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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: **Metro 112 Phase II**

LOCATION OF PROPOSAL: 11109 NE 3rd Place

DESCRIPTION OF PROPOSAL: Application for a Design Review Approval and Threshold Determination to construct a 6 story multi-family building, including 1 level of below grade parking. The project will include 57 residential units and 21 parking space.

FILE NUMBER: **15-107029 LD**

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **January 21st, 2016.**
- ☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project): or if the DNS was procured by misrepresentation or lack of material disclosure.

Carol Vitellord
Environmental Coordinator

January 7th, 2016
Date

OTHERS TO RECEIVE THIS DOCUMENT:
State Department of Fish and Wildlife
State Department of Ecology, Shoreline Planner N.W. Region
Army Corps of Engineers
Attorney General
Muckleshoot Indian Tribe

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	**Metro 112 - Phase II Apartments**
Proposal Address:	11109 NE 3rd Place
Proposal Description:	Application for a Design Review Approval and Threshold Determination to construct a 6 story multi-family building including 1 level of below grade parking. The project will include 57 apartments and 21 parking spaces.
File Number:	**15 – 107029 LD**
Applicant:	Michelle Kinsch, Tiscareno Associates
Decisions Included:	Process II, Combined Design Review decision and SEPA Determination
Planner:	Bradley Calvert
State Environmental Policy Act Threshold Determination:	**Determination of Non-significance (DNS)**

Carol V Helland
Carol V. Helland, Environmental Coordinator
Development Services Department

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

By: Carol V Helland
Carol V. Helland, Land Use Director

Application Date:	03 – 16 - 2015
Notice of Application:	04 – 16 - 2015
Decision:	01 – 07 - 2016
Appeal Period Ends:	01 – 21 - 2016
Vesting Period Ends:	01 – 21 - 2018

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

Contents

I. Request/Proposal Description 3
A. Request 3
B. Site Design 3
C. Building Design 3
D. Design Intent 5
II. Site Description, Zoning & Land Use Context 7
A. Site Description 7
B. Zoning 8
III. Consistency with Land Use Code/Zoning Requirements 8
A. General Provisions of the Land Use Code 8
B. Special District Requirements 9
IV. Land Use Code 20.25A.110 Design Review Criteria 12
V. Public Notice & Comment 16
VI. Technical Review 16
VII. State Environmental Policy Act 20
VIII. Changes to Proposal Due to City Review 22
IX. Decision Criteria 23
X. Decision 26
XI. Conditions of Approval 26

Attachment A: Project Drawings

I. Request/Proposal Description

A. Request

The applicant requests Design Review Approval and a Threshold Determination under the State Environmental Policy Act (SEPA) to construct a 6 story multi-family building with 1 level of partially below grade parking. The proposal will include a total of 57 residential units and 21 parking spaces. Additional parking, 36 spaces, will be provided at the neighboring property, Metro 112 – Phase One through a shared parking agreement. The additional parking in Phase I will be connected via a direct public sidewalk between the two properties. The total square footage of the proposed building is 58,608 square feet on a site area of 0.29 acres.

B. Site Design

The site is rectangular, measuring approximately 116'-6" in width (north-south) and approximately 109' in depth (east-west). The site has a significant slope from west to east, with a change in grade of approximately 17 feet from the proposed sidewalk to the lowest point on the eastern edge of the property. Pedestrian access to the building will be provided along 111th Avenue NE. Vehicular access to the partially below grade parking garage will be provided on NE 3rd Place. A new loading turnout will be provided on NE 3rd Place as part of the parking garage access. A shared parking agreement will provide access to 36 additional parking spaces in the Metro 112 – Phase One property, located at 317 112th Avenue NE. Metro 112 – Phase One required a minimum of 390 parking spaces and provided a total of 437 spaces as referenced in project file 06-119979-LD. As such, Metro 112 – Phase One can adequately provide the additional 36 spaces required for Phase II. A copy of the shared parking agreement can be found in project file 15-107029-LD. Access to the shared parking will be provided by a direct path across NE 3rd Place.

The site is constrained by multiple easements. A 16'-6" wide communications easement is located along the north property line and a utility easement occupies the northwest corner of the site. The utility easement is occupied by three underground transformer vaults with exposed concrete pads, in addition to one permanent above grade transformer. There is also a sewer easement on the eastern boundary of the property. The primary building entrance will be located on 111th Avenue NE and a secondary entrance on NE 3rd Place adjacent to the proposed loading turnout. This turnout will be restricted to resident use and not for garbage service. The proposal will provide enhanced landscaping and street trees on both 111th Avenue NE and NE 3rd Place.

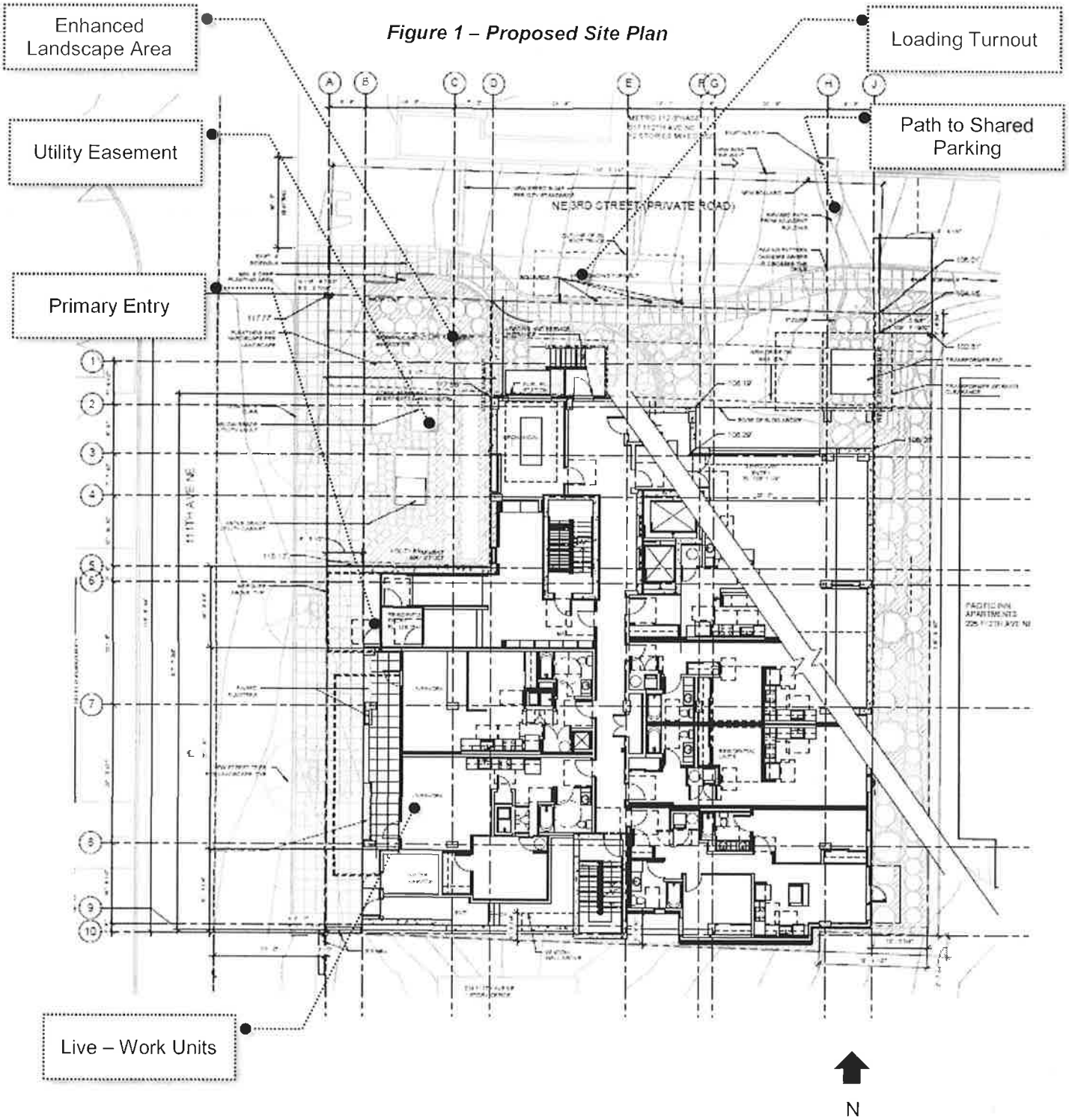
C. Building Design

The proposal consists of 57 multi-family residential units distributed amongst six (6) floors. The footprint of the building is primarily rectilinear with setbacks in the northwest corner to accommodate the above and below grade vaults within the utility easement. Parking access to the below grade parking garage will be provided at the north eastern corner of the site. The primary building entrance will be located on the western elevation of the building on 111th Avenue NE with a secondary entrance on NE 3rd Place. There will be two live-work units located directly south of the building entrance with an option to convert these spaces into retail uses if the retail market becomes more amenable within the immediate area. The applicant is not pursuing points through the FAR Amenity Incentive System for the proposed or potential uses of these spaces. The ground level of the proposal is absent of many of the typical multi-family residential services such as leasing & management services and residential amenities as these will be shared with the existing Metro 112 Phase One development.

The modest scale of the building will match that of the many of the surrounding multi-family developments to the east and south of the proposed site. The design uses a series of notches, recesses and protrusions to articulate the façade and create enhanced visual interest while creating a roofline that introduces variable heights. A layering of materials colors, and balcony railing variations will enhance the elevations. The second level of the building steps back on the east elevation to

create a terrace for the lower level residential units while providing opportunities for light and air between the proposal and the existing development to the east, Pacific Inn Apartments.

Figure 1 – Proposed Site Plan



D. Design Intent

1. Overview

The project is located on 111th Avenue NE, where the intensity and scale of the residential developments diminishes between NE 3rd Place and NE 2nd Street, as well as between 111th Avenue NE and 112th Avenue NE. The more modest scale of the surrounding residential developments creates a more intimate residential community than the high intensity high rises found in many other parts of Downtown Bellevue. Driven by the scale of the site and the block, the proposal creates continuity with this reduced and more intimate scale. The first level along 111th Avenue NE includes the building lobby, building service elements, and two (2) live-work units that will have an option to convert to retail functions. If a conversion were to occur, parking could be provided from revising the shared parking agreement with Metro 112 Phase I. The remaining floors will consist of residential units.

The form of the building represents an upper level residential mass that is cantilevered over the lower building podium. This mass is broken up with a layering of materials, recesses, and slots that create more human scale elements to the building façade. Multiple shades of fiber reinforced cement (FRC) panels will creating varying degrees of depth to the façade while articulating otherwise blank walls. Textured FRC panels will break up the scale of more solid color panels while accenting openings and recesses in the façade. Metal panels will provide an accent to the FRC panels, particularly at grade and roof line.

Figure 2 – Proposed Building Perspective – 111th Avenue NE

2. *Building – Street Level*

The street level of the building is anchored on the northwest corner by vegetated, screening, and vegetated screen walls in response to the existing utility easement and the above ground transformer. The green wall will provide articulation to the façade while creating a background that will allow the existing above ground vaults to aesthetically integrate with the building design. The primary building entrance is located on the western elevation with two live-work units directly south of the entrance. Raised planters in front of the live-work units will create an enhanced streetscape while creating semi-private outdoor spaces for the residential units while activating the streetscape. The raised planters will be incorporated into the vertical supports for the canopy that will rest slightly lower than the canopy over the main building entrance. This will provide a visual deviation between public entrance and private residences. Furthermore, the entrances to the live-work units will be slightly raised above the sidewalk to enhance the definition of the public and semi-private realms.

Planters at live-work units

Figure 3 – Street Level Perspective

Along 3rd Place NE the project will incorporate a series of stepped landscaped areas to activate the street frontage and required communications easement. The landscaped areas will assist in creating seat walls at the secondary entrance and the loading turnout.

Figure 4 – Street Level Perspective

3. Parking Structure

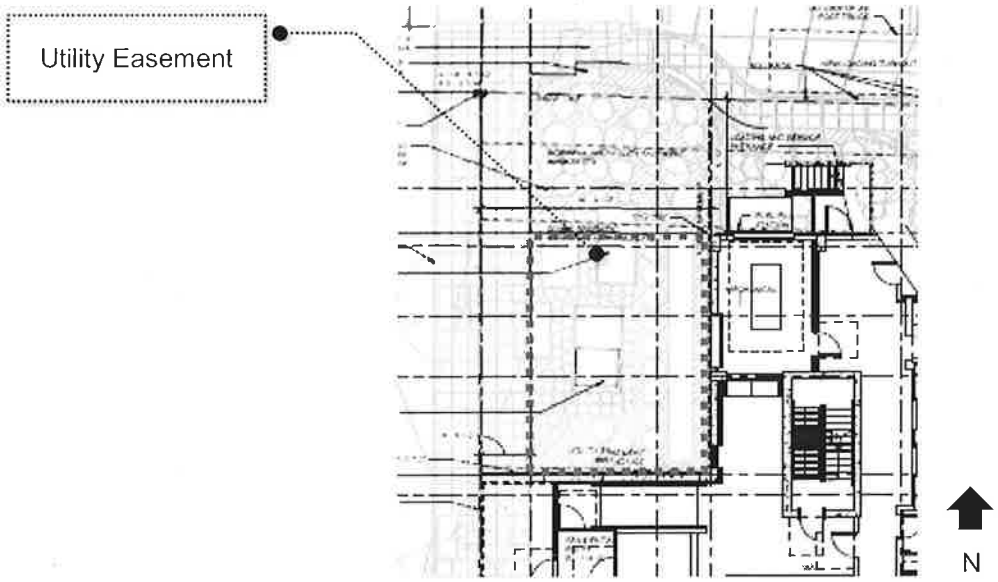
Residential parking will be provided at the partially below grade garage and through a shared parking agreement with the neighboring property located at 317 112th Avenue NE. A total of 21 parking spaces will be provided on site. A total of 62 percent of the parking spaces, thirteen (13), will be dedicated to compact parking. The garage will also include trash and recycling collection, electrical & mechanical rooms, and bike storage. The remaining required parking spaces, minimum of 36, will be provided off site in the existing Metro 112 – Phase One and will be connected with a public walkway across 3rd Place NE.

II. Site Description, Zoning & Land Use Context

A. Site Description

The existing site is located at the corner of 111th Avenue NE and NE 3rd Place. The parcel size is approximately 0.29 acres or 12,665 square feet. The site has a change of grade of approximately 17 feet from west to east of the site. The site is rectangular, measuring approximately 116'-6" in width (north-south) and approximately 109' in depth (east-west). There are currently no existing structures on the site. An existing communications easement is located on the northern side of the property with a width of approximately 16'-6." A private side sewer easement is located on eastern edge of the property. The northwest corner of the site is occupied by a utility easement that includes three underground transformer vaults, their exposed concrete pads, and one above grade transformer.

Figure 5 – Plan Showing Utility Easements



Directly to the north of the proposed project is the Metro 112 – Phase One made up of a five (5) story and an eleven (11) story building. The project is primarily multi-family residential with some retail at the ground level. Directly to the east is the five (5) story Pacific Inn Apartments. To the southeast are the five (5) story Meydenbauer Apartments and a three (3) story office building on the corner of NE 2nd Street and 112th Avenue NE. Directly to the south of the proposal is an existing one (1) story office building with auto storage. At the corner of 111th Avenue NE and NE 2nd Street are the recently

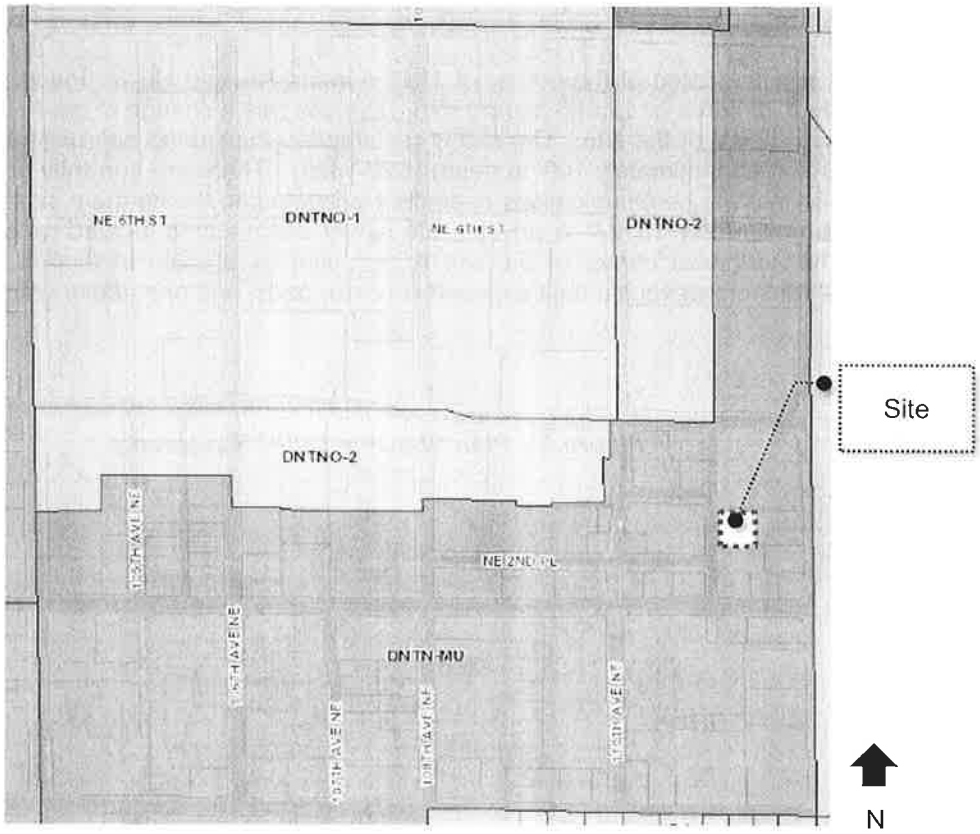
opened August Wilson Place apartments. Directly to the west is the Marriott Hotel, currently under construction.

B. Zoning

The site is zoned DNTN-MU. The zoning is not affected by any concomitant agreement. The property is located in Downtown Bellevue, requiring Design Review. The proposed use is permitted outright for DNTN-MU zoning.

All properties within the superblock defined between 111th Avenue NE & 112th Avenue NE and NE 2nd Street and NE 4th Street are zoned DNTN-MU.

Figure 6 – Zoning Map



III. Consistency with Land Use Code/Zoning Requirements

A. General Provisions of the Land Use Code

1. Uses

Multi-family dwellings units are permitted outright in DNTN-MU zoning.

2. Dimensional Requirements

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

Table 1 – Dimensional Requirements

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit	No Minimum	12,665 sf (0.29 acres)	
Building Height	Residential Use: Basic Height = 150' Maximum Height = 200'	69'-0"	Meets Code 20.25A.020.A.2 – Dimensional Requirements
Floor Area Ratio	Residential Use: Basic FAR = 2.0 Maximum FAR = 5.0	3.96	Meets Code 20.25A.020.A.2 – Dimensional Requirements
Floor Area Above 40 Feet	Residential Use: 20,000	8,778 sf	Meets Code 20.25A.020.A.2 – Dimensional Requirements
Setbacks	111th Avenue NE = 0' NE 3rd Place = 0'	0'	Meets Code 20.25A.020.A.2 – Dimensional Requirements
Recycling & Solid Waste	1.5 sf per dwelling unit 1.5 @ 57 dwelling units = 85.5 sf. Min.	113 sf.	Meets Code 20.20.725
Sidewalk and Planting Strip Requirements	8' Sidewalk 4' Planting Strip / Treewell	8' Sidewalk 4' Tree well	Meets Code 20.25A.060
Street Tree/Species & Caliper	Minimum 3" caliper Quercus coccinea / Scarlet Oak on 111th Avenue NE	Landscape plan shows three (3) 3" caliper Quercus coccinea along 111th Avenue NE	Meets Code 20.25A.040

Table 2 – Parking Requirements

Item	Permitted/Required	Proposed	Comments/Conditions
Parking Spaces	Minimum of 57 parking spaces Minimum = 1 space / residential unit Maximum = 2 space / residential unit	57 stalls (21 on site – 36 through shared parking agreement)	Meets Code 20.25A.050
Compact Stalls	Up to 65% of stalls can be compact	13 of 21 on site spaces are compact (62% of on site spaces)	Meets Code 20.25A.050

B. Special District Requirements

3. Building / Sidewalk Design Guidelines

The right-of-way abutting 111th Avenue NE is designated "D/R" per *The Design Guidelines Building/Sidewalk Relationships.* This designation requires that at least 50 percent of the street level edges shall incorporate service and commercial activities, landscape features, and planters. The "D/R" designation also requires that glazing, allowing visual access, be provided. Along 111th Avenue NE the proposal will include the primary building entrance and entrances to two (2) live-work units creating activities that will engage and activate the streetscape. Additionally, the live-work units incorporate planters, complementing the landscaping proposed at the corner of 111th Avenue NE and NE 3rd Place. The primary building entrance and the live-work units will provide marquees and canopies for weather protection.

NE 3rd Place does not have a street designation per *The Design Guidelines Building/Sidewalk Relationships* as it is a private alley. The proposal will include landscaped improvements that will provide continuity with the Pacific Inn Apartments to the east. The improvements will include stepped landscaped terraces with seat walls south of the sidewalk.

See Section XI for related conditions of approval.

4. FAR Amenity Incentive System

The proposal site is located within the Downtown Core Design District. The FAR amenities are defined by Land Use Code 20.25A.020. The table below summarizes the Basic and Non-basic FAR amenity points earned by the proposed project.

The maximum allowable FAR for the proposed site is 5.0 allowable by participating in the FAR Amenity Incentive System. The current proposal has an FAR of 3.96. The applicant will be required to record pursued amenity points with the King County Recorder's Office and with the Bellevue City Clerk.

See Section XI for related conditions of approval.

Table 3 – FAR Bonus Amenities

Project Area	12,665 sf
Project Gross Floor Area	50,207 sf
FAR Proposed	3.96
Basic Permitted Floor Area (AREA) Basic Residential FAR (2.0) x Project Area	25,330 sf 2.0 x 25,330 sf
Additional Floor Area Requested Project GFA – Basic Permitted Floor Area	24,877 sf 50,207 sf – 25,330 sf = 24,877 sf
Basic FAR Amenity Required	1,267 sf
Basic FAR Amenity Earned	4,520
Remaining Bonus FAR Amenity to Earn GFA - Basic Permitted FAR – Extra Basic FAR Amenity Earned	20,357 sf 50,207 sf – 25,330 sf – 2,983 sf = 21,894 sf
Non Basic Earned	89,122 sf
Excess FAR Amenity Earned	67,228 sf

Figure 7 – FAR Bonus Amenities Diagram

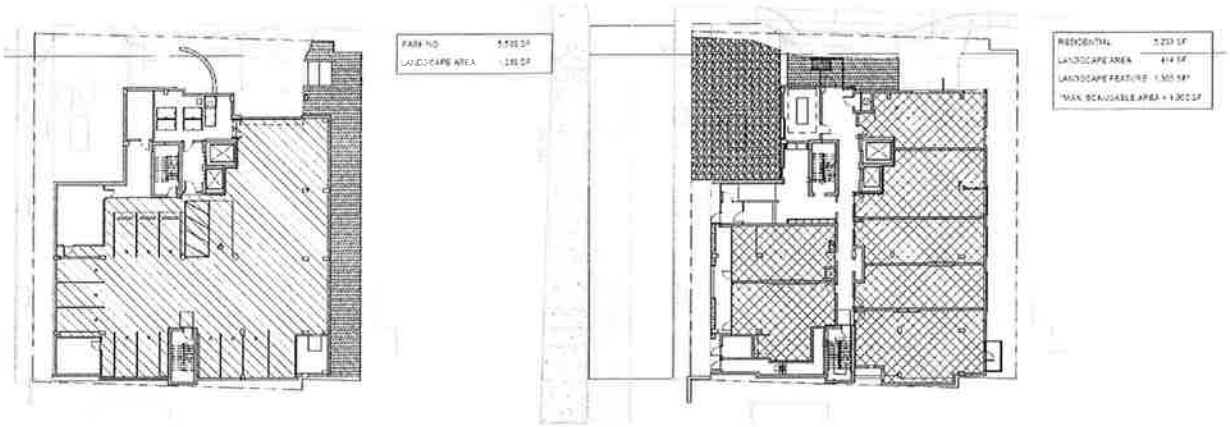


Table 4 – Summary: Bonus Amenity Area Earned

Amenity		Units of Measure	Bonus Ratio	Bonus Floor Area Earned	Comments
Basic Amenities	Landscape Feature	SF	4:1	1,000 sf x 4 = 4,000 sf *Note maximum bonus area = 1,000 sf	At grade plantings at the corner of 111th Avenue NE and NE 3rd Place combine for a vertical green wall to create a distinctive focal point.
Basic Amenities	Marquee	LF	2:1	260 lf x 2 = 520 lf	Continuous overhead weather protection enhances the pedestrian environment.
	Sub-Total Basic	4,520 sf			
Non-Basic	Underground Parking	SF	0.5:1	5,538 sf x 0.5 = 2,769 sf	Enclosed parking.
Non-Basic	Landscape Area	SF	0.25:1	1,652 sf X 0.25 = 413 sf	Landscape at grade and in planters provides a visual amenity for tenants and pedestrians.
Non-Basic	Residential Uses	SF	2:1	42,970 sf x 2 = 85,940 sf	Excludes parking and circulation areas
	Sub Total Non-Basic	89,122 sf			
	Total	93,642 sf			

See Section XI for related conditions of approval.

5. Design Review Criteria

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

IV. Land Use Code 20.25A.110 Design Review Criteria

A. Site Design Criteria

1. Vehicular Circulation and Parking

i. Provide efficient vehicular access to parking and service areas, coordinated on a super block basis.

Finding: Access to on-site parking is located on NE 3rd Place near the eastern boundary of the property. Additional parking will be located in the neighboring Metro 112 Phase One development. Access to the shared off-site parking is located on 111th Avenue NE. The proposed access must meet the sight distance requirements of the Transportation Department. Trash and recycling collection will be staged by property management on pickup days and moved to the Phase One loading dock.

See Section XI for related conditions of approval.

ii. Coordinate the location of vehicular and pedestrian mid-block connections, considering opportunities for mid-block crossings.

Finding: Mid-block connections are not applicable to the site given the scale and relationship to the surrounding developments. The proposal will include a dedicated walkway across NE 3rd Place to provide access to shared parking in Metro 112 Phase One. This improvement will also include traffic calming devices in the form of a speed bumps that will precede the pedestrian path.

iii. Provide for safe and pleasant movement within the Downtown for the pedestrian and bicyclist.

Finding: Pedestrians will be separated from traffic on 111th Avenue NE by street trees and treewells, assisting in establishing a buffer. To establish continuity in pedestrian movement with existing infrastructure along NE 3rd Place, a landscaped buffer will not be provided. In turn a landscape buffer will be provided internal to the pedestrian path. This will allow for a continuous path that will not be interrupted or create conflicts with the pick-up and drop off area.

iv. Minimize the location of parking adjacent to pedestrian connections.

Finding: There will be no surface parking provided. All parking will occur in the below grade parking garage or through the off-site shared parking agreement with Phase One.

v. Limit the number of driveway openings and the number of access lanes in each opening.

Finding: The proposal will limit vehicle ingress and egress to one location, via NE 3rd Place. The total number of regularly used public entry and exit points on the site will be limited to only one.

vi. Where appropriate, fit garages into the topography and make use of garage roofs for public open space, recreation, or landscaped areas.

Finding: The proposal takes advantage of the slope of the site to partially submerge the parking garage and to move the garage entrance off of 111th Avenue NE. This will minimize opportunities for conflicts on 111th Avenue NE with pedestrians, and locate the face of the parking entrance on a private alley primarily used for service purposes. The building steps back above the garage creating an opportunity for terraces for the residential units on top of the parking garage.

vii. Maximize the use of underground parking.

Finding: All on-site parking spaces will be located in the partially below grade parking garage or through the shared parking agreement with Metro 112 Phase One.

2. Pedestrian Circulation and Amenities

Finding: The proposed sidewalk on 111th Avenue NE meets the required width of 8' with 4' wide tree wells. No mid-block connections are required, but the proposal will provide a dedicated path between the project and Phase One to provide access to the shared parking.

Opportunities for pedestrian-vehicular conflicts can increase where service vehicles cross the public sidewalk. The proposal will provide a change in paving pattern where the sidewalk crosses the driveway access to the parking garage. Additionally, signage will be required to alert drivers and pedestrians to the potential conflict. Speed bumps will work to mitigate conflicts at the NE 3rd Place pedestrian crossing.

See Section XI for related conditions of approval.

3. Wind and Sun

Ensure that the form and placement of buildings considers desirable year-round conditions of sun and shade in surrounding open spaces and public areas. Design new buildings so that pedestrians are sheltered from wind, particularly on the ground and in publicly accessible areas. Consider how new buildings can incorporate calm spaces, particularly in winter, and spaces with suitable breezes in summer.

Finding: Marquees and canopies will provide weather protection along 111th Avenue NE and over the secondary entrance. The building also creates a stepback from the neighboring Pacific Inn Apartments to increase opportunities for light and air between the buildings and to penetrate units that are located on the east façade (proposed project) and west façade (Pacific Inn Apartments). The proposal is also similar in height to the developments to the east and south within the same block and will diminish the amount of shadow to be cast on existing properties.

4. Open Space

Design and locate open spaces, such as plazas, squares, and large landscaped areas to work as part of a comprehensive system of spaces in the Downtown.

Finding: The proposal will include street trees along 111th Avenue NE which is consistent with the improvements made throughout Downtown. Landscaping features to enhance screening of equipment within the easement will be included on the north western corner of the site as well.

5. Light and Glare

Consider and mitigate glare impacts upon major public facilities, streets, and major public open spaces.

Finding: All exterior lighting fixtures shall utilize cutoff shields to prevent spillover to adjacent properties. The proposed exterior glazing as well as finish materials shall be of low reflectivity.

See Section XI for related conditions of approval.

B. Downtown Patterns and Context

1. Natural Setting and Topography

i. Provide efficient vehicular access to parking and service areas, coordinated on a super block basis.

Finding: The property takes advantage of the sloping site by partially submerging the parking garage below grade. This allows for the access to the garage to be located on an alley rather than 111th Avenue NE and the building frontage to incorporate the lobby and residential units to activate the street.

2. Landscape Design

i. Make effective use of significant landscape features to complement and contrast with building forms. This includes massing of plant materials to constitute a recognizable visual unit which contrasts effectively with built forms.

Finding: The proposal incorporates enhanced areas of vegetation and landscaping on the northern edge of the property, in response to the existing easement, and at the northwest corner where existing above and below grade vaults are located. Additionally, street trees will be located along 111th Avenue NE. The combination of screening should create a lush vegetated environment that is recognizable while anchoring the building corner.

ii. Encourage retention of significant existing vegetation, where it can be incorporated into efficient site design and maintained in a safe and healthful condition.

Finding: The existing site consists primarily of grass with no trees or shrubs to be retained. Improvements along NE 3rd Place and the addition of street trees should create an enhanced landscaped environment over the existing conditions.

iii. Consider the location or relocation of traffic control boxes, power vaults, utility boxes, and similar features in the design of the pedestrian areas to minimize the impact on the visual and physical quality of the pedestrian environment.

Finding: The applicant was unsuccessful in attempting to encourage Puget Sound Energy (PSE) to relocate existing equipment vaults to all be fully submerged below grade. The applicant made several offers to assist in the relocation but PSE was unwilling to relocate or submerge the vaults. As a result the proposal seeks to conceal and diminish the aesthetic impact of the one above grade electrical vault with enhanced vegetated screening. In the background the proposal will create a vegetated screen wall in order to create a contiguous vegetated environment beyond the foreground screening.

3. Views

i. Consider the negative impacts of a building on views, both from existing buildings and future developable or redevelopable sites.

Finding: The proposed building limits its height well below the maximum height allowable for DNTN-MU. The proposed building height is 69'-0" with a maximum allowable height of 200'. The building will have minimal impact on views from the surrounding developments. The proposed building is of similar height to the buildings to the immediate east and south.

4. Building Height and Bulk

i. Buildings near public open spaces should permit visual access and, where feasible, physical access to the public open space.

Finding: The building height will not impact the protected view from the City Hall concourse given its limited height.

ii. Wherever practicable, buildings should be oriented to minimize the shadows they cast on publicly accessible open spaces.

Finding: There are no current public open spaces in the immediate vicinity of the proposed development.

iii. Encourage slender towers, particularly at upper levels.

Finding: Driven by the constraints of the site the proposal offers a smaller floor plate, reducing the potential overall bulk of the building. Furthermore, the building does not take full advantage of its allowable height, ensuring a reduced scale.

iv. Discourage buildings of extreme rectangular shape which tend to be out of proportion for their floor area.

Finding: By necessity, the existing utility easement in the northwest corner of the site provides relief by carving away a portion of building creating a recessed corner. Additionally the building creates slots and recesses on its western and southern facades that provide relief to the rectangular form as well as opportunities for outdoor space and daylighting.

v. Encourage spacing between towers to retain the feeling of an open, airy Downtown.

Finding: The building creates a stepback above the portion of the parking garage that is above grade, between the Pacific Inn Apartments in order to allow light and air between the two buildings.

vi. Encourage rooftop features, appropriate to the overall height and scale of the building, to modify an otherwise unmodulated profile.

Finding: The proposal uses mechanical screening that is complementary of the overall building design while incorporating staggered heights that when working with the building elevation, create a modulated profile. The staggered heights of the mechanical equipment, mechanical overruns, and building parapets create visual interest.

5. Patterns of Activity

i. Maximize opportunities for vital, pedestrian-level activity in all areas of the Downtown.

Finding: Along 111th Avenue NE the project proposes two live-work units that will have the potential to be converted into retail space if the street proves sustainable for retail activity in the future. The live-work entries create an opportunity for a unique street frontage that works well with the surrounding urban environment.

ii. Provide space for a variety of appropriate activities accessible to the public at large in the Downtown, especially at ground level and at main pedestrian levels.

Finding: The live-work units have the opportunity to be converted into retail space if 111th Avenue proves sustainable for retail activity. With its current programming, the proposal creates residential entries to activate the street in addition to the lobby.

iii. Uses and activities that are nonpublic or nonpedestrian in nature should not be located adjacent to pedestrian area.

Finding: The proposal locates the parking garage access on NE 3rd Place. This locates the primary service access and activities off of the primary street of 111th Avenue NE. As a private 'alley' this is the most suitable location for service activities generated by the proposed project.

6. Signage

i. Ensure that signage is an integral part of the architectural design.

Finding: The submittal package includes the proposed sign locations, but not the specific designs. Applicant will submit a separate permit package for all proposed signage.

See Section XI for related conditions of approval.

V. Public Notice & Comment

Application Date:	03/16/2015
Notice of Application:	04/16/2015

The required minimum public comment period ended on April 16th, 2015, but written comments were accepted up to the date of this decision.

No public comments were received during the initial comment period. One resident requested to be a party of record but did not submit any comments regarding the project.

VI. Technical Review

A. Utility Department

Utility Department approval of the design review application is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage systems shall be designed per the current City of

Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Utility Developer Extension Agreement (UE) and Utilities Permit Processes. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit.

B. Clear and Grade Code

The Clearing and Grading Review is taking place under a separate Clearing and Grading permit.

C. Fire Department

The site development plans for this decision generally conform to the Fire Code requirements. However, there are a number of conditions that must be met prior to the issuance of building permits. See Section XI for related conditions of approval.

D. Building Division

The Building Division has reviewed the proposal. The applicant must comply with the 2012 Energy Code if building permits will be issued prior to July 2016.

E. Transportation Department

Site Access

The auto and truck access to the proposed development located on 111th Avenue NE will be via an existing 16-foot wide one-way (eastbound) private alley referred to as NE 3rd Place. The backing of trucks within any street right of way or across any public sidewalk easement is prohibited. One-way signage and pavement marking needs to be installed as necessary.

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform with the requirements of the Americans with Disabilities Act and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

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

2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves

that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Buildings shall be designed so that doors do not swing out into the pedestrian path. ADA-compliant curb ramps if applicable shall be installed where needed, consistent with standard drawings TE-12 or TE-13.

3. The curb, gutter, and sidewalk on 111th Avenue NE fronting the development will be installed as part of pavement widening and constructed with a sidewalk width of at least 12 feet, not including the curb. Any planters or tree wells are included in the 12-foot width. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.

4. The design and appearance of the sidewalk and landscaping on 111th Avenue NE shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four foot by six-foot tree wells, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features. Alternative paving samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features.

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

5. Tree wells and other landscaping within the sidewalk on either adjacent city street shall be irrigated with a private metered water source. Electrical connections for lighting in tree wells or planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

6. The applicant will be responsible for installing all street channelization and signage that is necessitated by street widening and street frontage improvements on 111th Avenue NE. The channelization and signage may be shown on the civil Road Plan as part of clear and grading construction plans.

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

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

9. Any awning, marquee, balcony, etc. over a public sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement) and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole. No supports for such features shall be installed in the public sidewalk. No structure will be allowed above a city right of way without a long-term lease of airspace.

10. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-7A. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.

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

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

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

14. Per IBC section 3201.4, drains from the building or roof shall not discharge onto a public sidewalk. In addition, treatment of storm water from the site flowing to any city street or public sidewalk shall meet the standards of the Utilities Department.

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

16. Vehicle and pedestrian sight triangles shall be achieved per BCC 14.60.240 and 14.60.241, and Design Standards 21 and 22 including consideration of all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

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

Easements

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

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

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

Holiday Construction & Traffic Restrictions

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

Use of the Right of Way During Construction

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

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. Near this proposal, 111th Avenue NE has been classified as "Overlay Required." Should street cuts prove unavoidable or of the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required. Details of any trench restoration must be shown on the engineering plans.

VII. State Environmental Policy Act

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporate by reference of the *2013-2014 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS) adopted August, 2013. This document is available in the Records Office at City Hall, 450 110th Avenue NE. This document analyzes the transportation and air quality impacts of the City's Traffic Task Force recommendations to meet the Comprehensive Plan, Transportation Element, and Mobility Management goals.

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

A. Transportation

Long Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 2024 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2024 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. Metro 112 Apartments Phase II lies within MMA # 3, which has a 2024 total growth projection of 5,569 multi-family dwelling units. This development proposes 57 new apartment units. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

Traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance.

Mid-Range Impacts and Mitigation

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

This development will generate approximately 21 new p.m. peak hour trips. Therefore, this proposal is not subject to the concurrency test.

The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.010.D).

Short Term Operational Impacts and Mitigation

City staff analyzed the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the p.m. peak hours. In addition, staff analyzed the impacts of services needed at the site, including refuse and recycling pickup, and residential moving trucks. The applicant will provide an on-site loading bay along NE 3rd Place (private alley). No adverse operational impacts are anticipated as a result of the proposed development.

B. Noise

Construction Noise: As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday, except for Federal holidays and as further defined by the Bellevue City Code. Exceptions to the construction noise hours limitation contained in the Noise Control Code may be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to schedule onset of extended hour construction activity. The use of best available noise

abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding areas.

See Section XI.A for related conditions of approval

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

See Section XI.C and X.D for related conditions of approval

VIII. Changes to Proposal Due to City Review

a. Mechanical Screening

The original design proposal included vertical supports on the exterior of the mechanical screening wall. As such these supports would have been visible from several vantage points at street level. Through Design Review it was recommended, and ultimately modified so that the supports were located interior to the mechanical screening wall and no longer visible.

b. South Facing Elevation

The design of the south elevation was a result of internal programming and code requirements due to proximity to the property line. The original proposed design had two primary massings of two different solid colors with a horizontal orientation in the panel scoring. Through Design Review a gradient pattern was introduced to provide visual interest to the façade and the panel scoring was changed to a vertical orientation to express the height and urban character of the façade.

c. East Facing Elevation

The design of the lower east façade between the proposal and the Pacific Inn Apartments was a blank concrete wall absent of vegetation. Through Design Review changes were made to provide scoring to enhance the visual interest of the lower portion of the façade and additional vegetation was introduced to soften the hardscape and to encourage the use of the space between the buildings.

d. North Facing Elevation

A secondary entrance was provided that changed in elevation on the north façade. Additionally a transformer was relocated, by necessity, to the exterior of the building as well as the inclusion of an exhaust louver from the parking garage. Through Design Review the secondary entrance was modified to include an improved door, modified handrail that expressed architectural continuity, and a canopy to emphasize the entrance while creating scale along the elevation. The included louver will be painted to match the façade so to diminish the contrast between the two materials. The transformer, located immediately north of the building will match complementary colors of the building façade.

IX. Decision Criteria

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

A. The proposal is consistent with the Comprehensive Plan

Following are land use policies from the Urban Design Element of the City's Comprehensive Plan that are pertinent to, and supportive of the project proposal:

Policy UD-1: *Encourage high quality, attractive, architecturally appealing designs for major buildings in order to create distinctive visual reference points in the community.*

Finding: While the form of the proposal is of a modest rectilinear form, the design has incorporated a series of details and façade variations that diminish the scale of the massing while establishing visual interest. The facades incorporate a series of recesses as well as material changes and variations that provide a more human scale to the building while creating undulations in the face of the building. These recesses and breaks in the massing are most prominent on the western and southern facades where opportunities for outdoor space and additional glazing have been created.

Policy UD-2: *Support designs for the built environment that are visually stimulating and thoughtful and which convey excellence in architecture and workmanship, and durability in building materials.*

Finding: The project proposes high quality materials such as fiber reinforced cement (FRC) panels, textured FRC panels, Corten steel, and metal panels. The project also proposes to use glass as well as metal mesh guardrails to create variation and visual interest. A second level storefront glazing system creates a break in the building massing, enhancing the aesthetic impact and quality of the 'podium.'

Policy UD-3: *Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this plan.*

Finding: The proposed height and form of the project is cohesive with the residential developments to the east and south of the site, but is able to differentiate itself in its use of materials and color to create variety in design.

Policy UD-4: *Ensure that development relates, connects, and continues design quality and site functions from site to site*

Finding: The proposal is similar in scale and is befitting of the surrounding context established by many of the surrounding multi-family developments, both in height and mass.

Policy UD-8: *Design rooftop mechanical screening so that it is integral with building architecture. Consider the visual effects of technical advances such as satellite dishes, on building design.*

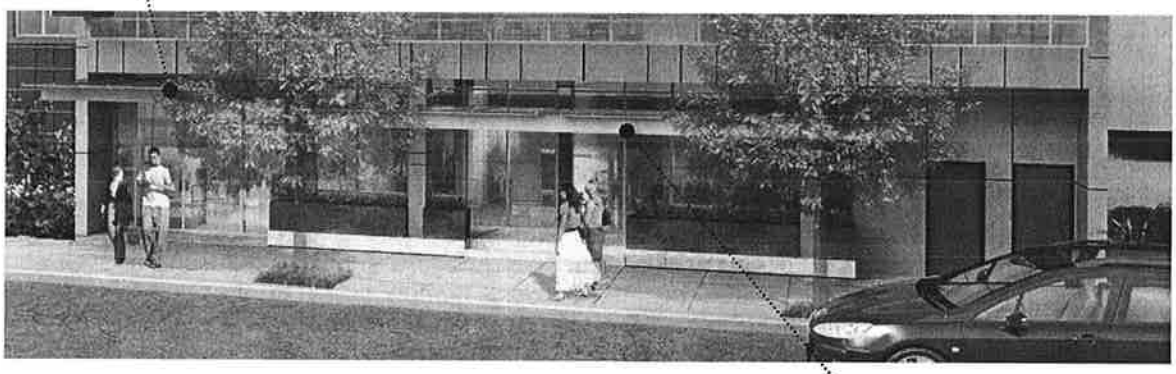
Finding: The proposal uses mechanical louvers to screen the rooftop mechanical systems. The screening and overruns create a varied height that enhances the visual interest of the roofline when combined with the raised parapets.

Policy UD-11: *Encourage architectural elements that provide for both rain cover and access to sunlight in pedestrian areas.*

Finding: The proposal will include marquees and canopies along 111th Avenue NE, creating opportunities for weather protection. The height of the marquees will vary in order to emphasize

the importance of the primary building entrance and express the semi-private aspect of the live-work units.

Figure 8 – Canopies



Policy UD-15: *Use landscape design that is urban in character in more urban settings and use natural landscape design in more suburban settings.*

Finding: The proposal includes both hardscape and landscape features to enhance the urban setting. The landscape will include street trees along 111th Avenue NE, a stepped landscape area with seat walls along NE 3rd Place, and an enhanced landscaped area to provide vegetated screening of the existing above and below grade utility vaults. The exterior walls that will serve as the background to the utility screening will also be vegetated with a vertical green screen.

Policy UD-38: *Ensure continuous and ample sidewalks along principal, minor, and collector arterials which are integrated with abutting land uses.*

Finding: The proposal will enhance the existing sidewalk along 111th Avenue NE with a new sidewalk where it did not exist previously, and the addition of street trees. Along NE 3rd Place the sidewalk will be modified to incorporate the loading turnout, but will continue uninterrupted through the block.

Policy UD-68: *Encourage rooflines which create interesting and distinctive forms against the sky within the Downtown.*

Finding: The proposal will use raised parapets, the articulation of overruns with matching materials, and mechanical screening from the sides and above to create varying heights in the roofline, while layering forms and materials.

Policy UD-69: *Develop a functional and attractive Downtown which is harmonious with adjacent neighborhoods by considering the impacts of through-traffic, views, building scale, and land use.*

Finding: The scale and use of the proposed project are highly compatible with surrounding developments, particularly those that are residential. The project is similar in height and mass while furthering the establishment of a block that increasingly more residential in nature.

Policy UD-73: *Create a pedestrian environment with a sense of activity and protection.*

Finding: The proposal includes canopies and streetscape enhancements, including raised planters and street trees that create a sense of enclosure and protection.

Policy UD-75: *Use urban design features to soften the public right-of-way and sidewalk environment as appropriate. These features include, but are not limited to, street trees, landscaping, water features, raised planter boxes, potted plantings, pedestrian-scaled lighting, street furniture, paving treatments, medians, and the separation of pedestrians from traffic.*

Finding: The proposal will include an improved right-of-way that will provide new street trees. Raised planters will provide a sense of enclosure at the street level live-work units while further softening the hardscape. The northwest corner of the site will have enhanced landscaping to provide screening of the existing above and below grade vaults, with green walls on the building elevation to create a cohesive design. To create a streetscape along NE 3rd Place that is contiguous with the existing streetscape east of the property, enhanced vegetation and landscaping will be provided south of the sidewalk in lieu of street trees.

The proposal is also consistent with the following policies from the Downtown Sub-area of the Comprehensive Plan:

Policy S-DT-3: *Develop Downtown as an aesthetically attractive area.*

Finding: The proposal brings a much needed smaller scale development to Downtown. It provides for an opportunity to diminish the scale of the typical super block as well as create buildings that are more relatable to the streetscape and to other surrounding multi-family residential developments. The design uses placement of glazing and composition of materials to enhance an otherwise rectilinear form, establishing visual interest and a balanced asymmetry.

Policy S-DT-5: *Organize Downtown to provide complementary functional relationships between various land uses.*

Finding: The proposal creates uses and intensity that are complementary to the surrounding properties. The multi-family residences will provide a lower intensity street level activation that is supportive of an immediate area that is more residential in nature.

Policy S-DT-10: *Require design review to ensure high quality, aesthetically pleasing Downtown development.*

Finding: Submittal of this application fulfills the design review requirement for this project.

Policy S-DT-25: *Provide for a range of Downtown urban residential types and densities.*

Finding: The project incorporates live-work units at ground level, introducing a unique residential unit type to the surrounding area.

Policy S-DT-33: *Minimize potential impacts to pedestrians caused by utility equipment, such as cabinets, within the sidewalk where possible.*

Finding: Existing above and below grade utility vaults are located outside of the pedestrian path, but have the potential to be visible to the public. In response the proposal will add significant vegetated screening in the foreground and background of the equipment. The screening, in its entirety, will create a cohesive landscaped aesthetic that merges vertical and horizontal elements.

Policy S-DT-35: *Create a pedestrian environment with a sense of activity, enclosure, and protection.*

Finding: The street trees that will be installed along 111th Avenue NE will provide a level of separation and buffering between pedestrians and automobile traffic. On the opposing elevation canopies will provide a sense of enclosure and weather protection at the primary building entrance and at the entrance to the live-work units.

Policy S-DT-36: *Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirement, and development incentives.*

Finding: The development follows dimensional requirements outlined in the Land Use Code. The proposal's floor area ratio (FAR) is within the allowable FAR for the current zoning under the Land Use Code.

X. Decision

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

XI. Conditions of Approval

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

A. General Conditions: The following conditions apply to all phases of development.

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

Clearing & Grading Code – Bellevue City Code 23.76	Savina Uzunow	425-452-7860
Construction Codes – Bellevue City Code Title 23	Violeta Tihova	425-452-4475
Fire Code – Bellevue City Code 23.11	Kevin Carolan	425-452-2926
Land Use Code – Bellevue City Code Title 20	Bradley Calvert	425-452-6930
Environmental Procedures Code – Bellevue City Code Title 22.02	Bradley Calvert	425-452-6930
Noise Control – Bellevue City Code 9.18	Bradley Calvert	425-452-6930
Right of Way Use Code – Bellevue City Code 14.30	Tim Stever	425-452-4294
Sign Code – Bellevue City Code Title 22	Bradley Calvert	425-452-6930
Transportation Code – Bellevue City Code 14.60	Abdy Farid	425-452-7698
Transportation R.O.W. – Bellevue City Code 11.70, 14.30, 14.60	Tim Stever	425-452-4294
Utility Code – Bellevue City Code Title 24	Brad Ayers	425-452-4119

2. **Construction Hours**
   Noise related to construction is allowed from 7:00 am to 6:00 pm Monday through Friday and 9:00 am to 6:00 pm on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction

activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowance for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect the surrounding uses and properties. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.
Authority: Bellevue City Code 9.18.040
Reviewer: Bradley Calvert (425) 452-6930

3. **Noise Abatement During Construction**
The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.
Authority: Bellevue City Code 9.18.020F
Reviewer: Bradley Calvert (425) 452-6930

4. **Holiday Construction and Traffic Restrictions**
Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this restriction accordingly.
AUTHORITY: BCC 14.30.060
Reviewer: Tim Stever (425) 452-4294

5. **Vehicular Access Restrictions**
Access to this site from 111th Avenue NE via NE 3rd Place (private alley) will continue to be restricted to one-way eastbound. Applicable signage and pavement marking must be installed.
AUTHORITY: BCC 14.60.150
Reviewer: Abdy Farid (425) 452-7698

6. **Provisions for Loading**
The property owner shall provide an off-street loading space which can access a public street. The number and size of loading spaces must be equal to the maximum number and size of vehicles which would be simultaneously loaded or unloaded in connection with this proposal. No on-street loading, unloading, or garbage pickup will be allowed. The backing of trucks in any street or across any public sidewalk in order to access this site is prohibited.
AUTHORITY: LUC 20.20.590.K.4, BCC 14.60.150
Reviewer: Abdy Farid (425) 452-7698

B. Prior to Issuance of Any Clear and Grade Permit

1. **Tree Retention and Removal**
Applicant must seek Land Use approval for consideration to modify the approved landscape plan prior to work.
Authority:
Reviewer: Bradley Calvert (425) 452-6930

2. Right-of-Way Use Permit

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

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

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevent access. General materials storage and contractor convenience are not reasons for preventing access. The applicant will secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, foundation, or demolition permit.
AUTHORITY: BCC 11.70 & 14.30
Reviewer: Tim Stever (425) 452-4294

3. Civil Engineering Plans - Transportation

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

a) Traffic signs, markings, and other features required to control traffic movements (e.g., NE 3rd Place one-way vehicular operation).
b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
c) All engineering details for ADA ramps, if applicable.
d) All engineering details for installation or relocation of streetlights and related equipment, as well as the location of street trees.
e) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site.
f) Location or relocation of fixed objects in the sidewalk or near a driveway approach.
g) Trench restoration within any right of way or access easement.
h) Transformers and utility vaults to serve the development shall be placed inside the building or below grade, and not in the main walking path of sidewalks to the extent feasible.
i) Any damage to the site's frontage during the construction must be repaired or replaced as directed by the Transportation Department Construction Inspector.
j) Any damage to the existing driveway on 111th Avenue NE (i.e., NE 3rd Place) will necessitate the construction of a new driveway in accordance with Transportation Department Design Manual Standard DEV-7A.
k) The property owner is responsible for the maintenance of the site's frontage landscaping area unless accepted by the city.
l) Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and

14.60.241. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

Specific requirements are detailed below.

a) In conjunction with frontage improvements on 111th Avenue NE that include pavement widening (i.e., 14-foot wide half-roadway from centerline of ROW), final engineering plans such as road plan with detailed roadway cross-sections, street lighting and street channelization markings and signage are required.
b) Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

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

C. Prior to Issuance of any Building Permit

1. Exterior Building Lighting

All exterior building lighting shall include cut-off shields that prevent light impacts to nearby developments. Exterior accent lighting shall be adjustable; applicant will work with planner at TCO to confirm appropriate lighting levels.
Authority: Land Use Code 20.25A.110.A.5
Reviewer: Bradley Calvert (425) 452-6930

2. Rooftop Mechanical Screening

Any proposed future changes must be approved by Land Use and uphold the intent and conditions of the original proposal to screen mechanical equipment from street level and views from above. This includes mechanical equipment installations and communications dishes.
Authority: Land Use Code 20.25A.110.A.3.c and 6.2.a
Reviewer: Bradley Calvert (425) 452-6930

3. Fire Code

1. Provide automatic fire sprinklers per NFPA 13. (IFC 903)
2. The Fire Department Connection (FDC) shall be located at the front entrance with a fire hydrant located within 50 ft of the FDC. (IFC 903/912)
3. Provide fire alarm system per NFPA 72. (IFC 907)
4. Provide carbon monoxide alarms for each separate sleeping area if fuel fire appliances are present. (IFC 907.2.9)
5. Provide standpipes for the building. (IFC 905)
6. Provide an elevator that will accommodate 24 inch by 84 inch ambulance stretcher. (IBC 3002.4)
7. Provide a Knox Box with keys to the building at an approved location. (IFC 506) We recommend a Knox box that is inset in concrete and provided with an electronic tamper
8. Provide a smoke control system for the building meeting the requirements of Bellevue amended IBC 503 (e).

Reviewer: Kevin Carolan (425) 452-7832

4. Smoke Control Permit Timing

BFDDS 11.7 Permit timing. Permit application and approval timing is as follows:
1. The Smoke Control Concept (see number sheet 42A) must be approved prior to submittal of the garage building permit (BB for the garage).
2. The Smoke control Detailed Design (see number sheet 42B) must be submitted prior to issuance of the garage building permit (BB for garage).

3. The Smoke Control Permit (FH Detailed Design see number sheet 42B) must be approved before the above grade building permit (BB for podium/tower) will be issued.
4. Work associated with the smoke control permit, except for a slab-only pre-wire, cannot occur until the Smoke Control permit (FH) is issued. An electrical Preconstruction meeting is required before garage slab-only permit is issued.
Reviewer: Kevin Carolan (425) 452-7832

5. **Transportation Impact Fee**
Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance for the above ground building permit will apply.
AUTHORITY: BCC 22.16
Reviewer: Abdy Farid (425) 452-7698

6. **Building and Site Plans - Transportation**
The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate traffic signs, markings, hardware, sidewalk design, and driveway approach design as specified in the civil engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as required by city code and as shown on the engineering plans.
AUTHORITY: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241
Reviewer: Abdy Farid (425) 452-7698

7. **Existing Easements**
There are utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.
AUTHORITY: BCC 14.60.100
Reviewer: Tim Stever (425) 452-4294

8. **Pedestrian and Utilities Easements**
The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any public sidewalks located outside the city rights of way fronting this site. Documents granting such easements shall be signed by the property owner.
AUTHORITY: BCC 14.60.100
Reviewer: Abdy Farid (425) 452-7698

9. **Soil Nailing and Shoring**
Soil nailing will be allowed under a street right of way, sidewalk/utility easement, or vehicular easement only if an indemnification agreement that protects the city is completed prior to issuance of the shoring permit. Temporary shoring walls will be allowed under a sidewalk easement (but not under right of way) if the shoring wall and pilings will not interfere with existing or planned utilities, and if pilings under the sidewalk are cut off at least eight feet below grade.
AUTHORITY: BCC 14.30
Reviewer: Tim Stever, Transportation Department, 425-452-4294

D. Prior to Issuance of any Certificate of Occupancy

1. **Recording**
The applicant shall record the conditions of approval and FAR Amenity Incentives with King County and submit to the City of Bellevue.

Authority: Land Use Code 20.25A.030.D, Bellevue City Code 14.60.150A and H
Reviewer: Bradley Calvert (425) 452-6930

2. **Sign Permit Package**
The applicant shall submit a complete sign package and all sign permit applications for City review and approval. All signs shall be an integral part of the architectural design and scaled to the pedestrian. Signage to be provided at ingress/egress locations to minimize and prevent conflict between pedestrians and vehicular traffic.
Authority: Land Use Code 20.25A.115.B.7.a-c, Bellevue City Code Title 22, Sign Code
Reviewer: Bradley Calvert (425) 452-6930

3. **Landscape Installation Assurance Device**
All site landscaping shall be 100% complete per the City approved plan. Alternatively, the applicant may submit: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized Assignment of Savings dedicated to the City for 150% of the estimated cost to complete these areas per the approved plan. The performance device will be replaced with a maintenance device after the installation is inspected and approved.
Authority: Land Use Code 20.40.490
Reviewer: Bradley Calvert (425) 452-6930

4. **Landscape Maintenance Assurance Device**
The applicant shall file with the Development Services Department, a landscape maintenance assurance device in the form of a bond or assignment of savings for 20% or the cost of labor and materials for all required landscaping.
Authority: Land Use Code 20.40.490
Reviewer: Bradley Calvert (425) 452-6930

5. **Maintenance Agreement with the City of Bellevue**
After one year, the landscape shall be inspected by Land Use and the Parks Department. Prior to the release of the Landscape Maintenance Assurance Device, the applicant and the City of Bellevue shall enter into an agreement to determine future maintenance responsibilities for the streetscape and streetscape plantings.
Authority: Land Use Code 20.40.490
Reviewer: Bradley Calvert (425) 452-6930

6. **Exterior Building Lighting**
The applicant shall contact City of Bellevue staff to arrange a meeting regarding the lighting levels for all exterior accent lighting.
Authority: Land Use Code 20.25A.115.B.7.a-c
Bellevue City Code Title 22
Reviewer Bradley Calvert (425) 452.6930

7. **Equipment and Mechanical Installation**
The applicant shall confirm that no additional equipment installations have been included on the rooftop or elevations of the proposed buildings. The addition of any mechanical or other equipment installations would require a Land Use Exemption Approval.
Authority: Land Use Code 20.25A.115.B.7.a-c
Bellevue City Code Title 22
Reviewer Bradley Calvert (425) 452.6930

8. **Interior Noise Level**
Applicant shall submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing a street frontage.
Authority: BCC 9.18.030
Reviewer: Abdy Farid (425) 452-7698

9. Street Frontage Improvements

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

a) Driveway width and approaches if damaged must be constructed in accordance with the approved civil engineering plans.

b) Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.

c) Streetlights shall be located per the approved streetlight plan and street trees shall have the required spacing from the streetlights in order to achieve the required on-street lighting levels.

d) Fixed objects shall be at least ten feet from any driveway edge, as defined by Point A in standard drawing DEV-7A, and at least three feet behind the face of curb, unless the Transportation Department approves less space.

e) Public sidewalks and ramps shall be ADA compliant.

f) The frontage improvements on 111th Avenue NE such as sidewalk, curb and gutter must be constructed such that it will match with the existing frontage improvements on the north (i.e., Metro 112th Apartments Phase I). There must be seamless transition between the two subject properties to complete the ultimate curb line on east west side of 111th Avenue NE. In addition, there will be a sidewalk transition on the south side of the property line.

g) Street and sidewalk improvements shall have an acceptable cross slope and shall have adequate provisions for drainage.

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

i) Required street channelization, traffic signs, markings, and other applicable traffic controls shall be installed.

j) Vehicle and pedestrian sight distance shall be provided per BCC 14.60.240 and 14.60.241. Vertical as well as horizontal line of sight and all fixed objects, structures, and mature landscaping must be considered when checking for sight distance.

AUTHORITY: BCC 14.60.090, 110, 120, 150, 181, 190, 200, 210, 240, 241; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings.

Reviewer: Abdy Farid (425) 452-7698

10. Pavement Restoration

Pavement restoration associated with street frontage improvements, utility installation, or to repair damaged street surfaces shall be provided as follows. On 111th Avenue NE, any trenching or construction-related street damage will require half street or full street grind and overlay. The exact extent of the pavement restoration will be determined in the Right of Way Use Permit for the development.

AUTHORITY: BCC 14.60.250; Design Manual Design Standard #23

Reviewer: Tim Stever (425) 452-4294

Attachment A

VICINITY MAP

SITE ADDRESS	288 111TH AVE NE
OWNER	SHLP BELLEVUE, LLC
PARCEL #	239960-0021
ZONE	DNTN-MU, D/R RIGHT-OF-WAY

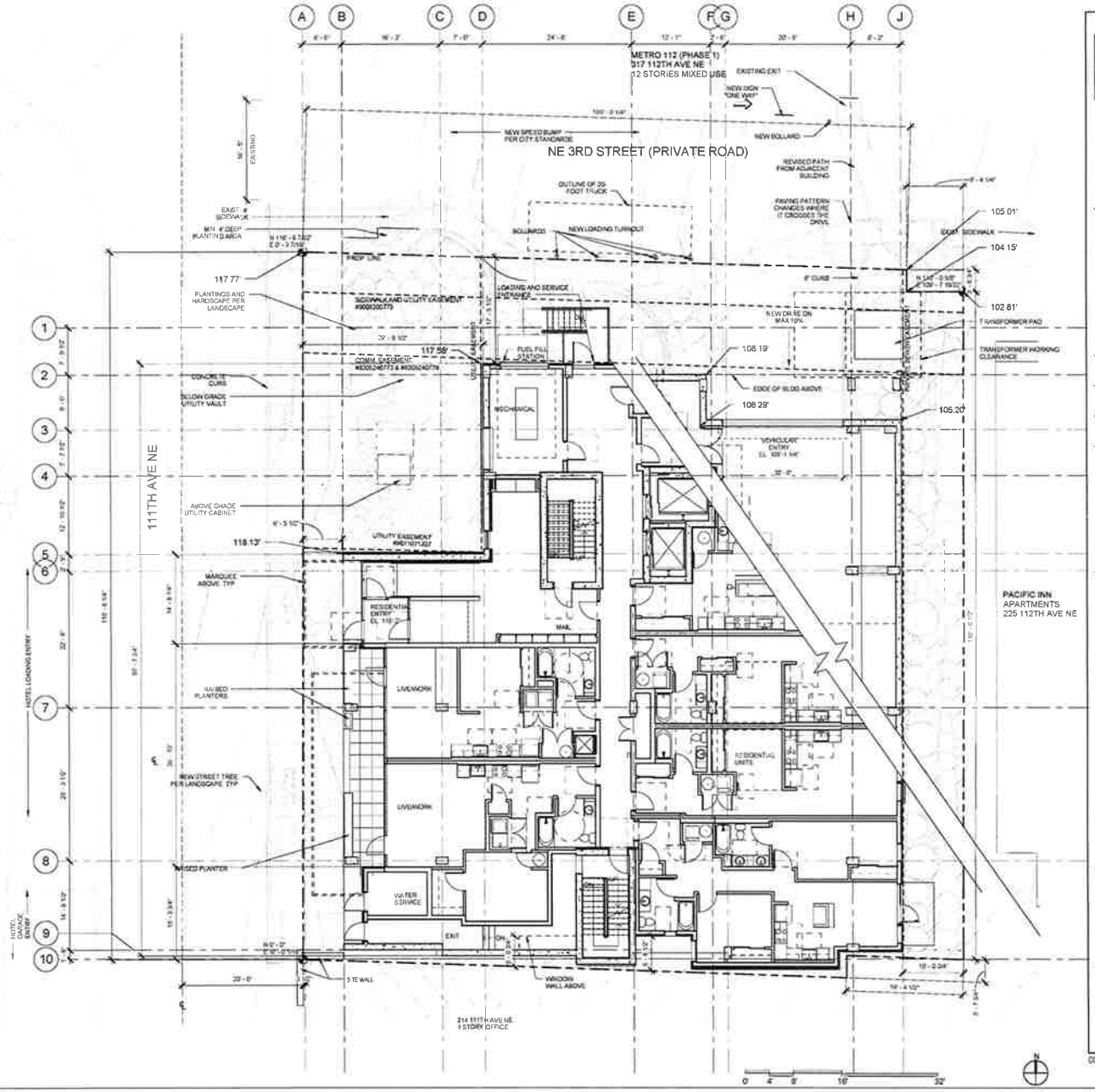
LEGAL DESC EVANS BELLEVUE ADD LOT 2
BELLEVUE BLA #07-111932-LW REC #20060919900001
SD BLA BEING POR LOTS 4-5 OF SD ADD TGW POR OF
E 1/2 OF NE 1/4 OF SW OF NE 1/4 STR 32-35 05

EASEMENT RECORDING NUMBERS
SIDEWALK UTILITY EASEMENT #9808200779
COMMUNICATIONS EASEMENT #8305240773 &
#8305240779
UTILITY EASEMENT #9611071327

MARRIOT HOTEL
10600 NE 4TH ST

GENERAL NOTES

1 SEE CIVIL DRAWINGS FOR LOCATION OF EXISTING & PROPOSED UTILITIES
2 SEE CIVIL DRAWINGS FOR PROPOSED GRADING INCLUDING HEIGHTS OF LANDSCAPE WALLS
3 SEE LEVEL P01 PLAN FOR PARKING LAYOUT



① SITE PLAN
1/8" = 1'-0"

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PROJECT
METRO 112
PHASE II
288 111TH AVE NE
BELLEVUE, WA 98004

OWNER: SHLP BELLEVUE, LLC

TA PROJECT NO 12013

DATE
December 3, 2015

DRAWN BY
SHW

PRINCIPAL IN CHARGE
BT

REVISIONS

DESIGN REVIEW

SHEET TITLE
SITE PLAN B

SHEET TITLE
A100

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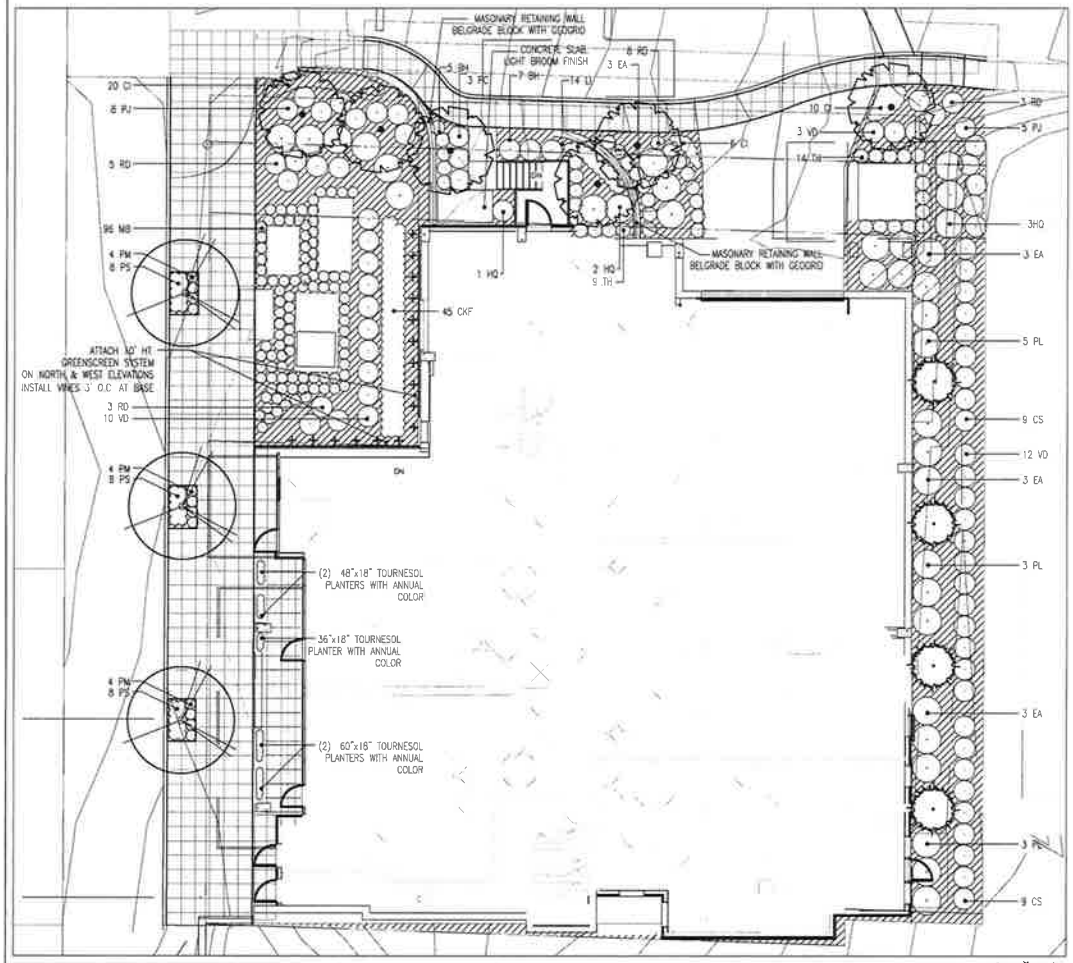

1 LANDSCAPE PLAN 1/8" = 1'-0"

SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	NOTES
	DECIDUOUS TREES		
	QUERCUS COCCINEA / SCARLET OAK	3" CAL	B & B, MATCHED FORM
	CORNUS KOUSA / KOUSA DOGWOOD	12' HT.	B & B, MATCHED FORM
	JUNIPERUS CHINENSIS / HOLLYWOOD JUNIPER	8" HT.	B & B, MATCHED FORM
	SHRUBS		
BH	BERBERIS T 'HELMOND PILLAR' / HELMOND PILLAR BARBERRY	21"–24" SPR	FULL FOLIAGE
CS	CORNUS S 'KELSEYI' / KELSEY DOGWOOD	18"–21" HT	FULL FOLIAGE
HQ	HYDRANGEA QUERCIFLOIA / OAKLEAF HYDRANGEA	24"–30" HT	FULL FOLIAGE
MB	MICROBIOTA DECUSSATA / CARPET CYPRESS	18"–21" SPR	FULL FOLIAGE
PC	PIERIS CAVATINE / ANDROMEDA	24"–30" HT.	FULL FOLIAGE
PJ	PIERIS JAPONICA 'MOUNTAIN FIRE' / ANDROMEDA	30"–36" HT	FULL FOLIAGE
PO	PRUNUS L 'OTTO LUYKEN /OTTO LUYKEN LAUREL	18–24" SPR	FULL FOLIAGE, CONTAINER
PL	PRUNUS LUSITANICA / PORTUGAL LAUREL	36" HT	FULL FOLIAGE
PM	PRUNUS L 'MT VERNON' / MT. VERNON LAUREL	18"–21" HT	FULL FOLIAGE
RD	RHODO 'DORA AMATEIS'/ RHODODENDRON	24"–30" HT	FULL FOLIAGE
TH	TAXUS MEDIA 'HICKSII' / HICKS YEW	24"–30" HT.	FULL FOLIAGE
VD	VIBURNUM DAVIDII / DAVIDS VIBURNUM	21"–24" SPR	FULL FOLIAGE
	PERENNIALS & ORNAMENTAL GRASSES		
CI	CAREX 'ICE DANCE'/ ICE DANCE SEDGE	1 GAL	18" O C
LI	LIRIOPE SPICATA / LILYTURF	1 GAL	18" O C
PS	PENNISETUM ALOPECUROIDES / FOUNTAIN GRASS	1 GAL.	18" O C
	GROUNDCOVER		
	FRAGARIA CHILOENSIS / SAND STRAWBERRY	4" POT	24" O.C
	VINES		
	AKEBIA QUINATA / FIVELEAF AKEBIA	1 GAL	3' O C

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Telephone 206 782 3650
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OWNER SHLP BELLEVUE, LLC

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STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
MARK H. BRUMBAUGH
CERTIFICATE NO. 438

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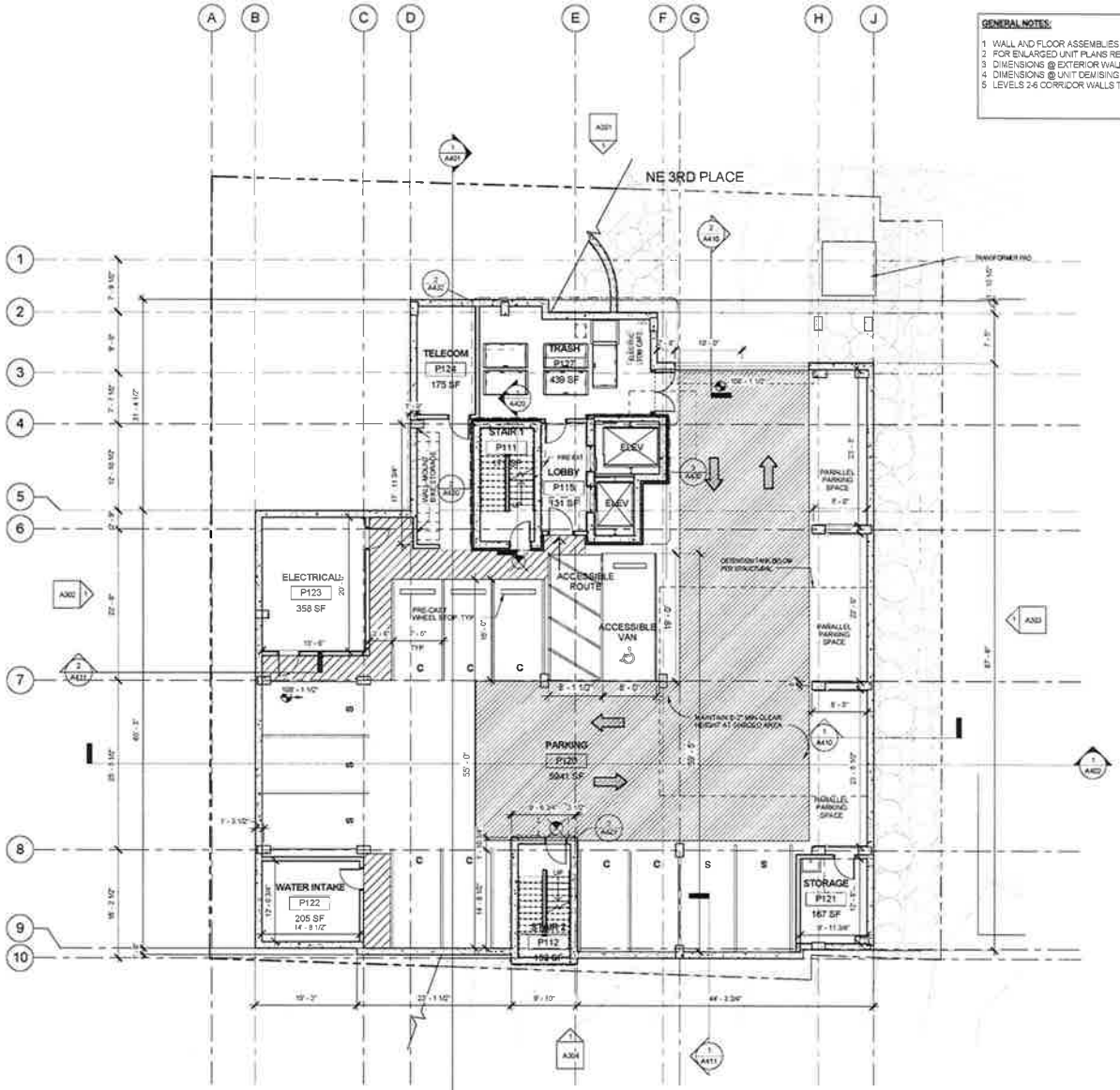
(LD)

SHEET TITLE
LANDSCAPE
PLAN

SHEET TITLE
L100

GENERAL NOTES:

1. WALL AND FLOOR ASSEMBLIES ARE LISTED ON SHEETS A701, A702 & A710
2. FOR ENLARGED UNIT PLANS REFER TO SHEETS A201-A207
3. DIMENSIONS @ EXTERIOR WALLS ARE TO FACE OF STUD, CONCRETE, & BRICK U N O
4. DIMENSIONS @ UNIT DEMISING WALLS ARE TO CENTER LINE OF WALL U N O
5. LEVELS 2-6 CORRIDOR WALLS TO BE TYPE V63 TYPICAL U N O



① FLOOR PLAN - PARKING LEVEL
1/8" = 1'-0"

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1	07-15-2015	DR Resubmittal
3	12-01-2015	BP Resubmittal #1

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FLOOR PLAN - LEVEL P01

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A101

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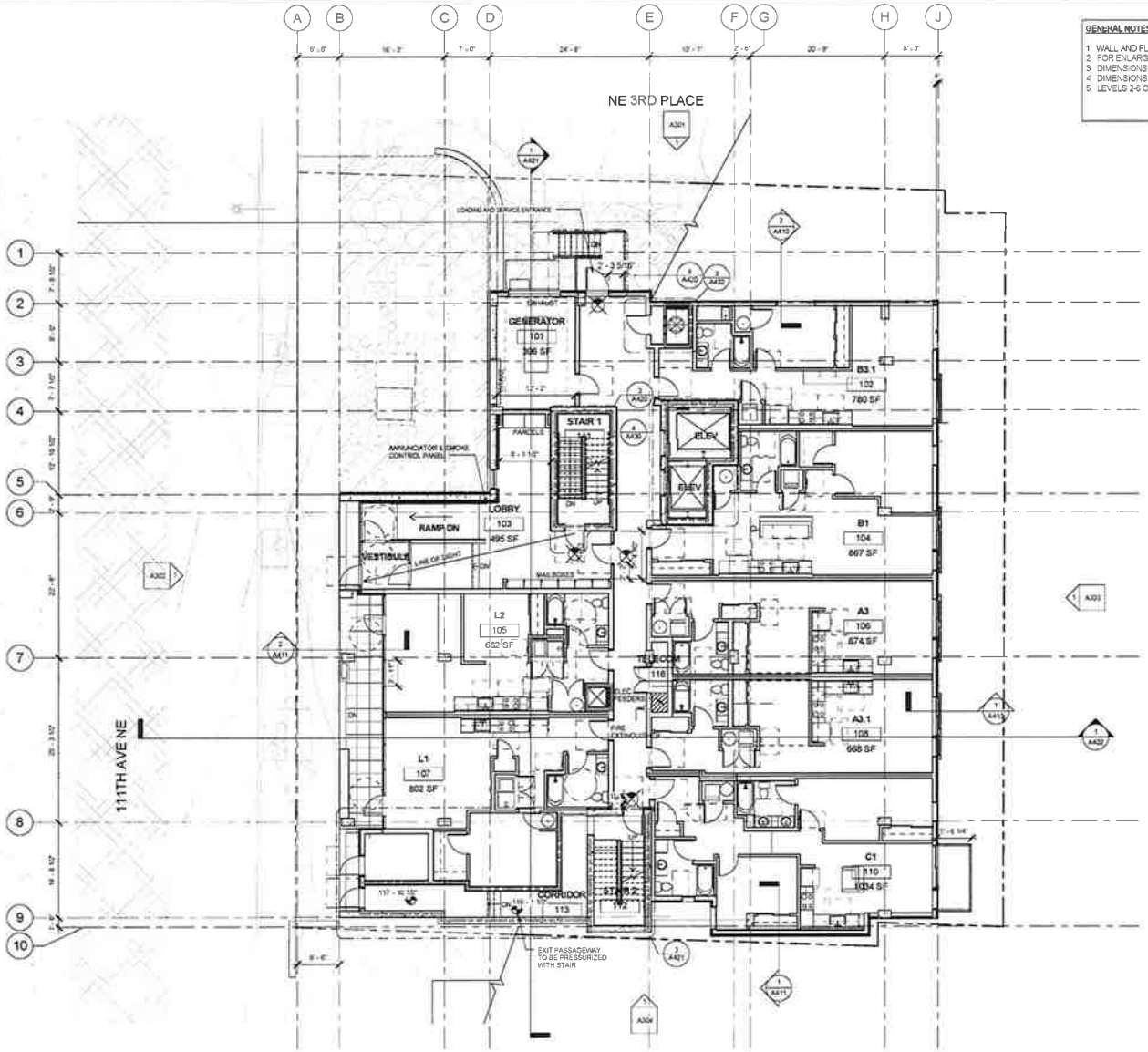

1 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

GENERAL NOTES:

1. WALL AND FLOOR ASSEMBLIES ARE LISTED ON SHEETS A701 A702 & A710
2. FOR ENLARGED UNIT PLANS REFER TO SHEETS A201-A207
3. DIMENSIONS @ EXTERIOR WALLS ARE TO FACE OF STUD, CONCRETE & BRICK U.N.O
4. DIMENSIONS @ UNIT DEMISING WALLS ARE TO CENTER LINE OF WALL U.N.O
5. LEVELS 2-6 CORRIDOR WALLS TO BE TYPE V63 TYPICAL U.N.O

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FLOOR PLAN - LEVEL 1

SHEET TITLE
A102

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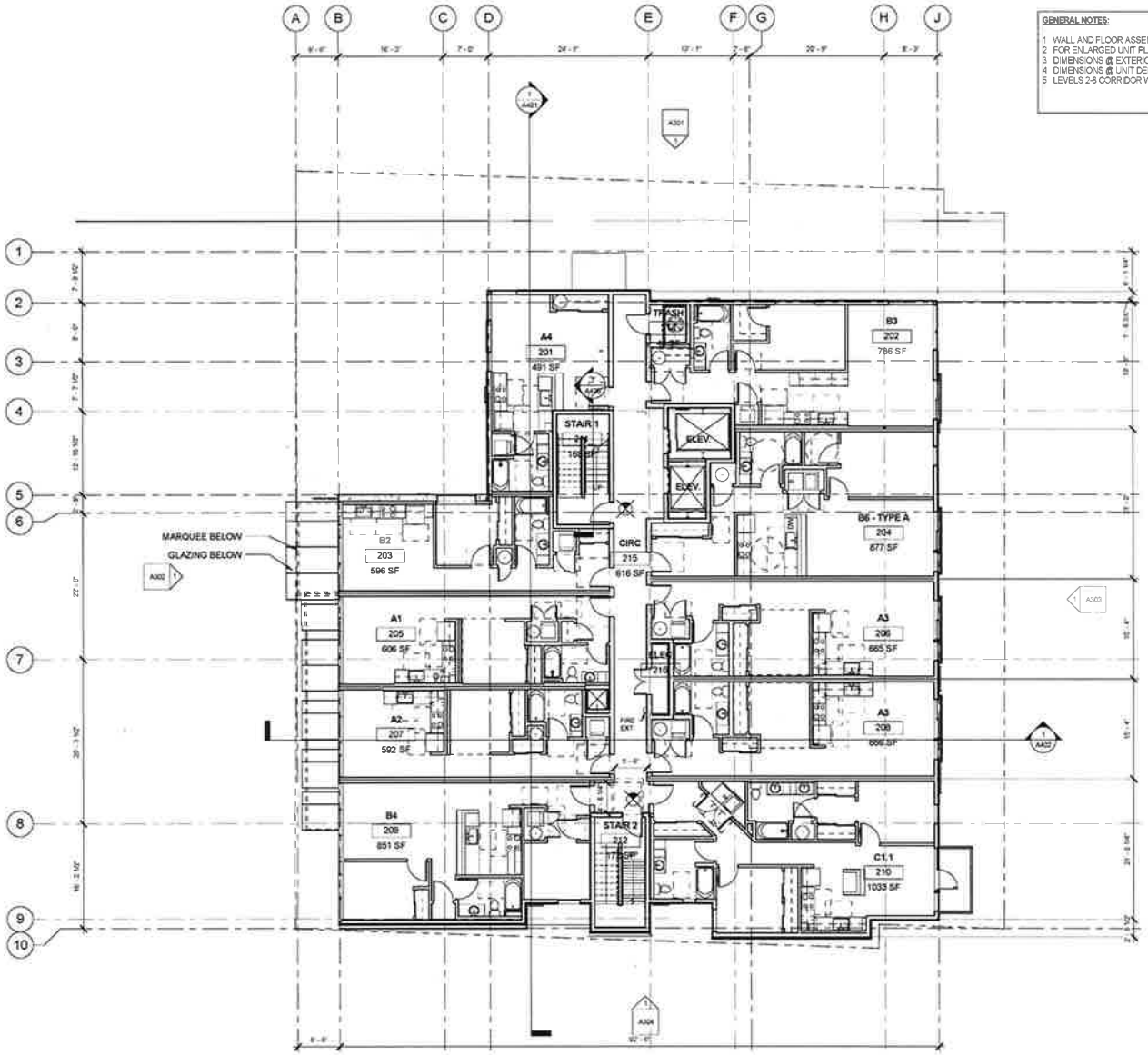

1 FLOOR PLAN - LEVEL 2
1/8" = 1'-0"

0' 4' 8' 16' 32'

N

GENERAL NOTES:

1 WALL AND FLOOR ASSEMBLIES ARE LISTED ON SHEETS A701 A702 & A710
2 FOR ENLARGED UNIT PLANS REFER TO SHEETS A201-A207
3 DIMENSIONS @ EXTERIOR WALLS ARE TO FACE OF STUD, CONCRETE, & BRICK U N O
4 DIMENSIONS @ UNIT DEMISING WALLS ARE TO CENTER LINE OF WALL U N O
5 LEVELS 2-6 CORRIDOR WALLS TO BE TYPE V63 TYPICAL U N O

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SHEET TITLE
FLOOR PLAN - LEVEL 2

SHEET TITLE
A103

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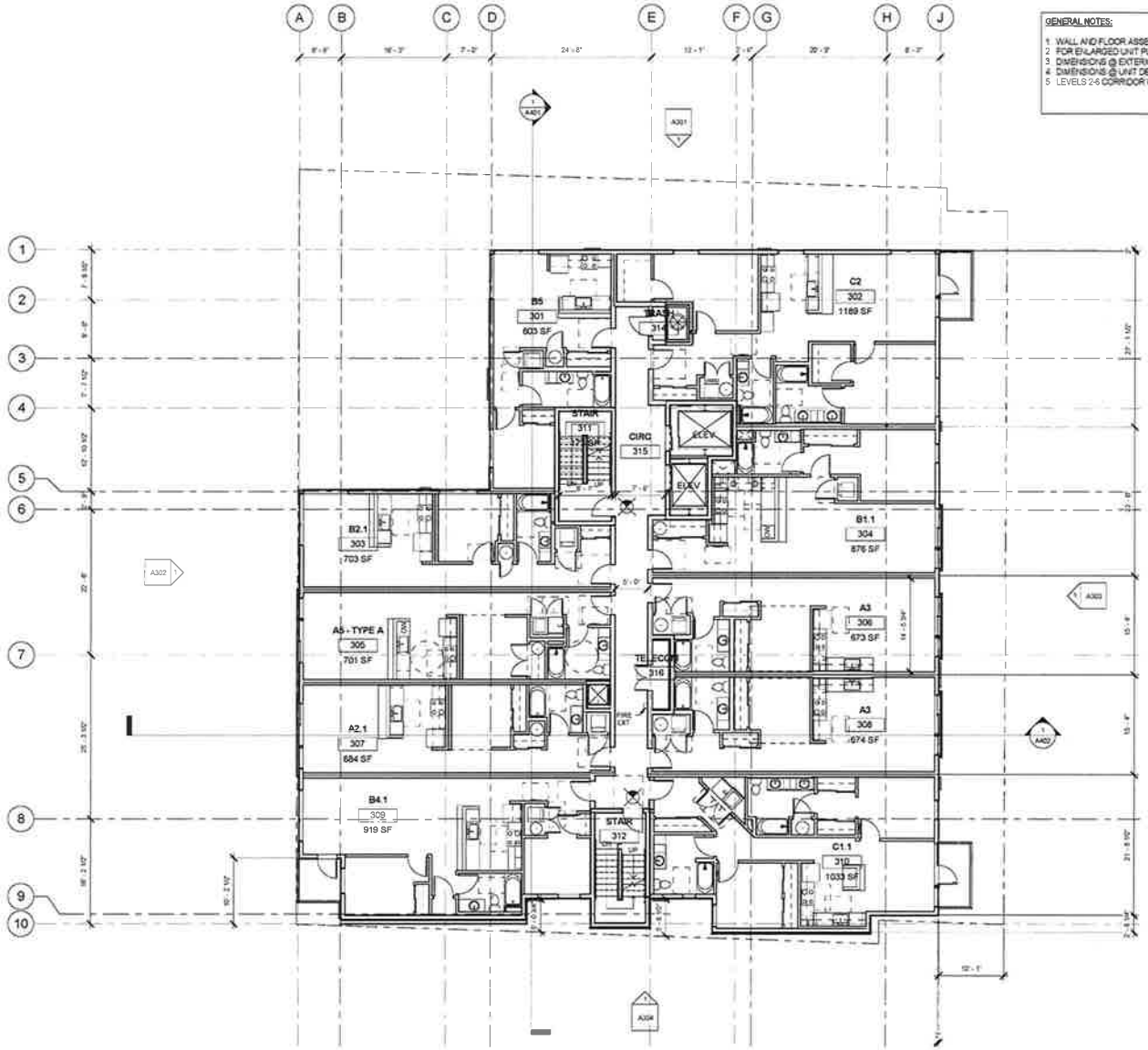
GENERAL NOTES:

1. WALL AND FLOOR ASSEMBLIES ARE LISTED ON SHEETS A701, A702 & A710
2. FOR ENLARGED UNIT PLANS REFER TO SHEETS A201-A207
3. DIMENSIONS @ EXTERIOR WALLS ARE TO FACE OF STUD, CONCRETE, & BRICK U.N.O.
4. DIMENSIONS @ UNIT DEMISING WALLS ARE TO CENTER LINE OF WALL U.N.O.
5. LEVELS 2-6 CORRIDOR WALLS TO BE TYPE V63 TYPICAL U.N.O.



1 FLOOR PLAN - LEVEL 3
1/8" = 1'-0"

0' 4' 8' 16' 32'

N

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SHEET TITLE
FLOOR PLAN - LEVEL 3

SHEET TITLE
A104

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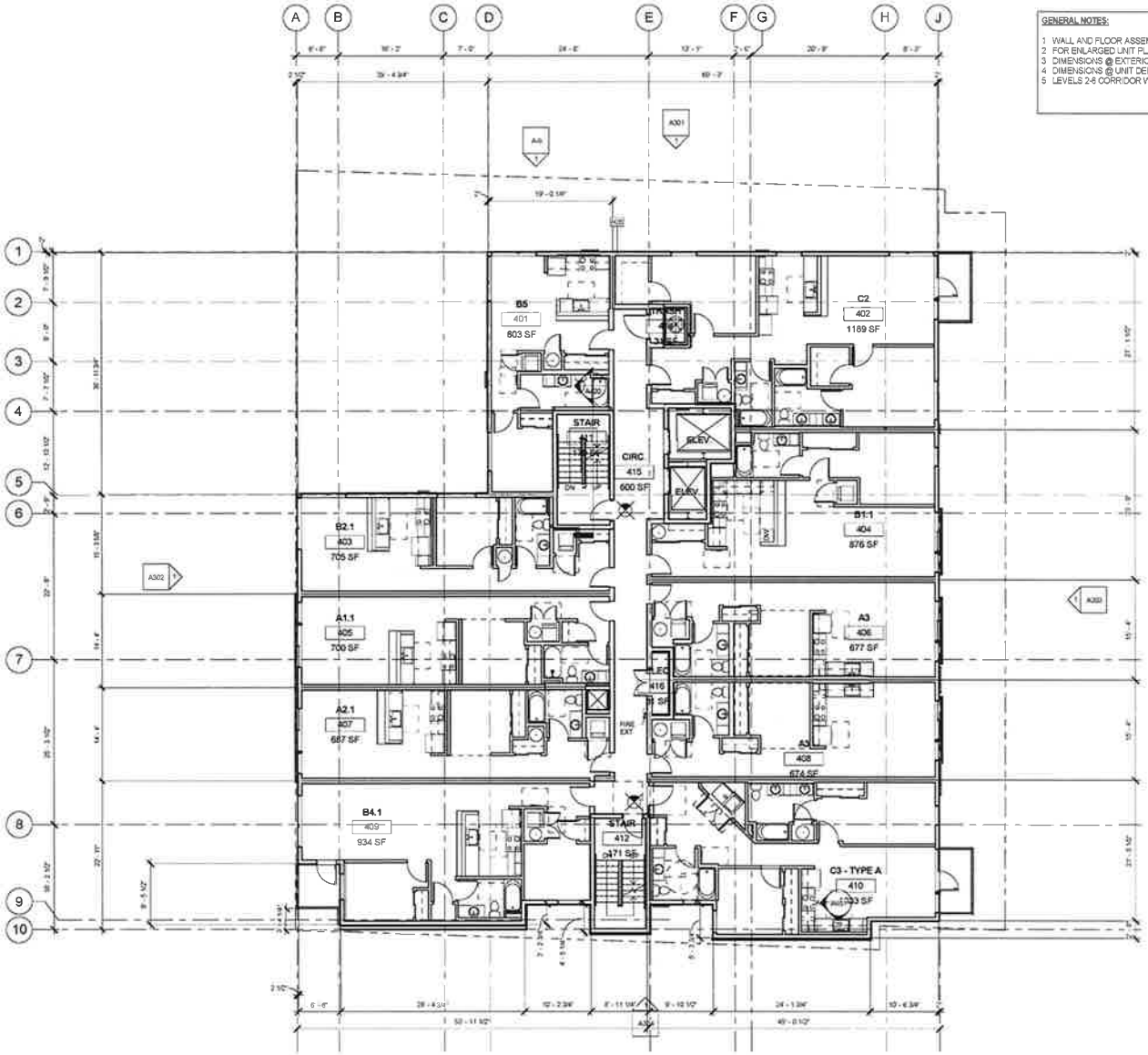

GENERAL NOTES:

1. WALL AND FLOOR ASSEMBLIES ARE LISTED ON SHEETS A701, A702 & A710
2. FOR ENLARGED UNIT PLANS REFER TO SHEETS A201-A207
3. DIMENSIONS @ EXTERIOR WALLS ARE TO FACE OF STUD, CONCRETE, & BRICK U.N.O
4. DIMENSIONS @ UNIT DEMISING WALLS ARE TO CENTER LINE OF WALL U.N.O
5. LEVELS 2-8 CORRIDOR WALLS TO BE TYPE V53 TYPICAL U.N.O

1 FLOOR PLAN - LEVEL 4
1/8" = 1'-0"

0' 4' 8' 16' 32'

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TA PROJECT NO 12013

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SHEET TITLE
FLOOR PLAN - LEVEL 4

SHEET TITLE
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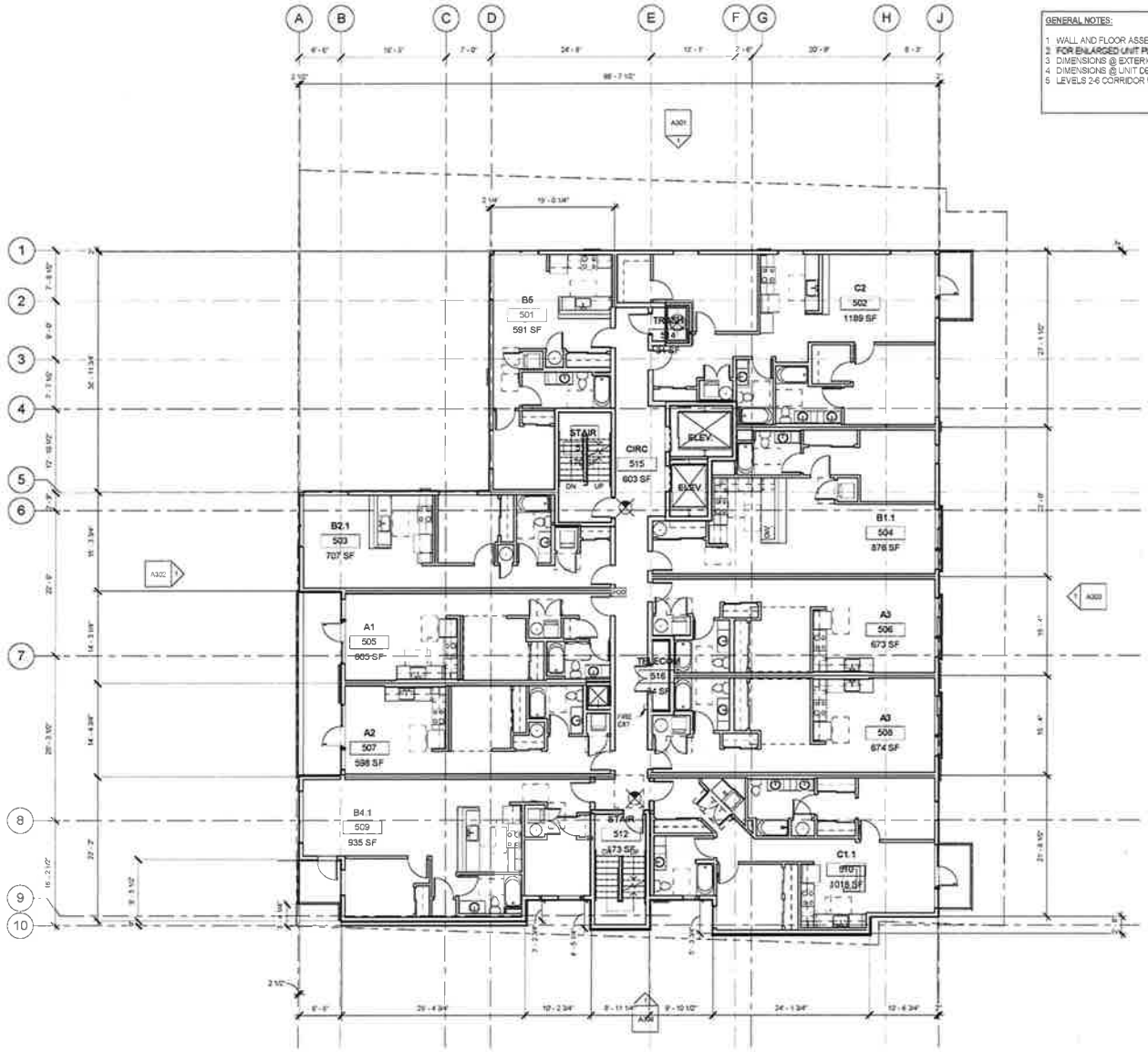

① FLOOR PLAN - LEVEL 5
1/8" = 1'-0"

GENERAL NOTES:

1 WALL AND FLOOR ASSEMBLIES ARE LISTED ON SHEETS A701, A702 & A710
2 FOR ENLARGED UNIT PLANS REFER TO SHEETS A301-A307
3 DIMENSIONS @ EXTERIOR WALLS ARE TO FACE OF STUD, CONCRETE, & BRICK U.N.O
4 DIMENSIONS @ UNIT DEMISING WALLS ARE TO CENTER LINE OF WALL U.N.O
5 LEVELS 2-6 CORRIDOR WALLS TO BE TYPE V63 TYPICAL U.N.O

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PROJECT
METRO 112
PHASE II
288 111TH AVE NE
BELLEVUE, WA 98004

OWNER: SHLP BELLEVUE, LLC

TA PROJECT NO: 12013

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NO.	DATE	DESCRIPTION
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3	12-01-2015	BP Resubmittal #1

DESIGN REVIEW

SHEET TITLE
FLOOR PLAN - LEVEL 5

SHEET TITLE
A106

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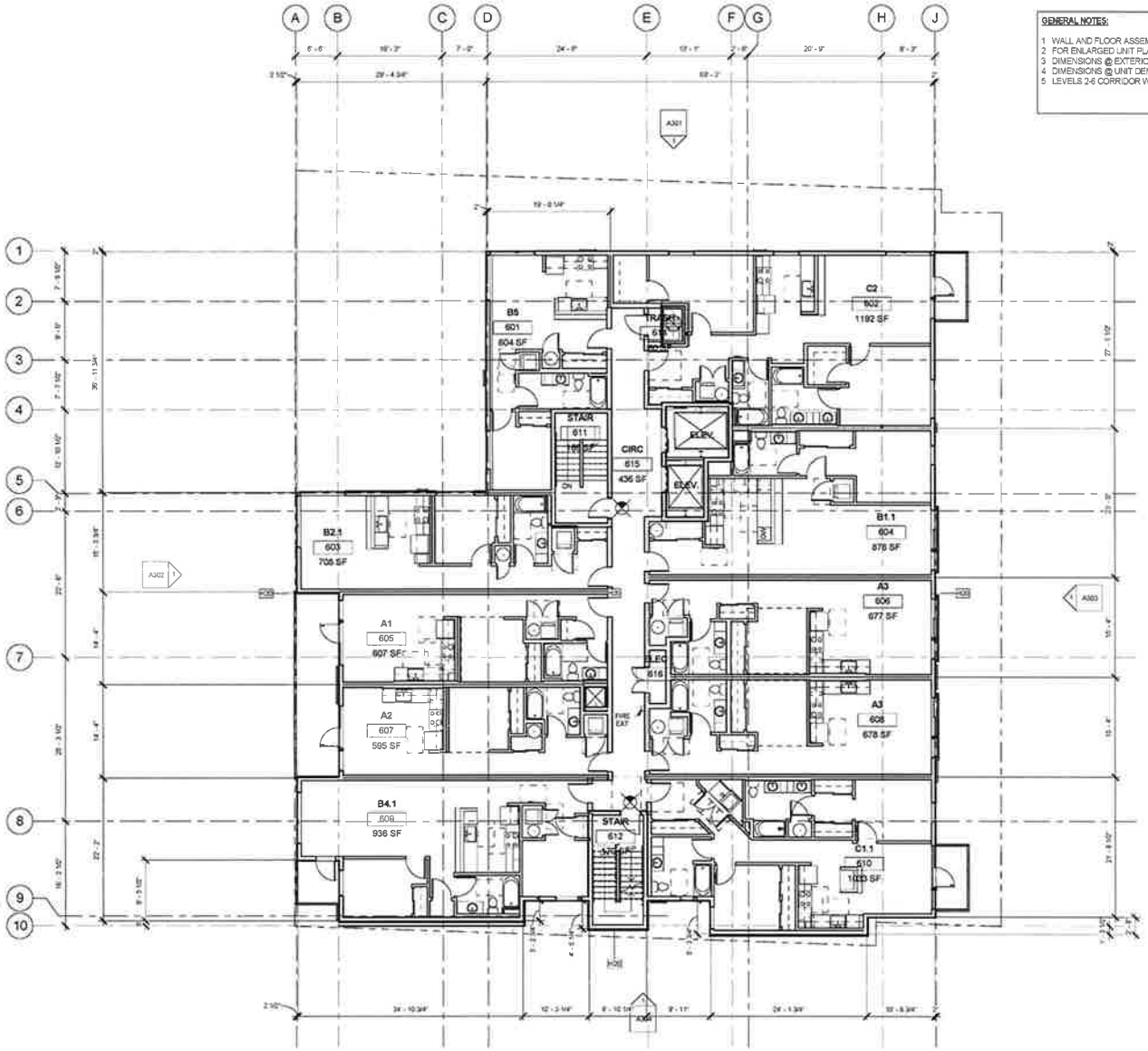

1 FLOOR PLAN - LEVEL 6
1/8" = 1'-0"

GENERAL NOTES:

1. WALL AND FLOOR ASSEMBLIES ARE LISTED ON SHEETS A701, A702, & A710
2. FOR ENLARGED UNIT PLANS REFER TO SHEETS A201-A207
3. DIMENSIONS @ EXTERIOR WALLS ARE TO FACE OF STUD, CONCRETE, & BRICK U N O
4. DIMENSIONS @ UNIT DEMISING WALLS ARE TO CENTER LINE OF WALL U N O
5. LEVELS 2-6 CORRIDOR WALLS TO BE TYPE V63 TYPICAL U N O

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MEMBERS OF THE AMERICAN INSTITUTE OF ARCHITECTS

PROJECT
METRO 112
PHASE II
288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE, LLC

TA PROJECT NO. 12013

DATE
December 3, 2015

DRAWN BY
MK

PRINCIPAL IN CHARGE
BT

REVISIONS

NO.	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
3	12-01-2015	BP Resubmittal #1

DESIGN REVIEW

SHEET TITLE
FLOOR PLAN - LEVEL 6

SHEET TITLE
A107

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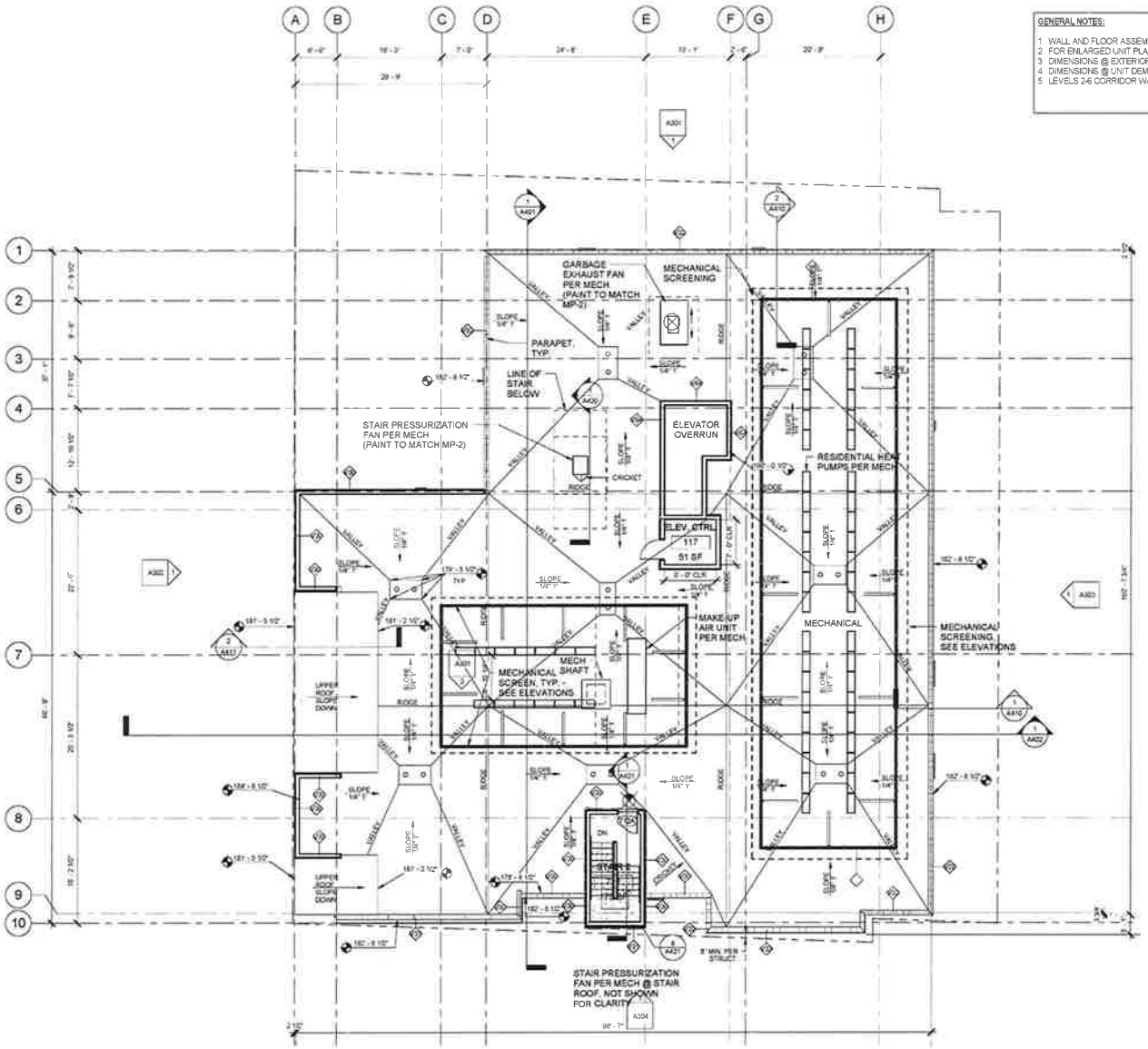

1 ROOF PLAN
1/8" = 1'-0"

GENERAL NOTES:

1. WALL AND FLOOR ASSEMBLIES ARE LISTED ON SHEETS A701, A702 & A710
2. FOR ENLARGED UNIT PLANS REFER TO SHEETS A201-A207
3. DIMENSIONS @ EXTERIOR WALLS ARE TO FACE OF STUD, CONCRETE, & BRICK U.N.O.
4. DIMENSIONS @ UNIT DEMISING WALLS ARE TO CENTER LINE OF WALL U.N.O.
5. LEVELS 2-6 CORRIDOR WALLS TO BE TYPE V63 TYPICAL U.N.O.

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PROJECT
METRO 112
PHASE II
288 111TH AVE NE
BELLEVUE, WA 98004

OWNER: SHLP BELLEVUE, LLC

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DATE
December 3, 2015

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REVISIONS

NO.	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal

DESIGN REVIEW

SHEET TITLE
ROOF PLAN

SHEET TITLE
A108

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MP-1 COOL METALLIC SILVER

FRC-1 GRAY

FRC-2 SLATE

STOREFRONT SYSTEM - ALUMINUM

FRC-4 SW MINK #6004

FRC-5 SW PROPER GRAY #6003

FRC-6 SW ESSENTIAL GRAY #6002

MP-2 ARCTIC WHITE

CONCRETE

GR-2 METAL MESH GUARDRAIL

FRC-3 TEXTURED FIBER CEMENT PANEL

FRC-7 SW GRAYISH #6001

FRC-8 SW SITE WHITE #7070

PLANTER BRONZE FINIISH

VINYL WINDOW - SILVER

VINYL WINDOW - WHITE

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PROJECT
METRO 112
PHASE II
288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE, LLC

TA PROJECT NO 12013

DATE
December 3, 2015

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REVISIONS

NO	DATE	DESCRIPTION
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
BUILDING MATERIALS

SHEET TITLE
A300

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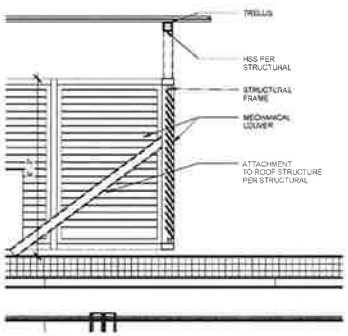
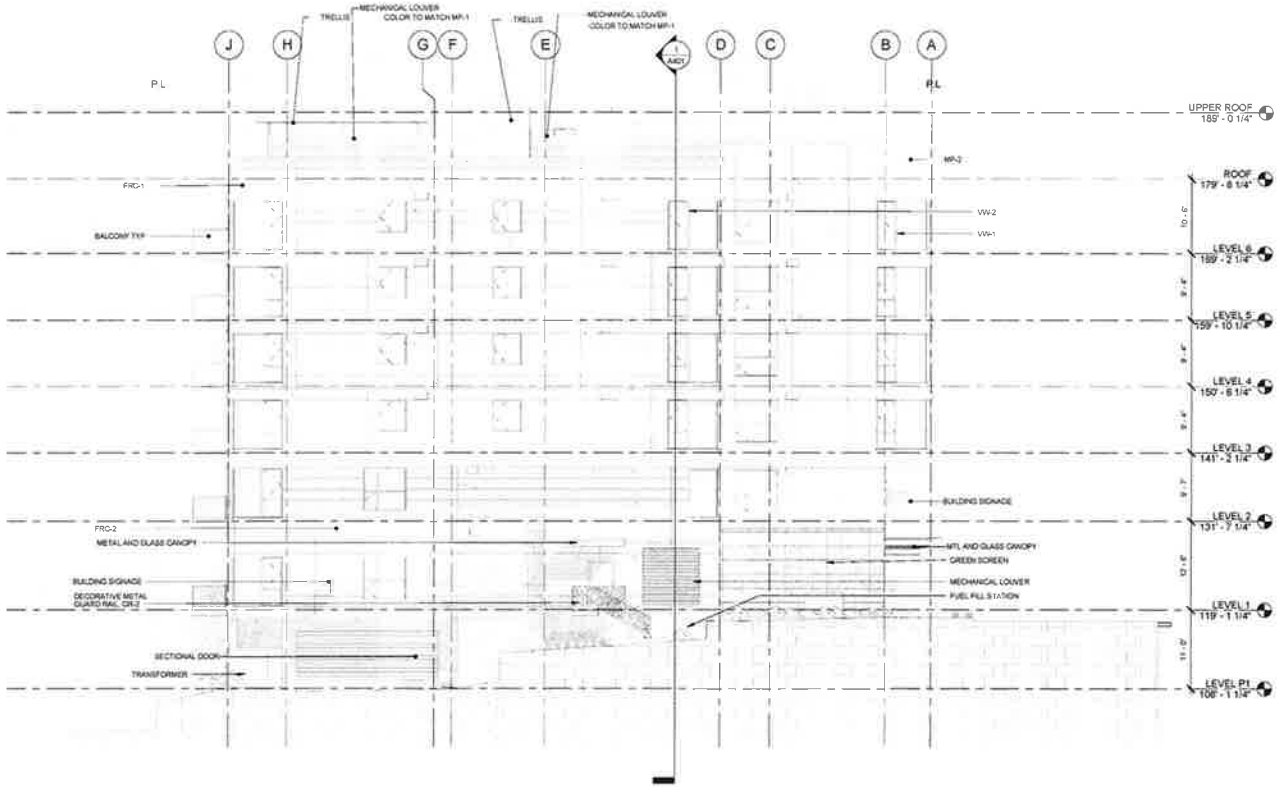
KEYNOTE MATERIAL LEGEND	
TECHNOM	DESCRIPTION
BALCONY TYP	ALUMINUM AND GLASS
CONC-1	EXPOSED CIP CONCRETE WALL
MTL & GLASS CANOPY	CLEAR ALUMINUM W/ GLASS
GR-1	ALUMINUM AND GLASS GUARDRAIL
GR-2	PERFORATED METAL GUARDRAIL
TRELLIS	COLOR TO MATCH MP-2
MP-1	METAL PANEL - COOL METALLIC SILVER
MP-2	METAL PANEL - ARCTIC WHITE
FRC-1	FIBERCEMENT PLANKS, GRAY
FRC-2	FIBERCEMENT PLANKS, SLATE
FRC-3	TEXTURED FIBERCEMENT, CEDAR
FRC-4,5,6	PAINTED FIBERCEMENT PANEL, VARIEGATED DARK
FRC-6,7,8	PAINTED FIBERCEMENT PANEL, VARIEGATED LIGHT
HM-1	HOLLOW METAL DOOR - GRAY
VW-1	VINYL WINDOW, WHITE
VW-2	VINYL WINDOW, GRAY
DR-1	WHITE W/ GLASS
DR-2	GRAY W/ GLASS
MECHANICAL LOUVER	ALUMINUM TO MATCH SURROUNDING WALL
GREEN SCREEN	VEGETATED SCREEN TO MATCH FRC-2
PLANTER	FIBERGLASS PLANTER, BRONZE FINISH



3 TYPICAL MECHANICAL SCREEN
1/2" = 1'-0"



1 ELEVATION - NORTH
1/8" = 1'-0"

0' 4' 8' 16' 32'

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PROJECT
METRO 112
PHASE II

288 111TH AVE NE
BELLEVUE, WA 98004

OWNER: SHLP BELLEVUE, LLC

TA PROJECT NO 12013

DATE
December 3, 2015

DRAWN BY
AT

PRINCIPAL IN CHARGE
BT

REVISIONS

NO	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
ELEVATION-NORTH

SHEET TITLE
A301

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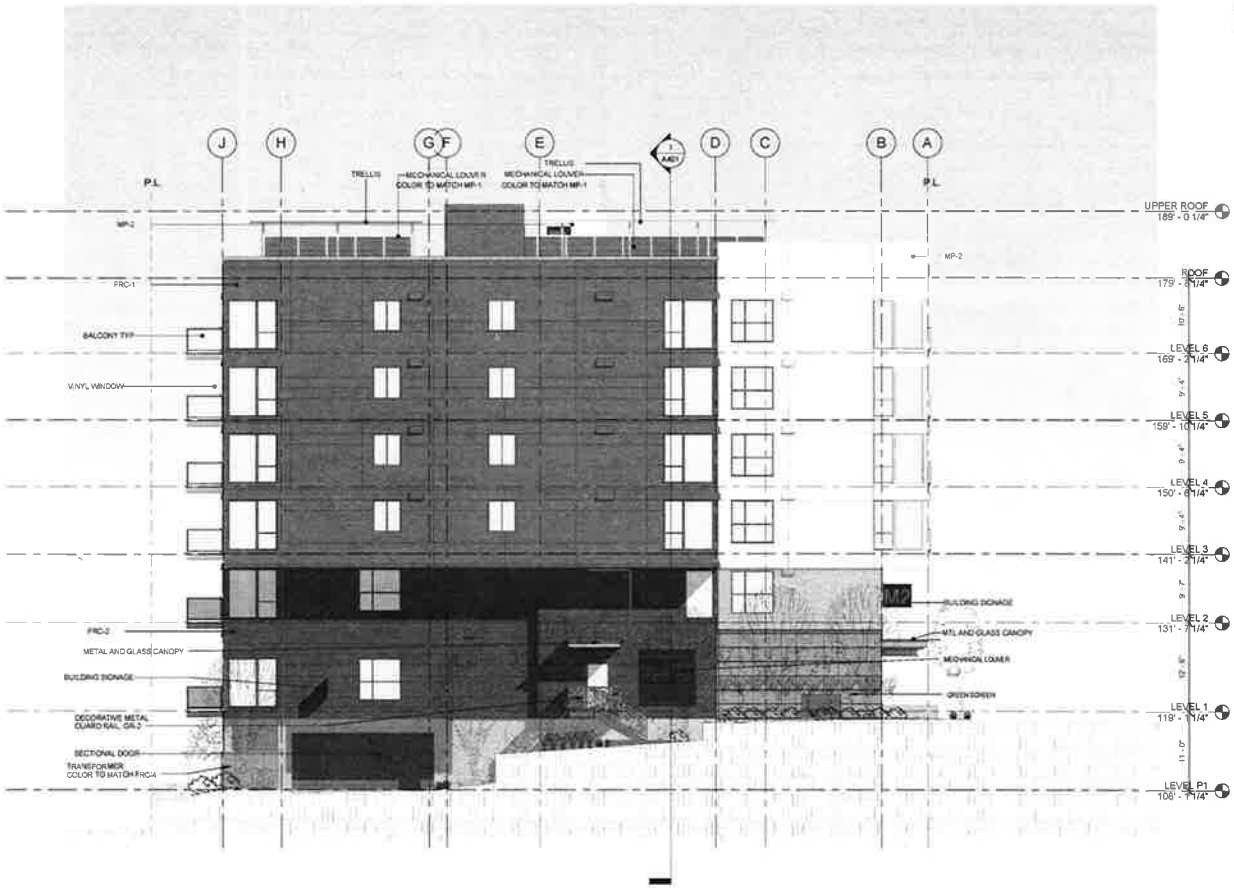
KEYNOTE MATERIAL LEGEND	
TECHNOM	DESCRIPTION
BALCONY TYP	ALUMINUM AND GLASS
CONC-1	EXPOSED CIP CONCRETE WALL
MTL & GLASS CANOPY	CLEAR ALUMINUM W GLASS
GR-1	ALUMINUM AND GLASS GUARDRAIL
GR-2	PERFORATED METAL GUARDRAIL
TRELLIS	COLOR TO MATCH MP-2
MP-1	METAL PANEL - COOL METALLIC SILVER
MP-2	METAL PANEL - ARCTIC WHITE
FRC-1	FIBERCEMENT PLANKS, GRAY
FRC-2	FIBERCEMENT PLANKS, SLATE
FRC-3	TEXTURED FIBERCEMENT, CEDAR
FRC-4,5,6	PAINTED FIBERCEMENT PANEL, VARIEGATED DARK
FRC-6,7,8	PAINTED FIBERCEMENT PANEL, VARIEGATED LIGHT
HM-1	HOLLOW METAL DOOR - GRAY
VW-1	VINYL WINDOW, WHITE
VW-2	VINYL WINDOW, GRAY
DR-1	WHITE W GLASS
DR-2	GRAY W GLASS
MECHANICAL LOUVER	ALUMINUM TO MATCH SURROUNDING WALL
GREEN SCREEN	VEGETATED SCREEN TO MATCH FRC-2
PLANTER	FIBERGLASS PLANTER, BRONZE FINISH



1 A-ELEV-North Color
1/8" = 1'-0"

0' 4' 8' 16' 32'

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PROJECT
METRO 112
PHASE II
288 111TH AVE NE
BELLEVUE, WA 98004

OWNER: SHLP BELLEVUE LLC

TA PROJECT NO 12013

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December 3, 2015

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REVISIONS

NO	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
COLORED ELEVATION - NORTH

SHEET TITLE
A301-C

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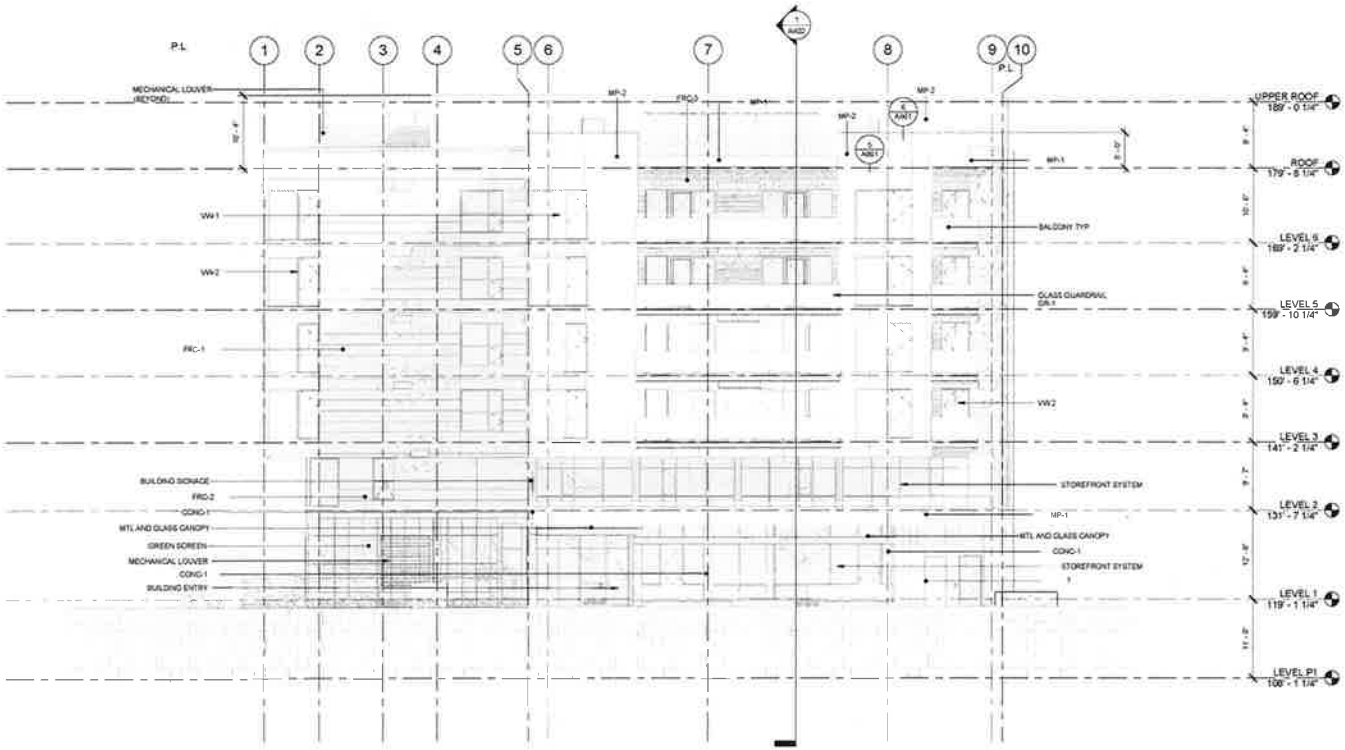
KEYNOTE MATERIAL LEGEND	
TECHNOM	DESCRIPTION
BALCONY TYP	ALUMINUM AND GLASS
CONC-1	EXPOSED CIP CONCRETE WALL
MTL & GLASS CANOPY	CLEAR ALUMINUM W GLASS
GR-1	ALUMINUM AND GLASS GUARDRAIL
GR-2	PERFORATED METAL GUARDRAIL
TRELLIS	COLOR TO MATCH MP-2
MP-1	METAL PANEL - COOL METALLIC SILVER
MP-2	METAL PANEL - ARCTIC WHITE
FRC-1	FIBERCEMENT PLANKS, GRAY
FRC-2	FIBERCEMENT PLANKS, SLATE
FRC-3	TEXTURED FIBERCEMENT, CEDAR
FRC-4,5,6	PAINTED FIBERCEMENT PANEL, VARIEGATED DARK
FRC-6,7,8	PAINTED FIBERCEMENT PANEL, VARIEGATED LIGHT
HM-1	HOLLOW METAL DOOR - GRAY
VW-1	VINYL WINDOW, WHITE
VW-2	VINYL WINDOW, GRAY
DR-1	WHITE W GLASS
DR-2	GRAY W GLASS
MECHANICAL LOUVER	ALUMINUM TO MATCH SURROUNDING WALL
GREEN SCREEN	VEGETATED SCREEN TO MATCH FRC-2
PLANTER	FIBERGLASS PLANTER, BRONZE FINISH



1 ELEVATION - WEST
1/8" = 1'-0"

0' 4' 8' 16' 32'

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PROJECT
METRO 112
PHASE II

288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE LLC

TA PROJECT NO 12013

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December 3, 2015

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PRINCIPAL IN CHARGE
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REVISIONS

NO	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
ELEVATION-WEST

SHEET TITLE
A302

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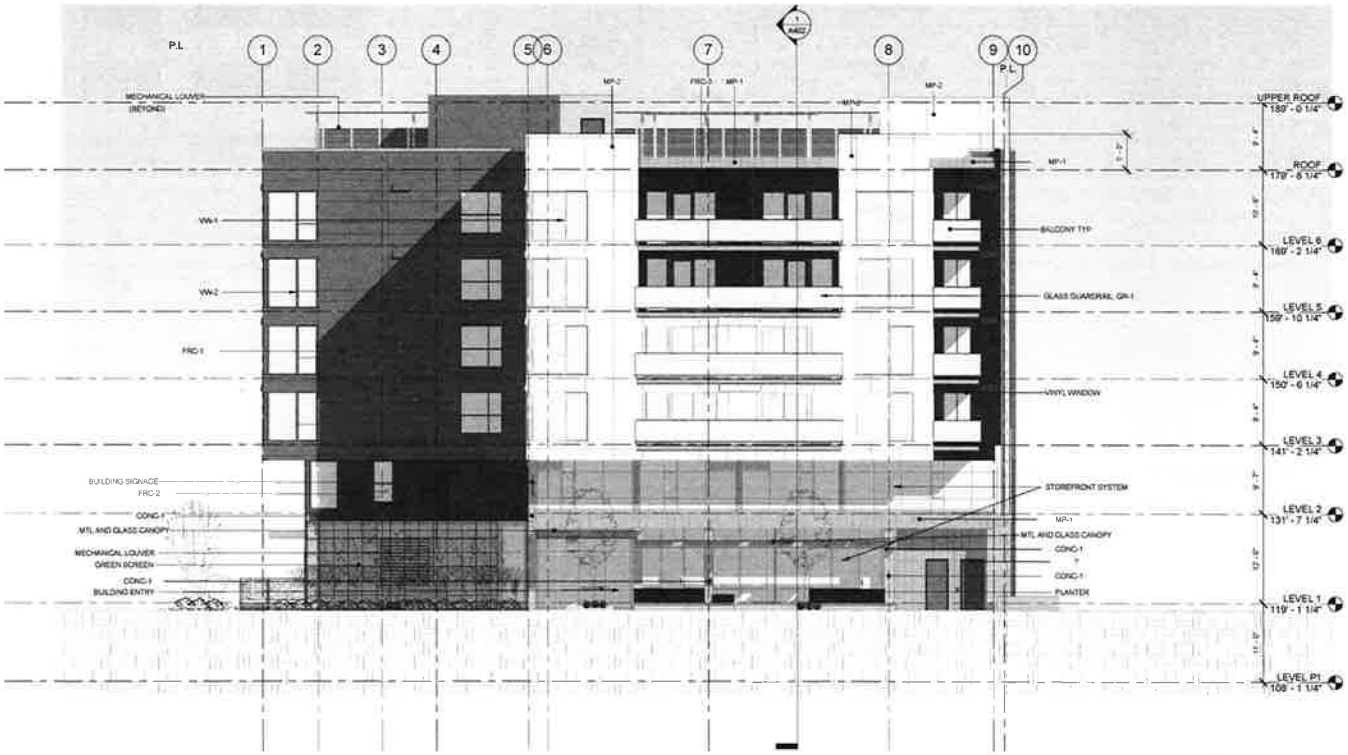
KEYNOTE MATERIAL LEGEND	
TECHNOM	DESCRIPTION
BALCONY TYP	ALUMINUM AND GLASS
CONC-1	EXPOSED CIP CONCRETE WALL
MTL & GLASS CANOPY	CLEAR ALUMINUM W GLASS
GR-1	ALUMINUM AND GLASS GUARDRAIL
GR-2	PERFORATED METAL GUARDRAIL
TRELLIS	COLOR TO MATCH MP-2
MP-1	METAL PANEL - COOL METALLIC SILVER
MP-2	METAL PANEL - ARCTIC WHITE
FRC-1	FIBERCEMENT PLANKS, GRAY
FRC-2	FIBERCEMENT PLANKS, SLATE
FRC-3	TEXTURED FIBERCEMENT, CEDAR
FRC-4,5,8	PAINTED FIBERCEMENT PANEL, VARIEGATED DARK
FRC-6,7,9	PAINTED FIBERCEMENT PANEL, VARIEGATED LIGHT
HM-1	HOLLOW METAL DOOR - GRAY
VW-1	VINYL WINDOW, WHITE
VW-2	VINYL WINDOW, GRAY
DR-1	WHITE W GLASS
DR-2	GRAY W GLASS
MECHANICAL LOUVER	ALUMINUM TO MATCH SURROUNDING WALL
GREEN SCREEN	VEGETATED SCREEN TO MATCH FRC-2
PLANTER	FIBERGLASS PLANTER, BRONZE FINISH



1 A-ELEV-West Color
1/8" = 1'-0"

0' 4' 8' 16' 32'

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PROJECT
METRO 112
PHASE II

288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE, LLC

TA PROJECT NO 12013

DATE
December 3, 2015

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BT

REVISIONS

NO	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
COLORED
ELEVATION - WEST

SHEET TITLE
A302-C

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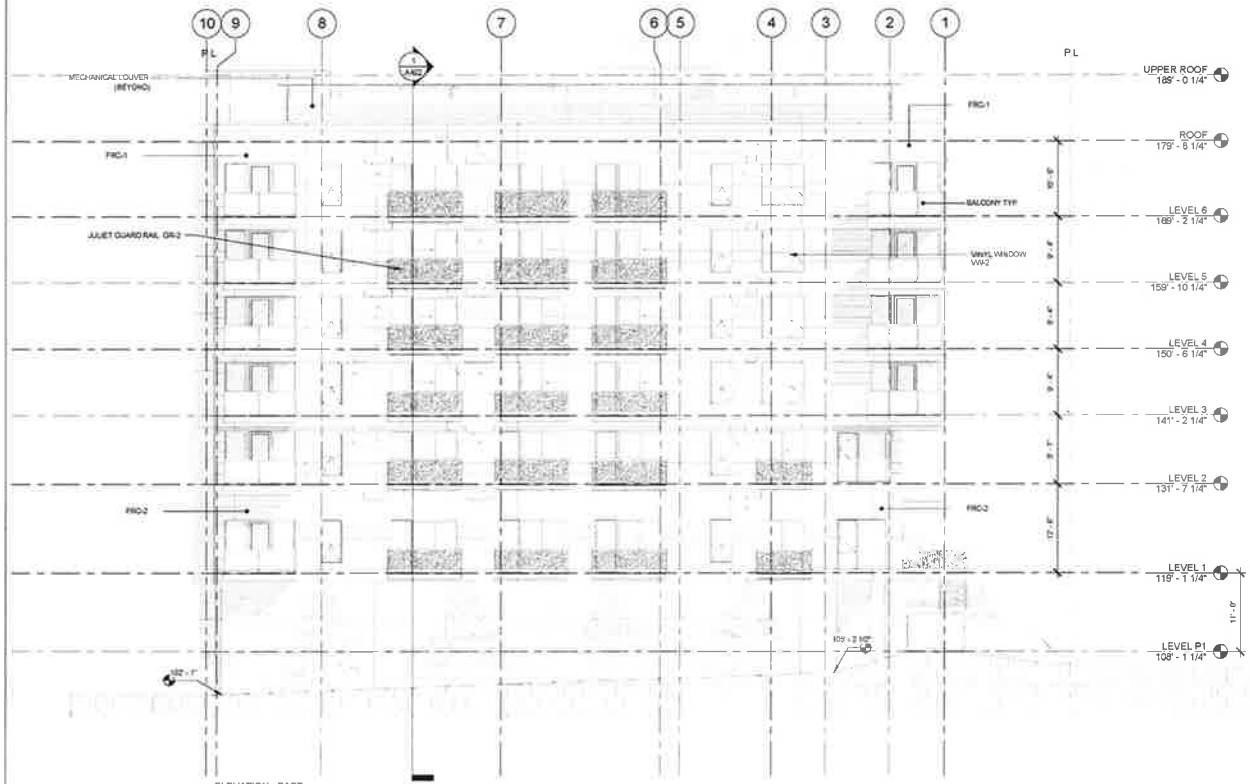
KEYNOTE MATERIAL LEGEND	
TECHNOM	DESCRIPTION
BALCONY TYP	ALUMINUM AND GLASS
CONC-1	EXPOSED CIP CONCRETE WALL
MTL & GLASS CANOPY	CLEAR ALUMINUM W/ GLASS
GR-1	ALUMINUM AND GLASS GUARDRAIL
GR-2	PERFORATED METAL GUARDRAIL
TRELLIS	COLOR TO MATCH MP-2
MP-1	METAL PANEL - COOL METALLIC SILVER
MP-2	METAL PANEL - ARCTIC WHITE
FRC-1	FIBERCEMENT PLANKS, GRAY
FRC-2	FIBERCEMENT PLANKS, SLATE
FRC-3	TEXTURED FIBERCEMENT, CEDAR
FRC-4,5,6	PAINTED FIBERCEMENT PANEL, VARIEGATED DARK
FRC-6,7,8	PAINTED FIBERCEMENT PANEL, VARIEGATED LIGHT
HM-1	HOLLOW METAL DOOR - GRAY
VW-1	VINYL WINDOW, WHITE
VW-2	VINYL WINDOW, GRAY
DR-1	WHITE W/ GLASS
DR-2	GRAY W/ GLASS
MECHANICAL LOUVER	ALUMINUM TO MATCH SURROUNDING WALL
GREEN SCREEN	VEGETATED SCREEN TO MATCH FRC-2
PLANTER	FIBERGLASS PLANTER, BRONZE FINISH

METRO 112
PHASE I



1 ELEVATION - EAST
1/8" = 1'-0"

0 4' 8' 16' 32'

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PROJECT
METRO 112
PHASE II

288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE LLC

TA PROJECT NO 12013

DATE
December 3, 2015

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PRINCIPAL IN CHARGE
BT

REVISIONS

NO	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
ELEVATION-EAST

SHEET TITLE
A303

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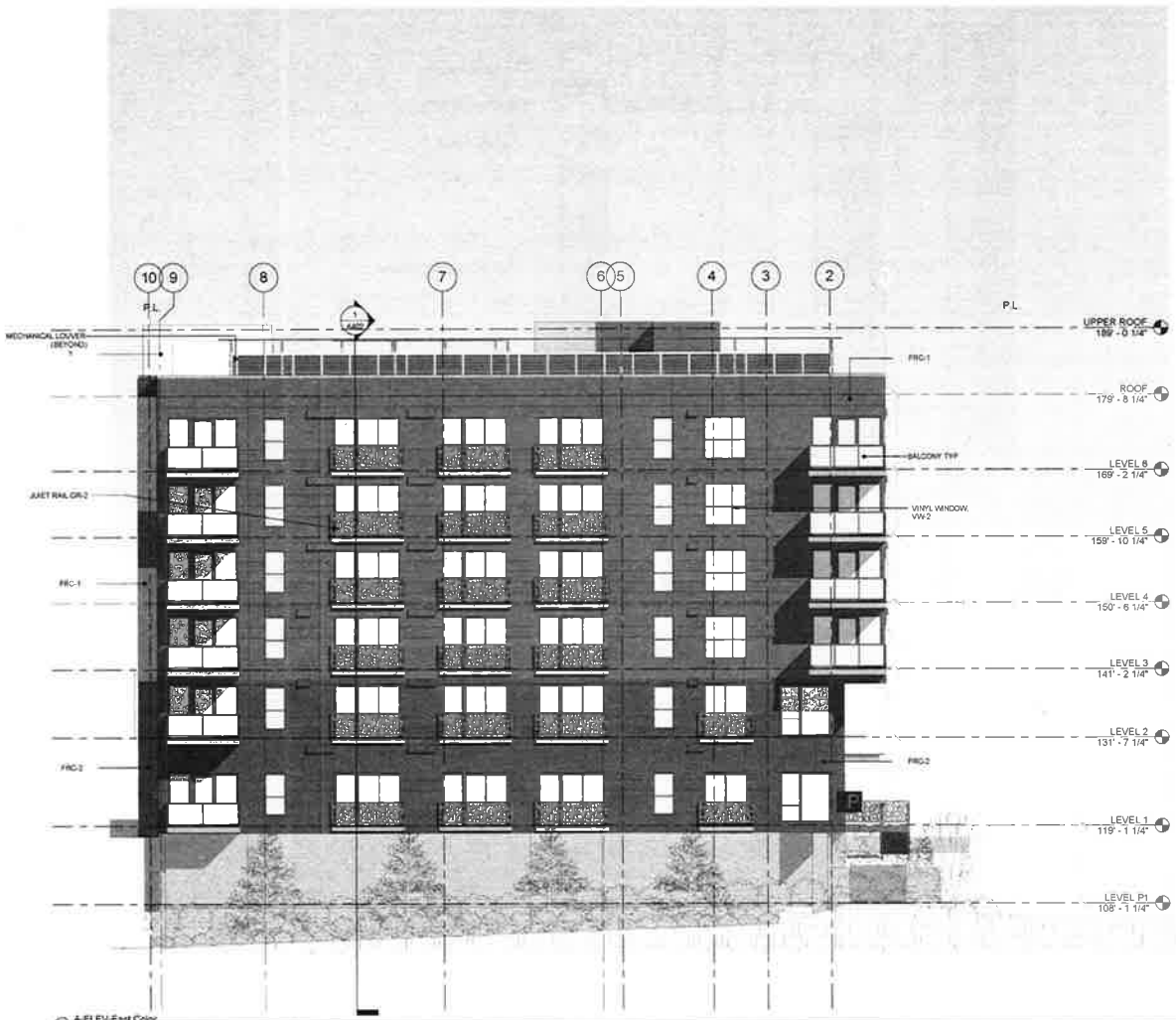

1 A-ELEV-East Color
1/8" = 1'-0"

METRO 112
PHASE I

KEYNOTE MATERIAL LEGEND	
TECHNOM	DESCRIPTION
BALCONY TYP	ALUMINUM AND GLASS
CONC-1	EXPOSED CIP CONCRETE WALL
MTL & GLASS CANOPY	CLEAR ALUMINUM W GLASS
GR-1	ALUMINUM AND GLASS GUARDRAIL
GR-2	PERFORATED METAL GUARDRAIL
TRELLIS	COLOR TO MATCH MP-2
MP-1	METAL PANEL - COOL METALLIC SILVER
MP-2	METAL PANEL - ARCTIC WHITE
FRC-1	FIBERCEMENT PLANKS, GRAY
FRC-2	FIBERCEMENT PLANKS, SLATE
FRC-3	TEXTURED FIBERCEMENT, CEDAR
FRC-4,5,6	PAINTED FIBERCEMENT PANEL, VARIEGATED DARK
FRC-6,7,8	PAINTED FIBERCEMENT PANEL, VARIEGATED LIGHT
HM-1	HOLLOW METAL DOOR - GRAY
VW-1	VINYL WINDOW, WHITE
VW-2	VINYL WINDOW, GRAY
DR-1	WHITE W GLASS
DR-2	GRAY W GLASS
MECHANICAL LOUVER	ALUMINUM TO MATCH SURROUNDING WALL
GREEN SCREEN	VEGETATED SCREEN TO MATCH FRC-2
PLANTER	FIBERGLASS PLANTER, BRONZE FINISH

0' 4' 8' 16' 32'

TISCARENO ASSOCIATES

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PROJECT
METRO 112
PHASE II

288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE, LLC

TA PROJECT NO. 12013

DATE
December 3, 2015

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BT

REVISIONS

NO	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
COLORED
ELEVATION - EAST

SHEET TITLE
A303-C

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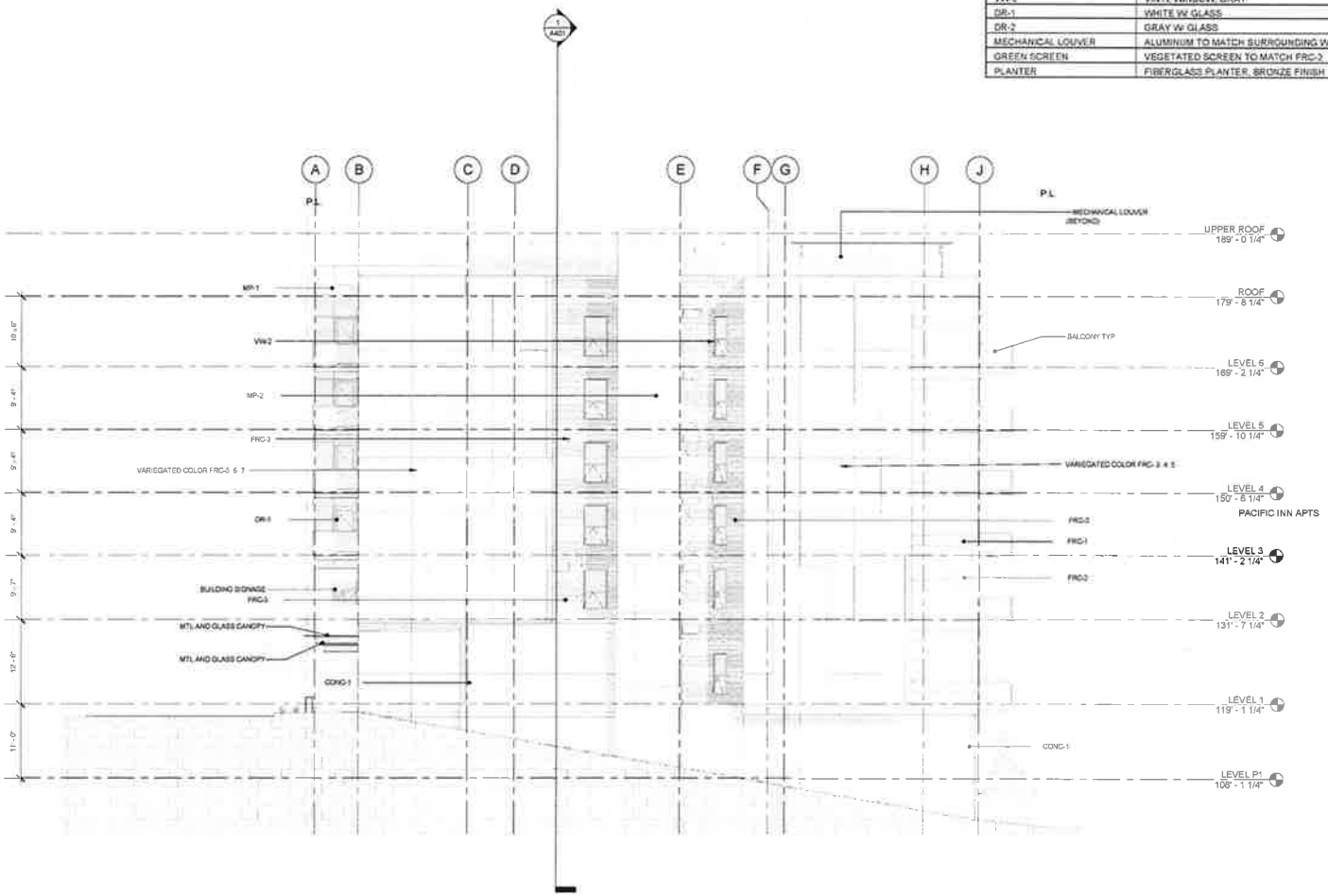
XEYNOTE MATERIAL LEGEND	
TECHNOM	DESCRIPTION
BALCONY TYP	ALUMINUM AND GLASS
CONC-1	EXPOSED CIP CONCRETE WALL
MTL & GLASS CANOPY	CLEAR ALUMINUM W GLASS
GR-1	ALUMINUM AND GLASS GUARDRAIL
GR-2	PERFORATED METAL GUARDRAIL
TRELLIS	COLOR TO MATCH MP-2
MP-1	METAL PANEL - COOL METALLIC SILVER
MP-2	METAL PANEL - ARCTIC WHITE
FRC-1	FIBERCEMENT PLANKS, GRAY
FRC-2	FIBERCEMENT PLANKS, SLATE
FRC-3	TEXTURED FIBERCEMENT, CEDAR
FRC-4,5,6	PAINTED FIBERCEMENT PANEL, VARIEGATED DARK
FRC-6,7,8	PAINTED FIBERCEMENT PANEL, VARIEGATED LIGHT
HM-1	HOLLOW METAL DOOR - GRAY
VW-1	VINYL WINDOW, WHITE
VW-2	VINYL WINDOW, GRAY
DR-1	WHITE W GLASS
DR-2	GRAY W GLASS
MECHANICAL LOUVER	ALUMINUM TO MATCH SURROUNDING WALL
GREEN SCREEN	VEGETATED SCREEN TO MATCH FRC-2
PLANTER	FIBERGLASS PLANTER, BRONZE FINISH



1 ELEVATION - SOUTH
1/8" = 1'-0"

0' 4' 8' 16' 32'

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PROJECT
METRO 112
PHASE II

288 111TH AVE NE
BELLEVUE, WA 98004

OWNER: SHLP BELLEVUE, LLC

TA PROJECT NO.: 12013

DATE: December 3, 2015

DRAWN BY: AT

PRINCIPAL IN CHARGE: BT

REVISIONS

NO	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
ELEVATION-SOUTH

SHEET TITLE
A304

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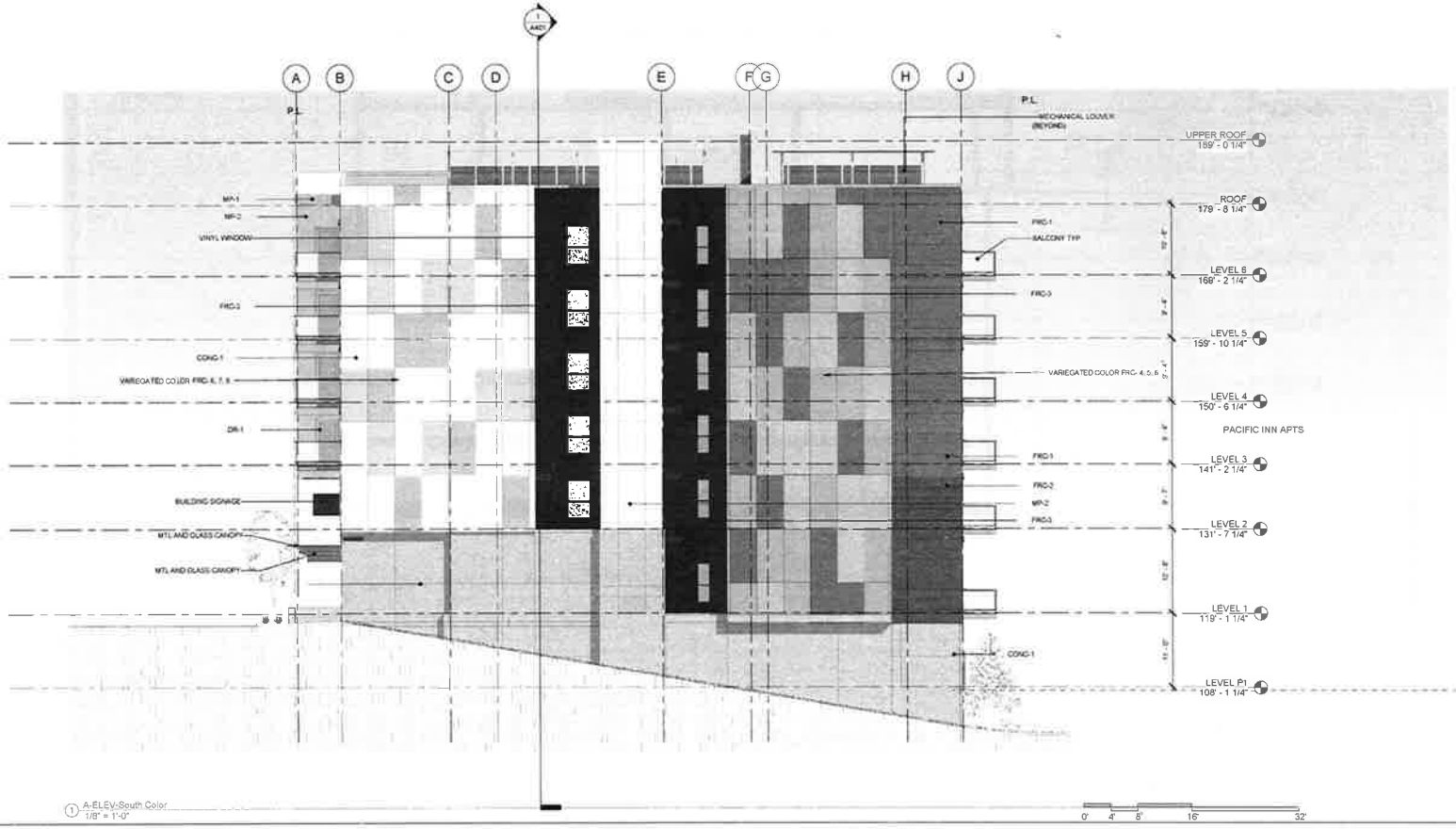
KEYNOTE MATERIAL LEGEND	
TECHNOM	DESCRIPTION
BALCONY TYP	ALUMINUM AND GLASS
CONC-1	EXPOSED CIP CONCRETE WALL
MTL & GLASS CANOPY	CLEAR ALUMINUM W GLASS
GR-1	ALUMINUM AND GLASS GUARDRAIL
GR-2	PERFORATED METAL GUARDRAIL
TRELLIS	COLOR TO MATCH MP-2
MP-1	METAL PANEL - COOL METALLIC SILVER
MP-2	METAL PANEL - ARCTIC WHITE
FRC-1	FIBERCEMENT PLANKS, GRAY
FRC-2	FIBERCEMENT PLANKS, SLATE
FRC-3	TEXTURED FIBERCEMENT, CEDAR
FRC-4,5,6	PAINTED FIBERCEMENT PANEL, VARIEGATED DARK
FRC-6,7,8	PAINTED FIBERCEMENT PANEL, VARIEGATED LIGHT
HM-1	HOLLOW METAL DOOR - GRAY
VW-1	VINYL WINDOW, WHITE
VW-2	VINYL WINDOW, GRAY
DR-1	WHITE W GLASS
DR-2	GRAY W GLASS
MECHANICAL LOUVER	ALUMINUM TO MATCH SURROUNDING WALL
GREEN SCREEN	VEGETATED SCREEN TO MATCH FRC-2
PLANTER	FIBERGLASS PLANTER, BRONZE FINISH



1 A-ELEV-South Color
1/8" = 1'-0"

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PROJECT
METRO 112
PHASE II

288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE, LLC

TA PROJECT NO 12013

DATE
December 3, 2015

DRAWN BY
AT

PRINCIPAL IN CHARGE
BT

REVISIONS

NO	DATE	DESCRIPTION
1	07-15-2015	DR Resubmittal
2	10-30-2015	DR Resubmittal #2

DESIGN REVIEW

SHEET TITLE
COLORED
ELEVATION-SOUTH

SHEET TITLE
A304-C

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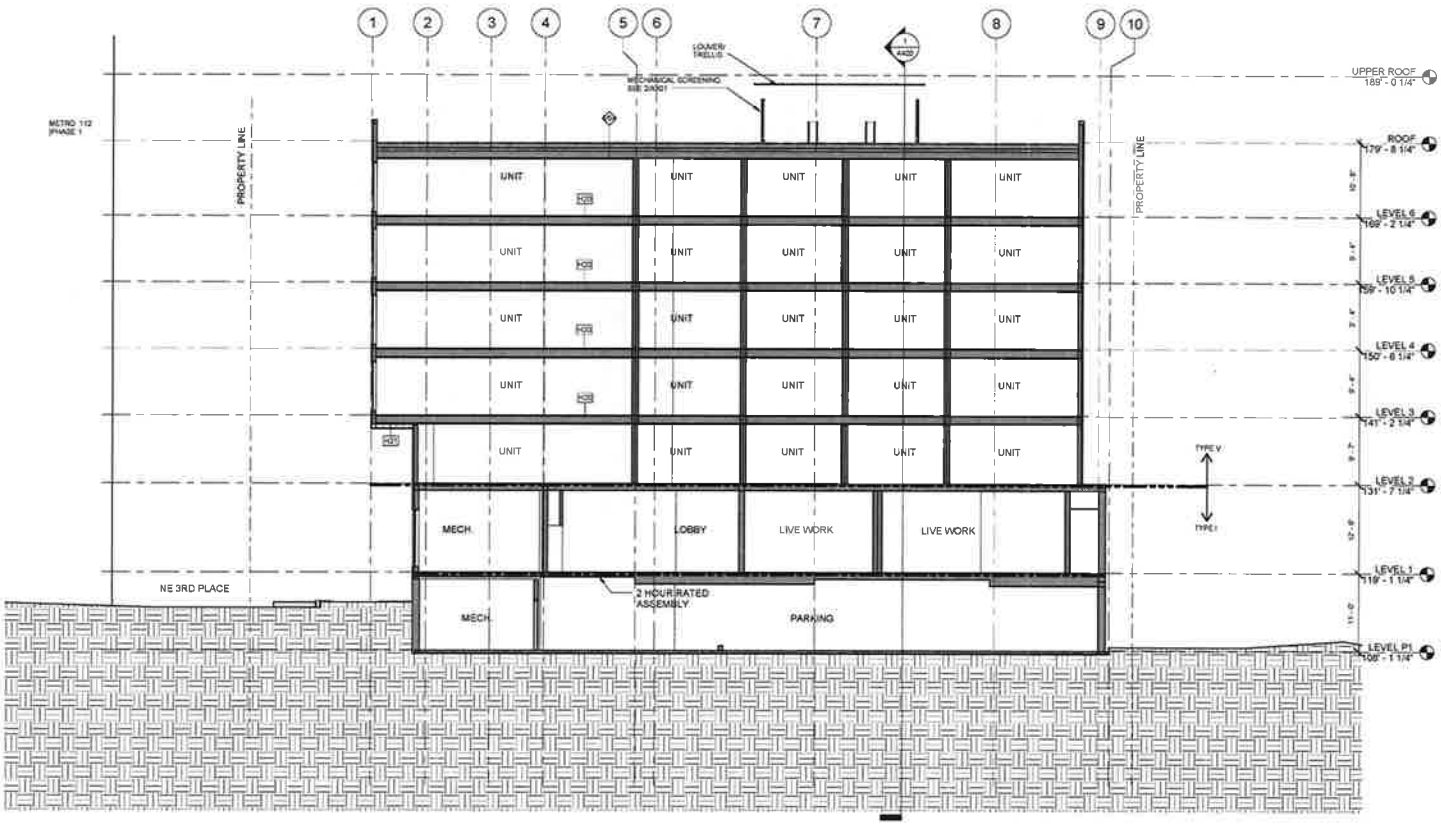

1 BUILDING SECTION - NORTH/SOUTH
1/8" = 1'-0"

TISCARENO ASSOCIATES

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PROJECT
METRO 112
PHASE II
288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE, LLC

TA PROJECT NO 12013

DATE
December 3, 2015

DRAWN BY
AT

PRINCIPAL IN CHARGE
BT

REVISIONS

NO.	DATE	DESCRIPTION

DESIGN REVIEW

SHEET TITLE
BUILDING SECTION

SHEET TITLE
A401

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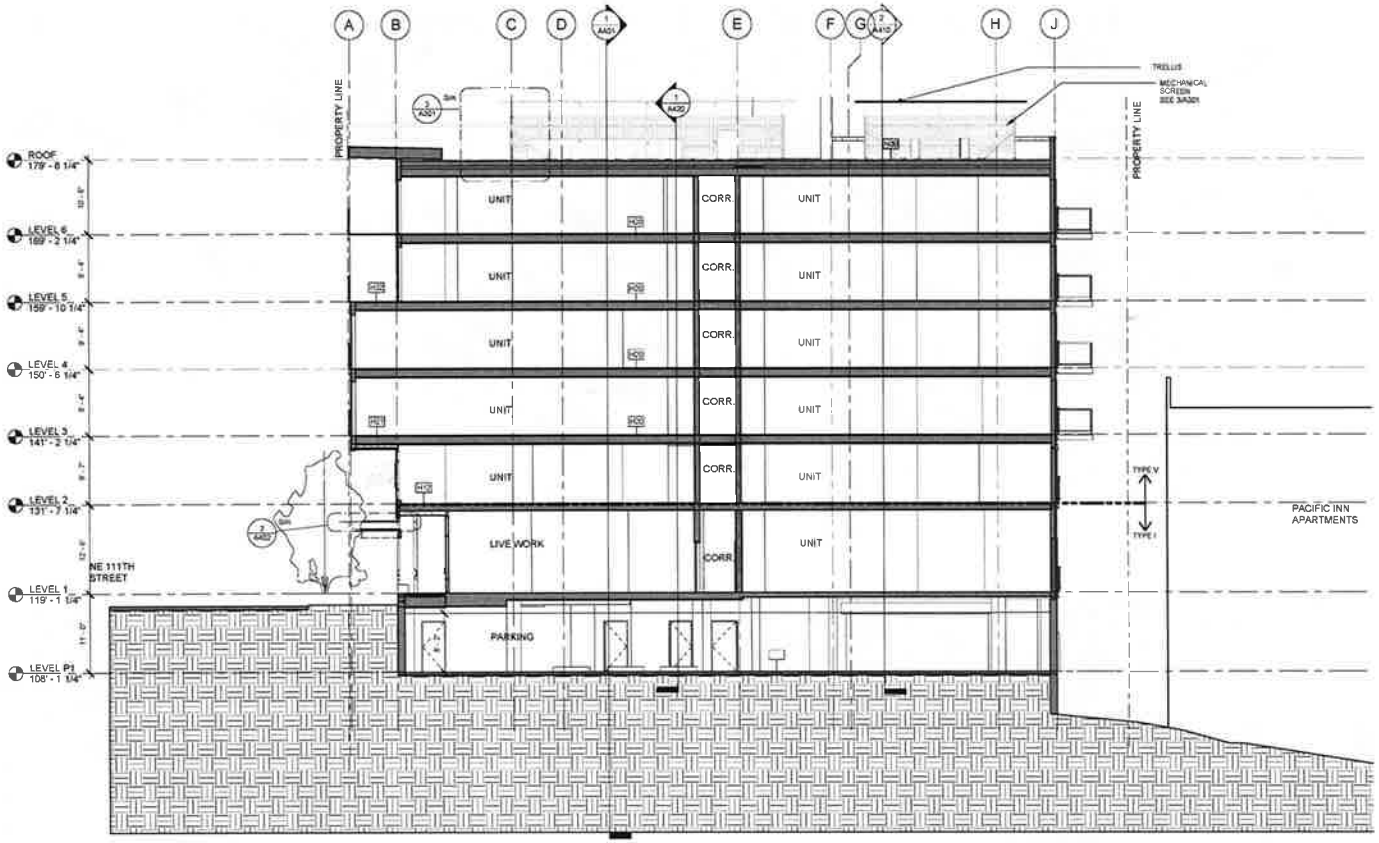
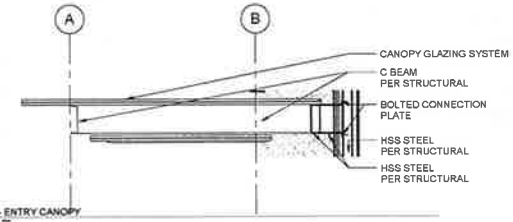
0' 4' 8' 16' 32'



1 BUILDING SECTION - EAST/WEST
1/8" = 1'-0"



2 DETAIL - ENTRY CANOPY
1/2" = 1'-0"

0' 4' 8' 16' 32'

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MEMBERS OF THE AMERICAN INSTITUTE OF ARCHITECTS

PROJECT
METRO 112
PHASE II
288 111TH AVE NE
BELLEVUE, WA 98004

OWNER SHLP BELLEVUE, LLC

TA PROJECT NO 12013

DATE
December 3, 2015

DRAWN BY
AT

PRINCIPAL IN CHARGE
BT

REVISIONS

NO	DATE	DESCRIPTION

DESIGN REVIEW

SHEET TITLE
BUILDING SECTION

SHEET TITLE
A402

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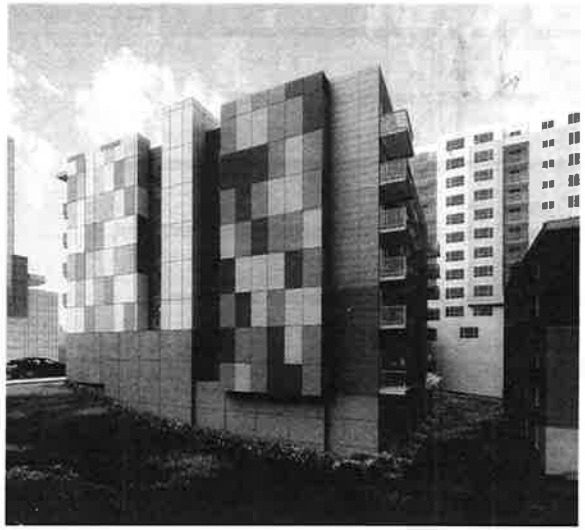
VIEW OF WEST FACADE ON 111TH AVE NE

VIEW OF NORTHWEST CORNER

VIEW OF NORTH FACADE ON NE 3RD PLACE



VIEW OF SOUTH FACADE

VIEW OF SIDEWALK AT 111TH

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BT

REVISIONS

NO	DATE	DESCRIPTION

DESIGN REVIEW

SHEET TITLE
RENDERED PERSPECTIVE

SHEET TITLE
A901

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