



Bellevue Planning Commission

Wednesday, November 18, 2015

6:30 to 8:30 p.m. ■ 1E-113

City Hall ■ 450 110th Avenue NE, Bellevue

Agenda

Regular Meeting

6:30 p.m.	1. Call to Order <i>Michelle Hilhorst, Chairperson</i>	
	2. Roll Call <i>Michelle Hilhorst, Chairperson</i>	
	3. Approval of Agenda	
6:35 p.m.	4. Public Comment* <i>Limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic</i>	
	5. Communications from City Council, Community Council, Boards and Commissions	
	6. Staff Reports	
	7. Draft Minutes Review October 28, 2015	
	8. Study Session	
6:50 p.m.	A. Single Family Rental Housing Ordinance Receive implementation status update <i>Carol Helland, Land Use Director</i>	Pg. 1
7:10 p.m.	B. Downtown Livability De-brief on Nov. 9 Incentive Zoning Workshop; Review "Early Win" Land Use Code Amendments <i>Patti Wilma, Community Development Manager</i> <i>Emil King, Strategic Planning Manager</i> <i>Patricia Byers, Code Development Manager</i>	Pg. 11
	9. Public Comment* - Limited to 3 minutes per person	
8:30 p.m.	10. Adjourn	

Agenda times are approximate

Planning Commission members

Michelle Hilhorst, Chair
John deVadoss, Vice Chair
Jeremy Barksdale
John Carlson

Aaron Laing
Anne Morisseau
Stephanie Walter

John Stokes, Council Liaison

Staff contacts

Emil King, Strategic Planning Manager 425-452-7223
Michael Kattermann, Acting Comprehensive Planning Manager 425-452-2042
Michelle Luce, Administrative Assistant 425-452-6931

* Unless there is a Public Hearing scheduled, "Public Comment" is the only opportunity for public participation.

Wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance: 425-452-5262 (TDD) or 425-452-4162 (Voice). Assistance for the hearing impaired: dial 711 (TR).



MEMORANDUM

DATE: November 18, 2015

TO: Chair Hilhorst and Members of the Planning Commission

FROM: Carol Helland, Land Use Director

SUBJECT: Single Family Rental Housing Ordinance - Implementation Status Update

The Single Family Rental Housing Ordinance (SFRHO) was initially enacted in September 2013, responding to community concerns about the increasing number of single-family houses being rented out to groups of unrelated adults. Often the rentals were for individual rooms, and came with the attendant neighborhood impacts of increased traffic, turnover of residents, and nuisances like noise and accumulations of litter. Emergency Ordinance No. 6128 was renewed on an interim six-month basis while the Planning Commission and City staff researched the experience of other jurisdictions with this issue and developed code amendments to refine and strengthen the interim ordinance. Permanent Ordinance No. 6223 was adopted by the City Council on April 6, 2015, and it became effective on April 14, 2015. This memorandum summarizes the ordinances adopted to address single family dwelling rental issues and the enforcement that has occurred to-date.

Emergency Ordinance

The emergency ordinance focused on a list of factors to be considered by the City in determining whether a group of more than four unrelated adult persons living together in a dwelling unit (whether rented or not) operated as the “functional equivalent of a family.” The approach employed in the emergency ordinance made effective investigation and enforcement difficult. No cases were taken to a hearing under the emergency ordinance.

Permanent Ordinance

The permanent ordinance adopted a number of specific changes recommended by the Planning Commission. The major revisions included:

- A new definition of “rooming house” (Land Use Code Section 20.50.044) as a “non-owner-occupied dwelling that is subject to multiple leases or in which rooms are offered for rent or lease on an individual room basis.” The permanent ordinance separates boarding houses and bed-and-breakfasts (separately defined in LUC 20.50.012) from rooming houses, which are made the specific focus of the permanent ordinance.
- Identification of the land use districts (zones) in which “rooming houses” would be allowed (R-10, R-15, R-20, R-30, OLB, CB, F1, F2, F3, BR-OR, BR-RC, BR-R, BR-CR, BR-ORT, EH), thereby specifically excluding rooming houses from most single-family residential areas in the City.
- Establishment of development requirements for rooming houses (LUC 20.20.700): location must be in a detached single-family dwelling on its own parcels (e.g., cannot be in attached town-houses on the same parcel); no more than four rooms may be rented to

not more than five individuals; rooms offered for rent must be legally-established bedrooms (this addressed in part the concern with illegal conversion of garages to sleeping spaces); a local owner or registered agent is required for each rooming house, and is identified as the party responsible for compliance with the ordinance (tenants are not responsible parties simply because they are on a lease); on-site parking spaces are required equal to the number of bedrooms available for lease; appropriate property maintenance including refuse collection is required; and the rooming house shall comply with noise, nuisance and other ordinances and regulations.

- A revised definition of “family” (LUC 20.50.020) to allow “not more than four adult persons, unless all are related by blood, marriage, or legal adoption, living together as a single housekeeping unit.” If there are more than four unrelated adults in the single-family dwelling, several factors are listed which will be considered by the City in determining whether the group operates in “a manner that is functionally equivalent to a Family.” The requirement that the house be jointly occupied under a single lease is added in the definition of “single housekeeping unit” (below).
- A new definition of “single housekeeping unit” (LUC 20.50.046) as “one household where all the members have common access to and common use of all living, kitchen, and eating areas . . . and where meals, chores, expenses and maintenance of the premises are shared or carried out according to a household plan . . . If the dwelling unit is rented, the household members must jointly occupy the unit under a single lease in order to be considered a single housekeeping unit.”

The changes made by the permanent ordinance allow code enforcement and land use staff to clearly delineate between a range of occupancy situations (single-family house; single-family house with accessory dwelling unit; rooming house; functional equivalent of a family; etc.) about which complaints are received. As a result, violations of the single family dwelling rental ordinance can be effectively applied and investigated. There are cases in the Spiritwood area that are being moved through the Civil Violation process now, and are on-track to be prepared for hearing.

Enforcement Data

As directed by Council, City code enforcement policy directs staff to engage in pro-active investigations predominantly for serious violations of life-safety and environmental codes (e.g., sparking electrical panels, structural failures, bulldozers in wetlands or tree-cutting on steep slopes). Most code enforcement, including investigation and enforcement of the Single Family Rental Housing Ordinance, is complaint-based (no investigation will be made unless an identifiable complainant files a complaint).

As of October 26, 2015, there are 43 properties with open case investigations of SFRHO complaints, and 66 properties with closed case investigations (no violation established or voluntary compliance). There have been a total of 109 properties with SFRHO complaints since September 2013. Seventeen of the 109 properties received more than one complaint about SFRHO issues. A list of the properties receiving complaints since 2013 is attached as Exhibit “A.” A map of these properties will be presented at the Planning Commission meeting on November 18th.

Looking to the Future

In discussions with the City Council during the development of the Single Family Rental Housing Ordinance, staff anticipated that there would be an increase in the number of complaints received after the ordinance was passed, and that the enforcement would be complex. Data available on complaints related to the SFRHO confirm that complaints have been more common. City staff experience since 2013 has also underscored the complexity of enforcement associated with rental occupancy of a single family home.

The ordinance requires City staff to engage with residents on how they are occupying their private living space. The Civil Violations Code (Chapter 1.18 of the Bellevue City Code) also requires staff to escalate enforcement gradually with a gentle request to comply, a legal notice requesting voluntary compliance, and then issuance of a civil violation that must be developed as a case before the Hearing Examiner where the City carries the burden of proving that a violation has occurred and correction is required. If the Hearing Examiner issues a compliance order, and violators still fail to comply, then the City must obtain an abatement order from Superior Court. The public policy reasons for ensuring that government does not enforce against its citizens without just cause are laudable. However, the regulations in place to ensure that government staff do not overreach make the process to secure compliance more cumbersome.

Property owner attitudes also influence enforcement efficiency and effectiveness. Some individuals are cooperative when staff seek voluntary compliance, and some are not. The cases where we work with cooperative residents are resolved the most quickly. The cases where we face uncooperative and/or absentee property owners take the longest time to resolve, and often times these are the properties that are the most vexing to the neighbors. Code Compliance Officers are working hard to prioritize cases with the greatest impact to the neighbors (based on number of complaints received). Officers also work to ensure the outside premises are free of debris and inoperable vehicles during the pendency of the code enforcement case.

With the permanent ordinance in place, DSD staff are working closely with the Legal Department to take full advantage of the regulatory tools provided by Ordinance No. 6223, including its more specific definitions and the requirement for an owner or agent to be named as the legally-responsible party. We are moving several of the best-developed cases forward through the hearing process in an effort to create a precedent of successful resolution before the Hearing Examiner. Our expectation is that this deliberate approach to early enforcement effort under the permanent ordinance will help streamline future enforcement.

I will be present at the Planning Commission meeting on November 18th, and available to answer questions related to this implementation status report.

EXHIBIT "A"**LIST OF PROPERTIES INVESTIGATED FOR S.F.R.H.O. COMPLAINTS 10-26-2015**

<u>Case #</u>	<u>Address</u>	<u># of Complainants</u>	<u>Status</u>
14-123999	1014 151 st Pl. NE	1	Open
14-126355	14444 NE 11 th Pl.	1	Open
14-128730	603 167 th Ave. NE	1	Open
14-129050	12520 NE 23 rd Pl.	1	Open
14-129901	1332 164 th Pl. NE	2	Open
14-130254	16539 NE 27 th St.	2	Open
14-130691	3925 179 th Ln. SE	1	Open
14-133941	2913 129 th Ave. NE	5	Open
14-136580	44 157 th Ave. SE	1	Open
14-138696	14404 SE 15 th St.	1	Open
14-138737	14714 NE 10 th St.	1	Open
14-140641	6720 121 st Ave. SE	2	Open
14-141069	14848 SE 22 nd St.	3	Open
14-141212	16126 NE 4 th St.	1	Open
14-141502	628 W. Lk. Sammamish Pkwy. NE	1	Open
14-143767	138 145 th Pl. NE	1	Open
14-144197	13052 SE 47 th Pl.	1	Open
14-147581	13657 SE 5 th St.	2	Open
14-147729	13623 SE 5 th St.	2	Open
14-147886	1400 175 th Pl. NE	1	Open
15-103495	16666 SE 17 th St.	4	Open
15-103630	1612 154 th Ave. SE	1	Open
15-104344	12633 SE 7 th Pl.	1	Open
15-104960	12714 SE 25 th St.	1	Open
15-107276	14242 SE 14 th St.	2	Open
15-108507	4040 149 th Ave. SE	1	Open

EXHIBIT "A" (CONTD.)

<u>Case #</u>	<u>Address</u>	<u># of Complainants</u>	<u>Status</u>
15-108562	13808 NE 48 th Pl.	1	Open
15-111013	2106 109 th Ave. SE	1	Open
15-111751	1715 147 th Ave. SE	1	Open
15-113266	14680 SE 8thSt.	2	Open
15-113677	303 157 th Ave. NE	1	Open
15-113807	2745 140 th Ave. NE	1	Open
15-113844	16620 SE 9 th St.	1	Open
15-114914	6402 129 th Pl. SE	1	Open
15-115370	14633 SE 21 st St.	2	Open
15-115495	4729 149 th Ave. SE	2	Open
15-117039	15610 SE 1 st St.	1	Open
15-118480	16726 SE 7 th St.	1	Open
15-118862	14610 SE 21 st St.	1	Open
15-120791	12536 SE 53 rd St.	2	Open
15-121207	16213 SE 7 th St.	1	Open
15-122579	14615 NE 32 nd St.	1	Open
14-102950	14511 SE 21 st Pl.	1	Closed
14-108946	3059 Bellevue Way NE	1	Closed
14-108962	14508 SE 20 th Pl.	1	Closed
14-108964	14510 SE 20 th Pl.	1	Closed
14-109003	14511 SE 20 th Pl.	1	Closed
14-109004	14514 SE 21 st Pl.	1	Closed
14-109191	14305 SE 17 th St.	1	Closed
14-109408	1820 147 th Ave. SE	1	Closed
14-109433	1715 147 th Ave. SE	1	Closed
14-124301	14633 SE 21 st St.	1	Closed
14-124653	35 Skagit Ky.	1	Closed

EXHIBIT "A" (CONTD.)

<u>Case #</u>	<u>Address</u>	<u># of Complainants</u>	<u>Status</u>
14-124656	2810 108 th Ave. SE	1	Closed
14-124690	6430 131 st Ave. SE	1	Closed
14-125678	2326 121 st Ave. SE	1	Closed
14-125743	14604 SE 16 th Pl.	1	Closed
14-125876	14429 SE 15 th St.	1	Closed
14-125971	103 155 th Ave. NE	1	Closed
14-125981	14402 SE 37 th St.	1	Closed
14-126232	16286 SE 31 st St.	1	Closed
14-126259	16218 SE 33 rd Cir.	1	Closed
14-126533	15246 NE 3 rd Pl.	1	Closed
14-126536	15237 NE 3 rd Pl.	1	Closed
14-126684	16900 NE 23 rd Pl.	1	Closed
14-128041	16623 SE 27 th St.	1	Closed
14-128408	13930 SE 22 nd St.	1	Closed
14-128523	14611 SE 15 th St.	1	Closed
14-128524	14010 SE 37 th St.	1	Closed
14-128808	1714 161 st Ave. NE	1	Closed
14-129568	11613 SE 64 th St.	1	Closed
14-129569	11714 SE 65 th St.	1	Closed
14-130470	14611 SE 14 th St.	1	Closed
14-130764	2214 144 th Ave. SE	1	Closed
14-133125	119 162 nd Ave. SE	1	Closed
14-133400	1120 166 th Ave. SE	1	Closed
14-133446	10538 NE 24 th St.	1	Closed
14-133987	128 165 th Ave. NE	1	Closed
14-134224	16600 SE 40 th Pl.	1	Closed
14-134521	406 156 th Pl. SE	1	Closed

EXHIBIT "A" (CONTD.)

<u>Case #</u>	<u>Address</u>	<u># of Complainants</u>	<u>Status</u>
14-135792	2009 152 nd Ave. SE	1	Closed
14-136045	16213 SE 7 th St.	1	Closed
14-140376	15910 SE Newport Way	1	Closed
14-140906	111 156 th Ave. NE	1	Closed
14-142905	4092 156 th Ave. SE	1	Closed
14-143555	1901 145 th Ave. SE	1	Closed
14-143627	201 140 th Ave. SE	1	Closed
14-144504	3774 148 th Ave. SE	1	Closed
14-147517	4633 149 th Ave. SE	1	Closed
14-147538	14242 SE 14 th St.	1	Closed
14-147726	13633 SE 5 th St.	1	Closed
14-147762	4729 149 th Ave. SE	2	Closed
15-102822	14510 SE 20 th Pl.	2	Closed
15-103146	303 157 th Ave. NE	1	Closed
15-104334	16710 SE 34 th St.	1	Closed
15-107480	16230 SE 35 th Pl.	1	Closed
15-108179	1005 167 th Pl. NE	1	Closed
15-108557	2106 109 th Ave. SE	1	Closed
15-111774	14612 NE 8 th St.	1	Closed
15-113017	2219 167 th Pl. NE	1	Closed
15-115336	624 109 th Ave. SE	1	Closed
15-116474	4010 146 th Ave. SE	1	Closed
15-118104	14604 SE 16 th Pl.	1	Closed
15-118858	706 123 rd Ave. NE	1	Closed
15-118859	1605 144 th Ave. SE	2	Closed
15-119331	12622 NE 3 rd St.	1	Closed
15-120230	14138 SE 45 th St.	1	Closed

EXHIBIT "A" (CONTD.)

<u>Case #</u>	<u>Address</u>	<u># of Complainants</u>	<u>Status</u>
15-121004	16710 SE 34 th St.	1	Closed
15-123055	4335 130 th Pl. SE	1	Closed



November 10, 2015

SUBJECT

Downtown Livability Early Land Use Code Amendment Recommendations Regarding Overhead Weather Protection and the Pedestrian Corridor Extension.

STAFF CONTACTS

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Development Services Department
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Planning and Community Development

DIRECTION NEEDED FROM PLANNING COMMISSION

- Action
 Discussion
 Information

INTRODUCTION

With the addition of overhead weather protection and the Pedestrian Corridor extension, the Downtown Livability “early win” amendments to the Land Use Code are divided into three sets. On October 14, 2015, staff presented the first set of amendments to the Planning Commission which covered simplification of permitted uses, provision of signage for publicly accessible open space, and location and screening for mechanical equipment. On October 28, 2015, staff presented the second set of recommended revisions including street tree and minimum planting criteria for sidewalks, and an amendment to the Downtown boundary to ensure consistency with the Comprehensive Plan update that occurred in August 2015. Included in the attachments are the street tree and planter strip amendments discussed on October 28. On October 28, the Planning Commission added overhead weather protection and the Pedestrian Corridor extension to the early win amendments. These last two amendments will be discussed at the Planning Commission study session on November 18, 2015. After these study sessions, a public hearing will be held on December 9, 2015 for comment on the early amendments, with additional study session time in early 2016 for the Planning Commission to formulate its early wins recommendations to Council.

DISCUSSION

On May 26, 2015, Council provided direction to the Planning Commission to review the Downtown Livability Citizen Advisory Committee’s (CAC) recommendations for Downtown Land Use Code (LUC) update. It was anticipated that this work would take a number of months

and involve significant review, analysis, code development, and additional public engagement beyond the CAC process. As the Commission began their review of the CAC recommendations in June 2015, the idea of moving forward a set of early wins was discussed. On July 22, a list of potential early win code amendment topics was identified by the Commission, with confirmation of the early win list on September 23. The amendments include changes to the Downtown District Land Use Charts, the requirement to provide signage for publicly accessible open space and through-block connections, standards regarding mechanical equipment location and screening, street trees and minimum planting criteria for sidewalks, and a modification to Downtown's southern boundary for consistency with a Comprehensive Plan amendment adopted earlier this year. The first three issues were discussed on October 14, and the second group of early wins were discussed on October 28. On October 28, the Planning Commission decided to add overhead weather protection and the Pedestrian Corridor extension to the early win amendments. They will be the subject of the November 18 study session and discussed below.

1. Overhead Weather Protection

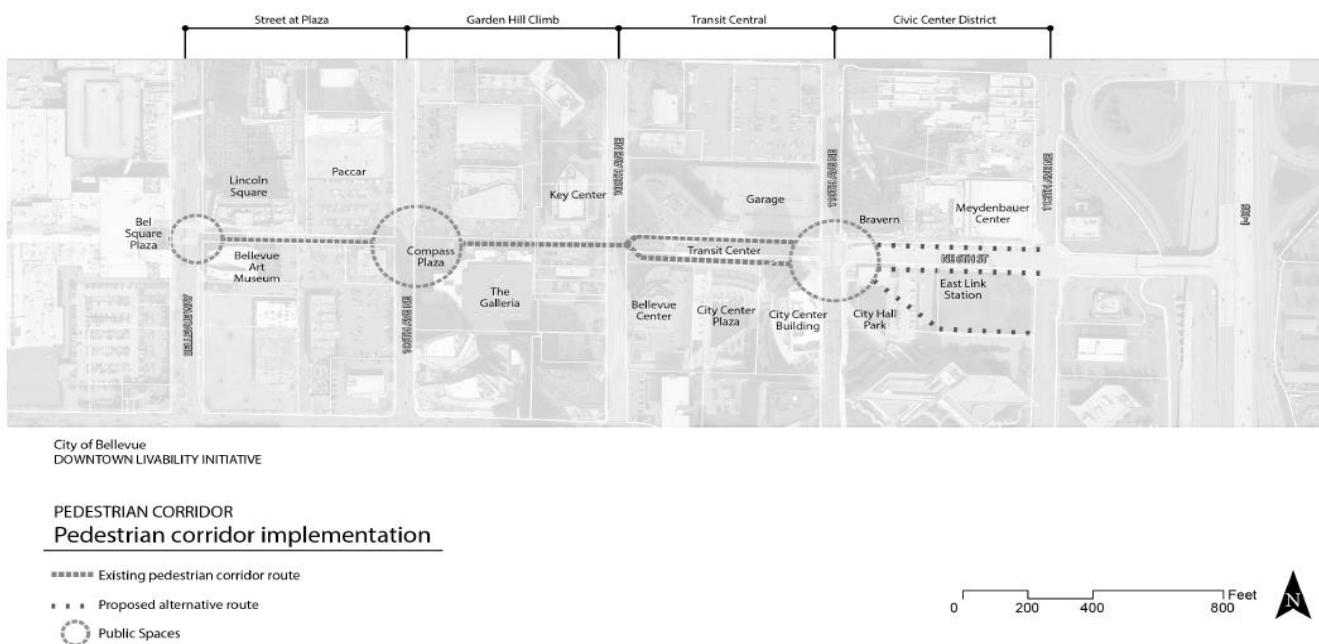
Overhead weather protection on buildings and public spaces improves the walkability of downtown, particularly in the rainy season. The CAC recommended weather protection as a percentage of the building length. Seattle also encourages overhead weather protection in open spaces and at places where pedestrian activity is encouraged such as entries, retail uses and transit stops. Redmond requires 80 percent overhead weather protection except on multifamily, manufacturing and industrial buildings. Weather protection can take the form of arcades, awnings, and marquees, among others. For Downtown Bellevue, the proposed percentage varies depending on the right-of-way designations. As pedestrian activity increases, the percentage of overhead weather protection increases. The largest percentage of overhead weather protection is required on those rights-of-way in the "A" category. The areas represented by the list below are listed in order of most pedestrian activity to the least. A map of the right-of-way designations can be found in the attachments.

- A - Streets that have the most pedestrian activation: 75%
- B - Streets in the core with a balance of retail and other uses: 75 %
- C - Streets outside the core that accommodate a variety of uses: 75%
- D and D/R - Streets outside the core with a residential and neighborhood services focus: 50%
- E - Streets with a neighborhood focus, scale and transition to adjacent single family neighborhoods. Includes a 20-foot buffer between sidewalk and building - Over the entries.

Though the Downtown Livability CAC used a slightly different map to determine the right-of-way designations, staff proposes to use the right-of-way designations provided in the Design Guidelines – Building/Sidewalk Relationships. This will provide clarity and consistency for the reader in this interim period until the full Downtown Livability Code Update is put in place. Weather protection is included in the street tree and planter strip amendments and can be found in the attachments.

2. Pedestrian Corridor Extension

The CAC recommendation extends the Pedestrian Corridor on NE 6th Street from 110th Avenue NE to 112th Avenue NE and named this segment “The Civic Center District.” The Pedestrian Corridor will also go through the City Hall block as depicted on the map below. The City Center District includes the Bravern and Meydenbauer Center on the north side of NE 6th Street, as well as the City Hall campus, undeveloped “Metro Site”, and the future East Link station on the south. The Civic Center District provides a significant link in the Grand Connection, which will connect the Meydenbauer Bay Waterfront, Downtown Bellevue, and the Wilburton area. The Pedestrian Corridor is depicted in the map below.



In early 2016, the design guidelines for the entire Pedestrian Corridor will be reviewed in a holistic manner. The design guidelines for the Civic Center segment will be developed during this review and incorporated into the rest of the Pedestrian Corridor guidelines.

NEXT STEPS

Steps necessary to complete development and adoption of the Downtown Livability early action revisions are shown below.

1. Planning Commission public hearing (Scheduled for December 9)
2. Planning Commission study session and formation of recommendation/transmittal to Council (early 2016 – exact date to be determined)
3. Council study session – transmittal from Planning Commission
4. Council action on proposed revisions

ATTACHMENTS

- A. Weather Protection Code Amendment
- B. Right-of-Way Designations
- C. Major Pedestrian Corridor Extension

20.25A.060 Walkways and sidewalks.

A. Minimum Width—Walkways and Sidewalks - Perimeter.

1.1. Minimum Width.

a. 1. The minimum width of perimeter walkway or sidewalk on the streets identified in this paragraph is 12 feet plus a 6 inch curb, and includes an area adjacent to the curb for planter strips or tree pits as prescribed by LUC 20.25A.060- Plate A plus a 6 inch curb along:

- a.i. NE 6th between 110th Avenue NE and 112th Avenue NE; and
- b.ii. 106th Avenue NE between NE 4th and NE 8th; and
- c.iii. 108th Avenue NE between NE 4th and NE 8th; and
- d.iv. 110th Avenue NE between NE 4th and NE 8th.

2. b. The minimum width of a perimeter walkway or sidewalk is 12 feet plus four feet of planter strip plus six inches curb along:

- a.v.. Bellevue Way between Main and NE 12th; and
- b.vi. NE 4th between 100th Avenue NE and 112th Avenue NE; and
- c.vii. NE 8th between 100th Avenue NE and 112th Avenue NE.

b. c. The minimum width of a perimeter walkway or sidewalk, excluding the area required for street trees in paragraph B.2 of this section, is eight feet plus four feet in which street trees are to be planted plus six inches curb along any other street. Along any other street not otherwise described, the minimum width of a perimeter walkway or sidewalk is 12 feet plus a 6 inch curb, and includes an area adjacent to the curb for planter strips or tree pits as prescribed in LUC 20.25A.060, Plate A below plus a 6 inch curb.

c. Within the width of the walkway or sidewalk, at least 6 feet of unobstructed travel path shall be maintained for safe pedestrian access.

d. Planter strips shall be at least 5 feet wide and tree pits shall be at least 5 feet wide by 10 feet long. Planter strips and tree pits shall be located adjacent to the curb between the street

improvement and the walkway or sidewalk unless precluded by existing utilities which cannot be reasonably relocated. The width of the planter strip or tree pit shall be included in the total width of the sidewalk above. Tree pits may be covered with protective grate.

B. 2. Street Trees and Landscaping Required – Perimeter.

1. a. Tree Species. The property owner shall install street trees and other required vegetation, in addition to any landscaping required by LUC 20.25A.040, according to the requirements of LUC 20.25A.060, Plate B as now or hereafter amended and this section. or as approved by the Director unless a minor modification is approved by the Director.

2. Except for the streets listed in paragraph A.2 of this section, the area in which street trees are planted must be at least four feet wide, and located between the street improvement and the walkway or sidewalk unless precluded by existing utilities which cannot reasonably be relocated. Any street tree planting area must be at least four feet by six feet or five feet by five feet or smaller area as approved by the Director, unless upon request of the applicant minor modification of this requirement is approved by the Director, and protected by an approved decorative grate. This grate may intrude into the sidewalk.

3. b. Installation. Street trees, at least three two and a half (2.5) inches in caliper or as approved by the Director, must be planted at least three feet from the face of the street curb, and a maximum of 20, 25, and 30 feet on center for small, medium, and large trees respectively as designated on LUC 20.25A.060 Plate B, as now or hereafter amended. Unless upon request of the applicant a minor modification of this requirement is approved by the Director, and conforms to the sight distance requirements of BCC 14.60.240. A street tree planting area may also include decorative paving and other plant materials except turf. grass that requires mowing. Installation shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

c. Irrigation. A permanent automatic irrigation system shall be provided at the time of installation of street trees and/or sidewalk planting strip landscaping located in a required planter strip or tree pit. The irrigation system shall be served by a separate water meter installed by the applicant and served by city-owned water supply with 24-hour access by the City. Irrigation system shall be designed per the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

4.d. Street Landscaping On the streets listed in paragraph A.2 of this section, street trees shall be planted and placed as required in paragraph B.3 of this section. Street trees together with shrubbery, groundcover and other approved plantings are required in a planter strip along the length of the frontage. The planter strip must be at least four feet wide unless a smaller width is approved by the Director. Vegetation included in the planter strip shall be able to withstand urban conditions, urban in character, shall be compatible with other plantings along the same street, and shall reflect the character of the area within which they are planted, as approved by the Director.

B. Overhead Weather Protection. Overhead weather protection shall be provided per right of way designation in the Design Guidelines, Building/Sidewalk Relationships:

1. In Right-of-Way Designations A, B, and C, 75% of the building frontage shall have overhead weather protection.
2. In Right-of-Way Designations D, and D/R, 50% of the building frontage shall have overhead weather protection.
3. In Right-of-Way Designation E, overhead weather protection shall be provided at all entries.
4. Overhead weather protection includes arcades, awnings, and marquees as provided in 20.25A.030.C. If these features meet the design criteria of the Amenity Incentive System, they shall be eligible for FAR Amenity Incentive System points. Overhead weather protection meeting the definition of LUC 20.50.038, but not the design criteria of the Amenity Incentive System may also be used to meet this requirement, but shall not be eligible for the FAR Amenity Incentive System points.

C. —Walkways—Mid-Block Through-Block Pedestrian Connections.

1. Purpose. A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in Downtown.
2. Location. Except as set forth in paragraph C.4 of this section, through-block pedestrian connections are required in each superblock. These through-block pedestrian connections must be provided to permit movement through the superblock from a perimeter walkway or sidewalk to publicly accessible spaces, adjoining structures or development, or parking areas, and other perimeter walkways or sidewalks. The Director may modify or eliminate the requirement for these

pedestrian connections for projects with expanded lot coverage and floorplates as allowed pursuant to LUC [20.25A.065.C](#) where providing such connections is not feasible due to structure and site size.

3. Design Guidelines. The following criteria apply to review of a proposed pedestrian through-block connection.

- a. Through-block ~~P~~pedestrian connections must be developed as an internal walkway or sidewalk, an arcade, a pedestrian skybridge as permitted by LUC 20.25A.130, and may meander.
- b. Through-block ~~P~~pedestrian connections must comply with the applicable definitions in Chapter [20.50](#) LUC.
- c. Through-block ~~P~~pedestrian connections must be designed to form logical routes from origins to destinations.
- d. Through-block ~~P~~pedestrian connections must offer diversity in terms of activity and pedestrian amenity along pedestrian routes.
- e. Through-block ~~P~~pedestrian connections must meet construction code handicapped requirements.
- f. Through-block ~~P~~pedestrian connections should use trees and landscaping to provide definition and enclosure.
- g. Through-block ~~P~~pedestrian connections should provide for weather protection from rain through use of sheltered walkways or sidewalks, canopies, multiple building entrances, lobbies, and entries of sufficient size and accessibility.
- h. Directional signage shall identify circulation routes for all users and state that the space is accessible to the public at all times. The signage must be visible from all points of access. The Director shall specify sign requirements including color, size, verbiage, type, placement and any other necessary specification. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

4. Old Bellevue.

- a. Development abutting the streets identified below shall provide mid-block connections between:
- i. Main Street and NE 1st Street at approximately 101st Avenue NE; and
 - ii. 102nd and 103rd Avenues approximately mid-block between Main Street and NE 1st Street; and
 - iii. Main Street at approximately 103rd Avenue and 102nd Avenue SE at approximately SE 1st Street.
- b. A through mid-block pedestrian connection must be developed as a walkway or a combination walkway and vehicular lane. The connection shall incorporate decorative lighting and seating areas.
- c. If a combination walkway and vehicular lane does not have a separate raised walkway, the walkway surface must be paved with unit paver blocks or other unique paving surface to denote that it is a pedestrian area.

C. Conflicts

To the extent that this section of the Land Use Code conflicts with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, this section of the Land Use Code shall control.

D. Minor Modification

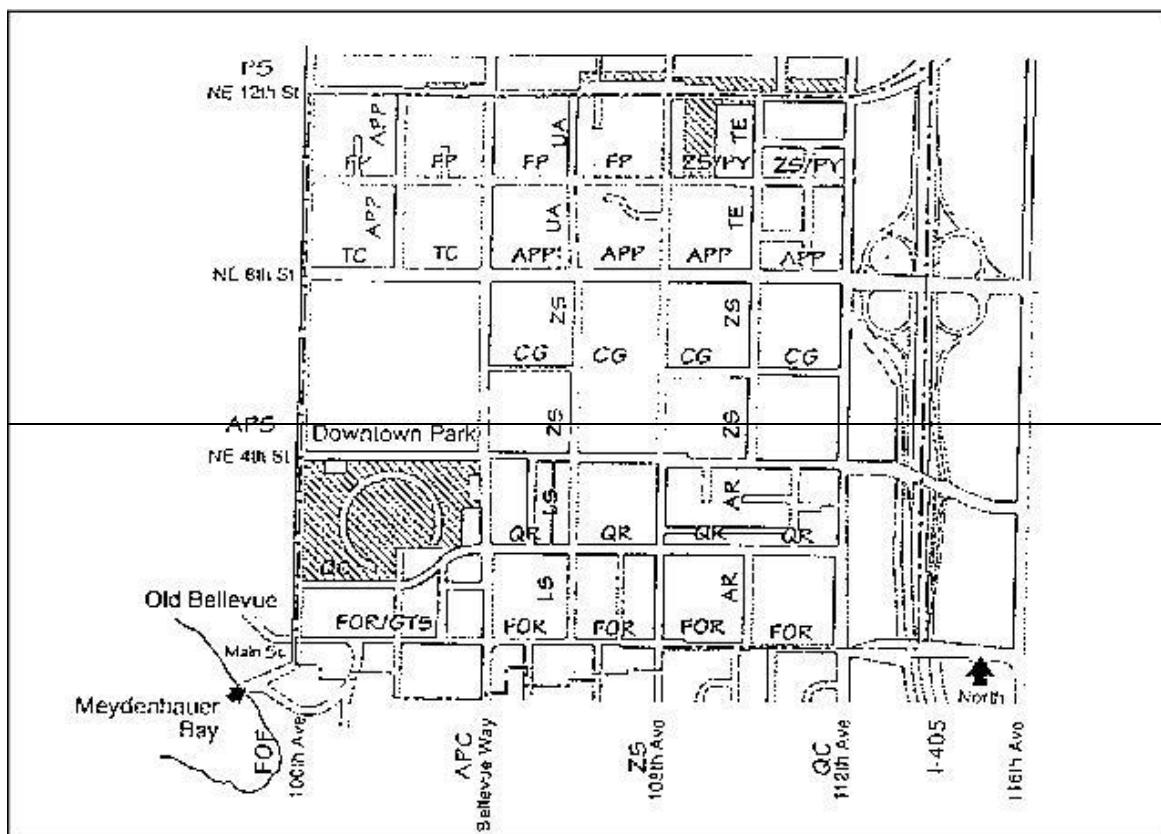
If the requirements of this section are not feasible, the Director may approve minor modifications that achieve equal or better results. Provided that the sight distance requirements of BCC 14.60.240 and widths of the sidewalks, walkways, and curbs shall not be modified pursuant to this paragraph.

Plate A - Downtown Bellevue Planter Strip/Tree Pits Required

East-West	Planter Strip /Tree Pits
NE 12th (102nd to I-405)	Planter Strip
NE 11th (110th to 112th)	Planter Strip
NE 10th (100th to 106th)	Planter Strip

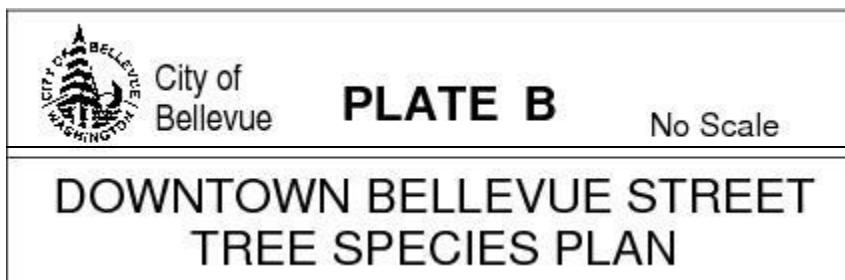
NE 10th (106 to I-405)	Planter Strip
NE 9th (110th to 111th)	Tree Pits
NE 8th (100th to 106th)	Planter Strip
NE 8th (106th to 112th)	Planter Strip
NE 6th (Bellevue Way to 106th)	See Pedestrian Corridor Design Guidelines
NE 6 th (106 th to 108 th)	See Pedestrian Corridor Design Guidelines
NE 6 th (108 th to 110 th)	Tree Pits
NE 6th (110th to 112th)	Planter Strip on the south side, Tree Pits on the north side.
NE 4th (100th to I-405)	Planter Strip
NE 3rd Pl (110th to 111th)	Tree Pits
NE 2nd Pl (108th to 111th)	Planter Strip
NE 2nd (Bellevue Way to I-405)	Planter Strip
NE 1st/2nd (100th to Bellevue Way)	Planter Strip
NE 1st (103rd to Bellevue Way)	Tree Pits
Main St (100th to Bellevue Way)	Tree Pits
Main St (Bellevue Way to I-405)	Planter Strip
North-South	
100th (NE 12th to Main)	Planter Strip
100th (NE 10th to NE 1st)	Planter Strip
100th (NE 1st to Main)	Planter Strip
101st (near NE 10th)	Tree Pits
101st Ave SE (south of Main St)	Tree Pits
102nd (NE 12th to NE 8th)	Planter Strip
102nd (NE 1st to south of Main St)	Tree Pits
103rd (near NE 10th)	Tree Pits
103rd (NE 2nd to Main St)	Tree Pits
Bellevue Way (NE 12th to NE 10th)	Planter Strip
Bellevue Way (NE 10th to NE 4th)	Planter Strip
Bellevue Way (NE 4th to Main)	Planter Strip
Bellevue Way (Main to Downtown Boundary)	Planter Strip
105th (NE 4th to NE 2nd)	Planter Strip

North-South (continued)	
105th SE (near Main St)	Planter Strip
106th (NE 12th to NE 8th)	Planter Strip
106th (NE 8th to NE 4th)	Tree Pits
106th (NE 4th to Main)	Planter Strip
106th Pl NE (near NE 12th)	Tree Pits
107th (NE 2nd to south of Main)	Tree Pits
108th (NE 12th to NE 8th)	Tree Pits
108th (NE 8th to NE 4th)	Tree Pits
108th (NE 4th to south of Main)	Tree Pits
109th (near NE 10th)	Planter Strip
110th (NE 12th to NE 8th)	Planter Strip
110th (NE 8th to NE 4th)	Planter Strip
110th (NE 4th to Main)	Planter Strip
111th (NE 11th to NE 9th)	Planter Strip
111th (NE 4th to NE 2nd)	Planter Strip
112th (NE 12th to Main)	Planter Strip



Existing parkland

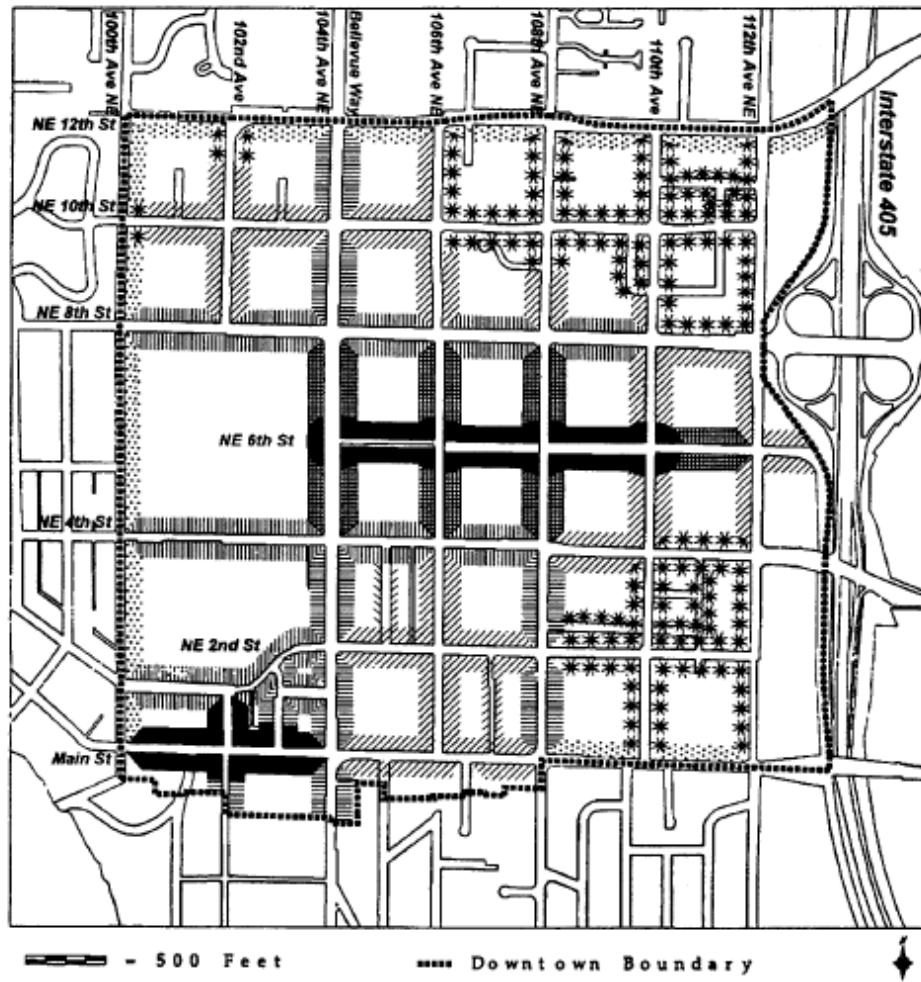
Downtown Boundary Symbol	Latin Name/Common Name	Symbol	Latin Name/Common Name
APC	Acer platanoides 'Cleveland'/Cleveland Maple	LS	Liquidambar styraciflua/Sweet Gum
APP	Acer platanoides 'Parkway'/Parkway Maple	PS	Prunus serrulata 'Kwanzan'/Kwanzan Cherry
APS	Acer platanoides 'Superform'/Superform Maple	PY	Prunus yedoensis 'Akebono'/Akebono Cherry
AR	Acer rubrum/Red Maple	PC	Pyrus calleryana 'Bradford'/Bradford Pear
CJ	Cercidiphyllum japonicum/Katsura Tree	QC	Quercus coccinea/Scarlet Oak
FOR	Fraxinus ornus 'Raywood'/Raywood Ash	QR	Quercus robur/English Oak
FOF	Fraxinus oxycarpa 'Flame'/Flame Ash	TC	Tilia cordata/Little Leaf Linden
FP	Fraxinus pennsylvanica 'Marshall'/Marshall Seedless Ash	TE	Tilia euchlora 'Redmond'/Redmond Linden
GTH	Gleditsia triacanthos inermis/Thornless Honey Locust	UA	Ulmus americana 'Homestead'/Homestead Elm
GTS	Gleditsia triacanthos 'Skyline'/Skyline Honey Locust	ZS	Zelkova serrata/Zelkova
CG	See street tree requirements in the NE 6th Street Pedestrian Corridor Guidelines		

Plate B Downtown Bellevue Street Tree Species Plan

East-West	Proposed Street Trees	Tree Size
NE 12th (102nd to I-405)	Pear: Pyrus calleryana 'Glens form'	Small
NE 11th (110th to 112th)	Katsura: Cercidiphyllum japonicum	Large
NE 10th (100th to 106th)	Tupelo: Nyssa sylvatica 'Firestarter'	Medium
NE 10th (106 to I-405)	Zelkova serrata 'Village Green'	Medium
NE 9th (110th to 111th)	Katsura: Cercidiphyllum japonicum	Large
NE 8th (100th to 106th)	Honeylocust: Gleditsia triacanthos	Medium

	'Shademaster'	
NE 8th (106th to 112th)	Pac Sunset Maple: Acer truncatum x platanoides 'Warrenred'	Medium
NE 6th (Bellevue Way to 106th)	Honeylocust: Gleditsia trianthos 'Shademaster'	Medium
NE 6th (106th to I-405)	Katsura: Cercidiphyllum japonicum	Large
NE 4th (100th to I-405)	Autumn Blaze Maple: Acer x Freemanii 'Jeffersred'	Large
NE 3rd Pl (110th to 111th)	Tupelo: Nyssa sylvatica 'Firestarter'	Large
NE 2nd Pl (108th to 111th)	Persian ironwood: Parrotia persica 'Vanessa'	Medium
NE 2nd (Bellevue Way to I-405)	English oak: Quercus robur 'Pyramich'	Large
NE 1st/2nd (100th to Bellevue Way)	Hungarian oak: Quercus frainetto 'Schmidt'	Large
NE 1st (103rd to Bellevue Way)	Ginkgo: Ginkgo biloba 'Magyar'	Medium
Main St (100th to Bellevue Way)	Ginkgo: Ginkgo biloba 'Magyar'	Medium
Main St (Bellevue Way to I-405)	Tupelo: Nyssa sylvatica 'Afterburner'	Medium
North-South		
100th (NE 12th to NE 10th)	Pear: Pyrus calleryana 'Aristocrat'	Small
100th (NE 10th to NE 1st)	Scarlet oak: Quercus coccinia	Large
100th (NE 1st to Main)	Ginkgo: Ginkgo biloba 'Magyar'	Medium
101st (near NE 10th)	Ginkgo: Ginkgo biloba 'Autumn Gold'	Medium
101st Ave SE (south of Main St)	Katsura: Cercidiphyllum japonicum	Large
102nd (NE 12th to NE 8th)	Miyabe maple: Acer miyabei 'Rugged Ridge'	Large
102nd (NE 1st to south of Main St)	Katsura: Cercidiphyllum japonicum	Large
103rd (near NE 10th)	Ginkgo: Ginkgo biloba 'Autumn Gold'	Medium
103rd (NE 2nd to Main St)	Katsura: Cercidiphyllum japonicum	Large
Bellevue Way (NE 12th to NE 10th)	Tulip tree: Liriodendron tulipifera 'JFS-oz'	Large
Bellevue Way (NE 10th to NE 4th)	Honeylocust: Gleditsia trianthos 'Shademaster'	Medium
Bellevue Way (NE 4th to Main)	Tulip tree: Liriodendron tulipifera 'JFS-oz'	Large
105th (NE 4th to NE 2nd)	Sweetgum: Liquidambar styraciflua 'Worplesdon'	Large
North-South	Proposed Street Trees	Tree Size
105th SE (near Main St)	London planetree: Platanus x acerifolia 'Bloodgood'	Large
106th (NE 12th to NE 8th)	Elm: Ulmus propinqua 'Emerald Sunshine'	Large
106th (NE 8th to NE 4th)	Elm: Ulmus Americana 'Jefferson'	Large
106th (NE 4th to Main)	Elm: Ulmus 'Morton Glossy'	Large
106th Pl NE (near NE 12th)	London planetree: Platanus x acerifolia 'Bloodgood'	Large

107th (NE 2nd to south of Main)	Hornbeam: <i>Carpinus caroliniana</i> 'Palisade'	Medium
108th (NE 12th to NE 8th)	Persian ironwood: <i>Parrotia persica</i> 'Ruby Vase'	Medium
108th (NE 8th to NE 4th)	Sweetgum: <i>Liquidambar styraciflua</i> 'Worplesdon'	Large
108th (NE 4th to south of Main)	Zelkova serrata 'Green Vase'	Medium
109th (near NE 10th)	Linden: <i>Tilia cordata</i> 'Chancole'	Large
110th (NE 12th to NE 8th)	Linden: <i>Tilia americana</i> 'Redmond'	Large
110th (NE 8th to NE 4th)	Zelkova serrata 'Village Green'	Medium
110th (NE 4th to Main)	Red maple: <i>Acer rubrum</i> 'Somerset'	Large
111th (NE 11th to NE 9th)	Ginkgo: <i>Ginkgo biloba</i> 'Autumn Gold'	Medium
111th (NE 4th to NE 2nd)	Ginkgo: <i>Ginkgo biloba</i> 'Autumn Gold'	Medium
112th (NE 12th to Main)	Scarlet oak: <i>Quercus coccinia</i>	Large



Right-of-Way Designations

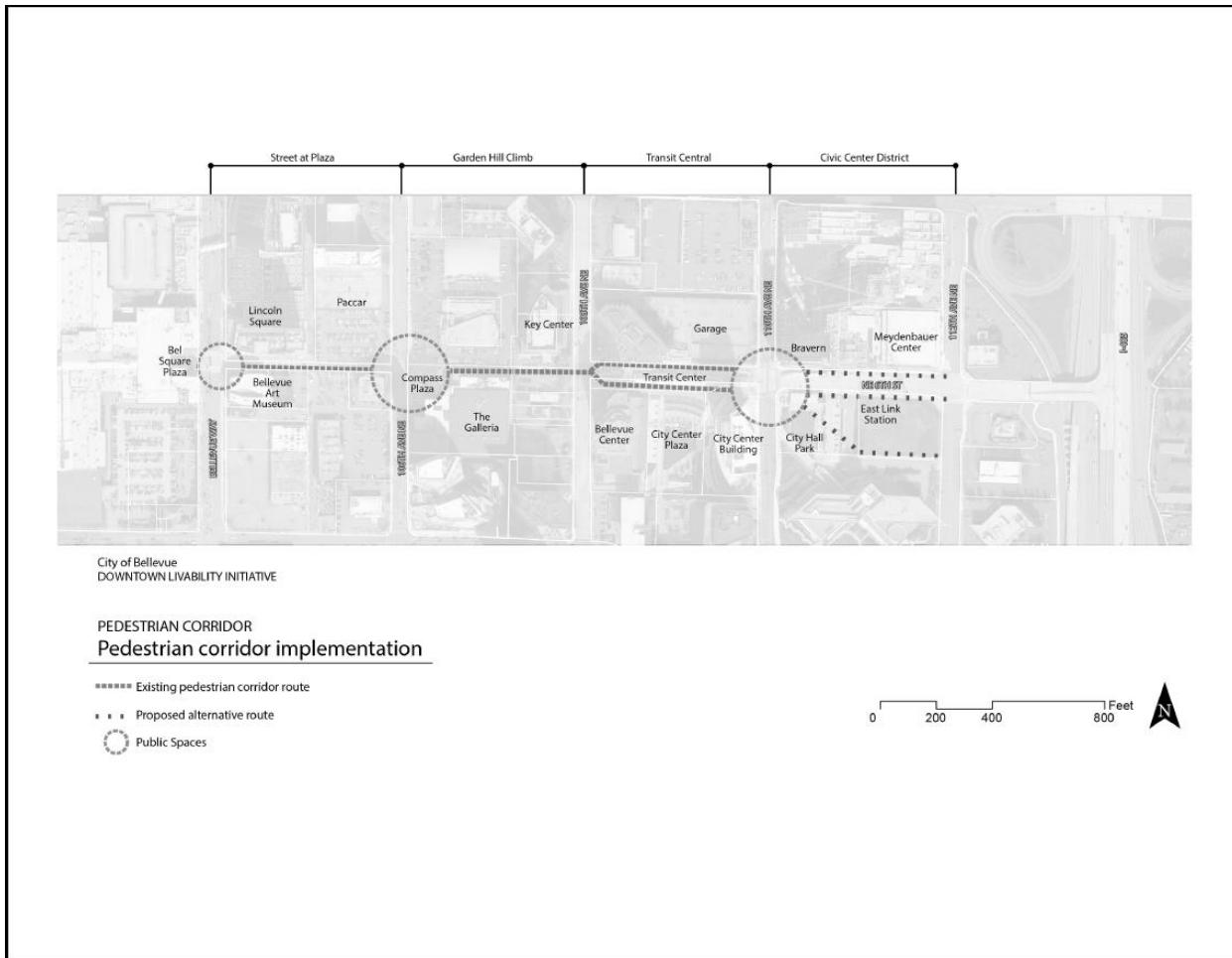
■	A
	B
	C
	D
*****	D/R
:::::::	E

Note: In the Downtown-Old Bellevue District, the "A" right-of-way designation extends south of Main Street on both sides of 102nd Avenue SE for a distance of 100 feet and extends north of Main Street on both sides of 103rd Avenue NE for a distance of 100 feet.

AMENDMENTS FOR MAJOR PEDESTRIAN CORRIDOR EXTENSION AND MINOR PUBLICLY ACCESSIBLE SPACES

20.50.034 M definitions.

Major Pedestrian Corridor. An alignment which is generally for exclusive pedestrian use providing a reasonably direct, but interesting pedestrian route in the immediate vicinity of NE 6th Street between 102nd Avenue NE and ~~110th~~ the east side of 112th Avenue NE as depicted in the Pedestrian Corridor Implementation Map.



20.25A.030 FAR amenity incentive system

....

C. Specific Requirements.

For purposes of applying the FAR Amenity Incentive System, the "City Center District" shall mean that area of the Downtown bounded by 100th Avenue NE, 112th Avenue NE, NE 4th Street and NE 8th Street.

For purposes of applying the Amenity Incentive System, a level shall be considered the ground level so long as less than half of that ground level story height is located above or below the average finished grade of the adjacent public right-of-way or pedestrian connection. The two stories immediately above the ground level story and intended to activate the ground level pedestrian environment through demonstrated compliance with LUC 20.25A.115, Design Guidelines – Building/Sidewalk Relationships, shall be considered an upper level.

**AMENDMENTS FOR MAJOR PEDESTRIAN CORRIDOR EXTENSION AND MINOR
PUBLICLY ACCESSIBLE SPACES**

Participation in the FAR Amenity Incentive System must comply with the following chart:

20.25A.030E. Transfer of Bonus Floor Area

16. MAJOR PEDESTRIAN CORRIDOR The major pedestrian corridor located on or in the immediate vicinity of NE 6th Street between 102nd Avenue and <u>110th</u> <u>112th</u> Avenue NE.	16:1*	N/A	16:1*	N/A	N/A	N/A	Must comply with the requirements of LUC 20.25A.100.E.1.
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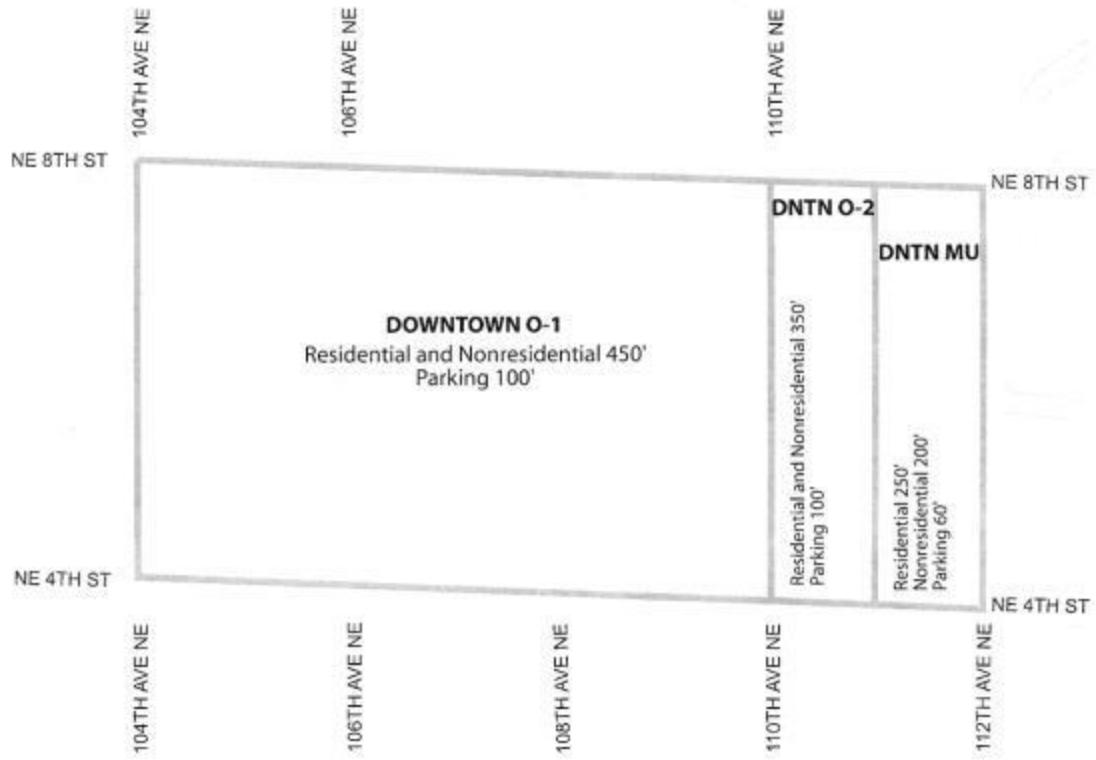
*Bonus floor area may be achieved through the provision of this amenity only in conjunction with a permit to construct the Major Pedestrian Corridor in accordance with LUC 20.25A.100.E.1.

...

4. Notwithstanding any provision of this Code, no transfer of floor area occurs when all property is included in one project limit.

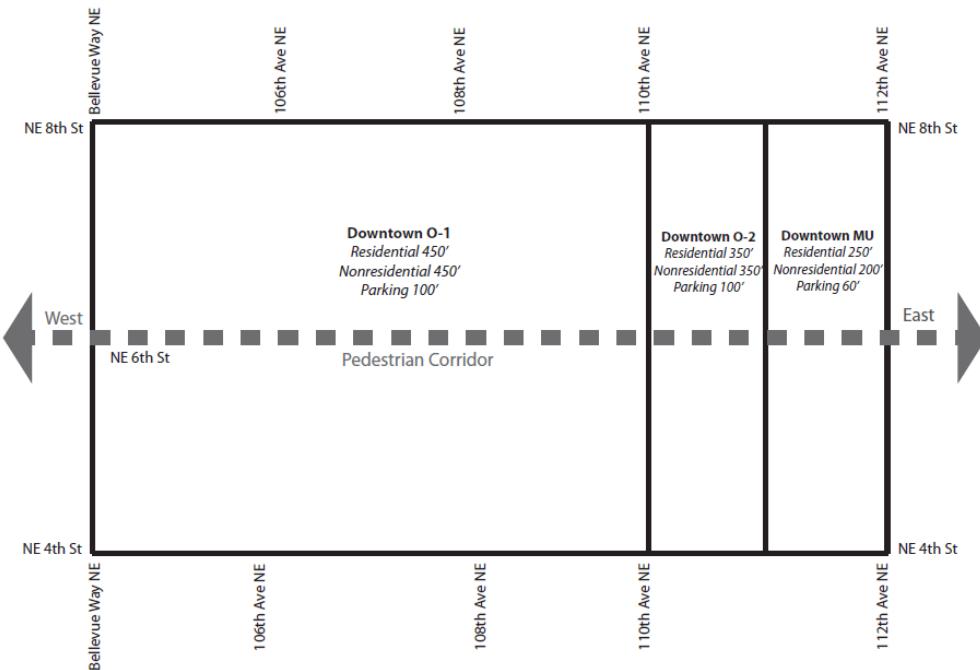
DELETE FOLLOWING DIAGRAM.

AMENDMENTS FOR MAJOR PEDESTRIAN CORRIDOR EXTENSION AND MINOR
PUBLICLY ACCESSIBLE SPACES



New Diagram on following page.

AMENDMENTS FOR MAJOR PEDESTRIAN CORRIDOR EXTENSION AND MINOR PUBLICLY ACCESSIBLE SPACES



Heights in Core Design District*

Corridor/Open Space Bonuses

Used on-site and/or transferred

*These building heights may be achieved, but not exceeded, as a result of either transferring from another site, using on-site, or a combination thereof, the bonus floor area received as a result of constructing the Major Pedestrian Corridor or Major Public Open Spaces. These building height limits may not be exceeded by using any other Code provision. The 450-foot height limit shown for Downtown O-1 shall be calculated by including any mechanical or other similar equipment or nonhabitable structural elements.

AMENDMENTS FOR MAJOR PEDESTRIAN CORRIDOR EXTENSION AND MINOR PUBLICLY ACCESSIBLE SPACES

LUC 20.25A.100

...

E. Downtown Core Design District

1. Major Pedestrian Corridor.

- a. Purpose. The major pedestrian corridor is to serve as a focus for pedestrian use.
- b. Location. The alignment of the major pedestrian corridor is defined as the area within 30 feet of the extension of the north line of Lots 3 and 4, Block 2 of Cheriton Fruit Gardens Plat No. 1 recorded in the King County Department of Records and Elections in Volume 7 of Plats at page 47, extending from the eastern edge of the enclosed portion of Bellevue Square to 108th Avenue NE and the area within 30 feet north of the north curb and 30 feet south of the south curb of the Bellevue Transit Center traffic lanes as hereafter approved by the City, extending across the 108th Avenue NE right-of-way and to ~~110th~~ the east side of 112th Avenue NE. This alignment may be modified by the Bellevue Pedestrian Corridor Guidelines or by a Corridor Development Design Plan for a specific property.
- c. Bellevue Pedestrian Corridor Guidelines. Each development abutting the pedestrian corridor as described in paragraph E.1.c.v of this section must comply with the provisions of this paragraph and the Bellevue Pedestrian Corridor Guidelines and Major Open Space Design Guidelines as adopted by the City Council, or as the same may hereafter be amended. The Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines consist of general design guidelines consistent with provisions of this paragraph.
 - i. The corridor must present a coordinated design. The City will consider coordinated design features such as uniform treatment of signing, landscaping and lighting over the entire length of the corridor. Variety in design will be allowed and in some cases encouraged in order to provide visual interest and harmony with adjacent development. The corridor must incorporate numerous pedestrian amenities such as seating areas, landscaping, art features, weather protection and pedestrian scale lighting.
 - ii. The major pedestrian corridor must provide predominantly continuous pedestrian-oriented frontage, plazas, pedestrian ways, street arcades, landscape features, or enclosed plazas along its entire length.
 - iii. The entire corridor must be open to the public 24 hours per day. Segments of the corridor may be bridged or covered for weather protection, but not enclosed. Temporary closures will be allowed as necessary for maintenance purposes.
 - iv. Pedestrian movement across 104th Avenue NE, 106th Avenue NE or 108th Avenue NE and 110th Avenue NE shall be at grade.
 - v. The major pedestrian corridor width is established as part of the Bellevue Pedestrian Corridor Guidelines. The corridor width shall average 60 feet and in no case be less than 40 feet over each superblock west of 108th Avenue NE, and shall average 30 feet and in no case be less than 20 feet on each side over the superblocks extending from the western edge of the 108th Avenue NE right-of-way to ~~110th~~ the east side of 112th Avenue NE.

AMENDMENTS FOR MAJOR PEDESTRIAN CORRIDOR EXTENSION AND MINOR PUBLICLY ACCESSIBLE SPACES

All subdivisions or short subdivisions hereafter approved or permits for any structure or permanent parking or circulation area shall be reviewed for compatibility with the alignment of the major pedestrian corridor and major public open space as specified in paragraph E.1.b of this section or in the Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines if any lot line, structure or permanent parking or circulation area is within:

(1) 330 feet of the centerline of the major pedestrian corridor if west of 108th Avenue NE; or

(2) The area between the exterior edge of the curblines eastward of the Transit Center and the eastward extension of the trigger lines as defined in paragraph E.1.c.v(1) of this section to ~~110th~~ the east side of 112th Avenue NE.

...

5. Minor Publicly Accessible Spaces.

a. Purpose. Minor publicly accessible spaces provide relief from high intensity urban development, serve as visual gateways to the intensive Downtown Core, and provide opportunities for active or passive recreation.

b. Location. Minor publicly accessible spaces shall be located along Bellevue Way and 108th Avenue NE approximately at their intersections with NE 8th Street, NE 6th Street and NE 4th Street. Additionally, at least two spaces shall be located in each superblock based on coordination of design and proximity to other publicly accessible spaces, or pedestrian connections.

c. Design Guidelines

i. Minor publicly accessible spaces may be outdoors or enclosed as long as adequate access is provided and their existence is easily identifiable.

ii. A minor publicly accessible space must be open at least during the hours of 6 a.m. to midnight, or during the hours of operation of adjacent uses, whichever is greater. normal business hours.

iii. A minor publicly accessible open space must be developed as a plaza, enclosed plaza, or art or landscape feature. The design criteria of LUC 20.25A.030.C must be met, and the FAR amenity bonus may be utilized.

iv. Directional signage shall identify circulation routes for all users and state that the space is accessible to the public at the times specified by paragraph c.ii. of this section. The signage must be visible from all points of access. The Director shall specify sign

AMENDMENTS FOR MAJOR PEDESTRIAN CORRIDOR EXTENSION AND MINOR
PUBLICLY ACCESSIBLE SPACES

requirements including color, size, verbiage, type, placement, and any other necessary specification. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

d. Public Access – Legal Agreement

1. Owners of property that is used for a minor publicly accessible open space shall execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation.
2. The agreement shall provide that the public right for pedestrian use shall be enforceable by the City of Bellevue, and the City shall have full rights of access to the minor publicly accessible space and associated circulation routes for purposes of enforcing the rights of the public under this agreement.
3. Owners of property subject to this legal agreement will maintain the pedestrian access route and may adopt reasonable rules and regulations for the use of this space; provided, that the rules and regulations are not in conflict with the right of pedestrian use and access, and are consistent with this section.
4. The agreement shall be recorded with the King County Division of Records and Elections and the Bellevue City Clerk.



Planning Commission Schedule

November 18, 2015

The Bellevue Planning Commission typically meets on the second and fourth Wednesdays of each month. Meetings begin at 6:30 p.m. and are held in the Council Conference Room (Room 1E-113) at City Hall, unless otherwise noted. Public comment is welcome at each meeting.

The schedule and meeting agendas are subject to change. Please confirm meeting agendas with city staff at 425-452-6931. Agenda and meeting materials are typically posted no later than the Monday prior to the meeting date on the city's website at:

<http://www.bellevuewa.gov/planning-commission-agendas-2015.htm>

<u>Date</u>	<u>Tentative Agenda Topics</u>
Nov 18	Single Family Rental Housing Ordinance – Implementation Status Update Downtown Livability/Land Use Code
Nov 25	<i>No meeting – Day before Thanksgiving</i>
Dec 9	Eastgate Land Use Code Downtown Livability/Land Use Code – Public Hearing on “Early Wins”
Dec 23	<i>No meeting</i>

Tentative Jan/Feb 2016 meeting dates: 1/13, 1/27, 2/10, 2/24.

From: Kenny Gunn <kennyg@summitsolutionsgroup.com>
Sent: Tuesday, November 03, 2015 3:23 PM
To: PlanningCommission
Subject: Notification of Proposed Telecommunications Project
Attachments: MNS-E15016 CLG Notification Letter.pdf

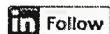
Follow Up Flag: Follow up
Flag Status: Flagged

Dear whom all it may concern,

Please find the notification and construction drawings attached for a proposed AT&T telecommunications project located at 3080 148th Avenue SE in Bellevue, Washington. Please feel free to contact me with any questions and/or concerns.

Thank You,

Kenny Gunn, M.S.
Historic Preservation Specialist
Environmental Solutions Division
503.765.7433 Phone
503.310.2341 Mobile
kennyg@summitsolutionsgroup.com





SD60 SUNSET VILLAGE PROPOSED TELECOMMUNICATIONS MODIFICATION

November 3, 2015

City of Bellevue
Planning & Community Development
450 110th Avenue NE
Bellevue, WA 98009

Subject: Proposed Telecommunications Modification/Section 106 Review
SD60 Sunset Village
Summit Project Number: MNS-E15016
3080 148th Avenue SE
Bellevue, WA 98007

Dear whom all it may concern,

The Federal Communications Commission (FCC) has requested that Summit contact the Certified Local Government or the jurisdictional Planning Department for any project that requires a Section 106 Review.

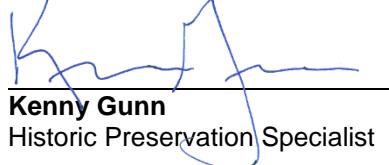
Summit is contacting you on behalf of our client, Mastec c/o AT&T Mobility, which has proposed to modify an existing unmanned telecommunications facility by relocating (3) existing antennas from the walls of an existing building to a new FRP shroud on the roof, along with replacing (3) existing antennas with (6) new LTE antennas

A Section 106 Review is in the process of being completed. A copy of the final report may be provided upon request. A set of proposed construction drawings are included with this letter for your reference.

With this letter, Summit Solutions Group (Summit) respectfully invites the City of Bellevue to comment further on any possible effects the proposed project may have to historical or cultural resources.

Please do not hesitate to contact me by telephone at 503.756.7433 or by email at kennyg@summitsolutionsgroup.com if you have any further questions.

Sincerely,



Kenny Gunn
Historic Preservation Specialist

A handwritten signature in blue ink, appearing to read "Kenny Gunn", is written over a horizontal line. Below the signature, the name "Kenny Gunn" is printed in a black sans-serif font, followed by the title "Historic Preservation Specialist" in a smaller font.

SUMMIT SOLUTIONS GROUP, LLC

6600 NE 78TH COURT, SUITE B3 | PORTLAND, OR | 97218 | 360.379.4009
704 W. HOOD AVENUE, SUITE C | SISTERS, OR | 97759 | 541.549.6620
WWW.SUMMITSOLUTIONSGROUP.COM



**at&t
mobility**

SUNSET VILLAGE

SD60

3080 148TH AVENUE SE
BELLEVUE, WA 98007

PROPRIETARY INFORMATION

THE INFORMATION CONTAINED IN THIS SET OF CONSTRUCTION DOCUMENTS IS PROPRIETARY BY NATURE. ANY USE OR DISCLOSURE OTHER THAN THAT WHICH RELATES TO CARRIER SERVICES IS STRICTLY PROHIBITED.

PRELIMINARY CONSTRUCTION DRAWINGS

06-04-2015

RFDS V3.0
01/22/2014

PROJECT INFORMATION

PROJECT DESCRIPTION:

AT&T PROPOSES TO MODIFY AN EXISTING UNMANNED TELECOMMUNICATIONS FACILITY BY RELOCATING AN EXISTING 3-SECTOR ANTENNA ARRAY FROM THE WALLS OF AN EXISTING BUILDING TO A NEW FRP SHROUD ON THE ROOF; REPLACING (3) EXISTING LTE ANTENNAS (1 PER SECTOR) WITH (6) NEW LTE ANTENNAS (2 PER SECTOR), ADDING (6) RRH UNITS (2 PER SECTOR) AND (3) SURGE SUPPRESSION UNITS (1 PER SECTOR).

APPLICANT:

AT&T MOBILITY
RTC BUILDING 3
16221 NE 72ND WAY
REDMOND, WA 98052

PROPERTY OWNER:
SKYMATT PROPERTIES, LLC
3080 148TH AVENUE SE
BELLEVUE, WA 98007

CODE INFORMATION:

ZONING CLASSIFICATION: CB (COMMUNITY BUSINESS)
BUILDING CODE: IBC 2012

CONSTRUCTION TYPE: [E] IIA [N] IIB

OCCUPANCY: [E] B [N] S-2

JURISDICTION: CITY OF BELLEVUE

CURRENT USE: TELECOMMUNICATION FACILITY
PROPOSED USE: TELECOMMUNICATION FACILITY

SITE LOCATION: (BASED ON NAD 83):

LATITUDE: 47° 34' 57.5" N
LONGITUDE: -122° 8' 26.8" W
TOP OF STRUCTURE AGL: 40.0± (PARKING GARAGE)
BASE OF STRUCTURE AMSL: 353.7'

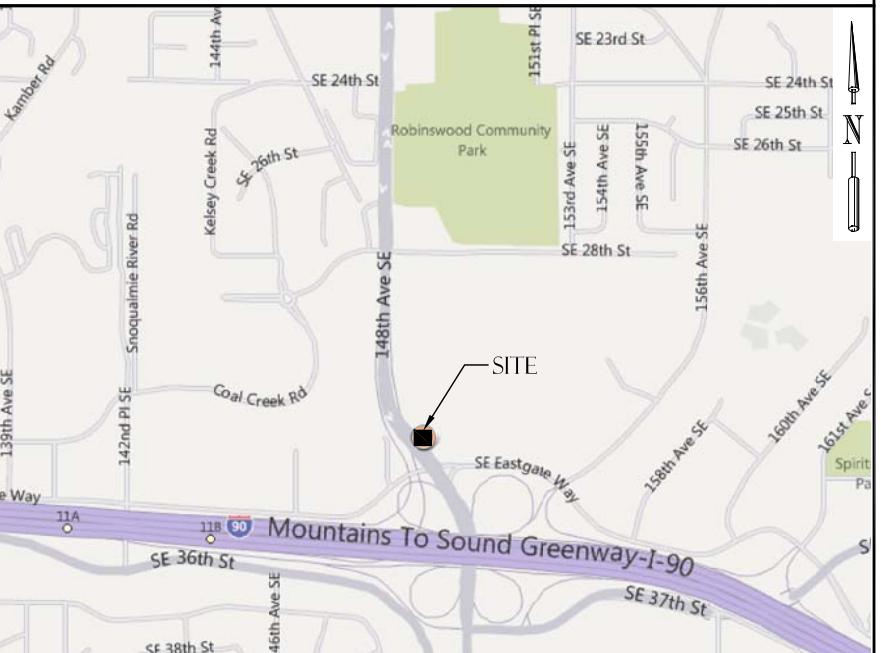
PARCEL NUMBER(S):

1124059092 & 1124059007

PERMITTING:
RYKA CONSULTING
918 S HORTON ST, SUITE 1002
SEATTLE, WA 98134
CONTACT: NICOLE BATEMAN

CONSTRUCTION MANAGER:
MASTEC
1203 114TH AVE SE
BELLEVUE, WA 98004
CONTACT: RON EVENSON
PH: (206) 819-4727

VICINITY MAP



DRIVING DIRECTIONS

FROM THE AT&T REGIONAL OFFICE (REDMOND, WA):

DEPART NE 72ND WAY TOWARD 164TH AVE NE
TURN RIGHT ONTO 164TH AVE NE, AND THEN IMMEDIATELY TURN RIGHT ONTO BEAR CREEK PKWY
0.1 MI
TURN LEFT ONTO LEARY WAY NE
0.4 MI
ROAD NAME CHANGES TO NE LEARY WAY
0.1 MI
TAKE RAMP RIGHT FOR SR-520 WEST TOWARD SEATTLE
0.2 MI
TAKE RAMP RIGHT AND FOLLOW SIGNS FOR 148TH AVE NE
2.4 MI
TURN LEFT ONTO 148TH AVE NE
0.3 MI
KEEP STRAIGHT ONTO 148TH AVE SE
1.9 MI
MAKE A U-TURN AT SE EASTGATE WAY
2.0 MI
ARRIVE AT 3080 148TH AVE SE, BELLEVUE, WA 98007-6420 ON THE RIGHT
0.1 MI

APPROVAL	DATE	SIGNATURE	APPROVAL	DATE	SIGNATURE
RF ENGINEER:			LANDLORD:		
RF MANAGER:			SITE ACQUISITION:		
OPPS MANAGER:			ZONING AGENT:		
CONSTR. MANAGER:			PROJECT MANAGER:		
NSB MANAGER:			CONSTR. MANAGER:		
TRANSPORT:					
EQUIP. ENGINEER:					
COMPLIANCE:					

REVIEWERS SHALL CLEARLY PLACE INITIALS ADJACENT TO EACH REDLINE NOTE AS DRAWINGS ARE BEING REVIEWED

PROJECT TEAM

PROJECT ARCHITECT	PROJECT CONSULTANT
THOMAS R. HOLLAND, AIA PACIFIC TELECOM SERVICES, LLC 506 SECOND AVE, SUITE 210 SEATTLE, WA 98104 CONTACT: ZACHARY NESGODA PH: (206) 342-6383 EMAIL: ZNESGODA@PTSWA.COM	MASTEC 1203 114TH AVE SE BELLEVUE, WA 98004 CONTACT: DAWN FANN

DRAWING INDEX

SHEET	DESCRIPTION
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G-1	GENERAL NOTES & SYMBOLS
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A-2	EXISTING ENLARGED SITE PLAN
A-3	PROPOSED ENLARGED SITE PLAN
A-4	EQUIPMENT SHELTER LAYOUT
A-5	EXISTING & PROPOSED EAST ELEVATIONS
RF-1	EXISTING & PROPOSED ANTENNA CONFIGURATION
RF-2	RF DETAILS
E-1	SCHEMATIC GROUNDING PLAN
E-2	GROUNDING DETAILS

LEGAL DESCRIPTION

PARCEL: 1124059092
"LOT 2" BELLEVUE SHORT PLAT NO 04-100139-LN
RECORDING NUMBER 2004092090017 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

PARCEL: 1124059007
"LOT 1" BELLEVUE SHORT PLAT NO 04-100139-LN
RECORDING NUMBER 2004092090017 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

ABBREVIATIONS

A/C	AIR CONDITIONING	GC	GENERAL CONTRACTOR	PLYWD	PLYWOOD
AGL	ABOVE GROUND LEVEL	GPS	GLOBAL POSITIONING SYSTEM	PROJ	PROJECT
APPROX	APPROXIMATELY	GRND	GROUND	PROP	PROPERTY
BLDG	BUILDING	HORZ	HORIZONTAL	PT	PRESSURE TREATED
BLK	BLOCKING	HR	HOUR	REQ	REQUIRED
CLG	CEILING	HT	HEIGHT	RF	RADIO FREQUENCY
CLR	CLEAR	HVAC	HEATING	RM	ROOM
COAX	COAXIAL CABLE	VENTILATION	AIR CONDITIONING	RO	ROUGH OPENING
CONC	CONCRETE	ID	INSIDE DIAMETER	RRH	REMOTE RADIO HEAD
CONST	CONSTRUCTION	IN	INCH	RRU	REMOTE RADIO UNIT
CONT	CONTINUOUS	INFO	INFORMATION	SHT	SHEET
DBL	DOUBLE	INSUL	INSULATION	SIM	SIMILAR
DIA	DIAMETER	INT	INTERIOR	SPEC	SPECIFICATION
DIAG	DIAGONAL	IBC	INTERNATIONAL BUILDING CODE	SF	SQUARE FOOT
DN	DOWN	IN	INSIDE	SS	STAINLESS STEEL
DET	DETAIL	INFO	INFORMATION	STL	STEEL
DWG	DRAWING	INSUL	INSULATION	STRUCT	STRUCTURAL
		INT	INTERIOR	STD	STUD
		IBC	INTERNATIONAL BUILDING CODE	SUSP	SUSPENDED
EA	EACH	LBS	POUNDS	THRU	THROUGH
ELEV	ELEVATION	LMU	LOCATION MEASUREMENT UNIT	TMA	TOWER MOUNTED AMPLIFIER
ELEC	ELECTRICAL	LTE	LONG TERM EVOLUTION	TNNG	TINNED
EQ	EQUAL	MAX	MAXIMUM	TYP	TYPICAL
EQUIP	EQUIPMENT	MECH	MECHANICAL	UNO	UNLESS NOTED OTHERWISE
EXT	EXTERIOR	MTL	METAL	VERT	VERTICAL
FIN	FINISH	MFR	MANUFACTURE	VIF	VERIFY IN FIELD
FLUOR	FLUORESCENT	MGR	MANAGER		
FLR	FLOOR	MIN	MINIMUM		
FT	FOOT	MISC	MISCELLANEOUS		
FRP	FIBER-REINFORCED POLYMER	NA	NOT APPLICABLE		
		NIC	NOT IN CONTRACT		
		NTS	NOT TO SCALE		
GA	GAUGE	OC	ON CENTER	W/	WITH
GALV	GALVANIZED	OD	OUTSIDE DIAMETER	W/O	WITHOUT
				WP	WATER PROOF

REVISIONS			
NO.	DATE	DESCRIPTION	INITIAL
A	10/06/14	ISSUED FOR PCD REVIEW	AF
B	12/01/14	ISSUED FOR PCD REVIEW	ZLN
C	06/04/15	ISSUED FOR PCD REVIEW	TJB

SHEET TITLE	TITLE SHEET
SHEET NUMBER	T-1

GENERAL NOTES:

1. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT AND NETWORK CARRIER OF ANY ERRORS, OMISSIONS, OR INCONSISTENCIES AS THEY MAY BE DISCOVERED IN PLANS, DOCUMENTS, NOTES, OR SPECIFICATIONS, PRIOR TO STARTING CONSTRUCTION INCLUDING, BUT NOT LIMITED BY DEMOLITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY ERROR, OMISSION, OR INCONSISTENCY AFTER THE START OF CONSTRUCTION WHICH HAS NOT BEEN BROUGHT TO THE ATTENTION OF ARCHITECT AND NETWORK CARRIER CONSTRUCTION PROJECT MANAGER AND SHALL INCUR ANY EXPENSES TO RECTIFY THE SITUATION. THE MEANS OF CORRECTING ANY ERROR SHALL FIRST BE APPROVED BY ARCHITECT AND NETWORK CARRIER CONSTRUCTION PROJECT MANAGER.
 2. PRIOR TO THE SUBMISSION OF BIDS, CONTRACTORS INVOLVED SHALL VISIT THE JOB SITE TO FAMILIARIZE THEMSELVES WITH ALL CONDITIONS AFFECTING THE PROPOSED PROJECT. CONTRACTORS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND THE CONTRACTOR HAVING BEEN AWARDED THIS PROJECT SHALL VISIT THE CONSTRUCTION SITE WITH THE CONSTRUCTION/CONTRACT DOCUMENTS TO VERIFY FIELD CONDITIONS AND CONFIRM THAT THE PROJECT WILL BE ACCOMPLISHED AS SHOWN. PRIOR TO PROCEEDING WITH CONSTRUCTION, ANY ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER VERBALLY AND IN WRITING.
 3. THE ARCHITECTS/ENGINEERS HAVE MADE EVERY EFFORT TO SET FORTH IN THE CONSTRUCTION AND CONTRACT DOCUMENTS THE COMPLETE SCOPE OF WORK. CONTRACTORS BIDDING THE JOB ARE NEVERTHELESS CAUTIONED THAT MINOR OMISSIONS OR ERRORS IN THE DRAWINGS AND/OR SPECIFICATIONS SHALL NOT EXCUSE SAID CONTRACTOR FROM COMPLETING THE PROJECT AND IMPROVEMENTS IN ACCORDANCE WITH THE NETWORK CARRIER PROJECT SCOPE AND THE INTENT OF THESE DOCUMENTS. THE BIDDER SHALL BEAR THE RESPONSIBILITY OF NOTIFYING (IN WRITING) THE ARCHITECT/ENGINEER OF ANY CONFLICTS, ERRORS, OR OMISSIONS PRIOR TO SUBMISSION OF CONTRACTOR'S PROPOSAL. IN THE EVENT OF DISCREPANCIES THE CONTRACTOR SHALL PRICE THE MORE COSTLY OR EXTENSIVE WORK, UNLESS DIRECTED OTHERWISE.
 4. DRAWINGS ARE NOT TO BE SCALED DUE TO DISTORTIONS RESULTING FROM MULTIPLE REPROGRAPHIC COPIES. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALES SHOWN ON PLANS.
 5. OWNER, CONTRACTOR, AND NETWORK CARRIER REPRESENTATIVE SHALL REVIEW AND CONFIRM THAT PROJECT SCOPE, DESIGN INTENT AND UTILITY COORDINATION ITEMS ARE INCLUDED IN THE DRAWINGS AND SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION.
 6. THE CONTRACTOR SHALL RECEIVE WRITTEN AUTHORIZATION FROM NETWORK CARRIER REPRESENTATIVE TO PROCEED WITH CONSTRUCTION PRIOR TO STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED BY THE CONSTRUCTION DRAWINGS/CONTRACT DOCUMENTS.
 7. THE CONTRACTOR SHALL PERFORM WORK DURING OWNER'S PREFERRED HOURS TO AVOID DISTURBING NORMAL BUSINESS OR TENANTS.
 8. THE CONTRACTOR SHALL PROVIDE NETWORK CARRIER PROPER INSURANCE CERTIFICATES NAMING NETWORK CARRIER AS ADDITIONAL INSURED, AND PROVIDE NETWORK CARRIER PROOF OF LICENSE(S) INCLUDING PE & PD INSURANCE.
 9. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.
 10. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS ACCORDING TO MANUFACTURER'S/VENDOR'S SPECIFICATIONS UNLESS NOTED OTHERWISE OR WHERE LOCAL CODES OR ORDINANCES TAKE PRECEDENCE.
 11. ALL WORK PERFORMED ON THE PROJECT ALONG WITH ALL MATERIALS INSTALLED, SHALL COMPLY IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES. CONTRACTOR SHALL LIKEWISE ISSUE NOTICE TO ALL SUB-CONTRACTORS THAT THEY SHALL COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY, MUNICIPALITY, UTILITY COMPANY AND LOCAL/STATE JURISDICTIONAL CODES BEARING ON THE PERFORMANCE OF THE WORK.
 12. A COPY OF THE GOVERNING AGENCY ISSUED AND APPROVED PLANS SHALL BE KEPT IN A PLACE SPECIFIED BY THE GOVERNING AGENCY, AND BY LAW, SHALL BE AVAILABLE AT THE JOB SITE FOR INSPECTION AT ALL TIMES. THE ORIGINAL PERMIT SET PLANS ARE NOT TO BE USED BY THE WORKMEN. ALL CONSTRUCTION SETS SHALL REFLECT THE SAME INFORMATION AS GOVERNING AGENCY APPROVED PLANS. THE CONTRACTOR SHALL ALSO MAINTAIN ONE SET OF PLANS, IN GOOD CONDITION, COMPLETE WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS ON THE PREMISES AT ALL TIMES UNDER THE DIRECT CARE OF THE SUPERINTENDENT. THE CONTRACTOR SHALL SUPPLY THE NETWORK CARRIER CONSTRUCTION PROJECT MANAGER WITH A COPY OF ALL REVISIONS, ADDENDA, AND/OR CHANGE ORDERS AT THE CONCLUSION OF THE WORK AS A PART OF THE AS-BUILT DRAWING RECORDS.
 13. THE STRUCTURAL COMPONENTS OF ADJACENT CONSTRUCTION OR FACILITIES ARE NOT TO BE ALTERED BY THIS CONSTRUCTION PROJECT UNLESS NOTED OTHERWISE.
 14. THE CONTRACTOR SHALL STUDY THE STRUCTURAL, ELECTRICAL, MECHANICAL, AND PLUMBING PLANS AND CROSS CHECK THEIR DETAILS, NOTES, DIMENSIONS, AND ALL REQUIREMENTS PRIOR TO THE START OF ANY WORK. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES.
 15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE JOB SITE WHILE WORK IS IN PROGRESS UNTIL THE JOB IS COMPLETE.
 16. THE CONTRACTOR HAS THE RESPONSIBILITY OF LOCATING ALL EXISTING UTILITIES SHOWN OR NOT SHOWN ON THE PLANS, ALONG WITH PROTECTING THEM FROM DAMAGE. THE CONTRACTOR AND SUBCONTRACTOR SHALL BEAR THE EXPENSES OF REPAIR AND/OR REPLACEMENT OF UTILITIES OR OTHER PROPERTY DAMAGE RESULTING FROM OPERATIONS IN CONJUNCTION WITH THE EXECUTION OF THE WORK.
 17. ALL EXISTING CONSTRUCTION, EQUIPMENT, AND FINISHES NOTED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND WILL BE REMOVED FROM THE SITE WITH THE FOLLOWING EXCEPTIONS:
 - PROPERTY NOTED TO BE RETURNED TO THE OWNER.
 - PROPERTY NOTED TO BE REMOVED BY THE OWNER.
 18. THE GOVERNING AGENCIES, CODE AUTHORITIES, AND BUILDING INSPECTORS SHALL PROVIDE MINIMUM STANDARDS FOR CONSTRUCTION TECHNIQUES, MATERIALS, AND FINISHES USED THROUGHOUT THE PROJECT. TRADE STANDARDS AND/OR PUBLISHED MANUFACTURERS SPECIFICATIONS MEETING OR EXCEEDING DESIGN REQUIREMENTS SHALL BE USED FOR INSTALLATION.
 19. WHEN ROOF TOP OR TOP FLOOR DECK TEMPORARY STAGING IS REQUIRED, MATERIALS SHALL BE EVENLY DISTRIBUTED OVER ROUGH FRAMED FLOORS OR ROOFS SO AS NOT TO EXCEED THE DESIGNED LIVE LOADS FOR THE STRUCTURE. TEMPORARY SHORING AND/OR BRACING IS TO BE PROVIDED WHERE THE STRUCTURE DOESN'T HAVE THE DESIGN STRENGTH FOR ADDITIONAL LOADING.
 20. SEAL ALL PENETRATIONS WITHIN FIRE-RATED AREAS WITH U.L. LISTED OR FIRE MARSHALL APPROVED MATERIALS IF APPLICABLE TO THE SUBJECT FACILITY AND OR PROJECT SITE.
 21. BUILDING INSPECTORS AND/OR OTHER BUILDING OFFICIALS ARE TO BE NOTIFIED PRIOR TO ANY GROUND DISTURBANCE, CONSTRUCTION, AND ANY OTHER PROJECT EFFORT AS MANDATED BY THE GOVERNING AGENCY.
 22. CONTRACTOR TO PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF PROJECT AREA DURING CONSTRUCTION.
 23. CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, EASEMENTS, PAVING, CURBING, DURING CONSTRUCTION. UPON COMPLETION OF WORK, CONTRACTOR SHALL REPAIR ANY DAMAGE THAT MAY HAVE OCCURRED DUE TO CONSTRUCTION ON OR ADJACENT TO THE PROPERTY.
 24. CONTRACTOR SHALL KEEP GENERAL WORK AREA CLEAN AND HAZARD FREE DURING CONSTRUCTION DISPOSING OF ALL DIRT, DEBRIS, AND RUBBISH. CONTRACTOR SHALL REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY OR PREMISES. SITE SHALL BE LEFT IN CLEAN CONDITION AND FREE FROM PAINT SPOTS, DUST, OR SMUDGES OF ANY NATURE.
 25. NEW CONSTRUCTION INSTALLED ADJACENT EXISTING BUILDINGS OR CONSTRUCTION SHALL ARCHITECTURALLY MATCH THE EXISTING IN TERMS OF COLOR, TEXTURE, FINISH MATERIALS, ETC., EXCEPT AS NOTED IN THE PLANS AND SPECIFICATIONS.
 26. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BACKING, BLOCKING, AND/OR OTHER ANCHORAGE DEVICES REQUIRED FOR THE INSTALLATION OF FIXTURES, MECHANICAL EQUIPMENT, PLUMBING, HARDWARE, AND FINISH ITEMS TO INSURE A PROPER AND CODE COMPLIANT INSTALLATION.
 27. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING INSTALLATIONS THAT ARE CONSTRUCTED LEVEL, ERECT, EVENLY ALIGNED, PLUMB AND TRUE BASED ON THE CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COMPARE EXISTING CONDITIONS WITH THE PROPOSED DESIGN PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES OR INCONSISTENCIES TO THE NETWORK CARRIER'S REPRESENTATIVE AND FURTHER TO THE A&E SUCH THAT THE NEW INSTALLATION WILL LIKELY BE LEVEL, ERECT, EVENLY ALIGNED, PLUMB AND TRUE. ARCHITECT AND NETWORK CARRIER SHALL BE NOTIFIED OF ANY ERRORS, OMISSIONS, OR INCONSISTENCIES PRIOR TO ANY CONSTRUCTION.
 28. THE CONTRACTOR IS TO PROVIDE PROTECTION FOR ADJOINING PROPERTIES FROM PHYSICAL HARM, NOISE, DUST, DIRT, AND FIRE AS REQUIRED BY THE GOVERNING AGENCIES.
 29. WHERE SPECIFIED, MATERIALS TESTING SHALL BE TO THE LATEST STANDARDS AND/OR REVISIONS AVAILABLE AS REQUIRED BY THE GOVERNING AGENCY RESPONSIBLE FOR RECORDING THE RESULTS.
 30. THE CONTRACTOR IS RESPONSIBLE FOR THE STORAGE OF ALL MATERIALS AND SHALL NOT STORE OR STAGE MATERIALS ON PUBLIC PROPERTY WITHOUT A PERMIT TO DO SO FROM THE GOVERNING AGENCIES FOR THIS PURPOSE.
 31. GENERAL NOTES AND STANDARD DETAILS ARE THE MINIMUM REQUIREMENTS TO BE USED IN ALL CONDITIONS UNLESS ILLUSTRATED AND NOTED OTHERWISE.
 32. TRADES INVOLVED IN THE PROJECT SHALL BE RESPONSIBLE FOR THEIR OWN CUTTING, FITTING, PATCHING, ETC., SO AS TO BE PREPARED PROPERLY BY THE WORK OF OTHER TRADES.
 33. ALL DEBRIS AND REFUSE SHALL BE REMOVED FROM THE PROJECT PREMISES AND LEFT IN A CLEAN SWEEP CONDITION AT ALL TIMES BY EACH TRADE AS THEY PERFORM THEIR OWN PORTION OF THE WORK.
 34. NETWORK CARRIER DOES NOT GUARANTEE ANY PRODUCTS, FIXTURES, AND/OR ANY EQUIPMENT NAMED BY A TRADE OR MANUFACTURER. GUARANTEE OR WARRANTY THAT MAY BE IN EFFECT IS DONE THROUGH THE COMPANY OR MANUFACTURER PROVIDING THE PRODUCT, FIXTURE, AND/OR EQUIPMENT UNLESS SPECIFIC RESPONSIBILITY IS ALSO PROVIDED BY THE CONTRACTOR/SUBCONTRACTOR IN WRITTEN FORM.
 35. CAUTION! CALL BEFORE YOU DIG! BURIED UTILITIES EXIST IN THE AREA AND UTILITY INFORMATION SHOWN MAY NOT BE COMPLETE. CONTACT THE ONE-CALL UTILITY LOCATE SERVICE A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION.
 36. WHEN APPLICABLE, CONTRACTOR IS RESPONSIBLE TO CALL, COORDINATE AND MAKE ARRANGEMENTS FOR R.O.W. AND/OR PRIVATE PROPERTY LOCATES BASED ON SPECIFIC SITE REQUIREMENTS.
 37. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE INFORMATION AS APPLICABLE.
 38. CONTRACTORS TO DOCUMENT ALL WORK PERFORMED WITH PHOTOGRAPHS AND SUBMIT TO NETWORK CARRIER'S REPRESENTATIVE ALONG WITH REDLINED CONSTRUCTION SET.
 39. CONTRACTOR SHALL DOCUMENT ALL CHANGES MADE IN THE FIELD BY MARKING UP (REDLINING) THE APPROVED CONSTRUCTION SET AND SUBMITTING THE REDLINED ALONG WITH PHOTOGRAPHS PER NETWORK CARRIER REQUIREMENTS.
 40. CONTRACTOR SHALL COORDINATE AND SEEK APPROVAL OF ALL POWER DRAW, INSTALLATION AND/OR MODIFICATIONS WITH POWER COMPANY, OWNER AND JURISDICTION AS REQUIRED. CONTRACTOR SHALL REPORT POWER INSTALLATION SOLUTION(S) TO NETWORK CARRIER REPRESENTATIVE, PROJECT CONSTRUCTION MANAGER AND ARCHITECT.
 41. ANY SUBSTITUTIONS OF MATERIALS AND/OR EQUIPMENT, MUST BE APPROVED BY NETWORK CARRIER CONSTRUCTION MANAGER.
 42. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL REMEDY ALL FAULTY, INFERIOR, AND/OR IMPROPER MATERIALS, DAMAGED GOODS, AND/OR FAULTY WORKMANSHIP FOR ONE (1) YEAR AFTER THE PROJECT IS COMPLETE ACCEPTING UNDER THIS CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR. EXCEPTION: THE ROOFING SUBCONTRACTOR SHALL FURNISH A MAINTENANCE AGREEMENT FOR ALL WORK DONE, COSIGNED BY THE CONTRACTOR, TO MAINTAIN THE ROOFING IN A WATERTIGHT CONDITION FOR A PERIOD OF TWO (2) YEARS STARTING AFTER THE DATE OF SUBSTANTIAL COMPLETION OF THE PROJECT, UNLESS OTHERWISE WRITTEN IN THE CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR.

ABBREVIATED ROOF TOP SAFETY PROCEDURES (WHEN APPLICABLE):

FALL PROTECTION METHODS AND EQUIPMENT ROOF TOP INSTALLATIONS

1. FOR WORK IS BEING PERFORMED WITHIN 25' OF AN UNPROTECTED ROOF EDGE, THE CONSTRUCTION SUPERVISOR SHALL DESIGNATE A TRAINED SAFETY MONITOR TO OBSERVE THE MOVEMENTS AND ACTIVITIES OF THE CONSTRUCTION WORKERS.
 2. SAFETY MONITOR SHALL WARN CONSTRUCTION WORKERS OF HAZARDS (I.E., BACKING UP TOWARD A ROOF EDGE, ETC.) OR UNSAFE ACTIVITIES. THE SAFETY MONITOR MUST BE ON THE SAME ROOF AND WITHIN VISUAL AND VERBAL DISTANCE OF THE CONSTRUCTION WORKERS.
 3. CONSTRUCTION INVOLVING WORKERS TO APPROACH WITHIN 6' OR LESS OF AN UNPROTECTED ROOF EDGE, REQUIRES WORKERS TO USE SAFETY LINE.
 4. SAFETY LINE SHALL BE MINIMUM $\frac{1}{2}$ " DIAMETER NYLON, WITH A NOMINAL TENSILE STRENGTH OF 5400 LBS.
 5. SAFETY LINE SHALL BE ATTACHED TO A SUBSTANTIAL MEMBER OF THE STRUCTURE.
 6. SAFETY LINE LENGTH SHALL BE SET ALLOWING CONSTRUCTION WORKER TO REACH EDGE OF ROOF, BUT NOT BEYOND.
 7. SAFETY BELTS SHALL BE WORN BY ALL CONSTRUCTION WORKERS.
 8. MONTHLY SAFETY INSPECTION AND MAINTENANCE OF THE FALL PROTECTION EQUIPMENT SHALL OCCUR BY THE SAFETY COMMITTEE REPRESENTATIVES, INCLUDING:
 - INSPECTION OF CONSTRUCTION AREA FOR HAZARDS
 - USE OF AN INSPECTION CHECKLIST
 - INTERVIEWING COWORKERS REGARDING SAFETY CONCERN
 - REPORTING AND DOCUMENTING ANY HAZARDS
 - REPORTING HAZARDS TO THE SAFETY COMMITTEE FOR CONSIDERATION
 - POSTING RESULTS OF INSPECTION AND ANY ACTION TAKEN
 - RECEIVING AN UNBIASED REVIEW OF ONE'S OWN WORK AREA BY ANOTHER COWORKER SAFETY REPRESENTATIVE

REFER TO ROOFTOP WORK AREA SAFETY PROTOCOL
NATIONAL ASSOCIATION OF TOWER ERECTORS 2000 PUBLICATION

REFERENCED OSHA REGULATION/STANDARDS SHALL BE REVIEWED BY TOWER ERECTORS, EQUIPMENT INSTALLERS, AND TOWER/ROOF TOP CONTRACTORS/SUBCONTRACTORS
29 CFR 1926.500 – SCOPE, APPLICATION, AND DEFINITIONS
29 CFR 1926.501 – DUTY TO HAVE FALL PROTECTION
19 CFR 1926.502 – FALL PROTECTION SYSTEMS CRITERIA AND PRACTICES

SYMBOLS:

	GRID REFERENCE		STEEL
	DETAIL REFERENCE	(N)	NEW
	ELEVATION REFERENCE	(E)	EXISTING
	SECTION REFERENCE		NEW ANTENNA
	CENTERLINE		EXISTING ANTENNA
	PROPERTY/LEASE LINE		GROUND BUS BAR
	MATCH LINE		ELECTRIC BOX
	WORK POINT		TELEPHONE BOX
	GROUND CONDUCTOR		LIGHT POLE
	TELEPHONE CONDUIT		FND. MONUMENT
	ELECTRICAL CONDUIT		SPOT ELEVATION
	COAXIAL CABLE		SET POINT
	OVERHEAD SERVICE CONDUCTORS		REVISION
	GROUT OR PLASTER		
	(E) BRICK		
	(E) MASONRY		
	CONCRETE		
	EARTH		
	GRAVEL		
	PLYWOOD		
	SAND		
	WOOD CONTINUOUS		
	WOOD BLOCKING		

TOWER/POLE NOTES (WHEN APPLICABLE):

- VERIFICATION THAT THE EXISTING APPLICABLE BUILDING, TOWER, POLE OR WATER TANK CAN SUPPORT THE PROPOSED ANTENNA LOADING SHALL BE PERFORMED BY A REGISTERED STRUCTURAL ENGINEER.
 - PROVIDE SUPPORTS FOR THE ANTENNA COAX CABLES TO THE ELEVATION OF ALL INITIAL AND FUTURE ANTENNAS. ANTENNA COAX CABLES ARE TO BE SUPPORTED AND RESTRAINED AT THE CENTERS SUITABLE TO THE MANUFACTURER'S REQUIREMENTS.

NOT FOR CONSTRUCTION UNLESS
LABELED AS CONSTRUCTION SET

SHEET TITLE
GENERAL NOTES & SYMBOLS

SHEET NUMBER

G-



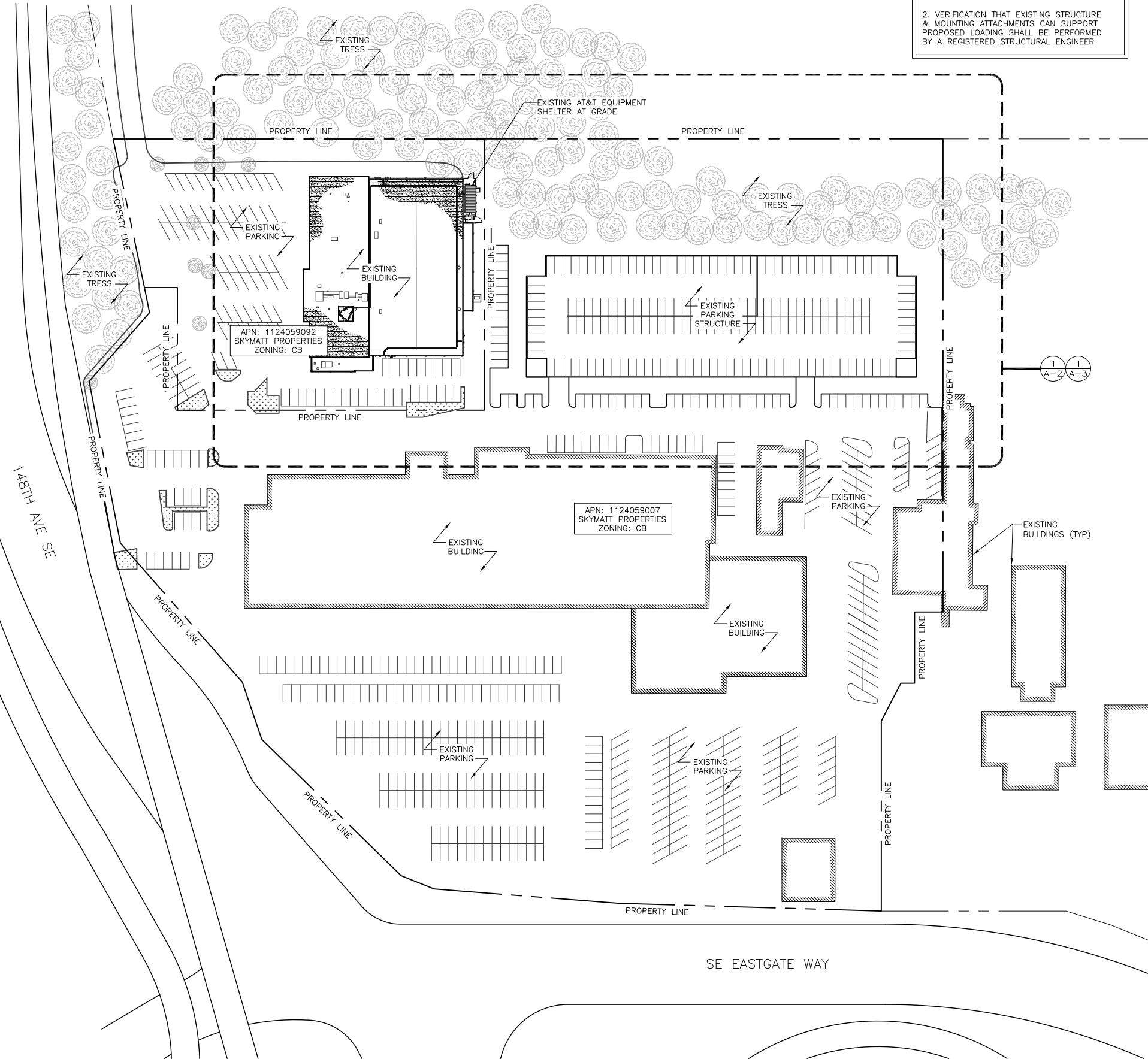
MasTec
Network Solutions

PTS
PACIFIC TELECOM SERVICES, LLC

SUNSET VILLAGE

SD60

3080 148TH AVENUE SE
BELLEVUE, WA 98007



NOTES:

1. RELOCATED & PROPOSED AT&T ANTENNAS, MOUNTING HARDWARE AND EQUIPMENT TO BE PAINTED TO MATCH EXISTING STRUCTURE.
2. VERIFICATION THAT EXISTING STRUCTURE & MOUNTING ATTACHMENTS CAN SUPPORT PROPOSED LOADING SHALL BE PERFORMED BY A REGISTERED STRUCTURAL ENGINEER

LEGEND

— - - - -	SUBJECT BOUNDARY LINE
- - - - -	RIGHT-OF-WAY CENTERLINE
— - - -	RIGHT-OF-WAY LINE
— - -	ADJACENT BOUNDARY LINE
— -	SECTIONAL BREAKDOWN LINE
— OHP — OHP —	OVERHEAD POWER LINE
— UGP — UGP — UGP —	BURIED POWER LINE
— BURIED GAS LINE	
— OHT — OHT —	OVERHEAD TELEPHONE LINE
— UGT — UGT — UGT —	BURIED TELEPHONE LINE
— W — W — W —	BURIED WATER LINE
— SS — SS — SS —	BURIED SANITARY SEWER
— SD — SD — SD —	BURIED STORM DRAIN
— DITCH LINE/FLOW LINE	
— - - - -	ROCK RETAINING WALL
— - - - -	VEGETATION LINE
— X — X — X — X —	CHAIN LINK FENCE
— □ — □ — □ —	WOOD FENCE
— X — X — X — X — X —	BARBED WIRE/WIRE FENCE
△	TRANSFORMER
○	FIRE HYDRANT
×	LIGHT STANDARD
□	GATE VALVE
P	POWER VAULT
■	WATER METER
☒	UTILITY BOX
☒	UTILITY POLE
←	POLE GUY WIRE
□	GAS VALVE
□	GAS METER
T	TELEPHONE VAULT
□	MAIL BOX
□	TELEPHONE RISER
234.21	SPOT ELEVATION

LEGAL DESCRIPTION (PARCEL: 1124059092)

"LOT 2" BELLEVUE SHORT PLAT NO 04-100139-LN RECORDING NUMBER 2004092090017 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

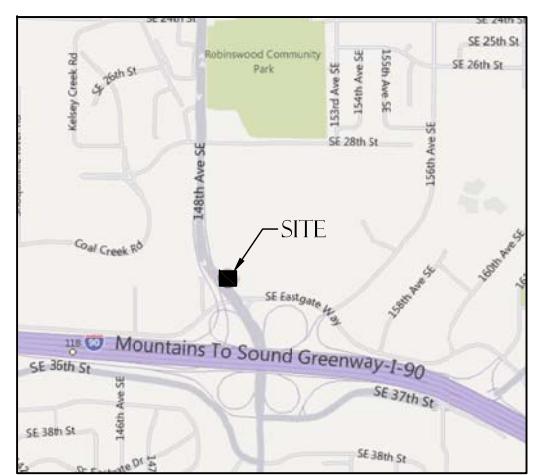
LEGAL DESCRIPTION (PARCEL: 1124059007)

"LOT 1" BELLEVUE SHORT PLAT NO 04-100139-LN RECORDING NUMBER 2004092090017 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

DISCLAIMER

THESE DRAWINGS WERE PRODUCED WITHOUT THE BENEFIT OF A CURRENT LAND SURVEY. ALL PROPERTY LINES, EASEMENTS, SETBACKS AND EXISTING CONDITIONS ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO START OF CONSTRUCTION.

VICINITY MAP





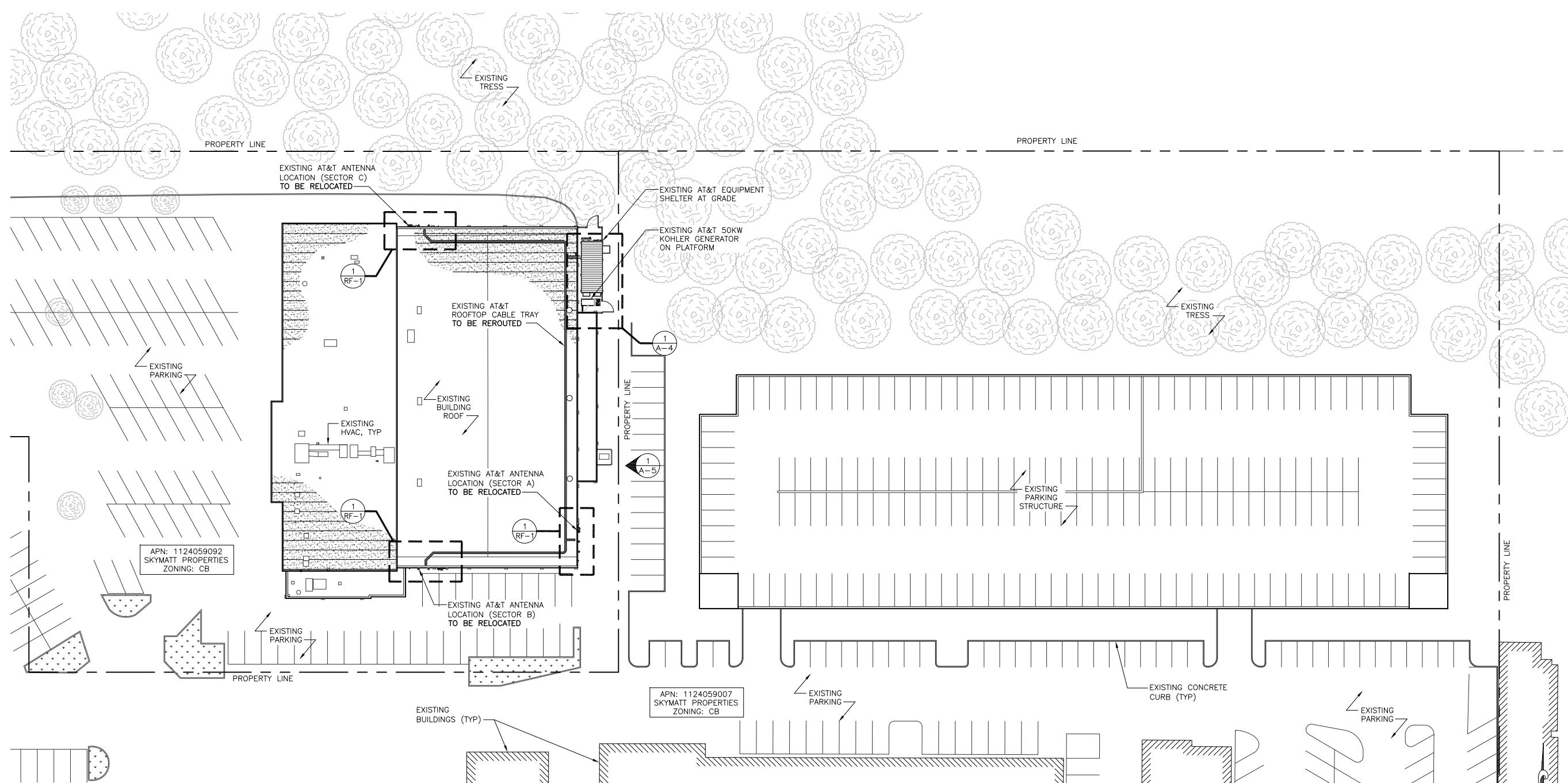
MasTec
Network Solutions

PTS
PACIFIC TELECOM SERVICES, LLC

SUNSET VILLAGE

SD60

3080 148TH AVENUE SE
BELLEVUE, WA 98007



REVISIONS			
NO.	DATE	DESCRIPTION	INITIAL
A	10/06/14	ISSUED FOR PCD REVIEW	AF
B	12/01/14	ISSUED FOR PCD REVIEW	ZLN
C	06/04/15	ISSUED FOR PCD REVIEW	TJB

NOT FOR CONSTRUCTION UNLESS LABELED AS CONSTRUCTION SET

SHEET TITLE
EXISTING ENLARGED SITE PLAN

TRUE NORTH
North to be determined by site survey (if possible).

SHEET NUMBER
A-2

24"x36" SCALE: 1" = 30'-0"
11"x17" SCALE: 1" = 60'-0" 30' 15' 0" 30'

EXISTING ENLARGED SITE PLAN 1

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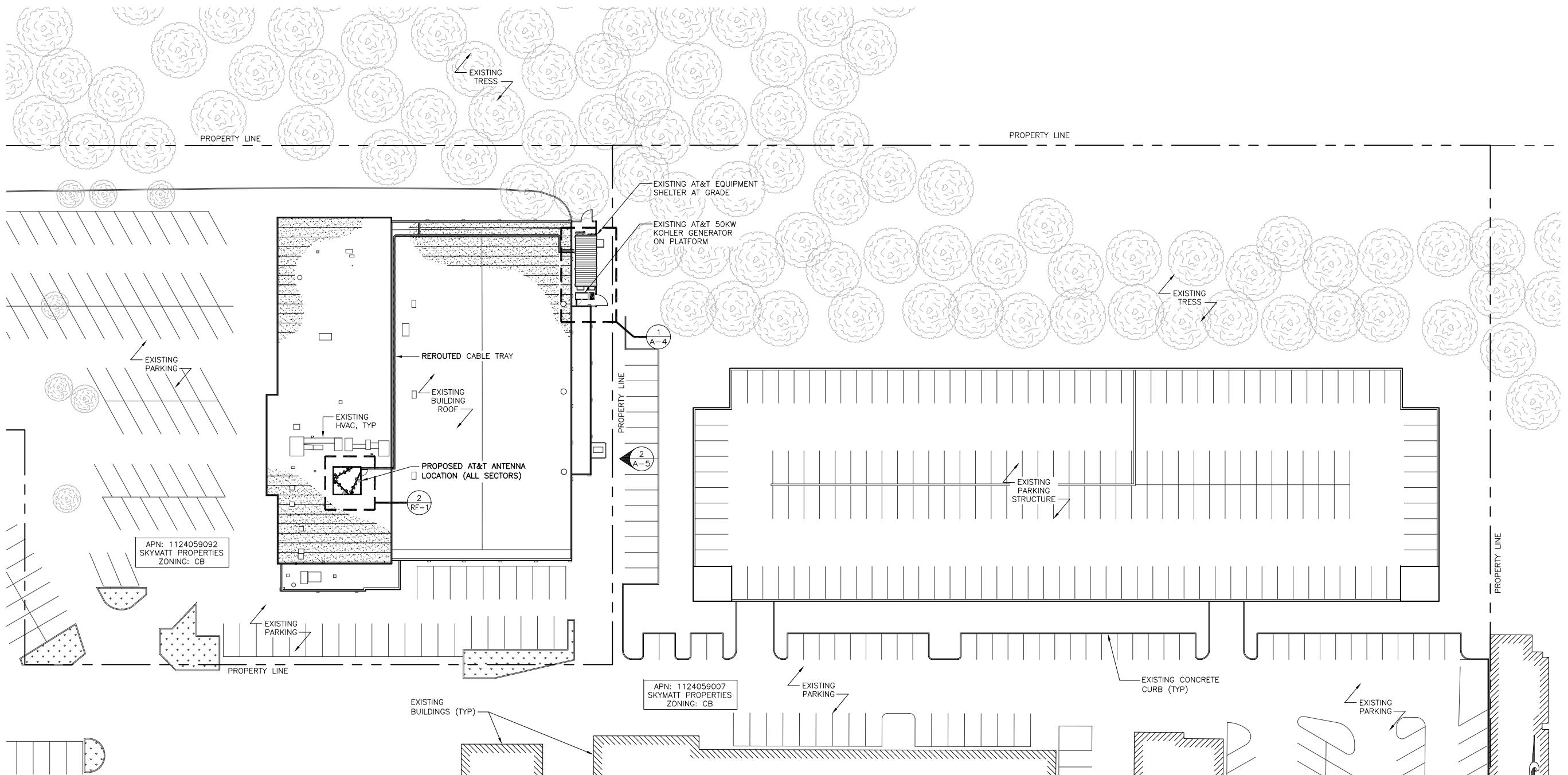
MasTec
Network Solutions

PTS
PACIFIC TELECOM SERVICES, LLC

SUNSET VILLAGE

SD60

3080 148TH AVENUE SE
BELLEVUE, WA 98007



NOT FOR CONSTRUCTION UNLESS
LABLED AS CONSTRUCTION SET

SHEET TITLE
PROPOSED ENLARGED SITE PLAN

TRUE NORTH
North to be determined by
site survey (if possible).

PROPOSED ENLARGED SITE PLAN | 1

1

SHEET NUMBER
A-3

24"x36" SCALE: 1" = 30'-0" 11"x17" SCALE: 1" = 60'-0" 30' 15' 0" 30'

THE INFORMATION CONTAINED IN THIS SET OF CONSTRUCTION DOCUMENTS IS PROPRIETARY BY NATURE. ANY USE OR DISCLOSURE OTHER THAN THAT WHICH RELATES TO CARRIER SERVICES IS STRICTLY PROHIBITED.

From: Kenny Gunn <kennyg@summitsolutionsgroup.com>
Sent: Tuesday, November 03, 2015 3:23 PM
To: PlanningCommission
Subject: Notification of Proposed Telecommunications Project
Attachments: MNS-E15016 CLG Notification Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear whom all it may concern,

Please find the notification and construction drawings attached for a proposed AT&T telecommunications project located at 3080 148th Avenue SE in Bellevue, Washington. Please feel free to contact me with any questions and/or concerns.

Thank You,

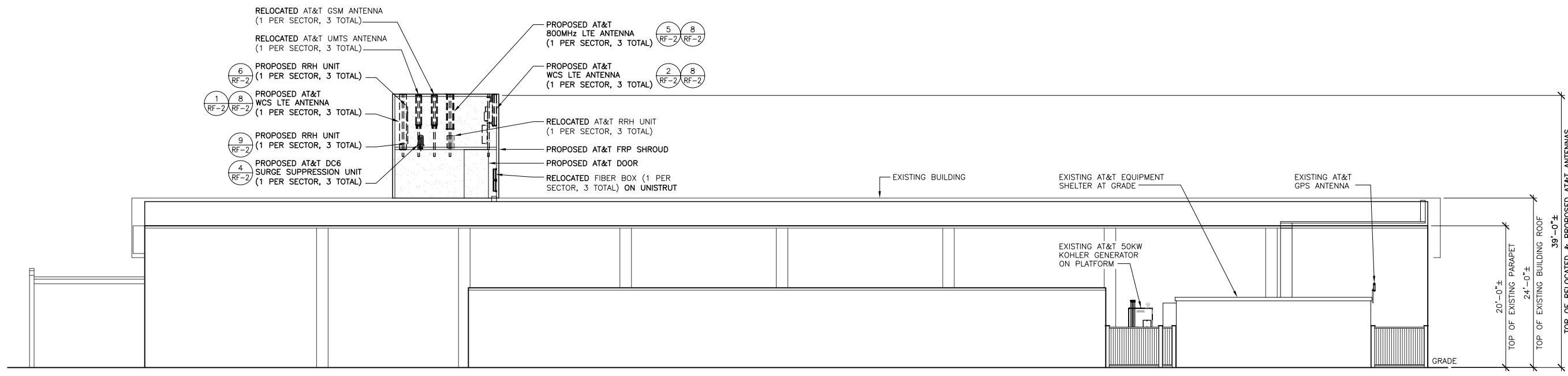
Kenny Gunn, M.S.
Historic Preservation Specialist
Environmental Solutions Division
503.765.7433 Phone
503.310.2341 Mobile
kennyg@summitsolutionsgroup.com





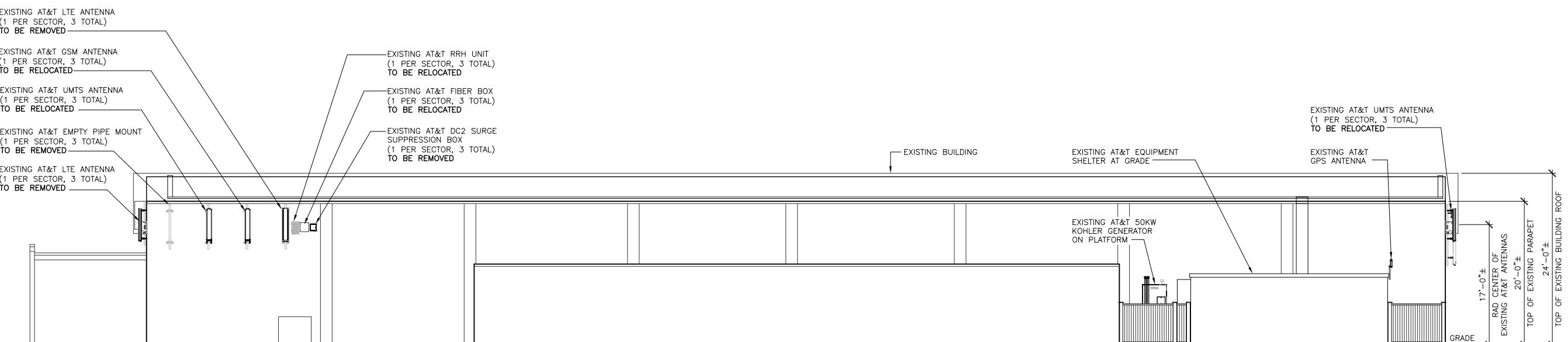
MasTec
Network Solutions

PTS
PACIFIC TELECOM SERVICES, LLC



24"x36" SCALE: 1/8" = 1'-0" 11"x17" SCALE: 1/16" = 1'-0" 8' 6' 4' 2' 0"

PROPOSED EAST ELEVATION 2



24"x36" SCALE: 1/8" = 1'-0"

XISTING EAST ELEVATION 1

NOT FOR CONSTRUCTION UNLESS
LABLED AS CONSTRUCTION SET

SHEET TITLE
EXISTING & PROPOSED
EAST ELEVATIONS

SHEET NUMBER
A-5



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Network Solutions

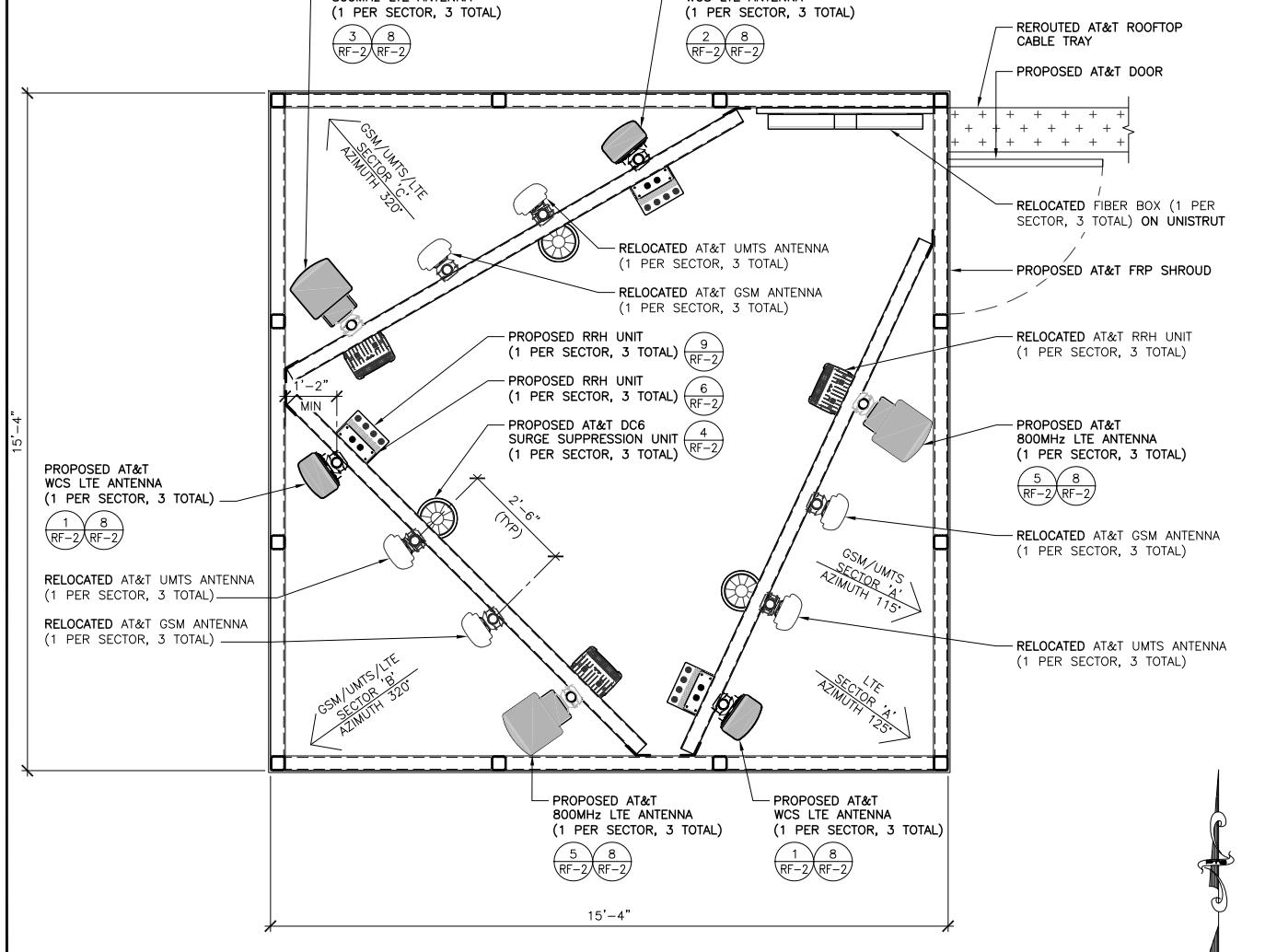
PTS
PACIFIC TELECOM SERVICES, LLC

SUNSET VILLAGE

SD60
3080 148TH AVENUE SE
BELLEVUE, WA 98007

PROPOSED ANTENNA CONFIGURATION AND SCHEDULE													
SECTOR A	AZIMUTH	TIP HEIGHT	NUMBER OF ANTENNAS	VENDOR	MODEL	ELEC. TILT	MECH. TILT	RET	TMA	NUMBER OF COAX	COAX Ø	COAX LENGTH	DIPLEXED
LTE 1900	125°	39'-0"	1	ALU AA	3JR52701AAA	0	0	2	YES	-	FIBER	-	NO
LTE 700						0	0		-	-	FIBER	-	NO
GSM 1900	115°	39'-0"	1	KATHREIN	742 264	0	4	0	(2) NOKIA MHA	2	1-5/8"	TBD	YES
GSM 850						0	0		NONE	2	7/8"	TBD	
UMTS 1900	115°	39'-0"	1	KATHREIN	742 264	0	4	0	(2) LGP 21401	2	1-5/8"	TBD	YES
UMTS 850						0	0		YES	2	1-5/8"	TBD	
LTE WCS	125°	39'-0"	1	COMMSCOPE	SBNHH-1D65A	0	2	0	NONE	2	1-5/8"	TBD	YES
SECTOR B	AZIMUTH	TIP HEIGHT	NUMBER OF ANTENNAS	VENDOR	MODEL	ELEC. TILT	MECH. TILT	RET	TMA	NUMBER OF COAX	COAX Ø	COAX LENGTH	DIPLEXED
LTE 1900	235°	39'-0"	1	ALU AA	3JR52701AAA	0	0	0	YES	-	FIBER	-	NO
LTE 700						0	0		-	-	FIBER	TBD	NO
GSM 1900	235°	39'-0"	1	KATHREIN	742 264	0	3	0	(2) NOKIA MHA	2	1-5/8"	TBD	YES
GSM 850						0	0		NONE	2	7/8"	TBD	
UMTS 1900	235°	39'-0"	1	KATHREIN	742 264	0	4	0	(2) LGP 21401	2	1-5/8"	TBD	YES
UMTS 850						0	0		YES	2	1-5/8"	-	
LTE WCS	235°	39'-0"	1	COMMSCOPE	SBNHH-1D65A	0	0	0	NONE	2	1-5/8"	-	NO
SECTOR C	AZIMUTH	TIP HEIGHT	NUMBER OF ANTENNAS	VENDOR	MODEL	ELEC. TILT	MECH. TILT	RET	TMA	NUMBER OF COAX	COAX Ø	COAX LENGTH	DIPLEXED
LTE 1900	320°	39'-0"	1	ALU AA	3JR52703AAA	0	0	2	YES	-	FIBER	-	NO
LTE 700						0	0		-	-	FIBER	-	
GSM 1900	320°	39'-0"	1	KATHREIN	742 264	0	0	0	(2) NOKIA MHA	2	1-5/8"	TBD	YES
GSM 850						0	0		NONE	2	7/8"	TBD	
UMTS 1900	320°	39'-0"	1	KATHREIN	742 264	0	0	0	(2) LGP 21401	2	1-5/8"	TBD	YES
UMTS 850						0	0		YES	2	1-5/8"	-	
LTE WCS	320°	39'-0"	1	COMMSCOPE	SBNHH-1D65C	0	2	0	YES	-	FIBER	-	NO

EXISTING ANTENNA CONFIGURATION AND SCHEDULE													
SECTOR A	AZIMUTH	RADCENTER	NUMBER OF ANTENNAS	VENDOR	MODEL	ELEC. TILT	MECH. TILT	RET	TMA	NUMBER OF COAX	COAX Ø	COAX LENGTH	DIPLEXED
LTE 700	125°	17'-0"	1	KATHREIN	80010764	0	2	YES	-	-	FIBER	-	NO
GSM 1900	115°	17'-0"	1	KATHREIN	742 264	0	4	0	(2) NOKIA MHA	2	1-5/8"	131'-0"	YES
GSM 850						0	0		NONE	2	7/8"	37'-0"	
UMTS 1900	115°	17'-0"	1	KATHREIN	742 264	0	4	0	(2) LGP 21401	2	1-5/8"	131'-0"	YES
UMTS 850						0	0		YES	2	1-5/8"	131'-0"	
SECTOR B	AZIMUTH	RADCENTER	NUMBER OF ANTENNAS	VENDOR	MODEL	ELEC. TILT	MECH. TILT	RET	TMA	NUMBER OF COAX	COAX Ø	COAX LENGTH	DIPLEXED
LTE 700	235°	17'-0"	1	KATHREIN	80010764	0	0	0	YES	-	FIBER	-	NO
GSM 1900	235°	17'-0"	1	KATHREIN	742 264	0	3	0	(2) NOKIA MHA	2	1-5/8"	205'-0"	YES
GSM 850						0	0		NONE	2	7/8"	37'-0"	
UMTS 1900	235°	17'-0"	1	KATHREIN	742 264	0	4	0	(2) LGP 21401	2	1-5/8"	205'-0"	YES
UMTS 850						0	0		YES	2	1-5/8"	205'-0"	
SECTOR C	AZIMUTH	RADCENTER	NUMBER OF ANTENNAS	VENDOR	MODEL	ELEC. TILT	MECH. TILT	RET	TMA	NUMBER OF COAX	COAX Ø	COAX LENGTH	DIPLEXED
LTE 700	320°	15'-0"	1	POWERWAVE	P65-17-XLH	0	2	YES	-	-	FIBER	-	NO
GSM 1900	320°	17'-0"	1	KATHREIN	742 264	0	0	0	(2) NOKIA MHA	2	1-5/8"	100'-0"	YES
GSM 850						0	0		NONE	2	7/8"	37'-0"	
UMTS 1900	320°	17'-0"	1	KATHREIN	742 264	0	0	0	(2) LGP 21401	2	1-5/8"	100'-0"	YES
UMTS 850						0	0		YES	2	1-5/8"	100'-0"	



2

24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

PROPOSED ANTENNA CONFIGURATION

2

24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

EXISTING ANTENNA CONFIGURATION

1

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24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

24"x36" SCALE: 3/8" = 1'-0"

11"x17" SCALE: 3/16" = 1'-0"

2' 1' 0" 2'

24"x36" SCALE: 3/8" = 1'-0"



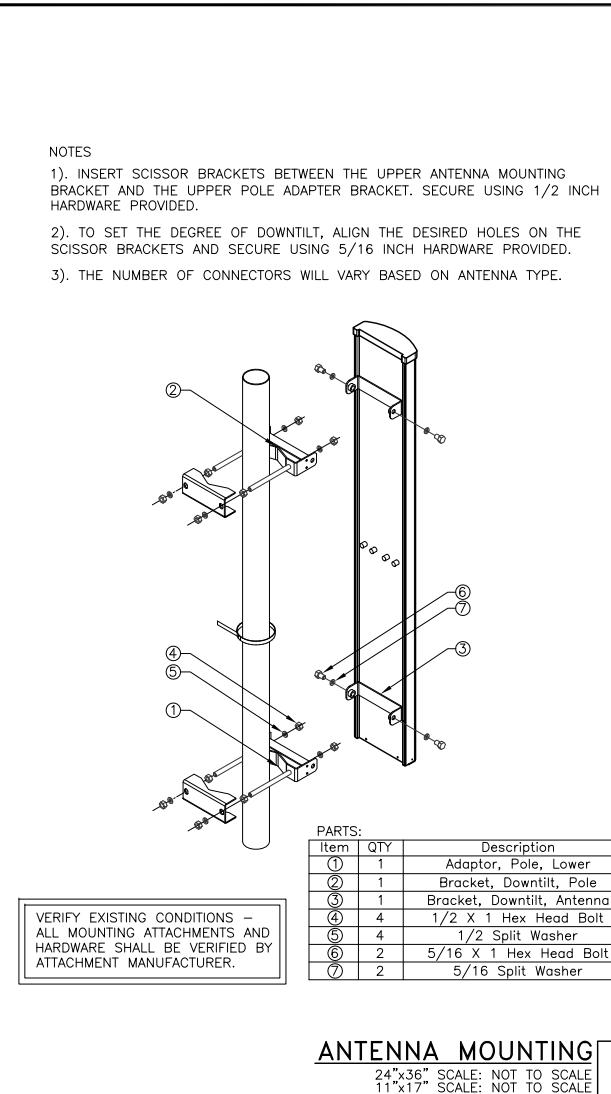
MasTec
Network Solutions

PTS
PACIFIC TELECOM SERVICES, LLC

SUNSET VILLAGE

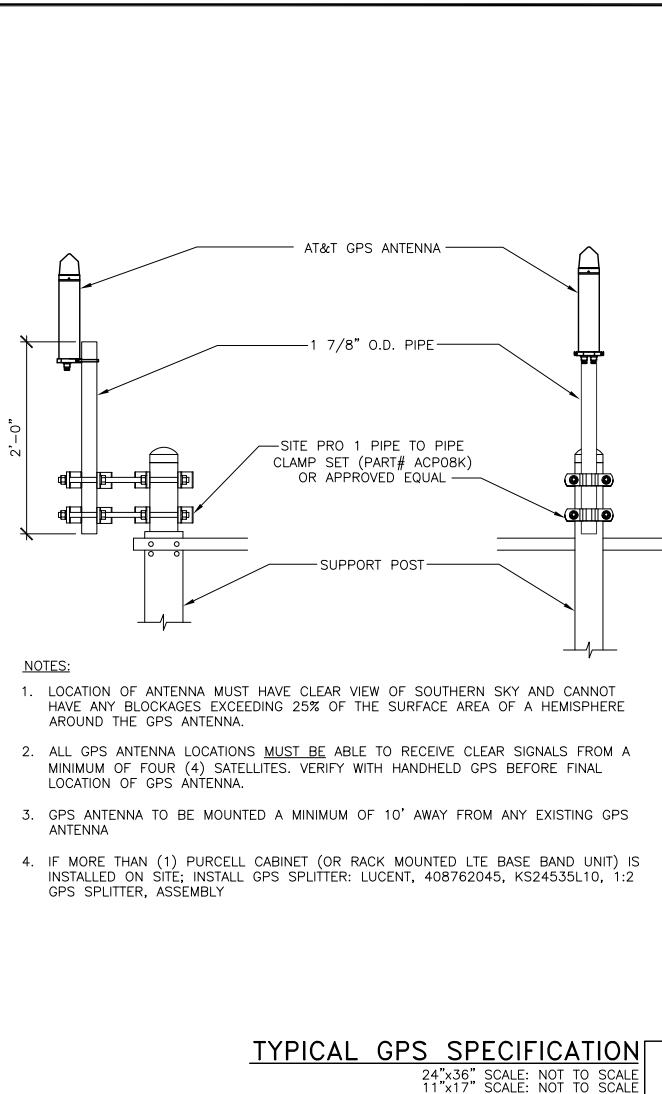
SD60

3080 148TH AVENUE SE
BELLEVUE, WA 98007



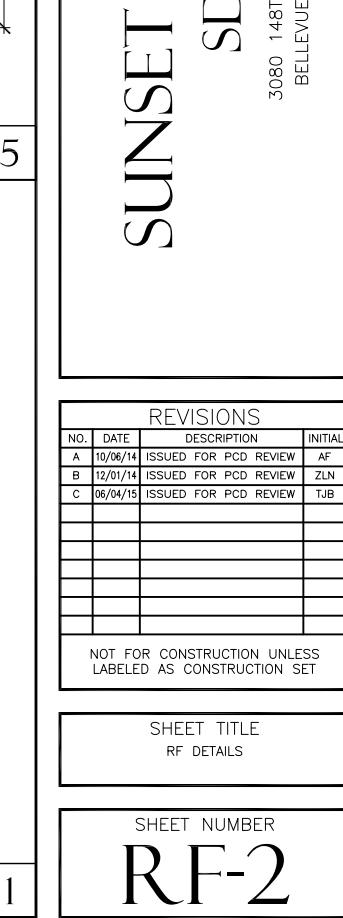
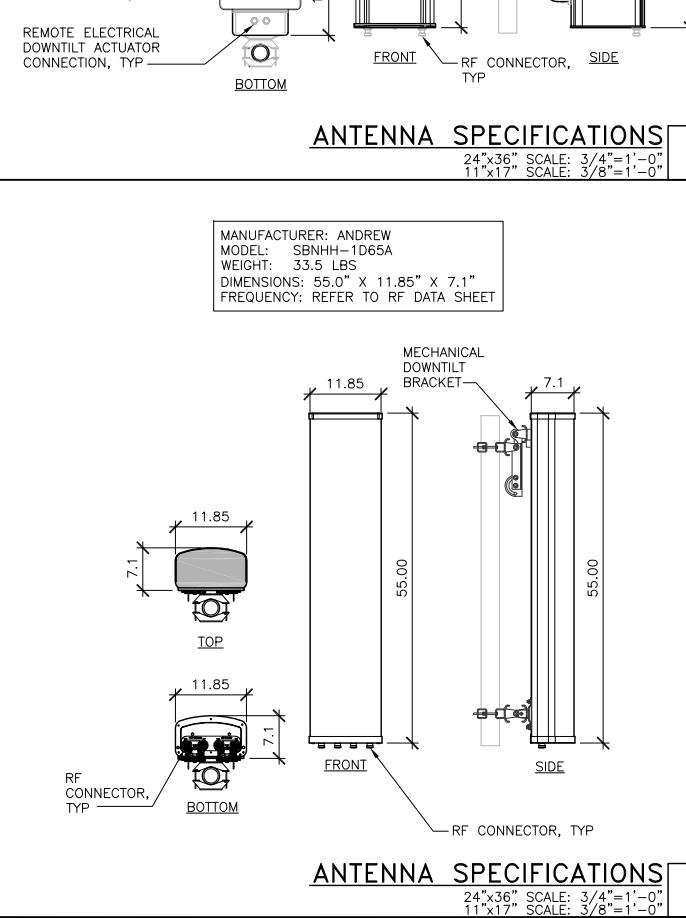
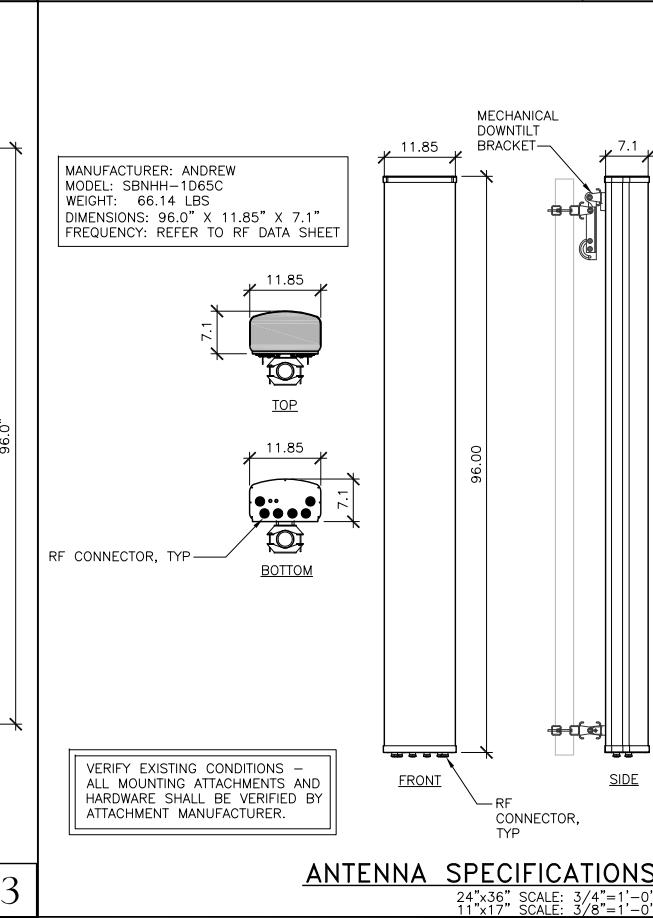
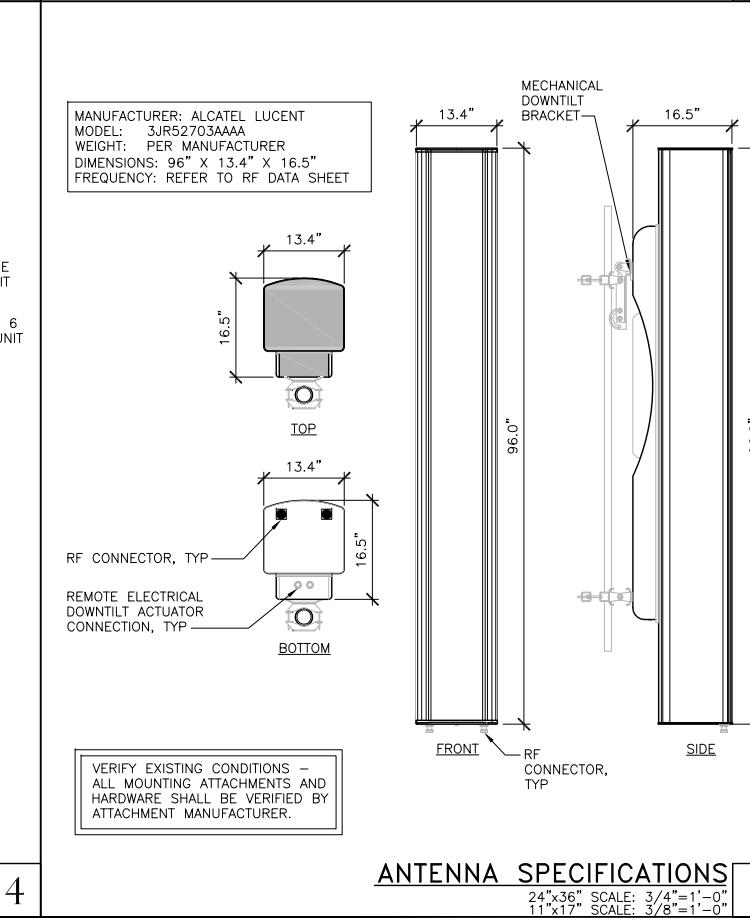
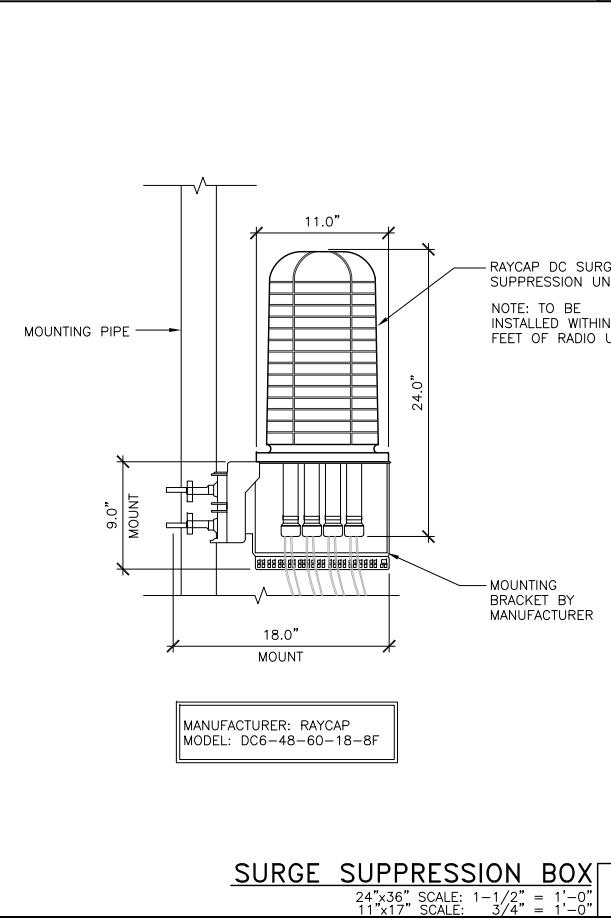
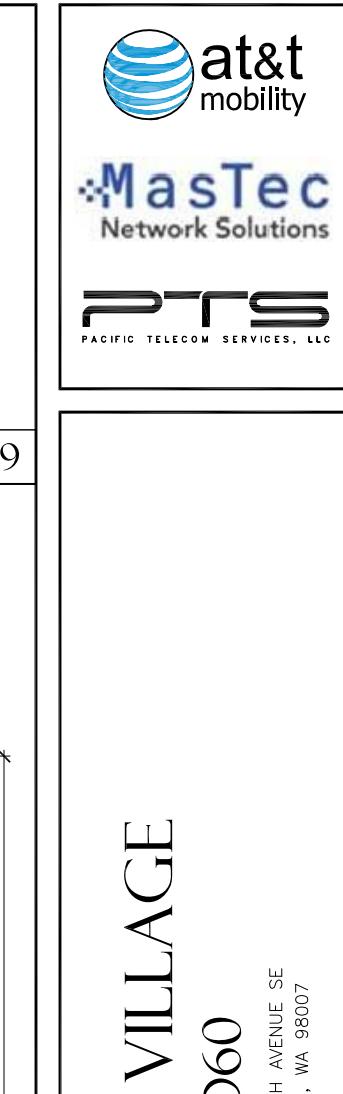
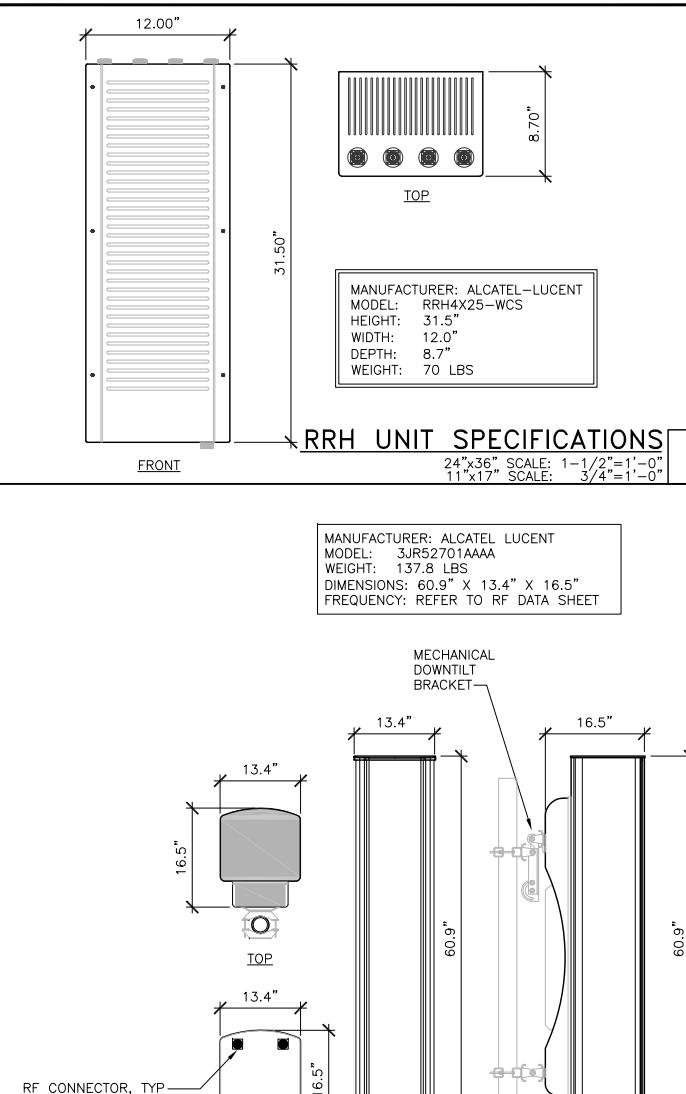
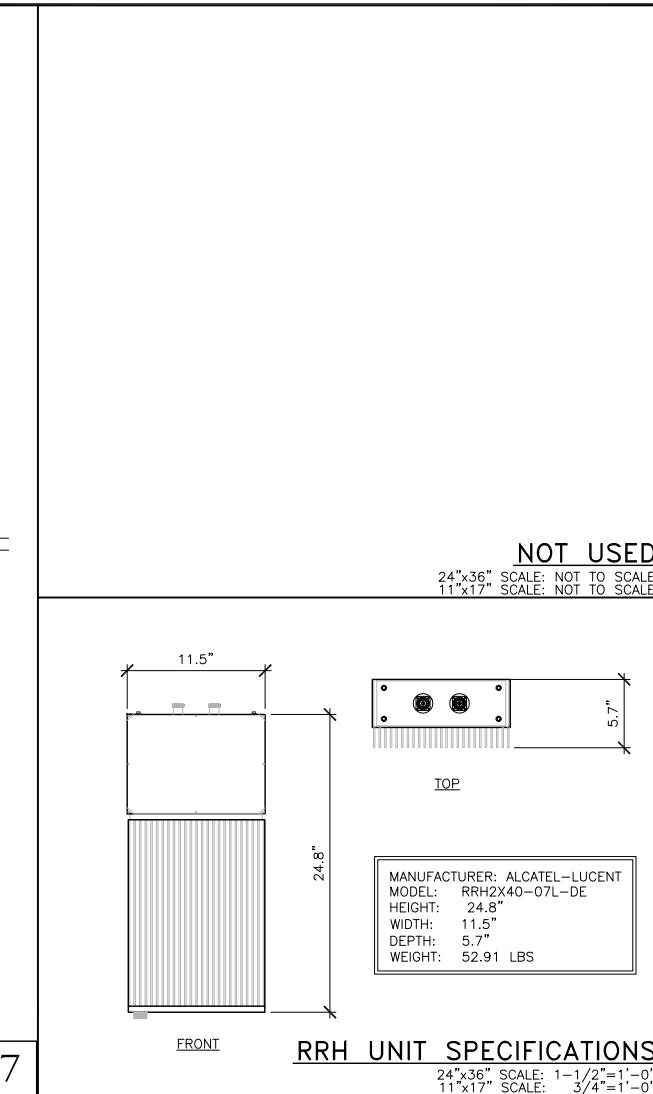
ANTENNA MOUNTING

24"x36" SCALE: NOT TO SCALE
11"x17" SCALE: NOT TO SCALE



TYPICAL GPS SPECIFICATION

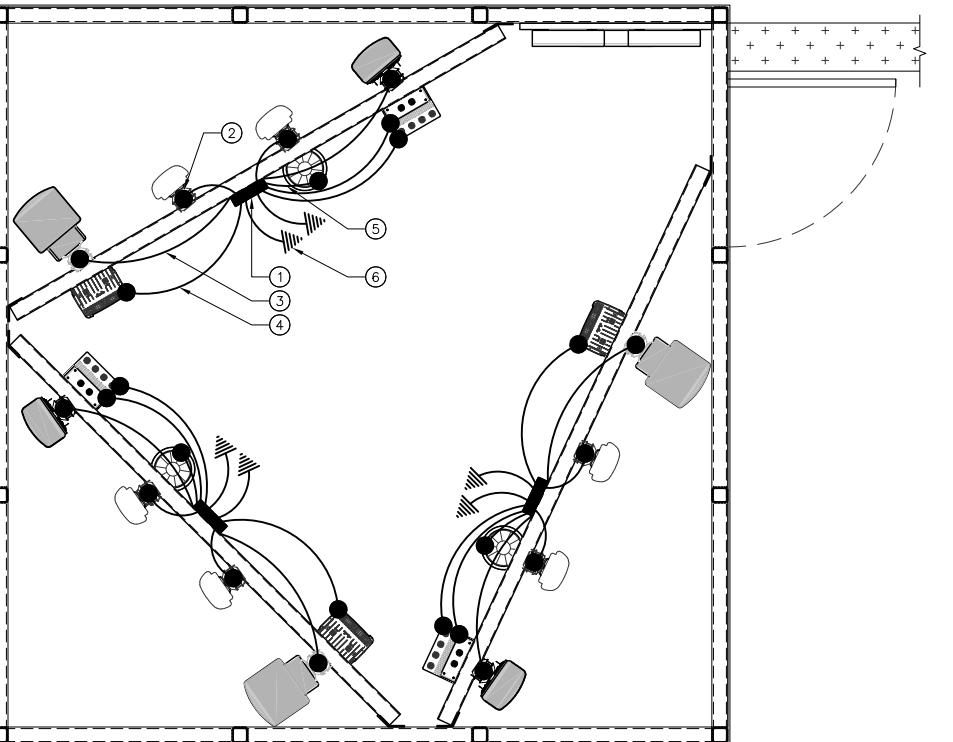
24"x36" SCALE: NOT TO SCALE
11"x17" SCALE: NOT TO SCALE





SUNSET VILLAGE

SD60
3080 148TH AVENUE SE
BELLEVUE, WA 98007



TRUE NORTH
North to be determined by
site survey (if possible).

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	COPPER GROUND ROD		TEST WELL
	CADWELD CONNECTION		GROUND BAR
	SIDE SPLICE CADWELD		
FIELD VERIFY & TIE INTO EXISTING GROUNDING SYSTEM			

- ① ANTENNA GROUND BUS BAR NEAR ANTENNA MOUNTS WITH COAX GROUND KIT. SEE DETAIL 9/E-2 FOR GROUND BAR CONSTRUCTION, SEE DETAIL 7/E-2 FOR GROUND WIRE CONNECTIONS, AND SEE DETAIL 6/E-2 FOR COAX GROUNDING.
 - ② CAD WELD (TYP). SEE DETAIL 2/E-2.
 - ③ #6 AWG ANTENNA MOUNT GROUND TO ANTENNA GROUND BUS BAR (TYP) SEE DETAIL 5/E-2.
 - ④ #6 AWG RRH UNIT GROUND TO ANTENNA GROUND BUS BAR (TYP) SEE DETAIL 5/E-2.
 - ⑤ #6 AWG GROUND FROM SURGE SUPPRESSION UNIT TO ANTENNA GROUND BUS BAR (TYP) SEE DETAIL 5/E-2
 - ⑥ #6 AWG GROUND FROM ANTENNA GROUND BUS BAR TO TIE INTO EXISTING BUILDING GROUNDING SYSTEM (TYP OF (2) PLACES)

GROUNDING NOTES & LEGEND

GENERAL GROUNDING NOTES

1. ALL DETAILS ARE SHOWN IN GENERAL TERMS. ACTUAL INSTALLATION AND CONSTRUCTION MAY VARY DUE TO SITE SPECIFIC CONDITIONS.
 2. GROUND ALL ANTENNA BASES, FRAMES, CABLE RUNS, AND OTHER METALLIC COMPONENTS USING GROUND WIRES AND CONNECT TO SURFACE MOUNTED BUS BARS. FOLLOW ANTENNA AND BTS MANUFACTURERS PRACTICES FOR GROUNDING REQUIREMENTS. GROUND COAX SHIELD AT BOTH ENDS AND EXIT FROM TOWER OR POLE USING MFR'S PRACTICES.
 3. ALL GROUND CONNECTIONS SHALL BE CADWELD. ALL WIRES SHALL BE COPPER THHN/THWN. ALL GROUND WIRE SHALL BE GREEN INSULATED WIRE ABOVE GROUND.
 4. CONTRACTOR TO VERIFY AND TEST GROUND TO SOURCE. GROUNDING AND OTHER OPERATIONAL TESTING WILL BE WITNESSED BY AT&T MOBILITY REPRESENTATIVE.
 5. REFER TO DIVISION 16 GENERAL ELECTRIC; GENERAL ELECTRICAL PROVISION AND COMPLY WITH ALL REQUIREMENTS OF GROUNDING STANDARDS.
 6. ELECTRICAL CONTRACTOR TO PROVIDE DETAILED DESIGN OF GROUNDING SYSTEM, AND RECEIVE APPROVAL OF DESIGN BY AUTHORIZED AT&T MOBILITY REPRESENTATIVE, PRIOR TO INSTALLATION OF GROUNDING SYSTEM. PHOTO DOCUMENT ALL CADWELDS AND GROUND RING
 7. NOTIFY CONSTRUCTION MANAGER IF THERE ARE ANY DIFFICULTIES INSTALLING GROUNDING SYSTEM DUE TO SITE SOIL CONDITIONS.

NOT FOR CONSTRUCTION UNLESS
LABELED AS CONSTRUCTION SET

SHEET TITLE

SHEET NUMBER

E-1

24"x36" SCALE: 3/8" = 1'-0" 

SCHEMATIC GROUNDING PLAN



MasTec
Network Solutions

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PACIFIC TELECOM SERVICES, LLC

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BELLEVUE, WA 98007

3080 148TH AVENUE SE
BELLEVUE, WA 98007

SUNSET VILLAGE

3080 148TH AVENUE SE
BELLEVUE, WA 98007

NOT USED 12

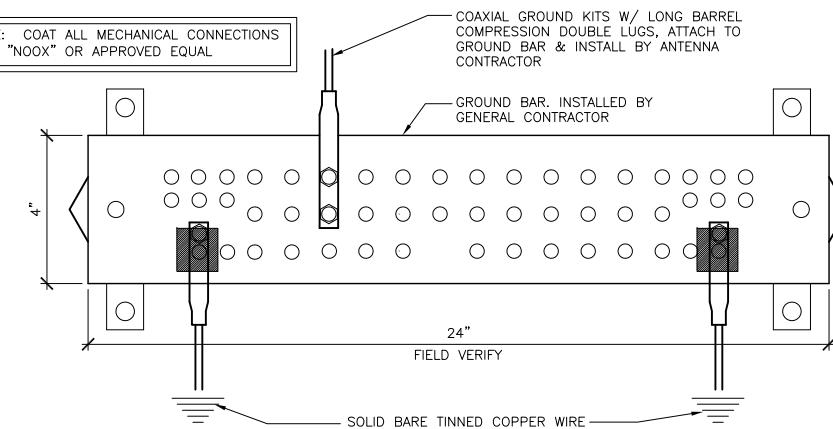
SCALE: NOT TO SCALE

SCALE: NOT TO SCALE

NOT USED 13

NOT USED

NOT USE



GROUND BAR

NOT USE

NOT USED

The diagram illustrates the connection of a #6 AWG ground conductor from an antenna cable ground kit to a copper ground bar. The ground bar is mounted on a wall, ice bridge, floor, or antenna tower. Two connection methods are shown: two-hole lugs and exothermic welding. The ground conductor is then terminated onto a metal tower/light pole structure. A note specifies that the ground conductor shall be eliminated if the ground bar is electrically bonded to the metal structure.

NOT USED
"x36" SCALE: NOT TO SCALE

GROUND WIRE INSTALLATION

The diagram illustrates the assembly of an antenna cable. It shows a central vertical pipe labeled "ANTENNA CABLE" with a "2 1/2" DIA. MAX." dimension. A horizontal pipe labeled "(TYPICALLY) 12" TO 24" 120" MAX." extends from the right side of the central pipe. A "WEATHERPROOFING KIT (SEE NOTE 3)" is shown as a U-shaped bracket connecting the two pipes. A "CABLE GROUND KIT" is attached to the bottom of the central pipe. A "#6 AWG STRANDED COPPER GROUND WIRE (GROUNDED TO GROUND BAR). SEE NOTE 1 & 2" is shown as a curved line connecting the ground kit to the ground bar.

OTES:
DO NOT INSTALL CABLE GROUND KIT AT A BEND AND ALWAYS DIRECT GROUND WIRE
DOWN TO GROUND BAR.

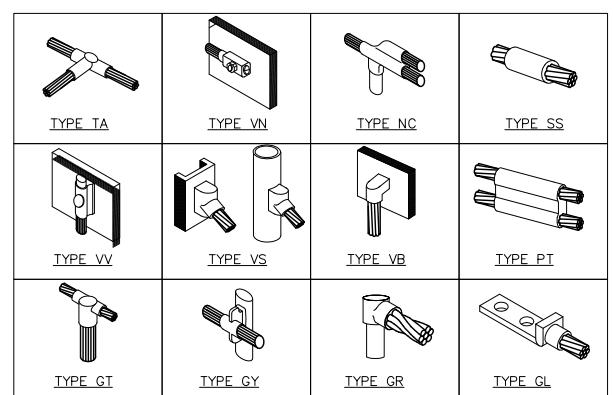
GROUNDING KIT SHALL BE TYPE AND PART NUMBER AS SUPPLIED OR RECOMMENDED
BY CABLE MANUFACTURER.

WEATHER PROOFING SHALL BE TWO-PART TAPE KIT, COLD SHRINK SHALL NOT BE USED.

The diagram illustrates the connection of two antennas (RX2 and TX1/RX1) to equipment. RX2 is connected via a coaxial jumper. TX1/RX1 is connected via a connector weatherproofing kit (typ.). A weatherproofing kit (typ.) is also shown being applied to the TX1/RX1 connection. A ground kit (typ.) is used to connect the antennas to a #6 AWG ground bar, which is bonded directly to the top of a light pole or utility pole. The diagram also shows a copper antenna ground bar with insulators.

ROUND KIT AT A BEND AND ALWAYS DIRECT GROUND WIRE
ID BAR.

CABLE GROUND KIT CONNECTION



CADWELD GROUNDING CONNECTIONS

NOT USED

NOT USED

CONNECTIONS 2

NOT FOR CONSTRUCTION UNLESS
LABLED AS CONSTRUCTION SET

SHEET TITLE
GROUNDING DETAILS

SHEET NUMBER
F-2

From: Al and Becky Hopwood <kb7thx@hotmail.com>
Sent: Sunday, November 01, 2015 10:23 AM
To: Robinson, Lynne; Stokes, John; Robertson, Jennifer S.; Wallace, Kevin R; Lee, Conrad; Balducci, Claudia; Chelminiak, John; PlanningCommission; Pratt, Toni
Subject: No Need to Concede

Follow Up Flag: Follow up
Flag Status: Flagged

I have been attending City Council and Planning Commission meetings since moving from Summerset to downtown Bellevue in 2012. In the beginning I was comfortable/confident that the city's zoning regulations, rules, and requirements would help ensure the livability of my new downtown neighborhood. Now I am concerned with how readily the city agrees to alter the rules/requirements in exchange for amenity points that represent features most developers would include anyway in order to attract better tenants, higher rents, more foot traffic, etc. Bellevue is a very desirable city for developers; they will come without any additional incentives.

Downtown density is the biggest concern of my neighbors; we don't care about FAR per se, it is the granting of construction permits without consideration of the consequences on traffic flow, parking, and pedestrian safety that bothers us. The downtown area can accommodate more people and more cars but in addition to granting permits for high rise residences and office towers you must first provide the infrastructure to accommodate that growth. We already have the worst traffic in the state and our research and analysis (that has been presented to the Council and Commission) indicated your growth projections could result in a rush hour traffic gridlock more than 20 miles long (all looking for a parking place perhaps).

The city has set restrictions for height, spacing between towers, sidewalk width, setbacks, etc. for a reason. Wouldn't it be best to adhere to the plan?

Allan B. Hopwood
member Bellevue Towers Downtown Livability Group
Bellevue Towers unit 2706

From: Kelly Rider <kelly@housingconsortium.org>
Sent: Monday, November 09, 2015 5:36 PM
To: Council; PlanningCommission
Cc: Leslie, Emily; Lewine, Janet; Stroh, Dan; Sullivan, Arthur
Subject: HDC Supports Affordable Housing Incentive Downtown
Attachments: HDC Comment re Downtown Livability Initiative.pdf

Dear Councilmembers and Commissioners,

Thank you for discussing Downtown incentives at this evening's joint meeting. The need for affordable housing in Bellevue is great, and we strongly urge you to use the Downtown incentive program to help address this need. As we commented during Bellevue's Downtown Livability Initiative Citizen Advisory Committee discussions in 2013, any incentive program for Downtown should include affordable housing as a public benefit (previous comment attached).

Bellevue's workers deserve the opportunity to live in Bellevue, rather than enduring long, expensive, polluting commutes to outlying areas. Unfortunately, far too many—7,000 Bellevue households—are paying more than half their income in housing costs because there are not enough homes affordable and available to them. More than 50% of new housing in Bellevue is expected to be built in Downtown, so if Downtown does not adequately address this need, we will not be able to meet the city's affordable housing goals.

Bellevue's Comprehensive Plan Housing Element supports creating affordable housing Downtown and explicitly recognizes it as a future challenge and opportunity: "Given the high proportion of the city's overall housing capacity in these two areas (Downtown and BelRed), one challenge will be for future development to address the full range of housing needs in terms of diversity and affordability." Additionally, HO-23 states, "Encourage the development of affordable housing through incentives and other tools consistent with state-enabling legislation."

Incentive zoning is used successfully to address affordable housing needs across the nation, across the Eastside, and here in Bellevue in the BelRed neighborhood. Bellevue's peer cities of Redmond, Kirkland, and Issaquah all have mandatory provision of affordable housing in at least some neighborhoods. We encourage Bellevue to utilize an effective incentive zoning program for affordable housing in order to ensure Downtown is a diverse, inclusive community for people of all incomes.

Thank you for your consideration. We look forward hearing your discussion this evening and to continuing to work with the City as you further refine your plans for this program.

Best,
Kelly Rider

Kelly Rider
Director, Government Relations & Policy
Housing Development Consortium Seattle - King County
1402 3rd Ave., Suite 1230
Seattle, WA 98101
www.housingconsortium.org
206.682.9541
kelly@housingconsortium.org





HOUSING DEVELOPMENT *consortium*

June 19, 2013

Downtown Livability Advisory Committee
Attn: Aaron Laing & Ernie Simas, Co-Chairs
Bellevue City Hall
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

RE: Downtown Livability Land Use Code Audit

Dear Co-Chairs Laing & Simas,

On behalf of the Housing Development Consortium of King County (HDC), thank you for this opportunity to comment on the Downtown Livability Initiative Land Use Code Audit. We would like to submit the following comments regarding Comprehensive Plan alignment, Downtown housing needs, and incentives for affordability.

HDC is a nonprofit membership organization which represents more than 100 private businesses, nonprofit organizations, and public partners who are working to develop affordable housing in King County and who are dedicated to the vision that all people should live with dignity in a safe, healthy, and affordable home in a community of opportunity. In other words, we believe all people, regardless of income, deserve the opportunity to thrive in a safe neighborhood with good jobs, quality schools, strong access to transit, and plenty of parks and open space for a healthy lifestyle—neighborhoods like Downtown Bellevue.

We very much appreciate Bellevue's work toward achieving this vision, through the City's allocations to the ARCH (A Regional Coalition for Housing) Housing Trust Fund and through the City's provision of development incentives, in the Bel-Red neighborhood, which leverage the power of the private market to create equitable, inclusive communities. This Initiative provides a unique opportunity to explore what policies are necessary to ensure Downtown Bellevue is also a diverse, inclusive, and affordable community, and we encourage you to take full advantage of that opportunity.

HDC's Affordable Housing Members:
Low-income Housing Organizations
Community Development Corporations
Special Needs Housing Organizations
Public Housing Authorities
Community Action Agencies
Workforce Housing Organizations
Public Development Authorities
Government Agencies and Commissions
Architects and Designers
Development Specialists
Certified Public Accountants
Regional Funders and Lenders
National Funders and Lenders
Community Investment Specialis
Property Managers
Law Firms
Contractors

Affording Opportunity
1402 Third Avenue, Suite 1230 Seattle, Washington 98101

❖ ***Comprehensive Plan Alignment:***

According to the city's Comprehensive Plan, Bellevue's Affordable Housing Goal is, "To aggressively pursue opportunities to preserve and develop housing throughout the city and the Eastside to meet the needs of all economic segments of the community." This includes Downtown Bellevue. The following Comprehensive Plan policies also support an affordable housing strategy for Downtown Bellevue:

- **POLICY HO-14.** Encourage housing development Downtown including innovative, affordable housing.
- **POLICY HO-25.** Ensure that affordable housing opportunities are not concentrated, but rather are dispersed throughout the city.
- **POLICY HO-29.** Encourage the building of affordable housing Downtown.

Additionally, the City's Comprehensive Plan states that, "Providing regulatory and economic incentives can encourage the private sector to build affordable housing." Various policies have been adopted to promote the use of these incentives to create a housing stock affordable to a mix of incomes, including:

- **POLICY HO-12.** Provide incentives to encourage residential development for a range of household types and income levels in commercial zones.
- **POLICY HO-33.** Explore financial incentives to encourage affordable multifamily housing, such as partial exemptions from city permit fees and use of the state property tax exemption program.
- **POLICY HO-41.** Encourage a variety of local incentives and support activities that help provide housing that is affordable and accommodates people with special needs.
- **POLICY S-DT-27.** Explore the use of tax incentives to encourage additional work-force housing within the Downtown Subarea.

By adopting these policies in the Bellevue Comprehensive Plan, the city made a commitment to implement them. Unfortunately, the draft Land Use Code Audit, specifically regarding the Amenity Incentive System, seems to disregard this commitment. **These policies should be recognized in the Land Use Code Audit. We urge the Committee to implement these policies by supporting incentives Downtown that create a diverse array of housing options in the neighborhood.**

❖ ***Downtown Housing Needs***

To create a diverse housing stock in Bellevue, you need to get it right Downtown. According to the Comprehensive Plan, 84% of new housing capacity is located Downtown, and by the year 2030, the population of Downtown will nearly double. More than one-third of Downtown households earn less than 70% of the area median income, and yet most available homes are unaffordable to this segment of the population. In a recent search for Downtown housing, I found housing available at the following price ranges:

- Studio: \$896-1325 per month¹
- 1 bedroom: \$995-\$1819 per month²
- 2 bedroom: \$1264-\$2,499 per month³

These housing options are far out of reach for the baristas earning minimum wage, young people hoping to return to their hometown, older adults on social security, large families, and many other Bellevue

¹ An individual earning 50% of median income (\$30,800 per year) can only afford to pay \$733 per month. An individual earning 80% of median income (\$49,280 per year) can only afford a rent of \$1,195.

² A two person household earning 50% of median income (\$35,200) can only afford to pay \$824 per month. A two person household earning 80% of median income (\$56,320 per year) can only afford a rent of \$1,352.

³ A four-person family earning 50% of median income (\$44,000 per year) can only afford to pay \$1,007 per month. The same family earning 80% of median income (\$70,400 per year) can only afford to pay \$1,667 per month.

households. And this problem is magnified with the impending arrival of light rail Downtown and the related increase in demand to live Downtown. The people, who work here— administrative assistants, retail workers, restaurant employees—should have the opportunity to live here. But without strong incentives, any housing built Downtown will likely be unaffordable to a vast segment of the workforce. In order to, “Respond to Downtown’s changing demographics by meeting the needs of a wide range of ages and backgrounds for an enlivening, safe and supportive environment,” in line with Principle 6 for the Initiative, this committee must address the need for a more diverse housing stock Downtown.

❖ *Incentives for Affordability*

Appropriately crafted incentives harness the power of the marketplace to produce homes that meet the needs of modest wage, working families with very limited public investment. Development incentives, including density bonuses, parking reductions, fee waivers, expedited permitting, and multi-family tax exemptions, are proven to stimulate more affordable homes in a mixed-income setting. When implemented well, they allow communities to increase the supply of affordable homes, support workforce and economic development and reduce sprawl, traffic congestion, and pollution. The resulting homes enable modest-wage workers to benefit from urban reinvestment and connect to emerging job centers, transit stations, and opportunity networks.

Bellevue is fortunate to have a partner, in ARCH, in this work. The ARCH staff has the expertise to analyze and propose potential incentives. **We urge the Committee to use this expertise and to ask ARCH to analyze local housing needs and potential incentives for affordability, as supported by Comprehensive Plan POLICY HO-22, to “Work cooperatively with King County, A Regional Coalition for Housing (ARCH), and other Eastside jurisdictions to assess the need for, and to create, affordable housing.”**

It should be possible for working people in Bellevue to afford housing and still have enough money for basic expenses like groceries, gas, and child care. Bellevue’s residents are clearly concerned about this issue. According to the Comprehensive Plan, “Lack of affordable housing regularly ranks very high as a community problem in the city’s biennial Human Services Needs public surveys.” And in the city’s 2012 Budget Survey, residents were least satisfied of all city services with the City’s ability to promote affordable housing for its residents.

Do not let this opportunity pass you by. We urge you to apply the city’s Comprehensive Plan policies and create incentives for Downtown that address Bellevue’s local housing needs.

Best,



Kelly Rider
Policy Director

CC: Bellevue City Council

**CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES**

October 28, 2015
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Hilhorst, Commissioners Carlson, Barksdale, deVadoss, Laing, Morisseau, Walter

COMMISSIONERS ABSENT: None

STAFF PRESENT: Mike Kattermann, Emil King, Patti Wilma, Department of Planning and Community Development; Patricia Byers, Department of Development Services; Tom Kuykendall, Jacob Pederson, Department of Parks and Community Services

COUNCIL LIAISON: Councilmember Stokes

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:34 p.m. by Chair Hilhorst who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Carlson who arrived at 7:40 p.m.

3. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Laing. The motion was seconded by Commissioner Walter and the motion carried unanimously.

4. PUBLIC COMMENT

Mr. Andrew Miller, 11100 Main Street, referred to the first page of the minutes of the September 23 meeting and noted that John L. Scott Real Estate is located the northwest corner of 112th Avenue SE and Main Street. He said a significant amount of the properties at that intersection are owned by his company BDR and John L. Scott Real Estate. Both companies share the vision that with some appropriate zoning the location would support a great transit-oriented

development and would serve as a gateway intersection having a mix of commercial, retail and residential uses.

Mr. Patrick Bannon, 400 108th Avenue NE, spoke as president of the Bellevue Downtown Association. He thanked the Commission for the work it is doing on the Downtown Livability Initiative. He said the BDA's land use and livability committee represents a fairly diverse group of property owners and managers, commercial real estate brokers, retail business owners, architects, attorneys and others, all of whom are customers of the downtown and as such know the market place very well. The committee is encouraged that the permitted use charts are being scrubbed as part of the process. The committee is in agreement that flexibility and permissiveness is needed. Several of the changes outlined in the Commission packet reflect what residents and visitors alike would warmly welcome as promoting downtown livability. However, a key concern has come up around editing and updating the tables and cleaning up the charts, and that is that there remains a potential risk of the criteria leading to outdated interpretations that would prevent viable uses that would otherwise fill vacancies. It will be vitally important for the Commission to pursue a mechanism around flexibility to allow for important consideration of the benefits of flexibility. The BDA desires to work with the Commission, the Council and the residents of the community to get it right the first time.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS

Councilmember Stokes commended the Commission for the work it has done to date regarding the Downtown Livability Initiative early wins. Downtown livability is a big issue that will take time to work through, but by tackling the early wins the community will see the city intends to work through the issues.

Councilmember Stokes said the upcoming joint meeting between the Commission and the City Council will be the first of its kind. The focus will be on the amenities incentive system, which is one very important element of the Downtown Livability Initiative. It will be a unique opportunity for the Commission and the Council to take a substantial look at a vitally important element of development in the downtown.

Calling attention to correspondence in the Commission packet received from an individual regarding the Northtowne Community Club and the issue of affordable housing, Councilmember Stokes pointed out that because it relates to a quasi-judicial process, it is not appropriate for the Council, the Commission or anyone associated with the city to comment on it.

Chair Hilhorst stated that Commissioners not able to attend an upcoming meeting should submit to staff any changes they have to the meeting minutes set for approval at the meeting from which they will be absent.

Chair Hilhorst said her intent is to make sure Commission meetings start on time at 6:30 p.m. and end by 8:30 p.m. She noted, however, that occasionally a meeting will run longer than expected and Commissioners should make themselves available to stay until 9:00 p.m. to avoid

the loss of a quorum as the meeting proceeds.

With regard to the discussion at the Commission retreat about public comment, Chair Hilhorst noted that historically the Commission has asked questions of the speakers. Going forward, questions Commissioners have of speakers should be addressed to the Chair who will determine the best way to follow-up in getting an answer to the questions.

6. STAFF REPORTS

Senior Planner Mike Kattermann reminded the Commissioners about the upcoming cultural competence training sessions. He noted that two Commissioners have signed up for the December 12 session and added that there is still time to sign up for that session.

Mr. Kattermann reported that Strategic Planning Manager Emil King has been working with the state Department of Commerce to schedule a planning commissioner short course training session on March 2. He asked the Commissioners to put that date on their calendars.

Mr. Kattermann took a few minutes to explain the role of Citizen Advisory Committees (CAC) and how it meshes with the role of the Commission. He said CACs are appointed by the Council and are usually project specific with a limited charge and a limited time spelled out at the time they are established. The CAC process is one of the best ways to facilitate ongoing stakeholder involvement. Typically, CAC members are chosen because they have a representative stake in the particular subject. CACs generally work at a very high level and avoid getting into the minute details the Commission generally addresses in terms of developing code, specific design standards and regulations. The exception to that rule is the East Link Light Rail Permitting CAC that is charged with looking at specific code applications.

The recommendations of CACs are forwarded to the Council, and the work subsequently taken up by the Commission is at the direction of the Council. The Commission flushes out the code or policy issues. By way of example, Mr. Kattermann noted that the Light Rail Best Practices CAC was established several years ago to look at light rail development from around the country and how cities have dealt with the issue. A set of recommended Comprehensive Plan policies came out of the work of the CAC. They were sent to the Council which in turn sent them to the Commission to review and make sure the policies fit within the overall context. Once the work of a CAC is done, their work is ended and it is up to the Council and the Commission take their work in all good faith, look at it in the greater context, and make a recommendation back to the Council. Currently, the work of the East Main Station Area CAC is underway. One thing they are charged with is looking at redevelopment on the east side of 112th Avenue SE. They are working at the vision level and are focused on types of uses rather than specific land uses. It will ultimately be up to the Commission to decide what should be recommended to the Council with regard to specific land uses. In all instances, the Council has the last word.

Commissioner deVadoss asked how long CACs serve. Mr. Kattermann answered that it all depends on the project. Sometimes there is direction given to a CAC to complete their work within a specific time, and most operate for between one and two years depending on the

complexity of the issues on which they are focused. Commissioner deVadoss suggested it would be helpful for CACs to include along with their overall recommendations a list of early wins they identified. Mr. Kattermann said in some cases that might be a good approach, but it would depend what they are working on.

Chair Hilhorst thanked staff for the clarification and noted that as outlined once a CAC completes its work, individual members wanting to follow the process through to its ultimate end will need to work on their own initiative since the city will not be calling them back together to provide regular updates.

Commissioner Laing commented that he served as co-chair of the Downtown Livability Initiative CAC. He encouraged the Commissioners to look back at the report published by the CAC at the conclusion of its work. He informed the Commissioners that in May he sent to Councilmember Stokes an email in which he identified from the CAC's final report several items the group had been unanimous in recommending. The suggestion was made in the email that those items represented low-hanging fruit that could be moved forward and adopted/acted on by the Commission and the Council very quickly.

7. DRAFT MINUTES REVIEW

A. September 9, 2015

Chair Hilhorst noted that there are several references in the minutes in which the minutes taker notes an answer to a question without indicating what the question was. She said she would like the questions to be stated for purposes of clarity.

A motion to approve the minutes as submitted was made by Commissioner Laing. The motion was seconded by Commissioner deVadoss and the motion carried unanimously.

B. September 23, 2015

Calling attention to the first page and the comments made by Mr. McBride, Chair Hilhorst asked that the minutes be amended to indicate that John L. Scott Real Estate is located on the northwest corner of the intersection of Main Street and 112th Avenue SE.

A motion to approve the minutes as amended was made by Commissioner Laing. The motion was seconded by Commissioner Barksdale and the motion carried without dissent; Commissioners Laing and deVadoss abstained from voting as they had not been present at the meeting.

C. October 14, 2015

A motion to approve the minutes as submitted was made by Commissioner Laing. The motion was seconded by Commissioner deVadoss and the motion carried without dissent; Commissioners Laing and Morisseau abstained from voting as they had not been present at the

meeting.

8. STUDY SESSION

A. Downtown Livability

Code Development Manager Trish Byers said the Downtown Livability Initiative CAC worked diligently to come up with a vision for what the downtown should look like and what makes it more livable. The role of the Commission is to take the broad ideas from the CAC and boiling them down into code language the Council can work with. The early wins are merely a subset of the overall project.

Ms. Byers briefly reviewed the work done by the Commission to date. She said the Commissioners agreed the downtown should continue to be a vibrant mixed use center. To that end there was agreement the pedestrian environment should be enhanced, that the area should be improved as a residential setting, and that the identity and character of the downtown neighborhood should be enhanced.

The Commissioners were reminded that the work to update the Comprehensive Plan included a change to the legal description of the boundary of the downtown. Strategic Planning Manager Emil King explained that the boundary line was expanded in very small portions in three areas around Old Bellevue and the east side of Main Street. Additionally, the old description in the Zoning Code along I-405 specifically referenced the center of the freeway, but those who write legal descriptions were not able to clearly see what that meant, so a more legally definable boundary description was drafted.

With regard to street trees and planter strips, Ms. Byers said the goal is to enhance the pedestrian experience and to reduce damage to sidewalks by providing healthier trees. Roots that do not have sufficient room tend to buckle sidewalks, triggering a public safety issue and the need for repairs. The Land Use Code section relative to street trees has not been updated for some time. Parks has been working to update the tree species list. They have also proposed increasing the tree pit size. Tree spacing is currently at 25 feet and the suggestion is to make that 20, 25 and 30 feet depending on the size of the trees at maturity. The width of planter strips should be five feet rather than four feet to give the trees more room, and the minimum caliber of trees should be reduced from three inches to two and a half inches because trees that are smaller at the time of planting do better over time. Installation should be carried out in accord with the best management practices put in place by Parks. Permanent irrigation should also be installed at the time of planting.

There are a number of provisions in the Comprehensive Plan that relate to trees. There are provisions regarding Bellevue as a city in a park. There is also a policy calling for a 40 percent tree canopy citywide, which far exceeds the less than eight percent that is currently in the downtown. One provision calls for providing appropriate street tree species and providing adequate rooting space. Another provision references trees as a way to give identity and continuity to street corridors. The CAC's final report also suggested adding landscaping and

green elements along the pedestrian corridor, including trees. Street trees serve several functions. They provide a buffer between pedestrians and traffic; they provide shade; they reduce the percentage of impervious surfaces; and they are pleasant to look at.

The old tree palette for downtown street trees was drafted in 1998 and was updated in 2007. The new trees on the list were selected because they had tested better for disease resistance and were more suitable for the urban environment. Additionally, the updated list included species that are readily available at local nurseries, and was written to be as consistent as possible with the trees that already have been planted in the downtown area.

Ms. Byers informed the Commissioners that between January and September the city spent more than \$360,000 to effect sidewalk repairs citywide. Ninety-five percent of the repairs were triggered by tree root problems.

Currently the tree spacing requirement is 25 feet, and that is for every kind of tree. The proposal is to change that to 20, 25 and 30 depending on the side of the tree at maturity. Additionally, the suggestion is to increase the size of planter strips to allow for more room for trees and their roots.

The Commissioners where shown a map indicating the location of the planter strips suggested in the Downtown Transportation Plan, the Downtown Livability Initiative CAC report, and the code as it currently exists. Ms. Byers noted that tree pits, which are trees with grates, were shown in the downtown core, Old Bellevue, and along 108th Avenue NE. As part of the early wins process, those areas will be required to create planter strips rather than tree pits.

Tom Kuykendall with Parks explained that in general young trees bounce back from the shock of replanting quicker than older trees. Parks has found trees with a diameter of 2.5 inches do the best. Within about three years they will be as tall as three-inch trees planted at the same time, and from there on they actually grow faster. The root ball for a three-inch tree will not fit in a four-foot planter, making it necessary to shave off the sides of the root ball, which stresses the tree.

Ms. Byers said the proposal with respect to street trees is that they be planted in accord with the Park's environmental best management practices.

Mr. Kuykendall noted that most developers elect to install permanent irrigation systems as part of their landscaping. The downtown environment is no longer a natural environment. There are lots of hard spaces, very little room for rain to percolate, and there are wind tunnel situations that form, all of which makes for a hostile environment for trees and other plants. Absent permanent irrigation, they dry out very quickly.

Commissioner Laing asked if permanent irrigation systems help keep tree roots from coming up toward the surface. Mr. Kuykendall said that is indeed the case. He added that in addition to having permanent irrigation, it is vitally important to use it correctly. In order to keep roots from coming up toward the surface, the watering should be done infrequently but very deep.

Commissioner deVadoss asked if it will be necessary to retrofit permanent irrigation for existing

street trees that do not have it. Ms. Byers said the new requirements would apply only to new development; they will not be required of existing installations.

Community Development Manager Patti Wilma commented that there are some street trees with tree grates that were installed 25 years ago that do not have irrigation. Many of them are associated with properties that are likely to redevelop, and when that occurs the new regulations would apply.

Answering a question asked by Commissioner Morisseau about the proposed tree spacing, Jacob Pederson with Parks said the recommended spacing is all about being more efficient with the space in the downtown. The ultimate size of trees at maturity is very predictable both under ideal conditions and in urban locations. Allowing for some flexibility in tree spacing will make it easier for landscape architects to site trees in conjunction with all the other components of the streetscape.

Commissioner Morisseau asked if it would be possible to have a big tree that based on its species will not require a spacing of 25 feet. Mr. Kuykendall said one way to get to that point is to consider the overall tree canopy. If large trees are planted fairly close together, their canopies will merge. That can be a desired approach. The idea behind the proposed approach is to give the landscape architects flexibility to meet both his design needs and the code requirements. Ms. Byers added that the proposal includes the possibility for minor modifications from the requirements. For instance, where there is a legacy tree that has been where it is for a very long time and is large enough to require building around it, the tree can be saved by utilizing minor modifications.

Ms. Byers noted that the list of early wins includes making weather protection a development requirement. The Downtown Livability Initiative CAC recommended weather protection for between 50 and 75 percent of building faces on most streets and along the pedestrian corridor; for the perimeter streets, weather protection would be required over building entries.

Commissioner Laing commented that weather protection was on the list he circulated along with extending the pedestrian corridor to the east and rezoning the DT-OLB district along 112th Avenue NE and I-405 by extending the existing zoning on the west side of the district to the freeway. All three issues were unanimously recommended by the Downtown Livability Initiative CAC.

Commissioner deVadoss asked if the weather protection requirement would apply only to new development or to existing development as well. Ms. Wilma said changes to code apply only to new development, unless there is a special provision included that applies the changes retroactively. Commissioner deVadoss asked how comparable cities have approached the issue of weather protection. Ms. Wilma said weather protection is required by many cities, especially in high-pedestrian areas. It is required more often than it is incentivized. Under the current code, weather protection is recommended but is only incentivized.

Commissioner Laing said it is shocking that Bellevue does not already require weather

protection in line with what most other cities do, particularly in western Washington. The CAC was actually surprised to learn that weather protection is not outright required.

Commissioner Morisseau asked what incentives exist for developers to include weather protection. Ms. Wilma said they earn bonus square footage by including it in their projects. Commissioner Morisseau asked if the city also offers incentives for developers who use rainwater in their irrigation systems. Ms. Wilma said that is in fact a requirement.

There were no objections to the notion of extending the pedestrian corridor to the east as proposed by the Downtown Livability Initiative CAC, and there was consensus to moving that issue forward along with the weatherization issue.

With regard to rezoning the DT-OLB district as proposed by the Downtown Livability Initiative CAC, Chair Hilhorst said her opinion was that the action felt quite different and much bigger from the other items.

Commissioner Laing said the CAC in studying the issue concluded that the OLB district in question is the face of the downtown from the freeway. In talking about a vision for the future of the downtown, the CAC agreed the area as currently developed evokes more of an image of a bygone era rather than an iconic skyline. From the freeway into the downtown there is a fairly significant difference in elevation, and the thinking of the CAC was that simply taking the zoning on the west side of 112th Avenue NE and extending it all the way to the freeway would make sense. Building height would not be impactful given the lower elevation, and increased density in terms of traffic would be far less of a concern given good access to the freeway and the coming light rail stations. He reminded the Commission that the Downtown Livability Initiative CAC process kicked off in the spring of 2013 and was initially envisioned as being a relatively short study. While it took longer than first anticipated, the thinking was that recommendations along the lines of the early wins could actually come to fruition during the current development cycle. Commissioner Laing added that the concern voiced by staff about allowing increased height in the DT-OLB could obstruct the view corridor from City Hall toward Mt. Rainier.

Mr. King said the CAC had a robust and supportive discussion about re-envisioning the DT-OLB district and potentially allowing more height in the area between 112th Avenue NE and the freeway from Main Street to NE 8th Street. He suggested there would be benefit in taking a little more time to make sure any changes are done right. In addition to the view issue, there are a host of design guidelines that should be refreshed, including the required 20-foot setback from 112th Avenue NE that dictates a suburban style. There are also tower spacing issues to be addressed. The CAC recommended examining up to a certain height and certain FAR, but like all the other zones in the downtown, homework needs to be done to determine exactly what amount of height and density makes sense.

Chair Hilhorst said the apparent complexities involved will need to be thoroughly investigated, something that cannot be accomplished in time to include the issue in the list of early wins. She said she would not object to tackling the DT-OLB zone first going forward.

Commissioner Laing concurred. On behalf of the CAC and the stakeholders involved, some of whom continue to reach out to him, he said it was disappointing to be finally taking up the issue a full year after the group published its report. He said he recognized, however, that the delay should not be viewed as a criticism of the staff, rather it is something triggered by how full the Council's and the Commission's plates have been with other issues. Ultimately it will be a win for all involved if the city honors the investment the stakeholders put into the process.

Mr. King briefly reviewed the schedule and agendas for upcoming Commission meetings, including the joint meeting with the Council on November 9 and the public hearing for the early win topics on December 9.

9. PUBLIC COMMENT

Ms. Katherine Hughes, 10203 NE 31st Place, allowed that she would not be able to speak directly to the Commission about the specifics involved in the rezone of the St. Luke's property in Northtowne. She noted, however, that Northtowne has been asking for a subarea plan for more than a year. At first the residents were told the area has been put on a list, but now that the complexities involved with the Downtown Livability Initiative are clear, the list has gone away. Northtowne is stymied in terms of how to work within the system to effect some changes that have to do with redevelopment. The neighborhood has highlighted as its three biggest concerns pedestrian and vehicle safety, and speed on Bellevue Way. Speeding is happening but it is not being addressed. The big house issue is something the residents are having to live with. The loss of tree canopy is another issue facing the neighborhood. The issues could be addressed through a subarea plan, and that work should go forward as soon as possible. The speed limit on Bellevue Way should be lowered to 30 miles per hour, particularly since there is only one stoplight in a three-mile stretch.

10. ADJOURN

A motion to adjourn was made by Commissioner Laing. The motion was seconded by Commissioner Walter and the motion carried unanimously.

Chair Hilhorst adjourned the meeting at 8:04 p.m.