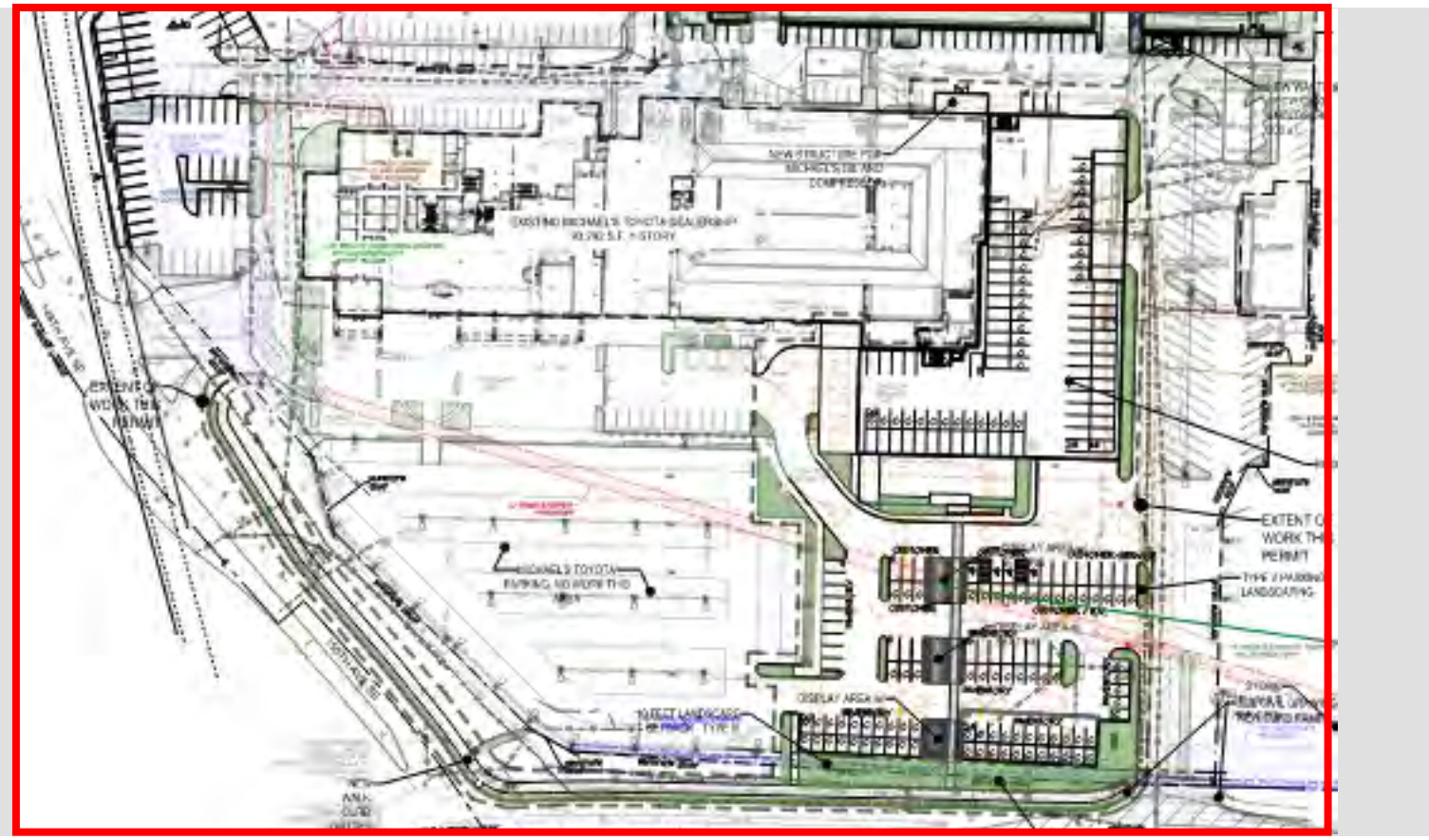
☐ Combination (describe :) _____

C. CREATE SITE COMPOSITE MAP

Develop a composite site map

as you collect site information in Section D.

See example in figure 1.2 chapter D1 of the Engineering Standards. This map must be submitted as part of the completed packet, and will be used as a basis for the site design.



D. EXISTING SITE INVENTORY AND ANALYSIS CHECKLIST

Use this portion of the packet to document the site inventory and analysis. For additional information on each portion of the analysis, refer to, Chapter D1 of the Engineering Standards.

1. PROJECT BOUNDARIES AND STRUCTURES

Identify/Delineate on map:

- ☐ Project boundaries (limits of disturbance) 119,350 SQUARE FEET
- ☐ Existing and proposed buildings SEE EXHIBIT A
- ☐ Required infiltration and dispersion setbacks (please describe) 10 FEET FROM BUILDING & 5 FEET FROM PROPERTY LINE
- ☐ Location and extent of proposed foundations and footing drains SEE EXHIBIT A

2. SOILS

- ☐ Characterize existing soil type(s): SW-SM
- ☐ What is the depth to seasonal high groundwater (feet)? NONE OBSERVED
- ☐ Is bedrock present? ☐ Yes ☐ No If yes, depth (feet): _____
- ☐ What is the long-term design native soil infiltration rate (inch/hour): INFEASIBLE
- ☐ Identify source(s) of information used: GEOTECH REPORT

3. CRITICAL AREAS

See the Critical Areas Regulations on the city website

http://www.codepublishing.com/WA/Bellevue/LUC/BellevueLUC2025H.html

Identify and map any Critical Areas located on the project site and within the project vicinity

- ☐ Streams: NONE
- ☐ Wetlands: NONE
- ☐ Floodplains: NONE
- ☐ Riparian areas: NONE
- ☐ Critical aquifer recharge areas: NONE
- ☐ Geologically hazardous areas: NONE
- ☐ Other: _____

4. DEWATERING

- ☐ Provide estimated groundwater dewatering flow rates during construction: N/A
- ☐ Provide estimated post construction groundwater dewatering flow rate: N/A

5. TOPOGRAPHY

- ☐ Describe site topography and slopes: PREDOMINANTLEY FLAT

Identify/Delineate on map:

- ☐ Areas of flat (≤5%), moderate (5% -15%), and steep (≥15%) slopes
- ☐ Closed depressions

6. HYDROLOGIC PATTERNS & FEATURES

Identify/Delineate on map:

- ☐ Sub-basin(s) VASA CREEK
- ☐ Existing drainage swales and ditches (please describe) NONE
- ☐ Location(s) of any natural seeps or springs (please describe) NONE
- ☐ Existing discharge location(s) from each sub-basin and overall project site: (please describe) DISCHARGE AT SE CORNER OF THE SITE
- ☐ Signs of existing erosion (please describe) NONE
- ☐ Other: _____

7. VEGETATION

- ☐ Native vegetation type(s): NONE

- ☐ Approximate tree canopy coverage (acres)[a]:
- ☐ Number of trees (greater than 8-inch diameter)[b]: NONE
- ☐ Identify source(s) of information used: SURVEY, KING COUNTY PARCEL VIEWER

Notes:

a. Tree canopy area may be estimated from current aerial photographs and/or documented field observations. Mark on composite map and provide copy of source information
b. Number of significant trees with a diameter equal to or greater than 8 inches are to be surveyed per the City of Bellevue Boundary & Topo-graphic Survey submittal requirements.

8. LAND USE CONTROLS

- ☐ What is the project site zoning? CB - COMMUNITY BUSINESS
- ☐ Describe landscaping requirements: TYPE III AT PROPERTY LINE, TYPE V WITHIN PARKING
- ☐ Describe parking requirements: Describe any applicable comprehensive plan designation, zoning classification, and/or overlay districts that may apply to the site: _____
- ☐ Does a Shoreline Master Program apply to the site? Yes No

If yes, describe:

- ☐ Other: _____

9. ACCESS

Identify/Delineate on map:

- ☐ Roads, driveways, and other points of ingress and egress within 50 feet of the project site
- ☐ Identify the street classification of the street that will provide access to the site, per the City of Bellevue

Transportation Design Manual: MINOR ARTERIAL

- ☐ Identify frontage improvement requirements: NEW SIDEWALKS AND HANDICAP RAMPS
- ☐ Identify and describe any other geometric design requirements that could impact the amount of impervious surface coverage on the site and the location of the access road/driveway: N/A

10. UTILITY AVAILABILITY AND CONFLICTS

Identify/Delineate on map:

- ☐ Existing utilities and easements present on and adjacent to the project site, including utility owner. Also note any utility or easement setback requirements that affect site planning: _____
- ☐ Existing utilities that may need to be moved and new utilities that may need to be extended to the site: _____

☐ E. EXISTING AND PROPOSED SITE LAND COVER AREAS

Fill in the table below to summarize existing and proposed site land cover areas. The completed table will be used to assess the proposed plans for minimizing impervious areas, loss of vegetation, and stormwater runoff.

	Existing Condition	Proposed Condition
Vegetated Areas		
Tree canopy in acres (Copy values from Part D7)	TBD	TBD
Number of trees (Copy values from Part D7)	TBD	TBD
Landscape area (acres)	0.2	0.2
Total project site vegetated area (acres)	0.2	0.2
Total project site vegetated area (%)	6%	6%
Hard Surface Area		
Hard surface (acres)	2.6	2.6
Total Project site hard surface (%)	94%	94%
Change		
Increase/decrease in vegetated areas (acres)	0	
Increase/decrease in vegetated areas (%)	0	
Increase/decrease in hard surface areas (acres)	0	
Increase/decrease in hard surface are4as (%)	0	

F. POTENTIAL LID BMP MATRIX

For each LID BMP being evaluated, use the infeasibility criteria in Appendix D9 to determine whether the LID BMP is infeasible for your project. Document the result of that evaluation here.

	Feasibility/Infeasibility Evaluation			
	Feasible	Infeasible	Not Applicable	If infeasible, provide justification
Post-Construction Soil Quality and Depth	X			
Full Dispersion		X		NOT ENOUGH VEGETATED AREA
Bioretention	X			
Downspout Dispersion		X		NOT ENOUGH VEGETATED AREA

Perforated Stubout Connection		X		INFILTRATION NOT FEASIBLE
Retain Existing Trees		X		NO SITE TREES TO RETAIN
Permeable Pavement		X		INFILTRATION NOT FEASIBLE
Sheet Flow Dispersion		X		NOT ENOUGH VEGETATED AREA
Concentrated Flow Dispersion		X		NOT ENOUGH VEGETATED AREA
Vegetated Roofs	X			
Minimal Excavation Foundations	X			
Rain Water Harvesting		X		NOT ENOUGH VEGETATED AREA
New Trees	X			

AUTOMOTIVE DEALERSHIP for LITHIA - DRIVEWAY

MICHAEL'S SUBARU of BELLEVUE

3080 148TH AVE SE, BELLEVUE, WA 98007

DESIGN REVEW (LD)
LAND USE APPROVAL AMENDMENT (LI)

PROJECT TEAM

APPLICANT OWNER — LITHIA REAL ESTATE, INC.
MAKR D. DeBOER
150 N. BARTLETT STREET
MEDFORD, OR 97501
MDeBoer@lithia.com

ENVELOPE CONSULTANT — FRANKLIN ENGINEERING
CONTACT: NATHALIE THROYER
625 FOURTH AVENUE, SUITE 202
KIRKLAND, WA 98033
(425) 821-3324
FAX: (425) 821-6252

ARCHITECT — LANCE MUELLER & ASSOCIATES
KATHY NAGLE
130 LAKESIDE, SUITE 250
SEATTLE, WA 98122
(206) 325-2553
FAX: (206) 328-0554
kathy@lmueller.com

LIGHTING DESIGN — PLS
CRYSTAL DAILEY
6004 SOUTH 190TH ST., SUITE 203
KENT, WA 98032
253-914-6721
cdaily@plswa.com

STRUCTURAL ENGINEER: — ENGINEERS NORTHWEST
JOSE PARRADA
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SEATTLE, WA 98115
(206) 525-7560
jose@engineersnw.com

GENERAL CONTRACTOR — FOUSHEE & ASSOCIATES
CRAIG MILLER
3260 - 118TH AVE. SE
BELLEVUE, WA 98009
(425) 746-1000
cmiller@foushee.com
FOUSHAC15BOD

CIVIL ENGINEER — BUSH, ROED & HITCHINGS
TED DIMOF, PE
15400 SE 30TH PL, STE 100
BELLEVUE, WA 98007
(206) 323-4144
tedd@brhinc.com

TRAFFIC ENGINEER — TENW
SPENSER HAYNIE
11400 SE 8TH STREET
SUITE 200
BELLEVUE, WA 98004
206-390-1253
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LANDSCAPE ARCHITECT — MAIN STREET DESIGN
KEN LONEY
9402 TIDAL COURT
BAINBRIDGE IS., WA 98110
(206) 842-7886
main_street@earthlink.net

SPECIAL INSPECTIONS — OTTO ROSENAU
CARELY TRAMMELL
6747 M.L. KING WAY S.
SEATTLE, WA 98118
206-725-4600
CarleyT@ottorosenau.com

GEOTECHNICAL ENGINEER — GEOTECH CONSULTANTS
ROBERT HARD
2401 - 10th AVE. E
SEATTLE, WA 98102
(425) 741-5618
robw@geotechnw.com

LEGAL DESCRIPTION

TAX ASSESSOR NO. 112405-9007

"LOT 1" BELLEVUE SHORT PLAT NO 04-100134-LN RECORDING NUMBER 20040420900011 SD SHORT PLAT DAF -- POR OF SW 1/4 OF NW 1/4 STR 11-24-05 AND POR OF NW 1/4 OF SW 1/4 STR 11-24-05

519,714 S.F. / 11.931 ACRES

ADDRESS: 3080 148th AVE SE
BELLEVUE, WA 98007

PROPERTY OWNER: LITHIA REAL ESTATE INC.

ZONING

CITY OF BELLEUVE LAND USE CODE (LUC)

ZONE: CB, COMMUNITY BUSINESS, EASTGATE SUBAREA

COMPREHENSIVE PLAN DESIGNATION: COMMUNITY BUSINESS

CURRENT USE: AUTO RETAIL AND RETAIL: MICHAEL'S TOYOTA AND SUNSET VILLAGE MALL.

PROPOSED USE: AUTO RETAIL - NEW MICHAEL'S SUBARU DEALERSHIP TO REPLACE RETAIL MALL

USES ALLOWED THROUGH AMENDMENT TO CONDITIONAL USE PERMIT AND DESIGN REVIEW APPROVAL

LANDSCAPE:
FRONTAGE - 10'-0" TYPE III
INTERIOR LOT LINES - 8'-0" TYPE III
PARKING STORAGE - 15'-0" TYPE I (WHERE VISIBLE FROM PUBLIC WAY)
PARKING LOT, INTERNAL - TYPE V

MAXIMUM LOT COVERAGE - NONE

MAXIMUM BUILDING HEIGHT = 45'-0"

IMPERVIOUS SURFACE MAXIMUM (BUILDING AND HARD SURFACE) = 85%

HARD SURFACE COVERAGE MAXIMUM (EXCLUDES BUILDINGS) = 85%

ALTERNATIVE MAXIMUM IMPERVIOUS SURFACE = 85%

FAR - NOT APPLICABLE TO AUTO USES.

BUILDING SETBACKS = 0

PROJECT DATA

DESIGN REVEW (LD)
LAND USE APPROVAL AMENDMENT (LI)
PRE-APPLICATION # 22-111189 08
EXISTING CONDITIONAL USE PERMIT: CUP 11-117278

DESCRIPTION

A NEW 2-STORY AUTOMOTIVE SALES AND SERVICE FACILITY WITH ROOF PARKING, DEMOLITION OF EXISTING CARWASH, DAIRY QUEEN, AND RETAIL MALL. RECONFIGURATION OF SITE PARKING, LANDSCAPE. NEW STORM WATER TREATMENT/RETENTION VAULT. NEW CURB, GUTTER, WALKS, AND LANDSCAPE ON SE EASTGATE WAY AND PORTION OF 150TH AVE. SE.

DEMOLITION AREAS:

SUNSET VILLAGE	19,368 S.F.
TOYOTA CARWASH	2,641
DAIRY QUEEN	2,231
TOTAL DEMOLISHED	24,240 S.F.

2018 I.B.C.

EXISTING BUILDING (MICHAEL'S TOYOTA)

BUILDING CODE: 2003 IBC

OCCUPANCY: S-1 WITH B AND S-2 USES, NON-SEPARATED USES

CONSTRUCTION TYPE: III-B I STORY

PROPOSED ADDITION (SUBARU DEALERSHIP)

OCCUPANCY: S-1 WITH B AND S-2 USES, NON-SEPARATED USES

CONSTRUCTION TYPE: III-B

2 STORIES, 38' +/-

1 LEVEL ROOF PARKING

Bellevue is scheduled to adopt the 2021 IBC codes on March 15, 2024. The 2018 IBC codes references proposed for the project may need to be updated.

AREA & HEIGHT

EXISTING BUILDING (MICHAEL'S TOYOTA)

1ST FLOOR	75,004 S.F. GROSS

ADDITION (SUBARU)

1ST FLOOR	34,204 S.F.
2ND FLOOR	33,256 S.F.
TOTAL NEW AREA	72,464 S.F.
ROOF PARKING	33,256 S.F.

TOTAL BUILDING AREA

1ST FLOOR	114,218 S.F.
2ND FLOOR	33,256 S.F.
TOTAL BUILDING	147,141 S.F.
ROOF PARKING	33,256 S.F.

See mark-ups on sheet A1.1.Provide measurement of open spaces per IBC 507.2 and IBC 507.5 to validate compliance with "Unlimited Area Building" requirements. A single site agreement, boundary line adjustment, or a 60-ft no-build-easement will be required to the north of the proposed unlimited area building.

ALLOWABLE HEIGHT & STORIES: 75', 3 STORIES (IBC TABLES 504.3 & 504.4)

ALLOWABLE AREA: UNLIMITED
IBC 507.5: TWO STORY BUILDINGS, GROUP B, F, M OR S, FULLY SPRINKLERED, SURROUNDED BY MINIMUM 60 FOOT YARDS/PUBLIC WAY, ALL SIDES.

FIRE RESISTANCE RATINGS (TABLE 601) TYPE II-B

PRIMARY STRUCTURAL FRAME:	0 HOURS
BEARING WALLS EXTERIOR:	2
BEARING WALLS INTERIOR:	0
NON-BEARING WALLS & PARTITIONS INTERIOR	0
FLOOR & SECONDARY MEMBERS:	0
ROOF & SECONDARY MEMBERS:	0

FIRE RATING FOR EXTERIOR WALLS BASED ON FIRE SEPARATION (TABLE 602)
FOR III-B CONSTRUCTION, S-1 OCCUPANCY

SEPARATION OVER 30 FEET = 0 HOUR
SEPARATION BETWEEN 10 AND 30 FEET = 1 HOUR

AREA OF EXTERIOR WALL OPENINGS PER TABLE 705.8

PROJECT LOCATION

VICINITY MAP
NOT TO SCALE

DRAWING INDEX

DESIGN REVEW (LD)
LAND USE APPROVAL AMENDMENT (LI)

	NO.	DESCRIPTION
ARCHITECTURAL	A0.00	COVER SHEET, PROJECT DATA, SITE
	A1.1	EXISTING SITE PLAN
	A1.2	PROPOSED SITE PLAN
	A1.3	ENLARGED SITE PLAN
	A1.4	PARKING STUDY PLAN
	A1.5	SIGN PLAN
	A1.6	SITE AMENITIES PLAN
	A1.7	LIGHTING PLAN
	A3.1	EXTERIOR ELEVATIONS AND FINISHES
	A3.2	PERSPECTIVE VIEWS
SURVEY	1 of 2	SURVEY COVER
	2 of 2	BOUNDARY AND TOPOGRAPHY SURVEY
SITE PLAN B	C1.0	SITE PLAN B
GRADING	C1.1	COVER SHEET
	C1.2	TESC PLAN
	C1.3	TESC DETAILS
	C1.4	GRADING & DRAINAGE PLAN
TRANSPORTATION	C2.1	COVER SHEET
	C2.2	TRANSPORTATION PLAN
	C2.3	TRANSPORTATION DETAILS
	C2.4	CHANNELIZATION
UTILITIES	C3.1	COVER SHEET
	C3.2	NOTES SHEET
	C3.3	UTIILITY PLAN
	C3.4	UTILITY DETAILS
	C3.5	SECTIONS
EASEMENTS & ROW	C4.1	RIGHT OF WAY AND EASEMENTS
LANDSCAPE	L-1	LANDSCAPE PLAN - SOUTH
	L-2	LANDSCAPE PLAN - NORTH

PLOT DATE: 11/21/2023

22-021			
KN			
LM			
11/20/23	LI & LD SUBMITTALS		11/20/23

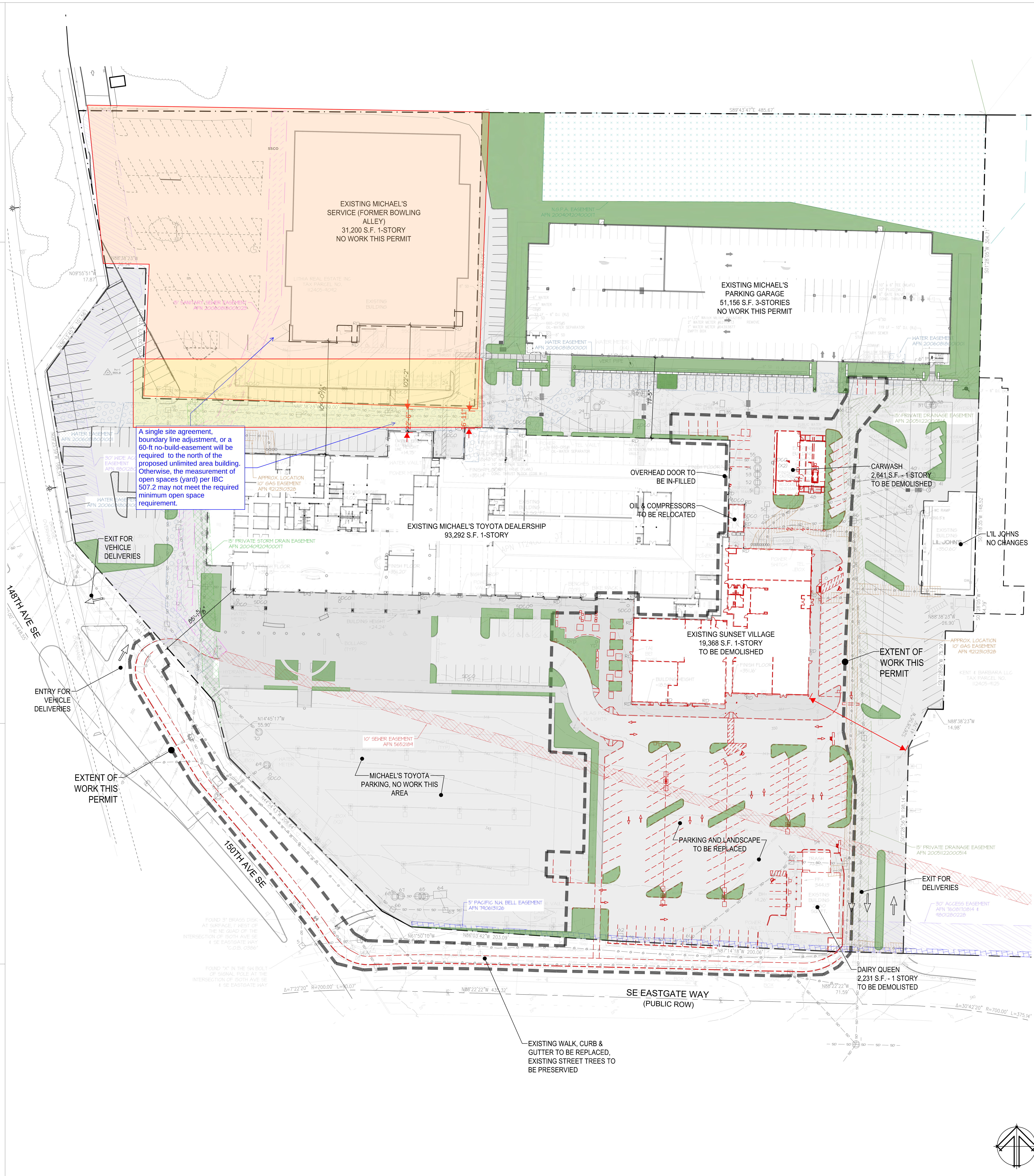
REGISTERED ARCHITECT LANCE K. MUELLER STATE OF WASHINGTON

AUTOMOTIVE DEALERSHIP for LITHIA - DRIVEWAY
MICHAEL'S SUBARU of BELLEVUE
3080 148TH AVE SE, BELLEVUE, WA 98007

LANCE MUELLER & ASSOCIATES
ARCHITECTS A I A
130 LAKESIDE • SUITE 250 • SEATTLE, WA 98122 • (206) 325-2553

COVER SHEET, PROJECT DATA

sheet
A0.0
LD & LI SUBMITTAL



EXISTING SITE PLAN - OVERALL

SCALE: 1" = 40'-0"

LEGAL DESCRIPTION

TAX ASSESSOR NO. 112405-9007

"LOT 1" BELLEVUE SHORT PLAT NO 04-100139-LN RECORDING NUMBER 20040920900017 SD SHORT PLAT DAF -- POR OF SW 1/4 OF NW 1/4 STR 11-24-05 AND POR OF NW 1/4 OF SW 1/4 STR 11-24-05

519,714 S.F. / 11.931 ACRES

ADDRESS: 3080 148th AVE SE
BELLEVUE, WA 98007

PROPERTY OWNER: LITHIA REAL ESTATE INC.

ZONING

CITY OF BELLEUVE LAND USE CODE (LUC)

ZONE: CB, COMMUNITY BUSINESS, EASTGATE SUBAREA

COMPREHENSIVE PLAN DESIGNATION: COMMUNITY BUSINESS

CURRENT USE: AUTO RETAIL AND RETAIL: MICHAEL'S TOYOTA AND SUNSET VILLAGE MALL.

PROPOSED USE: AUTO RETAIL - NEW MICHAEL'S SUBARU DEALERSHIP TO REPLACE RETAIL MALL

USES ALLOWED THROUGH AMENDMENT TO CONDITIONAL USE PERMIT AND DESIGN REVIEW APPROVAL

LANDSCAPE:
- FRONTAGE - 10'-0" TYPE III
- INTERIOR LOT LINES - 8'-0" TYPE III
- PARKING STORAGE - 15'-0" TYPE I (WHERE VISIBLE FROM PUBLIC WAY)
- PARKING LOT, INTERNAL - TYPE V

MAXIMUM LOT COVERAGE - NONE

MAXIMUM BUILDING HEIGHT = 45'-0"

IMPERVIOUS SURFACE MAXIMUM (BUILDING AND HARD SURFACE) = 65%

HARD SURFACE COVERAGE MAXIMUM (EXCLUDES BUILDINGS) = 85%

ALTERNATIVE MAXIMUM IMPERVIOUS SURFACE = 85%

FAR - NOT APPLICABLE TO AUTO USES.

BUILDING SETBACKS = 0

EASMENT LEGEND

REFER TO SURVEY BY BARGHAUSEN, 10/19/2023

- 10' SEWER FACILITIES EASEMENT REC. NO. 5652189
- 10' GAS EASEMEMENT REC. NO. 9212310328
- ITEM NO. 8 – WATER LINE EASEMENT, REC. NO. 7210030537
- 5' PACIFIC N.W. BELL EASEMENT REC. NO. 7906131126
- 30' ACCESS EASEMENT, REC. NO. 9801280228
- N.G.P.A. EASEMENT, REC. NO. 20040920900017
- 15' PRIVATE DRAINAGE EASEMENT, REC. NO. 20051122000514
- 15' SANITARY SEWER EASEMENT REC. NO. 20060818001023
- 15' PRIVATE STORM DRAIN EASEMENT REC. NO. 20040920900017

EXISTING SITE DATA

GROSS SITE AREA	617,417	
N.G.P.A. AREA	39,626	
STEEP SLOPE	0 S.F.	
NET SITE AREA	577,791	
MICHAEL'S TOYOTA	73,924	
SUNSET VILLAGE	19,368	
MICHAEL'S SERVICE BLDG.	31,200	
TOYOTA CARWASH	2,641	
PARKING GARAGE	51,165	
DAIRY QUEEN	2,231	
TOTAL BUILDINGS	180,529	
PAVING & WALKS	375,455	
TOTAL IMPERVIOUS	524,784	85%
TOTAL PERVIOUS	92,633	15%
PARKING STALLS TO BE REPLACED	132	

AUTOMOTIVE DEALERSHIP for LITHIA - DRIVEWAY

MICHAEL'S SUBARU of BELLEVUE

3080 148TH AVE SE, BELLEVUE, WA 98007

LITHIA driveway SUBARU

LANCE MUELLER & ASSOCIATES
ARCHITECTS AIA
130 LAKESIDE • SUITE 250 • SEATTLE, WA 98122 • (206) 325-2553

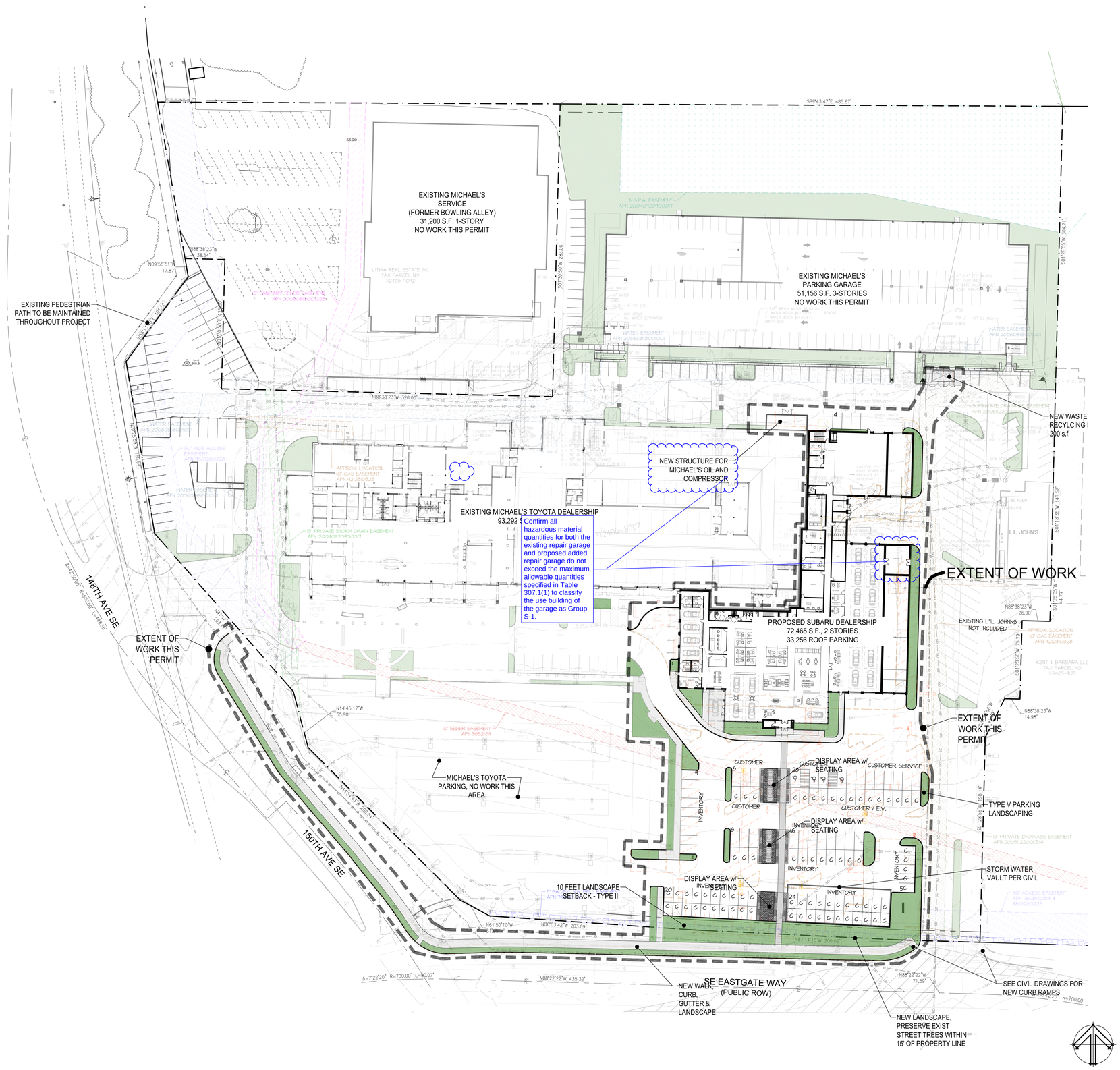
22-027
KN
LM
11/20/23

LD & LI SUBMITTAL 11/20/2023

EXISTING SITE PLAN & DATA

sheet A1.1

LD & LI SUBMITTAL



PROPOSED SITE PLAN - OVERALL

SCALE: 1" = 40'-0"

LEGAL DESCRIPTION

TAX ASSESSOR NO. 112405-9007

"LOT 1" BELLEVUE SHORT PLAT NO 04-100194-LN RECORDING NUMBER 20040920900017 SD SHORT PLAT DAF -- POR OF SW 1/4 OF NW 1/4 STR 11-24-05 AND POR OF NW 1/4 OF SW 1/4 STR 11-24-05

519,714 S.F. / 11.931 ACRES

ADDRESS: 3080 148th AVE SE
BELLEVUE, WA 98007

PROPERTY OWNER: LITHIA REAL ESTATE INC.

EASEMENT LEGEND

REFER TO SURVEY BY BARGHAUSEN, 10/19/2023

- 10' SEWER FACILITIES EASEMENT REC. NO. 5652189
- 10' GAS EASEMEMENT REC. NO. 9212310328
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EXISTING SITE DATA

GROSS SITE AREA	617,417	
N.G.P.A. AREA	34,626	
STEEP SLOPE	0 S.F.	
NET SITE AREA	577,791	
MICHAEL'S TOYOTA	73,924	
SUNSET VILLAGE	19,368	
~~MICHAEL'S SERVICE BLDG.~~	~~31,200~~	
TOYOTA CARWASH	2,641	
PARKING GARAGE	51,165	
DAIRY QUEEN	2,231	
TOTAL BUILDINGS	180,524	
PAVING & WALKS	375,455	
TOTAL IMPERVIOUS	524,784	85%
TOTAL PERVIOUS	92,633	15%
PARKING STALLS TO BE REPLACED	132	

PROPOSED SITE DATA

GROSS SITE AREA	617,417	
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MICHAEL'S TOYOTA	73,924	
MICHAEL'S SERVICE BLDG.	31,200	
PARKING GARAGE	51,165	
NEW SUBARU	34,210	
TOTAL BUILDINGS	214,867	
PAVING & WALKS	311,652	
TOTAL IMPERVIOUS	526,519	85%
TOTAL PERVIOUS	90,898	15%

date	by	comment
11/20/23		LI & LD SUBMITTALS

22-021	date
KN	drawn
LM	checked
11/20/23	date

PLOT DATE: 11/21/2023

AUTOMOTIVE DEALERSHIP for LITHIA - DRIVEWAY

MICHAEL'S SUBARU of BELLEVUE

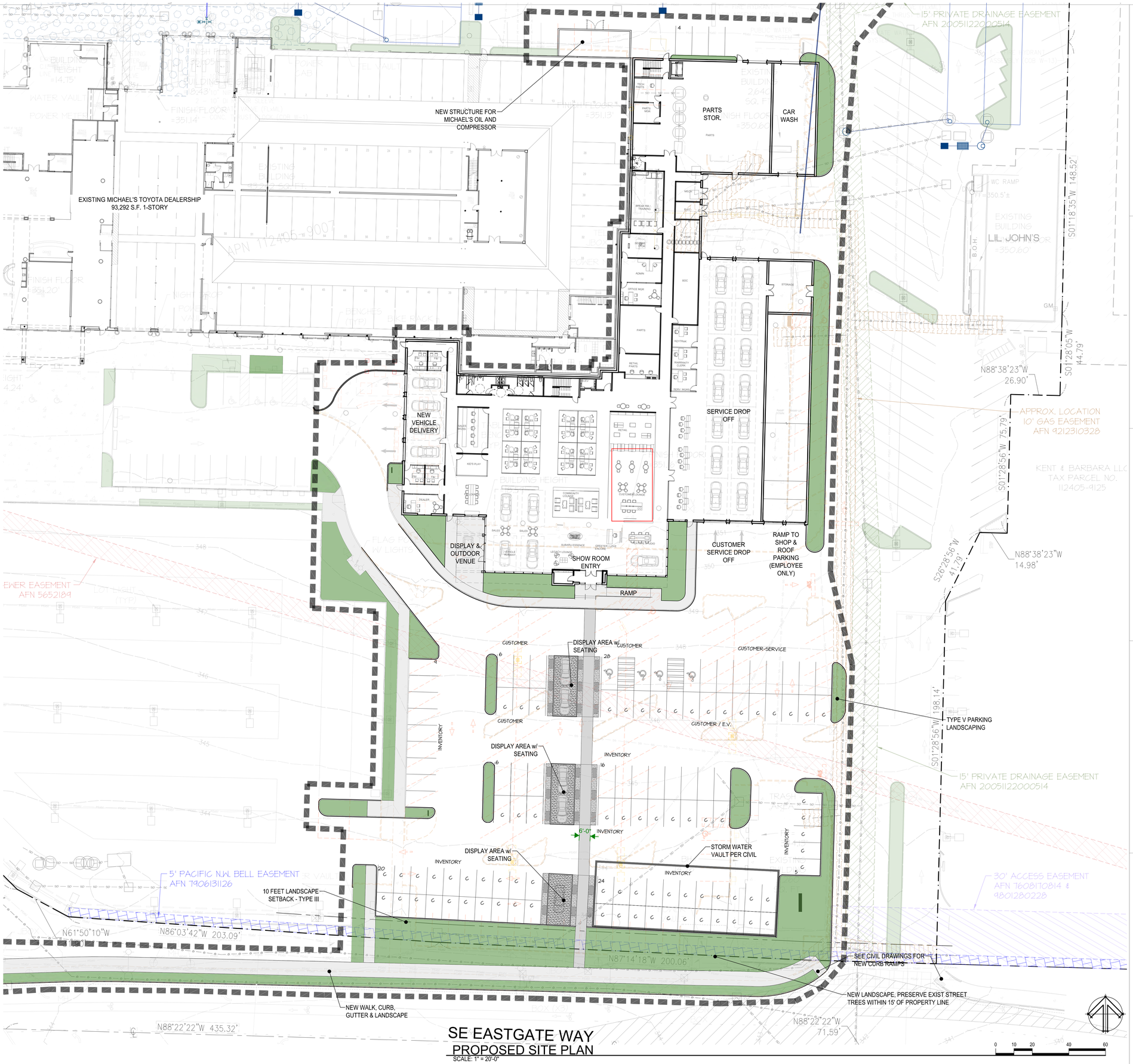
3080 148TH AVE SE, BELLEVUE, WA 98007

PROPOSED SITE PLAN - OVERALL

LANCE MUELLER & ASSOCIATES
ARCHITECTS AIA
130 LAKESIDE • SUITE 250 • SEATTLE, WA 98122 • (206) 325-2553

sheet A1.2

LD & LI SUBMITTAL



SE EASTGATE WAY
PROPOSED SITE PLAN
SCALE: 1" = 20'-0"

LEGAL DESCRIPTION
TAX ASSESSOR NO. 112405-9007

"LOT 1" BELLEVUE SHORT PLAT NO 04-100194-LN RECORDING NUMBER 20040920900017 SD SHORT PLAT DAF -- POR OF SW 1/4 OF NW 1/4 STR 11-24-05 AND POR OF NW 1/4 OF SW 1/4 STR 11-24-05

519,714 S.F. / 11.931 ACRES

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BELLEVUE, WA 98007

PROPERTY OWNER: LITHIA REAL ESTATE INC.

EASMENT LEGEND
REFER TO SURVEY BY BARGHAUSEN, 10/19/2023

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22-021			
KN			
LM			
11/20/23		LI & LD SUBMITTALS	11/20/23
date		comment	date

LITHIA driveway NORTHWEST
SUBARU

AUTOMOTIVE DEALERSHIP for LITHIA - DRIVEWAY
MICHAEL'S SUBARU of BELLEVUE
3080 148TH AVE SE, BELLEVUE, WA 98007

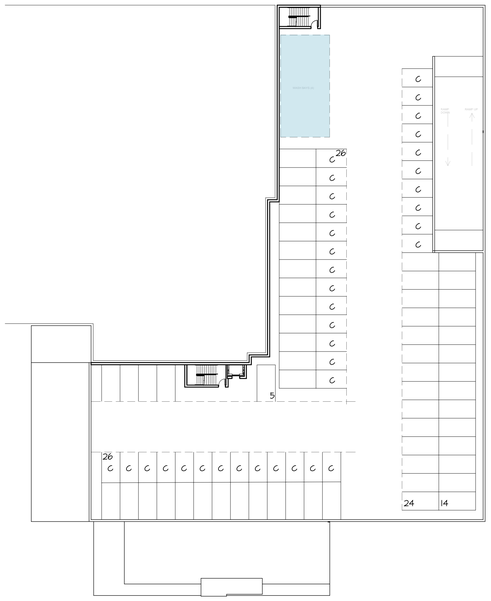
SITE PLAN - SCOPE OF WORK

LANCE MUELLER & ASSOCIATES
ARCHITECTS AIA
130 LAKESIDE • SUITE 250 • SEATTLE, WA 98122 • (206) 325-2553

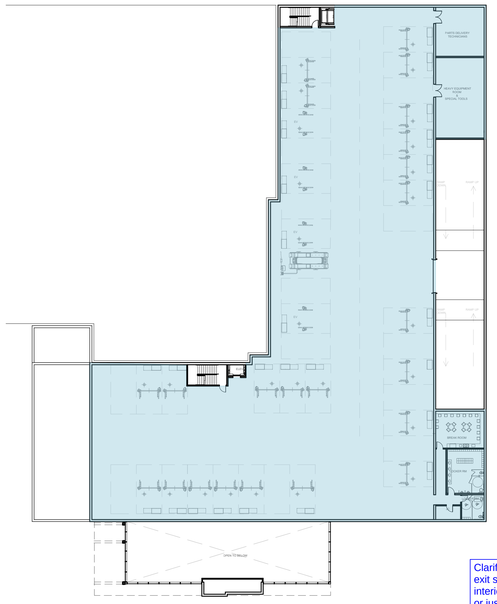
sheet
A1.3

LD & LI SUBMITTAL

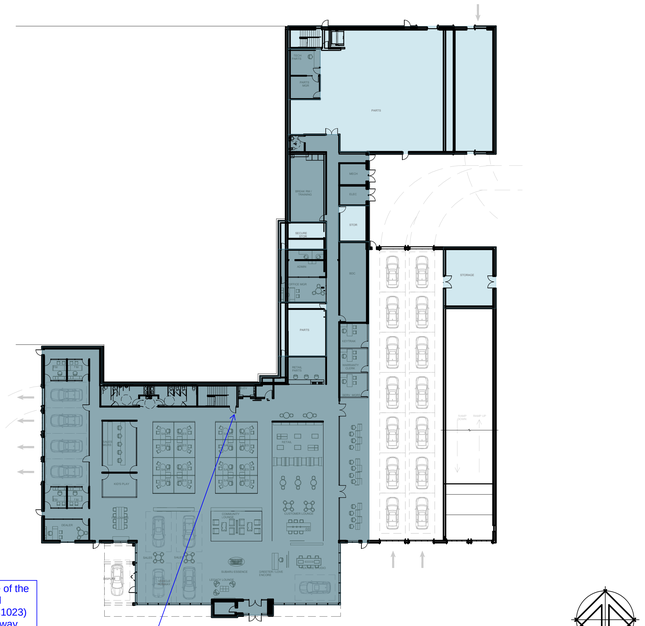
PLOT DATE: 11/21/2023



ROOF FLOOR AREAS - PARKING USES
SCALE: 1" = 30'-0"

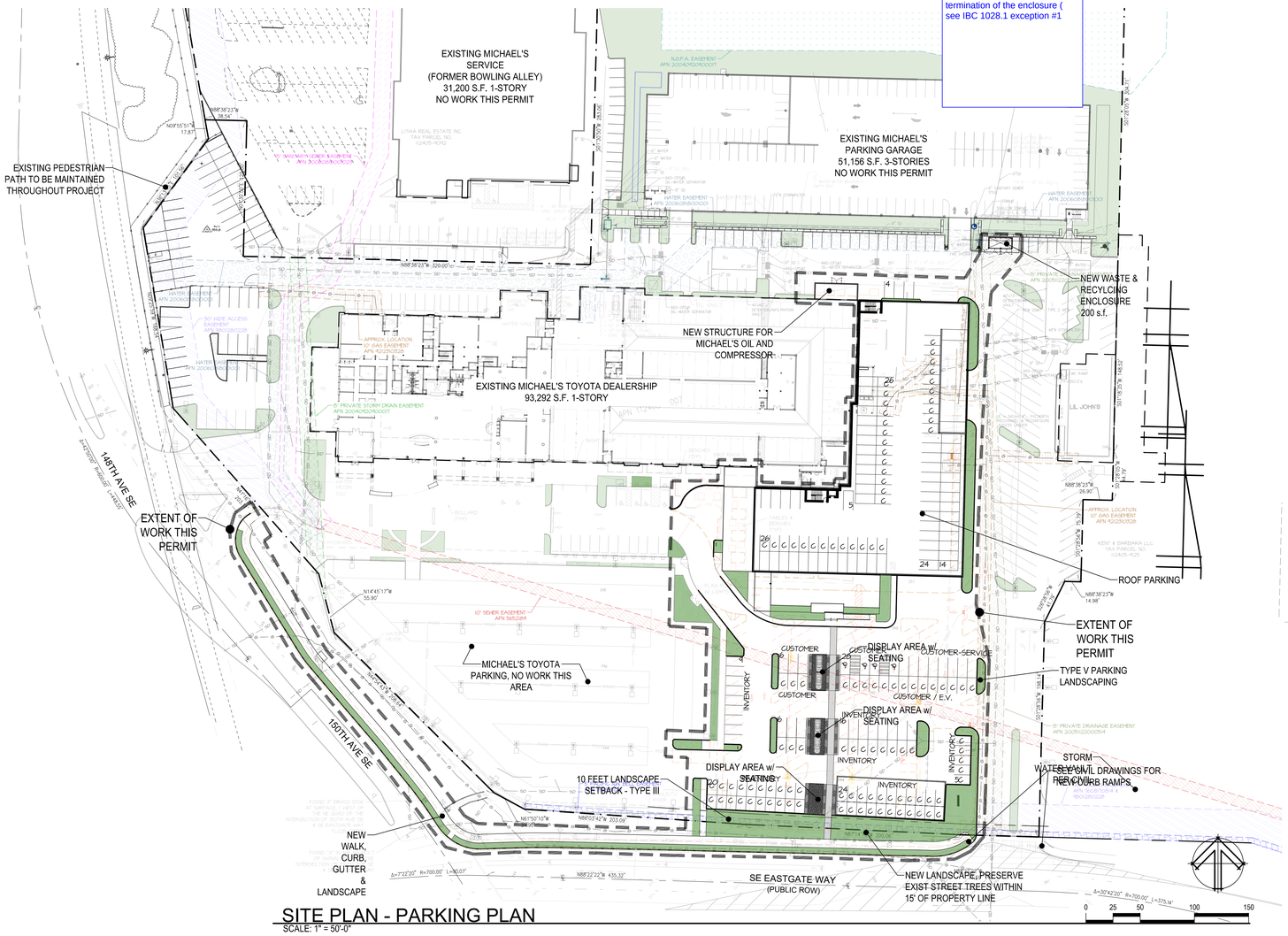


2ND FLOOR AREAS - PARKING USES
SCALE: 1" = 30'-0"



ST FLOOR AREAS - PARKING USES
ALE: 1" = 30'-0"

Clarify if the proposed use of the exit stairway is considered interior exit stairways (IBC1023) or just an exit access stairway (IBC 1019). If this is an interior exit stairway, the discharge will need to be provided with free and unobstructed path of of travel to the exterior exit door and such exit shall be readily visible from the point of termination of the enclosure (see IBC 1028.1 exception #1



SITE PLAN - PARKING PLAN
SCALE: 1" = 50'-0"

PARKING ANALYSIS

STALLS IN WORK AREA REMOVED = 132

	1ST FLOOR	2ND FLOOR	ROOF	TOTAL
OFFICE, SALES, ADMIN	20,515.3			20,515.3
SERVICE, STORAGE	7,673.7	29,375.7	1,199.8	38,249.2

REQUIRED PARKING

	AREA	RATIO	STALLS	
OFFICE, SALES, ADMIN	20,515.3	4:1000	82.1	
SERVICE, STORAGE	38,249.2	1.5:1000	57.4	
TOTAL MINIMUM STALLS REQUIRED			139.4	
			(5) ACCESSIBLE REQUIRED	

PARKING PROVIDED

	STANDARD	COMPACT	ACCESSIBLE	TOTAL
ONSITE	103	67	5	175
ROOF	69	36		105
			TOTAL PARKING	180

PLOT DATE: 11/21/2023

NO.	REVISION	DATE
	LI & LD SUBMITTALS	11/20/23

22-027
KN
LM
11/20/23

LITHIA driveway NYSE:AAD
SUBARU

AUTOMOTIVE DEALERSHIP for LITHIA - DRIVEWAY
MICHAEL'S SUBARU of BELLEVUE
3080 148TH AVE SE, BELLEVUE, WA 98007

PARKING ANAYLYS

LANCE MUELLER & ASSOCIATES
ARCHITECTS AIA
130 LAKESIDE • SUITE 250 • SEATTLE, WA 98122 • (206) 325-2553

sheet
A1.4
LD & LI SUBMITTA