



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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Holden of Bellevue

LOCATION OF PROPOSAL: 121 112th Avenue NE

DESCRIPTION OF PROPOSAL: Demolition of existing 2-story office building and construction of 7-story assisted living and memory care building with ground floor retail use and one level of underground parking. 136 residential units and 45 parking stalls proposed within an approximately 120,000 square foot building with approximately 20,000 square feet of parking and associated site improvements.

FILE NUMBERS: 18-116053-LD **PLANNER:** Faheem Darab

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 **5/2/2019**
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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



Elizabeth Stead
Environmental Coordinator

4/18/2019

Date

OTHERS TO RECEIVE THIS DOCUMENT:

- State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
- Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
- Attorney General ecyolyef@atq.wa.gov
- Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us



DEVELOPMENT SERVICES DEPARTMENT
450 110TH AVENUE NE
BELLEVUE, WA 98009-9012

07/11/18 A. Fahem Darab

Received

JUN 8 - 2018

Permit Processing

SEPA Environmental Checklist

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit the Land Use Desk in the Permit Center between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4) or call or email the Land Use Division at 425-452-4188 or landusereview@bellevuewa.gov. Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

Purpose of checklist:

The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays.

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

PLEASE REMEMBER TO SIGN THE CHECKLIST. Electronic signatures are also acceptable.

A. Background [\[help\]](#)

- ✓ 1. Name of proposed project, if applicable: [\[help\]](#)
Holden of Bellevue
- ✓ 2. Name of applicant: [\[help\]](#)
US ALLIANCE HOLDEN OF BELLEVUE, LLC
- ✓ 3. Address and phone number of applicant and contact person: [\[help\]](#)
*Evan Lawler, 1325 4th Avenue, Suite 1005, Seattle, WA 98101
206-567-7230, elawler@allresco.com*
- ✓ 4. Date checklist prepared: [\[help\]](#)
June 5, 2018
- ✓ 5. Agency requesting checklist: [\[help\]](#)
City of Bellevue - Development Services
- ✓ 6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)
*Construction start Q3 2019
Construction completion Q2 2021*
- ✓ 7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)
n/a
- ✓ 8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)
n/a
- ✓ 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)
None known other than those identified below
- ✓ 10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)
*City of Bellevue: Administrative Design Review Approval,
Clearing & Grading Permit, Footing & Foundation Permit, Building
Permit*
- ✓ 11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)
The proposed project is a 7-story above grade assisted living and memory care facility with one level of below grade parking. The first floor is a mix of back-of-house staffed spaces, amenity spaces for assisted living residents, and retail/service spaces open to the primary right of way. The second floor will contain memory care units, common amenities for those residents,

and an outdoor courtyard for memory care residents only. The project will contain a total of 136 units and will be roughly 140,000 gross square feet. *Site area is approximately half an acre. AFD*

- ✓ 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

121 112th Avenue NE, Bellevue, WA 98004

See attached project vicinity map including parcel information

B. Environmental Elements [\[help\]](#)

1. Earth [\[help\]](#)

- ✓ a. General description of the site: [\[help\]](#) (select one): Flat, rolling, hilly, steep slopes, mountainous, other: *Click here to enter text.*

- ✓ b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)
24%

- ✓ c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)
Site soils generally consist of up to 7 feet of silty sand fill over clay and medium dense to very dense silty sand with some gravel. Site has been developed and no agricultural soils, and very little topsoil is present.

- ✓ d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)
No surface indications or history of unstable soils in site vicinity.

- ✓ e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)
Approximately 9,500 Cubic Yards of soil to be removed

- ✓ f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)
Erosion is possible during construction, but best management practices will be utilized to significantly reduce the potential of erosion and prevent site soils being transported off site.

- ✓ g. About what percent of the site will be covered with impervious surfaces after project

construction (for example, asphalt or buildings)? [\[help\]](#)

100%

- ✓ h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)
Erosion control measures will include a stabilized construction entrance, silt fencing around the work area, covering soil stockpiles, and managing construction storm water. For summer construction, dust control measures will be utilized.

2. Air [\[help\]](#)

- ✓ a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)
*Construction: Diesel fuel exhaust from equipment
Operations: Diesel fuel exhaust from emergency generator (when in use) and natural gas exhaust from waterheating and cooking equipment*
- ✓ b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)
None known
- ✓ c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)
*Construction: Compliance with applicable rules and regulations
Operations: Project to comply with 2015 Washington State Energy Code for all building envelope, mechanical, plumbing, and electrical/lighting systems. Project to include heat pump heating, high-efficiency domestic hot water heating, and high-efficacy lighting fixtures.*

3. Water [\[help\]](#)

a. Surface Water:

- ✓ 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)
No
- ✓ 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)
No
- ✓ 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)
n/a

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)
n/a
- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)
No
- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)
No

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)
No
- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)
n/a

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)
Source of runoff is limited to stormwater runoff. The project is required to provide detention and will provide a detention vault under the building to control the discharge. This project is within the Sturtevant Creek Basin which ultimately flows into Lake Washington
- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)
No
- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)
No

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)
Runoff will be controlled via detention vault. LID techniques will be implemented if determined feasible.

4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)
deciduous tree: alder, maple, aspen, other: *Click here to enter text.*
evergreen tree: fir, cedar, pine, other: *Click here to enter text.*
shrubs
grass
pasture
crop or grain
Orchards, vineyards or other permanent crops.
wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: *Click here to enter text.*
water plants: water lily, eelgrass, milfoil, other: *Click here to enter text.*
other types of vegetation: *Click here to enter text.*
- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)
Deciduous and Evergreen trees will be removed along with showy shrubs and groundcovers; Boxwood, Yew, Rhododendron and other non-significants. Approx. 1,100 SF of existing planting area will be replaced with new planting(s).
- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)
None known
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)
Pacific NW plantings will be used to minimize water demand and maintenance. Showy plant material will be used at entries and pedestrian areas to support wayfinding and promote circulation clarity.
- e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)
None known

5. Animals [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [\[help\]](#)
- Examples include:
- birds: hawk, heron, eagle, songbirds, other: *Click here to enter text.*
mammals: deer, bear, elk, beaver, other: *Click here to enter text.*
fish: bass, salmon, trout, herring, shellfish, other: *Click here to enter text.*
- None onsite. Adjacent properties may include small habitat for birds and rodents.*
- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)
None known

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)
No
- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)
n/a
- e. List any invasive animal species known to be on or near the site. [\[help\]](#)
n/a

6. Energy and Natural Resources [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)
Electricity (heat pump) and natural gas will be used for space heating. Domestic hot water would be primarily natural gas heat.
- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)
No
- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)
Heat pump heating systems will be provided where mechanical cooling is planned. The common areas are planned to use a combination of heat pump heating with dedicated outdoor air systems with energy recovery. High efficiency condensing natural gas domestic hot water heaters are planned. High-efficacy lighting fixtures will be utilized for a majority of the lighting.

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)
no
- 1) Describe any known or possible contamination at the site from present or past uses. [\[help\]](#)
None known
- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [\[help\]](#)
None known
- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life

of the project. [\[help\]](#)

Diesel fuel will be present during construction and operations. All fuel will be contained within fuel tanks of the equipment.

4) Describe special emergency services that might be required. [\[help\]](#)

n/a

5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

n/a

b. Noise [\[help\]](#)

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

Traffic noise from 112th Ave NE & Interstate 405

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

Indicate what hours noise would come from the site. [\[help\]](#)

Construction noise during typical work hours

3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

n/a Limit construction to hours/days allowed typically by City of Bellevue Code. AFD

8. Land and Shoreline Use [\[help\]](#)

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

Adjacent properties include multifamily residential, office, and religious uses; The property's current use is dental offices. The proposed massing will be taller and bulkier than the existing. It may affect access to sunlight. AFD

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

No

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application of pesticides, tilling, and harvesting? If so, how: [\[help\]](#)

No

c. Describe any structures on the site. [\[help\]](#)

Existing two (2) story dental office building.

d. Will any structures be demolished? If so, what? [\[help\]](#)

Yes, the current office building

e. What is the current zoning classification of the site? [\[help\]](#)

- DT-MU, B-3 Perimeter overlay*
- f. What is the current comprehensive plan designation of the site? [\[help\]](#)
n/a Downtown, East Main neighborhood AFD
 - g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)
n/a
 - h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)
No
 - i. Approximately how many people would reside or work in the completed project? [\[help\]](#)
*Residents: Aproximately 140 once fully occupied
 Staff: 40 at peak demand*
 - j. Approximately how many people would the completed project displace? [\[help\]](#)
Zero (0) residents. AFD
 - k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)
n/a
 - l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)
Compliance with city zoning codes and design review requirements, and Comprehensive Plan policies. AFD
 - m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)
n/a

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)
136 market rate assisted living and memory care units
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)
Zero (0)
- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)
n/a

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)
Approximately 81'-4" from the lowest grade point to the

highest element of primary structure. Mechanical screens, elevator and stair overruns, and other similar elements may extend up to an additional 10'-0" above that height.

- ✓ b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)
The apartment building immediately to the north of the site has windows that face to the south. These windows currently look over the site, and have views to the south which are partially obstructed by the office building to the south of the site. The proposed structure would be roughly equal in height to the apartment building to the north and would therefore reduce the depth of view to the south.
- ✓ c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)
Proposed development will have a high-quality contemporary design similar to other buildings in the immediate vicinity and will be reviewed and approved by the City of Bellevue Administrative Design Review process.

11. Light and Glare [\[help\]](#)

- ✓ a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)
Residential and storefront glass may reflect some light. Indoor spaces will be lit at night and visible from the outside.
- ✓ b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)
No
- ✓ c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)
None
- ✓ d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)
None. Exterior lights should use cut-off shield features to control light on adjacent parcels and right-of-way. NFD

12. Recreation [\[help\]](#)

- ✓ a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)
None known
- ✓ b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)
No
- ✓ c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)
n/a

13. Historic and cultural preservation [\[help\]](#)

- ✓ a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [\[help\]](#)
No
- ✓ b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)
None known
- ✓ c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)
n/a
- ✓ d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [\[help\]](#)
n/a

14. Transportation [\[help\]](#)

- ✓ a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)
The project site is located west of 112th Avenue NE between NE 2nd Street and Main Street in Bellevue, WA. Access to the site is provided via the existing right-in/right-out driveway along 112th Avenue NE located at the northern side of the project site. *See plan for proposed access. AFD*
- ✓ b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)
Transit service in the study area is provided by King County Metro Transit. The nearest bus stops to the proposed development are located along 112th Avenue NE at Main Street and north of NE 2nd Street. These bus stops are served by 2 bus routes with service provided to Renton and Shoreline.

Additionally, the Bellevue Transit Center is located approximately one-half mile northwest of the project location, or a 10-minute walk. The Bellevue Transit Center includes numerous additional transit routes as well as the Rapid Ride B Line. The Rapid Ride B line provides service along NE 8th Street between the Bellevue Transit Center and downtown Redmond.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]
The proposed project will provide 43 on-site parking stalls. The existing uses and associated parking will be removed with the development of the project. The result is a reduction of two parking stalls from the existing 45 stalls. AFD
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]
Sidewalk improvements consisting of 6' landscape strip and 10' sidewalk. An east-west pedestrian through-block connection is required. AFD
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]
Not at present, however in 2023 East Main Station of the East Link extension of Sound Transit's Link light rail system is scheduled to open. This station is less than one block from the project site.
- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]
The development is estimated to conservatively generate approximately 26 driveway trips and 10 net new trips to the area during the weekday PM peak hour; however, as the retail uses are anticipated to be used primarily by the senior living development and thus captured internally, the trip generation is estimated to be up to 7 net new weekday PM peak hour trips. The trip generation for the site was determined using City of Bellevue trip rates identified within the Transportation Impact Fee Schedule. The land uses assumed for the analysis which are identified within City of Bellevue trip rates are Congregate Care/Assisted Living (LU #253) and Miscellaneous Retail (LU #814/820) for the proposed uses and Medical/Dental Office (LU #720) for the existing use.
- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [help]
No
- h. Proposed measures to reduce or control transportation impacts, if any: [help]
No transportation impacts are anticipated with the development of the project

15. Public Services [help]

- ✓ a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)
No
- ✓ b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)
n/a

16. Utilities [\[help\]](#)

- ✓ a. Circle utilities currently available at the site: [\[help\]](#)
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other
All of the above excluding septic
- ✓ c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)
Water: City of Bellevue / King County
Sewer: City of Bellevue / Cascade Water Alliance
Electricity: Puget Sound Energy
Natural Gas: Puget Sound Energy

C. Signature [\[help\]](#)

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

US ALLIANCE HOLDEN OF BELLEVUE, LLC,
a Delaware limited liability company

by: Holden of Bellevue Alliance, LLC
a Delaware limited liability company

By:  Date: 6/1/18
Jeremiah Jolicoeur
Member




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

Proposal Name: Holden of Bellevue
Proposal Address: 121 112th Avenue NE
Proposal Description: Design Review approval to demolish an existing 2-story office building and construct a 7-story assisted living and memory care building with ground floor retail use and one level of underground parking on a 0.59 acre site. 136 residential units and 43 parking stalls proposed within an approximately 120,000 square foot building with approximately 20,000 square feet of parking and associated site improvements.

File Number: 18-116053-LD

Applicant: Melinda Poeppel, Ankrom Moisan Architects
Decisions Included: Process II, Design Review Decision, and SEPA Determination
Planner: Faheem Darab, Senior Planner

State Environmental Policy Act Threshold Determination: Determination of Non-Significance (DNS)

Elizabeth Stead, Environmental Coordinator
Development Services Department

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

By: 
Elizabeth Stead, Land Use Director

Notice of Application Date: August 09, 2018
Notice of Decision Date: April 18, 2019
Appeal Deadline for Design Review and SEPA: May 02, 2019
Expiration Date: (if no complete Building Permit application is filed prior to this date - Refer to LUC 20.40.500)

For information on how to appeal a proposal, visit the Development Services Permit 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.

Development Services Department ▪ 425-452-4570 ▪ Hearing Impaired: dial 711
450 110th Avenue NE, Bellevue, WA 98004

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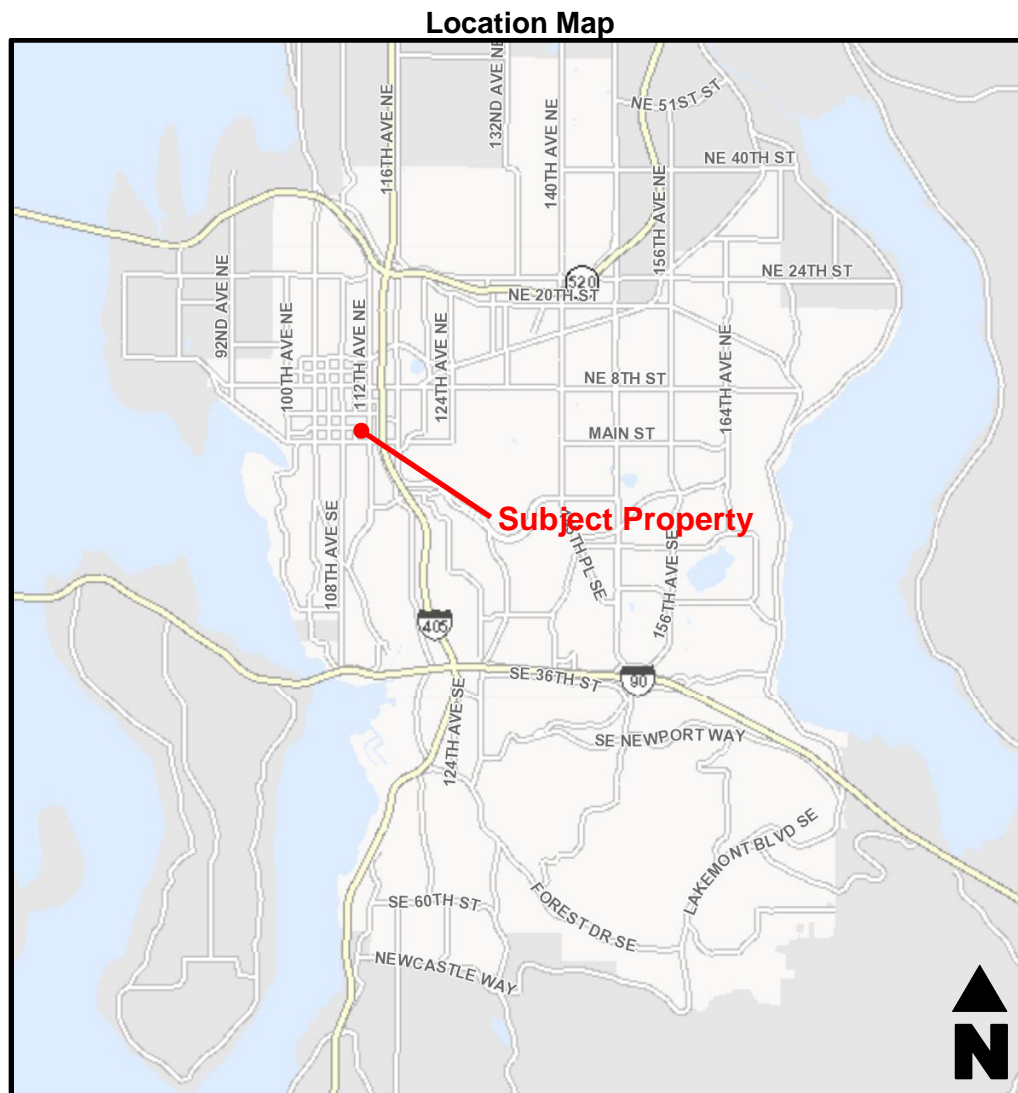
Attachments:

- A. Project Plans and Drawings
- B. FAR and Amenity Calculations (sheet G1.02)
- C. Administrative Departure Requests
 - Build-to Line
 - Canopy Height
 - Loading Stall
 - Parking Reduction
 - Compact Parking
- D. Comprehensive Plan Policies
- E. Downtown Design Guidelines (sheet G1.04)
- F. Republic Memo
- G. Parking Analysis memo
- H. Traffic Impact Analysis

I. REQUEST & REVIEW PROCESS

A. Request

The applicant requests Design Review approval and a threshold determination under the State Environmental Policy Act (SEPA) to demolish an existing 2-story 6,124 square foot building and construct a 7-story senior living facility with ground floor active uses on approximately 0.59 acres (25,804 SF) site in the DT-MU (Downtown-Mixed Use) land use district. The southern portion of the site, an approximately 20-foot strip along the south, is in the B-3 Perimeter Overlay District.



The senior living facility will include 110 assisted living units on floors 3-7 and 26 memory care beds on floor 2 for a total of 136 residential units. The facility will be licensed by the Washington State Department of Health. There will be approximately 1,843 square feet of ground floor active uses (a bistro and hair salon) along with one level of underground parking (42 stalls requested under an Administrative Departure). Associated site improvements include streetscape improvements and an ADA accessible east-west mid-block pedestrian path.

B. Review Process

Design Review (LD Permit) is governed by Land Use Code (LUC) 20.30F. The LD and SEPA Determination are all Process II decisions. Process II is an administrative process. The Environmental Coordinator issues the SEPA Threshold Determination and the Director of the Development Services Department issues the LD decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner. **Refer to Condition of Approval regarding Design Review modifications in section XII.A of this report.**

II. SITE DESCRIPTION, ZONING & LAND USE CONTEXT

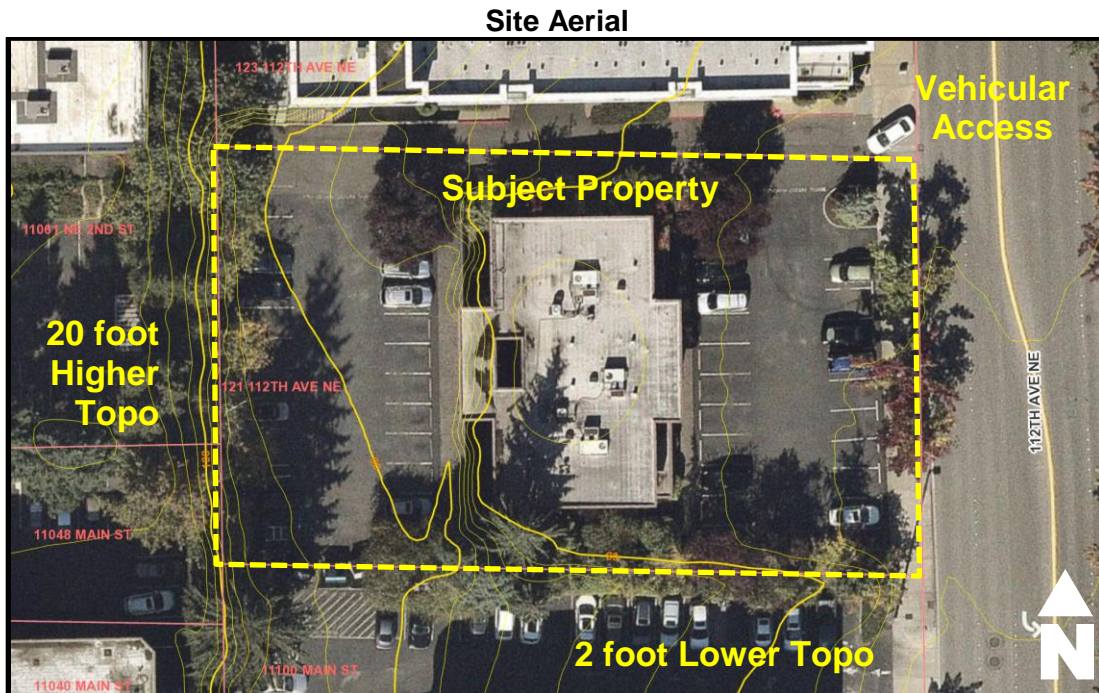
A. Site Description and Context

The site is located on 112th Avenue NE in the Downtown Subarea, about one block west of I-405. The site is 25,804 square feet (.59 acres) which qualifies it as a “Small Site” per Land Use Code (LUC) 20.25A.020A. A Small Site is defined in the Downtown LUC as a lot that is less than or equal to 40,000 square feet in area. This designation allows for some flexibility in the application of dimensional requirements required by the LUC. The site is strategically located between two future East Link light rail stations; one block north of the future East Main Station and two blocks south of the future Downtown Bellevue Station. The subject property is located on the west side of 112th Avenue NE (classified as a major arterial) at the mid-block point between Main Street and NE 2nd Street.

Context Aerial



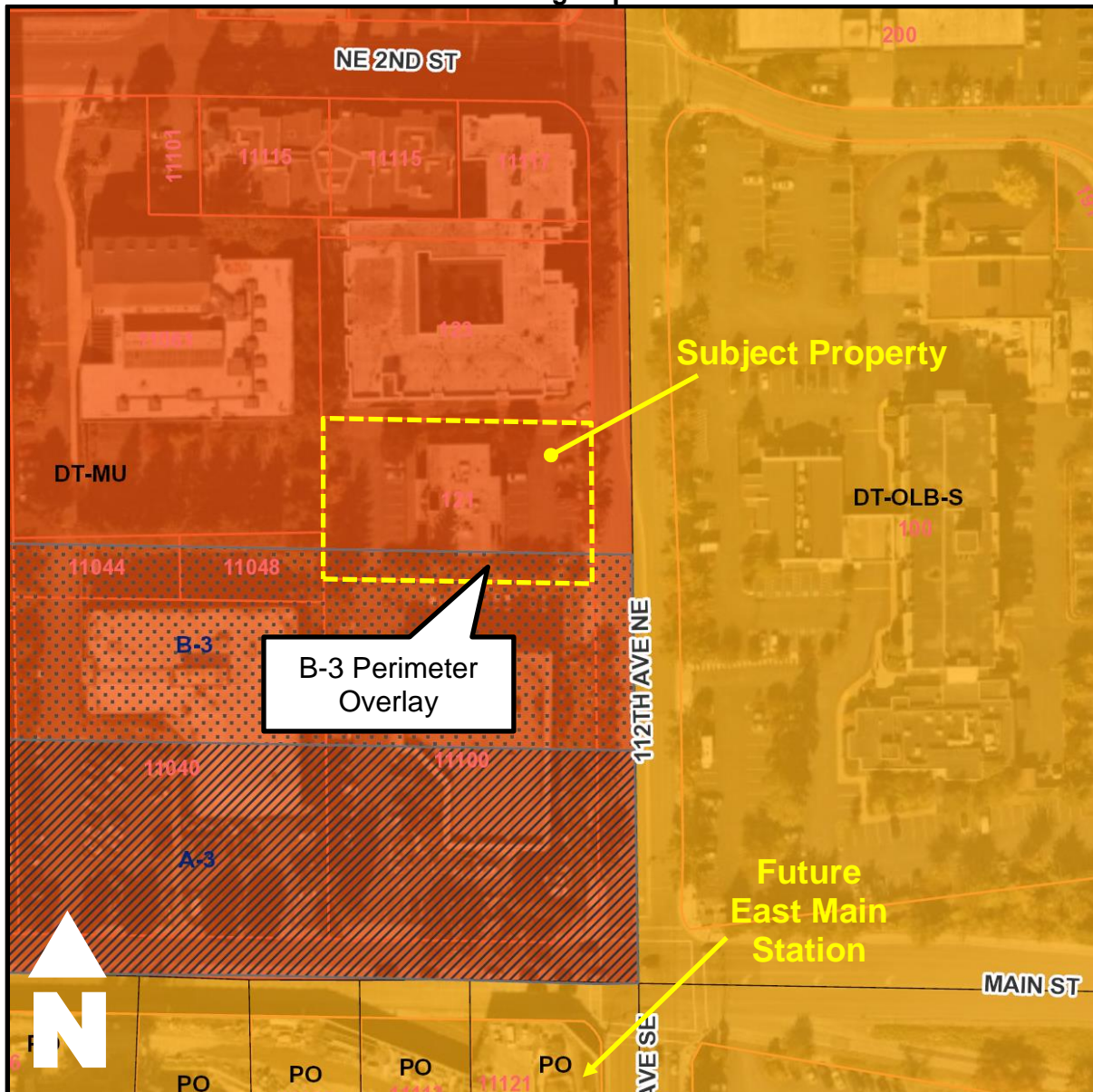
The property is roughly rectangular in shape with slightly irregular angles and it has significant change in topography running east-west with about 20 feet difference. The site's east side along 112th Avenue NE is the low point at about 76 feet elevation. Along the site's west the elevation is about 97 feet. From north to south, the site slopes downward approximately 2 feet.



B. Zoning

The site is in the Comprehensive Plan's Downtown Subarea. The site is zoned Downtown Mixed Use (DT-MU). The southern portion of the site, an approximately 20-foot wide strip of land along the south, is also in the B-3 Perimeter Overlay District. The purpose of the DT-MU District is to provide an area for a wide range of retail, office, residential, and support uses. Multiple uses are encouraged on individual sites, and in individual buildings, as well as broadly in the district as a whole. Perimeter Overlays typically differ from the underlying Land Use District regulations to provide an area for lower intensity development that provides a buffer between less intense uses outside Downtown and more intensively developed properties in Downtown. However, in the case of B-3 Perimeter Overlay, it provides for higher intensity development adjacent to the future East Main light rail station. The site is within the East Main neighborhood designated in the Comprehensive Plan and Downtown Land Use Code. This neighborhood is primarily office and multi-family residential developed in the 1990s.

Zoning Map



There is a mix of existing land uses surrounding the subject property. To the immediate north is the 6-story Excalibur Apartments. The subject property shares an access easement with the Excalibur Apartments along the northern portion of the subject property. To the west is the Bellevue First Congregational Church. To the west and south are several older low-rise office buildings and their associated surface parking lots. To the east, across 112th Avenue NE is the 6-story Sheraton Bellevue and its associated surface parking lots.

The portion of the site within the B-3 Overlay District offers a higher base and maximum FAR than the underlying DT-MU land use district. This higher FAR can only be realized within the portion of the site subject to the overlay. This results in the development being able to realize only a portion of the extra FAR offered by the overlay due to the parcel shape and size and how the B-3 overlay covers only a sliver of the site.

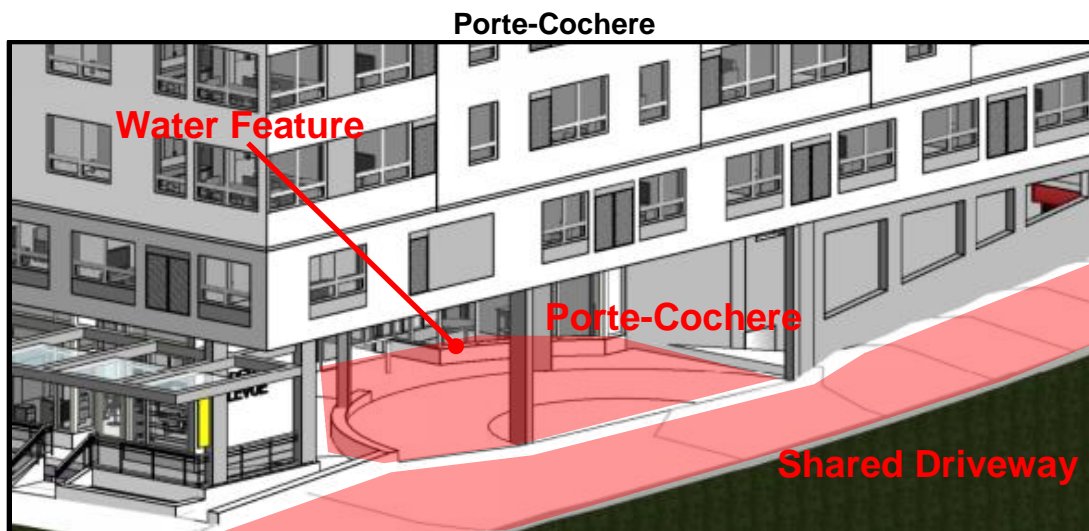
III. SITE AND BUILDING DESIGN

A. Site Design

Vehicular Access:

The existing vehicular access to the site off of 112th Avenue NE will be maintained. The vehicular access for the site is also shared by the Excalibur Apartments to the north, providing the apartment complex its only vehicular access into its parking garage. In the same way, the garage access for Holden comes from this shared access easement.

A porte-cochere in Holden's northeast corner provides for a passenger pick-up and drop-off area, as well as for resident shuttles. The porte-cochere provides for the main pedestrian entrance into the senior living facility. Vehicular access into the underground garage passes through the port-cochere. A small water feature in the porte-cochere will enhance the space and also serve to improve pedestrian safety. The water feature will occupy a space that loading and trash vehicle bumper overhangs might maneuver into. The water feature will clearly demarcate a space that pedestrians should stand free of.



Loading, Trash/Recycling, and Valet Parking:

Loading and trash/recycling will occur for Holden and the Excalibur Apartments within the shared access easement. The trash and recycling room for Holden is in the underground garage and will be hand carted up the garage ramp to the end of the access easement for garbage pickup. For loading, there is a door connecting the alleyway to the first floor's service areas to allow for some loading functions, but the door and hallway are narrow. Loading will mainly occur through this door, but if larger deliveries are made, they will have to enter the building through the main entrance in the porte-cochere or down the garage ramp. **Please refer to Condition of Approval regarding provisions for loading & solid waste/recycling collection facilities in section XII.C of this report.**

112th Avenue NE Streetscape Looking South

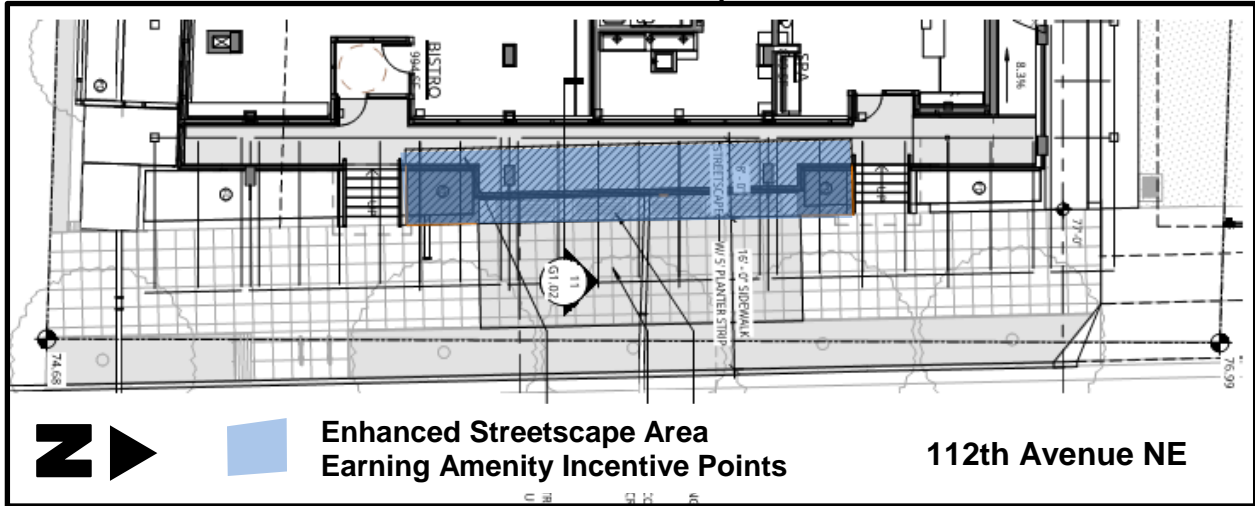


Streetscape:

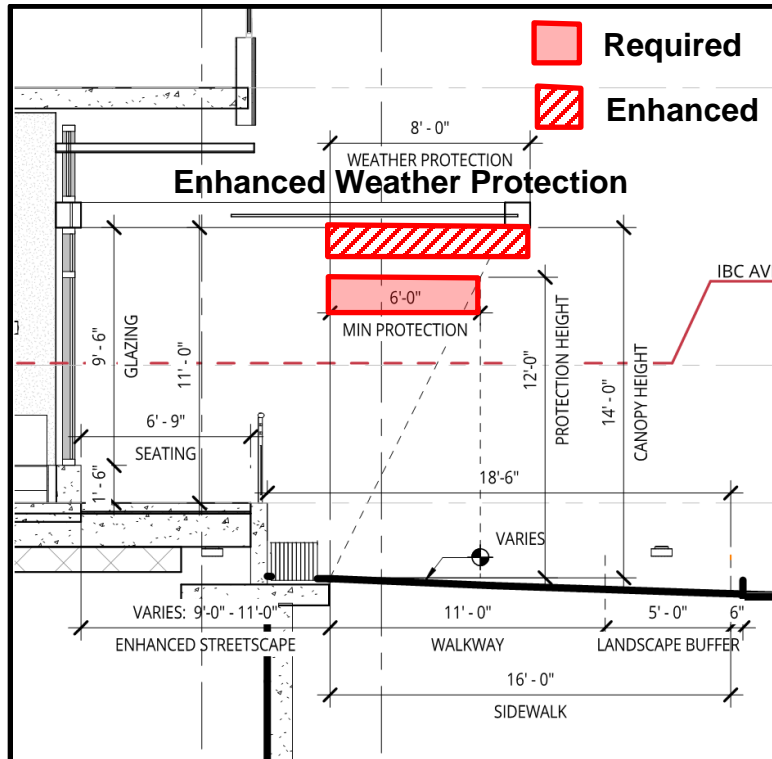
A 16-foot wide sidewalk is provided along 112th Avenue NE as required per LUC Figure 20.25A.090.A.1. Adjacent to the roadway, a continuous 5-foot wide planter strip includes 5 Scarlet Oak street trees, along with shrubs and ground cover. A small interruption (12-foot length) in this planter strip provides space for a bike rack and bench seating. The sidewalk is 11-foot wide with 2-foot x 2-foot scored concrete.

At the required public sidewalk level, a section of 2.5 -foot deep enhanced streetscape area is provided between two sets of steps providing access from the public sidewalk up into a small patio area that is between 2-3 feet up above the sidewalk. This publicly accessible enhanced streetscape area includes publicly accessible space at both the sidewalk level, and at the patio level as highlighted pink in the image below. This enhanced streetscape area has earned the project required Amenity Points as described in Section IV.B.1.B of this report. At the sidewalk level the enhanced streetscape provides space for several benches as well as integrated raised planters with small trees, shrubs, and groundcover. ADA access into the small patio area is provided from the public sidewalk at the north of the site. Weather protection is provided along the entire length of the building façade along 112th Avenue NE, at 8 foot depth and at a height of 12-14 feet. See Section IV.C regarding an Administrative Departure request for weather protection height. **Please refer to Condition of Approval regarding sidewalk and utility easements, and public access signage for patio in section XII.D of this report.**

Enhanced Streetscape Area



Weather Protection Section

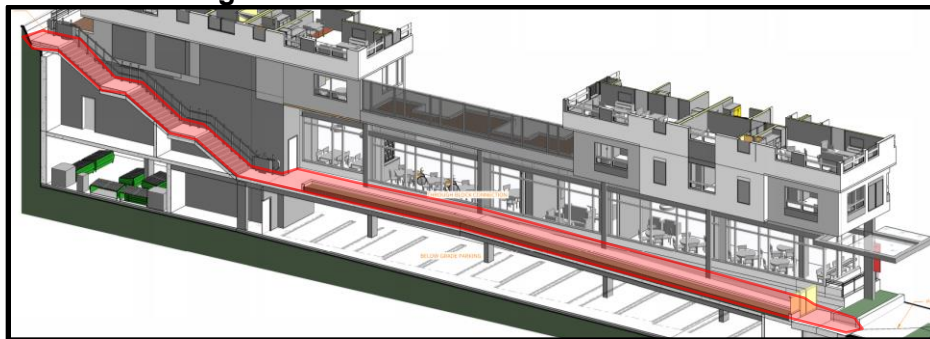


Through-Block Pedestrian Connection:

An east-west through-block pedestrian connection is required across the site in order to provide an opportunity for increased pedestrian movement through the superblock and to help reduce the scale of the superblock. This connection is a requirement of Land Use Code 20.25A.160.D. The design provides for a pedestrian only connection along the

southern edge of the site. The connection is provided from the eastern edge of the property along the public sidewalk on 112th Avenue NE and it continues west across the site up to the western edge of the Holden property's existing grade which is at approximately 18 feet above 112th Avenue NE. It ends in a hand rail at the edge of a rockery on the adjacent property. The remainder of the connection will be built across the properties to the west once those sites redevelop. At that time, the Holden site will be able to connect directly via the through-block pedestrian connection to 110th Avenue NE. The connection is required to be ADA accessible per LUC 20.25A.160.D.4.k. To satisfy this requirement, the design will provide an inclined platform lift and ADA-compliant grades.

Through-Block Connection View from Southeast



Since the facility will not connect to the adjacent properties until they redevelop, the applicant is being allowed to gate off access to the connection at the sidewalk on 112th for safety purposes. The gate is required to be removed once the abutting property to the west redevelops and a pedestrian connection out to 110th Avenue NE is possible. The through-block pedestrian connection is 13-feet wide along most of its length. Of the 13-feet, 6-feet is a concrete pedestrian pathway, 4-feet is a raised, integrated planter with trees, shrubs, and ground cover. The remaining 3-feet includes at-grade landscaping and a retaining wall separating the subject property from the property to the south. A portion of the retaining wall (about 360 square feet) will include climbing vines. Near the western edge of the property the connection narrows to 6-feet and rises approximately 18-feet up a series of steps and landings that also include the aforementioned chair lift. There will be no landscaping in this location. The eastern portion of the connection has a partial second floor building overhanging above. The through-block connection also serves to provide fire and rescue access and building egress. **Refer to Conditions of Approval regarding the pedestrian access easement for the through-block pedestrian connection, public access signage for the pedestrian through-block connection, and planting in right-of-way/streetscape/pedestrian through-block in Section XII.D of this report.**

B. Building Design

The building is 7-stories, measuring 69'11" in height with the mechanical equipment's penthouse extending up another 11'-6" to a total height of 81'-5". The materials are primarily fiber cement and glass with muted colors of grays, whites and blue-grays. The first floor is dominated by glass with a gracious overhead canopy helping to define the building base and delineate it from the residential uses above. Cedar wood soffits above the ground level soften the look and feel. The building's middle includes the second

through sixth floors and takes a minimalist approach with simple lines, colors and materials to distinguish it from the base. The top level sets in to create a distinct top to the building while projecting roof overhangs cap the building. The underside of the overhang has wood color soffits.

Rendering Looking Southwest



Building Uses:

The building includes a mix of uses. The ground floor includes two active uses fronting on 112th Avenue NE, a salon at the northeast corner and a bistro on the southeast. The remaining ground floor areas of the building includes the residential lobby for the assisted living and memory care uses as well as assisted living communal spaces. The second floor is reserved for memory care use and will be secured. This second floor includes the bedrooms as well as their communal spaces such as dining areas and living areas. There is also an outdoor courtyard for the memory care residents. The third through seventh floors will contain the assisted living units.

Parking:

A porte-cochere at the building's northeast provides for vehicular access down into the garage. One level of underground parking is provided with 43 total parking stalls. 21 of these stalls are compact (49%) as allowed under an Administrative Departure request per LUC 20.25A.080.F.2. Of the 43 parking stalls, two are ADA stalls and one is providing a vanpool/carpool space. Space for 13 bicycles is being provided in the garage as well. A 10-foot wide and 35-foot long loading space is being provided within the garage. The length of the loading space will be reduced from the required 55 feet to 35 feet as allowed under an Administrative Departure. The applicant is also seeking an Administrative Departure per LUC 20.25A.080.H to reduce the number of required

parking stalls for the residential and active uses from 59 stalls to 43 stalls or 27% less than required through the strict application of the parking requirements in LUC 20.25A.080.B. See further discussion of the parking below in Sections IV.A and a discussion regarding the Administrative Departure Requests in Section IV.C of this report.

East Elevation



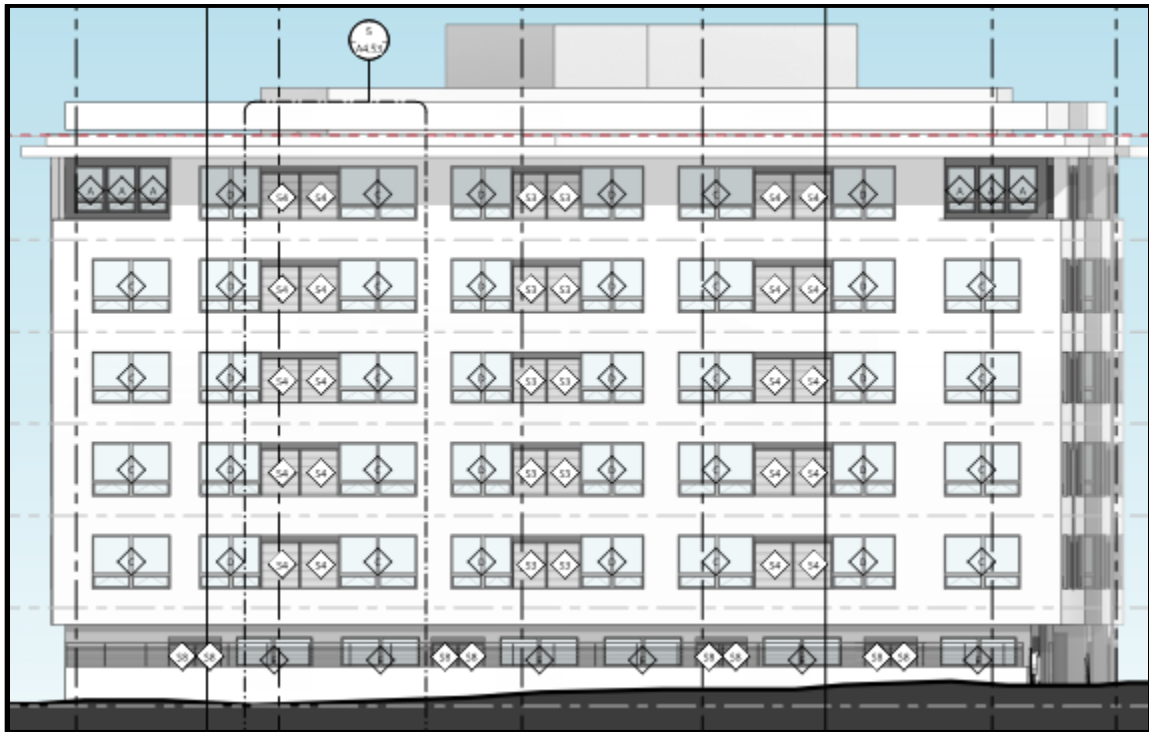
North Elevation



South Elevation



West Elevation

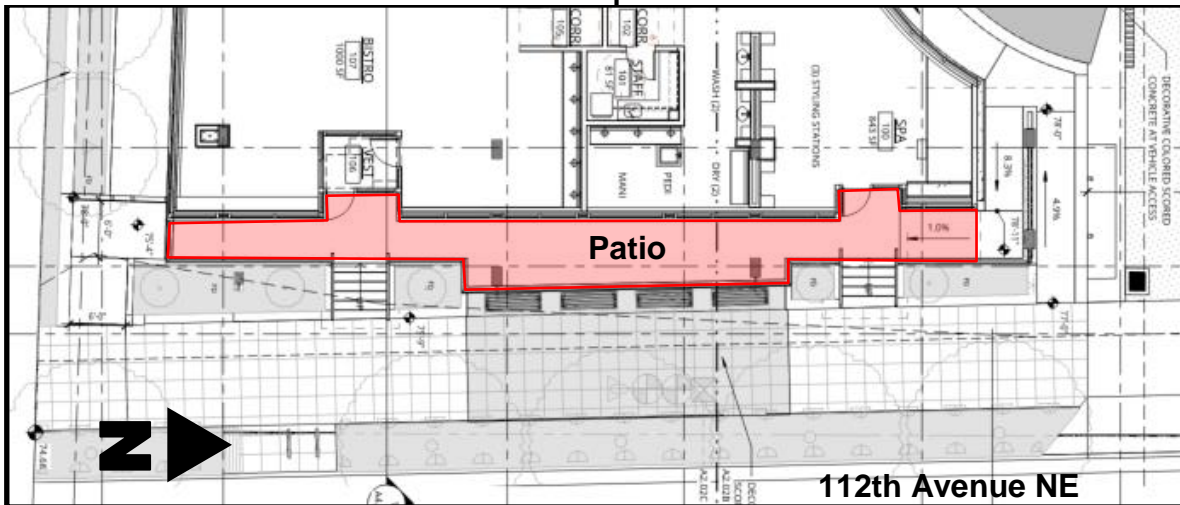


Ground Level:

The ground level of the building (first floor) connects to the public sidewalk along 112th Avenue NE via an outdoor patio area that is raised between 2-3 feet above the sidewalk. The patio varies in depth between 4 and 7 feet and is publicly accessible as it's Enhanced Streetscape that has earned the project Amenity Incentive Points. The patio is overhung by the building's floors above. The overhang is softened and lightened by the use of a cedar wood material on the soffit. The patio has three access points off the sidewalk. Two sets of stairs lining up with the first-floor entries of the two active uses

(salon and bistro), as well as an ADA ramp connecting the sidewalk at the northeast corner of the building. Each of these access points will include public access signs. The patio, besides offering direct entry into the active uses, will also serve as spill-out space for the bistro or other uses within the building. A metal and clear glass handrail will provide transparency and visual access between the public sidewalk and the ground floor uses. **Please refer to Condition of Approval regarding public access signage for patio in Section XII.D of this report.**

Patio Space

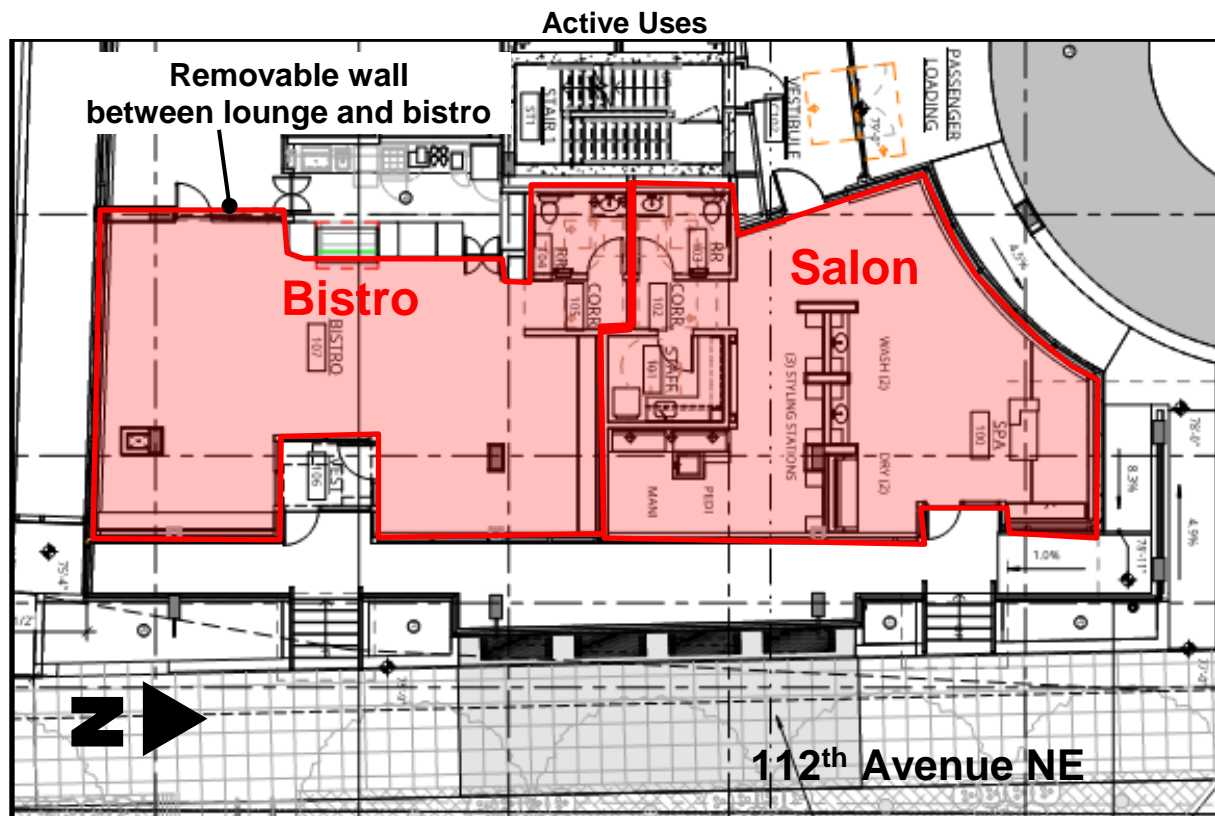


The ground floor uses along 112th are providing full transparency (clear glass) along the length of the façade. If measuring transparency applied to ground floor façade area, measured from 30 inches up to 8 feet above the patio level, the transparency is 96%.

View along 112th Avenue NE



The bistro space is 1,092 square feet and shares a (removable) wall with a lounge space for the senior living facility. The lounge will essentially allow for seating space that can be used by residents who purchase meals from the bistro. However, this lounge space is not leasable active use space since it is not included in the parking calculations and parking demand analysis as restaurant use, but rather as communal space for the assisted living facility. The salon space is 1,019 square feet and includes 3 styling stations. In total, the active uses occupy 2,111 square feet.



Second Floor:

The second floor contains all memory care related spaces. The second floor will be secured access and will include 26 beds. In addition, all the common areas to serve the memory care residents and their guests are housed on this floor. These include a living room, dining room, activity room, spa area and medical care room. An outdoor courtyard is also located on this floor to provide residents with outdoor gathering space. The courtyard is oriented on the south side of the building and overlooks the pedestrian through-block connection below it. The courtyard secures the residents from the sidewalk below with a wall consisting of an integrated raised planter with a 6-foot tall glass mounted on top. The courtyard includes plentiful landscaping including trees, shrubs, groundcover, a trellis with climbing vine, and a small canopy over a portion of the courtyard with a green roof system sitting on the canopy. Benches and wood decking further soften the space.

3rd – 7th Floor:

These floors house the 110 assisted living units. Each floor includes units and a communal laundry room, administrative office space, a medical care room, and janitorial/storage space.

Roof and Mechanical:

The roof doesn't include any gathering spaces. Mechanical equipment is located on the roof, along with two elevator overruns and a set of stairs. The mechanical and appurtenances are all housed in two penthouses due to the building having two elevators. The equipment extends a total of 11'-6" above the roof or to a height of 81'-6". The penthouse's materials match the larger building design. They consist of gray fiber

cement panels. In addition, all kitchen exhaust and any other exhaust that contains smoke, odors, steam or heat is not allowed to vent onto the pedestrians on the first and second floors. **Please refer to Conditions of Approval regarding mechanical exhaust and mechanical equipment screening in Section XII.C of this report.**

Signage:

For any signage, a separate sign permit is required. **Please refer to Condition of Approval regarding signs in Section XII.E of this report.**

IV. CONSISTENCY WITH LAND USE CODE/ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

Uses in Downtown are regulated by LUC 20.25A.050 (Land Use Charts). The proposed uses are all permitted:

- Nursing Home (memory care)
- Congregate Care Senior Housing (assisted living)
- Personal Service: Barber and Beauty (salon)
- Eating and Drinking Establishment (bistro)

Please refer to Condition of Approval regarding agreement to remain senior housing in Section XII.C of this report.

2. Dimensional Requirements

All applicable dimensional requirements of the Land Use Code will be met. Refer to the following chart for specific information, as well as Conditions of Approval and attached project plans.

Dimensional Requirements

Category	Required/Permitted	Proposed/Comments
Land Use Designation	Downtown-Mixed Use B-3 Perimeter Overlay	Downtown-Mixed Use 20,765 SF B-3 Perimeter Overlay 5,039 SF
Project Limit	No min/max	Total: 25,804 square feet (0.59 acres) DT-MU: 20,765 square feet B-3: 5,039 *Qualifies as "DT-Small Site"
Minimum Tower Setback above 80' Where Building Exceeds 100'	20 feet LUC Chart 20.25A.060.A.4	N/A, does not apply because building height less than 80 feet is not considered a 'tower'.
Maximum Floorplate above 40 feet	20,000 gross square feet LUC chart 20.25A.060.A.4	16,808 gross square feet Meets requirement
Maximum Floor Plate Above 80'	13,500 square feet/floor LUC Chart 20.25A.060.A.4	N/A, does not apply because building height less than 80 feet.

Category	Required/Permitted	Proposed/Comments
Building Height	<p>DT-MU: 230 feet base 288 feet maximum 308 feet w/ mechanical</p> <p>B-3: N/A feet base 230 feet maximum 250 feet w/ mechanical</p> <p>LUC Chart 20.25A.060.A.4</p>	<p>69'-11" measured in both DT-MU and B-3</p> <p>*Measured from average finish grade of 84' 7"</p> <p>** Mechanical equipment penthouse is not included in the 69' 11" measurement. This penthouse extends 11'-6" above the roof, or up to 81'6". Please refer to Conditions of Approval regarding mechanical exhaust and mechanical equipment screening in Section XII.C of this report.</p> <p>Meets requirement</p>
Floor Area Ratio (FAR)	<p>DT-MU: (residential) 4.5 base 5.0 maximum</p> <p>B-3 Overlay (residential) 6.3 base 7.0 maximum</p> <p>LUC Chart 20.25A.060.A.4</p>	<p>DT-MU (residential) 4.68 FAR</p> <p>B-3 Overlay (residential) 2.73 FAR</p> <p>Meets requirement</p> <p>See Section IV.B.1 below for additional discussion of FAR and gross floor area.</p>
Gross Floor Area (GFA)	<p>DT-MU @ 5.0 FAR: 103,820 GFA</p> <p>B-3 @ 7.0 FAR: 35,273 GFA</p> <p>LUC Chart 20.25A.060.A.4</p> <p>Exempt Active Use square footage from GFA: Up to 25,804 GFA (up to 1.0 FAR)</p> <p>LUC 20.25A.070.C.1</p>	<p>DT-MU: 97,181 GFA</p> <p>B-3: 13,759 GFA</p> <p>Meets requirement</p> <p>Exempt Active Use square footage from GFA: 1,092 GFA bistro 1,019 GFA salon</p> <p>Meets requirement</p> <p>See Section IV.B.1 below for additional discussion of FAR and gross floor area.</p>
Lot Coverage	<p>100% (25,803 sf)</p> <p>LUC Chart 20.25A.060.A.4</p>	<p>54% (13,987 sf)</p> <p>Meets requirement</p>
Tower Separation Above 80' Where Building Exceeds 100'	<p>60 feet</p> <p>LUC Chart 20.25A.060.A.4</p>	<p>N/A, building height less than 100 feet</p> <p>Meets requirement</p>

Category	Required/Permitted	Proposed/Comments
Base Building Height	230 feet LUC Chart 20.25A.060.A.4	N/A, building height less than 230 feet Meets requirement
Trigger for Additional Height	230 feet LUC Chart 20.25A.060.A.4	N/A, building height less than 230 feet Meets requirement
Sidewalk Widths/Planter Strip 112 th Avenue NE	16 feet (total) minimum (includes a 5-foot wide planter strip and 11-foot wide sidewalk) 5-foot (planter strip) minimum LUC 20.25A.090	16 feet 5-foot wide (planter strip) 11-foot wide sidewalk 2.5 foot-wide enhanced streetscape* *Enhanced streetscape between portions of the required 16-foot sidewalk and the building's elevated patio provides 2.5 feet of horizontal space for benches and landscaping. Meets requirement
Street Trees 112 th Avenue NE	Quercus coccinia 'Scarlet Oak' Spacing maximum 30 feet on-center LUC 20.25A.090.A	Quercus coccinia 'Scarlet Oak' By spacing trees at 20 feet on-center (closer than the maximum allowed 30-feet on-center) the design results in 2 extra trees. Meets requirement

Category	Required/Permitted	Proposed/Comments
Recycling & Solid Waste	<u>Residential:</u> 1.5 square feet/unit (136 units x 1.5 = 204 square feet) <u>Retail:</u> 5 square feet/1,000 gsf (1,843 gsf x .005 = 10 square feet) <u>Total Required</u> = 214 square feet LUC 20.20.725	Total = 749 square foot room See additional discussion in Section III.A above. <u>Please refer to Condition of Approval regarding provisions for Loading & Solid Waste/Recycling Collection Facilities in Section XII.C of this report.</u> Meets requirement
Parking Nursing Home 26 beds Congregate Care 110 units Residential Total Restaurant (Bistro) 1,000 square feet Personal Services with Fixed Stations (Salon) 3 stations	0.4/bed min (11 stalls) 0.8/bed max (22 stalls) 0.33/unit min (37 stalls) 1.0/unit max (110 stalls) 48 stalls or 0.35 stalls/unit (48/136) 10/1,000 net SF (10 stalls) 20/1,000 net SF (20 stalls) 1.0/station minimum (2 stalls) 1.5/station maximum (4.5 stalls)	5 stalls or 0.20 stalls/unit (5/26) 28 stalls or 0.25 stalls/unit (28/110) 33 stalls or 0.24 stalls/unit (33/136) 6 stalls 3 stalls Meets requirement The applicant is providing one more stall than their parking analysis says they should provide (43 rather than 42) *Applicant is requesting an Administrative Departure per LUC 20.25A.080.H to reduce the required parking for restaurant and the nursing home and congregare care residential uses. Refer to further analysis in this section IV C below regarding this Administrative Departure Request and Attachment G Parking Analysis memo.
Bicycle Parking	1 stall/10 residential units = 10 stalls LUC 20.25A.080.G	13 stalls for 136 units Meets requirement

Category	Required/Permitted	Proposed/Comments
Compact Parking	65% maximum = 28 stalls LUC 20.25A.080.F.2	21 compact = 49% (21/43 stalls) 21 compact, 22 standard *Applicant is requesting an Administrative Departure per 20.25A.080.H to allow for compact parking.
Loading Area	One off-street 10'x55' space, or other as approved by Director LUC 20.20.590.K.4	One 10'x30' loading space internal to garage, additional space in off-street shared access easement outside fire lane. See additional discussion in Section III.A above. Applicant is requesting an Administrative Departure per LUC 20.25A.080.H to reduce loading space length to provide space for an SU-30. Refer to analysis in Section IV.C below regarding this Administrative Departure Request. <u>Please refer to Condition of Approval regarding provisions for Loading & Solid Waste/Recycling Collection Facilities in Section XII.C of this report.</u> Meets requirement

B. Special Requirements

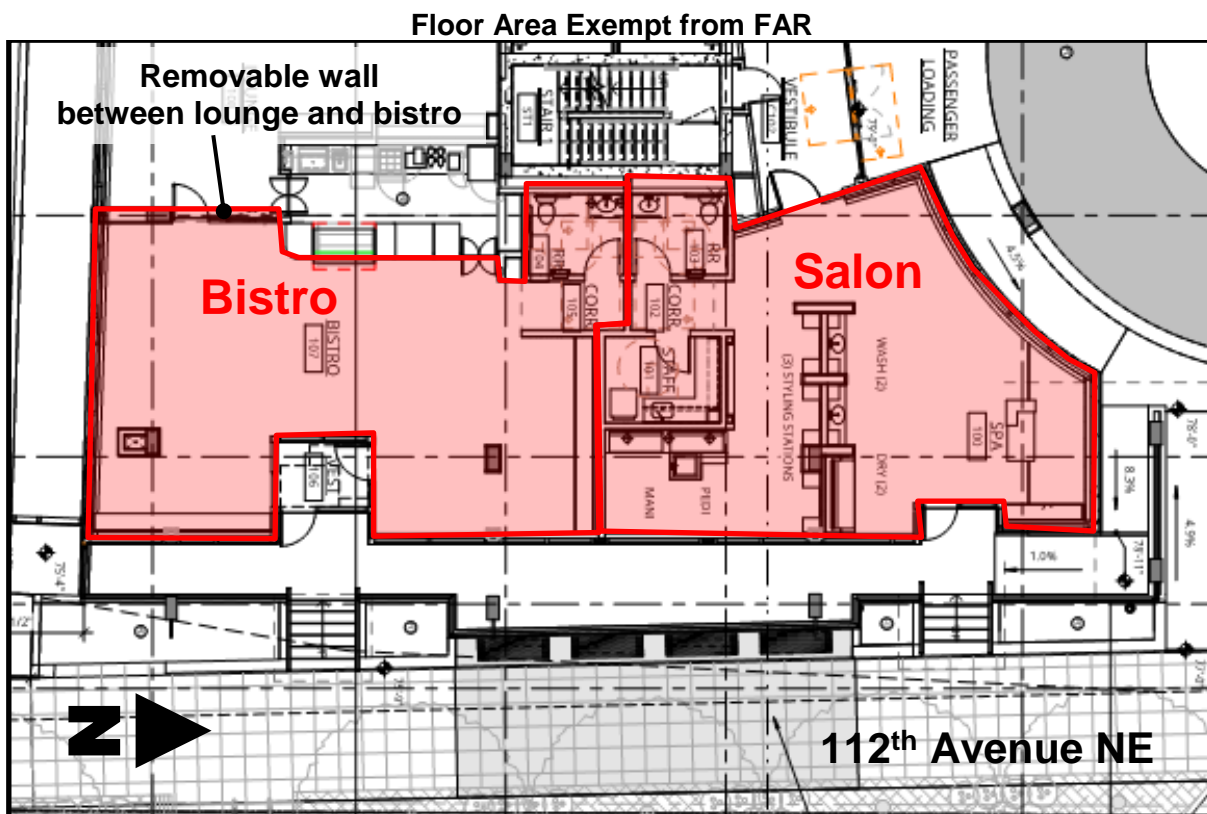
1. Floor Area Ratio (FAR) and Amenity Incentive System

A. FAR Exemption and Ground Level Active Uses

- Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for “Pedestrian Corridor/High Streets – “A” Rights-of-Way” shall be eligible for an exemption from calculation of the floor area of up to 1.0 FAR per LUC 20.25A.070.C.1.a.
- The applicant has provided 1,092 gross square feet of the Eating and

Drinking Establishment (bistro) and 1,019 gross square feet of the Personal Service: Barber and Beauty (salon) that meet the requirements to be considered exempt. Therefore, **2,111 gross square feet** may be exempted from the overall gross floor area for FAR for the project. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest, and transparency. The applicant is requesting an Administrative Departure to reduce the transparency from 75% to 67%. Refer to Section IV.C below for how the proposal has met the departure criteria.

- See Project Plans sheets G1.02 and G1.03 for further information.



B. Amenity Incentive System Calculations

1. FAR – DNTN-MU Land Use District

Site Area: 20,764 SF

Overall Proposed GFA: 99,292 GFA

Exempt GFA: 2,111 GFA

Proposed GFA for FAR: 97,181

GFA for FAR = 4.7 FAR (97,181 divided by 20,764)

Base FAR/Proposed FAR:

Base FAR = 4.5 FAR (20,764 x 4.5 = 93,438)

Proposed FAR: 4.7 FAR (97,181 divided by 20,764 = 4.7)

FAR above the Base FAR: 3,743 (97,181 – 93,438)

Base Building Height/Proposed Building Height:

Base Building Height: 230 feet
 Proposed Building Height: 69'-11"

Within the DT-MU portion of the site, the proposal does not exceed the Base Building Height of 230 feet. However, it does exceed Base FAR of 4.5 by 3,743 GSF. Therefore, per LUC 20.25A.070.D.2, the applicant is required to provide **3,743 amenity points** for the portion of the building in DNTN-MU.

Required FAR Amenity Points to Earn: 3,743

2. FAR – B-3 Overlay in DNTN-MU Land Use District

Site Area: 5,039 SF
 Proposed GFA: 13,759 GFA
 Exempt GFA: 0
 Proposed GFA for FAR: 13,759

Base FAR/Proposed FAR:

Base FAR = 6.3 FAR (5,039 x 6.3 = 31,746)
 Proposed FAR = 2.7 FAR (13,759 divided by 5,039 = 2.7)
 Proposed FAR of 2.7 does not exceed the Base FAR of 6.3

Base Building Height/Proposed Building Height:

Base Building Height: 230 feet
 Proposed Building Height: 69'-11"

Within the B-3 Overlay portion of the site, the proposal does not exceed the Base FAR of 6.3 FAR nor the Base Building Height of 230 feet. Therefore, **no FAR amenity points are required** for the B-3 portion of the proposal.

3. FAR Amenity Points

The following FAR amenity points will be provided by this proposal. Because this site is 'DT - Small Site', the applicant may utilize any combination of amenity incentive points from the standard list to earn the required amenity points per LUC 20.25A.070.D.2.b.

The applicant is proposing a combination of Enhanced Streetscape and In-Lieu Fee amenities. 70% of the amenity incentive points will be earned by providing an Enhanced Streetscape. The Enhanced Streetscape will provide improvements to the Downtown's open space.

FAR Amenity	Amount Provided	Bonus Ratio in East Main Neighborhood	Amenity Points Provided
Enhanced Streetscape	375 SF	7.0;1 (measured in square feet)	2,625

Fee In-Lieu	1,118 points	\$29.88/point	\$33,405.84
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* Up to 50% of a project's required amenity incentive points may be in-lieu fees. At the time of this design review approval (2019), the Downtown fees are currently \$29.88 per amenity point. The in-lieu fee rate is reviewed annually, and in-lieu fees are collected at the time of building permit issuance. The in-lieu fee payments is based on the 2019 fees and may be adjusted if the building permit is not issued in 2019.

Please refer to Condition of Approval regarding in-lieu fees for FAR amenity in Section XII.C of this report.

4. Recording

Subject to LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project (3,743 square feet earned and used onsite), and the amount of bonus floor area to be utilized on site for that project shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. Therefore, a condition is included in Section XIII of this report requiring that the applicant record a copy of the approved bonus point calculations, project drawings (sheets G1.02 and G1.03) and conditions of this Design Review approval. **Please refer to Condition of Approval regarding bonus system recording in Section XII.D of this report**

2. Green and Sustainability Factor

- The site is a "Downtown-Small Site" which requires a Green and Sustainability Factor score of 0.25 per LUC 20.25A.120. The proposal provides a score of 0.251. Please see the attached Project Plans (sheets L3.00 and L3.01) for the Green and Sustainability Factor Worksheet and accompany diagrams.
- The project achieves the required score by providing:
 - Landscaped areas (including some at sidewalk grade) are the primary means, and the shrubs, trees associated with these landscaped areas.
 - Providing a small green roof structure above the second-floor courtyard.
 - Providing three different green walls along the building's north, south, and west sides.
 - Native or drought-tolerant plants.
 - Public bike racks.

3. Landscaping

- A 16-foot sidewalk along 112th Avenue NE with 5-foot landscaping strip is required and being provided. The applicant is voluntarily providing 2 extra street trees by spacing them at 20 feet on-center (closer than the maximum allowed 30-feet on-center) along with the required shrubs and groundcover.
- In addition, landscaping is being provided along portions of the pedestrian through-block connection.

- **Please refer to Conditions of Approval regarding landscape installation assurance device, landscape maintenance device, planting in right-of-way/streetscape, and planting strip/right-of-way irrigation in Section XII.D of this report.**

C. Administrative Departures

Please refer to the attached Administrative Departure Requests (Attachment C) for additional information for each of the 5 requests detailed below.

1. Parking Reduction - Request to reduce required parking for Congregate Care, Nursing Home and Restaurant Uses:

- The applicant provided analysis to support a reduction in required parking for the A) congregate care (110 units), B) nursing home use (26 beds), and C) restaurant use (1,092 square feet).
- The congregate care reduction is supported by analysis of actual parking demand at three similar sites in Seattle. These sites each had an actual demand of 0.25 stalls/unit.
- The nursing home reduction is supported by a proportional reduction in the stalls supporting the nursing home use based upon the ITE Parking Generation rates proportional reduction between assisted living and congregate care units. The actual parking demand for the 3 locations cited above included both congregate care and nursing home uses but could not separate out the two uses, so a proportional reduction methodology was used. The ITE rate for congregate care is about 25% less than the ITE rate for assisted living. The analysis applied this 25% reduction to the actual parking demand rate of 0.25 stalls/unit for congregate care. The result is a derived actual parking demand of 0.20 stalls/bed for congregate care.
- The restaurant use (bistro) reduction is supported by the ITE Parking Generation's rate of 5.55 vehicles per 1,000 gross floor area for High Turnover Restaurant in urban areas.
- See additional analysis in the Dimensional Requirements table in Section IV.A of this report.
- See the attached Parking Analysis memo for additional information.

Decision Criteria:

- The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**
Finding: The proposal for this site is financially more viable given the several site constraints discussed in the report including small size of the parcel, the steep topography, shared access easement on the north, and required pedestrian through-block connection along the south (General Elements Land Use policy #LU-3). The proposed land use pattern promotes walking in order to increase public health (General Elements Land Use policy #LU-35).
- The resulting design will be more consistent with the purpose and intent of the Land Use Code; and**
Finding: The design is consistent with the intent of the Land Use Code

which allows parking reductions based on a parking analysis. In this the applicant has demonstrated support for a lower demand for parking by the residents who exhibit a lower demand for parking by the senior population and their visitors (LUC 20.25A.080.H).

- iii. **The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and**
Finding: The design provides the minimum parking necessary to support the uses as described in the analysis above.
 - iv. **Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or**
Finding: The parking analysis provided by the applicant provides sufficient analysis to support their request (LUC 20.25A.080.H.1.a and b).
 - v. **The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.**
Finding: Not applicable, the project does not have a Development Agreement.
2. **Build-to Line – Request to increase the Build-to Line’s distance between the required sidewalk and building face to between 9 and 11 feet rather than the required 0 feet:**
- LUC 20.25A.020.A “DT-Build-To Line” requires buildings to be constructed at the back of the required sidewalk unless it is designated otherwise by the Director through an Administrative Departure.
 - The applicant requests a Build-To Line setback between 9 and 11 feet from the required sidewalk. This would enable modulation of building mass in a manner that accommodates expansion of ground level public space and more activated streetscape - the design of the area behind the Build-To line includes resting areas, landscaping, bistro dining tables, and canopies. Such a setback would facilitate the inclusion of an accessible route to the primary building entry, enhance access to and compliments the mid-block pedestrian connection, and fosters a more inviting street level experience for building residents, retail patrons, and passersby. Portions of the setback qualify for bonus FAR under the ‘enhanced streetscape’ amenity incentive system.

Decision Criteria:

- i. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**
Finding: The proposal enables a small site to be developable given the small acreage, steep topography, and fixed horizontal and vertical points due to the northern shared access easement. Without the patio, the internal floor plan would need to be broken into different levels connected by long internal ramps within the small building which may be technically possible, but practically would reduce the viability of the proposal. The design provides the most direct ADA access into actives uses, and provides a public open space for residents and the public (Downtown Subarea policy #DT-35, #39.1).
- ii. **The resulting design will be more consistent with the purpose and**

intent of the Land Use Code; and

Finding: The design is more consistent with the intent of the Land Use Code which supports convenient ADA access into the building along public sidewalks, which is especially relevant at a senior living facility. The design provides the minimum building setback necessary to support a publicly accessible patio that will enhance the streetscape along 112th Avenue NE.

iii. **The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and**

Finding: The design provides the minimum vertical and horizontal depth for the patio to make up the grade differences.

iv. **Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or**

Finding: Not applicable.

v. **The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.**

Finding: Not applicable. The project does not have a Development Agreement.

3. Canopy Height – Request to increase the canopy height to 14-feet:

- LUC 20.25A.170.A.2.b.viii requires a maximum height of 12 feet for weather protection.
- The applicant requests an increase of weather protection height of up to 14-feet above finished grade along a portion of the project frontage along 112th Avenue NE. A maximum 14-foot canopy height allows the project to better address the grade changes between the sidewalk and the enhanced streetscape. The canopy is approximately 12 feet above the public sidewalk at the north, and 14 feet above the public sidewalk at the south. This same canopy covers a portion of the patio which is raised to allow ADA access into the active uses due to the site's grade change.
- The grade change exists due to a slope along the street frontage with topography dropping as you travel south along 112th Avenue NE. The site can't be levelled off to remove this grade change as a shared access easement along the project's north limits this option.
- The LUC has a minimum of 6' of depth for weather protection, while the design will provide a minimum of 8' of depth so that the weather protection extends out proportionately to the requested height increase. The result is pedestrians will be provided as much protection as with a LUC-compliant 12-foot high (6-foot deep) canopy.
- The active uses along 112th can't be broken up internally to respond to the grade changes due to their needing to connect internally to the porte-cochere and the impossibility of ramps internal to the building due to its small size.

Decision Criteria:

i. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

Finding: The proposed design, allows for a better visual connection between the public sidewalk and the active uses, and vice versa due to

the necessary raised patio space “making up” the grade as discussed in the above Departure Request. This approach is supported by the Downtown Design Guidelines for streetscape which encourage visual access between the public sidewalk, publicly accessible spaces, and active uses internal to the building.

ii. **The resulting design will be more consistent with the purpose and intent of the Land Use Code; and**

Finding: The design is more consistent with the intent of the Land Use Code which supports attractive and usable public open spaces. Without this allowed raising of the canopy height, the patio area would feel confined and the active uses would lose more access to sunlight. The space will especially be utilized by senior residents and their visitors who may have reduced option for accessing public open space, so this design improvement is critical.

iii. **The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and**

Finding: The design provides the minimum necessary additional height for the canopy. The additional horizontal depth also improves the functionality of the canopy for weather protection.

iv. **Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or**

Finding: Not applicable.

v. **The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.**

Finding: Not applicable. The project does not have a Development Agreement.

4. **Loading Stall – Request to reduce loading stall length from 55 feet down to 30 feet:**

- LUC 20.20.590.K.4.b.i requires an onsite loading space to be a minimum of 10 feet wide and 55 feet long.
- The applicant requests a reduction in the loading space length to 30 feet. Based on the services required for this community, all deliveries can be served by SU-30 or smaller delivery vehicles. Staff will actively manage deliveries and parking to avoid potential conflicts.
- The provision of an off-street access easement provides enough space for larger vehicles, although these are not anticipated.

Decision Criteria:

i. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

Finding: The proposed use does not require large sized trucks anticipated by the Land Use Code’s general loading space requirements.

ii. **The resulting design will be more consistent with the purpose and intent of the Land Use Code; and**

Finding: The proposed loading space size is sufficient for any potential loading needs. In addition, most loading is proposed to take place in a private access easement.

iii. **The modification is the minimum reasonably necessary to achieve**

the Comprehensive Plan objective or Land Use Code intent; and
Finding: The design provides the minimum necessary anticipated loading space size.

- iv. **Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or**
Finding: Not applicable.
- v. **The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.**
Finding: Not applicable. The project does not have a Development Agreement.

5. Compact Parking – Request to allow compact parking stalls:

- The proposal is to allow 49% compact stalls (21 stalls).

Decision Criteria:

- i. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**
Finding: The proposed design allows for reduced space for cars, and design flexibility on this small site.
- ii. **The resulting design will be more consistent with the purpose and intent of the Land Use Code; and**
Finding: The design is consistent with the intent of the LUC which allows for compact parking.
- iii. **The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and**
Finding: The design provides the minimum necessary number of compact stalls given the proposed design.
- iv. **Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or**
Finding: Not applicable.
- v. **The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.**
Finding: Not applicable. The project does not have a Development Agreement.

V. PUBLIC NOTICE AND COMMENT

Staff received no written comments from the public regarding this project. A public meeting was held August 16, 2018 in City Hall. No members of the public attended. The meeting was noticed on August 09, 2018 in the weekly permit bulletin. Additionally, there were no written comments submitted to the City regarding this proposal.

VI. TECHNICAL REVIEW

A. Addressing

The proposed Holden of Bellevue assisted living facility will share the parcel address of 121 112TH AVE NE (AFN 6391600000). The two retail spaces will be addressed as follows:

- 115 112TH AVE NE (Bistro)
- 119 112TH AVE NE (Salon)

Note, permitting related to these commercial spaces will need to use the addresses that are assigned. The spaces will not be allowed to use suite numbers with the 121 112TH address. The final addresses will depend upon the final building configurations. A change to the building's egress may require readdressing. **Refer to Condition of Approval regarding addressing of buildings in Section XII.D of this report.**

B. Utility Department

Water

The water supply for this site will be provided from the existing 8" water main located in 112th Ave NE off the 400 water pressure zone. Flow modeling shows the fire flow to this area is approximately 3,000 gpm.

Sewer

The City of Bellevue Utilities has adequate capacity for providing sanitary sewer for this proposal. The site will connect to the existing 18" sewer main located in 112th Ave NE.

Storm Drainage

The proposal will not increase the rate of runoff of storm water leaving the site. The City of Bellevue Surface Water Engineering Standards provide adequate requirements for this proposal.

The storm drainage system proposed provides adequate mitigation for storm water and meets the requirements outlined in the Bellevue Code and the Storm & Surface Water Engineering Standards. **Please refer to Conditions of Approval regarding utilities conceptual approval in section XII.A of this report.**

C. Clearing and Grading

The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of the design review application. **Please refer to Condition of Approval regarding clearing and grading permit required in section XII.A of this report.**

D. Fire Department

The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the 2015 International Fire Code, 2015 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon and limited to the information presented on drawings and/or materials received in our office. The Fire Department can approve the application, subject to conditions, including the alley between this building and the building to the North shall be marked as a fire lane in accordance with Bellevue Fire Department standards. FDC shall be within 100' of a fire hydrant. **Please refer to Conditions of Approval regarding Fire in Section XII of this report.**

E. Building Department

The plans submitted for architectural design review dated June 8, 2018, have not been sufficiently developed for a thorough review under the 2015 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue. Complete review will occur under the Building permit application(s) in accordance with the codes in effect at the time of complete application. The following comments are preliminary in nature and are not intended to be all-inclusive or imply approval.

The plans generally conform to the level of detail typical at this stage in the design process. The following items are required to be addressed in the development of the plans for building permit.

1. This project is comprised of a single five-story type VA building housing an I-1, condition 2 occupancy over a two-story type IA podium, housing S-2 parking. The 2015 IBC allows for this condition to be treated as two separate and distinct buildings for determining area limitations, continuity of firewalls, limitation of stories and types of construction. It is recommended that separate permits be applied for each building. In addition, the project may require a shoring permit (BV) and smoke control permit(FH). These permits should be applied for as soon as possible to avoid delays in the project.
2. Provide a site plan showing the spot elevations around the building used in determining the average grade plane. Show the tabulation of elevations used in this determination. This project may be considered for more than one AGP. Show the average grade plane on all elevations and sections.
3. Show dimensions to property lines, assumed lot lines and other FSD dimensions on the site plan.
4. At least one accessible route within a site is required to be provided from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrances served. The drawings are not currently developed to a sufficient level for us to determine if accessible route requirements are met. Building permit drawings and documents are required to demonstrate that accessible route requirements will be met. IBC 1104.1 **Please refer to Condition of Approval regarding accessible routes in Section XII.C of this report.**
5. Accessibility shall be in conformance with Chapter 11 of the IBC and the current edition of ICC ANSI A117.1.
6. Van and standard accessible parking spaces should be designed and located as close as possible to the accessible building entrances. Min. height for van parking 98". The number of required parking spaces will also need to be approved by the Land Use Division. **Please refer to Condition of Approval regarding van vertical clearance in Section XII.C of this report.**
7. Verify and secure all easements and agreements for access, utilities and construction.

8. Building openings and opening protection shall be per IBC 705.8 based on the fire separation distance and degree of opening protection. **Please refer to Condition of Approval regarding building openings in Section XII.C of this report.**

F. Transportation Department

Project Summary

The proposed project is located north of Main Street, south of NE 2nd Street on the west side of 112th Avenue NE.

The existing site had one 2-story building. The existing building to be demolished was a 6,124 square foot dental office and is estimated to have generated 16 p.m. peak hour trips.

The new project proposes to construct one 7-story building with 136 dwelling units of Congregate Care/Assisted Living (Memory Care), High Turnover Restaurant (Bistro), and Miscellaneous Retail (Salon). The proposed uses are estimated to generate 31 p.m. peak hour trips leading to 15 net new p.m. peak hour trips.

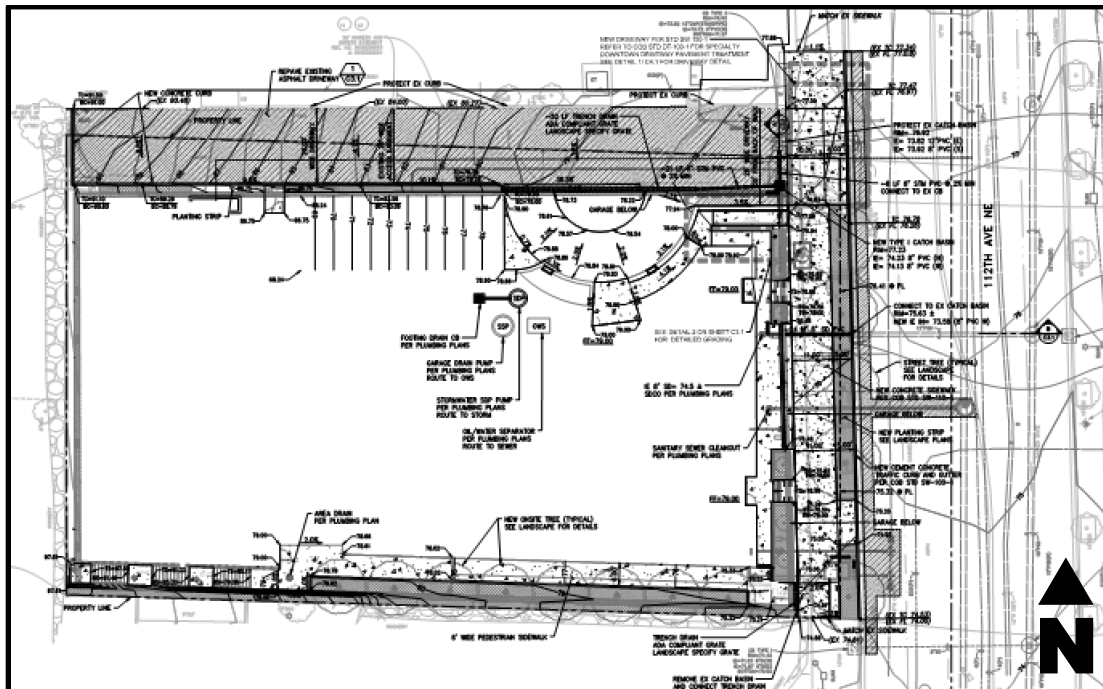
Site Vehicle Access

The existing site access is through a 19-ft wide access driveway onto 112th Avenue NE and is restricted to right-turn in/right-turn out. An existing private road on the north side of the property lies within a 20-ft access easement and is shared with the property to the north.

The proposed project will reconstruct the existing access driveway to the minimum width of 26-ft for a commercial driveway. The 26-ft driveway width will be maintained for 30-ft from the back of the driveway approach into the private road, and the remainder of the private road will be contained in the existing easement. The existing private access easement will be required to expand southwards farther into the Holden site to accommodate the widened access. The existing turn restrictions onto 112th Avenue NE will remain.

The proposed access will support all vehicular access including deliveries and garbage to be accommodated on-site without backing onto the public road. On-street loading will not be allowed or permitted. Truck turning movements for SU-30, garbage truck and passenger vehicles were verified with Auto-Turn diagrams.

Site Plan



Site Pedestrian Access

The existing site provides pedestrian access through the sidewalk along 112th Avenue NE on the east side of the site. The existing sidewalk is approximately 12.5-ft wide including tree pits.

The proposed development is required to construct a minimum 16-foot wide sidewalk, including 5-foot wide landscape planter, on 112th Avenue NE adjacent to the site. If the sidewalk transition construction extends onto the neighboring property to the north, a sidewalk and utility easement will also be required from that parcel.

The proposed development is also required to provide an east-west through-block pedestrian connection on the south side of the site from 112th Avenue NE to the back of the property line for future connection by the property to the west.

Street Lighting

Street Lighting Analysis was completed by the applicant. The existing roadway photometric light levels along the project frontage on 112th Avenue NE were evaluated for the full roadway width. There are 3 existing street lights within the vicinity of the project site, none along the property frontage. The existing light levels meet the City's current light level standards. No additional street lighting is required for this project.

Sight Distance

Sight distance for vehicles and pedestrians at the proposed driveway were evaluated and shown to meet the City's standards. The sight distance analysis is documented in the Holden of Bellevue Level 1 Traffic Report Memorandum.

Street Improvements

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

Improvements are required for this project along 112th Avenue NE. These include a wider driveway approach, replacement of curb and gutter, and widened sidewalk, and an added planter strip.

Any construction in the public right-of-way, including construction access from this site, will require a Right-of-Way Use permit for the project.

Please refer to Conditions of Approval regarding civil engineering plans – transportation, building and site plans – transportation, and street frontage improvements in Sections XII.B, C, and D (respectively) of this report.

1. Sidewalk is required on 112th Avenue NE with a minimum width of 16 feet, including 5-foot wide landscape planter.
2. New concrete curb and gutter is required, replacing the existing curb and gutter.
3. A minimum 26-foot wide commercial driveway approach is required for the site access. This entrance must meet vehicle and pedestrian sight distance requirements per the Design Manual.
4. 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 safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be

- met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.
5. No new building structure or garage shall be constructed under a street right of way or existing public 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.
 6. To the extent 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. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
 7. 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.
 8. 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 drawings. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
 9. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement.

Easements

The City currently holds one slope easement on the east side of the parcel. This easement must be relinquished following the City's process and prior to the issuance of the Clearing and Grading permit.

A sidewalk and utility easement is required for the improvements on 112th Avenue NE to contain all public improvements to the back of the sidewalk. And a public access easement is required for the east-west through-block connection on the south side of the property.

Please refer to Conditions of Approval regarding a slope easement, existing easements, and sidewalk and utility easements in Sections XII.B, C, and D (respectively) of this report.

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.

Please refer to Conditions of Approval regarding holiday construction and traffic restrictions in Section XII.A of this report.

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.

Please refer to Conditions of Approval regarding right-of-way use permit in section XII.B of this report.

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 project, 112th Avenue NE is classified as Grind and Overlay Restoration required. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

Please refer Condition of Approval regarding pavement restoration in Section XII.D of this report.

VII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. The Environmental Checklist together with information provided below (and in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review approval. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of the *2016-2027 Transportation Facilities Plan Final Environmental Impact Statement (TFP EIS)*, dated December 2015. This document is available in the Records Office at City Hall, 450 110th Avenue NE. Transportation-related impacts associated with this project are consistent with the potential projected impacts analyzed within this document.

Adverse impacts which are less than significant are subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Sec. 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A. NOISE

Exterior 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 9.18.020.C.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 the scheduled 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 uses. **Please refer to Condition of Approval regarding noise and construction hours and use of best available noise abatement technology in Section XII.A of this report.**

Interior Noise Levels: The Bellevue City Code, BCC 9.18.045B, limits interior noise levels within residential structures to 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. Special construction is generally necessary to meet these thresholds. The applicant is required to submit certification by an acoustical consultant prior to Building plan approval that the construction methods and materials for the residential units will meet this threshold. If the threshold is exceeded, then noise attenuation measures will be required to be incorporated into the building design. Once construction is complete, noise levels are required to be measured inside a random sample of units to ensure sleeping areas do not exceed the 40 dBA threshold. **Please refer to Conditions of Approval regarding certification by a noise consultant and noise levels/measurement in sleeping areas prior to issuance of any certificate of occupancy in Section XII.C and D of this report.**

B. AIR QUALITY

During construction, emissions to the air will be released by construction vehicles and heavy equipment. Following construction, emissions from residents' vehicles will be released.

Construction would temporarily increase dust and vehicle emissions near the construction area. Mitigation will include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off. Construction vehicles will be fitted with required, factory-installed emission control devices. To reduce the potential of dust, construction accesses will be covered with rock or aggregate. Dust emissions will also be reduced during construction through the use of spray water as necessary during dry weather conditions and planting disturbed areas with erosion control seed mix as soon as is practical. Material stockpiles will also be covered or watered as necessary to control dust. These are standard practices imposed on the Clearing & Grading permit. (Bellevue City Code 23.76)

Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads. **Please refer to Condition of Approval regarding air pollution from construction vehicles and equipment in Section XII.B of this report.**

C. LIGHT AND GLARE

Potential light and glare impacts could extend to adjacent residential units and businesses that operate after dark, in addition to vehicular/pedestrian traffic along adjacent streets. In order to mitigate potential impacts to adjacent vehicular

drivers/businesses/residents, any light source emitting from the project area shall incorporate cutoff shields and be designed so as not to provide light and glare and spillover offsite. **Please refer to Condition of Approval regarding light and glare in Section XII.D of this report.**

D. TRANSPORTATION

Long Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 2027 have been addressed in the City's 2016 – 2027 Transportation Facilities Plan FEIS Addendum. The impacts of growth that are projected to occur within the City by 2027 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's 2016 - 2027 Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. Holden of Bellevue lies within MMA #3, which has a 2027 total growth projection of 4,645 dwelling units of Multi-Family, 4,086,043 square feet of office development, 1,595,183 square feet of retail development, and 694,200 square feet of other Land Use development. This development proposes 136 dwelling units of Congregate Care/Assisted Living, 1000 square feet of High Turnover Restaurant, and 900 square feet of Miscellaneous Retail. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan FEIS Addendum.

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.

The Holden of Bellevue development will generate approximately 15 new p.m. peak hour trips; therefore, concurrency is not required for this project.

Short Term Operational Impacts and Mitigation

The applicant's traffic consultant, Transpo group, prepared the Holden of Bellevue Level 1 Traffic Report Memorandum, dated December 5, 2018. Operational impacts analyzed included sight distance for vehicles and pedestrian, and truck turning movements. With 15 new p.m. peak hour trips, no short-term traffic impacts are expected, and no traffic mitigation is required. Frontage improvements are required on 112th Avenue NE, which will include the installation of new sidewalk and planter strip, to improve pedestrian access to the development.

VIII. CHANGES TO PROPOSAL

1. An ADA-compliant pedestrian through block connection was provided across the property.

2. Two additional street trees were provided above the required three trees.
3. A bicycle rack and bench seating were provided in the sidewalk area.
4. The porte-cochere was added to allow for improved vehicular movements.
5. A column was removed in the porte-cochere that would've caused difficulty in maneuvering for drivers.
6. 8-foot deep weather protection was provided rather than 6-foot deep, as part of an Administrative Departure to allow the weather protection higher up, at up to 14' height rather than 12', due to change in grade north-south along the building's frontage.
7. The weather protection was switched from opaque metal to clear glass to allow additional sunlight onto the sidewalk and into the patio area.
8. Benches were added along the "enhanced streetscape" portion of sidewalk.
9. A portion of the low concrete wall between the public sidewalk and the patio was removed to increase visual access from the required sidewalk into the active uses on the ground floor.

IX. DOWNTOWN DESIGN GUIDELINES AND DECISION CRITERIA

Design Review Criteria and Design Guidelines

The proposal adheres to the Downtown Design Guidelines as detailed in LUC 20.25A.150-180. Please see Attachment F "Downtown Design Guidelines" for a detailed narrative of how the proposal adheres to these guidelines. If modifications are made to this design review application, the applicant will be required to provide documentation of said change by either amending this Design Review application or via the Land Use Exemption (LUX) process. Compliance will be required to the LUC in effect. **Please see Condition of Approval regarding modifications to this Design Review in section XII.A of this report.**

X. DESIGN REVIEW DECISION CRITERIA (LUC 20.30F)

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

A. The proposal is consistent with the Comprehensive Plan.

- Finding:** The proposal is consistent with Comprehensive Plan policies.
- i. The proposal will provide senior housing located strategically within Downtown to take full advantage of adjacent uses, transportation infrastructure, and services (General Elements Housing policy #HO-2).
 - ii. The proposal provides active use along 100% of its street frontage along 112th Avenue NE where currently none exists, which will serve not only this building, but the wider neighborhood (General Elements Land Use policy #21).
 - iii. The proposal will provide a wider public sidewalk with more landscaping and amenities than exist today (General Elements Urban Design policy #UD-65).

- iv. The proposal provides public open spaces (patio, enhanced streetscape) that don't exist in this part of Downtown (General Elements Urban Design policy #UD-58).
- v. The proposal breaks down the "superblocks" of Downtown with the pedestrian through-block connection along the south (Downtown Subarea policy #S-DT-144).

See Attachment D "Comprehensive Plan Policies" for a written narrative regarding how the proposal has complied with the applicable Comprehensive Plan policies.

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

Finding: The tables and information in Section IV of this report summarize the applicable requirements and analyze the proposed project for consistency with the applicable requirements. The proposal complies with all Land Use Code requirements including but not limited to building height, lot coverage, floor area ratio, sidewalks, parking, loading, and trash and recycling. The proposal also meets the Administrative Departure Decision Criteria as detailed in Section IV.C above.

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

Finding: The proposal addresses the intent of all applicable design guidelines.

- i. **Context:**
 - The project aims to mimic the scale and style of the surrounding buildings by proposing a mid-rise building similar to the neighboring projects and by continuing the street wall developed on the site to the north, with improvements required by the current Land Use Code.
 - The project fronts along 112th Avenue NE with close access to the Downtown Transit Center and two future light rail stations, as well as bus routes.
 - The project provides publicly accessible open space, and a patio and weather protection that maximizes sunlight into the space, the public sidewalk, and active uses within the building.
- ii. **Organization**
 - A shared access easement on the north minimizes curb cuts on 112th Avenue NE.
 - Direct pedestrian access is provided into the building's active uses via a patio.
 - A pedestrian through-block connection is provided along the south.
 - A elevated patio provides publicly accessible space along the project's frontage and will activate the street.
- iii. **Streetscape**
 - The ground floor uses along 112th Avenue NE are 100% active use and 100% transparent.
 - Weather protection is provided along the entire building façade's length.
- iv. **Building**
 - At ground level, the building is primarily glass to enhanced a

connection between the building and public sidewalk.

- The weather protection along the public sidewalk is clear glass to increase sunlight.
- The soffit above the patio and porte-cochere has wood to soften the building's feel.
- Expressed columns at the street frontage help visually break up the building mass, and create interest.
- The top level of the building is differentiated from the middle by setting in and providing projecting roof overhangs.

Refer to Attachment F of this report for a written narrative regarding how the design guidelines and criteria have been addressed to meet their purpose and intent.

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

Finding: The proposal is compatible with the existing and intended character of development within this neighborhood of downtown. The building height and massing is similar to existing nearby development. The colors, and materials are similar to and work well with the existing nearby development. The proposed design's quality and character is compatible with that envisioned by the City's vision, policies, and Land Use Code design guidelines for development within the Downtown Subarea.

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

Finding: The proposal site will be served by adequate public facilities including streets, fire protection and utilities. The subject site currently has access to water, sewer and electrical services. For further discussion, see technical reviews by Transportation, Fire and Utilities in Section VI of this report.

XI. DECISION

After conducting the various administrative reviews associated with this proposal including applicable land use consistency, City Code and Standard compliance reviews, and SEPA review, the Director of the Development Services Department does hereby **APPROVE WITH CONDITIONS** the subject proposal which includes Design Review and SEPA threshold determination.

XII. CONDITIONS OF APPROVAL

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES: The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to the following:

Applicable Codes, Standards, and Ordinances
Clearing and Grading Code - BCC 23.76

Reviewer
Savina Uzunow 425/452-7860

Transportation Code - BCC 14.60	Randa Kiriakos	425/452-2569
Right-of-Way Use Code - BCC 14.30	Tim Stever	425/425-4294
Utilities Code - BCC Title 24	Lori Santo	425/452-6828
Construction Codes - BCC Title 23	Bob Snyder	425/452-4475
Land Use Code - BCC Title 20	Faheem Darab	425/452-2731
Sign Code - BCC Title 22B	"	
Noise Control - BCC 9.18	"	
Fire Code - BCC 23.11	Sean Nichols	425/452-2926
Transportation Code – BCC 14.02	Jami Fairleigh	425/452-4310

A. GENERAL CONDITIONS

1. 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, Transportation/Right-of-Way

2. Utilities Conceptual Approval

Utility Department approval of the design review application is based on the final conceptual design submitted with this application. Small changes to the site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Utility Developer Extension Agreement (DEA) and Utilities Permit Processes. A water, sewer and storm Developer Extension Agreement will be required for the project. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit. Public and private Easements for water, sewer and storm water facilities will be required where applicable.

AUTHORITY: BCC 24.02, 24.04, 24.06
REVIEWER: Lori Santo, Utilities

3. Clearing and Grading Permit Required

The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of the design review application. Approval of this design review does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval, and must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76).

AUTHORITY: BCC 23.76.035
REVIEWER: Savina Uzunow, Clearing and Grading

4. Noise and Construction Hours

The project is subject to normal construction hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday, which are not Federal holidays. Construction noise is prohibited on all Sundays and Federal holidays. Posting of construction hours is required. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020.C.1&2 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. To vary construction noise hours, the applicant shall apply for a noise permit that must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such requests may be required to include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

AUTHORITY: BCC 9.18.020.C and 9.18.040
REVIEWER: Faheem Darab, Land Use

5. Design Review Modifications

Any modification to this approval shall be documented as an Amendment to this Design Review OR as an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Any modification of the project design must be reviewed for consistency with the design intent as stated in Section III of this report. Conditions of Approval run for the life of the project.

AUTHORITY: LUC 20.30F.175
REVIEWER: Faheem Darab, Land Use

6. Fire

- a) The alley between this building and the building to the North shall be marked as a fire lane in accordance with Bellevue Fire Department standards.
- b) FDC shall be within 100' of a fire hydrant.

AUTHORITY: IFC 503, Chapter 9
REVIEWER: Sean Nichols, Fire

B. PRIOR TO ISSUANCE OF A CLEARING AND GRADING PERMIT

7. 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) Trench restoration on public streets.
- i) 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 shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

AUTHORITY: BCC 11.70 & 14.30
REVIEWER: Tim Stever, Transportation/Right-of-Way

8. Air Pollution from Construction Vehicles and Equipment

Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads.

AUTHORITY: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655
REVIEWER: Faheem Darab, Land Use

9. Use of Best Available Noise Abatement Technology

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: Faheem Darab, Land Use

10. 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.

Engineering and construction details must be shown on the civil engineering plans submitted to the clearing and grading permit. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans. During construction, city inspectors may require additional survey work at any time to confirm proper elevations. The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans.

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) Sidewalk on 112th Avenue NE with a minimum width of 16 feet, including 5-foot wide landscape planter.
- b) New concrete curb and gutter.
- c) A minimum 26-foot wide commercial driveway approach at the site access. This entrance must meet vehicle and pedestrian sight distance requirements per the Design Manual.
- d) Traffic signs and markings.
- e) Installation or relocation of streetlights and related equipment.
- f) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
- g) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. 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.
- h) Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalk. Driveway grade must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- i) Location of fixed objects in the sidewalk or near the driveway approach in accordance with the Transportation Design Manual.
- j) Trench restoration within any right of way or access easement.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act

REVIEWER: Randa Kiriakos, Transportation

11. Slope Easement

The City currently holds a slope easement on the east side of the parcel. This easement must be relinquished following the City's process and prior to the issuance of the Clearing and Grading permit.

AUTHORITY: BCC 14.60.100

REVIEWER: Randa Kiriakos, Transportation

C. PRIOR TO ISSUANCE OF ANY BUILDING PERMIT

12. Accessible Routes

At least one accessible route is required to be provided from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrances served. Building permit drawings are required to demonstrate that these requirements will be met.

AUTHORITY: IBC 1104.1
REVIEWER: Bob Snyder, Building

13. Van Vertical Clearance

A vertical clearance of 98 inches minimum is required to be provided at the following locations: parking spaces for vans, the access aisles serving parking spaces for vans, and the vehicular routes serving parking spaces for vans. Building permit drawings and documents are required to demonstrate that these requirements will be met.

AUTHORITY: IBC 1106; ICC A117.1-09, 502.6
REVIEWER: Bob Snyder, Building

14. Building Openings

Building openings and opening protection shall be per IBC 705.8 based on the fire separation distance and degree of opening protection. Building plans shall show and dimension the fire separation distance from all property lines and assumed property lines. Drawings shall indicate a tabulation of opening percentages per elevation per floor. Note that the unprotected sprinklered building condition is limited to NFPA 13 systems per IBC 903.1.1.

AUTHORITY: IBC 705.8, 602
REVIEWER: Bob Snyder, Building

15. Provisions for Loading & Solid Waste/Recycling Collection Facilities

Prior to the issuance of any building permit, the applicant shall provide a written document demonstrating that Republic Services (City's waste hauler service) has been contacted and has approved the proposed access to the recycling and solid waste collection areas for this development. In addition, all pick-up functions will be handled on-site within the shared access easement and all rights-of-way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items. On-street loading and unloading will not be permitted. Trash and recycling bins will be stored within the underground parking garage. Bins will be toted into the shared access easement outside the fire lane on pick-up day, serviced, and replaced back within the garage on the same day.

AUTHORITY: LUC 20.20.590.K.4, 20.20.725, BCC 14.60.180
REVIEWER: Randa Kiriakos, Transportation
Faheem Darab, Land Use

16. Certification By Noise Consultant

Interior noise levels within residential structures are limited to 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. The applicant is required to submit certification by an

acoustical consultant prior to Building plan approval that the construction methods and materials for the residential units will meet these thresholds. In addition, the applicant shall provide certification by the acoustical consultant that the noise from mechanical exhaust fans will not exceed will not exceed 60 dBA anywhere along public sidewalks or other public walkways prior to the issuance of any mechanical permits.

AUTHORITY: BCC 9.18.045B, 9.18.30, and LUC 20.30F.145
REVIEWER: Faheem Darab, Land Use

17. Agreement to Remain Senior Housing

An agreement shall be recorded with the King County Recorder's Office and provided to the Director of Development Services' satisfaction restricting this structure to senior citizen dwellings, congregate care senior housing, or nursing home uses to remain for the life of the project.

AUTHORITY: LUC 20.25A.050.D note #1
REVIEWER: Faheem Darab, Land Use

18. Street Frontage Glazing

To ensure visibility from the sidewalk into street level spaces, clear (non-tinted, non-reflective) window glass shall be used on any portion of the first floor facade facing 112th Avenue NE. A sample of the glass shall be submitted to the Land Use Division of DSD for review and approval prior to building permit issuance.

The storefront windows for the commercial/service space shall not be obstructed with devices such as curtains, blinds, backs of display units, etc. to allow continuous visual access into the spaces.

AUTHORITY: LUC 20.25A.070.C.1.a, 20.25A.170.B.1.b
REVIEWER: Faheem Darab, Land Use

19. In-Lieu Fees for FAR Amenity

The applicant will meet the FAR Amenity Incentive System requirements through a combination of in-lieu fee payments and Enhanced Streetscape. The applicant shall pay the City in-lieu fees at the Building permit issuance. There are 1,118 required Fee In-Lieu points at \$29.88/point at the 2019 Downtown rate results in \$33,405.84 required in-lieu fee. The fee amount will be assessed at the time of Building permit issuance.

AUTHORITY: LUC 20.25A.070.D.2.c
REVIEWER: Faheem Darab, Land Use

20. Transportation Impact Fee

Payment of the traffic impact fee will be required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16
REVIEWER: Randa Kiriakos, Transportation

21. 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 on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: BCC 14.60.060; 110; 120; 150; 180; 181; 190; 240; 241
REVIEWER: Randa Kiriakos, Transportation

22. Existing Easements

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

AUTHORITY: BCC 14.60.100
REVIEWER: Tim Stever, Right-of-Way/Transportation

23. Mechanical Exhaust

All kitchen exhaust and any other exhaust that contains smoke, odors, steam or heat will not vent onto pedestrians on the first and second floors.

AUTHORITY: BCC 9.10.030.B and LUC 20.25A.130.D
REVIEWER: Faheem Darab, Land Use

24. Mechanical Equipment Screening

Mechanical penthouses shall be consistent with the design intent and finish materials of the main building, and as high, or higher than the equipment it screens. The screening material is gray fiber cement and is limited in height to 11'-6" above the roof for a total building height of 81'-6". Any changes require a Land Use Exemption.

AUTHORITY: LUC 20.25A.130
REVIEWER: Faheem Darab, Land Use

25. Light and Glare

In order to mitigate for potential impacts to adjacent properties, including other residents within the development, any exterior light source emitting from the project area shall be designed so as not to provide light and glare and spillover offsite. Cutoff shields shall be used.

AUTHORITY: LUC 20.20.522
REVIEWER: Faheem Darab, Land Use

26. Active Use Spaces on 112th Avenue NE

Active Uses are required along the full 112th Avenue NE streetscape facade. The applicant is providing Active Uses in this space and has sought and is achieving FAR exemption per LUC 20.25A.070.C.1. The location and square footage of the Active Use space shall be identified on the Building Permit drawings.

AUTHORITY: LUC 20.25A.070.C.1 Amenity Incentive System and FAR
Exemption
REVIEWER: Faheem Darab, Land Use

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY:

27. Addressing of Buildings

The applicant shall contact Jami Fairleigh, Information Technology Department, regarding the final addressing of each use. Addressing shall be approved by the Fire Department and Transportation Department.

AUTHORITY: Uniform Fire Code 505, BCC 14.02
REVIEWER: Jami Fairleigh, Information Technology

28. 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. Existing overhead lines must be relocated underground. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the City requires a delay.

AUTHORITY: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual, and Transportation Department Design Manual Standard Drawings.
REVIEWER: Randa Kiriakos, Transportation

29. Sidewalk and Utility Easements

The applicant shall provide sidewalk and utility easement to the City such that the sidewalks outside of the City right of way along the property frontage are located within a sidewalk and utility easement area.

AUTHORITY: BCC 14.60.100, LUC 20.25A.070.D.2.b
REVIEWER: Randa Kiriakos, Transportation
Faheem Darab, Land Use

30. Pedestrian Access Easement for the Through-Block Pedestrian Connection

The applicant shall record a pedestrian access easement for the east-west through-block pedestrian connection on the south side of the property to allow for 24-hour public pedestrian access. This written agreement must meet the satisfaction of the Development Services Department Director. In addition, a public access sign will eventually be required per Condition of Approval #31 below.

AUTHORITY: LUC 20.25A.160.D, BCC 22B

REVIEWER: Faheem Darab, Land Use
Randa Kiriakos, Transportation

31. Public Access Signage for Pedestrian Through-Block Connection

The pedestrian through-block connection will be gated until the connection is completed out to 110th Avenue NE, Upon the full completion of the pedestrian through-block connection out to 110th Avenue NE, a “Public Access” sign, as depicted in the Bellevue Wayfinding Manual, shall be placed at the 112th Avenue NE eastern terminus of the connection to clearly convey the message that the public is welcome along the pedestrian connection. A land use exemption will be required to place this sign.

AUTHORITY: LUC 20.25A.160
REVIEWER: Faheem Darab, Land Use

32. Public Access Signage for Patio

“Public Access” signs shall be located at each of the stairs and at the ADA access ramp leading to the patio along 112th Avenue NE as this area achieved FAR Amenity Points as Enhanced Streetscape which requires public access.

AUTHORITY: LUC 20.25A.070.D.2.b
REVIEWER: Faheem Darab, Land Use

33. Pavement Restoration

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:

Near the development site, 112th Avenue NE is classified as Grind and Overlay required. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

The extent of the required pavement restoration will be specified with the right-of-way permit for this project.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Tim Stever, Right-of-Way/Transportation

34. Noise Levels/Measurement in Sleeping Areas

Noise levels in sleeping areas shall not exceed 40 dBA. The applicant shall measure the noise levels in a random sample of the rooms and submit the findings to the City. If the maximum threshold is exceeded, additional noise mitigation will be required to meet the threshold prior to the issuance of an Occupancy Permit.

AUTHORITY: BCC 9.18.045.B and LUC 20.30F.145
REVIEWER: Faheem Darab, Land Use

35. Bonus System Recording

The applicant shall record a copy of the approved bonus point calculations, a statement that 100% of the project frontage shall remain active use, and the project drawings & conditions of this Design Review with the King County Records office.

AUTHORITY: LUC 20.25A.070.E
REVIEWER: Faheem Darab, Land Use

36. Landscape Installation Assurance Device

If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation, the applicant shall file with DSD a landscape installation assurance device equal to 150% of the cost of labor and materials for any landscaping that has not yet been installed.

AUTHORITY: LUC 20.40.490, 20.20.520.L
REVIEWER: Faheem Darab, Land Use

37. Landscape Maintenance Device

The applicant shall file with DSD a landscape maintenance assurance device for a one-year period from the date of final inspection in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

AUTHORITY: LUC 20.40.490
REVIEWER: Faheem Darab, Land Use

38. Parking for Active Uses, and Assisted Living/Memory Care Visitors

Prior to TCO, applicant shall submit plans of the parking garage to Land Use, identifying the exact location of the parking stalls to be assigned to the active uses and assisted living/memory care visitors and identify any conditions and/or restrictions for these spaces.

AUTHORITY: LUC 20.25A.080
REVIEWER: Faheem Darab, Land Use

39. Compact Parking Stalls

All compact stalls shall be marked as such and may not exceed 49% of the total number of stalls, or 21 stalls.

AUTHORITY: LUC 20.25A.080.F
REVIEWER: Faheem Darab, Land Use

40. Planting in Right-of-Way/Streetscape/Pedestrian Through-Block Connection

Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction. A Parks Department representative shall be on-site to inspect street trees **prior to planting** and **at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 at least 24 hours before planting to schedule the inspection.

AUTHORITY: LUC 20.25A.110.A.3, 20.20.520.K
REVIEWER: Tom Kuykendall, Parks
Faheem Darab, Land Use

41. Planting Strip/Right-of-Way Irrigation

The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter and controller that can be accessed 24 hours a day by the City of Bellevue. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation. Parks Department contacts are the following:

- * Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
- * Merryn Hearn, mhearn@bellevuewa.gov or (425) 452-4100

- No drip irrigation will be allowed within any City right-of-way.
- Schedule 40 irrigation pipe is required.
- There shall be a minimum 4-inch diameter sleeve under all new sidewalks and driveways.
- If the irrigated area exceeds 500 square feet then the landscape irrigation budgeting section of the Water Code applies.
- 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. As-built drawings shall be submitted to the City of Bellevue Parks Department and Land Use. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

AUTHORITY: BCC 24.02.205, LUC 20.25A.110.A.3
REVIEWER: Faheem Darab, Land Use
Tom Kuykendall, Parks

E. PRIOR TO ISSUANCE OF SIGN PERMITS

42. Signs

There are no implied approvals of proposed signage within this Design Review approval. A comprehensive sign package shall be submitted to the Development Services Department for review and approval through a Pre-Development Services (DC) application or a Sign Permit (SA) application. Contents shall include but are not limited to:

- Location
- Lighting
- Color Palette
- Materials
- Design Concept

Signage shall be the minimum necessary to convey information and shall be architecturally compatible and integrated with the building. Maximum letter and sign size shall be determined based on proposed location and other design criteria. Sign Code limitations are not a guaranteed maximum and cannot be exceeded. Final design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application.

No freestanding signs, cabinet signs or signs above the rooftop are permitted except as permitted in the Sign Code Bellevue City Code 22B.10

AUTHORITY: BCC 22B.10, LUC 20.25A.170.A.7
REVIEWER: Faheem Darab, Land Use

ATTACHMENTS

- A. Project Plans and Drawings
- B. FAR and Amenity Calculations (sheet G1.02)
- C. Administrative Departure Requests
 - Build-to Line
 - Canopy Height
 - Loading Stall
 - Parking Reduction
 - Compact Parking
- D. Comprehensive Plan Policies
- E. Downtown Design Guidelines (sheet G1.04)
- F. Republic Memo
- G. Parking Analysis memo
- H. Traffic Impact Analysis

HOLDEN OF BELLEVUE

121 112TH AVE NE, BELLEVUE, WA 98004

ADR CYCLE 2 CORRECTIONS



AMA TEAM

ARCHITECTURAL ANKROM MOISAN 1505 5TH AVE SUITE 300 SEATTLE, WA 98101 PRINCIPAL PROJECT MANAGER	PH: 206-576-1600 WWW.ANKROMMOISAN.COM JP EMERY 206-576-1627 MELINDA ROEPPEL 206-876-3062	MEP RUSHING 1725 WESTLAKE AVE N SEATTLE, WA 98109 M: ERIC VANDER MAY E: PETER RICHMOND P: JEFF LYNCH	PH: 506.285.7100 ERICV@RUSHINGCO.COM PETERR@RUSHINGCO.COM JEFFL@RUSHINGCO.COM	ACOUSTIC A3 ACOUSTICS 241 SOUTH LANDER ST SUITE 200 SEATTLE, WA 98134 MOHAMED AIT ALLAOUA	PH: 206.792.7796 MOHAMED@A2ACOUSTICS.COM	STRUCTURAL BYRONEN CARTER QUINN 820 JOHN ST #201 SEATTLE, WA 98109 NICK CARTER	PH: 206.264.7784 NVC@BCQ-SE.COM	LANDSCAPE FAZIO ASSOCIATES 102 NW CANAL ST SEATTLE, WA 98107 ROB FAZIO VIRGINIA WERNER	PH: 206.774.9490 ROB@FAZIOASSOCIATES.COM VIRGINIA@FAZIOASSOCIATES.COM	FOOD SERVICE DK DESIGN INC 20527 NE 150TH ST WOODINVILLE, WA 98077 DOUG KIMURA	PH: 425.881.8622 DOUGK@DKDESIGNINC.NET	ENVELOPE CROSS 2 DESIGN GROUP 2475 WESTLAKE AVE N #102 SEATTLE, WA 98109 AARON LEMCHEN	PH: 206.283.0972 ALEMCHEN@CROSS2DGC.COM	ENERGY MODEL RUSHING 1725 WESTLAKE AVE N SEATTLE, WA 98109 NATHAN MILLER	PH: 506.285.7100 NATHANM@RUSHINGCO.COM	SMOKE CONTROL ALLEN ENGINEERING, PLLC LYNNWOOD, WA TRAVIS E. ALLEN, PE	PH: 425.954.2050 TRAVIS@ALLENPE.COM
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OWNER TEAM

OWNER ALLIANCE RESIDENTIAL 1325 4TH AVE STE 1005 SEATTLE, WA 98101 JEREMIAH JOLICOEUR EVAN LAWLER	JJOLICOEUR@ALLRES.CO.COM 206-330-0616 ELAWLER@ALLRES.CO.COM 206-567-7230	CIVIL/SURVEY BUSH, ROED, & HITCHINGS, INC. 2009 MINOR AVE EAST SEATTLE, WA 98102 MUIJIB KAMAWAL	PH: 206-323-4144 MUJIBK@BRHINC.COM	TRANSPORTATION TRANSPO GROUP 12131 113TH AVE NE SUITE 203 KIRKLAND WA, 98034 MIKE SWENSON KASSI LEINGANG	PH: 425.821.3665 MIKE.SWENSON@TRANSPGROUP.COM KASSI.LEINGANG@TRANSPGROUP.COM	SHORING GROUND SUPPORT 16932 WOODINVILLE-REDMOND RD #210 WOODINVILLE, WA 98072 JOHN BYRNE	JOHNBYRNE@GROUNDSUPPORT.COM	GEOTECH PANGEO 3213 EASTLAKE AVE EAST STE B SEATTLE, WA 98102 JON C REHKOPF	PH: 206-262.0370
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NOT FOR
CONSTRUCTION



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1505 5TH AVE, SUITE 300
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1014 HOWARD STREET
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T 415.252.7063

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HOLDEN OF BELLEVUE
121 112TH AVE NE
BELLEVUE, WA
ALLIANCE RESIDENTIAL

REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS
C	12/19/18	ADR CYCLE 2

COVER SHEET

ADR CYCLE 2
CORRECTIONS

DATE
12/19/2018

PROJECT NUMBER
180280

SHEET NUMBER

G0.00

UNIT SCHEDULE table with columns: NUMBER, TYPE, RESIDENT COUNT, REFERENCE UNIT, AREA, MINIMUM USABLE FLOOR SPACE PER WAC 388-78A-3020

UNIT SCHEDULE table with columns: NUMBER, TYPE, RESIDENT COUNT, REFERENCE UNIT, AREA, MINIMUM USABLE FLOOR SPACE PER WAC 388-78A-3020

UNIT ACCESSIBILITY CHART table with columns: UNIT TYPE, ACCESSIBLE PROVIDED, TYPE B PROVIDED, TOTAL, % OF TOTAL, ACCESSIBLE REQUIRED - 10% OF TOTAL UNITS

PER 1107.5.1.1, IN GROUP I-1 C2, AT LEAST 10%, BUT NOT LESS THAN ONE, OF THE DWELLING UNITS AND SLEEPING UNITS SHALL BE ACCESSIBLE.

PER WAC 388-78A-3010: SLEEPING ROOMS SHALL HAVE 80 OR MORE USABLE FLOOR SPACE IN A ONE PERSON SLEEPING ROOM. 70 OR MORE SF OF USABLE FLOOR SPACE PER INDIVIDUAL ON A ROOM OCCUPIED BY TWO OR MORE INDIVIDUALS.

TOTAL SF FOR PRIVATE APARTMENTS SHALL EQUAL OR EXCEED 220 SF EXCLUDING BATHROOM.

VICINITY MAP



PROJECT SITE INFORMATION

ADDRESS: 121 112TH AVE NE
PARCEL NUMBER(S): 639160-0010 (UNIT 1), 639160-0020 (UNIT 2), 639160-0030 (UNIT 3), 639160-0040 (UNIT 4), 639160-0050 (UNIT 5) AND 639160-0060 (UNIT 6)
PARCEL AREA: 25,804 SQUARE FEET
LEGAL DESCRIPTION: UNITS 1, 2, 3, 4, 5 AND 6, OF 121 DENTAL CENTER, A CONDOMINIUM RECORDED IN VOLUME 53 OF CONDOMINIUMS, PAGES 83 THROUGH 85, INCLUSIVE, ACCORDING TO THE DECLARATION THEREOF, RECORDED UNDER KING COUNTY RECORDING NO. 8105280655, AND ANY AMENDMENTS THERETO;

GENERAL PROJECT SUMMARY

PROPOSAL IS TO CONSTRUCT A 7 STORY ASSISTED LIVING AND MEMORY CARE COMMUNITY WITH AMENITY SPACES AND 1 STORY OF BELOW GRADE PARKING.
PROJECT WILL CONTAIN 136 ASSISTED LIVING UNITS, CONSISTING OF APPROXIMATELY 111,300 GSF.

PROJECT NARRATIVE

The proposed project is located at 121 112th Ave NE between Main St and 2nd St. The site is located within the downtown district, with a mixture of office buildings, retail, and single family residences to the south of Main St. There is a 6-story multi-family building to the North, a 3-story office building to the South and a surface parking lot to the West. The site currently has a 2-story medical office building.
Alliance Residential is proposing a new 136-unit memory care and assisted living facility on this site. This new development will enhance the neighborhood by project will enhance the neighborhood by promoting residential and employment opportunities while also providing for the greater need for supportive senior living. Additionally commercial space at the ground level and an enhanced streetscape will promote a more pedestrian-friendly environment. The site and surrounding neighborhood is zoned DT-MU (Downtown-Multiple Use) and approximately 24' feet on the southern part of the site is in the B3 Perimeter Overlay. The total parcel area is 25,804 SF. Base FAR of 4.5 and max FAR of 5.0 is allowed for the site. Portions of the site within the B3-Overlay have an allowed base FAR of 6.3 and max FAR of 7.0. The proposed gross building area is 120,300 SF. The proposed building is 7 stories in height with a 70'-0" height measured from average grade. The structure will consist of 5 levels of type VA wood construction over a 2-story, type IA concrete podium. The project will be fully sprinklered NFPA13
Vehicular access is located off of 112th Ave NE. An access easement along the north side of the site provides vehicular access to passenger drop-off and below grade parking and loading. Commercial spaces are located along the 112th Ave NE street frontage. The main common activity areas are located on the 1st floor. Memory care units are located on level 2 around a central courtyard with assisted living units on levels 3-7.

DELEGATED DESIGN/DEFERRED SUBMITTALS

- 03 30 00 - Cast-in Place Concrete, for concrete forming
03 38 00 - Post-Tensioned Concrete
05 51 00 - Metal Stairs
06 17 33 - Wood Joists
06 17 53 - Wood Plate Truss
07 81 00 - Applied Fireproofing for fireproof protection to framing and metal deck systems
07 84 00 - Firestopping
09 51 00 - Acoustical Ceilings, for ceiling suspension system
10 12 23 - Interior Signage
10 14 19 - Exterior Signage
14 21 00 - Electric Traction Elevators
Division 21 - Fire-Suppression Elevators
Division 22 - Plumbing Systems including equipment seismic bracing
Division 23 - Mechanical Systems including equipment seismic bracing
Division 26 - Electrical Systems including equipment seismic bracing and low voltage design
Division 28 - Fire Detection and Alarm, for fire and smoke detectors and interconnecting devices
Section 32 84 23 - Underground Sprinklers

PLUMBING FIXTURE REVIEW - LEVEL 1 table with columns: LEVEL 1, NAME, MALE OCCUPANTS, FEMALE OCCUPANTS, MALE WC REQ'D, FEMALE WC REQUIRED, MALE LAV REQ'D, FEMALE LAV REQ'D, TUB/SHOWER REQ'D, DRINK FOUNTAIN, OTHER REQ'D

NOT FOR CONSTRUCTION

Ankrom Moisan logo and contact information: 38 NORTHWEST DAVIS, SUITE 300 PORTLAND, OR 97209 T 503.245.7100

HOLDEN OF BELLEVUE
121 112TH AVE NE
BELLEVUE, WA
ALLIANCE RESIDENTIAL

REVISION table with columns: REVISION, DATE, REASON FOR ISSUE

PROJECT INFORMATION
ADR CYCLE 1 CORRECTIONS
DATE 10/12/2018 PROJECT NUMBER 180280
SHEET NUMBER G0.01

SHEET INDEX

NOT FOR CONSTRUCTION

Table with columns: SHEET NUMBER, SHEET NAME, ADR SET - 05/19/2018, SD SET, 75% DD SET, 85% DD SET, ADR CORRECTIONS, 100% DD SET, ADR CYCLE 2. Rows include sections 00 GENERAL, 01 SURVEY, 02 CIVIL, 03 LANDSCAPE, 04 BUILDING ENVELOPE, 05 ARCHITECTURAL.

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HOLDEN OF BELLEVUE
121 112TH AVE NE
BELLEVUE, WA
ALLIANCE RESIDENTIAL

Table with columns: REVISION, DATE, REASON FOR ISSUE. Row: C, 12/19/18, ADR CYCLE 2

SHEET INDEX

ADR CYCLE 2
CORRECTIONS

Table with columns: DATE, PROJECT NUMBER. Row: 12/19/2018, 180280

SHEET NUMBER
G0.02

ZONING CODE SUMMARY

CODE: TITLE 20 BELLEVUE LAND USE CODE
SITE ADDRESS: 121 112TH AVE NE
ZONE: DT-MU
OVERLAY: B-3 PERIMETER OVERLAY

CODE SECTION	DESCRIPTION	NOTES																																										
20.10.370.A.3	ZONE DT-MU, DOWNTOWN MULTIPLE-USE DISTRICT																																											
20.20.590 PARKING, CIRCULATION AND WALKWAY REQUIREMENTS	<p>K.3.C. INTERNAL CIRCULATION DRIVEWAYS THAT DO NOT PROVIDE DIRECT ACCESS TO PARKING STALLS MUST BE A MIN OF 20 FEET WIDE FOR TWO-WAY TRAFFIC AND 15 FEET WIDE FOR ONE WAY TRAFFIC.</p> <p>K.4. LOADING SPACE A. A 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 THE BUSINESS CONDUCTED ON THE PROPERTY. B. 1. EACH LOADING SPACE MUST BE A MIN OF 10 FEET WIDE AND 55 FEET LONG, WHERE LOADING SPACE IS ADJACENT TO AN ARTERIAL, THE PROPERTY OWNER SHALL PROVIDE AN ADDITIONAL 40-FOOT MANEUVERING LENGTH 2. THE DIRECTOR OF THE DEVELOPMENT SERVICES DEPARTMENT MAY REDUCE REQUIRED STALL LENGTH AND MANEUVERING LENGTH IF THE PROPERTY OWNER DEMONSTRATES THAT KNOWN DELIVERY VEHICLES CAN PARK AND MANUEVER WITHIN THE PROPOSED LOADING AND MANEUVERING SPACE SO THAT NO PART OF A VEHICLE USING OR MANEUVERING INTO THE LOADING SPACE PROJECTS INTO THE PUBLIC RIGHT-OF-WAY, ACCESS EASEMENT OR PRIVATE ROAD.</p> <table border="1"> <thead> <tr> <th></th> <th>PARKING</th> <th>ANGLE</th> <th>SIZE</th> <th>TABLE 3 TWO-WAY DOUBLE LOADED AISLES (DOUBLE STRIPED)</th> <th>TABLE 5 PARKING DESIGN STANDARDS FOR COMPACT STALLS</th> </tr> </thead> <tbody> <tr> <td>(REQUIRED)</td> <td>COMPACT</td> <td>90</td> <td>7'-6" X 15'-0"</td> <td></td> <td>51'-6" (TWO-WAY DOUBLE LOADED)</td> </tr> <tr> <td></td> <td>STANDARD</td> <td>90</td> <td>9'-0" X 18'-0"</td> <td>60'-0"</td> <td></td> </tr> <tr> <td></td> <td>COMPACT</td> <td>90</td> <td>7'-6" X 15'-0"</td> <td></td> <td>36'-9" (TWO-WAY SINGLE LOADED)</td> </tr> <tr> <td>(PROVIDED)</td> <td>COMPACT</td> <td>90</td> <td>7'-6" X 15'-0"</td> <td></td> <td>min 51'-6"</td> </tr> <tr> <td></td> <td>STANDARD</td> <td>90</td> <td>9'-0" X 18'-0"</td> <td>min 60'-0"</td> <td></td> </tr> <tr> <td></td> <td>COMPACT</td> <td>90</td> <td>7'-6" X 15'-0"</td> <td></td> <td>min 36'-9" (TWO-WAY SINGLE LOADED)</td> </tr> </tbody> </table> <p>* 57'-0" provided for standard stalls across from compact stalls</p> <p>STRIPING STANDARDS: STANDARD-SIZED MIN 16'-0" LENGTH FOR 45 DEGREES AND ABOVE, MIN CLEAR BETWEEN STRIPING, 7'-0" COMPACT MIN 13'-0" LENGTH FOR 45 DEGREES AND ABOVE, MIN CLEAR BETWEEN STRIPING, 6'-0"</p>		PARKING	ANGLE	SIZE	TABLE 3 TWO-WAY DOUBLE LOADED AISLES (DOUBLE STRIPED)	TABLE 5 PARKING DESIGN STANDARDS FOR COMPACT STALLS	(REQUIRED)	COMPACT	90	7'-6" X 15'-0"		51'-6" (TWO-WAY DOUBLE LOADED)		STANDARD	90	9'-0" X 18'-0"	60'-0"			COMPACT	90	7'-6" X 15'-0"		36'-9" (TWO-WAY SINGLE LOADED)	(PROVIDED)	COMPACT	90	7'-6" X 15'-0"		min 51'-6"		STANDARD	90	9'-0" X 18'-0"	min 60'-0"			COMPACT	90	7'-6" X 15'-0"		min 36'-9" (TWO-WAY SINGLE LOADED)	<p>20' WIDE ACCESS EASEMENT AND GARAGE RAMP PROVIDED</p> <p>10 FOOT WIDE, 30 FOOT LONG, LOADING SPACE PROVIDED AT P1. SEE DEPARTURE MATRIX AND VEHICLE TURNING EXHIBITS.</p> <p>PROVIDED: STANDARD STALLS: 9'-0" WIDE, 18'-0" LONG, DOUBLE STRIPED COMPACT STALLS: 7'-6" WIDE, 15'-0" LONG, DOUBLE STRIPED</p>
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20.20.725 RECYCLING AND SOLID WASTE COLLECTION AREAS	<p>A. THE RECYCLING AND SOLID WASTE COLLECTION AREAS SHALL BE ACCESSIBLE TO RESIDENTS AND/OR WORKERS OF THE PROPOSED DEVELOPMENT. B. THERE SHALL BE AT LEAST ONE SOLID WASTE COLLECTION AREA PROVIDED IN EACH DEVELOPMENT C. THERE SHALL BE ONE RECYCLING COLLECTION AREA PER 30 SWELLING UNITS IN MULTIFAMILY COMPLEXES. D. THE RECYCLING COLLECTION AREA SHALL BE AT LEAST: 1. ONE AND ONE-HALF SQUARE FEET PER DWELLING UNIT IN MULTIFAMILY DEVELOPMENTS EXCEEDING FOUR UNITS. 3. FIVE SQUARE FEET PER 1,000 GROSS SQUARE FEET IN RETAIL DEVELOPMENT.</p>	TRASH AND SOLID WASTE COLLECTION PROVIDED AT LEVEL P1. SEE SHEET A2.01																																										
20.20.900 TREE RETENTION AND REPLACEMENT	D.4 THE PROVISIONS OF THIS SUBSECTION WHICH REQUIRE RETENTION OF SIGNIFICANT TREES ARE NOT APPLICABLE IN ANY DOWNTOWN LAND USE DISTRICT																																											
20.25A.050 DOWNTOWN LAND USE CHARTS	CONGREGATE CARE SENIOR HOUSING: PERMITTED NURSING HOME / ASSISTED LIVING: PERMITTED BARBER AND BEAUTY: PERMITTED EATING AND DRINKING ESTABLISHMENTS: PERMITTED																																											
20.25A.060 DIMENSIONAL CHARTS	DT-MU ZONE MAXIMUM FLOOR PLATE ABOVE 40' = 20,000 GSF MAXIMUM FLOOR PLATE ABOVE 80' = 13,500 GSF MAXIMUM LOT COVERAGE: 100% MAX BLDG HEIGHT / MAX BLDG HEIGHT W/ MECH EQUIP: 288/308' BASE FAR: 4.5 MAX FAR: 5.0 BASE BUILDING HEIGHT: 230' B-3 PERIMETER OVERLAY MAX BLDG HEIGHT / MAX BLDG HEIGHT W/ MECH EQUIP: 230/250' BASE FAR: 6.3 MAX FAR: 7.0	SEE SHEET G1.02 FOR DIMENSIONAL CALCULATIONS																																										
20.25A.070 AMENITY INCENTIVE SYSTEM AND FLOOR AREA RATIO	<p>C.1.a EACH SQUARE FOOT OF GROUND LEVEL FLOOR AREA OF ACTIVE USES THAT SATISFIES THE REQUIREMENTS OF LUC 20.25A.020.A AND COMPLIES WITH THE DESIGN GUIDELINES CONTAINED IN LUC 20.25A.170.B.1 SHALL BE ELIGIBLE FOR AN EXEMPTION FROM CALCULATION OF THE MAXIMUM FLOOR AREA OF UP TO 1.0 FAR.</p> <p>D.1 PARTICIPATION IN THE AMENITY INCENTIVE SYSTEM SHALL COMPLY WITH CHART 20.25A.070.D.4</p> <p>D.2.B DT-SMALL SITES MAY UTILIZE ANY COMBINATION OF AMENITY INCENTIVE POINTS FROM THE STANDARD LIST TO EARN REQUIRED AMENITY POINTS.</p> <p>D.2.C IN-LIEU-FEES MAY BE USED FOR UP TO 50 PERCENT OF A PROJECT'S REQUIRED AMENITY INCENTIVE POINTS.</p>	SEE SHEET G1.02 FOR AMENITY CHART																																										
20.25A.080 PARKING STANDARDS	<table border="1"> <thead> <tr> <th>USE</th> <th>UNIT OF MEASURE</th> <th>MIN</th> <th>NO. OF UNITS</th> <th>NSF</th> <th>NO. OF STATIONS</th> <th>PARKING REQUIRED</th> <th>PARKING PROVIDED</th> </tr> </thead> <tbody> <tr> <td>SENIOR HOUSING ASSISTED LIVING</td> <td>1 LIVING UNIT</td> <td>.33</td> <td>110</td> <td></td> <td></td> <td>36</td> <td>19</td> </tr> <tr> <td>SENIOR HOUSING MEMORY CARE</td> <td>1 LIVING UNIT</td> <td>.40</td> <td>26</td> <td></td> <td></td> <td>10</td> <td>10</td> </tr> <tr> <td>RESTAURANT</td> <td>1,000 NSF</td> <td>10</td> <td></td> <td>1,000</td> <td></td> <td>10</td> <td>10</td> </tr> <tr> <td>PERSONAL SERVICES W/ FIXED STATIONS</td> <td>1 STATION</td> <td>1</td> <td></td> <td></td> <td>3</td> <td>3</td> <td>3</td> </tr> </tbody> </table> <p>THE DIRECTOR MAY APPROVE THROUGH AN ADMINISTRATIVE DEPARTURE, THE DESIGN AND DESIGNATION OF UP TO 65% OF THE SPACES FOR USE BY COMPACT CARS.</p> <p>G. BICYCLE PARKING 1.b. ONE SPACE PER EVERY 10 DWELLING UNITS FOR RESIDENTIAL USES. 1.b. ONE SPACE PER 10,000 NSF FOR NONRESIDENTIAL USES GREATER THAN 20,000 NSF</p>	USE	UNIT OF MEASURE	MIN	NO. OF UNITS	NSF	NO. OF STATIONS	PARKING REQUIRED	PARKING PROVIDED	SENIOR HOUSING ASSISTED LIVING	1 LIVING UNIT	.33	110			36	19	SENIOR HOUSING MEMORY CARE	1 LIVING UNIT	.40	26			10	10	RESTAURANT	1,000 NSF	10		1,000		10	10	PERSONAL SERVICES W/ FIXED STATIONS	1 STATION	1			3	3	3	<p>SEE DEPARTURE MATRIX</p> <p>50% OF OUR PROVIDED STALLS (21 OUT OF 42 STALLS) ARE COMPACT, EQUAL TO THE MAXIMUM RATIO OF 50%. SEE SHEET A2.01</p> <p>14 REQUIRED BICYCLE PARKING STALLS: ALL PARKING PROVIDED AT LEVEL P1. SEE SHEET A2.01</p>		
USE	UNIT OF MEASURE	MIN	NO. OF UNITS	NSF	NO. OF STATIONS	PARKING REQUIRED	PARKING PROVIDED																																					
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20.25A.090 STREET AND PEDESTRIAN CIRCULATION STANDARDS	<p>A.1. SIDEWALK WIDTHS. 16' SIDEWALK WIDTH REQUIRED ALONG 112TH STREET.</p> <p>C.3 MINOR PUBLICLY ACCESSIBLE SPACES: MINOR PUBLICLY ACCESSIBLE SPACES SHALL BE REQUIRED WHEN A DEVELOPMENT IN THE DOWNTOWN CORE DOES NOT PARTICIPATE IN THE AMENITY INCENTIVE SYSTEM</p> <p>A MINOR ACCESSIBLE OPEN SPACE SHALL BE DEVELOPED AS A PLAZA, ENCLOSED PLAZA, OR ART OR LANDSCAPE FEATURE. THE DESIGN CRITERIA OF 20.25A.070.D.4 AMENITY 2 OR AMENITY 7 SHALL BE MET, AND THE FAR AMENITY BONUS MAY BE UTILIZED.</p>	<p>16' SIDEWALK PROVIDED ALONG 112TH. SEE SHEET A1.01</p> <p>MINOR PUBLICLY ACCESSIBLE SPACES IS NOT REQUIRED SINCE THE PROJECT IS PARTICIPATING IN THE AMENITY INCENTIVE SYSTEM.</p>
20.25A.120 GREEN AND SUSTAINABILITY FACTOR	ALL NEW DEVELOPMENT SHALL PROVIDE LANDSCAPING AND OTHER ELEMENTS THAT MEET A MINIMUM GREEN AND SUSTAINABILITY FACTOR SCORE.	SEE SHEET L2.00 FOR GREEN AND SUSTAINABILITY FACTOR COMPLIANCE
20.25A.130 MECHANICAL EQUIPMENT SCREENING AND LOCATION	<p>EXPOSED MECHANICAL EQUIPMENT SHALL BE VISUALLY SCREENED BY A PREDOMINATELY SOLID, NON-REFLECTIVE VISUAL BARRIER THAT EQUALS OR EXCEEDS THE HEIGHT OF THE MECHANICAL EQUIPMENT.</p> <p>MECHANICAL EQUIPMENT SHALL BE SCREENED FROM ABOVE BY ONE OF THE FOLLOW MEASURES, IN ORDER OF PREFERENCE: a. A SOLID NON-REFLECTIVE ROOF b. PAINTING OF THE EQUIPMENT TO MATCH OR APPROXIMATE THE COLOR OF THE BACKGROUND AGAINST WHICH THE EQUIPMENT IS VIEWED.</p>	<p>MECHANICAL EQUIPMENT WILL BE SCREENED FROM THE SIDES</p> <p>MECHANICAL EQUIPMENT WILL BE PAINTED TO MATCH THE ROOF.</p>
20.25A.160 DOWNTOWN DESIGN GUIDELINES	<p>CONTEXT A. RELATIONSHIP TO HEIGHT AND FORM OF OTHER DEVELOPMENT B. RELATIONSHIP TO PUBLICLY ACCESSIBLE OPEN SPACES C. RELATIONSHIP TO TRANSPORTATION ELEMENTS D. EMPHASIZE GATEWAYS E. MAXIMIZE SUNLIGHT OR SURROUNDING AREA</p> <p>SITE ORGANIZATION B. ON-SITE CIRCULATION C. BUILDING ENTRANCES ENSURE THAT THE PRIMARY BUILDING ENTRANCES FRONT ONTO MAJOR PUBLIC STREETS, ARE WELL DEFINED, CLEARLY VISIBLE, AND ACCESSIBLE FROM THE ADJACENT PUBLIC SIDEWALK. D. THROUGH-BLOCK PEDESTRIAN CONNECTIONS THROUGH-BLOCK PEDESTRIAN CONNECTIONS ARE REQUIRED IN EACH SUPERBLOCK AS PROVIDED IN THE MAP ABOVE (EAST/WEST THROUGH-BLOCK CONNECTION REQUIRED) E. OPEN SPACE</p>	SEE SHEET G1.04 FOR DESIGN GUIDELINES RESPONSES
20.25A.170 STREETScape AND PUBLIC REALM	<p>1. DEFINE THE PEDESTRIAN ENVIRONMENT 2. PROTECT PEDESTRIANS FROM THE ELEMENTS 3. CREATE A VARIETY OF OUTDOOR SPACES 4. PROVIDE PLACES FOR STOPPING AND VIEWING 5. INTEGRATE ARTISTIC ELEMENTS 6. ORIENT LIGHTING TOWARD SIDEWALKS AND PUBLIC SPACES 7. ORIENT HANGING AND BLARE SIGNS TO PEDESTRIANS 8. BUILD COMPATIBLE PARKING STRUCTURES</p> <p>B. RIGHT-OF-WAY DESIGNATIONS 2. COMMERCIAL STREETS - "B" RIGHTS-OF-WAY TRANSPARENCY: 75% MIN WEATHER PROTECTION: 75% MIN, SIX FEET DEEP MIN. POINTS OF INTEREST: EVERY 60 LINEAL FEET OF THE FACADE, MAX VEHICULAR PARKING OR VEHICLE ACCESS DIRECTLY BETWEEN PERIMETER SIDEWALK AND MAIN PEDESTRIAN ENTRANCE ONE HUNDRED PERCENT OF THE STREET WALL SHALL INCORPORATE ACTIVE AND SERVICE USES, AT LEAST 50 PERCENT OF WHICH SHALL BE ACTIVE USES.</p>	<p>SEE SHEET G1.04 FOR DESIGN GUIDELINES RESPONSES</p> <p>SEE SHEET G1.03 FOR STREETScape STANDARDS</p>
20.25A.180 BUILDING DESIGN	<p>B. OVERALL BUILDING DESIGN 1. ENCOURAGE HIGH QUALITY MATERIALS 2. PROVIDE INTERESTING BUILDING MASSING D. BUILDING BASE (PODIUM) 2. ARTICULATE THE BUILDING BASE WITH HIGH-QUALITY MATERIALS AND DESIGN ELEMENTS THAT FIT WITH THE AESTHETIC QUALITY OF NEIGHBORING BUILDINGS AND CONTRIBUTE TO THE PEDESTRIAN SCALE AND EXPERIENCE 3. PROVIDE CLEAR, UNOBSTRUCTED VIEWS INTO AND OUT FROM GROUND FLOOR USES FACING THE PUBLIC REALM. 4. DESIGN INVITING RETAIL AND COMMERCIAL ENTRIES 5. ENCOURAGE RETAIL CORNERS 6. ENCOURAGE INVITING GROUND FLOOR RETAIL AND COMMERCIAL WINDOWS 7. PROVIDE MULTIPLE ENTRANCES 8. INTEGRATE BUILDING LIGHTING F. TOP 1. CREATE ATTRACTIVE BUILDING SILHOUETTES AND ROOFLINES 2. FOSTER ATTRACTIVE ROOFTOPS</p>	SEE SHEET G1.04 FOR DESIGN GUIDELINES RESPONSES

DEPARTURE MATRIX

INFORMATION MOVED TO DEPARTURE MATRIX DOCUMENT - ATTACHED TO ADR CYCLE 2 RESPONSE LETTER

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REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS
C	12/19/18	ADR CYCLE 2

ZONING CODE COMPLIANCE

ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
12/19/2018	180280

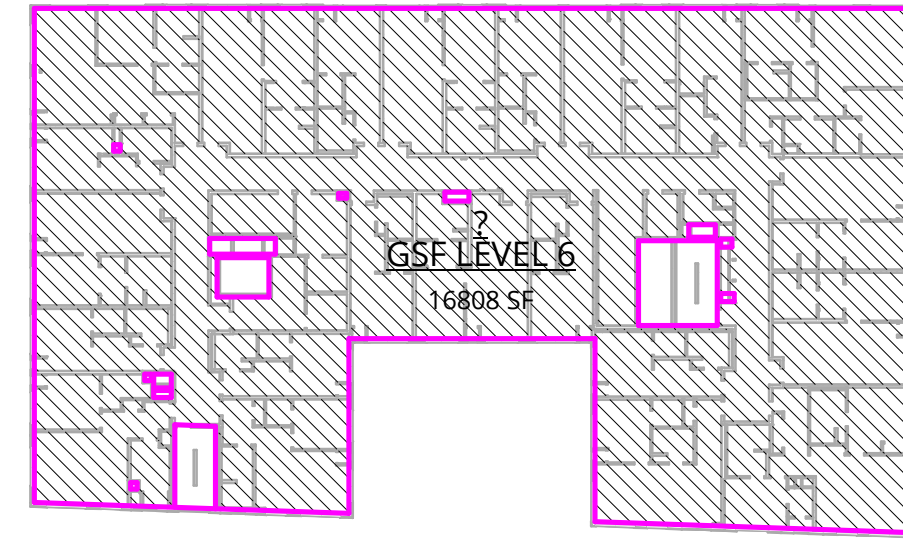
SHEET NUMBER
G1.01

GROSS FAR - LEVELS ABOVE 40'		
Level	Name	Area
LEVEL 5	GSF LEVEL 5	16807.9 SF
LEVEL 6	GSF LEVEL 6	16807.9 SF
LEVEL 7	GSF LEVEL 7	16133.9 SF

*LEVELS 5, 6, & 7 ARE MORE THAN 40' ABOVE AVERAGE EXISTING GRADE, EACH LESS THAN THE 20,000 GSF MAXIMUM ALLOWED BY CHART 20.25A.060.A.4



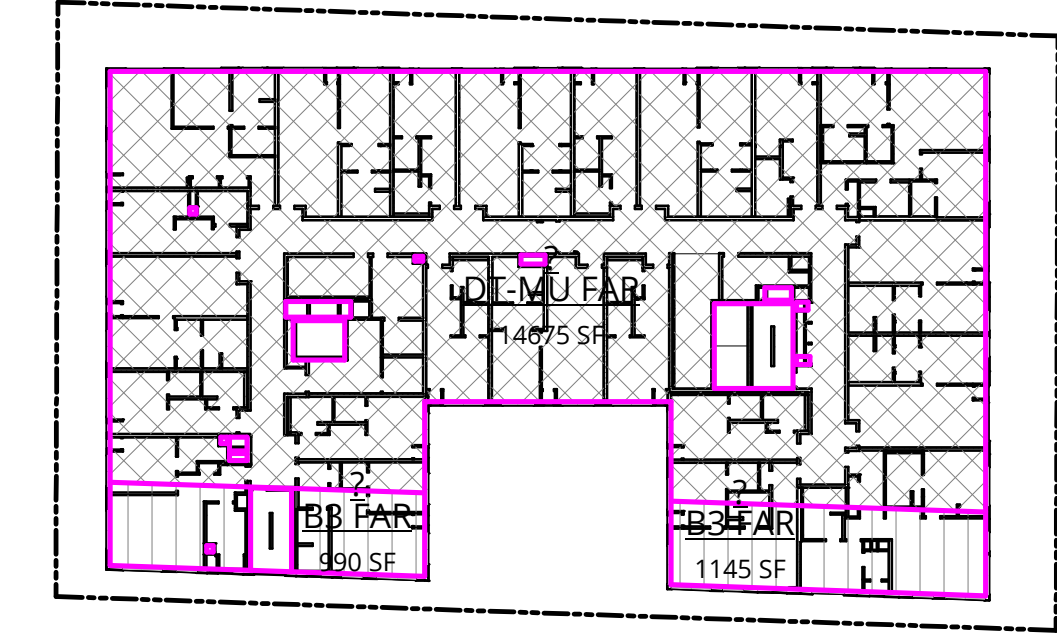
20 LEVEL 7 - GSF
1" = 40'-0"



15 LEVEL 6 - GSF
1" = 40'-0"



10 LEVEL 5 - GSF
1" = 40'-0"

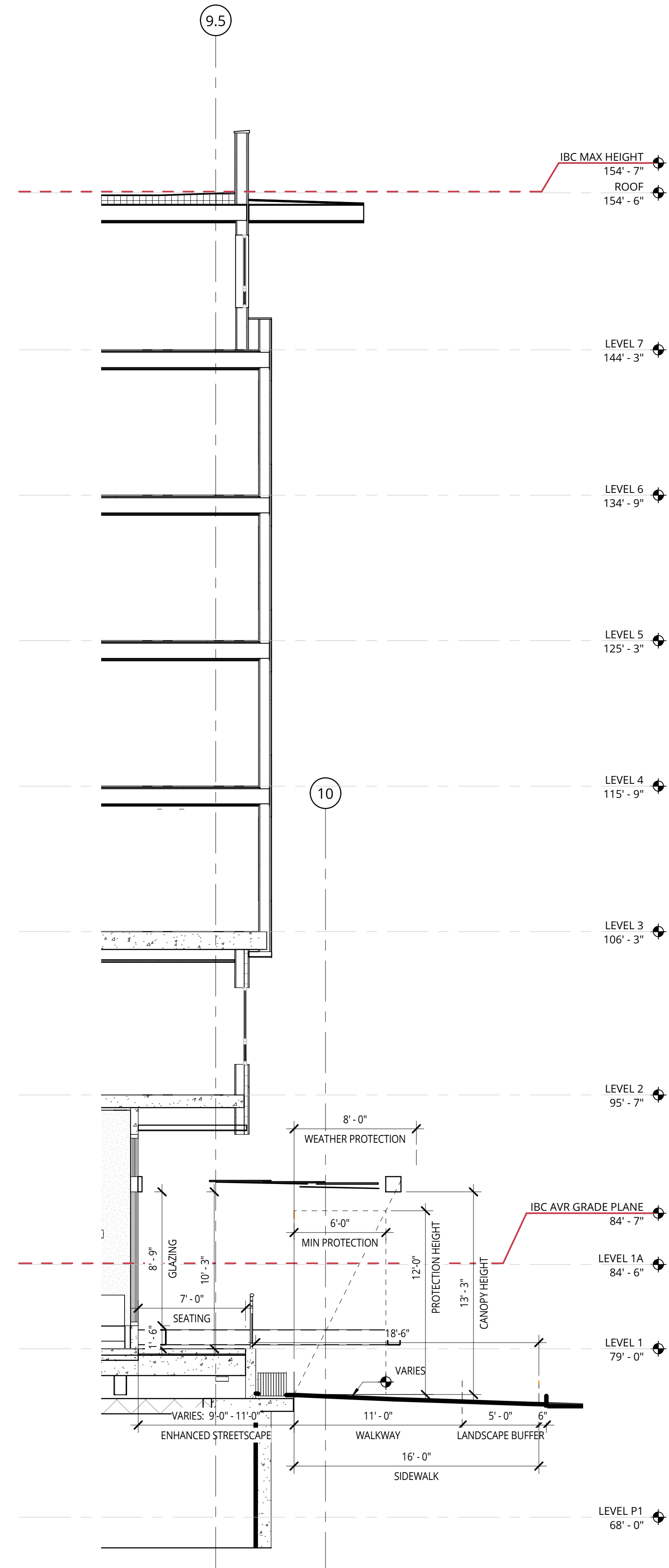


5 LEVEL 5
1" = 40'-0"

LOT COVERAGE CALCULATIONS

GROSS FAR - DT-MU COVERAGE			GROSS FAR - B3 OVERLAY COVERAGE		
Level	Name	Area	Level	Name	Area
LEVEL 1	DT-MU FAR	10214.1 SF	LEVEL 1	B3 FAR	1662.5 SF
LEVEL 1	DT-MU FAR EXEMPT	814.6 SF	LEVEL 1	B3 FAR EXEMPT	277.3 SF
LEVEL 1	DT-MU FAR EXEMPT	1018.6 SF			1939.8 SF
		12047.2 SF			

Chart 20.25A.060.A.4	AREA	ALLOWED % COVERAGE	ACTUAL COVERAGE	ACTUAL % COVERAGE
DT-MU SITE AREA:	20,764 SF	100%	12,047.2 SF	58%
B3 OVERLAY SITE AREA:	5,039 SF	100%	1,939.8 SF	38%



11 WALL SECTION AT ENHANCED STREETScape
3/16" = 1'-0"

FAR CALCULATIONS

GROSS FAR - DT-MU			GROSS FAR - B3 OVERLAY		
Level	Name	Area	Level	Name	Area
LEVEL 1	DT-MU FAR	10214.1 SF	LEVEL 1	B3 FAR	1662.5 SF
LEVEL 2	DT-MU FAR	14052.9 SF	LEVEL 2	B3 FAR	1726.6 SF
LEVEL 3	DT-MU FAR	14674.8 SF	LEVEL 3	B3 FAR	2053.1 SF
LEVEL 4	DT-MU FAR	14674.6 SF	LEVEL 4	B3 FAR	2133.5 SF
LEVEL 5	DT-MU FAR	14675.2 SF	LEVEL 5	B3 FAR	2133.5 SF
LEVEL 6	DT-MU FAR	14674.4 SF	LEVEL 6	B3 FAR	2130 SF
LEVEL 7	DT-MU FAR	14215.4 SF	LEVEL 7	B3 FAR	1918.5 SF
PROPOSED DT-MU FAR:		97181.4 SF	PROPOSED B3 FAR:		13759.4 SF

DT-MU SITE AREA:	20,764 SF	B3 OVERLAY SITE AREA:	5,039 SF
BASE FAR: 4.5 (93,438 SF)		BASE FAR: 6.3 FAR (31,745 SF)	
MAX FAR: 5.0 (103,820 SF)		MAX FAR: 7 FAR (35,273 SF)	

BASE FAR:	93,438 SF	BASE FAR:	31,745 SF
ADDITIONAL FAR: ENHANCED STREETScape	2,625 SF	ADDITIONAL FAR: ENHANCED STREETScape	0 SF
ADDITIONAL FAR: THROUGH IN-LIEU-FEES	1,118 SF	ADDITIONAL FAR: THROUGH IN-LIEU-FEES	0 SF
TOTAL ALLOWABLE FAR:	97,181 SF	TOTAL ALLOWABLE FAR:	31,745 SF
PROPOSED DT-MU FAR:	97,181 SF	PROPOSED B3 FAR:	13,759 SF

TOTAL PROPOSED FAR: 110,940 SF

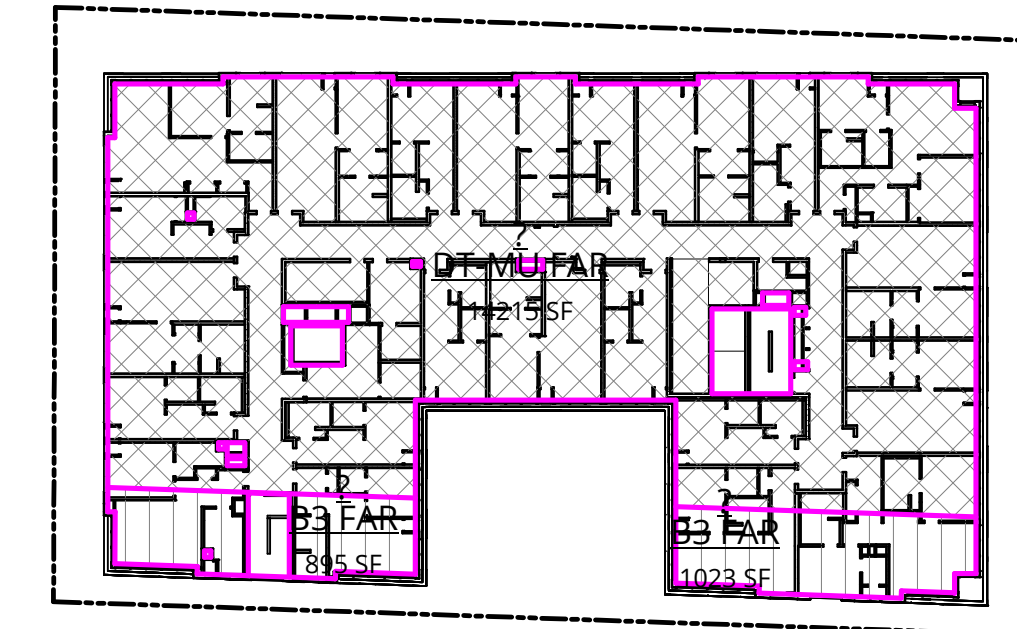
FAR EXEMPT CALCULATIONS

GROSS FAR - DT-MU EXEMPT				GROSS FAR - B3 OVERLAY EXEMPT			
Level	Name	Area	Space	Level	Name	Area	Space
LEVEL 1	DT-MU FAR EXEMPT	814.6 SF	BISTRO	LEVEL 1	B3 FAR EXEMPT	277.3 SF	BISTRO
LEVEL 1	DT-MU FAR EXEMPT	1018.6 SF	SPA			277.3 SF	
		1833.1 SF					

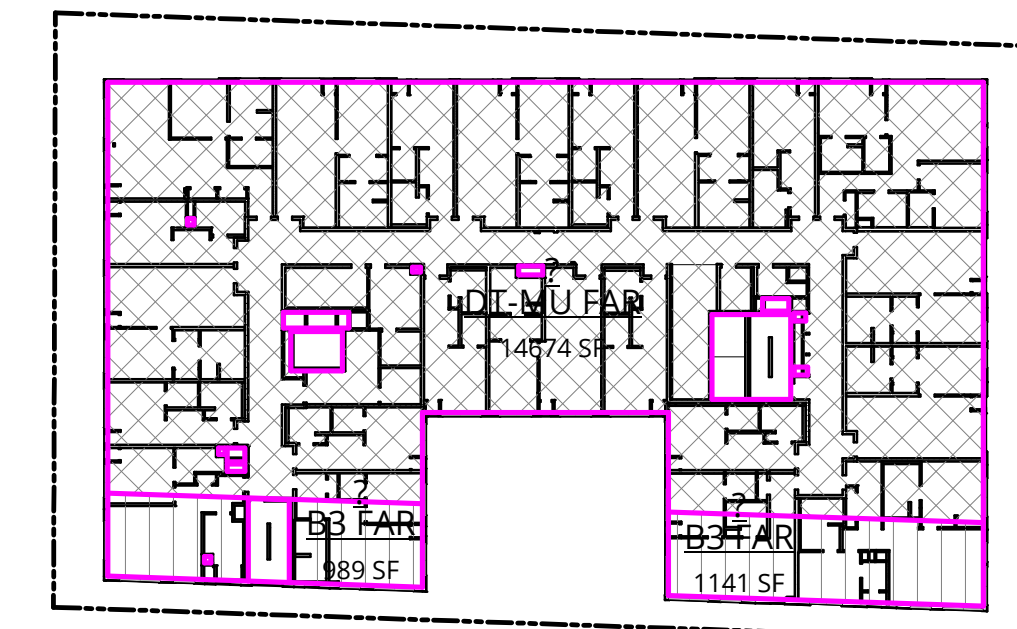
AMENITY INCENTIVE CHART

5. ENHANCED STREETScape: 7 BONUS POINTS PER 1 SF OF ENHANCED STREETScape

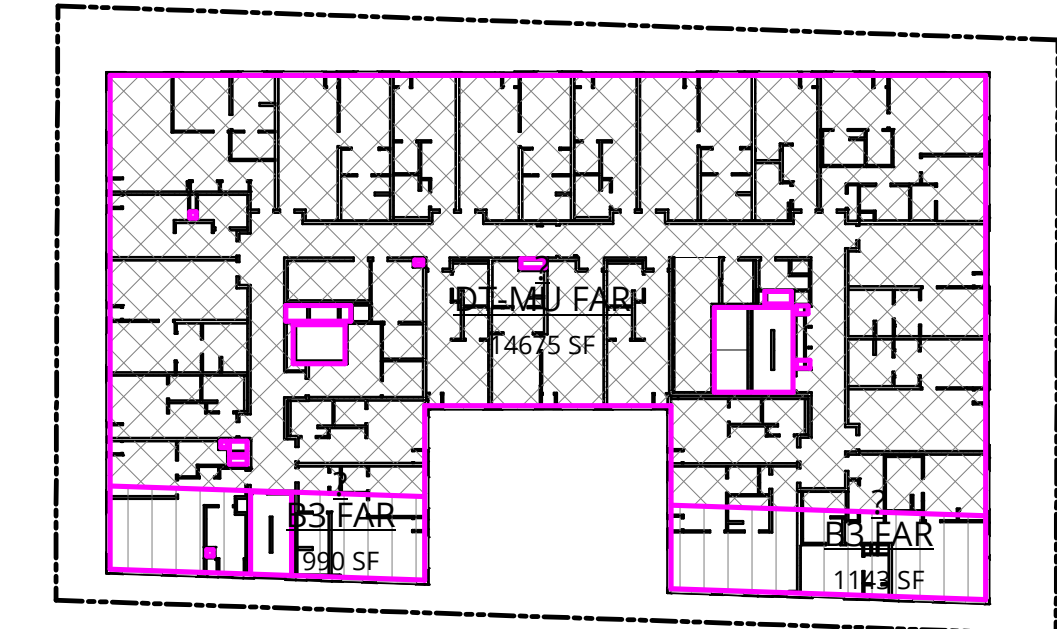
	DT-MU	B3 OVERLAY
ENHANCED STREETScape AREA	375 SF	0 SF
BONUS POINTS	2,625	0
ADDITIONAL FAR:	0.126 FAR	0.0 FAR



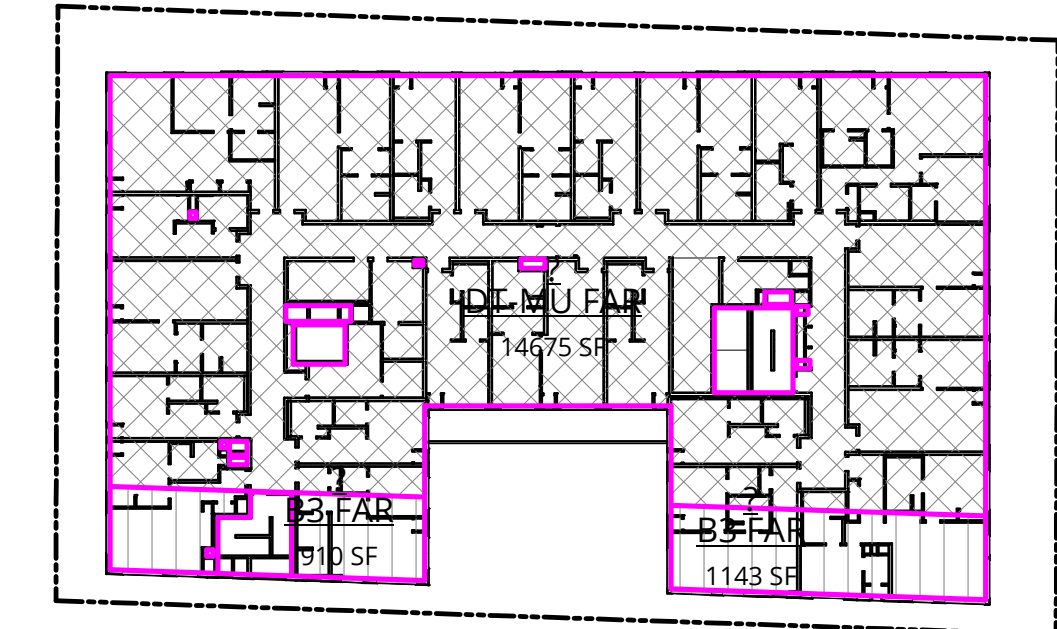
7 LEVEL 7
1" = 40'-0"



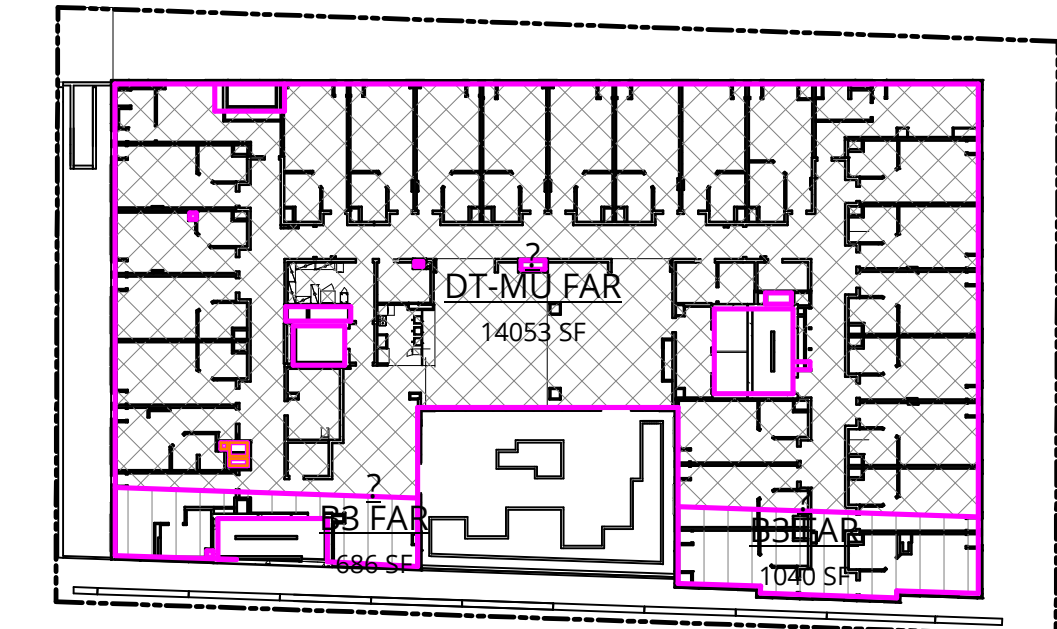
6 LEVEL 6
1" = 40'-0"



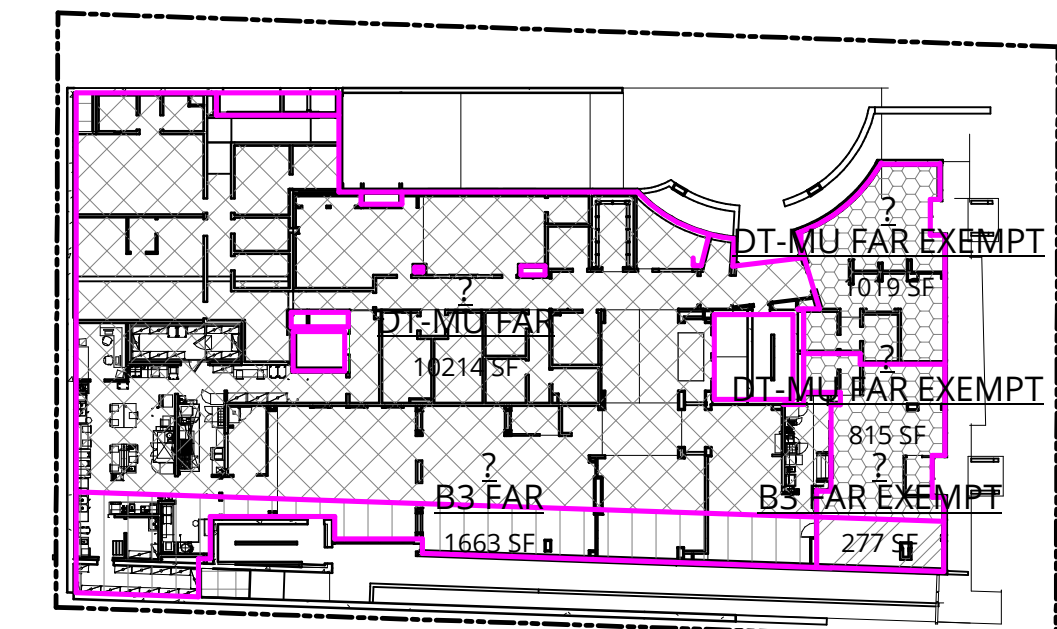
4 LEVEL 4
1" = 40'-0"



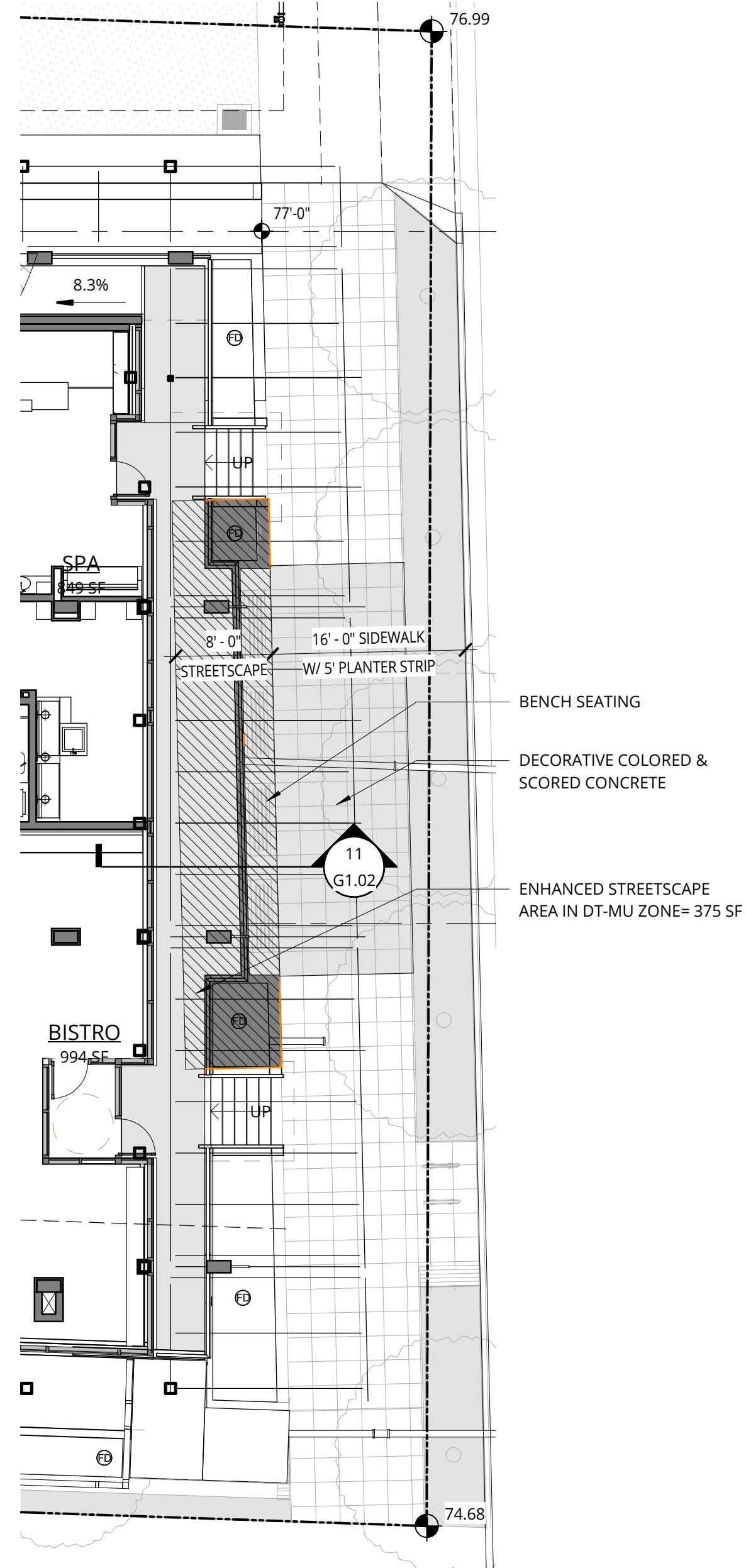
3 LEVEL 3
1" = 40'-0"



2 LEVEL 2
1" = 40'-0"



1 LEVEL 1
1" = 40'-0"



16 LEVEL 1 - ENHANCED STREETScape
1" = 10'-0"

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A	10/12/18	ADR CORRECTIONS
C	12/19/18	ADR CYCLE 2

ZONING CODE COMPLIANCE

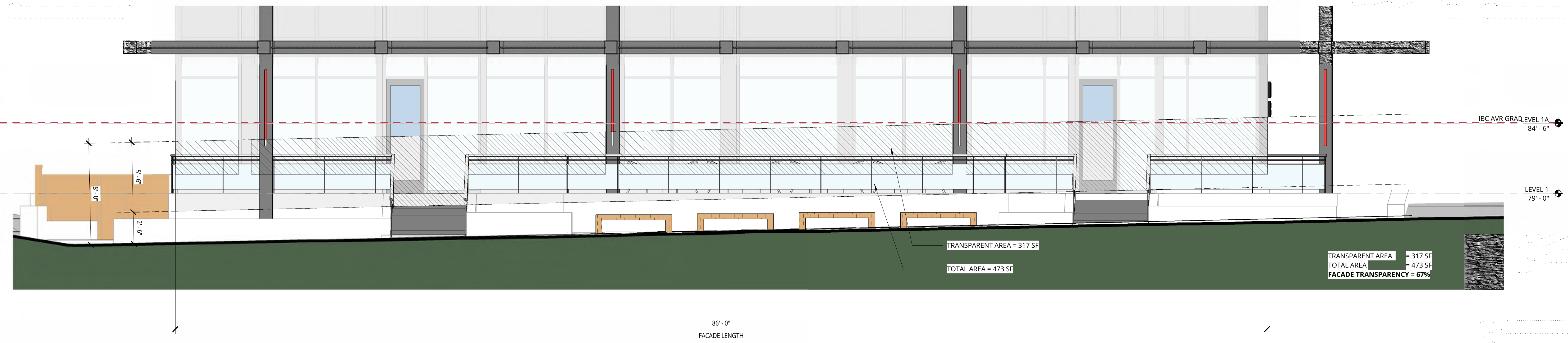
ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
03/25/2019	180280

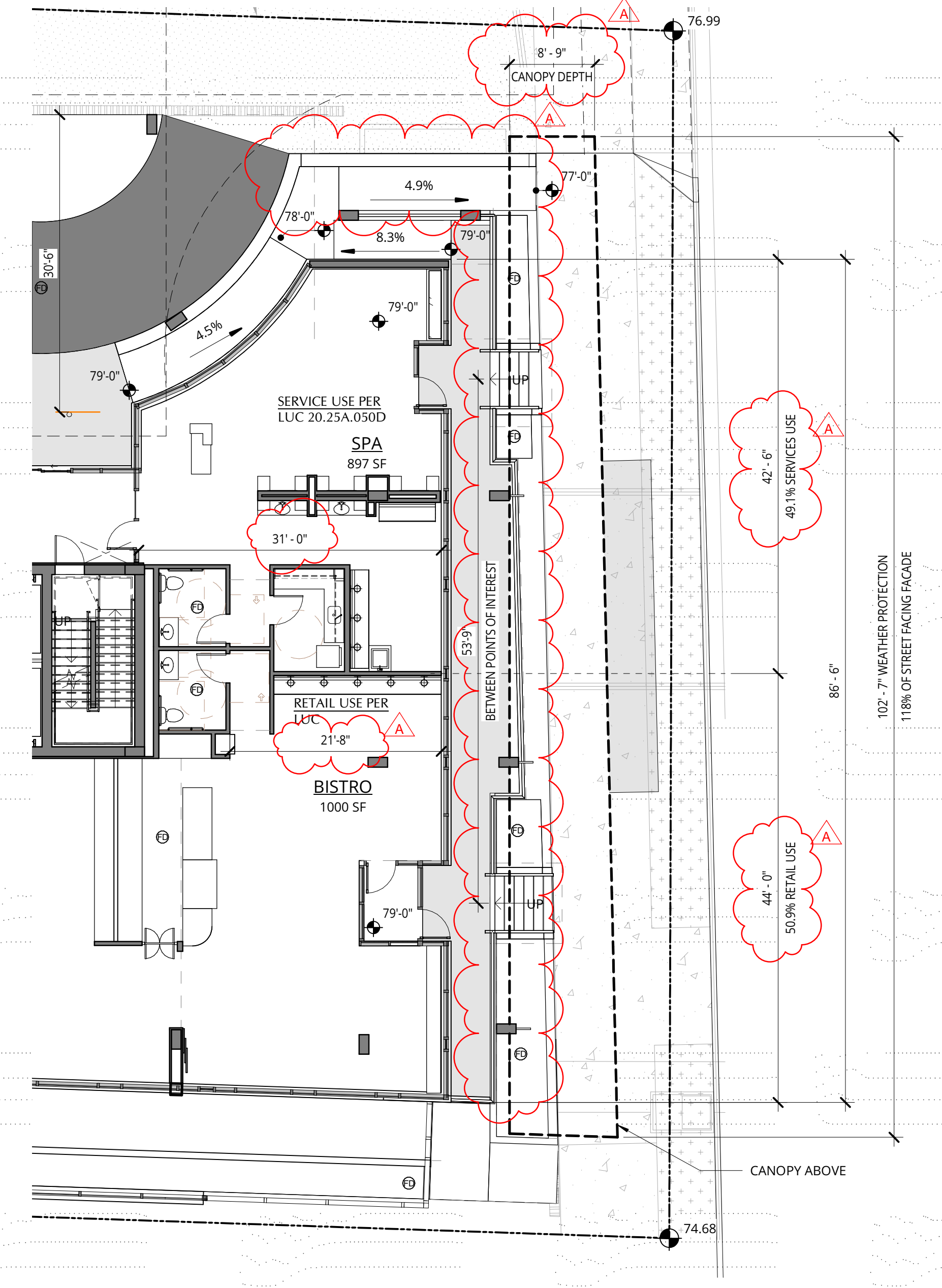
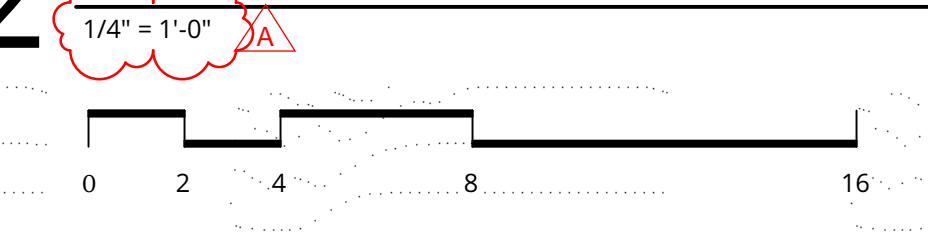
SHEET NUMBER

G1.02

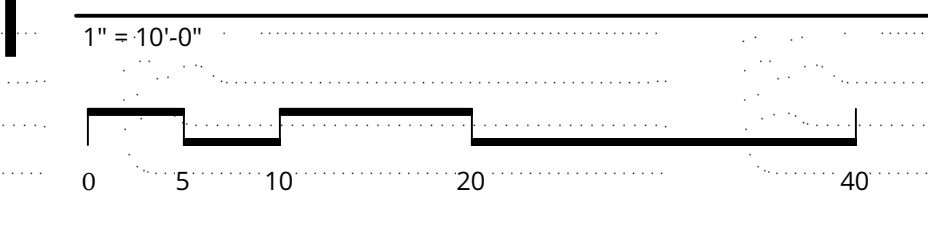
10/17/2018 3:08:25 PM
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2 FACADE TRANSPARENCY



1 LEVEL 1 - "B" COMMERCIAL STREETS



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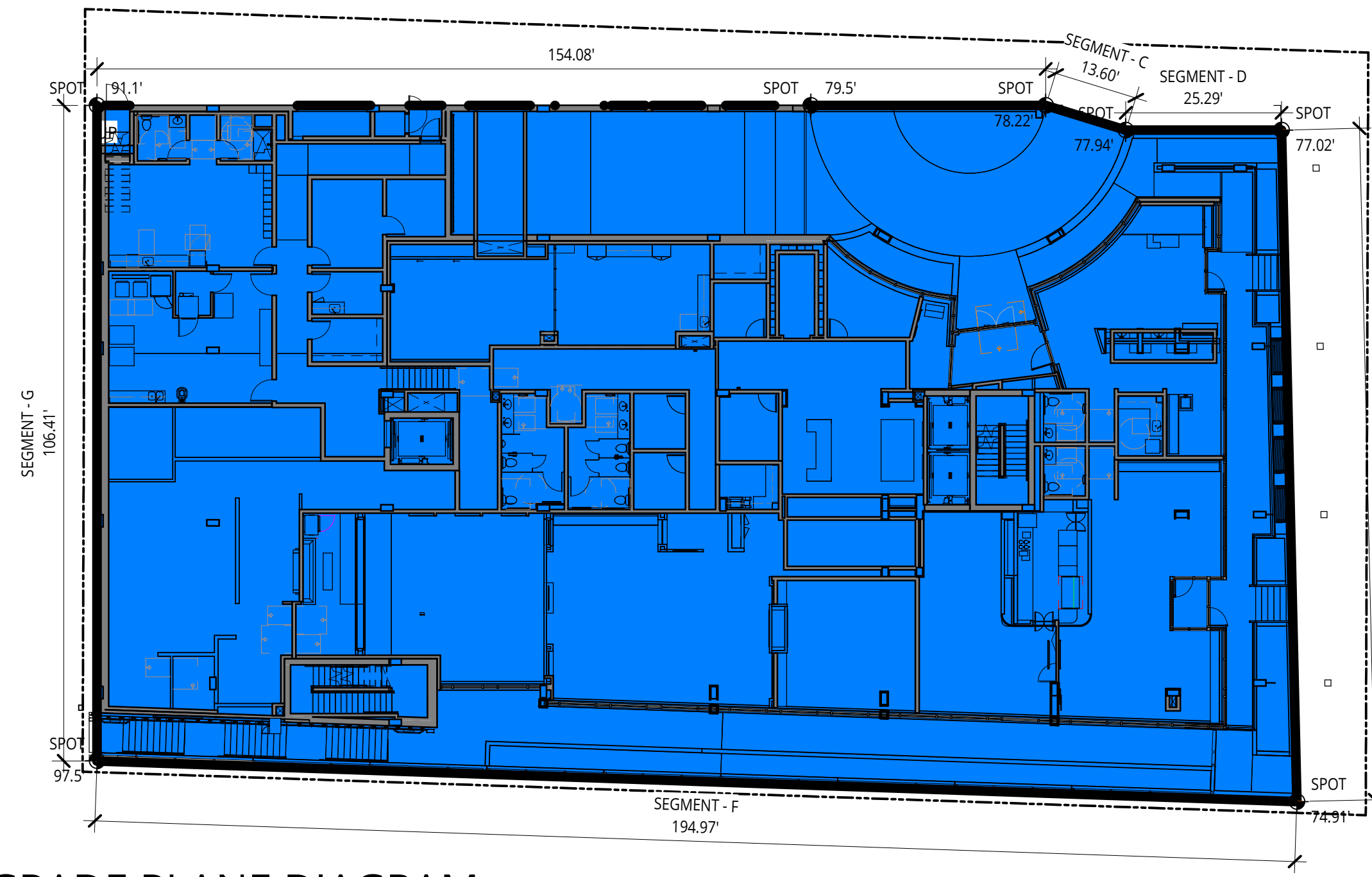
REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS

ZONING CODE COMPLIANCE

ADR CYCLE 1 CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

SHEET NUMBER
G1.03

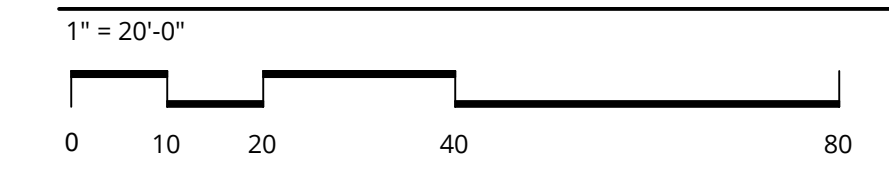


NAME	SPOT	SPOT	LENGTH
A	(91.10 + 79.50)/2 x	115.92	= 9887.976
B	(79.50 + 78.22)/2 x	38.16	= 3009.298
C	(78.22 + 77.94)/2 x	13.60	= 1061.888
D	(77.94 + 77.02)/2 x	25.29	= 1959.469
E	(77.02 + 74.91)/2 x	109.04	= 8283.224
F	(74.91 + 97.50)/2 x	194.97	= 16807.39
G	(97.50 + 91.10)/2 x	106.41	= 10034.46
TOTAL PERIMETER			= 603.39 51043.71

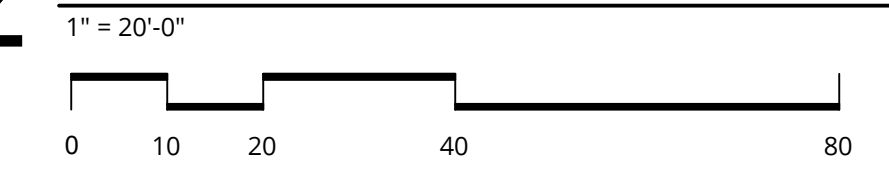
IBC GRADE PLANE

PER 2015 IBC COMMENTARY FIGURE 202(24)
S:\A-Fl\Alliance\Holden of Bellevue 180280\17_CAD Files\Revit\Links\Exec\AVERAGE GRADE PLANE CALC.dwg

1 IBC GRADE PLANE DIAGRAM



2 BELLEVUE AVERAGE FINISHED GRADE DIAGRAM



NAME	ELEV	LOCATION	NAME	ELEV	LOCATION	NAME	ELEV	LOCATION	NAME	ELEV	LOCATION
SPOT 1	91.10	NORTH	SPOT 20	77.02	EAST	SPOT 31	75.21	EAST	SPOT 50	92.62	WEST
SPOT 2	90.20	NORTH	SPOT 21	76.84	EAST	SPOT 32	75.13	SOUTH	SPOT 51	96.85	WEST
SPOT 3	89.20	NORTH	SPOT 22	76.70	EAST	SPOT 33	75.47	SOUTH	SPOT 52	95.30	WEST
SPOT 4	88.40	NORTH	SPOT 23	76.56	EAST	SPOT 34	76.00	SOUTH	SPOT 53	96.26	WEST
SPOT 5	87.60	NORTH	SPOT 24	76.38	EAST	SPOT 35	76.35	SOUTH	SPOT 54	95.90	WEST
SPOT 6	86.75	NORTH	SPOT 25	76.20	EAST	SPOT 36	76.20	SOUTH	SPOT 55	94.15	WEST
SPOT 7	85.90	NORTH	SPOT 26	76.02	EAST	SPOT 37	77.00	SOUTH	SPOT 56	91.20	WEST
SPOT 8	85.00	NORTH	SPOT 27	75.84	EAST	SPOT 38	77.45	SOUTH	SPOT 57	93.00	WEST
SPOT 9	84.15	NORTH	SPOT 28	75.62	EAST	SPOT 39	77.78	SOUTH	SPOT 58	92.40	WEST
SPOT 10	83.25	NORTH	SPOT 29	75.30	EAST	SPOT 40	78.12	SOUTH	SPOT 59	91.75	WEST
SPOT 11	81.97	NORTH	SPOT 30	75.21	EAST	SPOT 41	78.29	SOUTH			
SPOT 12	81.00	NORTH			SPOT 42	78.65	SOUTH				
SPOT 13	79.50	NORTH			SPOT 43	78.78	SOUTH				
SPOT 14	78.73	NORTH			SPOT 44	78.66	SOUTH				
SPOT 15	78.48	NORTH			SPOT 45	78.08	SOUTH				
SPOT 16	78.10	NORTH			SPOT 46	83.52	SOUTH				
SPOT 17	77.68	NORTH			SPOT 47	85.90	SOUTH				
SPOT 18	77.08	NORTH			SPOT 48	91.33	SOUTH				
SPOT 19	77.46	NORTH			SPOT 49	93.68	SOUTH				
TOTAL	1382.83	NORTH			TOTAL	1312.14	SOUTH				
TOTAL	1382.83	NORTH			TOTAL	946.76	WEST				

CDB AVERAGE FINISH GRADE 4880.90 / 59 SPOTS = 82.73

DESIGN GUIDELINES

GOALS

- To improve the walkability, streetscapes, and public spaces for Downtown residents, employees, and visitors.
- To improve the walkability, streetscapes, and public spaces for Downtown residents, employees, and visitors.
- To foster a vibrant pedestrian environment by providing a welcoming streetscape with Active Uses, open spaces, street furniture, landscaping, and pedestrian-scaled amenities.

CONTEXT

- RELATIONSHIP TO HEIGHT AND FORM OF OTHER DEVELOPMENT**
 - Each new development provides an opportunity to enhance the aesthetic quality of Downtown and its architectural context. The relationship that a development has to its environment is a part of creating a well-designed, accessible, vibrant community.

RESPONSE:
The project aims to mimic the scale and style of the surrounding buildings by proposing a mid-rise building similar to the neighboring projects and by continuing the street wall developed on the site to the North.

RELATIONSHIP TO PUBLICLY ACCESSIBLE OPEN SPACES

- Publicly accessible open spaces including outdoor plazas, Major Pedestrian Open Spaces and Minor Publicly Accessible Spaces are provided for public enjoyment and are areas of respite for those who live and work in the area. Publicly accessible open spaces provide numerous benefits for people including: active and passive recreation, a place to sit and gather, a place for events, and relief from the built environment. Any negative impacts from new projects to adjacent publicly accessible spaces should be minimized.

RESPONSE:
The site has no direct relationship to existing public open spaces but does provide a through-through block connection to the south that maximizes access to daylight for pedestrians. Additionally, the project provides and enhanced streetscape with spill out seating for commercial spaces and a landscape buffer.

RELATIONSHIP TO TRANSPORTATION ELEMENTS

- Downtown residents, employees, and visitors depend on safe, inviting, efficient transportation options. New development is a key link in creating a reliable transportation system with connections to different modes of transportation that place an emphasis on safety for the pedestrian.

RESPONSE:
The project fronts along 112th St with easy access to public transportation and future light rail station.

EMPHASIS ON GATEWAYS

- Entrances and transitions into and within Downtown should be celebrated.

RESPONSE:
The project is a mid-block site and streetfront entrances along 112th help to provide an urban pedestrian experience.

MAXIMIZE SUNLIGHT SURROUNDING AREAS

- Outdoor spaces are more enjoyable and functional if they are filled with sunlight. Loss of sunlight and sky view reduces the comfort, quality, and use of publicly accessible open space. Trees and vegetation need sunlight to thrive.

RESPONSE:
The project is sited to the North which sits along an access easement thus minimizing impacts to adjacent projects while providing solar access to the through-block connector and interior courtyard space.

SITE ORGANIZATION

ON-SITE CIRCULATION

- The vitality and livability of Downtown are dependent on a safe, walkable environment that prioritizes the pedestrian and reduces conflicts between pedestrians and other modes of transportation. The design should encourage the free flow of pedestrians, cyclists, and cars onto, off, and through the site. Walkability includes the creation of through-block pedestrian connections and other paths that offer attractive and convenient connections away from heavy arterial traffic. These connections also break down superblocks into a pedestrian-friendly grid.

RESPONSE:
A shared access easement on the North side of the site minimizes curb cuts onto 112th. Service access is at the back of the easement to reduce impacts on the public realm. Pedestrian circulation is accessed directly from the sidewalk to commercial building entries or the residential entry in the porte cochere via a dedicated internal walkway.

BUILDING ENTRANCES

- Direct access from the public sidewalk to each building animates the street and encourages pedestrian activity to occur in the public realm rather than inside the building.

RESPONSE:
Direct accessible access is provided to the commercial spaces from the sidewalk. Access to the residential entry is connected via a dedicated internal walkway.

THROUGH-BLOCK PEDESTRIAN CONNECTIONS

- A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in Downtown and helps to reduce the scale of the superblocks.

RESPONSE:
The through-block connection is provided along the south edge of the site to maximize solar access and provide high visibility from internal spaces. A mix of walkway and landscaping provides visual variety. Entrance to the through-block connection is provided alongside the enhanced streetscape to make public access easily visible.

OPEN SPACE

- Open space is an integral part of a livable urban environment because it provides people a place for recreation, gathering, and reflection in a built environment. A vibrant Downtown includes open spaces that encourage active and passive recreation, spontaneous and planned events, and the preservation of the natural environment.

RESPONSE:
A slightly elevated patio along the streetfront provides spill out seating for commercial spaces with landscaping that helps buffer the public from 112th street which experiences heavy traffic.

STREETSCALE AND PUBLIC REAL

STREETSCAPES

- A building should provide a continuous, visually rich pedestrian experience along its ground-floor or second-floor street front where active uses are present.

RIGHT OF WAY DESIGNATIONS

- Rights-of-way designated "B" shall have moderate to heavy orientation to pedestrians. This shall be achieved by developing the design so that there is a close relationship between exterior and internal activities with respect to both physical and visual access. Design attention shall be given to sidewalk-related activities and amenities. "B" rights-of-way are to provide a diverse and active connection between the Active Use dominated "A" rights-of-way, and the other Downtown rights-of-way.

RESPONSE:
Active and Service uses front along 112th with public seating and landscaping. Glazing along Level 1 maximizes transparency and a full length canopy provides continuous overhead weather protection for pedestrians.

UPPER LEVEL ACTIVE USES

- Upper-level active uses are intended to activate the ground-level pedestrian environment. This is accomplished through extensive visual access to the upper level from the exterior, convenient and frequent access from the street or Alley with an Address, clear line of sight from grade, and visibility of ongoing activity within the upper-level active use. An upper-level active use should be designed and managed so as to draw the attention and interest of the pedestrian to the upper level and to increase opportunities for interaction and movement between the ground and upper levels. To achieve the intended level of vitality, design diversity, and human activity at the upper-level active use, the following characteristics shall be provided in the design.

RESPONSE:
Upper level active uses are not a provided as part of this building.

BUILDING DESIGN

OVERALL BUILDING DESIGN

- ENCOURAGE HIGH-QUALITY MATERIALS
 - Create a sense of permanence in Downtown through the use of high-quality building materials. Quality facade materials can provide a sense of permanence and bring life and warmth to a neighborhood. Façade and building materials shall enhance the street environment while complementing the aesthetic quality of adjacent buildings.

RESPONSE:
Storefront along the base of the building is the primary material in order to provide maximum transparency and solar access on a site with steep topography. Wood-look soffits at the porte cochere and Level 1 overhangs provide warmth and texture.

PROVIDE INTERESTING BUILDING MASSING

- Use scale-defining articulation and other techniques to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure and human scale by establishing a dynamic, continuous street edge. Use scale-defining articulation and other techniques to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure and human scale by establishing a dynamic, continuous street edge.

CONNECTED FLOORPLATES

- The intent of connecting floor plates is to allow a development to gain the benefits of a connected building while having the appearance of two or more separate buildings. The connection or corridor should recede from view as compared to the floor plates.

RESPONSE:
Expressed columns along the street front and banded windows at the upper levels help to visually break down the building horizontally while a true tripartite scheme creates a base, middle and top.

BUILDING BASE

- The role of the building base is to relate buildings to the human scale and fit harmoniously within the existing or planned street wall context; define the edges of adjacent streets, parks, and open space in good proportion; and maintain access to sunlight for pedestrians, open and public spaces, and adjacent properties.

RESPONSE:
A glassy first floor and gracious overhead canopy help define the building base and delineate the it from the residential uses above.

BUILDING MIDDLE

- Tower placement can directly affect those on the ground plane by affecting wind conditions and the scale of the building as compared to the pedestrian. Thoughtful tower placement can minimize these effects.

BUILDING TOP

- Building rooflines should enliven the pedestrian experience and provide visual interest with details that create dynamic and distinct forms.

RESPONSE:
The top level sets in to create distinct top to the building while projecting roof overhangs cap the building.

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REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS

BELLEVUE DESIGN GUIDELINES

ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
02/28/2019	180280

SHEET NUMBER
G1.04



4 112th AVE STREETSCAPE PERSPECTIVE LOOKING NORTHWEST



3 112th AVE STREETSCAPE PERSPECTIVE LOOKING SOUTHWEST



2 112th AVE STREETSCAPE PERSPECTIVE LOOKING NORTH



1 112th AVE STREETSCAPE PERSPECTIVE LOOKING SOUTHWEST

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REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS

LAND USE COMMENTS

ADR CYCLE 1 CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

SHEET NUMBER
G1.05

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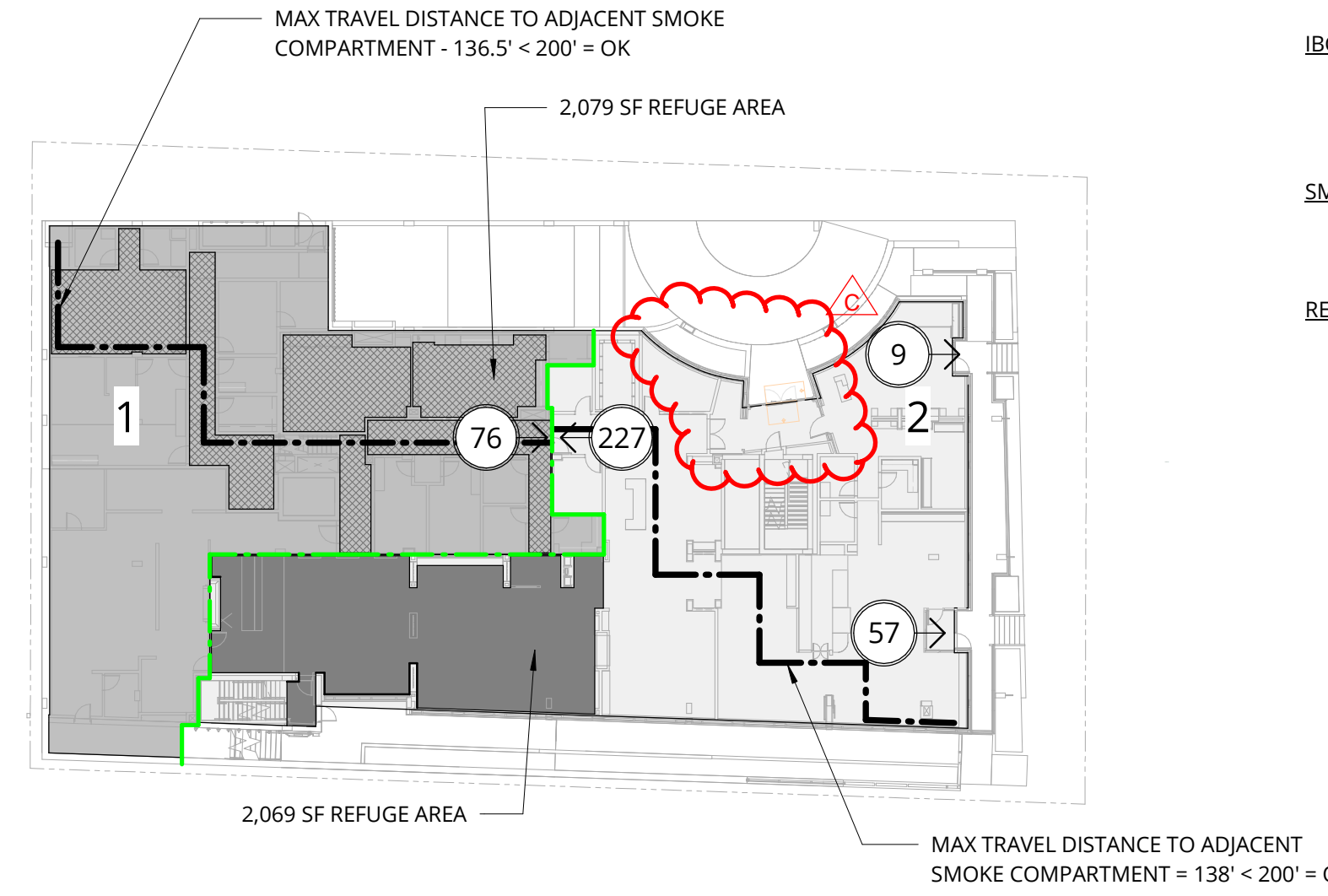
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TABLE 1004.1.2 MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT	
FUNCTION OF SPACE	OCC. LOAD FACTOR
0 NO CLASSIFICATION APPLIES	.0
1 ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	300
2 ASSEMBLY WITHOUT FIXED SEATS: CONCENTRATED (CHAIRS ONLY-NOT FIXED) NET	7
3 ASSEMBLY WITHOUT FIXED SEATS: STANDING SPACE NET	5
4 ASSEMBLY WITHOUT FIXED SEATS: UNCONCENTRATED (TABLES AND CHAIRS) NET	15
5 BUSINESS AREAS	100
6 EXERCISE ROOMS	50
9 INSTITUTIONAL AREAS: INPATIENT TREATMENT AREAS	240
10 INSTITUTIONAL AREAS: OUTPATIENT AREAS	100
11 INSTITUTIONAL AREAS: SLEEPING AREAS	120
12 KITCHENS, COMMERCIAL	200
13 LOCKER ROOMS	50
14 MERCANTILE: AREAS ON OTHER FLOORS	60
15 MERCANTILE: STORAGE, STOCK, SHIPPING AREAS	300
16 PARKING GARAGES	200
17 RESIDENTIAL	200



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PER WAC 388-78A-3050 - DAY ROOMS	
GREATER VALUE OF 150 SF OR 20 SF PER RESIDENT	
126 RESIDENTS (20) = 2,520 SF REQUIRED	
FITNESS =	535 SF
ACTIVITY =	430 SF
SPA =	876 SF
DINING =	1,829 SF
BISTRO =	851 SF
LOUNGE =	517 SF
LIVING =	444 SF
LOUNGE =	104 SF (LEVEL 7)
5,586 SF PROVIDED	
PER WAC 388-78A-2300 (I) - FOOD AND NUTRITION SERVICES	
126 RESIDENTS: MIN. DINING CAPACITY @50% = 63 REQUIRED OR 10 SF(63) = 630 SF REQUIRED)	
DINING =	1,829 SF
1,829 SF PROVIDED	
DRINKING FOUNTAINS	
WATER SERVICE IS PROVIDED AT ALL DINING AND LOUNGE AREAS	



IBC 420.7 - SMOKE BARRIERS

MAX SMOKE BARRIER AREA = 22,500 SF;
TRAVEL DISTANCE TO ADJACENT SMOKE COMPARTMENT = 200 FEET
REFUGE AREAS REQUIRED (6 SF PER AMBULATORY OCCUPANT)

SMOKE COMPARTMENT AREAS:

COMPARTMENT #1: 6,862 SF
COMPARTMENT #2: 8,011 SF

REFUGE AREAS REQUIRED:

COMPARTMENT #1:
293 OCCUPANTS AT 6 SF/OCCUPANT FROM COMPARTMENT #2 = **1,758 SF REQUIRED**
2,079 PROVIDED = OK

COMPARTMENT #2:
76 OCCUPANTS AT 6 SF/OCCUPANT FROM COMPARTMENT #1 = **456 SF REQUIRED**
2,069 SF PROVIDED = OK

OCCUPANCY TYPE LEGEND

A-1	I (Any)
A-2	M
A-3	R-1
B	R-2
E	R-3
F-1	R-4
F-2	S-1
H (Any)	S-2

FLS PLAN LEGEND

ENCLOSING ELEMENTS

SMOKE PARTITION	(Symbol)
1-HR SMOKE BARRIER	(Symbol)
1-HR FIRE PARTITION	(Symbol)
1-HR FIRE BARRIER	(Symbol)
2-HR FIRE BARRIER	(Symbol)
3-HR FIRE BARRIER	(Symbol)
3-HR FIRE WALL	(Symbol)

SYMBOLS & ELEMENTS

COMMON PATH OF EGRESS TRAVEL	(Symbol)
EXIT ACCESS TRAVEL DISTANCE	(Symbol)
SMOKE COMPARTMENT EXIT PATH	(Symbol)
DIRECTIONAL EXIT SIGN DOUBLE	(Symbol)
DIRECTIONAL EXIT SIGN SINGLE	(Symbol)
EXIT SIGN AT DOOR	(Symbol)
FIRE EXTINGUISHER CABINET	(Symbol)
FIRE EXTINGUISHER CABINET SEMI RECESSED	(Symbol)
TOTAL OCCUPANT LOAD AT DOOR OPENING	(356) (Symbol)
TOTAL OCCUPANT LOAD PER SMOKE COMPARTMENT	(356) (Symbol)
LIFE SAFETY SUMMARY TAG	(Symbol)
OCCUPANT LOAD FACTOR	(Symbol)
OCCUPANT LOAD	(Symbol)
DOOR TAG, FIRE RATING IN MINUTES	(60) (Symbol)

ADDITIONAL REQUIREMENTS

ALL SINGLE EGRESS DOORS ARE 3'-0" WHICH PROVIDES 32.875" WIDTH CLEAR
219 x 0.15 = 32.85"

219 MAX THROUGH SINGLE DOOR EGRESS

ALL DOUBLE EGRESS DOORS ARE 6'-0" WHICH PROVIDES 65.75" WIDTH CLEAR
438 x 0.15 = 65.7"

438 MAX THROUGH DOUBLE DOOR EGRESS

PER IBC SECTION 1004.3 EVERY ROOM OR SPACE THAT IS ASSEMBLY OCCUPANCY SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE, NEAR THE MAIN EXIT OR EXIT ACCESS DOORWAY FROM THE ROOM OR SPACE.

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REVISION	DATE	REASON FOR ISSUE
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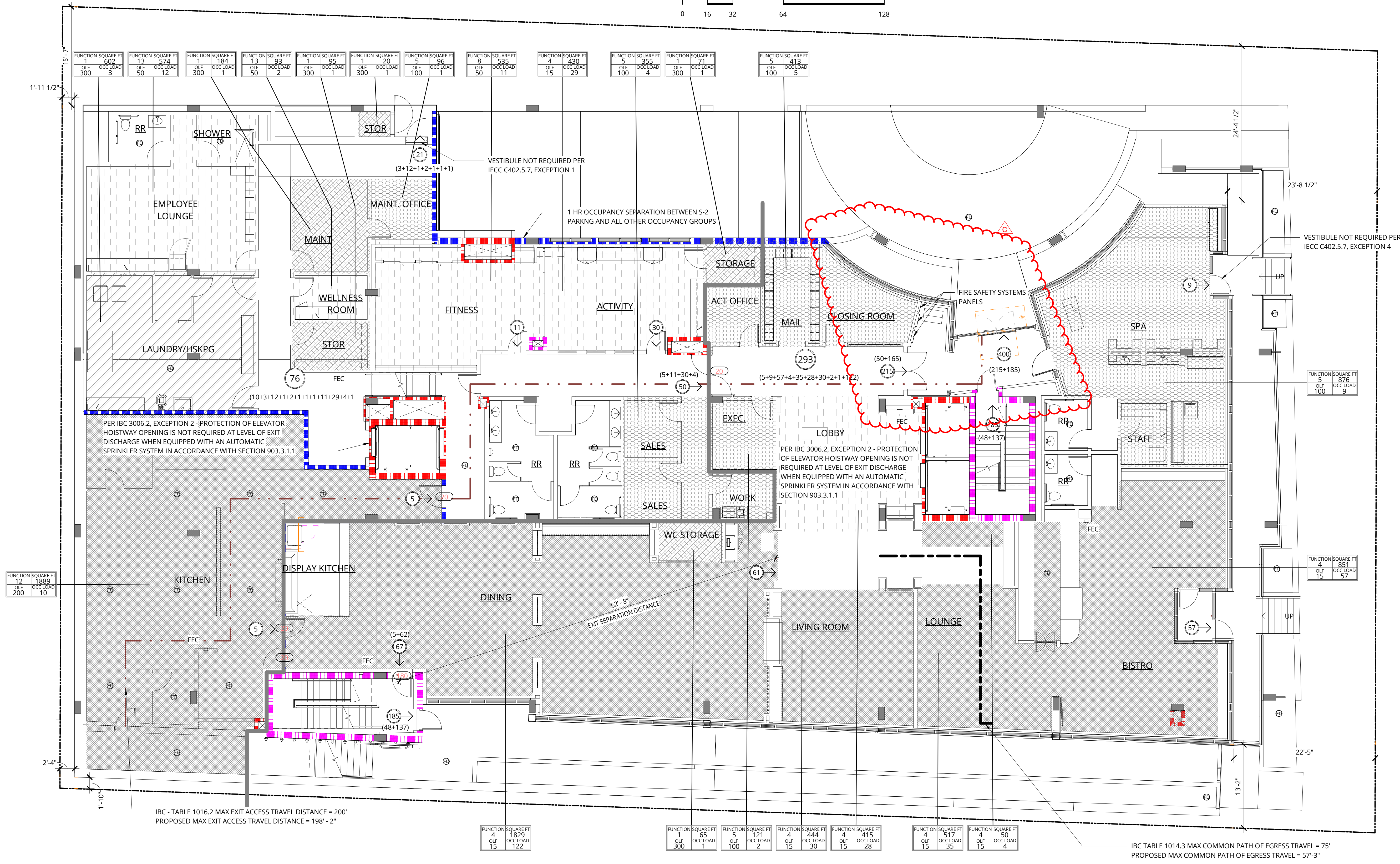
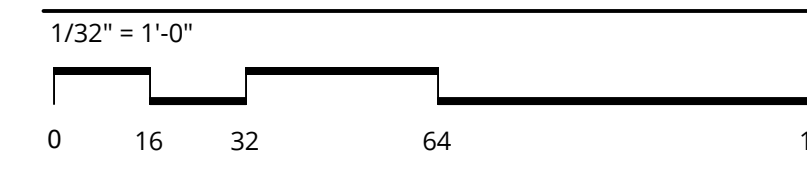
FLS PLAN - LEVEL 1

ADR CYCLE 2 CORRECTIONS

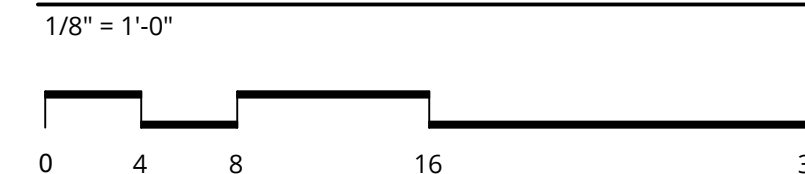
12/19/2018	180280
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SHEET NUMBER **G2.02**

LEVEL 1 - SMOKE COMPARTMENT DIAGRAM



1 FLS PLAN - LEVEL 1



PER WAC 388-78A-3050 - DAY ROOMS
 GREATER VALUE OF 150 SF OR 20 SF PER RESIDENT
 26 RESIDENTS(20) = 520 SF REQUIRED

ACTIVITY = 685 SF
 LIVING/DINING = 1,430 SF
 SPA = 172 SF

2,287 SF PROVIDED

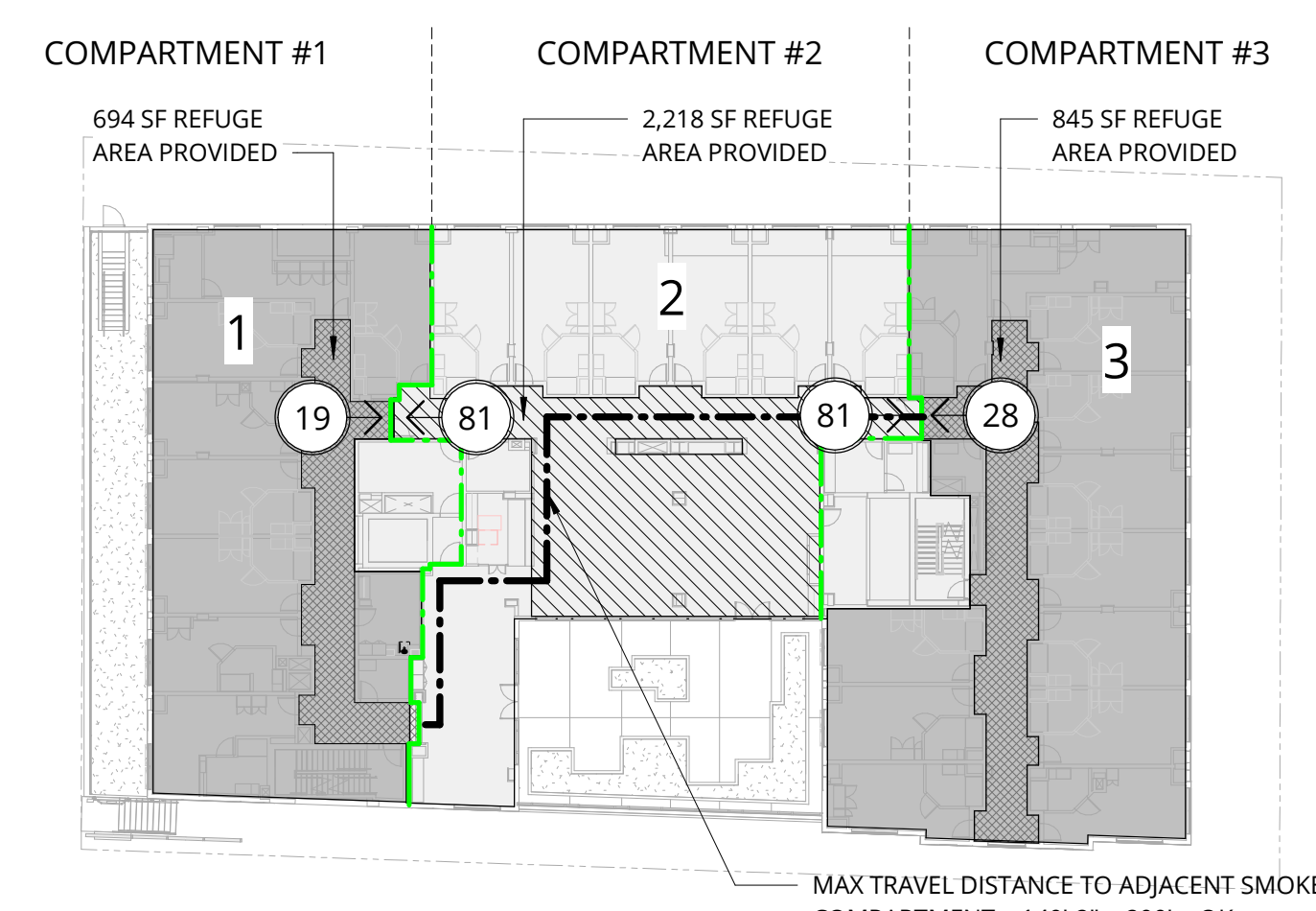
PER WAC 388-78A-2300 1(i) - FOOD AND NUTRITION SERVICES
 26 RESIDENTS: MIN. DINING CAPACITY @50% = 13 REQUIRED
 OR 10 SF(26) = 260 SF REQUIRED)

DINING = 720 SF
 720 SF PROVIDED

DRINKING FOUNTAINS
 WATER SERVICE IS PROVIDED AT ALL DINING AND LOUNGE AREAS

OUTDOOR SPACE
 25 SF PER RESIDENT
 26 RESIDENTS(25) = 650 SF REQUIRED

COURTYARD = 971 SF
 971 SF PROVIDED



LEVEL 2 - SMOKE COMPARTMENT DIAGRAM
 1/32" = 1'-0"
 0 16 32 64 128

IBC 420.7 - SMOKE BARRIERS
 MAX SMOKE BARRIER AREA = 22,500 SF;
 MAX TRAVEL DISTANCE TO ADJACENT SMOKE COMPARTMENT = 200 FEET
 REFUGE AREAS REQUIRED (15 SF PER CARE RECIPIENT, 6 SF PER OTHER OCCUPANTS)

SMOKE COMPARTMENT AREAS:
 COMPARTMENT #1: 4,278 SF
 COMPARTMENT #2: 6,822 SF
 COMPARTMENT #3: 5,366 SF

REFUGE AREAS REQUIRED
 COMPARTMENT #1:
 14 OCCUPANTS AT 15 SF/OCCUPANT FROM COMPARTMENT #2 = 210 SF REQUIRED.
 148 OCCUPANTS AT 6 SF/OCCUPANT FROM COMPARTMENT #2 = 1,098 SF
 TOTAL = **549 SF REQUIRED**
694 SF PROVIDED = OK

COMPARTMENT #2:
 17 OCCUPANTS AT 15 SF/OCCUPANT FROM COMPARTMENT #1 = 255 SF
 2 OCCUPANTS AT 6 SF/OCCUPANT FROM COMPARTMENT #1 = 12 SF
 27 OCCUPANTS AT 15 SF/OCCUPANT FROM COMPARTMENT #3 = 405 SF
 1 OCCUPANTS AT 6 SF/OCCUPANT FROM COMPARTMENT #3 = 6 SF
 TOTAL = **678 SF REQUIRED**
2,218 SF PROVIDED = OK

COMPARTMENT #3:
 14 OCCUPANTS AT 15 SF/OCCUPANT FROM COMPARTMENT #2 = 210 SF REQUIRED.
 148 OCCUPANTS AT 6 SF/OCCUPANT FROM COMPARTMENT #2 = 1,098 SF
 TOTAL = **549 SF REQUIRED**
845 SF PROVIDED = OK

TABLE 1004.1.2 MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT

FUNCTION OF SPACE	OCC. LOAD FACTOR
0 NO CLASSIFICATION APPLIES	0
1 ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	300
2 ASSEMBLY WITHOUT FIXED SEATS: CONCENTRATED (CHAIRS ONLY-NOT FIXED) NET	7
3 ASSEMBLY WITHOUT FIXED SEATS: STANDING SPACE NET AND CHAIRS) NET	5
4 ASSEMBLY WITHOUT FIXED SEATS: UNCONCENTRATED (TABLES AND CHAIRS) NET	15
5 BUSINESS AREAS	100
8 EXERCISE ROOMS	50
9 INSTITUTIONAL AREAS: INPATIENT TREATMENT AREAS	240
10 INSTITUTIONAL AREAS: OUTPATIENT AREAS	100
11 INSTITUTIONAL AREAS: SLEEPING AREAS	120
12 KITCHENS, COMMERCIAL	200
13 LOCKER ROOMS	50
14 MERCANTILE: AREAS ON OTHER FLOORS	60
15 MERCANTILE: STORAGE, STOCK, SHIPPING AREAS	300
16 PARKING GARAGES	200
17 RESIDENTIAL	200

OCCUPANCY TYPE LEGEND

A-1	I (Any)
A-2	M
A-3	R-1
B	R-2
E	R-3
F-1	R-4
F-2	S-1
H (Any)	S-2

FLS PLAN LEGEND

ENCLOSING ELEMENTS

- SMOKE PARTITION
- 1-HR SMOKE BARRIER
- 1-HR FIRE PARTITION
- 1-HR FIRE BARRIER
- 2-HR FIRE BARRIER
- 3-HR FIRE BARRIER
- 3-HR FIRE WALL

SYMBOLS & ELEMENTS

- COMMON PATH OF EGRESS TRAVEL
- EXIT ACCESS TRAVEL DISTANCE
- SMOKE COMPARTMENT EXIT PATH
- DIRECTIONAL EXIT SIGN DOUBLE
- DIRECTIONAL EXIT SIGN SINGLE
- EXIT SIGN AT DOOR
- FIRE EXTINGUISHER CABINET
- FIRE EXTINGUISHER CABINET SEMI RECESSED
- TOTAL OCCUPANT LOAD AT DOOR OPENING
- TOTAL OCCUPANT LOAD PER SMOKE COMPARTMENT
- LIFE SAFETY SUMMARY TAG
- OCCUPANT LOAD FACTOR
- OCCUPANT LOAD
- DOOR TAG, FIRE RATING IN MINUTES

ADDITIONAL REQUIREMENTS

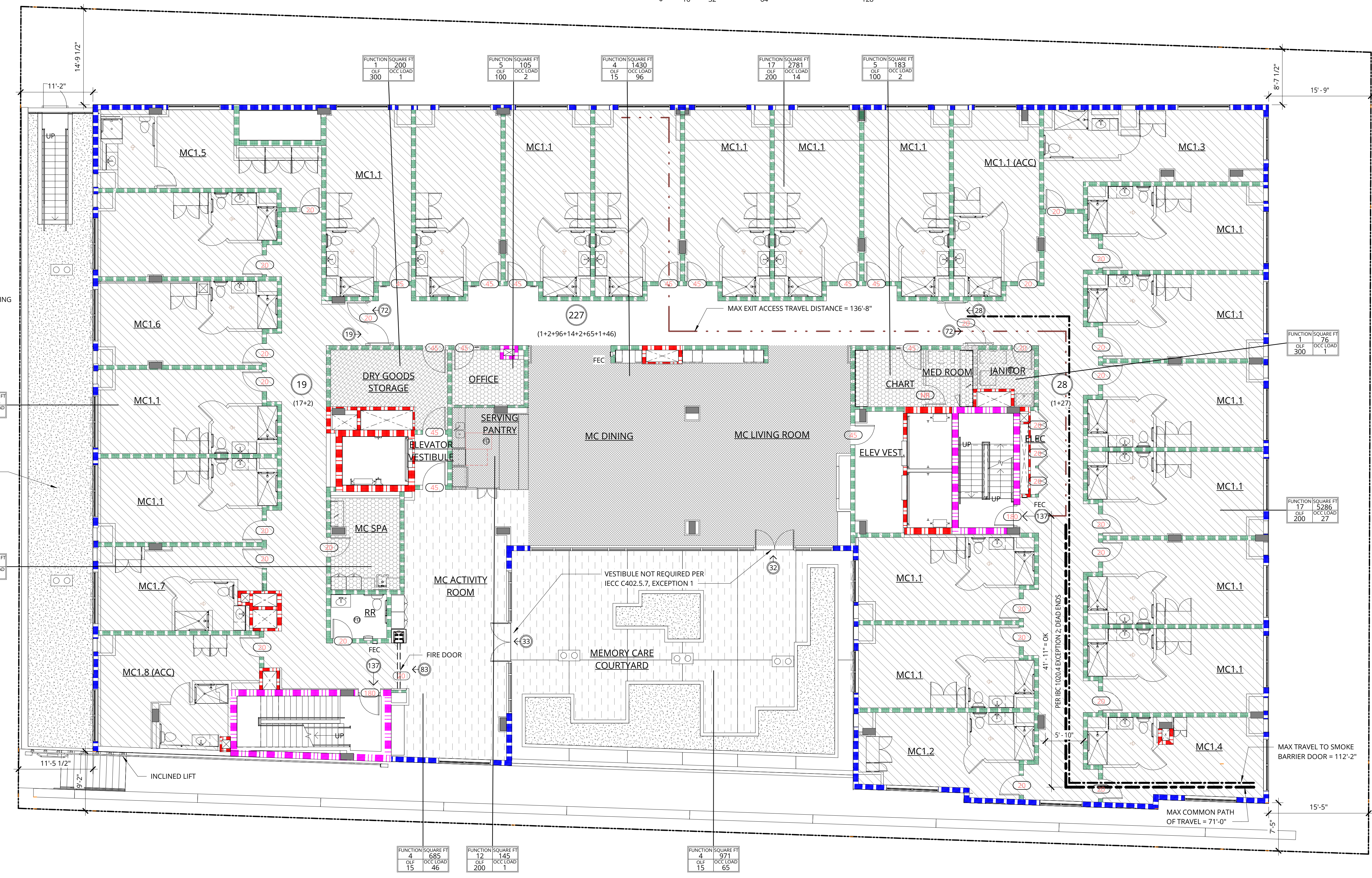
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 219 x 0.15 = 32.85"

219 MAX THROUGH SINGLE DOOR EGRESS

ALL DOUBLE EGRESS DOORS ARE 6'-0" WHICH PROVIDES 65.75" WIDTH CLEAR
 438 x 0.15 = 65.7"

438 MAX THROUGH DOUBLE DOOR EGRESS

PER IBC SECTION 1004.3 EVERY ROOM OR SPACE THAT IS ASSEMBLY OCCUPANCY SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE, NEAR THE MAIN EXIT OR EXIT ACCESS DOORWAY FROM THE ROOM OR SPACE.



1 FLS PLAN - LEVEL 2
 1/8" = 1'-0"
 0 4 8 16 32

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REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS

FLS PLAN - LEVEL 2

ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
12/19/2018	180280

SHEET NUMBER **G2.03**

10/17/2018 2:54:33 PM
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TABLE 1004.1.2 MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT	
FUNCTION OF SPACE	OCC. LOAD FACTOR
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12 KITCHENS, COMMERCIAL	200
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14 MERCANTILE: AREAS ON OTHER FLOORS	60
15 MERCANTILE: STORAGE, STOCK, SHIPPING AREAS	300
16 PARKING GARAGES	200
17 RESIDENTIAL	200

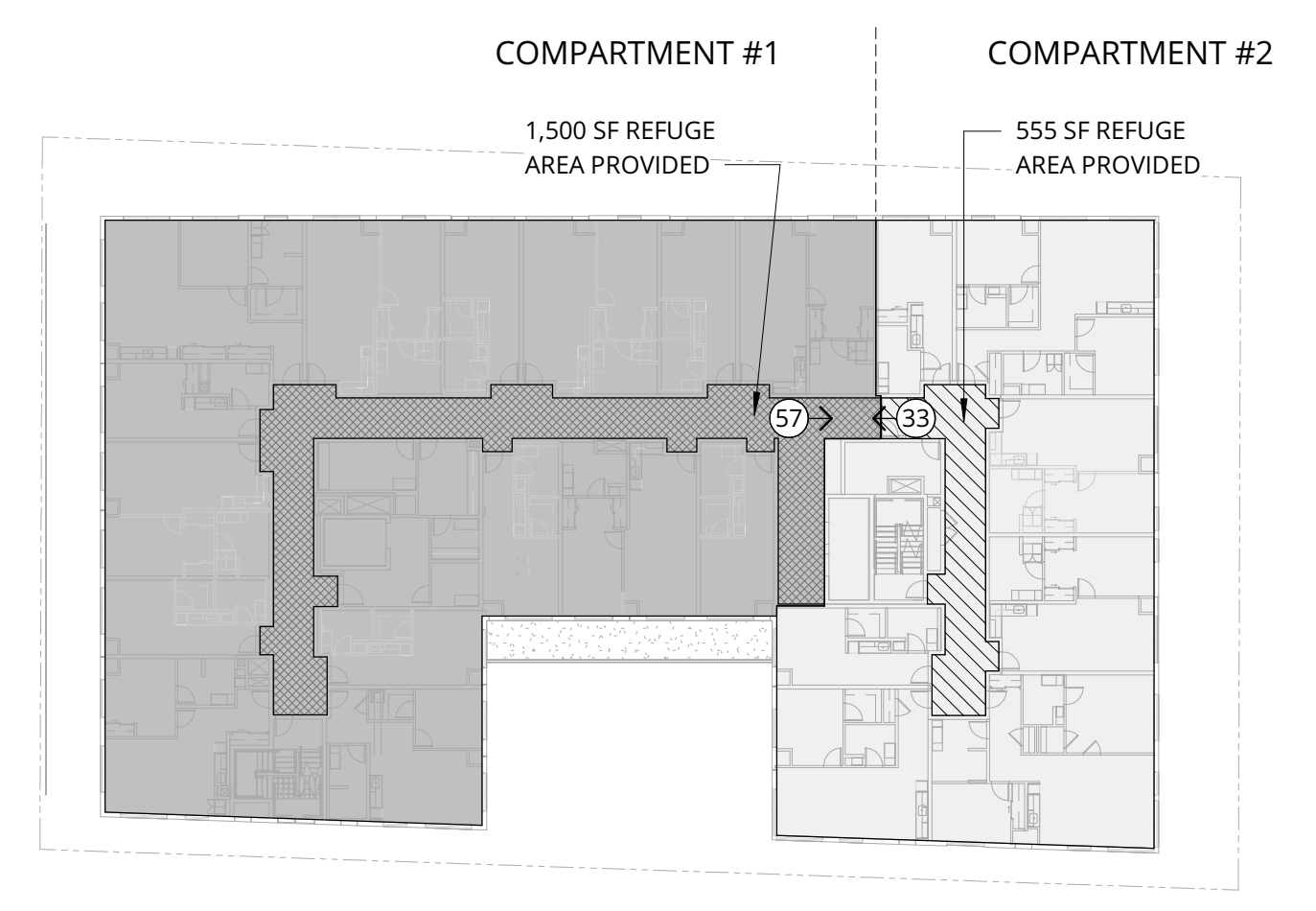
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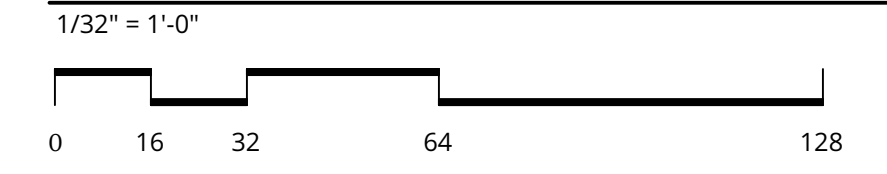
IBC 420.7 - SMOKE BARRIERS
MAX SMOKE BARRIER AREA = 22,500 SF;
MAX TRAVEL DISTANCE TO ADJACENT SMOKE COMPARTMENT = 200 FEET
REFUGE AREAS REQUIRED (15 SF PER CARE RECIPIENT, 6 SF PER OTHER OCCUPANTS)

SMOKE COMPARTMENT AREAS:
COMPARTMENT #1: 1,500 SF
COMPARTMENT #2: 555 SF

REFUGE AREAS REQUIRED
COMPARTMENT #1:
15 OCCUPANTS AT 15 SF/OCCUPANT = 225 SF
42 OCCUPANTS AT 6 SF/OCCUPANT = 252 SF
TOTAL = 477 SF REQUIRED

COMPARTMENT #2:
9 OCCUPANTS AT 15 SF/OCCUPANT = 135 SF REQUIRED
24 OCCUPANTS AT 6 SF/OCCUPANT = 144 SF REQUIRED
TOTAL = 279 SF REQUIRED

LEVEL 3 - SMOKE COMPARTMENT DIAGRAM



OCCUPANCY TYPE LEGEND

- A-1
- I (Any)
- A-2
- M
- A-3
- R-1
- B
- R-2
- E
- R-3
- F-1
- R-4
- F-2
- S-1
- H (Any)
- S-2

Calculating...

FLS PLAN LEGEND

- ENCLOSING ELEMENTS**
- SMOKE PARTITION
 - 1-HR SMOKE BARRIER
 - 1-HR FIRE PARTITION
 - 1-HR FIRE BARRIER
 - 2-HR FIRE BARRIER
 - 3-HR FIRE BARRIER
 - 3-HR FIRE WALL
- SYMBOLS & ELEMENTS**
- COMMON PATH OF EGRESS TRAVEL
 - EXIT ACCESS TRAVEL DISTANCE
 - SMOKE COMPARTMENT EXIT PATH
 - DIRECTIONAL EXIT SIGN DOUBLE
 - DIRECTIONAL EXIT SIGN SINGLE
 - EXIT SIGN AT DOOR
 - FIRE EXTINGUISHER CABINET
 - FIRE EXTINGUISHER CABINET SEMI RECESSED
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 - OCCUPANT LOAD TOTAL PER FLOOR
 - LIFE SAFETY SUMMARY TAG
 - OCCUPANT LOAD FACTOR
 - OCCUPANT LOAD
 - DOOR TAG, FIRE RATING IN MINUTES

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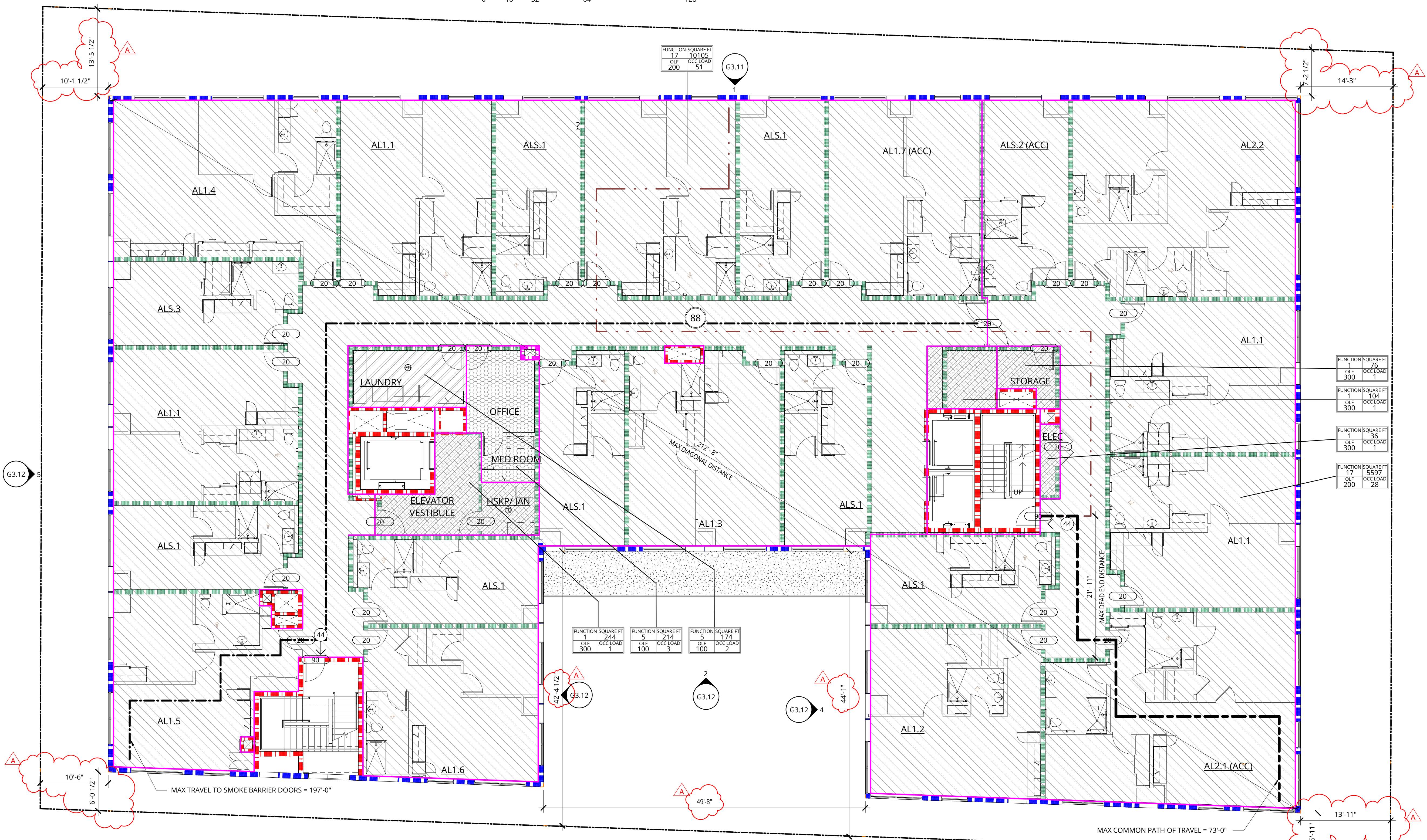
REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS

FLS PLAN - LEVEL 3

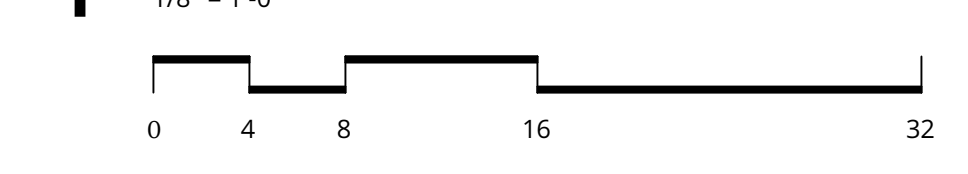
ADR CYCLE 1 CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

SHEET NUMBER **G2.04**



1 FLS PLAN - LEVEL 3



ADDITIONAL REQUIREMENTS

ALL SINGLE EGRESS DOORS ARE 3'-0" WHICH PROVIDES 32.875' WIDTH CLEAR
219 x 0.15 = 32.85"

219 MAX THROUGH SINGLE DOOR EGRESS

ALL DOUBLE EGRESS DOORS ARE 6'-0" WHICH PROVIDES 65.75' WIDTH CLEAR
438 x 0.15 = 65.7"

438 MAX THROUGH DOUBLE DOOR EGRESS

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11 INSTITUTIONAL AREAS: SLEEPING AREAS	120
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13 LOCKER ROOMS	50
14 MERCANTILE: AREAS ON OTHER FLOORS	60
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16 PARKING GARAGES	200
17 RESIDENTIAL	200

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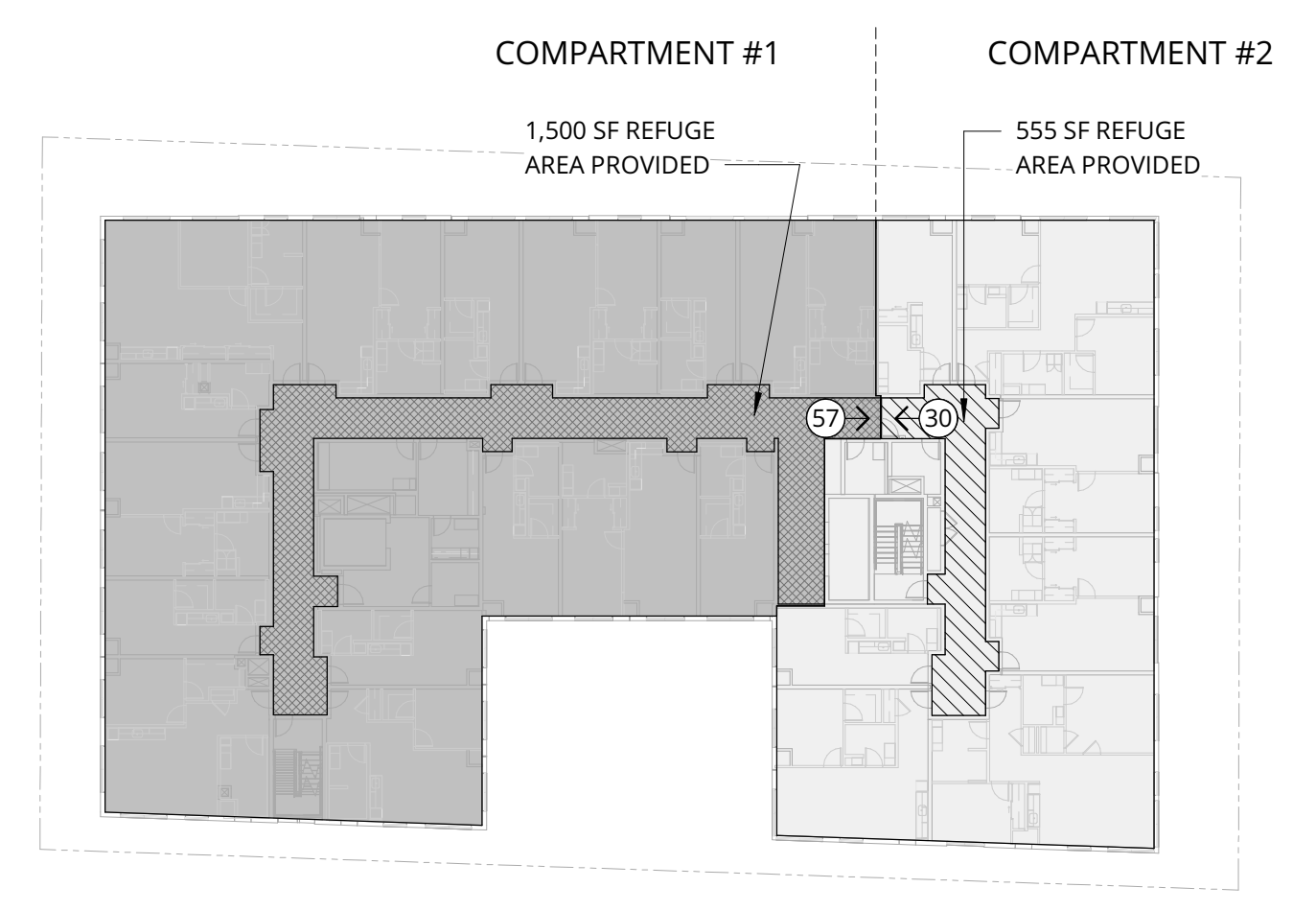


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IBC 420.7 - SMOKE BARRIERS
MAX SMOKE BARRIER AREA = 22,500 SF;
TRAVEL DISTANCE TO ADJACENT SMOKE COMPARTMENT = 200 FEET
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COMPARTMENT #2: 555 SF

REFUGE AREAS REQUIRED
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TOTAL = 279 SF REQUIRED

LEVEL 4 - SMOKE COMPARTMENT DIAGRAM
1/32" = 1'-0"
0 16 32 64 128

OCCUPANCY TYPE LEGEND

- A-1
- I (Any)
- A-2
- M
- A-3
- R-1
- B
- R-2
- E
- R-3
- F-1
- R-4
- F-2
- S-1
- H (Any)
- S-2

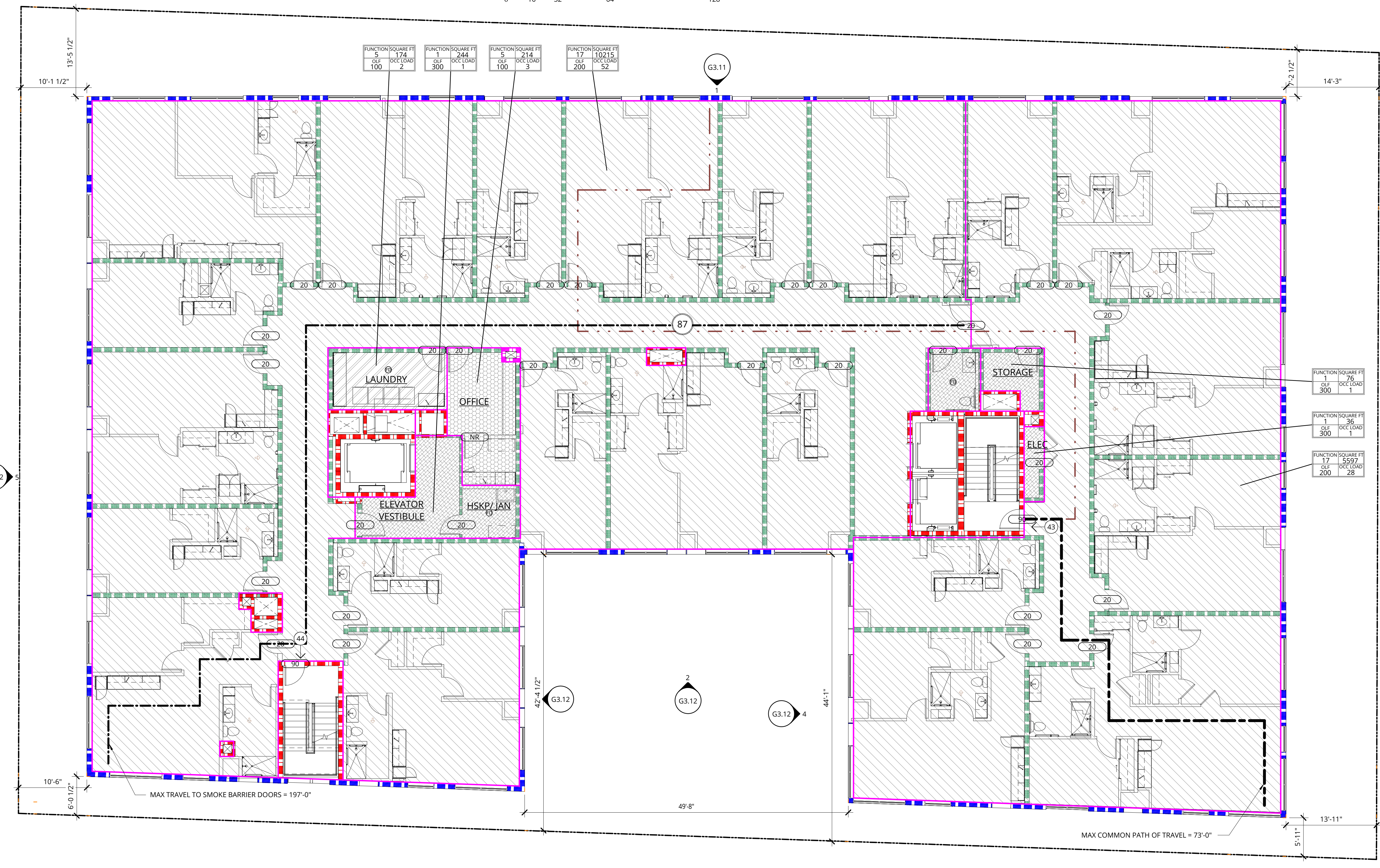
Calculating...

FLS PLAN LEGEND

- ENCLOSING ELEMENTS**
- SMOKE PARTITION
 - 1-HR SMOKE BARRIER
 - 1-HR FIRE PARTITION
 - 1-HR FIRE BARRIER
 - 2-HR FIRE BARRIER
 - 3-HR FIRE BARRIER
 - 3-HR FIRE WALL
- SYMBOLS & ELEMENTS**
- COMMON PATH OF EGRESS TRAVEL
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1 FLS PLAN - LEVEL 4
1/8" = 1'-0"
0 4 8 16 32

ADDITIONAL REQUIREMENTS

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219 MAX THROUGH SINGLE DOOR EGRESS

ALL DOUBLE EGRESS DOORS ARE 6'-0" WHICH PROVIDES 65.75" WIDTH CLEAR
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438 MAX THROUGH DOUBLE DOOR EGRESS

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FLS PLAN - LEVEL 4

ADR CYCLE 1 CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

SHEET NUMBER
G2.05

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13 LOCKER ROOMS	50
14 MERCANTILE: AREAS ON OTHER FLOORS	60
15 MERCANTILE: STORAGE, STOCK, SHIPPING AREAS	300
16 PARKING GARAGES	200
17 RESIDENTIAL	200

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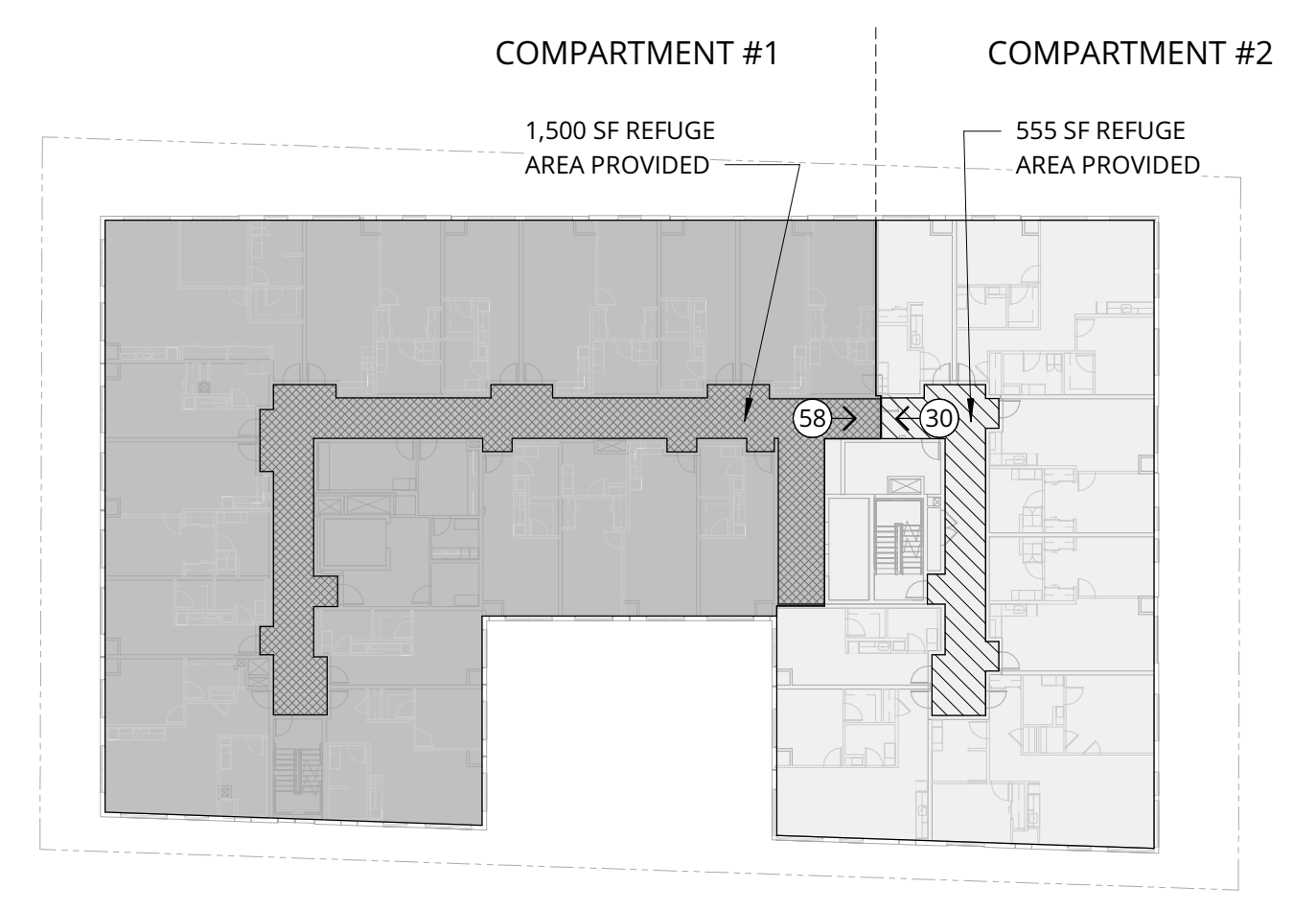


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IBC 420.7 - SMOKE BARRIERS
MAX SMOKE BARRIER AREA = 22,500 SF;
TRAVEL DISTANCE TO ADJACENT SMOKE COMPARTMENT = 200 FEET
REFUGE AREAS REQUIRED (15 SF PER CARE RECIPIENT, 6 SF PER OTHER OCCUPANTS)

SMOKE COMPARTMENT AREAS:
COMPARTMENT #1: 1,500 SF
COMPARTMENT #2: 555 SF

REFUGE AREAS REQUIRED
COMPARTMENT #1:
15 OCCUPANTS AT 15 SF/OCCUPANT = 225 SF
42 OCCUPANTS AT 6 SF/OCCUPANT = 252 SF
TOTAL = 477 SF REQUIRED

COMPARTMENT #2:
9 OCCUPANTS AT 15 SF/OCCUPANT = 135 SF REQUIRED.
24 OCCUPANTS AT 6 SF/OCCUPANT = 144 SF REQUIRED
TOTAL = 279 SF REQUIRED

LEVEL 5 - SMOKE COMPARTMENT DIAGRAM
1/32" = 1'-0"
0 16 32 64 128

OCCUPANCY TYPE LEGEND

- A-1
- I (Any)
- A-2
- M
- A-3
- R-1
- B
- R-2
- E
- R-3
- F-1
- R-4
- F-2
- S-1
- H (Any)
- S-2

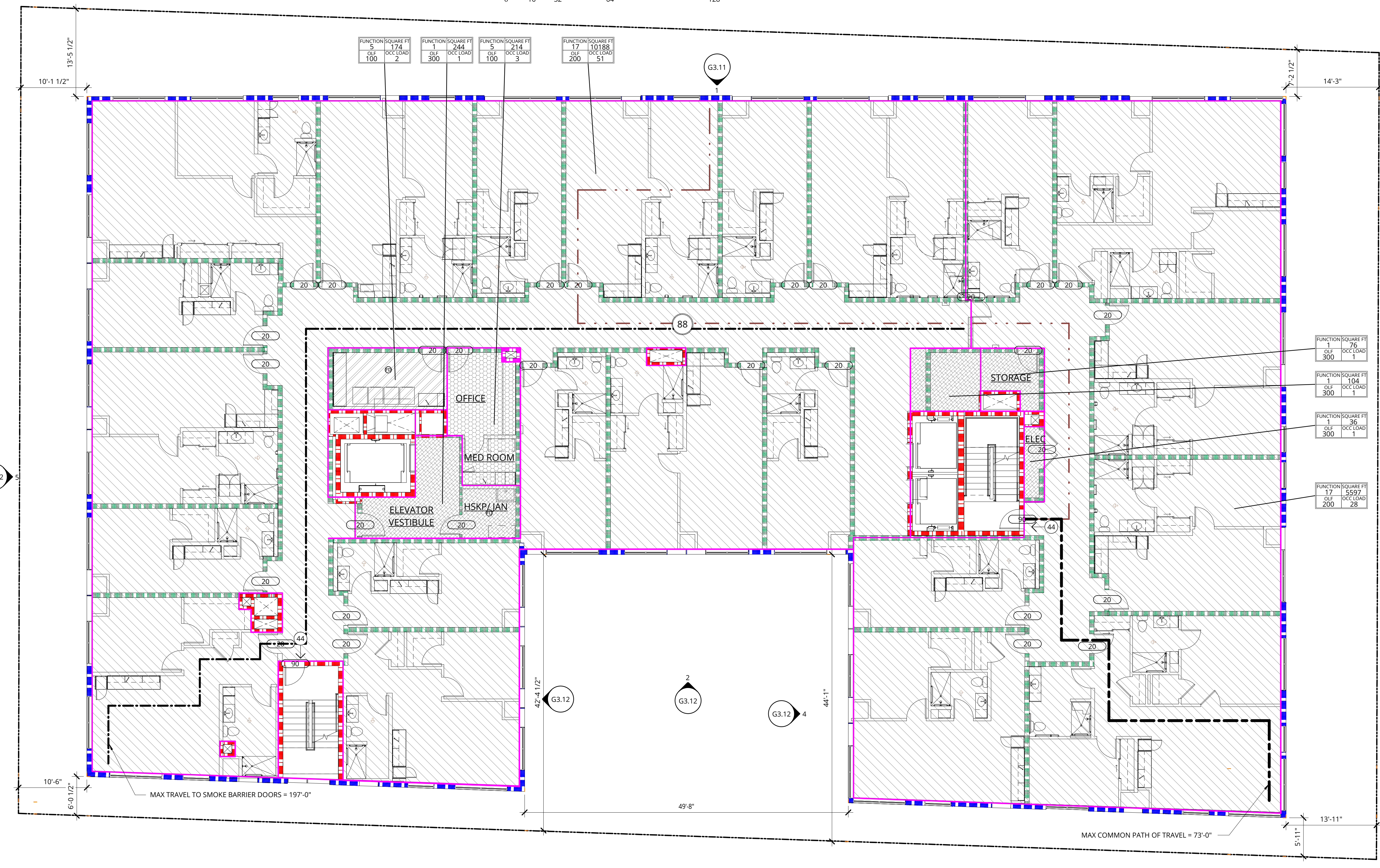
Calculating...

FLS PLAN LEGEND

- ENCLOSING ELEMENTS**
- SMOKE PARTITION
 - 1-HR SMOKE BARRIER
 - 1-HR FIRE PARTITION
 - 1-HR FIRE BARRIER
 - 2-HR FIRE BARRIER
 - 3-HR FIRE BARRIER
 - 3-HR FIRE WALL
- SYMBOLS & ELEMENTS**
- COMMON PATH OF EGRESS TRAVEL
 - EXIT ACCESS TRAVEL DISTANCE
 - SMOKE COMPARTMENT EXIT PATH
 - DIRECTIONAL EXIT SIGN DOUBLE
 - DIRECTIONAL EXIT SIGN SINGLE
 - EXIT SIGN AT DOOR
 - FIRE EXTINGUISHER CABINET
 - FIRE EXTINGUISHER CABINET SEMI RECESSED
 - OCCUPANT LOAD AT DOOR OPENING
 - OCCUPANT LOAD TOTAL PER FLOOR
 - LIFE SAFETY SUMMARY TAG
 - OCCUPANT LOAD FACTOR
 - OCCUPANT LOAD
 - DOOR TAG, FIRE RATING IN MINUTES

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1 FLS PLAN - LEVEL 5
1/8" = 1'-0"
0 4 8 16 32

ADDITIONAL REQUIREMENTS

ALL SINGLE EGRESS DOORS ARE 3'-0" WHICH PROVIDES 32.875' WIDTH CLEAR
219 x 0.15 = 32.85"

219 MAX THROUGH SINGLE DOOR EGRESS

ALL DOUBLE EGRESS DOORS ARE 6'-0" WHICH PROVIDES 65.75' WIDTH CLEAR
438 x 0.15 = 65.7"

438 MAX THROUGH DOUBLE DOOR EGRESS

PER IBC SECTION 1004.3 EVERY ROOM OR SPACE THAT IS ASSEMBLY OCCUPANCY SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE, NEAR THE MAIN EXIT OR EXIT ACCESS DOORWAY FROM THE ROOM OR SPACE.

FLS PLAN - LEVEL 5

ADR CYCLE 1 CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

SHEET NUMBER
G2.06

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TABLE 1004.1.2 MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT	
FUNCTION OF SPACE	OCC. LOAD FACTOR
0 NO CLASSIFICATION APPLIES	0
1 ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	300
2 ASSEMBLY WITHOUT FIXED SEATS: CONCENTRATED (CHAIRS ONLY-NOT FIXED) NET	7
3 ASSEMBLY WITHOUT FIXED SEATS: STANDING SPACE NET	5
4 ASSEMBLY WITHOUT FIXED SEATS: UNCONCENTRATED (TABLES AND CHAIRS) NET	15
5 BUSINESS AREAS	100
6 EXERCISE ROOMS	50
9 INSTITUTIONAL AREAS: INPATIENT TREATMENT AREAS	240
10 INSTITUTIONAL AREAS: OUTPATIENT AREAS	100
11 INSTITUTIONAL AREAS: SLEEPING AREAS	120
12 KITCHENS, COMMERCIAL	200
13 LOCKER ROOMS	50
14 MERCANTILE: AREAS ON OTHER FLOORS	60
15 MERCANTILE: STORAGE, STOCK, SHIPPING AREAS	300
16 PARKING GARAGES	200
17 RESIDENTIAL	200

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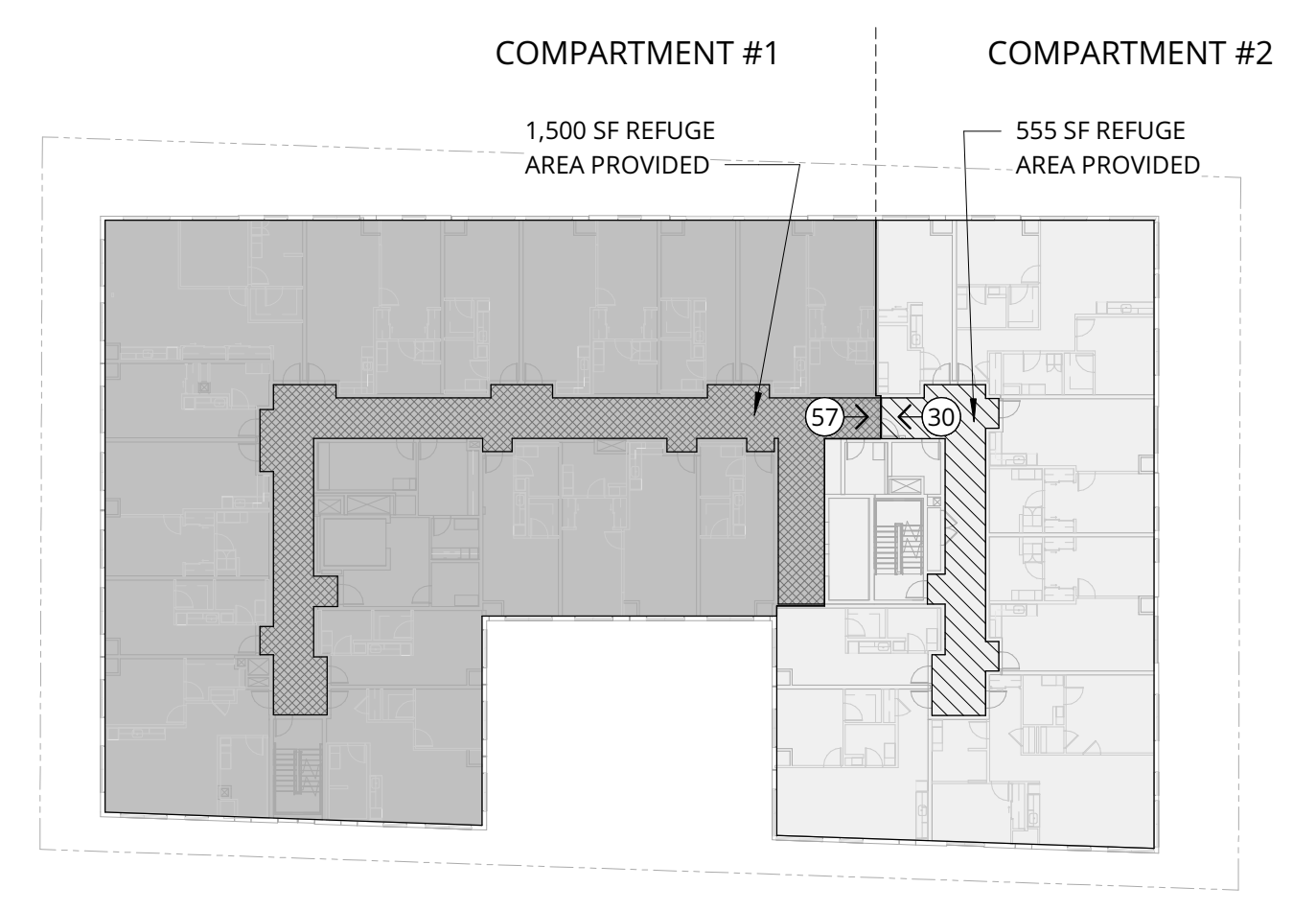


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IBC 420.7 - SMOKE BARRIERS
MAX SMOKE BARRIER AREA = 22,500 SF;
TRAVEL DISTANCE TO ADJACENT SMOKE COMPARTMENT = 200 FEET
REFUGE AREAS REQUIRED (15 SF PER CARE RECIPIENT, 6 SF PER OTHER OCCUPANTS)

SMOKE COMPARTMENT AREAS:
COMPARTMENT #1: 11,248 SF
COMPARTMENT #2: 6,184 SF

REFUGE AREAS REQUIRED
COMPARTMENT #1:
15 OCCUPANTS AT 15 SF/OCCUPANT = 225 SF
42 OCCUPANTS AT 6 SF/OCCUPANT = 252 SF
TOTAL = 477 SF REQUIRED

COMPARTMENT #2:
9 OCCUPANTS AT 15 SF/OCCUPANT = 135 SF REQUIRED
24 OCCUPANTS AT 6 SF/OCCUPANT = 144 SF REQUIRED
TOTAL = 279 SF REQUIRED

LEVEL 6 - SMOKE COMPARTMENT DIAGRAM
1/32" = 1'-0"
0 16 32 64 128

OCCUPANCY TYPE LEGEND

- A-1
- A-2
- A-3
- B
- E
- F-1
- F-2
- H (Any)
- I (Any)
- M
- R-1
- R-2
- R-3
- R-4
- S-1
- S-2

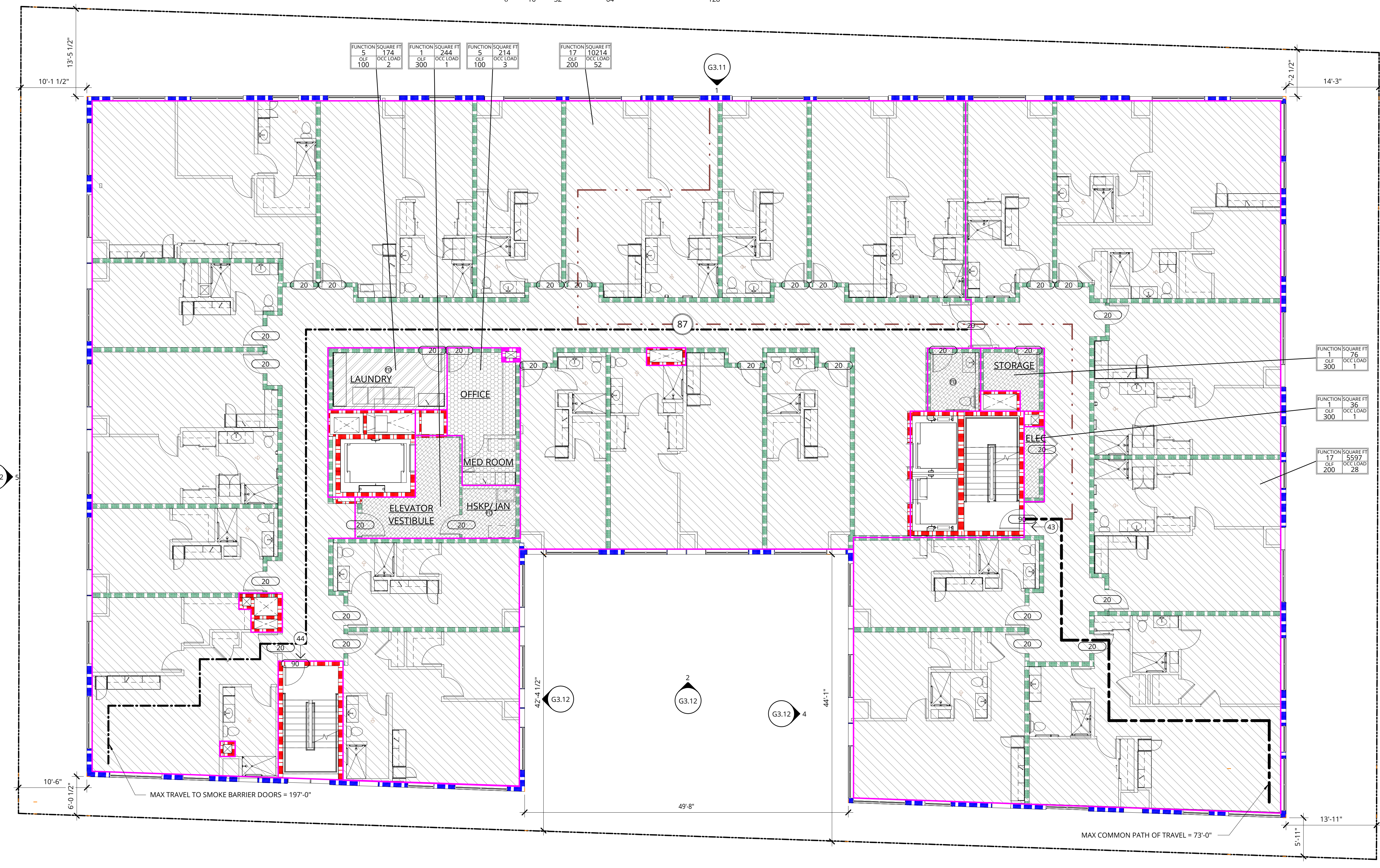
Calculating...

FLS PLAN LEGEND

- ENCLOSING ELEMENTS**
- SMOKE PARTITION
 - 1-HR SMOKE BARRIER
 - 1-HR FIRE PARTITION
 - 1-HR FIRE BARRIER
 - 2-HR FIRE BARRIER
 - 3-HR FIRE BARRIER
 - 3-HR FIRE WALL
- SYMBOLS & ELEMENTS**
- COMMON PATH OF EGRESS TRAVEL
 - EXIT ACCESS TRAVEL DISTANCE
 - SMOKE COMPARTMENT EXIT PATH
 - DIRECTIONAL EXIT SIGN DOUBLE
 - DIRECTIONAL EXIT SIGN SINGLE
 - EXIT SIGN AT DOOR
 - FIRE EXTINGUISHER CABINET
 - FIRE EXTINGUISHER CABINET SEMI RECESSED
 - OCCUPANT LOAD AT DOOR OPENING
 - OCCUPANT LOAD TOTAL PER FLOOR
 - LIFE SAFETY SUMMARY TAG
 - OCCUPANT LOAD FACTOR
 - OCCUPANT LOAD
 - DOOR TAG, FIRE RATING IN MINUTES

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1 FLS PLAN - LEVEL 6
1/8" = 1'-0"
0 4 8 16 32

ADDITIONAL REQUIREMENTS

ALL SINGLE EGRESS DOORS ARE 3'-0" WHICH PROVIDES 32.875' WIDTH CLEAR
219 x 0.15 = 32.85"

219 MAX THROUGH SINGLE DOOR EGRESS

ALL DOUBLE EGRESS DOORS ARE 6'-0" WHICH PROVIDES 65.75' WIDTH CLEAR
438 x 0.15 = 65.7"

438 MAX THROUGH DOUBLE DOOR EGRESS

PER IBC SECTION 1004.3 EVERY ROOM OR SPACE THAT IS ASSEMBLY OCCUPANCY SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE, NEAR THE MAIN EXIT OR EXIT ACCESS DOORWAY FROM THE ROOM OR SPACE.

FLS PLAN - LEVEL 6

ADR CYCLE 1 CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

SHEET NUMBER

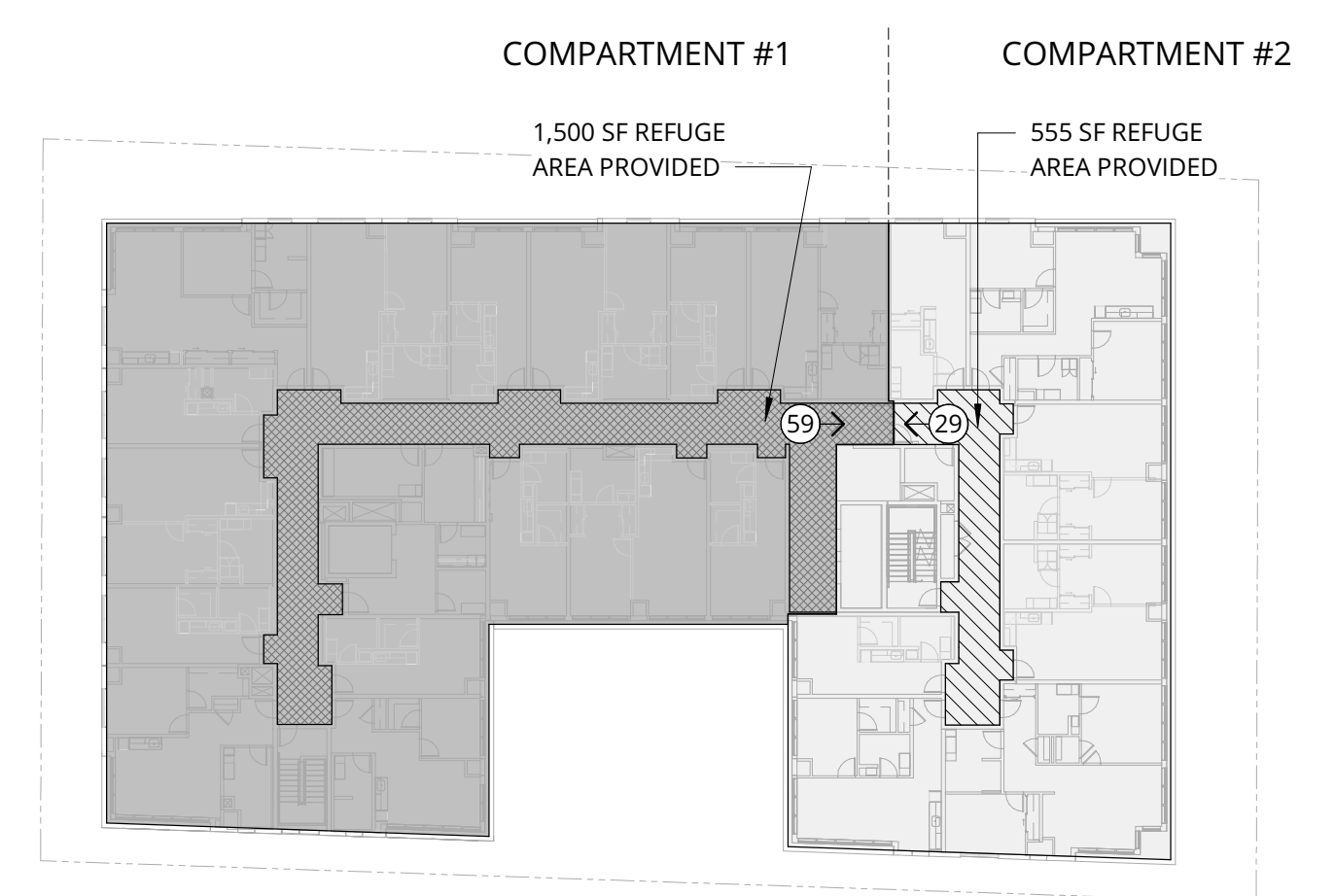
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TABLE 1004.1.2 MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT	
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3 ASSEMBLY WITHOUT FIXED SEATS: STANDING SPACE NET	5
4 ASSEMBLY WITHOUT FIXED SEATS: UNCONCENTRATED (TABLES AND CHAIRS) NET	15
5 BUSINESS AREAS	100
8 EXERCISE ROOMS	50
9 INSTITUTIONAL AREAS: INPATIENT TREATMENT AREAS	240
10 INSTITUTIONAL AREAS: OUTPATIENT AREAS	100
11 INSTITUTIONAL AREAS: SLEEPING AREAS	120
12 KITCHENS, COMMERCIAL	200
13 LOCKER ROOMS	50
14 MERCANTILE: AREAS ON OTHER FLOORS	60
15 MERCANTILE: STORAGE, STOCK, SHIPPING AREAS	300
16 PARKING GARAGES	200
17 RESIDENTIAL	200

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IBC 420.7 - SMOKE BARRIERS
 MAX SMOKE BARRIER AREA = 22,500 SF;
 TRAVEL DISTANCE TO ADJACENT SMOKE COMPARTMENT = 200 FEET
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REFUGE AREAS REQUIRED
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TOTAL = 477 SF REQUIRED

COMPARTMENT #2:
 9 OCCUPANTS AT 15 SF/OCCUPANT = 135 SF REQUIRED.
 24 OCCUPANTS AT 6 SF/OCCUPANT = 144 SF REQUIRED
TOTAL = 279 SF REQUIRED

LEVEL 7 - SMOKE COMPARTMENT DIAGRAM
 1/32" = 1'-0"

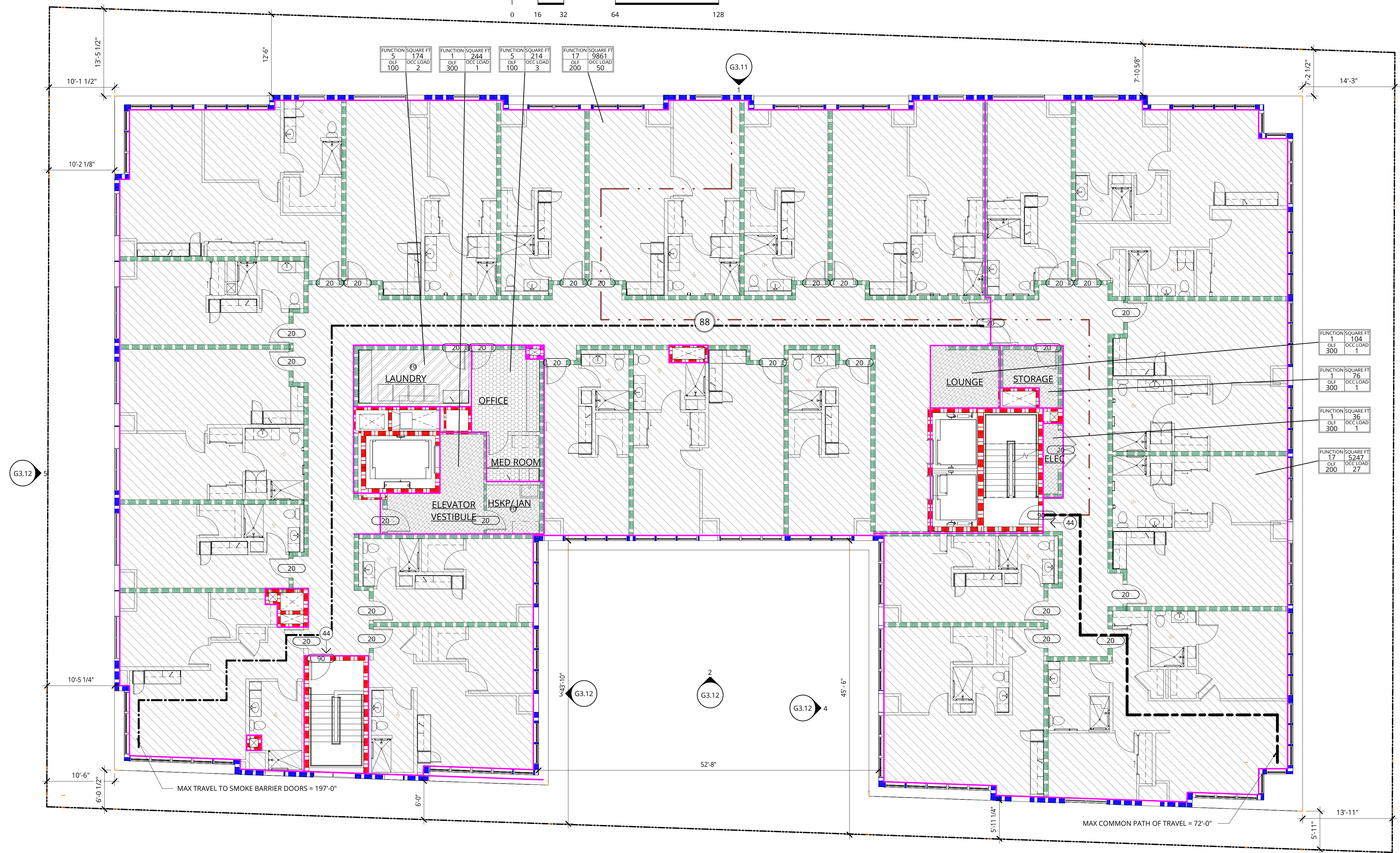
OCCUPANCY TYPE LEGEND

- A-1
- A-2
- A-3
- B
- E
- F-1
- F-2
- H (Any)
- I (Any)
- M
- R-1
- R-2
- R-3
- R-4
- S-1
- S-2

Calculating...

FLS PLAN LEGEND

- ENCLOSING ELEMENTS**
- SMOKE PARTITION
 - 1-HR SMOKE BARRIER
 - 1-HR FIRE PARTITION
 - 1-HR FIRE BARRIER
 - 2-HR FIRE BARRIER
 - 3-HR FIRE BARRIER
 - 3-HR FIRE WALL
- SYMBOLS & ELEMENTS**
- COMMON PATH OF EGRESS TRAVEL
 - EXIT ACCESS TRAVEL DISTANCE
 - SMOKE COMPARTMENT EXIT PATH
 - DIRECTIONAL EXIT SIGN DOUBLE
 - DIRECTIONAL EXIT SIGN SINGLE
 - EXIT SIGN AT DOOR
 - FIRE EXTINGUISHER CABINET
 - FIRE EXTINGUISHER CABINET SEMI RECESSED
 - OCCUPANT LOAD AT DOOR OPENING
 - OCCUPANT LOAD TOTAL PER FLOOR
 - LIFE SAFETY SUMMARY TAG
 - OCCUPANT LOAD FACTOR
 - OCCUPANT LOAD
 - DOOR TAG, FIRE RATING IN MINUTES



1 FLS PLAN - LEVEL 7
 1/8" = 1'-0"

ADDITIONAL REQUIREMENTS

ALL SINGLE EGRESS DOORS ARE 3'-0" WHICH PROVIDES 32.875" WIDTH CLEAR
 219 x 0.15 = 32.85"
219 MAX THROUGH SINGLE DOOR EGRESS

ALL DOUBLE EGRESS DOORS ARE 6'-0" WHICH PROVIDES 65.75" WIDTH CLEAR
 438 x 0.15 = 65.7"
438 MAX THROUGH DOUBLE DOOR EGRESS

PER IBC SECTION 1004.3 EVERY ROOM OR SPACE THAT IS ASSEMBLY OCCUPANCY SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE, NEAR THE MAIN EXIT OR EXIT ACCESS DOORWAY FROM THE ROOM OR SPACE.

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A	10/12/18	ADR CORRECTIONS

FLS PLAN - LEVEL 7

ADR CYCLE 1 CORRECTIONS

DATE: 10/12/2018 PROJECT NUMBER: 180280

SHEET NUMBER: **G2.08**

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A	10/12/18	ADR CORRECTIONS

BUILDING OPENING PROTECTION

ADR CYCLE 1 CORRECTIONS

DATE 10/12/2018	PROJECT NUMBER 180280
--------------------	--------------------------

SHEET NUMBER
G3.11



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



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



EAST - SECTOR A - L1-L7			
Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 1			
CALC-OPEN WALL	784.7 SF	53.7%	SECTOR A
CALC-SOLID WALL	675.8 SF	46.3%	SECTOR A
1460.5 SF			
LEVEL 2			
CALC-OPEN WALL	311.5 SF	28.1%	SECTOR A
CALC-SOLID WALL	797.1 SF	71.9%	SECTOR A
1108.5 SF			
LEVEL 3			
CALC-OPEN WALL	362.4 SF	34.5%	SECTOR A
CALC-SOLID WALL	689.2 SF	65.5%	SECTOR A
1051.7 SF			
LEVEL 4			
CALC-OPEN WALL	362.4 SF	34.5%	SECTOR A
CALC-SOLID WALL	689.2 SF	65.5%	SECTOR A
1051.7 SF			
LEVEL 5			
CALC-OPEN WALL	362.4 SF	34.5%	SECTOR A
CALC-SOLID WALL	689.2 SF	65.5%	SECTOR A
1051.7 SF			
LEVEL 6			
CALC-OPEN WALL	362.4 SF	34.5%	SECTOR A
CALC-SOLID WALL	689.2 SF	65.5%	SECTOR A
1051.7 SF			
LEVEL 7			
CALC-OPEN WALL	409.5 SF	38.3%	SECTOR A
CALC-SOLID WALL	658.4 SF	61.7%	SECTOR A
1067.9 SF			

NORTH - SECTOR A - L1-L7			
Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 1			
CALC-OPEN WALL	203.9 SF	14.3%	SECTOR A
CALC-SOLID WALL	1218 SF	85.7%	SECTOR A
1421.9 SF			
LEVEL 2			
CALC-OPEN WALL	394 SF	21.3%	SECTOR A
CALC-SOLID WALL	1455.5 SF	78.7%	SECTOR A
1849.5 SF			
LEVEL 3			
CALC-OPEN WALL	587 SF	33.6%	SECTOR A
CALC-SOLID WALL	1161 SF	66.4%	SECTOR A
1748 SF			
LEVEL 4			
CALC-OPEN WALL	587 SF	33.6%	SECTOR A
CALC-SOLID WALL	1161 SF	66.4%	SECTOR A
1748 SF			
LEVEL 5			
CALC-OPEN WALL	587 SF	33.6%	SECTOR A
CALC-SOLID WALL	1161 SF	66.4%	SECTOR A
1748 SF			
LEVEL 6			
CALC-OPEN WALL	587 SF	33.6%	SECTOR A
CALC-SOLID WALL	1161 SF	66.4%	SECTOR A
1748 SF			
LEVEL 7			
CALC-OPEN WALL	531 SF	29.7%	SECTOR A
CALC-SOLID WALL	1259.8 SF	70.3%	SECTOR A
1790.8 SF			

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

Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 2			
CALC-OPEN WALL	253 SF	24.8%	SECTOR A
CALC-SOLID WALL	760.1 SF	75.2%	SECTOR A
LEVEL 3			
CALC-OPEN WALL	345.2 SF	34.8%	SECTOR A
CALC-SOLID WALL	646 SF	65.2%	SECTOR A
LEVEL 4			
CALC-OPEN WALL	345.2 SF	34.8%	SECTOR A
CALC-SOLID WALL	646 SF	65.2%	SECTOR A
LEVEL 5			
CALC-OPEN WALL	345.2 SF	34.8%	SECTOR A
CALC-SOLID WALL	646 SF	65.2%	SECTOR A
LEVEL 6			
CALC-OPEN WALL	345.2 SF	34.8%	SECTOR A
CALC-SOLID WALL	646 SF	65.2%	SECTOR A
LEVEL 7			
CALC-OPEN WALL	342.7 SF	34.0%	SECTOR A
CALC-SOLID WALL	644.5 SF	66.0%	SECTOR A

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

Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 2			
CALC-OPEN WALL	87.3 SF	23.3%	SECTOR A
CALC-SOLID WALL	266.8 SF	76.7%	SECTOR A
LEVEL 3			
CALC-OPEN WALL	126.1 SF	34.8%	SECTOR A
CALC-SOLID WALL	236 SF	65.2%	SECTOR A
LEVEL 4			
CALC-OPEN WALL	126.1 SF	34.8%	SECTOR A
CALC-SOLID WALL	236 SF	65.2%	SECTOR A
LEVEL 5			
CALC-OPEN WALL	126.1 SF	34.8%	SECTOR A
CALC-SOLID WALL	236 SF	65.2%	SECTOR A
LEVEL 6			
CALC-OPEN WALL	126.1 SF	34.8%	SECTOR A
CALC-SOLID WALL	236 SF	65.2%	SECTOR A
LEVEL 7			
CALC-OPEN WALL	138.8 SF	37.0%	SECTOR A
CALC-SOLID WALL	296.8 SF	63.0%	SECTOR A

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

Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 2			
CALC-OPEN WALL	139.5 SF	40.8%	SECTOR A
CALC-SOLID WALL	202.4 SF	59.2%	SECTOR A
LEVEL 3			
CALC-OPEN WALL	117.8 SF	34.1%	SECTOR A
CALC-SOLID WALL	227.9 SF	65.9%	SECTOR A
LEVEL 4			
CALC-OPEN WALL	117.8 SF	34.1%	SECTOR A
CALC-SOLID WALL	227.9 SF	65.9%	SECTOR A
LEVEL 5			
CALC-OPEN WALL	117.8 SF	34.1%	SECTOR A
CALC-SOLID WALL	227.9 SF	65.9%	SECTOR A
LEVEL 6			
CALC-OPEN WALL	242.4 SF	34.4%	SECTOR A
CALC-SOLID WALL	462.8 SF	65.6%	SECTOR A

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

Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 2			
CALC-OPEN WALL	294.7 SF	55.6%	SECTOR A
CALC-SOLID WALL	238.7 SF	44.4%	SECTOR A
LEVEL 3			
CALC-OPEN WALL	175.3 SF	37.2%	SECTOR A
CALC-SOLID WALL	296.5 SF	62.8%	SECTOR A
LEVEL 4			
CALC-OPEN WALL	175.3 SF	37.2%	SECTOR A
CALC-SOLID WALL	296.5 SF	62.8%	SECTOR A
LEVEL 5			
CALC-OPEN WALL	175.3 SF	37.2%	SECTOR A
CALC-SOLID WALL	296.5 SF	62.8%	SECTOR A
LEVEL 6			
CALC-OPEN WALL	175.3 SF	37.2%	SECTOR A
CALC-SOLID WALL	296.5 SF	62.8%	SECTOR A
LEVEL 7			
CALC-OPEN WALL	186.8 SF	36.4%	SECTOR A
CALC-SOLID WALL	306.2 SF	63.6%	SECTOR A

Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 2			
CALC-OPEN WALL	36 SF	5.5%	SECTOR A
CALC-SOLID WALL	621.8 SF	94.5%	SECTOR A
LEVEL 3			
CALC-OPEN WALL	132 SF	20.7%	SECTOR A
CALC-SOLID WALL	506.5 SF	79.3%	SECTOR A
LEVEL 4			
CALC-OPEN WALL	132 SF	20.7%	SECTOR A
CALC-SOLID WALL	506.5 SF	79.3%	SECTOR A
LEVEL 5			
CALC-OPEN WALL	132 SF	20.7%	SECTOR A
CALC-SOLID WALL	506.5 SF	79.3%	SECTOR A
LEVEL 6			
CALC-OPEN WALL	132 SF	20.7%	SECTOR A
CALC-SOLID WALL	506.5 SF	79.3%	SECTOR A
LEVEL 7			
CALC-OPEN WALL	142.5 SF	22.3%	SECTOR A
CALC-SOLID WALL	495.7 SF	77.7%	SECTOR A

Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 2			
CALC-OPEN WALL	107.8 SF	16.4%	SECTOR B
CALC-SOLID WALL	550.1 SF	83.6%	SECTOR B
LEVEL 3			
CALC-OPEN WALL	173.1 SF	27.1%	SECTOR B
CALC-SOLID WALL	465.4 SF	72.9%	SECTOR B
LEVEL 4			
CALC-OPEN WALL	173.1 SF	27.1%	SECTOR B
CALC-SOLID WALL	465.4 SF	72.9%	SECTOR B
LEVEL 5			
CALC-OPEN WALL	173.1 SF	27.1%	SECTOR B
CALC-SOLID WALL	465.4 SF	72.9%	SECTOR B
LEVEL 6			
CALC-OPEN WALL	173.1 SF	27.1%	SECTOR B
CALC-SOLID WALL	465.4 SF	72.9%	SECTOR B
LEVEL 7			
CALC-OPEN WALL	169.3 SF	26.5%	SECTOR B
CALC-SOLID WALL	469 SF	73.5%	SECTOR B

Type	Filled Region Area	PERCENTAGE	SECTOR
LEVEL 1			
CALC-OPEN WALL	1144.1 SF	41.9%	SECTOR C
CALC-SOLID WALL	1588.5 SF	58.1%	SECTOR C



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

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A	10/12/18	ADR CORRECTIONS

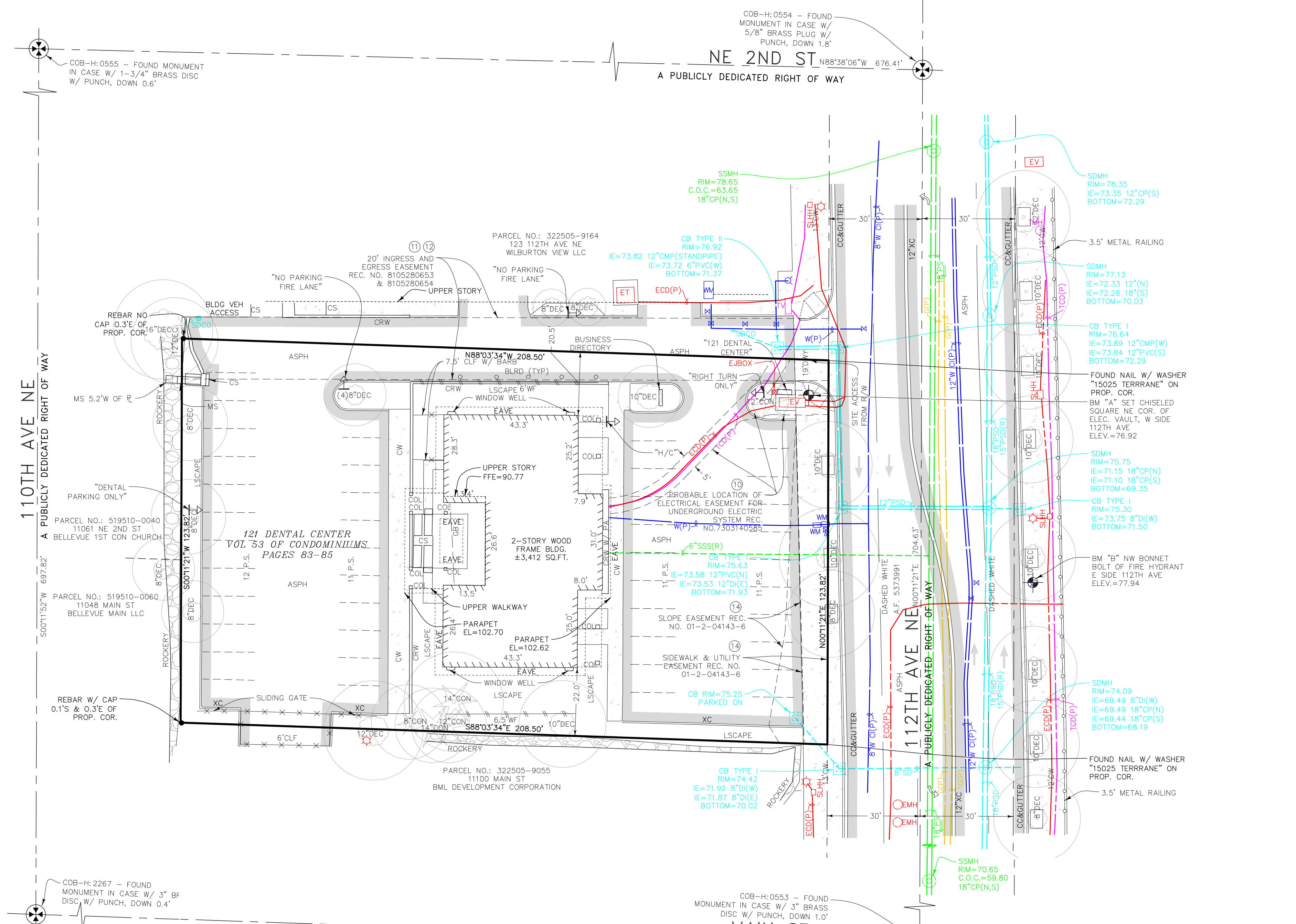
BUILDING OPENING PROTECTION

ADR CYCLE 1 CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

SHEET NUMBER
G3.12

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SITE NOTES

SITE ADDRESS:
121 112TH AVENUE NE
BELLEVUE, WA

PARCEL ACCOUNT NOS.:
639160-0010 (UNIT 1), 639160-0020 (UNIT 2), 639160-0030 (UNIT 3),
639160-0040 (UNIT 4), 639160-0050 (UNIT 5) AND 639160-0060 (UNIT 6).

ZONING:
DT-MU

ZONING AGENCY:
CITY OF BELLEVUE
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
450 110TH AVENUE NE
PO BOX 90012
BELLEVUE, WA 98009-9012
(425) 452-6800

SETBACKS:
CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW. CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE GOVERNING JURISDICTION INDICATES THAT STRUCTURES ON THIS PROPERTY COMPLIED WITH MINIMUM SETBACK AND HEIGHT REQUIREMENTS FOLLOWING CONSTRUCTION.

FLOOD ZONE:
THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY 16TH, 1995, COMMUNITY PANEL NO. 5303300652F, AND IS SITUATED IN ZONE "X", AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.

HORIZONTAL DATUM:
NAD 83/2011 - CITY OF BELLEVUE(COB)

VERTICAL DATUM:
NAVD 88 - CITY OF BELLEVUE(COB)

AREA:
SITE AS SHOWN CONTAINS 25,804 SQUARE FEET OR 0.5924 ACRES, MORE OR LESS.

PARKING SPACE COUNT:
PARKING SPACES TOTAL 45 INCLUDING 2 DISABLED PARKING SPACES.

SUBSTRUCTURES:
BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN CONTACT THE UTILITY OWNER/AGENCY.

TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:
RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT CONTACTED EACH OF THE MANY COMPANIES, IN THE COURSE OF THIS SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT RIGHTS-OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS ALWAYS, CALL 1-800-424-5555 BEFORE (509) 474-1111

DESCRIPTION:
UNITS 1, 2, 3, 4, 5 AND 6, OF 121 DENTAL CENTER, A CONDOMINIUM RECORDED IN VOLUME 53 OF CONDOMINIUMS, REC'D 03/13/95, INCLUDING ACCORDING TO THE DECLARATION THEREOF, RECORDED UNDER KING COUNTY RECORDING NO. 8105280655, AND ANY AMENDMENTS THERETO.

SITUATE IN THE CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.

THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 20376364-410-MP2, DATED JANUARY 12, 2018. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:
ITEMS CIRCLED ARE SHOWN ON MAP.

9. NOTICE OF TAP OR CONNECTION CHARGES WHICH HAVE BEEN OR WILL BE DUE IN CONNECTION WITH DEVELOPMENT OR RE-DEVELOPMENT OF THE LAND AS DISCLOSED BY RECORDED INSTRUMENT. INQUIRIES REGARDING THE SPECIFIC AMOUNT OF THE CHARGES SHOULD BE MADE TO THE CITY/COUNTY AGENCY.
CITY/COUNTY AGENCY: THE CITY OF BELLEVUE
RECORDED: DECEMBER 20, 1996
RECORDING NO.: 9612200938

*SURVEYOR'S NOTE: AFFECTS SITE AND IS BLANKET IN NATURE

10. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: PUGET SOUND POWER & LIGHT COMPANY
PURPOSE: UNDERGROUND ELECTRIC TRANSMISSION AND/OR DISTRIBUTION SYSTEM
AREA AFFECTED: A PORTION OF SAID PREMISES
RECORDED: MARCH 14, 1973
RECORDING NO.: 7303140585
*SURVEYOR'S NOTE: EV AND ECD(P) MEET REQUIREMENTS FOR EASEMENT. HOWEVER, UNABLE TO PLOT WITH LEGAL DESCRIPTION PROVIDED.

11. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

PURPOSE: INGRESS AND EGRESS
AREA AFFECTED: A PORTION OF SAID PREMISES
RECORDING NO.: 8105280653

12. PROVISIONS SET FORTH ON THE SURVEY MAP AND PLANS AND AMENDMENTS THERETO, RECORDED UNDER COUNTY RECORDING NUMBER(S) 8105280654.

13. REGULATIONS AND REQUIREMENTS PROVIDED FOR IN THAT CERTAIN "DECLARATION" RECORDED MAY 28, 1981 UNDER COUNTY RECORDING NO. 8105280655, INCLUDING, BUT NOT LIMITED TO, ASSESSMENTS LEVIED BY THE HOMEOWNER'S ASSOCIATION, REGULATIONS AND REQUIREMENTS OF CHAPTER 64.32 OF REVISED CODE OF WASHINGTON, DESIGNATED AS THE "HORIZONTAL PROPERTY REGIMES ACT (CONDOMINIUMS)" AND AMENDMENTS THERETO, OTHER THAN THOSE PERTAINING TO THE ACTUAL VALID CREATION OF THE CONDOMINIUM ITSELF, WHICH THE COMPANY DOES INSURE NOW EXISTS.

AND AMENDMENT THERETO:
RECORDED: JUNE 12, 1981
RECORDING NO.: 8106120505

14. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

ESTABLISHED IN CAUSE NO.: 01-2-04143-6
PURPOSE: SLOPES, SIDEWALK & UTILITIES
AREA AFFECTED: A PORTION OF SAID PREMISES

CERTIFICATION:
SURVEY IDENTIFICATION NO.: 2018022.00
REGISTERED LAND SURVEYOR NO.: 37546
SURVEYOR'S ADDRESS & COMPANY: BUSH, ROED & HITCHINGS, INC.
2009 MINOR AVENUE EAST
SEATTLE, WA 98102-3513
TELEPHONE: (206) 323-4144

TO ALLIANCE REALTY PARTNERS, LLC, SIMON VINCENT LLC, A WASHINGTON LIMITED LIABILITY COMPANY, AS TO UNIT 1; BURLEIGH T. SURBECK AND KATHRINE M. SURBECK, HUSBAND AND WIFE, AS TO UNITS 2 AND 3; RICHARD CHANG, DDS, AS HIS SEPARATE ESTATE, AS TO UNIT 4; PAMBE, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, AS TO UNIT 5, AND JOSEPH RONALD BRYANT, WHO ACQUIRED TITLE AS JOSEPH R. CRAM, AS HIS SEPARATE ESTATE, AS TO UNIT 6 AND FIDELITY NATIONAL TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6, 7A, 7B, 7C, 8, 9, 10A, 11, 13, 14, 16, 17, 18, 19 AND 20. THE FIELD WORK WAS COMPLETED ON FEBRUARY 13, 2018.

DATE OF PLAT OR MAP: 03/20/2018
DAKIN A. BELL, P.L.S. NO. 37546

THE ABOVE CERTIFICATE IS BASED UPON WORK PREPARED IN ACCORDANCE WITH GENERALLY ACCEPTED PROFESSIONAL SURVEY PRACTICE. WE MAKE NO OTHER WARRANTY, EITHER EXPRESSED OR IMPLIED.



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

2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513

(206) 323-4144
1-800-935-0508
FAX# (206) 323-7135

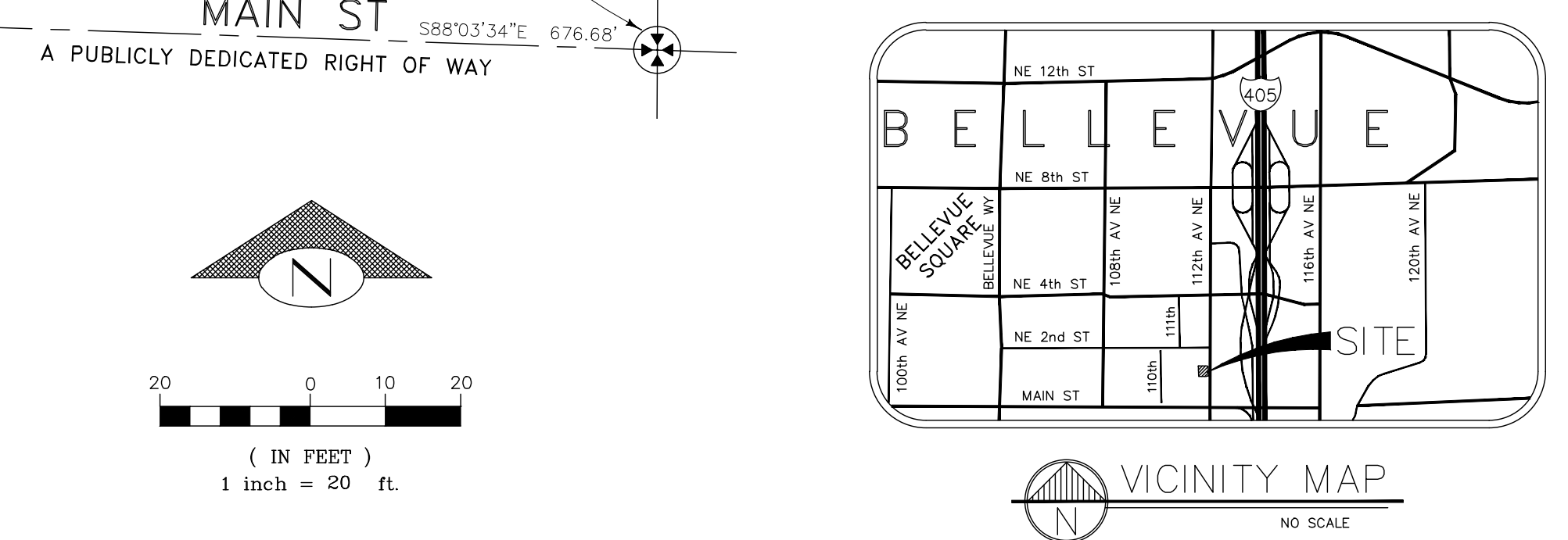


NO.	REVISION	DATE
1	REVISED PER REVIEW COMMENTS	03/20/18

ALTA/NSPS LAND TITLE SURVEY
ALLIANCE REALTY PARTNERS, LLC
121 112TH AVENUE NE
BELLEVUE, WASHINGTON

LEGEND

<ul style="list-style-type: none"> ⊕ ABAN/RET ASPH/RET A.F. BLRD BRICK SURFACE BC BUILDING CORNER BR BIKE RACK CB CATCH BASIN (CB) CONCRETE SURFACE CW/BW CONCRETE/BRICK WALK CRW/WRW CONCRETE/WOOD RETAINING WALL CC/XC CONCRETE/EXTRUDED CURB CP/IP CONCRETE/IRON PIPE CLF CHAIN LINK FENCE (CLF) COL COLUMN C.O.C. CENTERLINE/MONUMENT LINE CS/WS CONCRETE/WOOD STAIRS H/C H/C PARKING SPACE CON CONIFEROUS TREE DEC DECIDUOUS TREE CMP CORRUGATED METAL PIPE C.O.C. CENTER OF CORNER DWY DRIVEWAY ECD ELECTRICAL CONDUIT ED ELECTRICAL DUCT EMH ELECTRICAL HANDHOLE 	<ul style="list-style-type: none"> EM ELECTRICAL METER EV/ET ELECTRICAL VAULT/TRANSFORMER FOUND SURVEY MONUMENT (AS NOTED) FFET FINISH FLOOR ELEVATION FB FIRE DEPT. CONNECTION (FDC) GB GRADE BREAK GM GAS MAIN GM GAS METER GV GAS VALVE GV GAS VALVE IE INVERT ELEVATION LS/PA LANDSCAPE/PLANTER MANHOLE MAILBOX (FEDERAL/PRIVATE) MW MONITOR WELL OHP/OHT OVERHEAD POWER/TELEPHONE OHG/OHB OVERHEAD GUYWIRE/BUS (TROLLEY) P.S. PARKING SPACE(S) P PROPERTY LINE (PL) PA PAINTED UTILITY LOCATION PD PIPE FLOOR DIRECTION PE POLYETHYLENE PI POST INDICATOR VALVE PS/SS COMBINED/SANITARY SEWER PSD STORM DRAIN PR PRIVATE CATCH BASIN RD RECORD DATA 	<ul style="list-style-type: none"> RE ROOF ELEVATION SCL/CLHH SEATTLE CITY LIGHT HANDHOLE SD SERVICE DRAIN (STORM) CO CLEANOUT SLM/V STEAM LINE/VAULT SSS SANITARY SIDE SEWER (RECORD) TS SIGN/STREET NAME SIGN TC/SL TRAFFIC CONTROL/STREET LIGHT HANDHOLE TEMPORARY BENCHMARK (TBM) TCO TELEPHONE CONDUIT (BURIED) TD TELEPHONE DUCT TV TELEPHONE VAULT TMH TELEPHONE MANHOLE TS TELEPHONE SENTRY TRD TRAFFIC SIGNAL CONDUIT (BURIED) TOE TOE OF SLOPE TOP TOP OF BANK OP UTILITY POLE (WOOD) W WATER VAULT WM WATER MAIN W WATER METER M WATER VALVE WV WATER BLOWOFF VALVE WC WATER GATE VALVE/CHAMBER VO/CO VACATION/CONDEMNATION ORDINANCE WF WOOD FENCE (WF)
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UTILITY PROVIDERS:

SANITARY SEWERS, STORM DRAINAGE, AND WATER:
CITY OF BELLEVUE
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
450 110TH AVENUE NE
PO BOX 90012
BELLEVUE, WA 98009-9012
(425) 452-6800

POWER AND NATURAL GAS:
PUGET SOUND ENERGY
10885 NE 4TH STREET, SUITE 1200
PO BOX 97034
BELLEVUE, WA 98009-9734
(425) 454-6363
(888) 225-5773

TELEPHONE:
CENTURY LINK
1600 7TH AVENUE
SEATTLE, WA 98191
(800) 244-1111

ALTA CERTIFICATION NOTES:

16. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVED EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS AT THE PROPERTY DURING THE PROCESS OF CONDUCTING THE FIELDWORK.

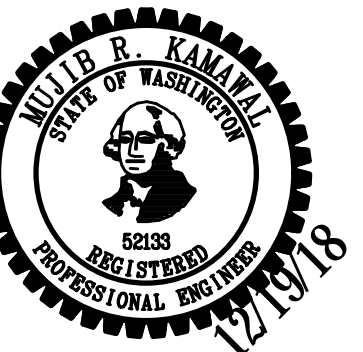
17. THE TIME OF THIS SURVEY, THERE ARE NO PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES AFFECTING THE PROPERTY, ACCORDING TO THE CITY OF BELLEVUE, WASHINGTON. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS AFFECTING THIS PROPERTY IN THE PROCESS OF CONDUCTING THE FIELDWORK.

18. AT THE TIME OF THIS SURVEY, NO WETLANDS OR WETLAND MARKERS WERE OBSERVED.

A) NO OBSERVED CEMETERIES OR BURIAL GROUND WERE PRESENT AT TIME SURVEY WORK WAS COMPLETED.

drawn by	checked by
HAK	DAB
scale	date
1" = 20'	03/20/18
job no.	
2018022.00	
sheet	1 of 1

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513
(206) 323-4144
1-800-835-0508
FAX# (206) 323-7135



HOLDEN OF BELLEVUE
121 112TH AVE NE
BELLEVUE, WA
ALLIANCE RESIDENTIAL

REVISION	DATE	REASON FOR ISSUE

VEHICLE TURNING
CLEARANCE EXHIBIT

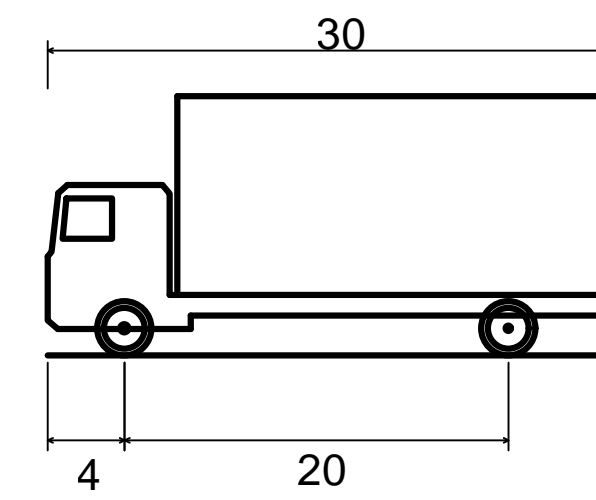
ADR CYCLE 2
CORRECTIONS

DATE 12/19/2018	PROJECT NUMBER 2018022
SHEET NUMBER	

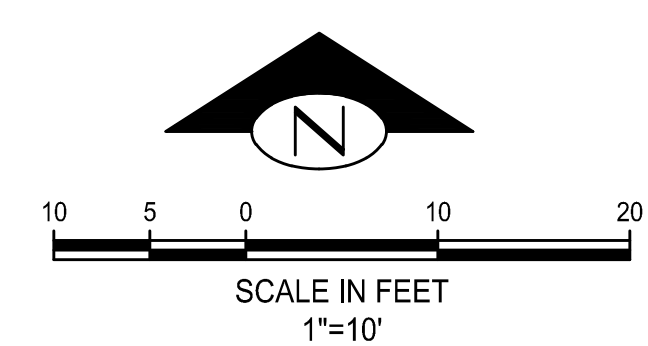
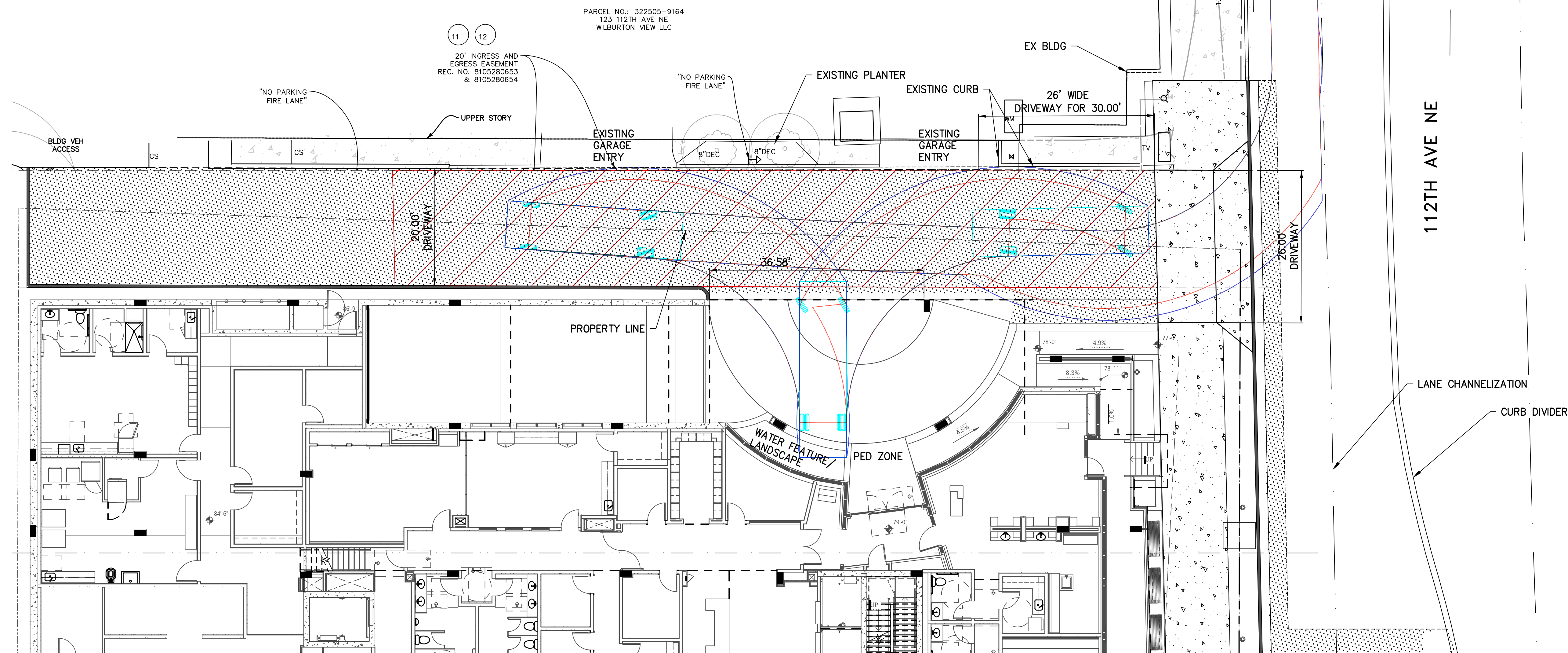
SU-30 - Single Unit Truck Movements

1. RIGHT TURN INTO SHARED DRIVEWAY
2. REVERSE INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE

SU-30 - Single Unit Truck



Overall Length 30.000ft
Overall Width 8.000ft
Overall Body Height 13.500ft
Min Body Ground Clearance 1.367ft
Track Width 8.000ft
Lock-to-lock time 5.00s
Max Steering Angle (Virtual) 31.80°



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VEHICLE TURNING
CLEARANCE EXHIBIT

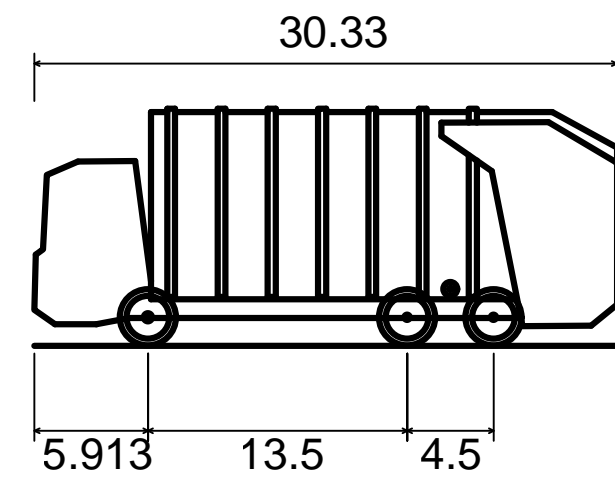
ADR CYCLE 2
CORRECTIONS

DATE 12/19/2018	PROJECT NUMBER 2018022
SHEET NUMBER 2	

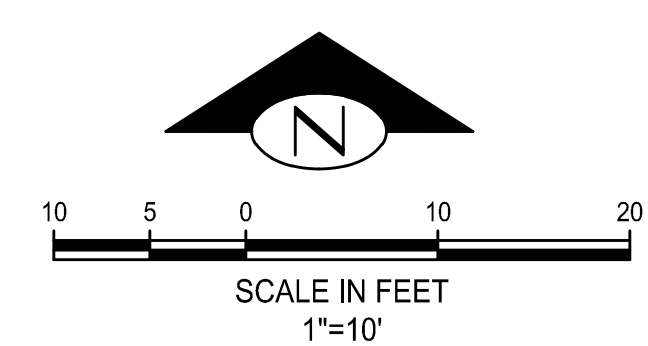
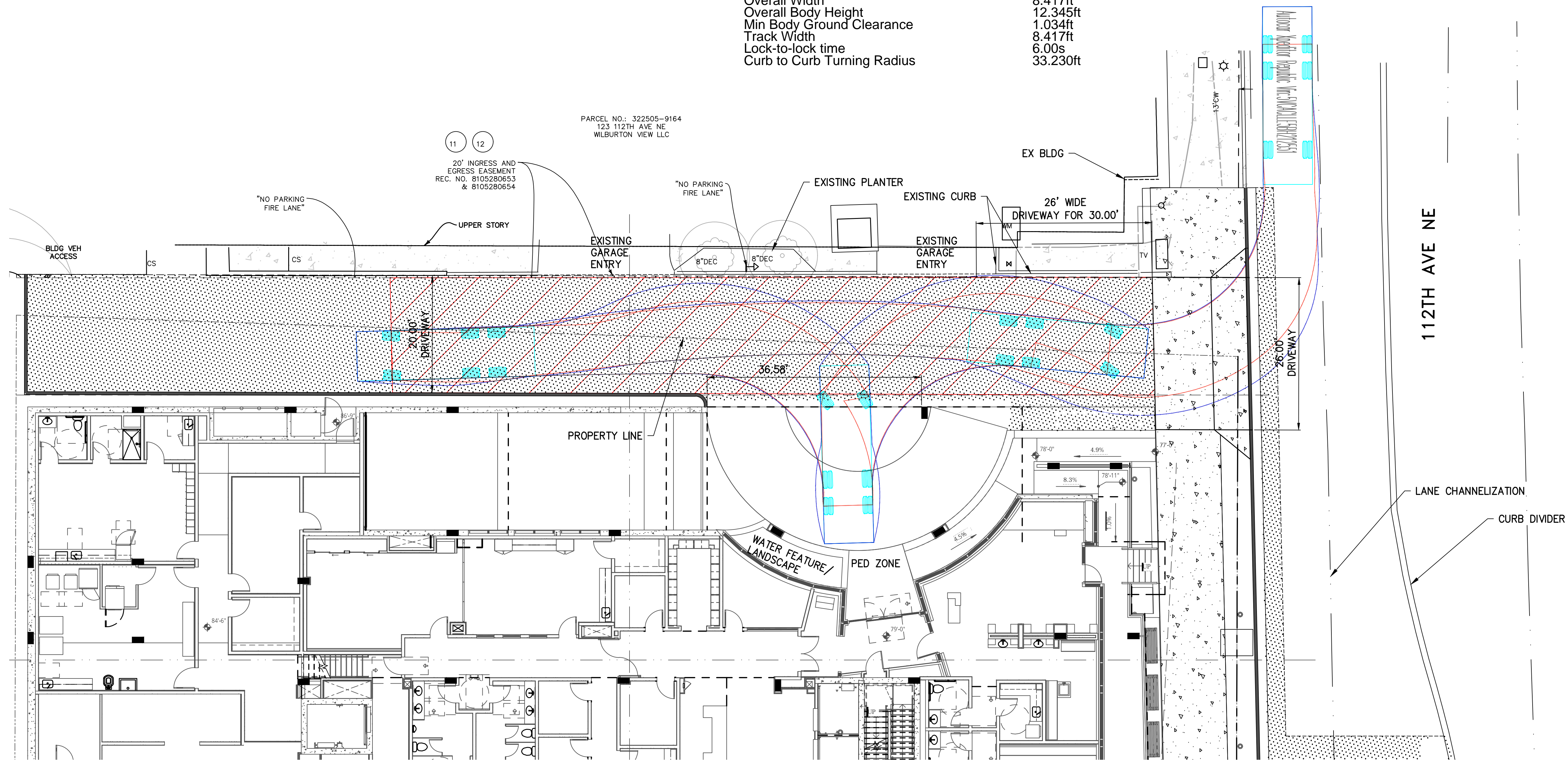
AUTOCAR XPEDITOR

1. RIGHT TURN INTO SHARED DRIVEWAY
2. REVERSE INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE

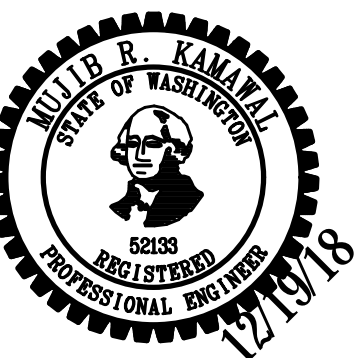
Autocar Xpeditor Republic Vin:5VCACLE5BH212551



Overall Length 30.330ft
Overall Width 8.417ft
Overall Body Height 12.345ft
Min Body Ground Clearance 1.034ft
Track Width 8.417ft
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 33.230ft



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VEHICLE TURNING
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ADR CYCLE 2
CORRECTIONS

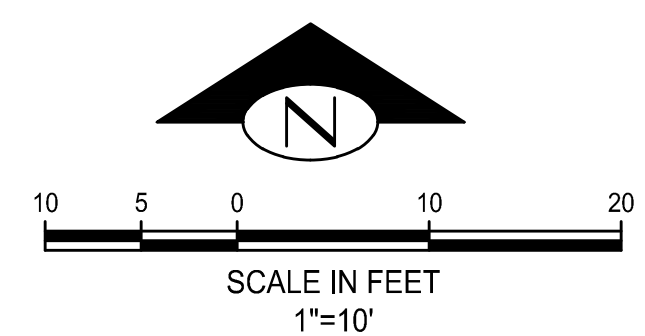
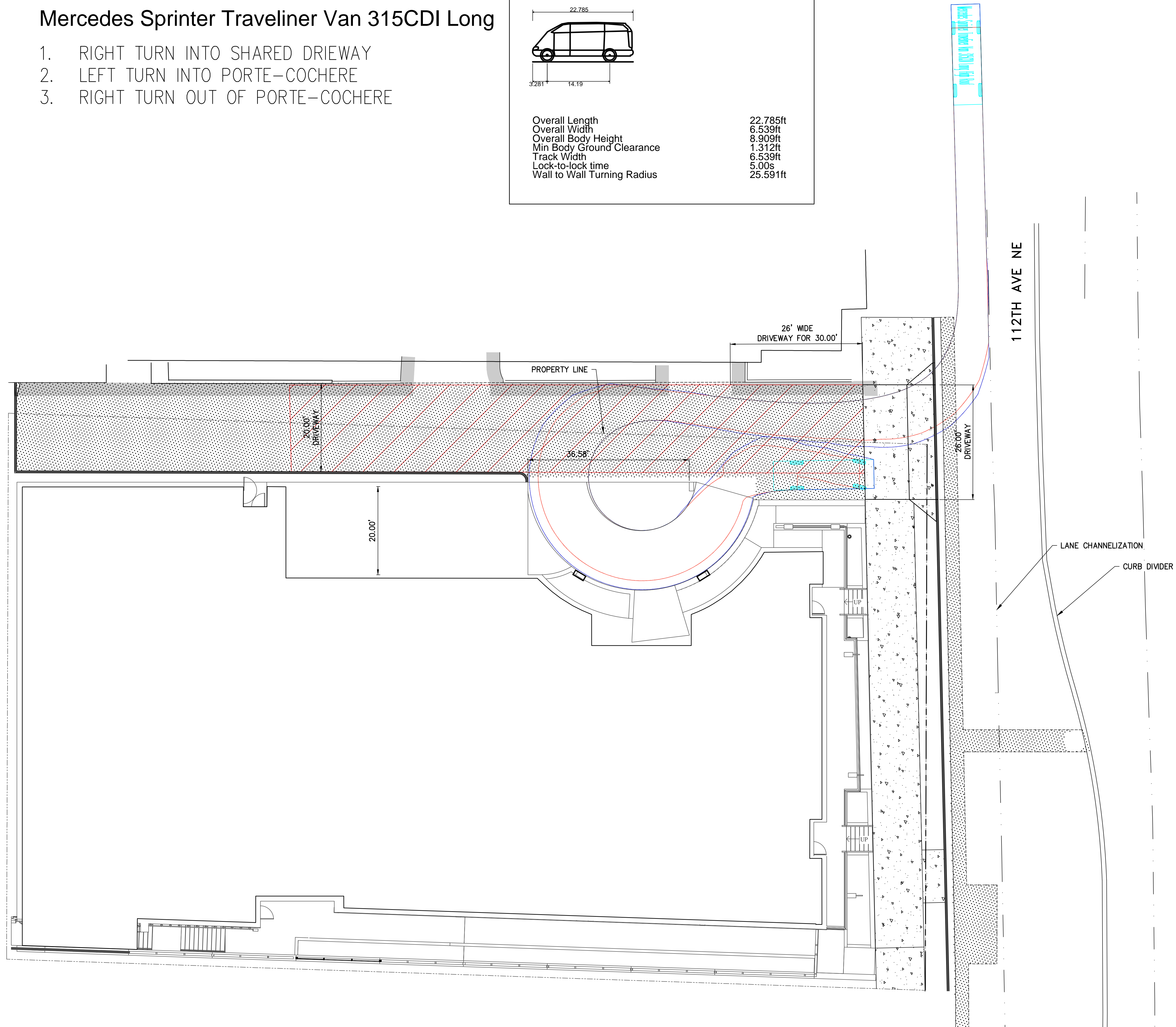
DATE	PROJECT NUMBER
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Mercedes Sprinter Traveliner Van 315CDI Long

1. RIGHT TURN INTO SHARED DRIEWAY
2. LEFT TURN INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE

Mercedes Sprinter Traveliner Van 315CDI Long High Roof

Overall Length 22.785ft
Overall Width 6.539ft
Overall Body Height 8.909ft
Min Body Ground Clearance 1.312ft
Track Width 6.539ft
Lock-to-lock time 5.00s
Wall to Wall Turning Radius 25.591ft



Internal Garage Maneuvers Ford 2009 Escape 4WD SUV

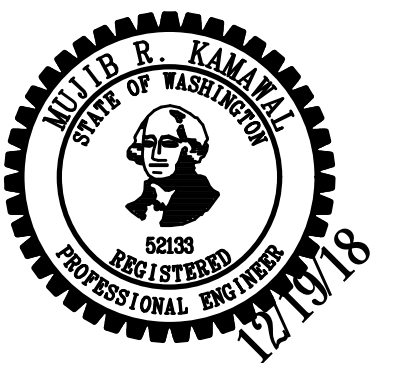
1. PASSENGER VEHICLE ENTERING THE GARAGE AND ENTERING SPOT 33
2. PASSENGER VEHICLE EXITING SPOT 33 AND EXITING THE GARAGE



Ford 2009 Escape 4WD SUV

Overall Length	14.558ft
Overall Width	5.925ft
Overall Body Height	5.649ft
Min Body Ground Clearance	0.675ft
Track Width	5.925ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	18.350ft

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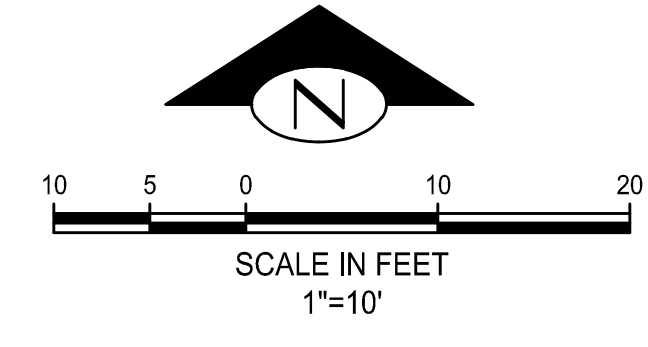
HOLDEN OF BELLEVUE
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REVISION	DATE	REASON FOR ISSUE

VEHICLE TURNING CLEARANCE EXHIBIT

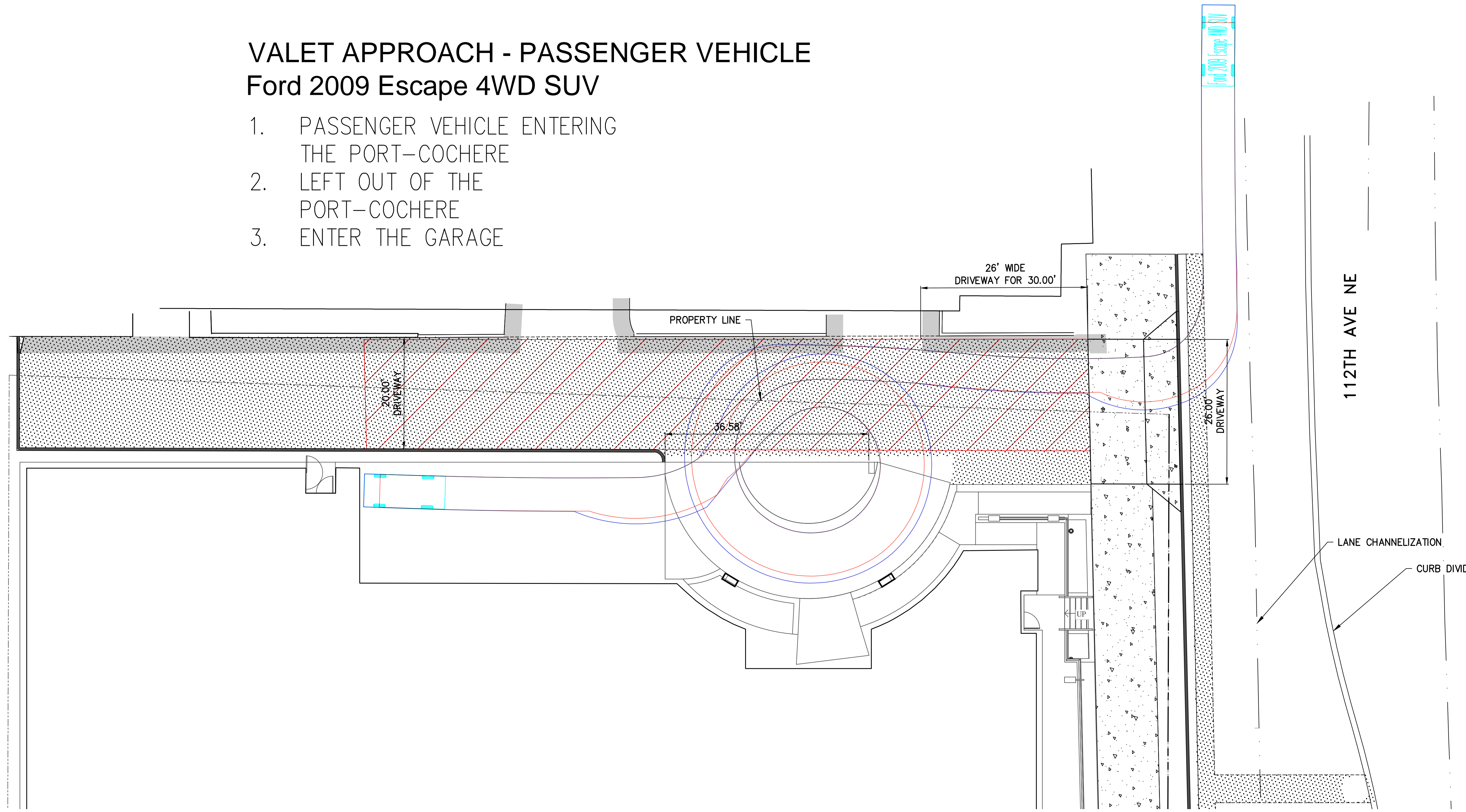
ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
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VALET APPROACH - PASSENGER VEHICLE
Ford 2009 Escape 4WD SUV

1. PASSENGER VEHICLE ENTERING THE PORT-COCHERE
2. LEFT OUT OF THE PORT-COCHERE
3. ENTER THE GARAGE



Ford 2009 Escape 4WD SUV

Overall Length	14.558ft
Overall Width	2.817ft
Overall Body Height	5.649ft
Min Body Ground Clearance	0.675ft
Track Width	5.925ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	18.350ft

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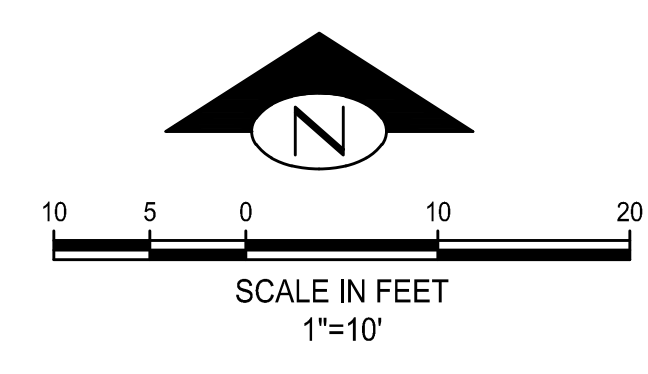
REVISION	DATE	REASON FOR ISSUE

**VEHICLE TURNING
CLEARANCE EXHIBIT**

**ADR CYCLE 2
CORRECTIONS**

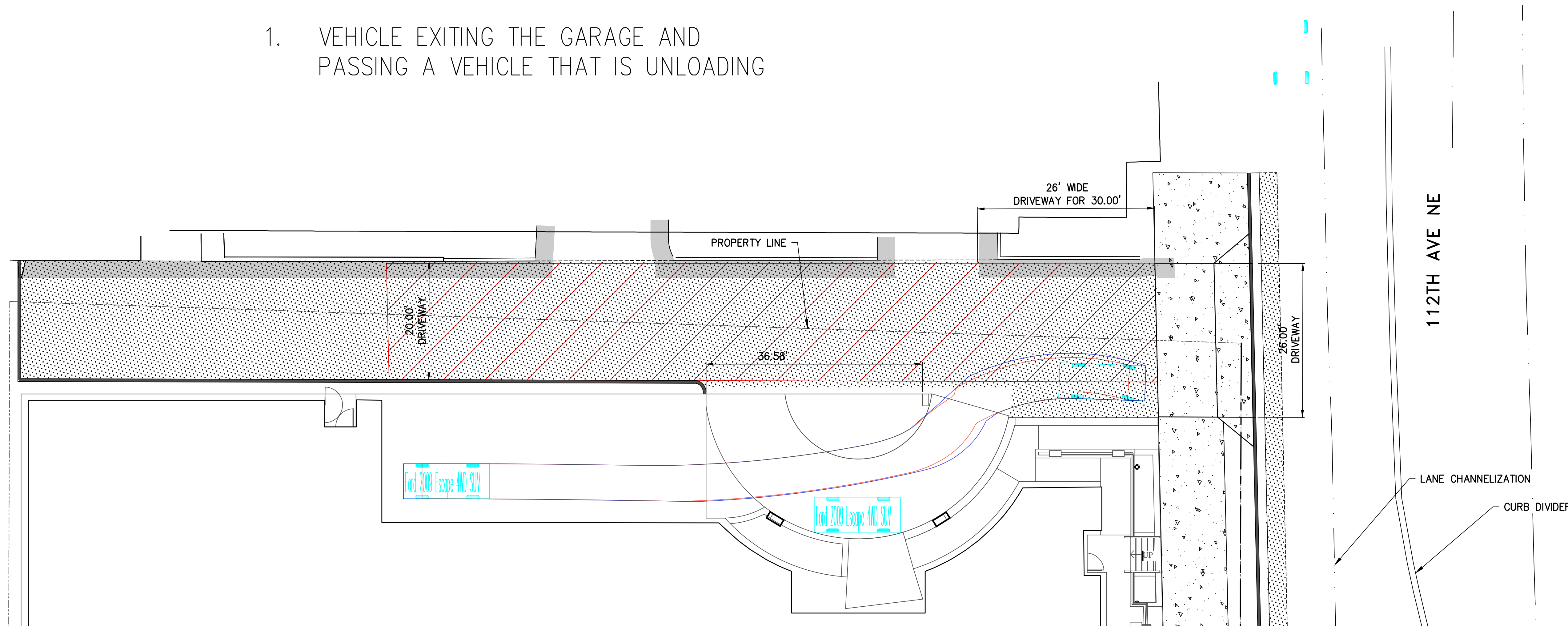
DATE 12/19/2018	PROJECT NUMBER 2018022
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SHEET NUMBER
5



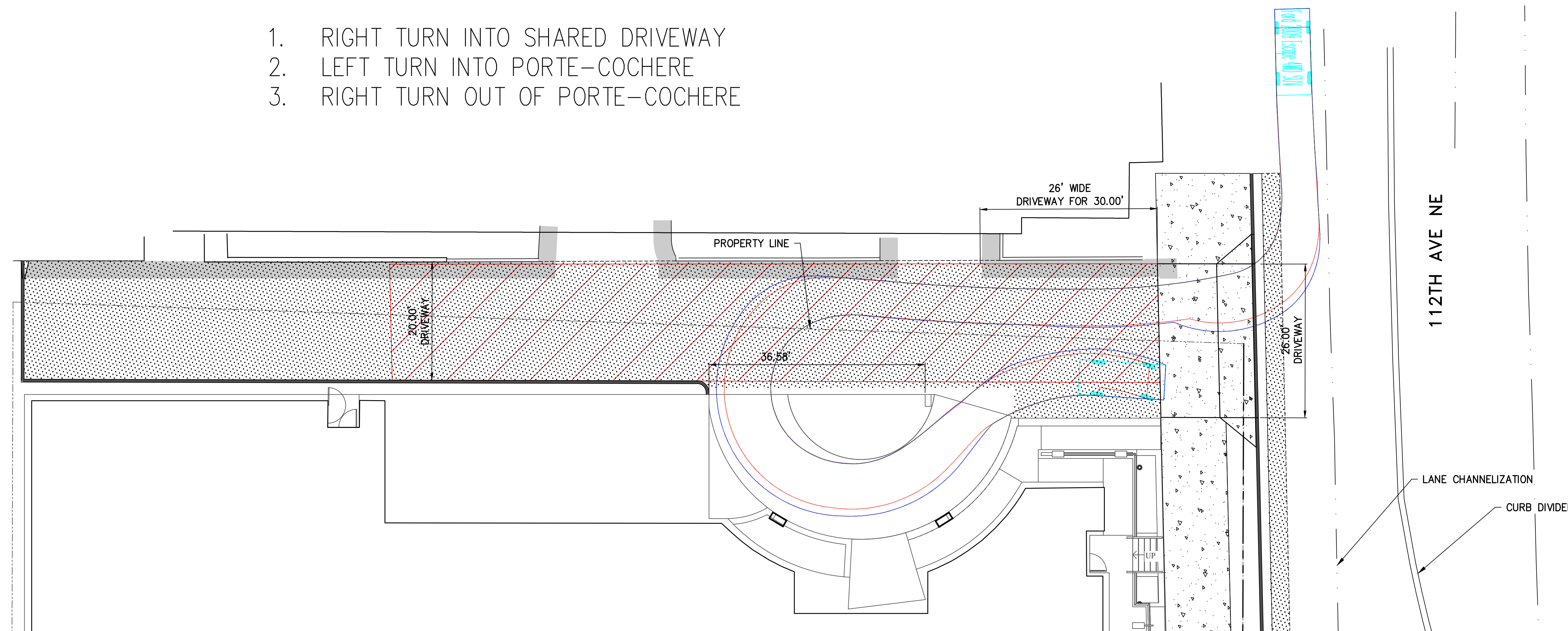
Ford 2009 Escape 4WD SUV

1. VEHICLE EXITING THE GARAGE AND PASSING A VEHICLE THAT IS UNLOADING



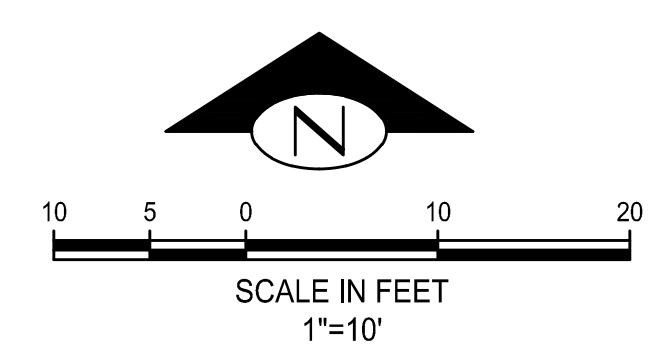
Ford 2009 Escape 4WD SUV

1. RIGHT TURN INTO SHARED DRIVEWAY
2. LEFT TURN INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE



Ford 2009 Escape 4WD SUV

Overall Length	14.558ft
Overall Width	5.925ft
Overall Body Height	5.649ft
Min Body Ground Clearance	0.675ft
Track Width	5.925ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	18.350ft



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



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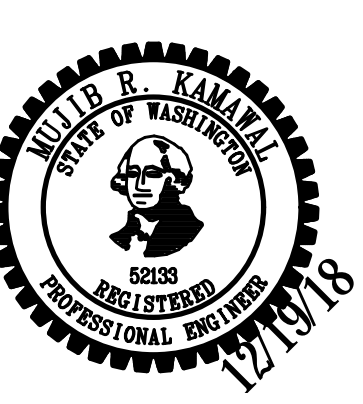
REVISION	DATE	REASON FOR ISSUE

VEHICLE TURNING
CLEARANCE EXHIBIT

ADR CYCLE 2
CORRECTIONS

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BUSH, ROED & HITCHINGS, INC.
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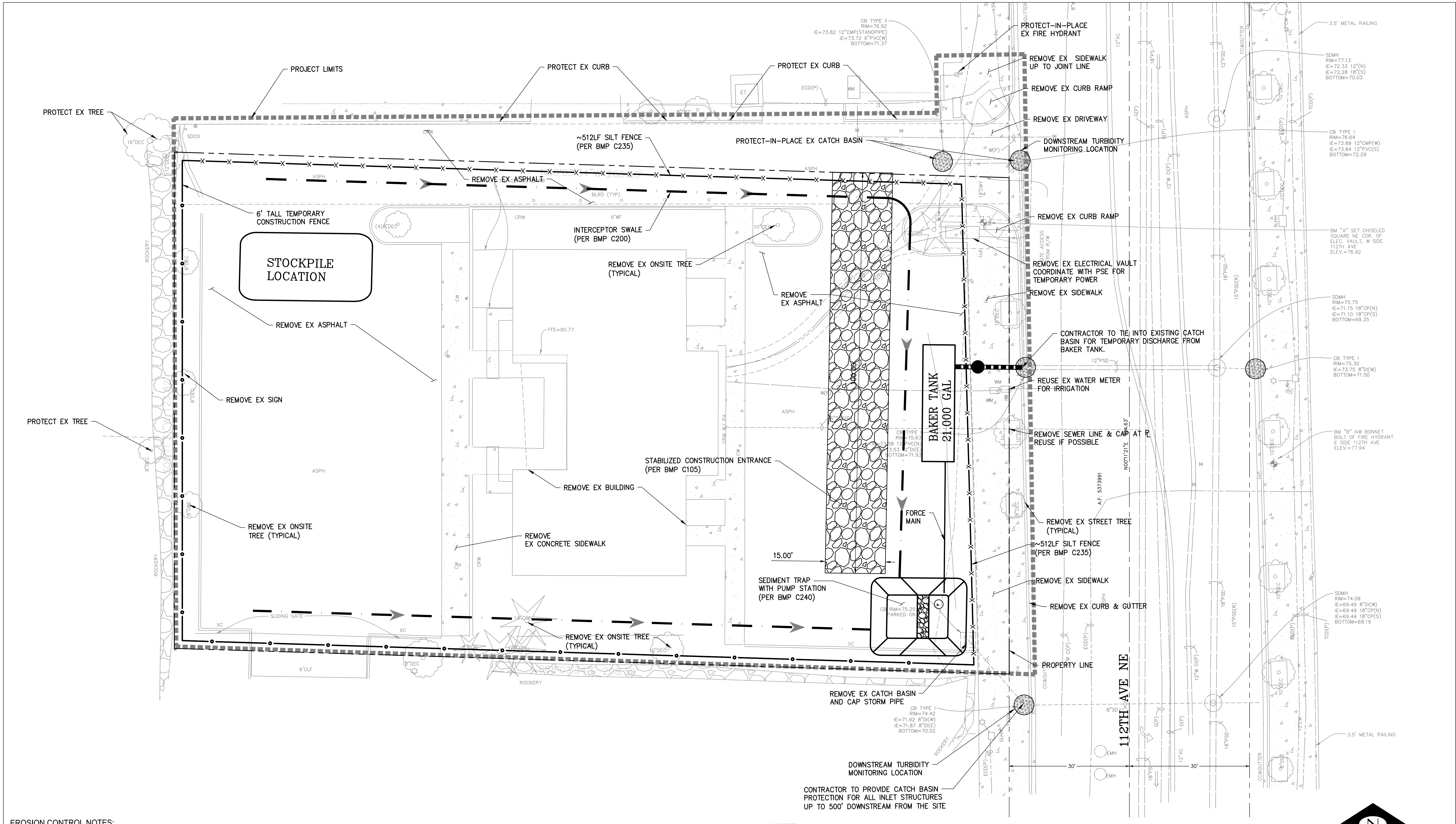
REVISION	DATE	REASON FOR ISSUE

TESC AND DEMO PLAN

ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
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SHEET NUMBER
C1.0







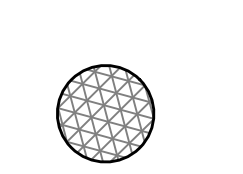
EROSION CONTROL NOTES:

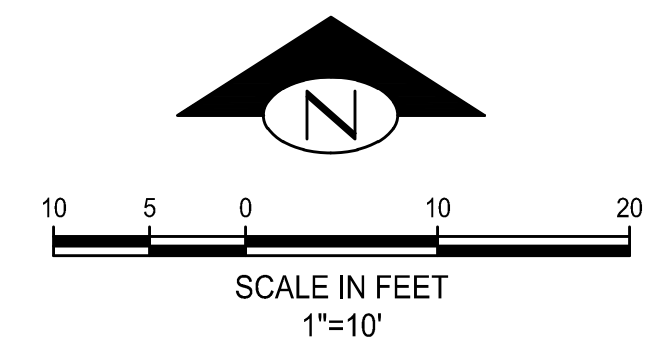
- ALL CLEARING & GRADING CONSTRUCTION MUST BE IN ACCORDANCE WITH CITY OF BELLEVUE (COB) CLEARING & GRADING CODE, CLEARING & GRADING DEVELOPMENT STANDARDS, LAND USE CODE, UNIFORM BUILDING CODE, PERMIT CONDITIONS, AND ALL OTHER APPLICABLE CODES, ORDINANCES, AND STANDARDS. THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THESE REQUIREMENTS. ANY VARIANCE FROM ADOPTED EROSION CONTROL STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY OF BELLEVUE DEVELOPMENT SERVICES (DSD) PRIOR TO CONSTRUCTION.
 IT SHALL BE THE SOLE RESPONSIBILITY OF THE APPLICANT AND THE PROFESSIONAL CIVIL ENGINEER TO CORRECT ANY ERROR, OMISSION, OR VARIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS SHALL BE AT NO ADDITIONAL COST OR LIABILITY TO THE COB.
- APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G. SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
- A COPY OF THE APPROVED PLANS AND DRAWINGS MUST BE ON-SITE DURING CONSTRUCTION. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ANY OTHER REQUIRED OR RELATED PERMITS PRIOR TO BEGINNING CONSTRUCTION.
- THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.
- THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO INSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
- THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT LEAVE THE SITE.
- ALL LOCATIONS OF EXISTING UTILITIES HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD, THEREFORE, BE CONSIDERED ONLY APPROXIMATE AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS AND TO DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.
- THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
- CLEARING SHALL BE LIMITED TO THE AREAS WITHIN THE APPROVED DISTURBANCE LIMITS. EXPOSED SOILS MUST BE COVERED AT THE END OF EACH WORKING DAY WHEN WORKING FROM OCTOBER 1ST THROUGH APRIL 30TH. FROM MAY 1ST THROUGH SEPTEMBER 30TH, EXPOSED SOILS MUST BE COVERED AT THE END OF EACH CONSTRUCTION WEEK AND ALSO AT THE THREAT OF RAIN.
- AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSYSTEM SYSTEM.
- STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT.
- THE CONTRACTOR MUST MAINTAIN A SWEEPER ON SITE DURING EARTHWORK AND IMMEDIATELY REMOVE SOIL THAT HAS BEEN TRACKED ONTO PAVED AREAS AS RESULT OF CONSTRUCTION.
- THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
- ANY EXCAVATED MATERIAL REMOVED FROM THE CONSTRUCTION SITE AND DEPOSITED ON PROPERTY WITHIN THE CITY LIMITS MUST BE DONE IN COMPLIANCE WITH A VALID CLEARING & GRADING PERMIT. LOCATIONS FOR THE MOBILIZATION AREA AND STOCKPILED MATERIAL MUST BE APPROVED BY THE CLEARING AND GRADING INSPECTOR AT LEAST 24 HOURS IN ADVANCE OF ANY STOCKPILING.
- THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 48 HOURS FOLLOWING A MAJOR STORM EVENT.
- FINAL SITE GRADING MUST BE PROTECTED AWAY FROM ALL BUILDING STRUCTURES AT A MINIMUM SLOPE PER THE INTERNATIONAL RESIDENTIAL CODE (IRC) 5.10.1.

NOTES:

- CONTRACTOR SHALL LIMIT DUST GENERATION AND SPRINKLE UNCOVERED AREAS AS NEEDED.
- CONTRACTOR TO PREVENT ALL CONCRETE WASH FROM ENTERING STORMWATER SYSTEM. ALL CONCRETE WASH SHALL BE DIRECTED TO FORMED AREAS AWAITING CONCRETE OR ASPHALT. (BMP C151)
- THIS PROJECT IS SUBJECT TO RAINY SEASON REQUIREMENTS. SPECIAL APPROVAL FROM DEVELOPMENT SERVICES DEPT. IS REQUIRED TO BEGIN OR CONTINUE CLEARING AND GRADING ACTIVITIES DURING THE RAINY SEASON (OCTOBER 1 THRU APRIL 30)
- CONTRACTOR SHALL TEST & MONITOR FOR TURBIDITY & pH AS DIRECTED IN THE PROJECT STORMWATER POLLUTION PREVENTION PLAN WHICH SHALL BE KEPT ON SITE THROUGHOUT CONSTRUCTION AND WHICH SHALL BE AVAILABLE FOR CITY INSPECTION.

LEGEND:

- SILT FENCE 
- AREA OF DISTURBANCE 
- TEMPORARY CONSTRUCTION FENCE 
- INTERCEPTOR SWALE 
- CATCH BASIN PROTECTION 



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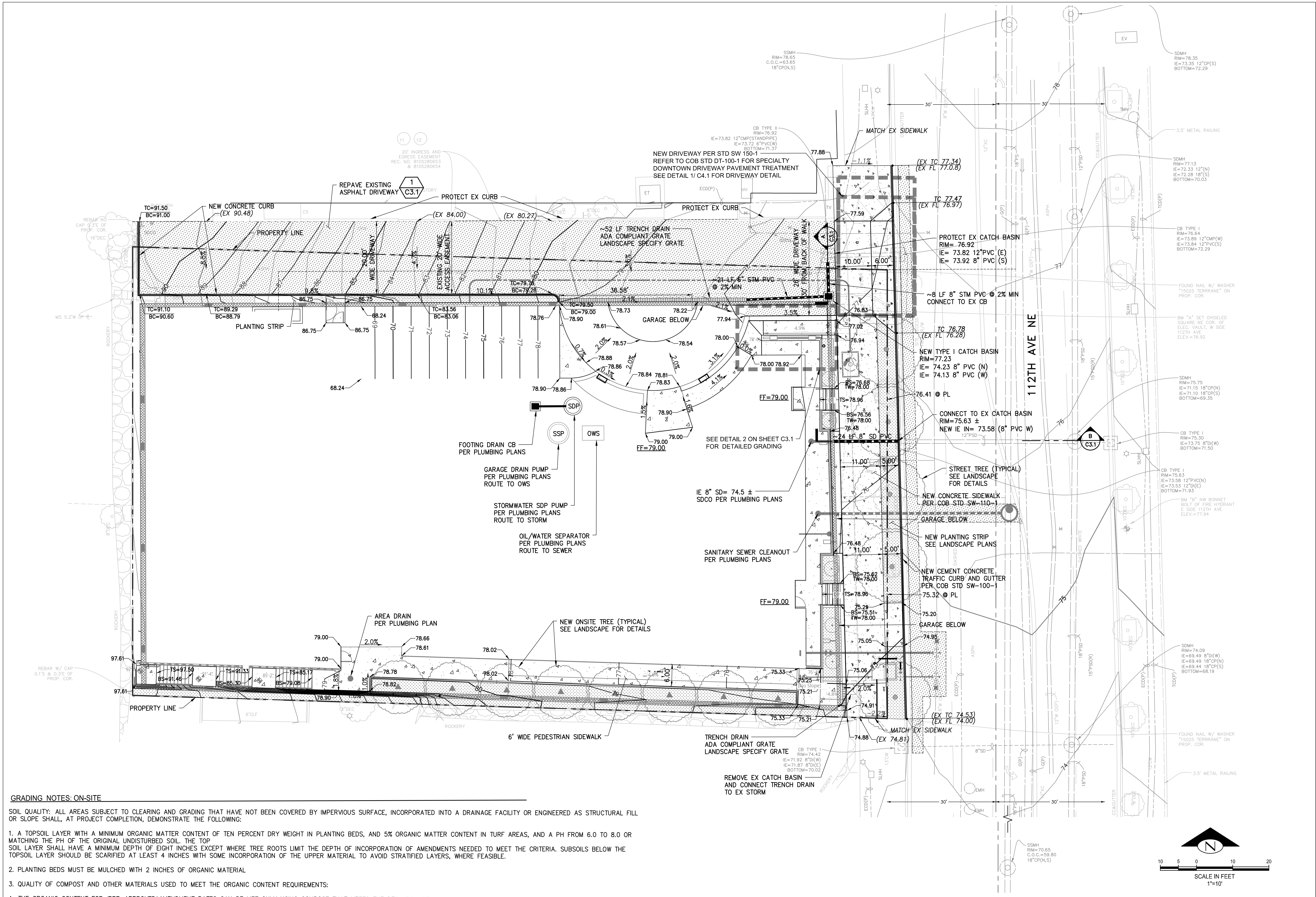
REVISION	DATE	REASON FOR ISSUE

GRADING AND STORM DRAINAGE PLAN

ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
12/19/2018	2018022
SHEET NUMBER	

C2.0



GRADING NOTES: ON-SITE

SOIL QUALITY: ALL AREAS SUBJECT TO CLEARING AND GRADING THAT HAVE NOT BEEN COVERED BY IMPERVIOUS SURFACE, INCORPORATED INTO A DRAINAGE FACILITY OR ENGINEERED AS STRUCTURAL FILL OR SLOPE SHALL, AT PROJECT COMPLETION, DEMONSTRATE THE FOLLOWING:

1. A TOPSOIL LAYER WITH A MINIMUM ORGANIC MATTER CONTENT OF TEN PERCENT DRY WEIGHT IN PLANTING BEDS, AND 5% ORGANIC MATTER CONTENT IN TURF AREAS, AND A PH FROM 6.0 TO 8.0 OR MATCHING THE PH OF THE ORIGINAL UNDISTURBED SOIL. THE TOP SOIL LAYER SHALL HAVE A MINIMUM DEPTH OF EIGHT INCHES EXCEPT WHERE TREE ROOTS LIMIT THE DEPTH OF INCORPORATION OF AMENDMENTS NEEDED TO MEET THE CRITERIA. SUBSOILS BELOW THE TOPSOIL LAYER SHOULD BE SCARIFIED AT LEAST 4 INCHES WITH SOME INCORPORATION OF THE UPPER MATERIAL TO AVOID STRATIFIED LAYERS, WHERE FEASIBLE.
2. PLANTING BEDS MUST BE MULCHED WITH 2 INCHES OF ORGANIC MATERIAL
3. QUALITY OF COMPOST AND OTHER MATERIALS USED TO MEET THE ORGANIC CONTENT REQUIREMENTS:

- A. THE ORGANIC CONTENT FOR 'PRE-APPROVED' AMENDMENT RATES CAN BE MET ONLY USING COMPOST THAT MEETS THE DEFINITION OF 'COMPOSTED MATERIALS' IN WAC 173-350-220. THIS CODE IS AVAILABLE ONLINE AT: [HTTP://WWW.ECY.WA.GOV/PROGRAMS/SWFA/FACILITIES/350.HTML](http://www.ecy.wa.gov/programs/swfa/facilities/350.html). THE COMPOST MUST ALSO HAVE AN ORGANIC MATTER CONTENT OF 35% TO 65%, AND A CARBON TO NITROGEN RATIO BELOW 25:1. THE CARBON TO NITROGEN RATIO MAY BE AS HIGH AS 35:1 FOR PLANTINGS COMPOSED ENTIRELY OF PLANTS NATIVE TO THE PUGET SOUND LOWLANDS REGION.
- B. CALCULATED AMENDMENT RATES MAY BE MET THROUGH USE OF COMPOSTED MATERIALS AS DEFINED ABOVE; OR OTHER ORGANIC MATERIALS AMENDED TO MEET THE CARBON TO NITROGEN RATIO REQUIREMENTS, AND MEETING THE CONTAMINANT STANDARDS OF GRADE A COMPOST.

THE RESULTING SOIL SHOULD BE CONDUCIVE TO THE TYPE OF VEGETATION TO BE ESTABLISHED. IMPLEMENTATION OPTIONS: THE SOIL QUALITY DESIGN GUIDELINES LISTED ABOVE CAN BE MET BY USING ONE OF THE METHODS LISTED BELOW

1. LEAVE UNDISTURBED NATIVE VEGETATION AND SOIL, AND PROTECT FROM COMPACTION DURING CONSTRUCTION
2. AMEND EXISTING SITE TOPSOIL OR SUBSOIL EITHER AT DEFAULT 'PRE-APPROVED' RATES, OR AT CUSTOM CALCULATED RATES BASED ON SPECIFIERS TESTS OF THE SOIL AND AMENDMENT
3. STOCKPILE EXISTING TOPSOIL DURING GRADING, AND REPLACE IT PRIOR TO PLANTING. STOCKPILED TOPSOIL MUST ALSO BE AMENDED IF NEEDED TO MEET THE ORGANIC MATTER OR DEPTH REQUIREMENTS, EITHER AT A DEFAULT 'PRE-APPROVED' RATE OR AT A CUSTOM CALCULATED RATE.
4. IMPORT TOPSOIL MIX OF SUFFICIENT ORGANIC CONTENT AND DEPTH TO MEET THE REQUIREMENTS. MORE THAN ONE METHOD MAY BE USED ON DIFFERENT PORTIONS OF THE SAME SITE. SOIL THAT ALREADY MEETS THE DEPTH AND ORGANIC MATTER QUALITY STANDARDS, AND IS NOT COMPACTED, DOES NOT NEED TO BE AMENDED.

FIRE NOTES:

ACCESS DRIVE SHALL BE MARKED AS A FIRE LANE PER COB IFC AMENDMENTS SECTION 503.3

CONTRACTOR NOTES:

1. CONTRACTOR SHALL SWEEP THE CITY STREETS IMMEDIATELY WHEN DIRT OR OTHER CONSTRUCTION SITE DEBRIS IS DEPOSITED ONTO THE ASPHALT.
2. ANY PART OF THE SHORED EXCAVATION LEFT EXPOSED MUST NOT INTRUDE INTO THE RIGHT-OF-WAY AND MUST BE PROTECTED FROM EROSION.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL CEASE TRAFFIC GOING ON & OFF THE SITE DURING AND IMMEDIATELY FOLLOWING PERIODS OF MEASURABLE RAINFALL.

LEGEND:

- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- LANDSCAPE
- 8" SD CLEANOUT
- TYPE 1 CATCH BASIN
- 8" PVC PIPE @ 2% MIN



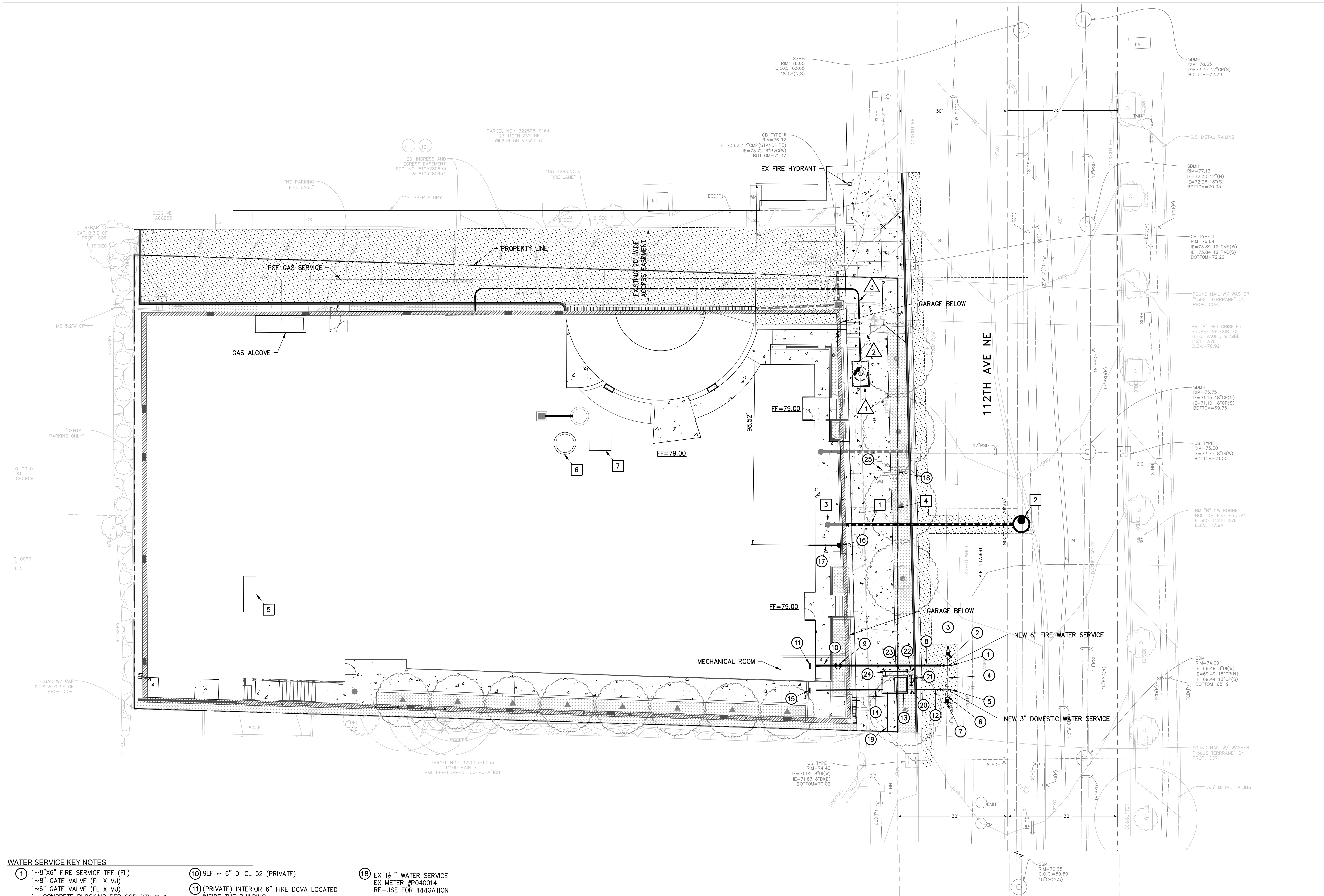
REVISION	DATE	REASON FOR ISSUE

UTILITY PLAN

ADR CYCLE 2
CORRECTIONS

DATE	PROJECT NUMBER
12/19/2018	2018022

SHEET NUMBER
C3.0



WATER SERVICE KEY NOTES

- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1 1~8"X6" FIRE SERVICE TEE (FL)
1~8" GATE VALVE (FL X MJ)
1~6" GATE VALVE (FL X MJ)
1~ CONCRETE BLOCKING PER COB DTL W-1</p> <p>2 4 LF ~ 8" DI CL 52</p> <p>3 1~8" CI X DI ADAPTOR</p> <p>4 1~ 8" DI CL 52</p> <p>5 1~8"X6" DOMESTIC SERVICE TEE (FL X MJ)
1~8" GATE VALVE (FL X MJ)
1~4" GATE VALVE (FL X MJ)
1~ CONCRETE BLOCKING PER COB DTL W-1</p> <p>6 4 LF ~ 8" DI CL 52</p> <p>7 1~8" CI X DI ADAPTOR</p> <p>8 27LF ~ 6" DI CL 52 (PRIVATE)</p> <p>9 POST INDICATOR VALVE (PIV)</p> | <p>10 9LF ~ 6" DI CL 52 (PRIVATE)</p> <p>11 (PRIVATE) INTERIOR 6" FIRE DCVA LOCATED INSIDE THE BUILDING
SEE MECHANICAL FOR CONTINUATION PER COB DTL W-38</p> <p>12 10LF ~ 4" DI CL 52</p> <p>13 3" WATER METER PER DTL W-33A
A SEPARATE PLUMBING PERMIT IS REQUIRED FOR THE INSTALLATION OF THE PRIVATE LINE FROM THE METER VAULT TO THE BUILDING</p> <p>14 20 LF 3" DI CL 52 WATER SERVICE (PRIVATE)</p> <p>15 INTERIOR 4" DOMESTIC RPBA PER COB DTL W-48 (PRIVATE)
SEE MECHANICAL FOR CONTINUATION</p> <p>16 INSTALL FDC</p> <p>17 4" FDC LINE</p> | <p>18 EX 1 1/2" WATER SERVICE
EX METER #P040014
RE-USE FOR IRRIGATION</p> <p>19 DRAIN TO STORM
SUMP PUMP MAY BE REQUIRED</p> <p>20 1~4"X4" TEE (MJXFL)
1~4"X3" REDUCER (PEXMJ) TO VAULT
1~4" GATE VALVE (FLXMJ)
1~4" ADAPTOR (FLXMJ)
1~ CONC. BLOCK</p> <p>21 4" D.I. CL 52 PIPE LENGTH AS REQUIRED</p> <p>22 1~4"X90" BEND (MJ)
1~CONC. BLOCK</p> <p>23 4" D.I. CL 52 PIPE LENGTH AS REQUIRED</p> <p>24 1~4"X90" BEND (MJ)
1~CONC. BLOCK</p> <p>25 REMOVE EX PRV & RELIEF VALVE</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

SEWER KEY NOTES

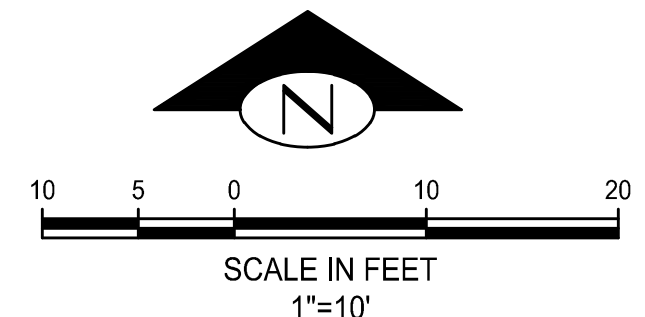
- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1 ~54 LF 8" SSS PVC @ 2% MIN</p> <p>2 NEW 48" DIAMETER SSMH PER COB STD S-1 & S-7
2~18" PVC NIPPLES TO FIT
2~18" ROMAC COUPLINGS
RIM= 75.63
COC= 62.31 (18" N&S)
IE= 62.96 (8" W)</p> <p>3 NEW 8" SSS CLEANOUT
IE= 66.0 ±</p> | <p>4 CUT AND CAP EX SSS</p> <p>5 GREASE INTERCEPTOR
OUTLET TO SANITARY SEWER
SEE PLUMBING PLANS FOR DETAILS</p> <p>6 OIL/WATER SEPARATOR
SEE PLUMBING PLANS FOR DETAILS</p> <p>7 SANITARY SUMP PUMP
SEE PLUMBING PLANS FOR DETAILS</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

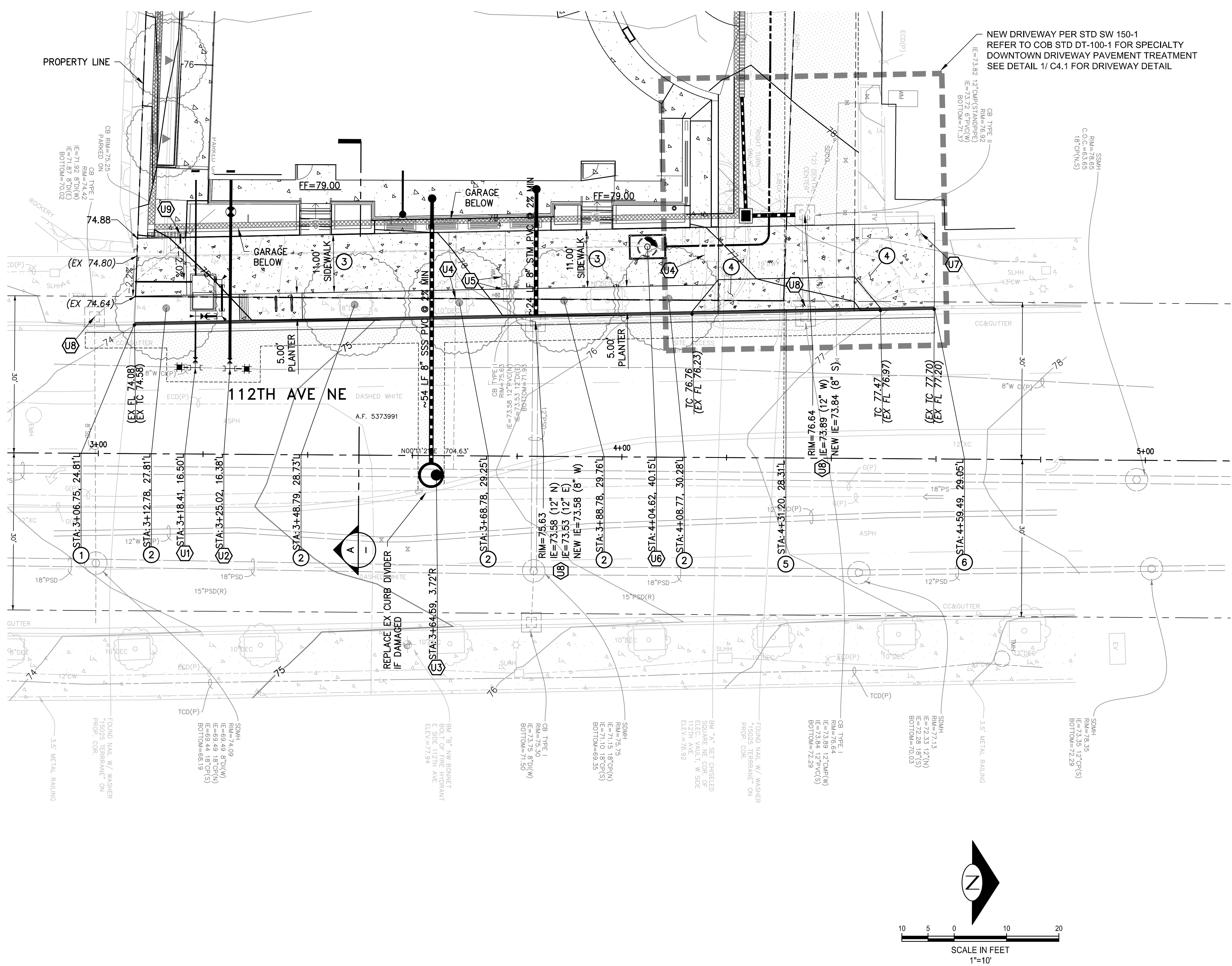
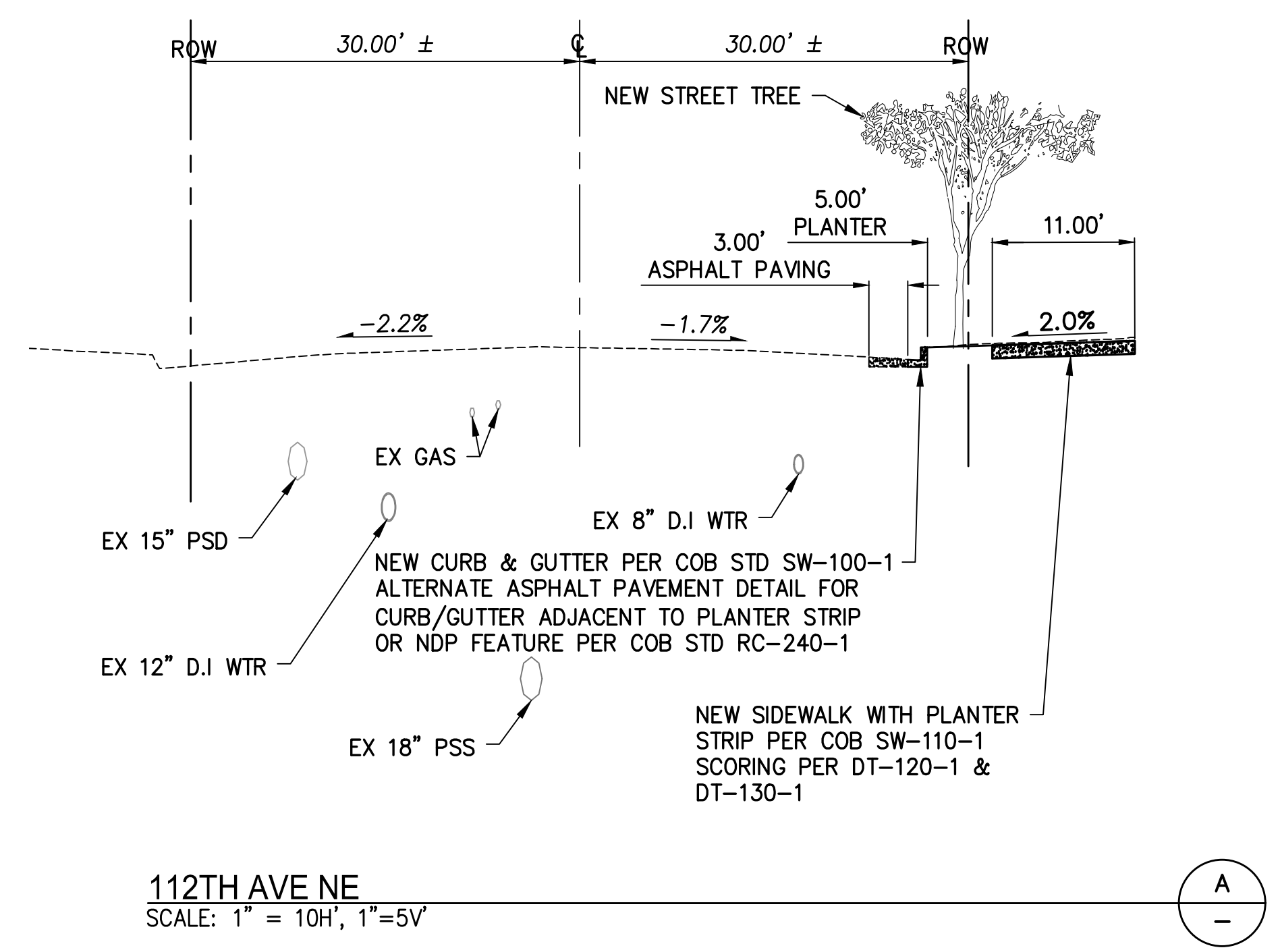
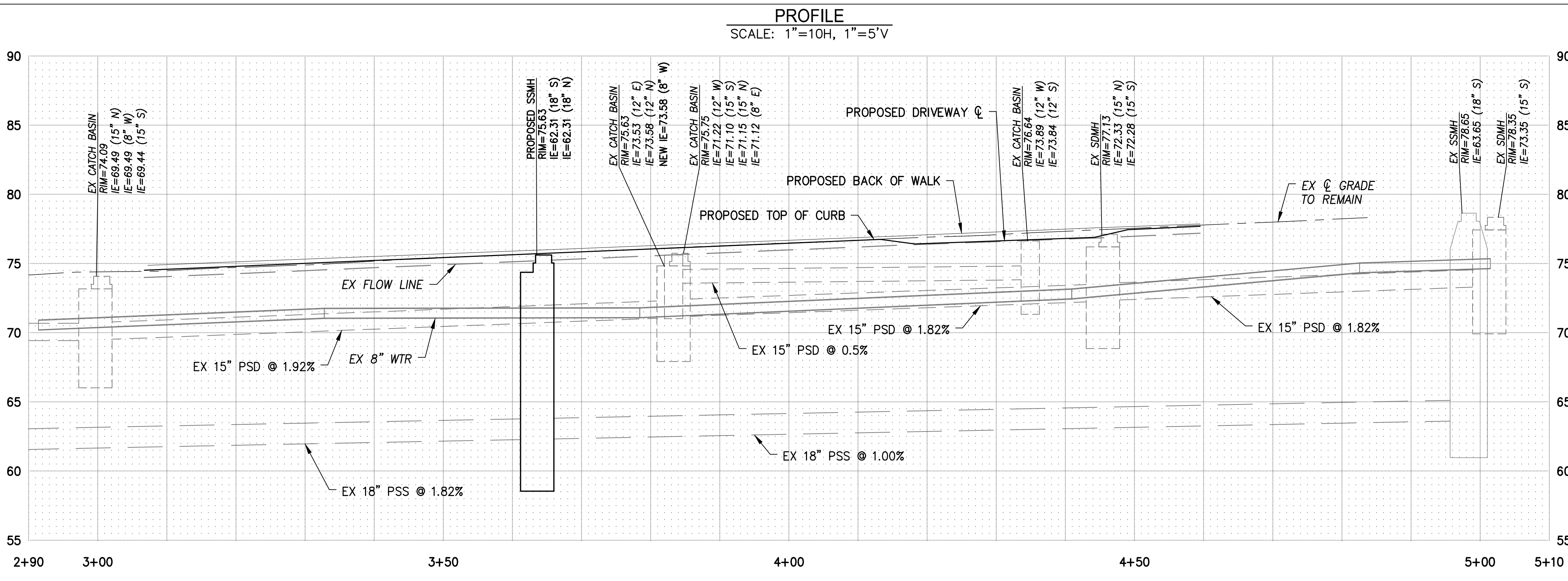
ELECTRICAL KEY NOTES

- | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1 NEW 577 LA PSE POWER VAULT
INTERCEPT EX CONDUIT AND ROUTE TO NEW VAULT</p> <p>2 REMOVE EX PSE VAULT</p> <p>3 (2) 4" CONDUITS
ROUTE TO TRANSMISSION ROOM</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

LEGEND:

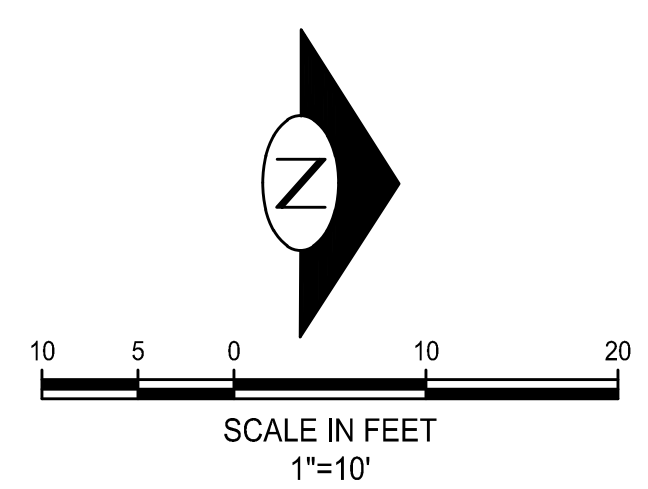
- | | |
|--|------------------------|
| | 8" SIDE SEWER CLEANOUT |
| | 48" DIAMETER SSMH |
| | WATER VAULT |
| | 8" SANITARY SIDE SEWER |
| | 6" WATER SERVICE |
| | 4" WATER SERVICE |
| | 3" WATER SERVICE |





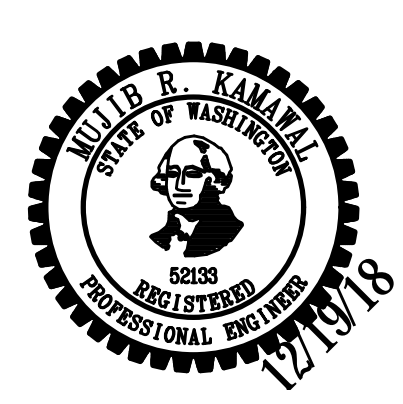
- UTILITY KEY NOTES**
- U1 NEW 3" DOMESTIC WATER SERVICE UNDER SEPARATE PERMIT
 - U2 NEW 6" DOMESTIC WATER SERVICE UNDER SEPARATE PERMIT
 - U3 NEW 48" DIAMETER SSMH PER COB STD S-1 & S-7 2~18" PVC NIPPLES TO FIT 2~18" ROMAC COUPLINGS RIM=75.63 COC=62.31 IE=62.96 (W)
 - U4 REMOVE EX SSS AND CAP AT P
 - U5 REUSE EX 1" WATER METER FOR IRRIGATION REMOVE EX PRV & RELIEF VALVE
 - U6 NEW 577-LA PSE POWER VAULT INTERCEPT EXISTING CONDUITS INSTALL NON-SKID LID
 - U7 PROTECT IN-PLACE EX FIRE HYDRANT
 - U8 PROTECT-IN-PLACE EX CATCH BASIN
 - U9 REMOVE EX CB RECONNECT TRENCH DRAIN INTO SD

- CONSTRUCTION KEY NOTES:**
- 1 BEGIN NEW CURB & GUTTER PER COB STD SW-100 ALTERNATE ASPHALT PAVEMENT DETAIL FOR CURB/PLANTER STRIP OR NDP FEATURE PER COB STD RC
 - 2 NEW STREET TREE SEE LANDSCAPE PLANS FOR DETAILS
 - 3 NEW SIDEWALK WITH PLANTER STRIP PER COB SW-1 SCORING PER DT-120-1 & DT-130-1
 - 4 REMOVE EX CURB RAMP
 - 5 NEW DRIVEWAY
 - 6 END NEW CURB & GUTTER PER COB STD SW-100-1 ALTERNATE ASPHALT PAVEMENT DETAIL FOR CURB/PLANTER STRIP OR NDP FEATURE PER COB STD RC



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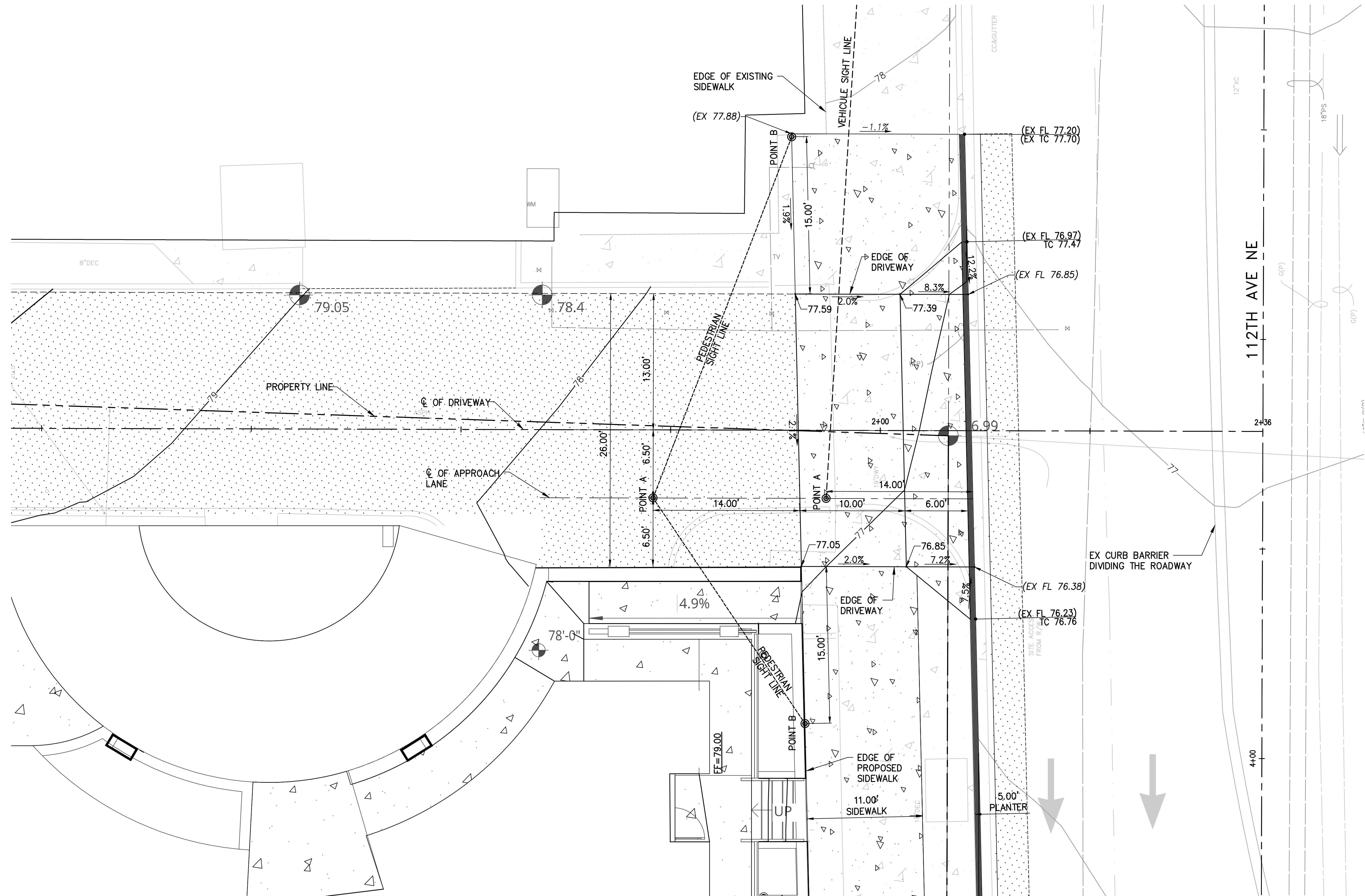
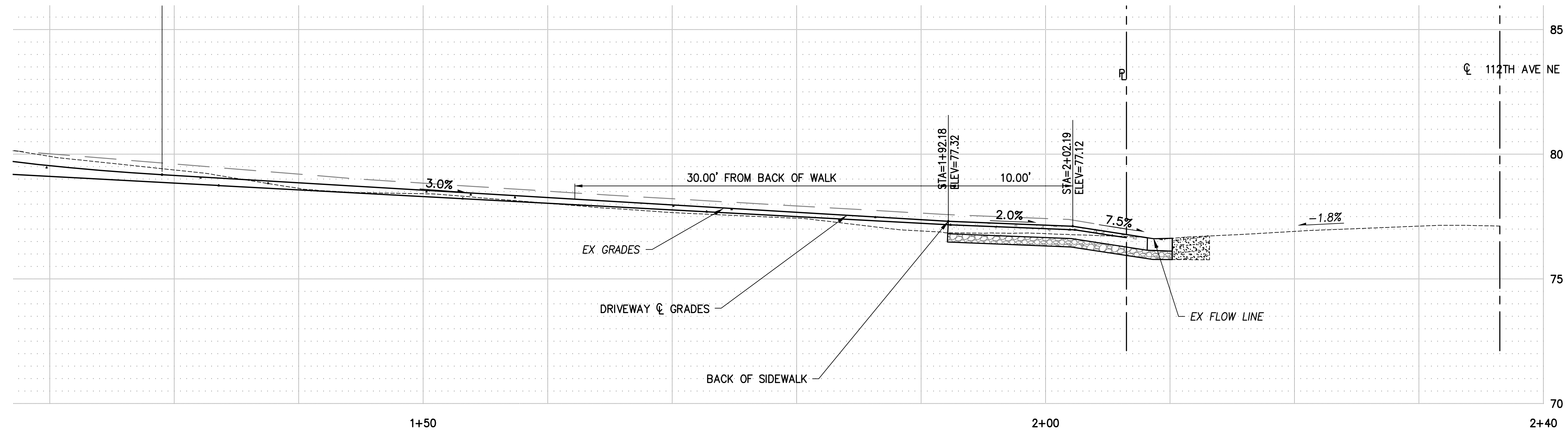
ROW PLAN

ADR CYCLE 2
CORRECTIONS

DATE	PROJECT NUMBER
12/19/2018	2018022

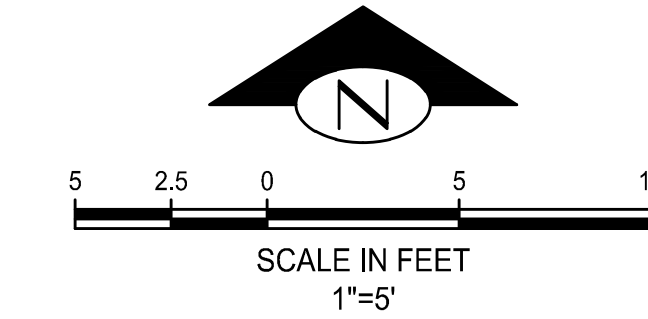
SHEET NUMBER
C4.0

DRIVEWAY PROFILE
SCALE: 1"=5H, 1"=2.5'V



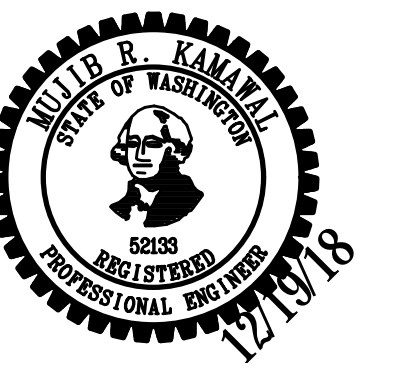
DRIVEWAY GRADING DETAIL
SCALE: 1"=5'

1
C4.1



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DRIVEWAY DETAIL

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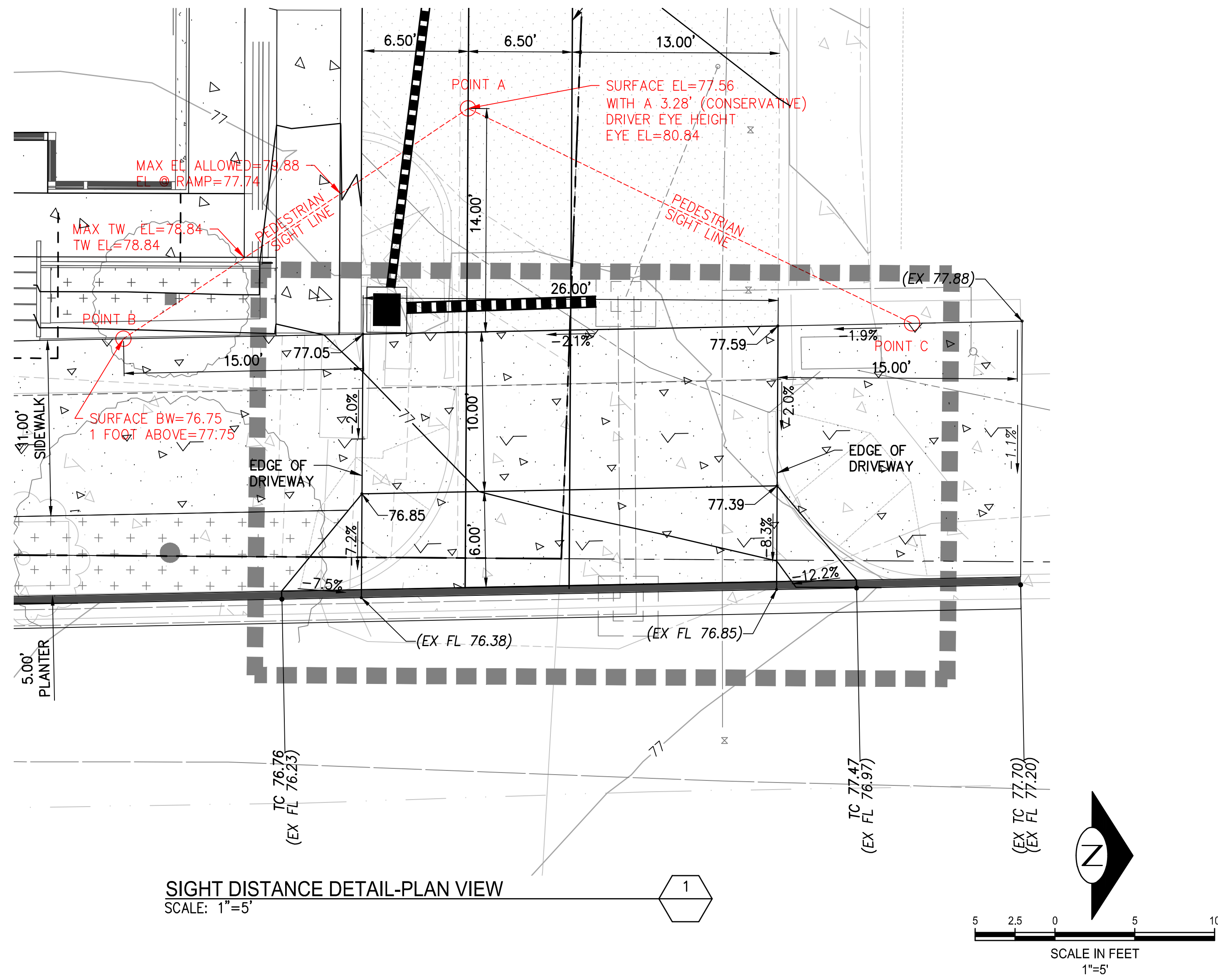
REVISION	DATE	REASON FOR ISSUE

PEDESTRIAN
SIGHT LINE
EXHIBIT

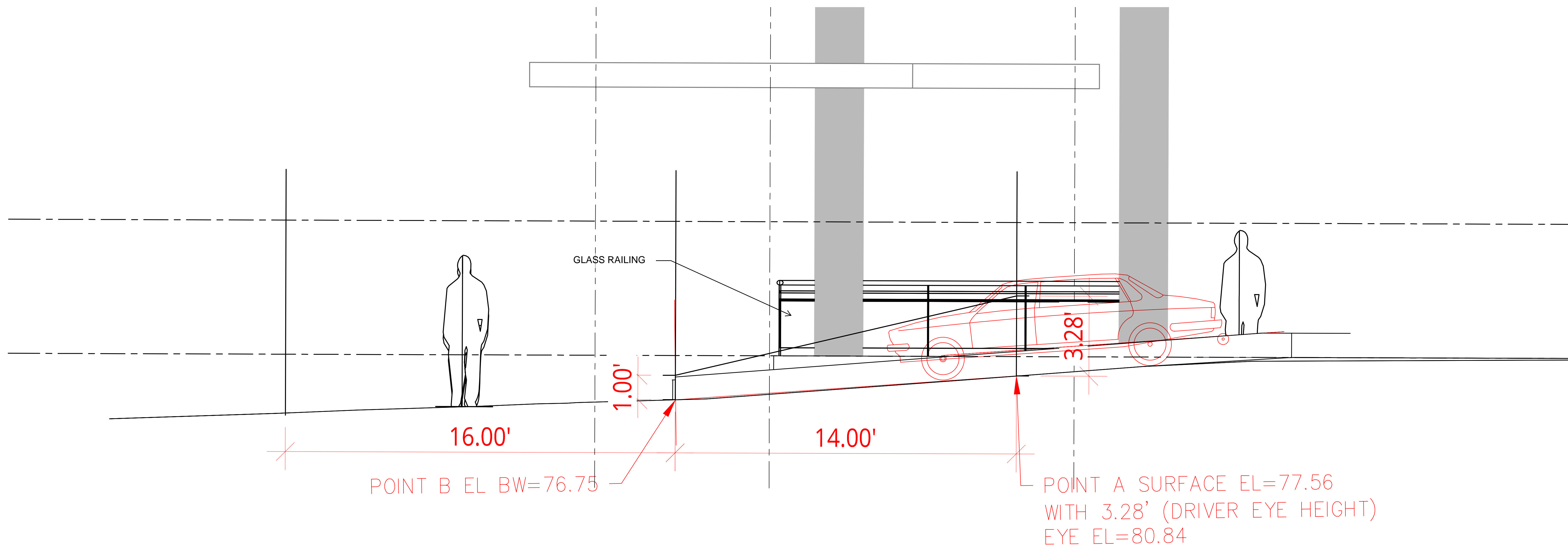
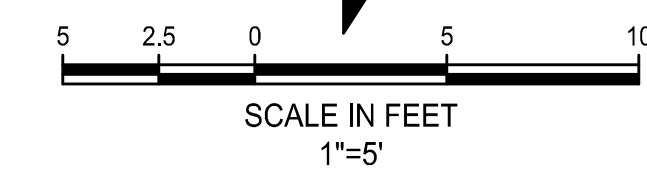
ADR CYCLE 2
CORRECTIONS

DATE 12/19/2018	PROJECT NUMBER 2018022
SHEET NUMBER	

C5.0



SIGHT DISTANCE DETAIL-PLAN VIEW
SCALE: 1"=5'

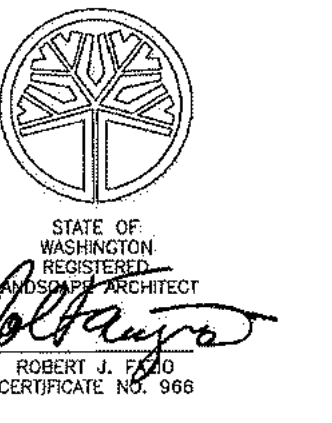


SECTION OF SOUTH PEDESTRIAN SIGHT LINE
SCALE: 1"=2'

2

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102 NW Canal Street
Seattle, WA 98107
T: 206-774-9400
www.faziossassociates.com



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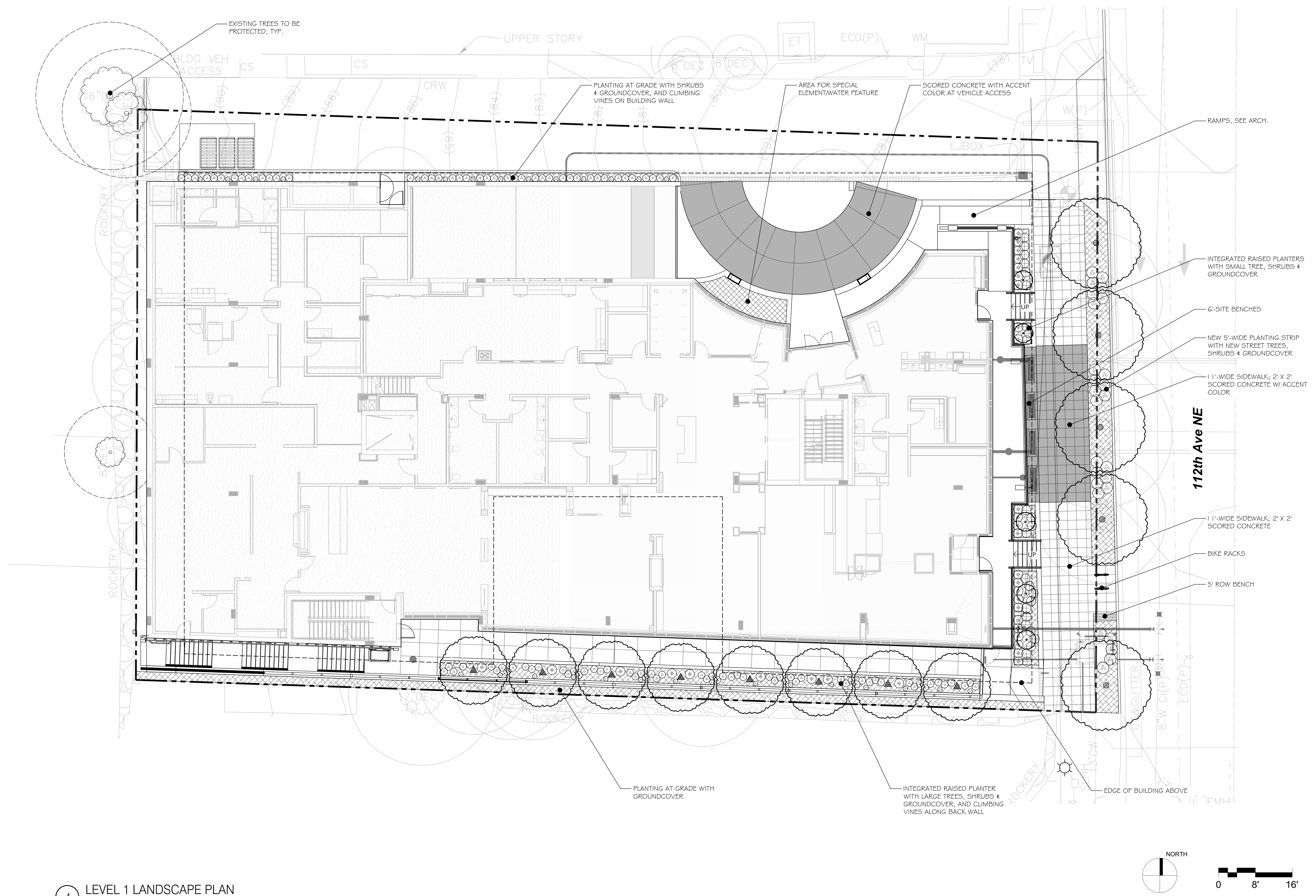
LEVEL 1
LANDSCAPE PLAN

ADR CYCLE 2
CORRECTIONS

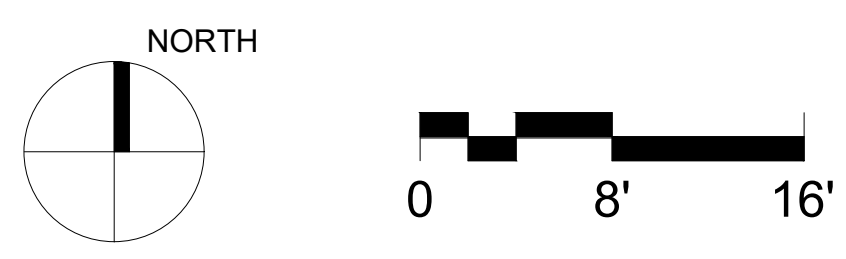
DATE 12/19/2018	PROJECT NUMBER 18-008
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SHEET NUMBER

L1.00



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



- GENERAL NOTES
- SEE L1.00 SHEET SERIES FOR ADDITIONAL PLANS AND INFORMATION.
 - SEE L2.00 SHEET SERIES FOR PLANTING SCHEDULE.
 - SEE L3.00 SHEET SERIES FOR GREEN & SUSTAINABILITY FACTOR DOCUMENTATION.
 - ALL PLANTING IN PUBLIC R.O.W. SHALL BE PER CITY OF BELLEVUE STANDARD PLANS AND SPECIFICATIONS.
 - ALL PLANTING AREAS TO RECEIVE IRRIGATION SYSTEM THAT INCLUDES TRADITIONAL IRRIGATION HEADS AND/OR DRIP IRRIGATION, SLEEVING, LATERALS, CONTROL VALVES, GATE VALVES AND QUICK COUPLERS.
 - MASTER CONTROLLER TO BE LOCATED IN BUILDING DURING CONSTRUCTION DOCUMENT PHASE.

REVISION	DATE	REASON FOR ISSUE

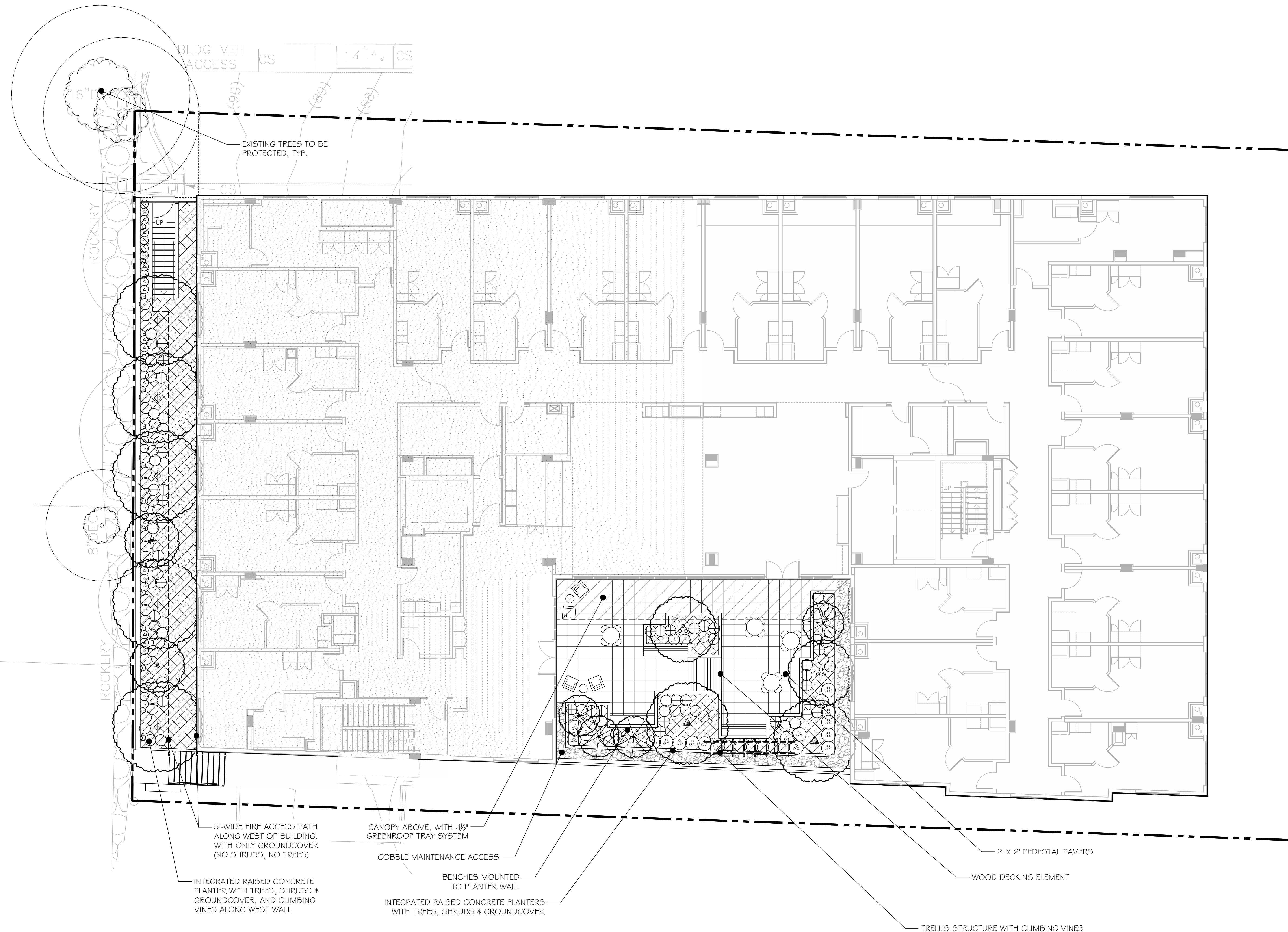
**LEVEL 2
LANDSCAPE PLAN**

**ADR CYCLE 2
CORRECTIONS**

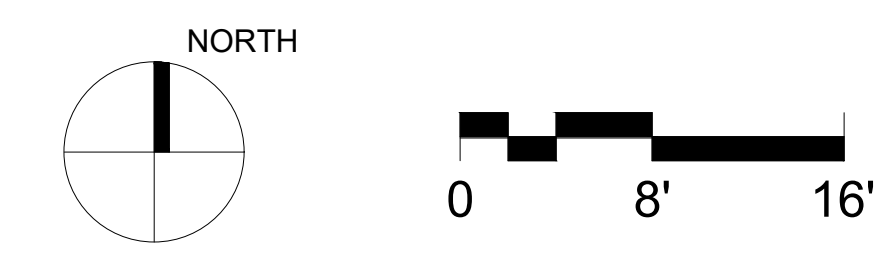
DATE 12/19/2018	PROJECT NUMBER 18-008
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SHEET NUMBER

L1.01



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



GENERAL NOTES

- SEE L1.00 SHEET SERIES FOR ADDITIONAL PLANS AND INFORMATION.
- SEE L2.00 SHEET SERIES FOR PLANTING SCHEDULE.
- SEE L3.00 SHEET SERIES FOR GREEN & SUSTAINABILITY FACTOR DOCUMENTATION.
- ALL PLANTING IN PUBLIC R.O.W. SHALL BE PER CITY OF BELLEVUE STANDARD PLANS AND SPECIFICATIONS.
- ALL PLANTING AREAS TO RECEIVE IRRIGATION SYSTEM THAT INCLUDES TRADITIONAL IRRIGATION HEADS AND/OR DRIP IRRIGATION, SLEEVING, LATERALS, CONTROL VALVES, GATE VALVES AND QUICK COUPLERS.
- MASTER CONTROLLER TO BE LOCATED IN BUILDING DURING CONSTRUCTION DOCUMENT PHASE.

Planting Schedule

Symbol	Qty	Type	Size/Comments
		Existing trees	Protect existing trees per detail
STREET TREES			
		Quercus coccinea / Scarlet Oak	2½" cal., B&B
DECIDUOUS TREES			
		Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	1" cal., B&B
		Acer palmatum 'Crimson Queen' / Crimson Queen Japanese Maple	1" cal., B&B
		Ginkgo biloba 'Princeton Sentry' / Princeton Sentry Ginkgo	1" cal., B&B
		Magnolia 'Galaxy' / Galaxy Magnolia	1" cal., B&B
		Nyssa sylvatica / Tupelo	1" cal., B&B
		Rhamnus purshiana / Cascara	1" cal., B&B
LARGE/MEDIUM/SMALL SHRUBS & GROUNDCOVER			
		Blechnum spicant / Deer Fern	18" min. ht., see plans
		Cornus sericea 'Kelsey' / Kelsey Dogwood	18" min. ht., see plans
		Ilex crenata 'Sky Pencil' / Japanese Holly	4' min. ht., see plans
		Lavandula angustifolia / English lavender	12" min. ht., see plans
		Spiraea japonica 'Goldflame' / Goldflame Spirea	18" min. ht., see plans
		Viburnum davidii / David's Viburnum	24" min. ht., see plans
		Vinca minor / Dwarf Periwinkle	1 gal. @ 12" o.c.
GREENROOF & VINES			
		Parthenocissus tricuspidata / Boston Ivy	1 gal. @ 6' o.c.

PLANTING NOTES:

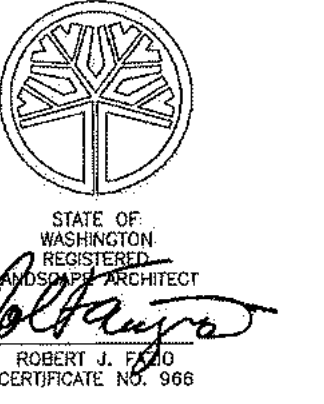
- ALL PLANTING AREAS ON THE GROUND-PLANE (ALL R.O.W., PLANTERS, ETC.) SHALL HAVE A TRADITIONAL IRRIGATION SYSTEM TO BE INTEGRATED WITH A CONTROLLER. RAIN SENSORS AND OTHER EQUIPMENT WILL BE INCOPORATED INTO DESIGN TO MAXIMIZE EFFICIENCY AND LOWER OVERALL MAINTENANCE.
- ALL INDEPENDENT RAISED PLANTERS SHALL HAVE DRIP IRRIGATION AND INTEGRATED WITH RESPECTIVE CONTROLLER.
- NO PLANTS TO BE INSTALLED WITHIN 2' DIA. OF PROPOSED STREET TREES.
- ALL SHRUBS AND GROUNDCOVERS TO BE LAYED OUT IN FIELD AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- PLANT TREES IN R.O.W. PER CITY OF BELLEVUE STANDARD PLANS AND DETAILS
- SEE CIVIL SHEETS FOR PROPOSED GRADING, STREET PROFILES AND UTILITY LOCATIONS.

Site Elements

	5' ROW bench; Equiparc model EP 1991
	6' L2 bench; Knight bench with back; by Forms and surfaces
	6' L2 bench; Maglin MLB 870 series, wall mounted with back and arms
	Bike rack; Creative Pipe model HS 2-F-SS

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**FAZIO
ASSOCIATES INC.**
LANDSCAPE ARCHITECTS
100 NW Canal Street
Seattle, WA 98107
T: 206-774-9400
www.faziossassociates.com



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REVISION	DATE	REASON FOR ISSUE

**PLANTING
SCHEDULE**

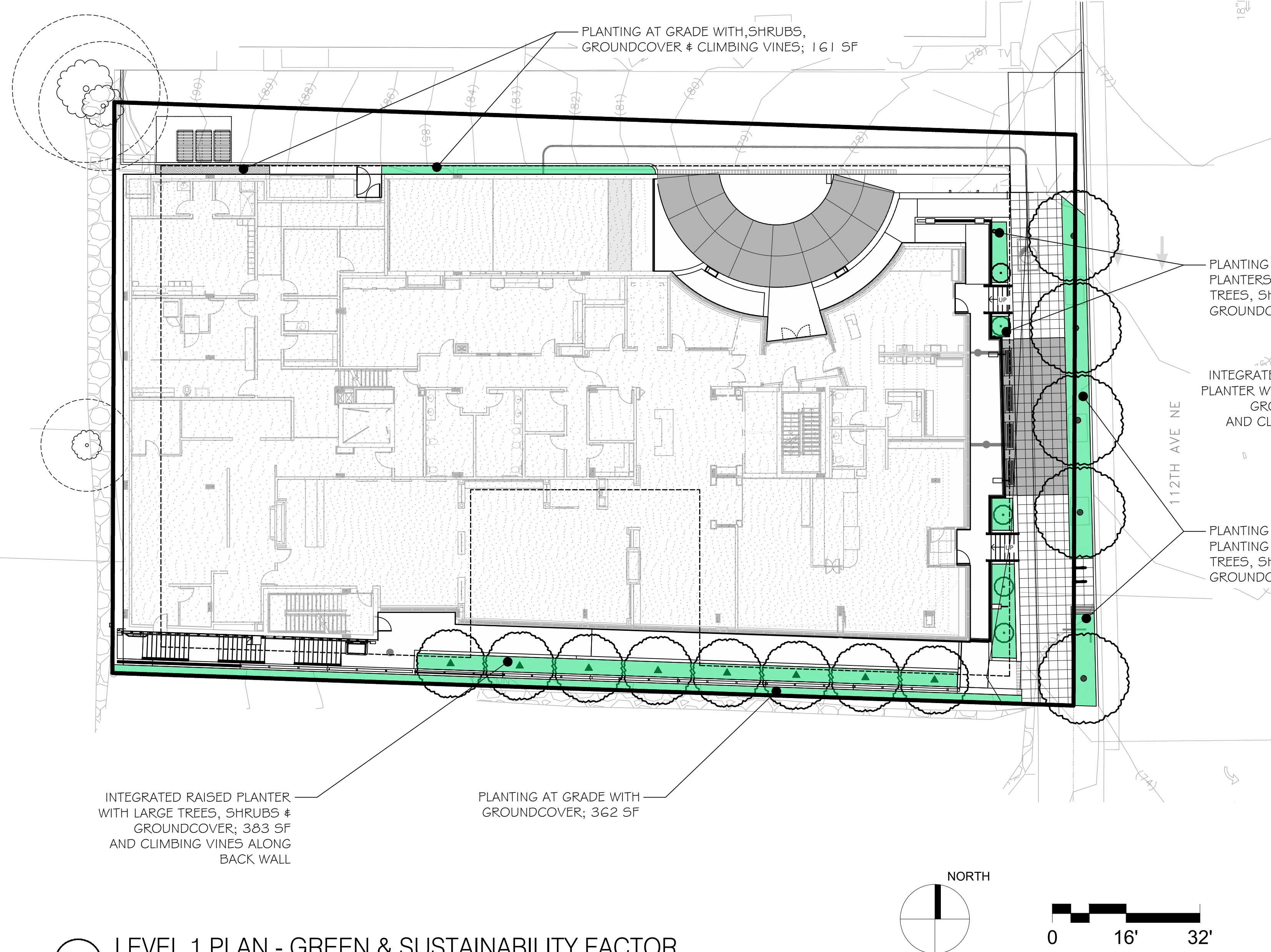
**ADR CYCLE 2
CORRECTIONS**

DATE	PROJECT NUMBER
12/19/2018	18-008

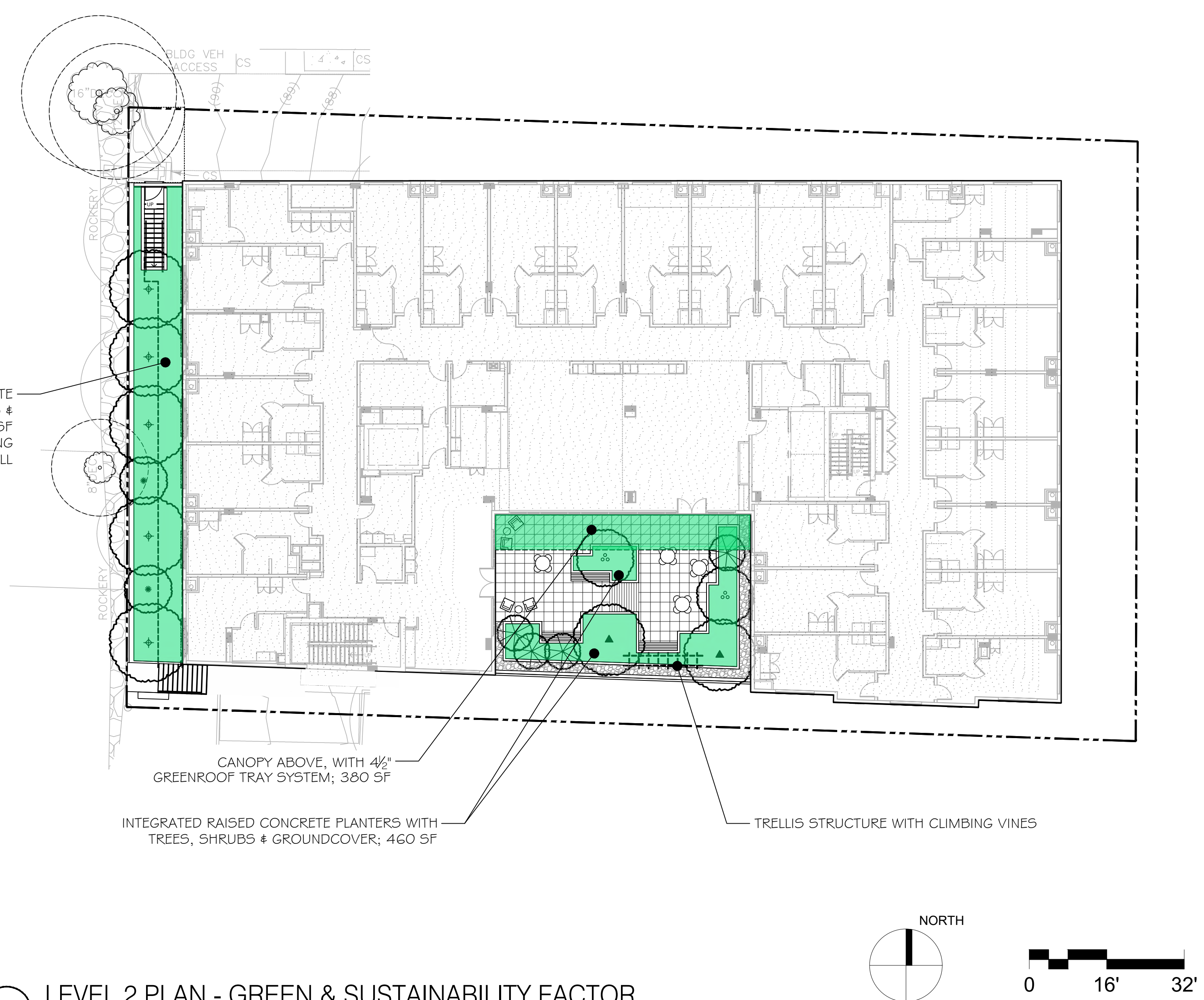
SHEET NUMBER

L2.00

REVISION	DATE	REASON FOR ISSUE



1 LEVEL 1 PLAN - GREEN & SUSTAINABILITY FACTOR
1/16"=1'-0"



2 LEVEL 2 PLAN - GREEN & SUSTAINABILITY FACTOR
1/16"=1'-0"

GREEN AND SUSTAINABILITY FACTOR DT-SMALL SITES WORKSHEET (For sites under 40,000 ft ²)			
Bellevue Land Use Code 20.25A.120	MINIMUM REQUIRED SCORE	0.25	
Project: Holden of Bellevue	Enter sq. ft. of project limit	SCORE	0.251
	PROJECT LIMIT: 25,804		
	Total Factor points needed based on Project Limit		6,451
A Landscape Elements	Factor	Total	
1 Bioretention Facilities and/or Soil Cells. Bioretention facilities shall be calculated in horizontal square feet. Soil cell systems shall be calculated in cubic feet. The volume of the soil cell system shall be calculated using 3 feet of depth or the depth of the facility, whichever is less. Green roofs do not qualify as bioretention facilities. <small>(These must comply with Bellevue Storm and Surface Water Engineering Standards.)</small>	Enter sq. ft. or volume (if soil cells)	1.2	0.0
2 Structural Soil Systems. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using 3 feet of depth or the depth of the facility, whichever is less.	Enter volume	0.2	0.0
3 Landscaped Areas with Soil Depth Less Than 24 Inches. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft.	0.1	38.0
4 Landscaped Areas with Soil Depth of 24 Inches or More. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft.	0.6	1756.2
5 Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 sq. ft. per inch d.b.h. Trees must have a minimum diameter of 6 inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	Enter inches d.b.h.	0	0
6 Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 sq. ft. per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	Enter inches d.b.h.	0	0
7 Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 sq. ft. per plant.	Enter number of shrubs.	0.4	1272.0
8 Small Trees. Small trees shall be calculated at 90 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees.	0.3	297.0
9 Medium Trees. Medium trees shall be calculated at 230 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees.	0.3	828.0
10 Large Trees. Large trees shall be calculated at 360 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees.	0.4	1400.0
B Green Roofs	Enter sq. ft.	0.4	0.0
1 Green Roof, two to four inches of growth medium. Roof area planted with at least 2 inches of growth medium, but less than 4 inches of growth medium.	0		

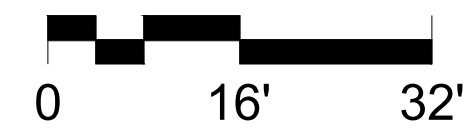
GREEN AND SUSTAINABILITY FACTOR DT-SMALL SITES WORKSHEET (For sites under 40,000 ft ²)			
Bellevue Land Use Code 20.25A.120	MINIMUM REQUIRED SCORE	0.25	
2 Green Roof, At Least 4 Inches of Growth Medium. Roof area planted with at least 4 inches of growth medium.	Enter sq. ft.	0.7	266.0
380			
C Green Walls	Enter sq. ft.	0.2	213.4
1 Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of 3 years' growth. A year-round irrigation and maintenance plan shall be provided.	1067		
2 Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.	Enter sq. ft.	0.7	0.0
0			
D Landscape Bonuses	Enter sq. ft.	0.2	0.0
1 Food Cultivation. Landscaped areas for food cultivation.	0		
2 Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	Enter sq. ft.	0.1	330.7
3307			
3 Landscape Areas at Sidewalk Grade.	Enter sq. ft.	0.1	48.2
482			
4 Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.	Enter total projected gallons harvested.	0.2	0.0
0	0		
If using Rainwater Harvesting, enter total annual irrigation budget for development (if not utilizing - enter '1' into field).	Enter total gallons.		
1			
E Permeable Paving	Enter sq. ft.	0.2	0.0
1 Permeable Paving, Over 6 to 24 Inches of Soil or Gravel. Permeable pavement or pavers over at least 6 inches but not more than 24 inches of soil or gravel.	0		
2 Permeable Paving, Over More than 24 Inches of Soil or Gravel. Permeable pavement or pavers over more than 24 inches of soil or gravel.	Enter sq. ft.	0.5	0.0
0			
F Publicly Accessible Bicycle Parking	Enter total bike spaces.	1.0	36.0
1 Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at 9 sq. ft. per bike locking space and shall be visible from sidewalk or public area.	4	36	
2 Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 sq. ft. per locker, and shall be visible from public areas and open for public use.	Enter total bike lockers.	1.0	0.0
0	0		

GENERAL NOTES

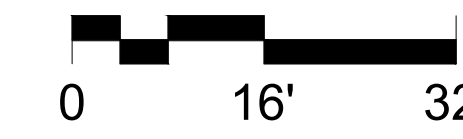
- SEE L1.00 SHEET SERIES FOR ADDITIONAL PLANS AND INFORMATION.
- SEE L2.00 SHEET SERIES FOR PLANTING SCHEDULE.
- SEE L3.00 SHEET SERIES FOR GREEN & SUSTAINABILITY FACTOR DOCUMENTATION.
- ALL PLANTING IN PUBLIC R.O.W. SHALL BE PER CITY OF BELLEVUE STANDARD PLANS AND SPECIFICATIONS.
- ALL PLANTING AREAS TO RECEIVE IRRIGATION SYSTEM THAT INCLUDES TRADITIONAL IRRIGATION HEADS AND/OR DRIP IRRIGATION, SLEEVING, LATERALS, CONTROL VALVES, GATE VALVES AND QUICK COUPLERS.
- MASTER CONTROLLER TO BE LOCATED IN BUILDING DURING CONSTRUCTION DOCUMENT PHASE.



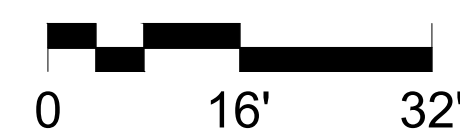
1 WEST ELEVATION - GREEN & SUSTAINABILITY FACTOR
1/16"=1'-0"



2 SOUTH ELEVATION - GREEN & SUSTAINABILITY FACTOR
1/16"=1'-0"



3 NORTH ELEVATION - GREEN & SUSTAINABILITY FACTOR
1/16"=1'-0"



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REVISION	DATE	REASON FOR ISSUE

GREEN & SUST.
FACTOR ELEVATIONS

ADR CYCLE 2
CORRECTIONS

DATE 12/19/2018	PROJECT NUMBER 18-008
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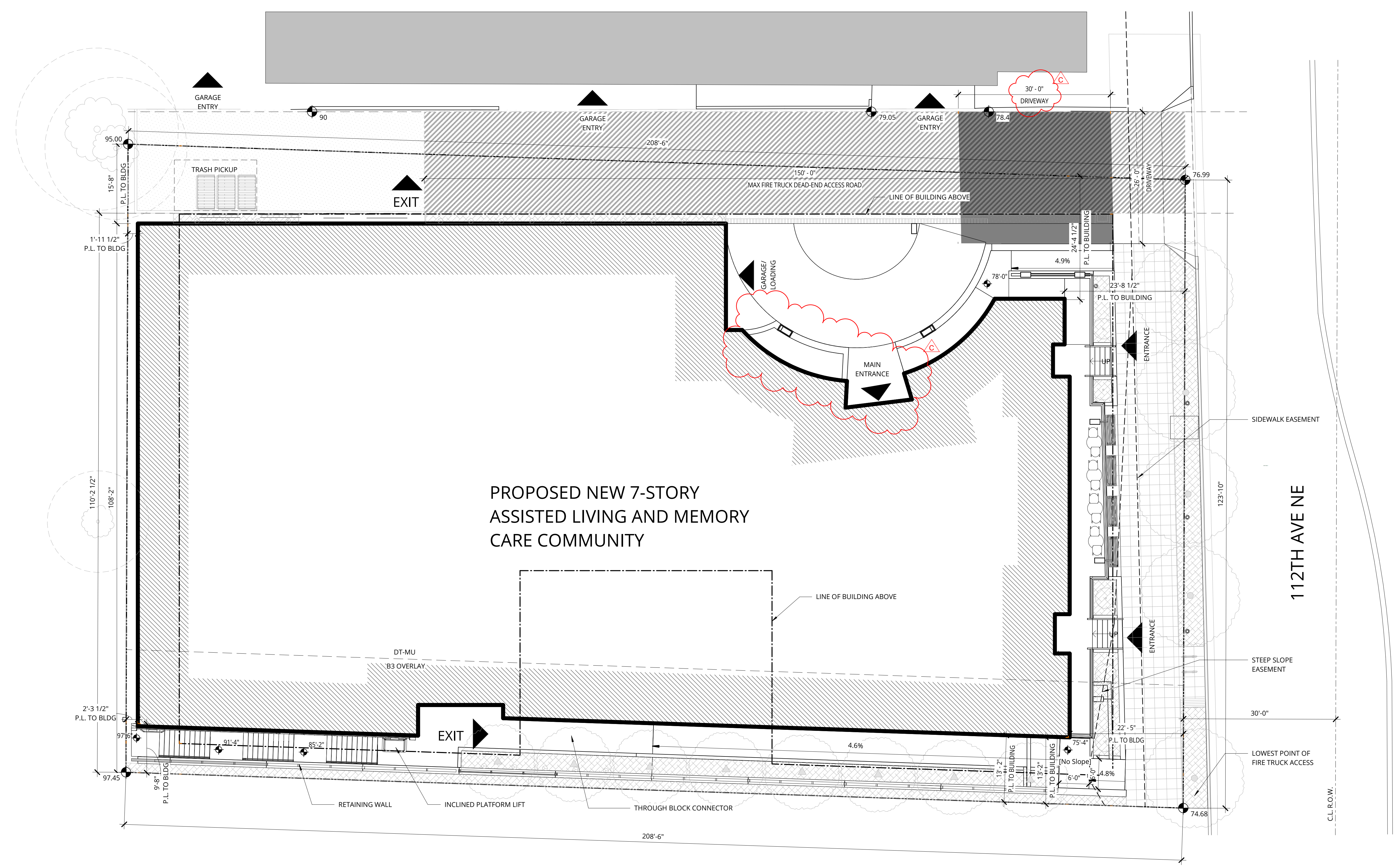
SHEET NUMBER
L3.01

GENERAL NOTES

- SEE L1.00 SHEET SERIES FOR ADDITIONAL PLANS AND INFORMATION.
- SEE L2.00 SHEET SERIES FOR PLANTING SCHEDULE.
- SEE L3.00 SHEET SERIES FOR GREEN & SUSTAINABILITY FACTOR DOCUMENTATION.
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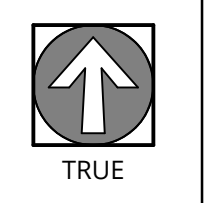
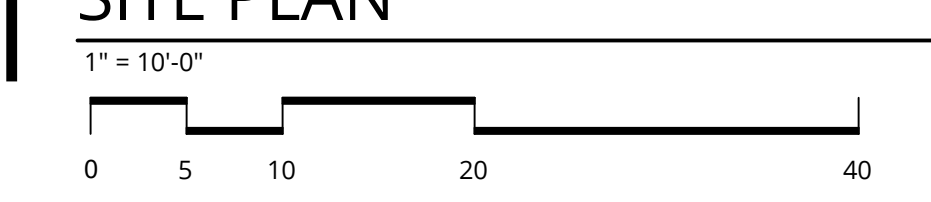
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PROPOSED NEW 7-STORY
ASSISTED LIVING AND MEMORY
CARE COMMUNITY

1 SITE PLAN



NOT FOR
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REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS
C	12/19/18	ADR CYCLE 2

SITE PLAN

ADR CYCLE 2
CORRECTIONS

DATE 12/19/2018	PROJECT NUMBER 180280
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SHEET NUMBER
A1.01

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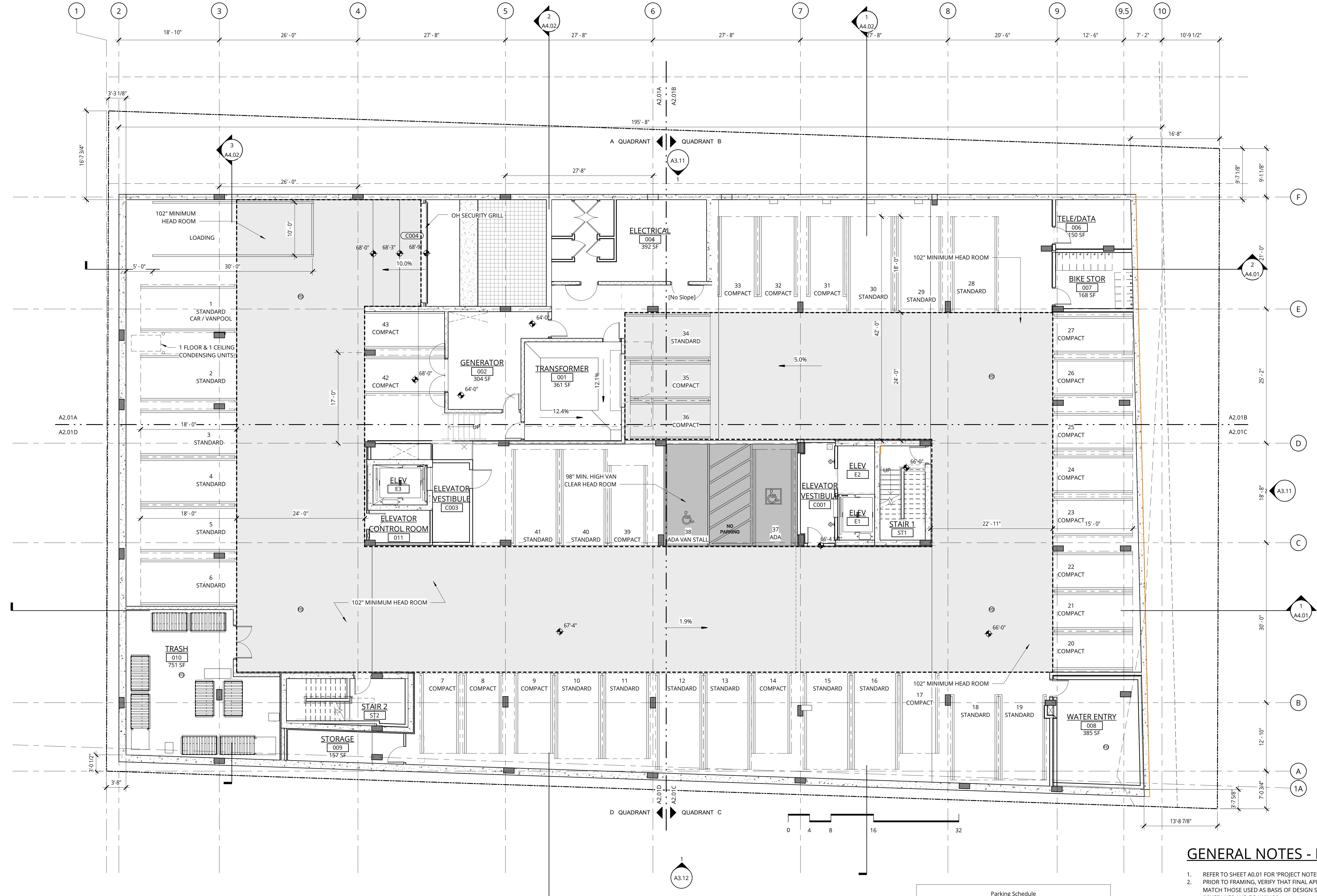
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1 LEVEL P1 - OVERALL PLAN
1/8" = 1'-0"

Comments	Parking Schedule		
	PROVIDED	REQUIRED	PERCENT
ADA - 8'x16'	1	1	0.12%
ADA VAN - 8.5'x19'	1	1	0.12%
COMPACT - 7.5'x15'	21	49.88%	
STANDARD - 9'x18'	20	49.88%	
Grand total: 43			

GENERAL NOTES - FLOOR PLANS

- REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
- PRIOR TO FRAMING, VERIFY THAT FINAL APPLIANCE AND PLUMBING FIXTURE SIZES/CLEARANCES MATCH THOSE USED AS BASIS OF DESIGN SHOWN IN SPECIFICATION APPENDIX F & ON PLUMBING SCHEDULES AND DRAWINGS.
- REFERENCE SLAB PLANS FOR CONCRETE WALL LOCATIONS, UNO. COORDINATE WITH STRUCTURAL DRAWINGS.
- SEE SHEETS A0.11a & A0.11b FOR WALL ASSEMBLIES.
- SEE SHEET A0.14a & A0.14b FOR TYPICAL FRAMING AND ACOUSTICAL DETAILS.
- REFER TO ENLARGED UNIT PLANS (A2.00x SERIES) FOR DETAILED INFORMATION WITHIN RESIDENTIAL UNIT.
- SEE FIRE/LIFE SAFETY SHEETS BEGINNING ON G2.01 FOR LOCATIONS OF FIRE EXTINGUISHER CABINETS.
- SEE ENLARGED PLANS FOR DETAILED DIMENSIONS, WALL TAGS AND DOOR TAGS.
- REFER TO STRUCTURAL DRAWINGS FOR COLUMNS, SHEAR WALL AND BEAM SIZES.
- ALL KITCHEN EXHAUST AND ANY OTHER EXHAUST THAT CONTAINS SMOKE, ODORS, STEAM OR HEAT WILL NOT VENT ONTO PEDESTRIANS ON THE FIRST AND SECOND FLOORS.

PARKING LEVEL FLOOR PLAN(S) - GENERAL NOTES:

- PROVIDE CORNER GUARDS AT ALL LOCATIONS EXPOSED TO DRIVE AISLES AND PARKING STALLS AND AS SHOWN.
- PROVIDE GUARDS TO PROTECT EXPOSED PIPING AND CONDUITS FROM IMPACT BY VEHICLES, IN ACCORDANCE WITH DETAIL A7.3X.
- PROVIDE BOLLARDS TO PROTECT DUCTS, EQUIPMENT AND OTHER CONSTRUCTION FROM IMPACT BY VEHICLES, IN ACCORDANCE WITH DETAIL xx ON A1.21.
- REFER TO ALLOWANCE AND UNIT COST PROVISIONS IN ACCORDANCE WITH SPECIFICATION SECTION XX XX XX.
- HM DOOR OPENINGS IN CONCRETE.

REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS

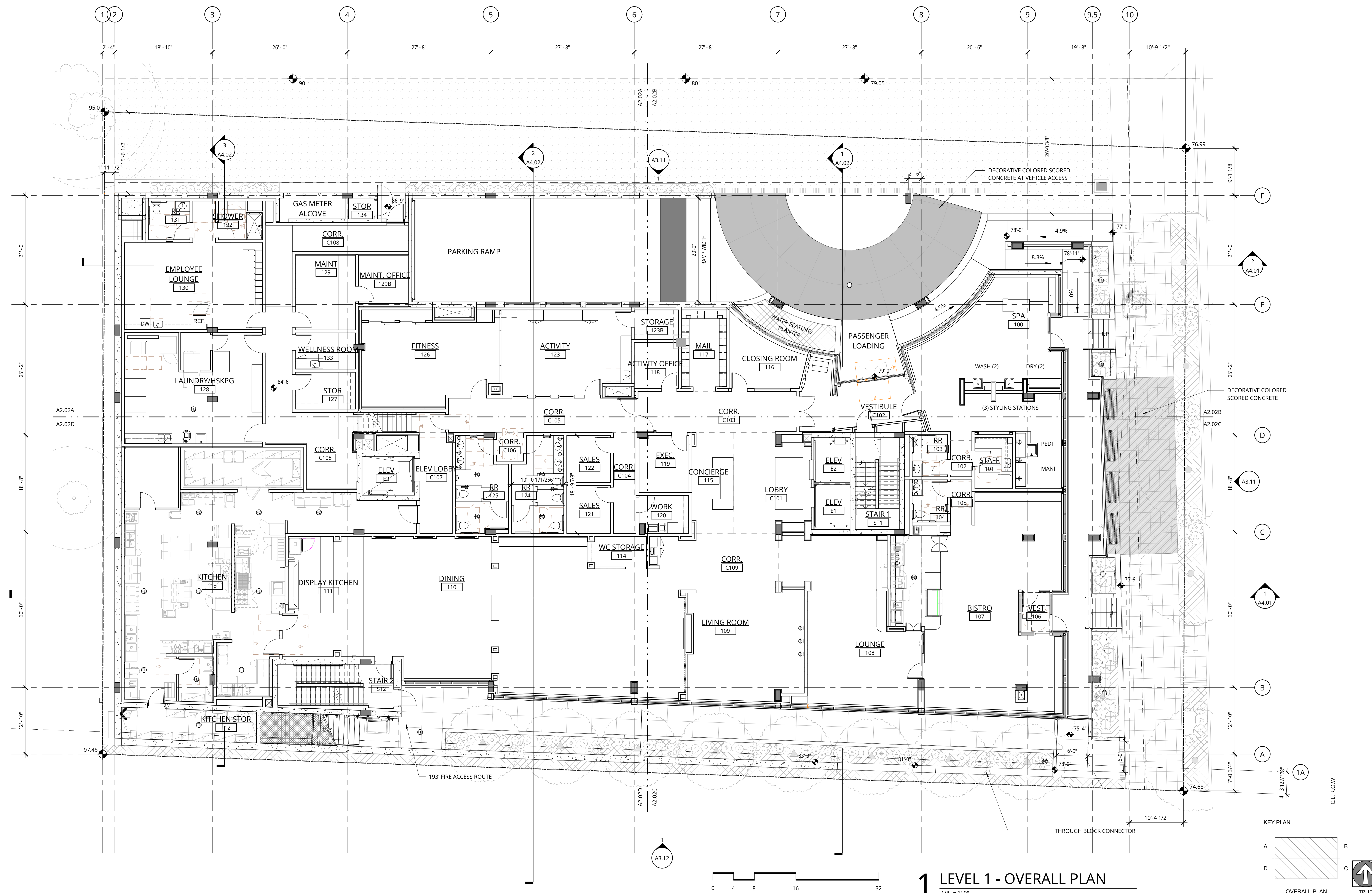
PARKING LEVEL 1 FLOOR PLAN

ADR CYCLE 2 CORRECTIONS

DATE 03/28/2019	PROJECT NUMBER 180280
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SHEET NUMBER
A2.01

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

GENERAL NOTES - FLOOR PLANS

1. REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
2. PRIOR TO FRAMING, VERIFY THAT FINAL APPLIANCE AND PLUMBING FIXTURE SIZES/CLEARANCES MATCH THOSE USED AS BASIS OF DESIGN SHOWN IN SPECIFICATION APPENDIX F & ON PLUMBING SCHEDULES AND DRAWINGS.
3. REFERENCE SLAB PLANS FOR CONCRETE WALL LOCATIONS, UNO. COORDINATE WITH STRUCTURAL DRAWINGS.
4. SEE SHEETS A0.11a & A0.11b FOR WALL ASSEMBLIES.
5. SEE SHEET A0.14a & A0.14b FOR TYPICAL FRAMING AND ACOUSTICAL DETAILS.
6. REFER TO ENLARGED UNIT PLANS (A2.00x SERIES) FOR DETAILED INFORMATION WITHIN RESIDENTIAL UNIT.
7. SEE FIRE/LIFE SAFETY SHEETS BEGINNING ON G2.01 FOR LOCATIONS OF FIRE EXTINGUISHER CABINETS.
8. SEE ENLARGED PLANS FOR DETAILED DIMENSIONS, WALL TAGS AND DOOR TAGS.
9. REFER TO STRUCTURAL DRAWINGS FOR COLUMNS, SHEAR WALL AND BEAM SIZES.
10. ALL KITCHEN EXHAUST AND ANY OTHER EXHAUST THAT CONTAINS SMOKE, ODORS, STEAM OR HEAT WILL NOT VENT ONTO PEDESTRIANS ON THE FIRST AND SECOND FLOORS.

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A	10/12/18	ADR CORRECTIONS
C	12/19/18	ADR CYCLE 2

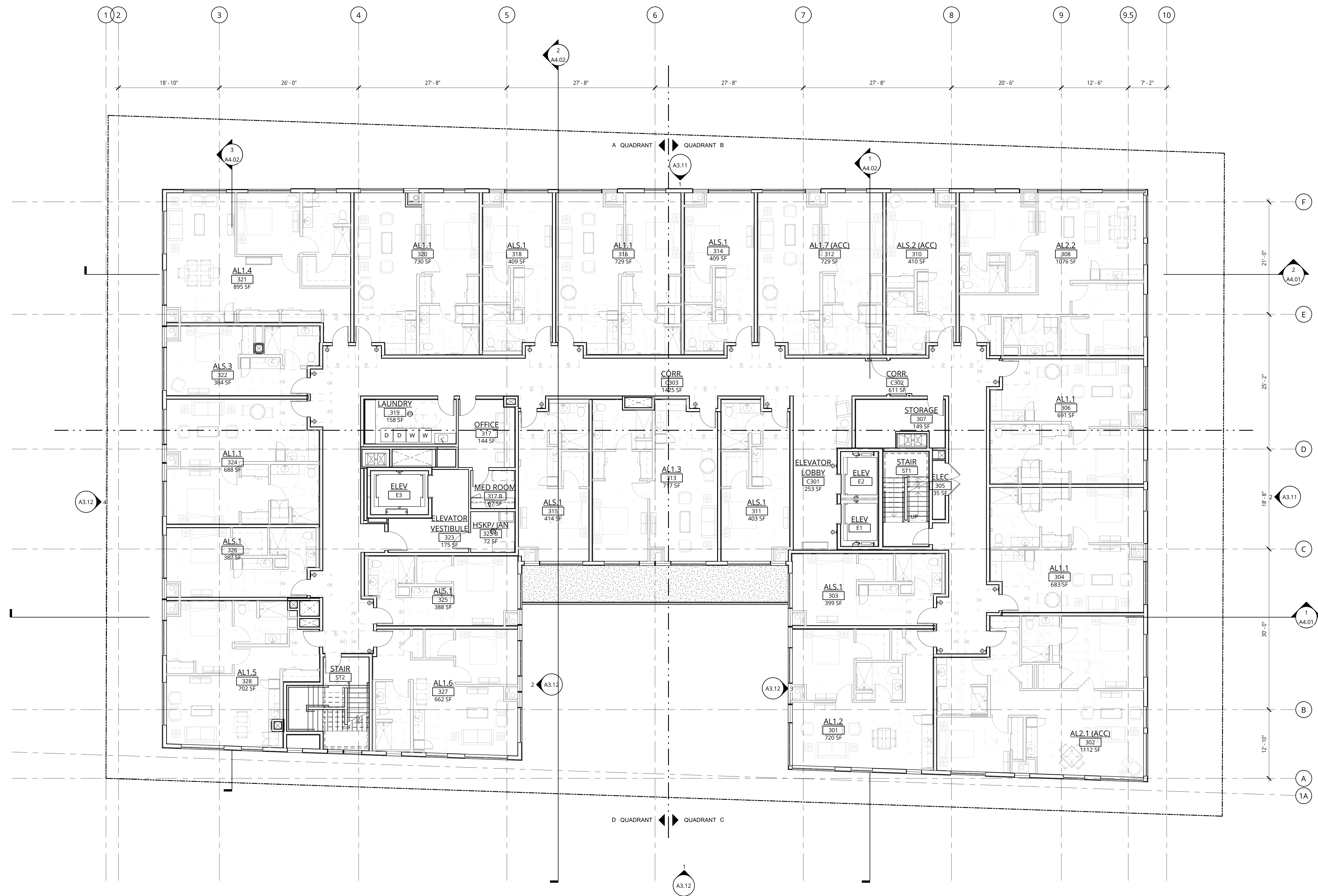
LEVEL 1 FLOOR PLAN

ADR CYCLE 2 CORRECTIONS

DATE 03/28/2019	PROJECT NUMBER 180280
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SHEET NUMBER
A2.02

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

GENERAL NOTES - FLOOR PLANS

- REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
- PRIOR TO FRAMING VERIFY THAT FINAL APPLIANCE AND PLUMBING FIXTURE SIZES/CLEARANCES MATCH THOSE USED AS BASIS OF DESIGN SHOWN ON DRAWING AL1.01.
- REFERENCE SLAB PLANS FOR CONCRETE WALL LOCATIONS, UNO. COORDINATE WITH STRUCTURAL DRAWINGS.
- SEE SHEETS A0.11 FOR WALL ASSEMBLIES.
- SEE SHEET A0.14 & A0.15 FOR TYPICAL FRAMING AND ACOUSTICAL DETAILS.
- REFER TO ENLARGED UNIT PLANS (A2.00 SERIES) FOR DETAILED INFORMATION WITHIN RESIDENTIAL UNIT.
- SEE FIRE/LIFE SAFETY SHEETS BEGINNING ON G2.01 FOR LOCATIONS OF FIRE EXTINGUISHER CABINETS.
- SEE ENLARGED PLANS FOR DETAILED DIMENSIONS, WALL TAGS AND DOOR TAGS.
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LEVEL 3 FLOOR PLAN

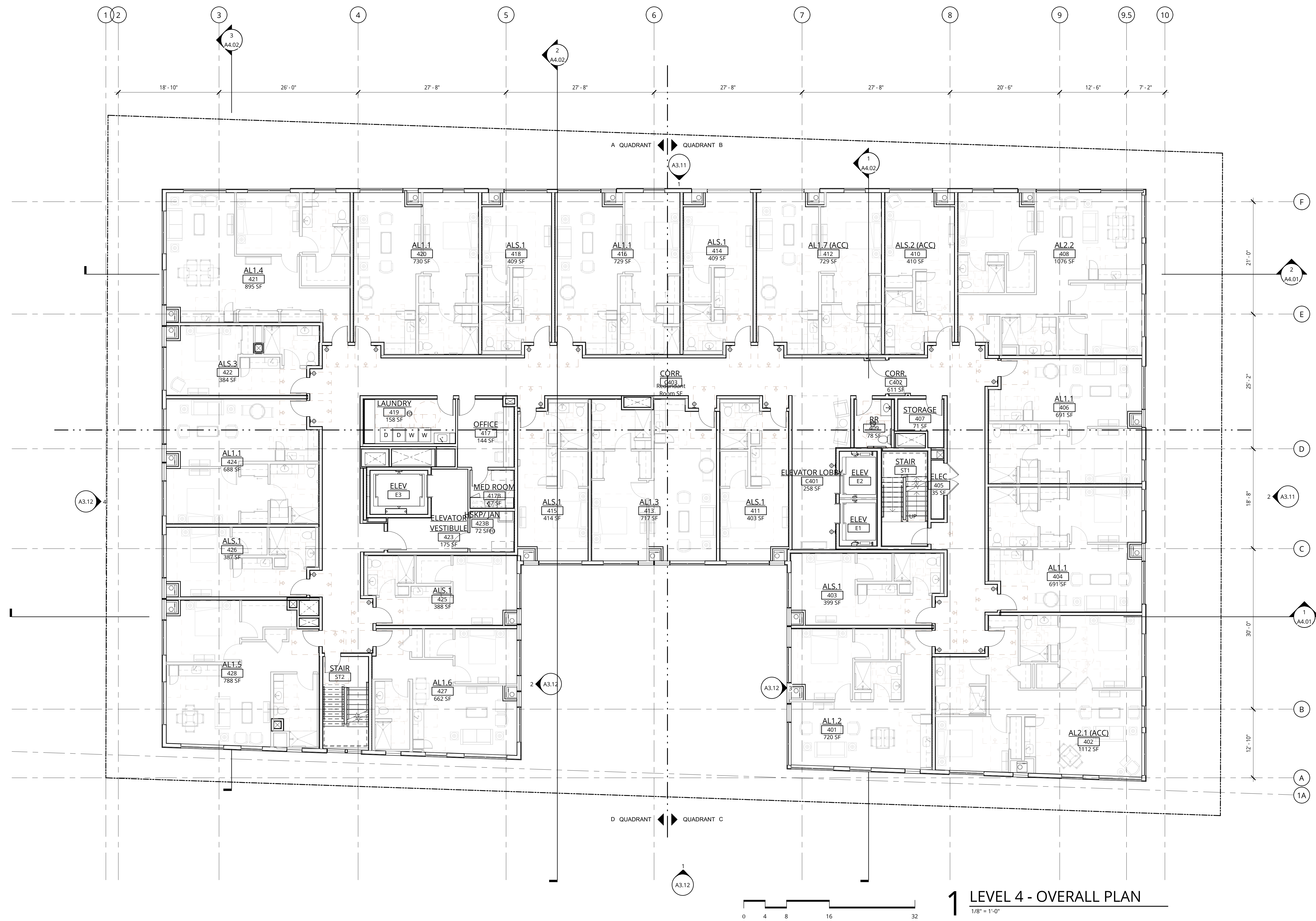
ADR CYCLE 1
CORRECTIONS

DATE 10/12/2018 PROJECT NUMBER 180280

SHEET NUMBER A2.04

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

GENERAL NOTES - FLOOR PLANS

- REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
- PRIOR TO FRAMING VERIFY THAT FINAL APPLIANCE AND PLUMBING FIXTURE SIZES/CLEARANCES MATCH THOSE USED AS BASIS OF DESIGN SHOWN ON DRAWING As Shown.
- REFERENCE SLAB PLANS FOR CONCRETE WALL LOCATIONS, UNO. COORDINATE WITH STRUCTURAL DRAWINGS.
- SEE SHEETS A0.11 FOR WALL ASSEMBLIES.
- SEE SHEET A0.14 & A0.15 FOR TYPICAL FRAMING AND ACOUSTICAL DETAILS.
- REFER TO ENLARGED UNIT PLANS (A2.00 SERIES) FOR DETAILED INFORMATION WITHIN RESIDENTIAL UNIT.
- SEE FIRE/LIFE SAFETY SHEETS BEGINNING ON G2.01 FOR LOCATIONS OF FIRE EXTINGUISHER CABINETS.
- SEE ENLARGED PLANS FOR DETAILED DIMENSIONS, WALL TAGS AND DOOR TAGS.
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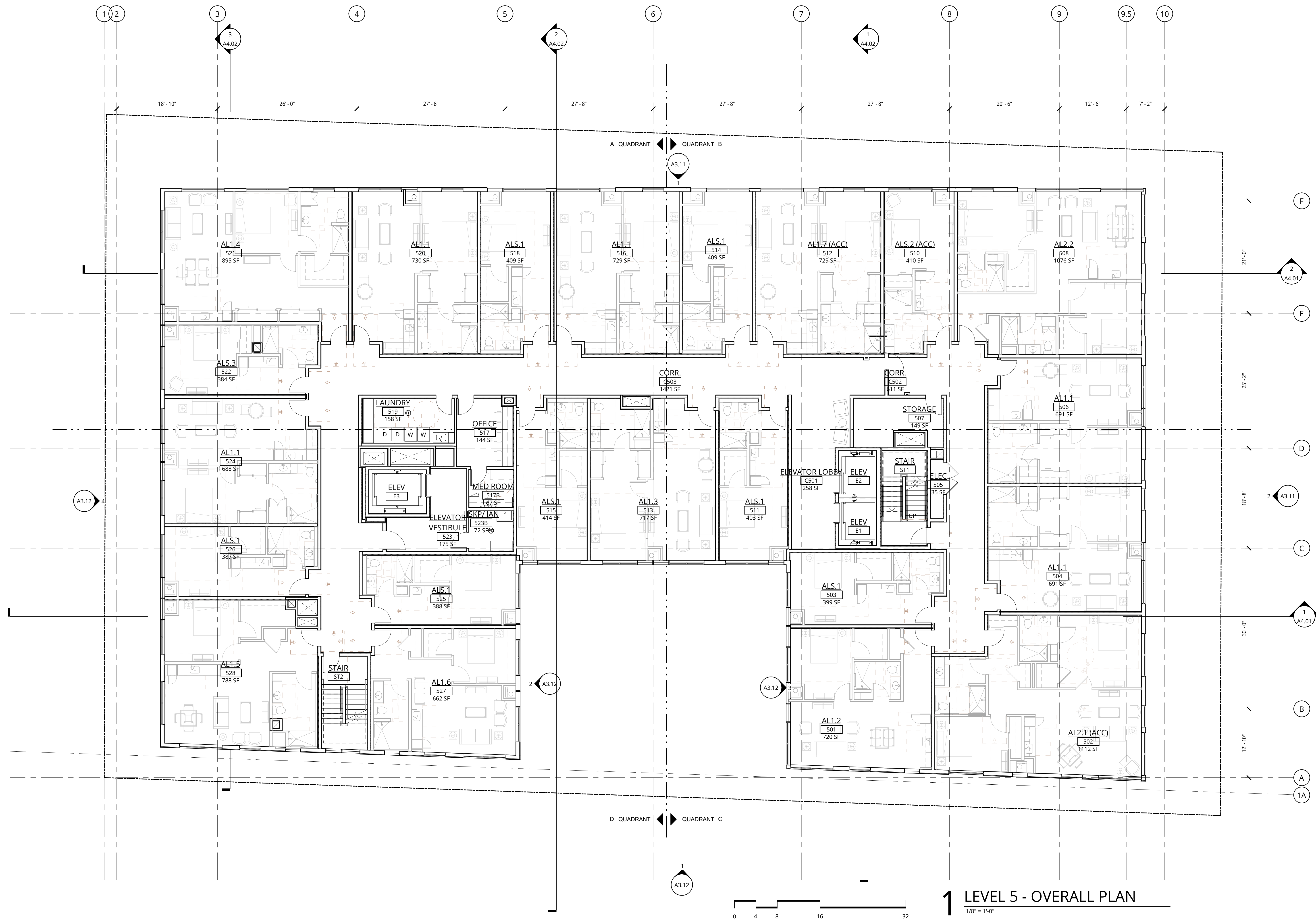
LEVEL 4 FLOOR PLAN

ADR CYCLE 1
CORRECTIONS

DATE 10/12/2018	PROJECT NUMBER 180280
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SHEET NUMBER
A2.05

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1 LEVEL 5 - OVERALL PLAN
1/8" = 1'-0"

GENERAL NOTES - FLOOR PLANS

- REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
- PRIOR TO FRAMING VERIFY THAT FINAL APPLIANCE AND PLUMBING FIXTURE SIZES/CLEARANCES MATCH THOSE USED AS BASIS OF DESIGN SHOWN ON DRAWING AS SHOWN.
- REFERENCE SLAB PLANS FOR CONCRETE WALL LOCATIONS, UNO. COORDINATE WITH STRUCTURAL DRAWINGS.
- SEE SHEETS A0.11 FOR WALL ASSEMBLIES.
- SEE SHEET A0.14 & A0.15 FOR TYPICAL FRAMING AND ACOUSTICAL DETAILS.
- REFER TO ENLARGED UNIT PLANS (A2.00 SERIES) FOR DETAILED INFORMATION WITHIN RESIDENTIAL UNIT.
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REVISION	DATE	REASON FOR ISSUE

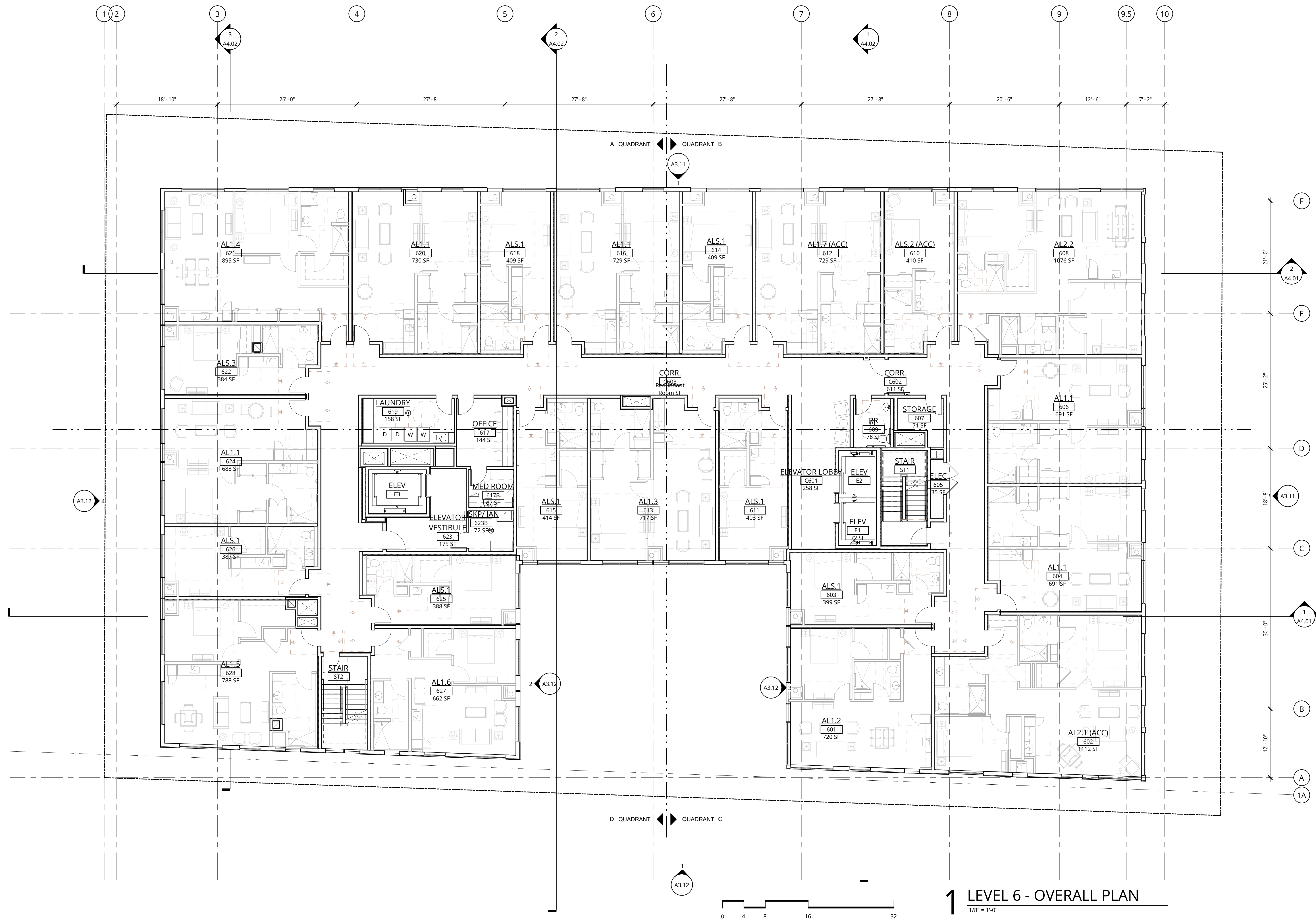
LEVEL 5 FLOOR PLAN

**ADR CYCLE 1
CORRECTIONS**

DATE 10/12/2018	PROJECT NUMBER 180280
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SHEET NUMBER
A2.06

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

GENERAL NOTES - FLOOR PLANS

- REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
- PRIOR TO FRAMING VERIFY THAT FINAL APPLIANCE AND PLUMBING FIXTURE SIZES/CLEARANCES MATCH THOSE USED AS BASIS OF DESIGN SHOWN ON DRAWING AS SHOWN.
- REFERENCE SLAB PLANS FOR CONCRETE WALL LOCATIONS, UNO. COORDINATE WITH STRUCTURAL DRAWINGS.
- SEE SHEETS A0.11 FOR WALL ASSEMBLIES.
- SEE SHEET A0.14 & A0.15 FOR TYPICAL FRAMING AND ACOUSTICAL DETAILS.
- REFER TO ENLARGED UNIT PLANS (A2.00 SERIES) FOR DETAILED INFORMATION WITHIN RESIDENTIAL UNIT.
- SEE FIRE/LIFE SAFETY SHEETS BEGINNING ON G2.01 FOR LOCATIONS OF FIRE EXTINGUISHER CABINETS.
- SEE ENLARGED PLANS FOR DETAILED DIMENSIONS, WALL TAGS AND DOOR TAGS.
- REFER TO STRUCTURAL DRAWINGS FOR COLUMNS, SHEAR WALL AND BEAM SIZES.
- ALL KITCHEN EXHAUST AND ANY OTHER EXHAUST THAT CONTAINS SMOKE, ODORS, STEAM OR HEAT WILL NOT VENT ONTO PEDESTRIANS ON THE FIRST AND SECOND FLOORS.

NOT FOR CONSTRUCTION



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LEVEL 6 FLOOR PLAN

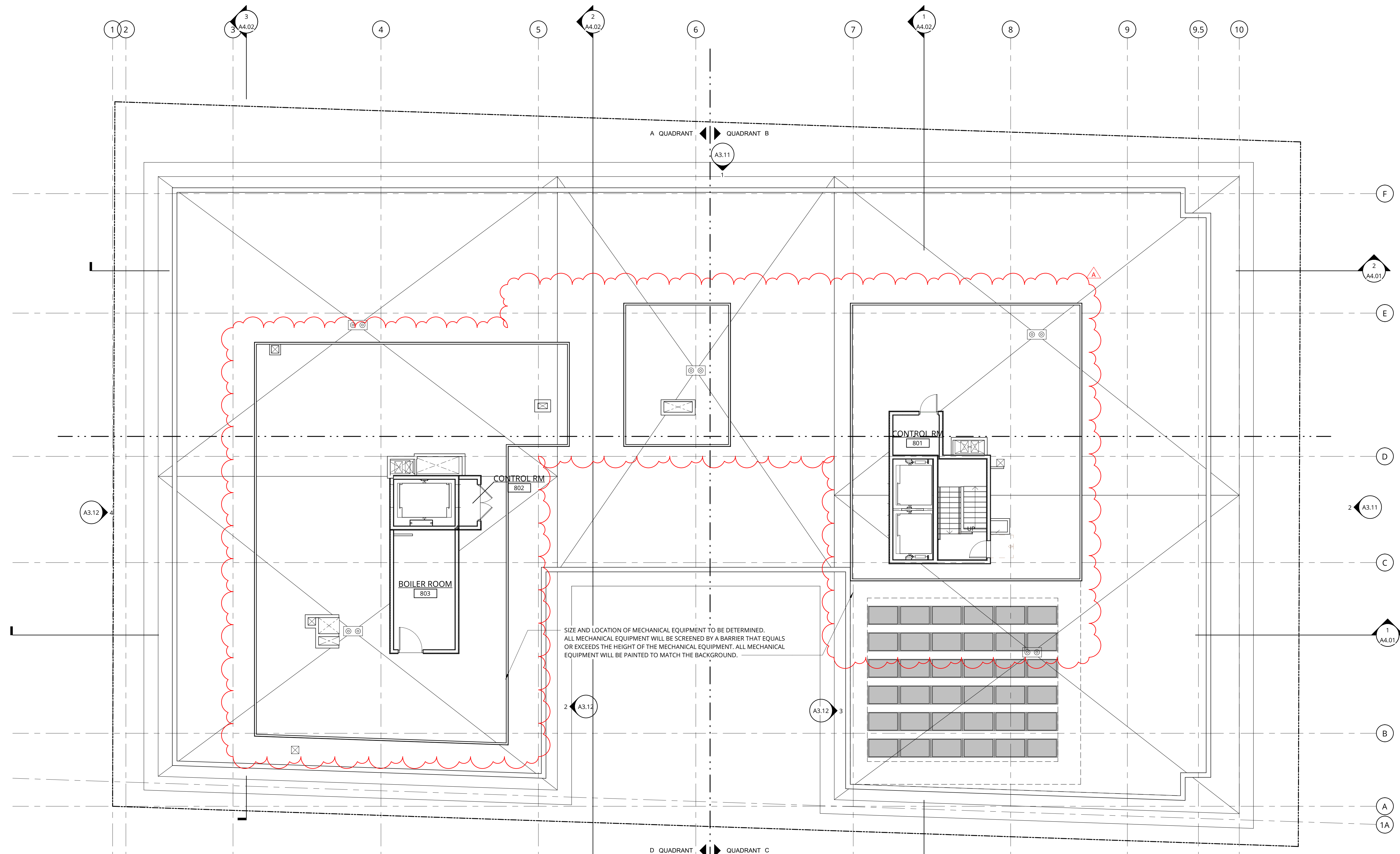
ADR CYCLE 1
CORRECTIONS

DATE 10/12/2018	PROJECT NUMBER 180280
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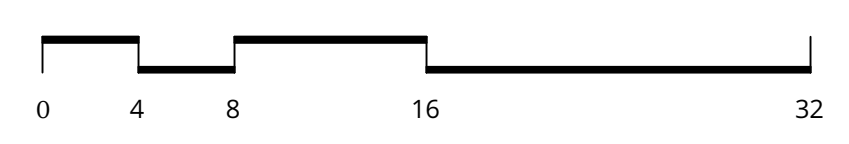
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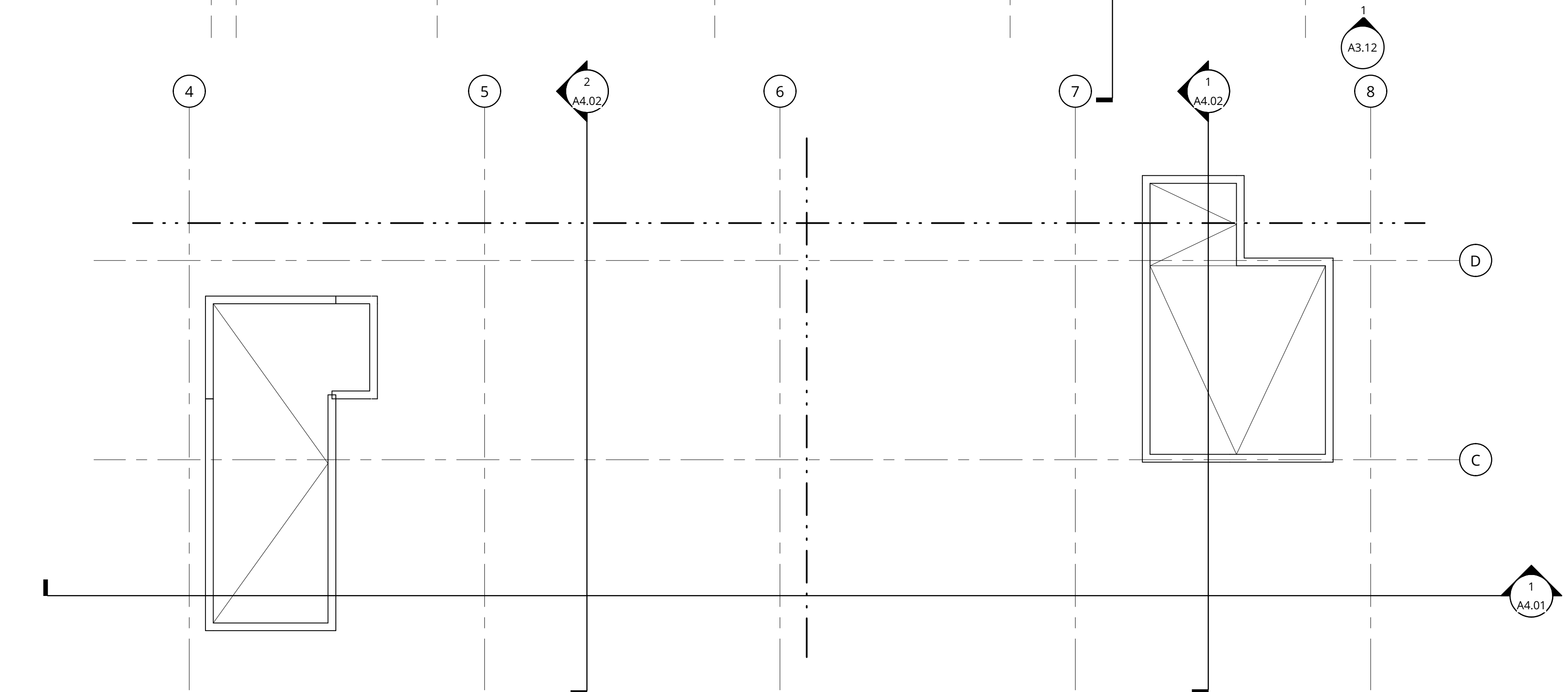
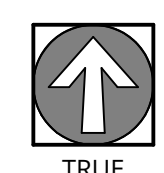
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SIZE AND LOCATION OF MECHANICAL EQUIPMENT TO BE DETERMINED. ALL MECHANICAL EQUIPMENT WILL BE SCREENED BY A BARRIER THAT EQUALS OR EXCEEDS THE HEIGHT OF THE MECHANICAL EQUIPMENT. ALL MECHANICAL EQUIPMENT WILL BE PAINTED TO MATCH THE BACKGROUND.



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



2 PENTHOUSE DRAINAGE PLAN
1/8" = 1'-0"

GENERAL NOTES - ROOF PLANS

1. REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
2. SEE SHEET **A0.14B** FOR HORIZONTAL ASSEMBLIES.
3. PROVIDE ROOFING MANUFACTURER'S STANDARD WALKWAY PADS BETWEEN ALL ROOF HATCHES, ROOF ACCESS DOORS, AND ROOFTOP EQUIPMENT AND AROUND PERIMETER OF ALL ROOFTOP EQUIPMENT.
4. PROVIDE POSITIVE ROOF SLOPE TO DRAIN AT MINIMUM SLOPE OF 1/4" PER FOOT MEASURED ALONG VALLEYS, UNLESS NOTED OTHERWISE.
5. ROOF PENETRATIONS SHOWN ARE SCHEMATIC IN NATURE; COORDINATE ACTUAL SIZE, TYPE AND LOCATION OF EQUIPMENT, CURBS, AND ANY OTHER ROOF PENETRATIONS THAT MAY BE REQUIRED TO SUPPORT, SECURE OR FLASH ROOFTOP EQUIPMENT.
6. VERIFY AND COORDINATE EQUIPMENT AND ROOF PENETRATIONS INCLUDING SLEEVES & BLOCKOUTS AS REQUIRED FOR PLUMBING, MECHANICAL, ELECTRICAL, ETC. NOTIFY ARCHITECT OF ANY CONFLICTS OR DISCREPANCIES.
7. COMPLY WITH THE MOST STRINGENT OF SMACNA, NRCA OR MANUFACTURERS' REQUIREMENTS FOR FLASHINGS, COPINGS AND OTHER SHEET METAL CONSTRUCTION.
8. VERIFY ROOFING MANUFACTURERS' MINIMUM REQUIREMENTS FOR LAPPING OF ALL MATERIALS. BRING CONFLICTS WITH ARCHITECTURAL DETAILS TO THE ATTENTION OF THE ARCHITECT PRIOR TO INSTALLATION.
9. REFER TO DETAILS FOR TOP OF PARAPET DATUMS.
10. ALL KITCHEN EXHAUST AND ANY OTHER EXHAUST THAT CONTAINS SMOKE, ODORS, STEAM OR HEAT WILL NOT VENT ONTO PEDESTRIANS ON THE FIRST AND SECOND FLOORS.
11. MECHANICAL EQUIPMENT LOCATIONS TO BE CONSOLIDATED.

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ROOF PLAN

ADR CYCLE 1 CORRECTIONS

DATE 10/12/2018	PROJECT NUMBER 180280
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SHEET NUMBER
A2.09

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5 MATERIALS PERSPECTIVE LOOKING NORTHWEST



3 MATERIALS PERSPECTIVE LOOKING SOUTHWEST



4 MATERIALS PERSPECTIVE LOOKING SOUTHEAST



2 MATERIALS PERSPECTIVE LOOKING NORTHEAST



1 MATERIALS PERSPECTIVE LOOKING NORTHWEST

MASSING CONCEPT:

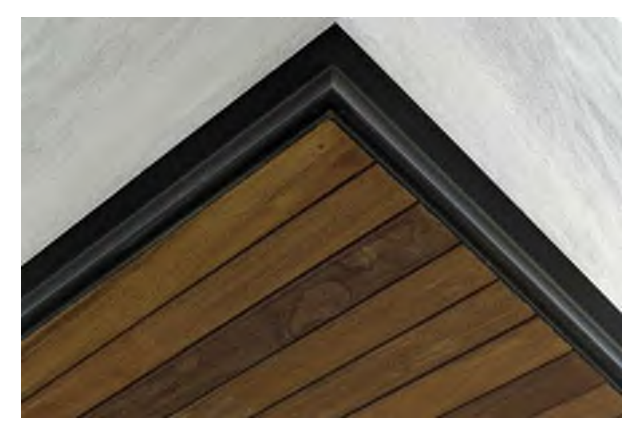
- A) Glassy, ground level plinth steps inward to accommodate municipal land use requirements while providing sheltered amenity spaces for residents and pedestrians.
- B) Semicircular porte-cochere erodes interior mass and establishes ceremonial entry to structure.
- C) Lower setback at second floor begins tripartite organization of upper level mass while providing justification for offset window placement from memory care to assisted living levels.
- D) Upper level setback at seventh floor and chamfered corners along 112nd Street dematerialize upper building edges and provide visual relief to burly building body.
- E) Overhanging roofline with shallow profile further lightens visual feel of structure and provides overhead weather protection to facades below.

MATERIALS CONCEPT:

- F) Collection of gray tones compliments muscular massing to create refined, understated street presence.
- G) Cedar toned highlights at ground and roof level soffits contrasts monochromatic color scheme to provide touches of warmth for the pedestrian experience.
- H) Anodized aluminum storefront in champagne finish gives warm but sleek textural contrast to wood soffits above.
- I) At the memory care courtyard, anodized aluminum storefront with translucent glazing provides security for residents while maximizing daylight transmission and creating a feeling of openness.
- J) Adobe colored vinyl windows contrast the predominantly white building body for visual interest.
- K) Oversized aluminum louvers aligned to match window heads and sills mask VTAC grilles.
- L) Horizontal bands of accent colored fiber cement panels help to breakdown hard corners along 112th Ave and provide visual interest on north, west, and courtyard elevations.
- M) Vertical bands of accent colored fiber cement on south facade echo interior organization and vertical circulation.
- N) Accent colored fiber cement panels and bronze colored vinyl windows emphasize the seventh-floor setback, and establish upper level cornice line.

MATERIAL PALETTE:

- 1) Cast in Place Concrete – Sealed with Elastomeric Paint
- 2) Aluminum Storefront System
- 3) Aluminum Storefront System – With Translucent Glazing
- 4) Cedar Toned Soffit
- 5) Cedar Plank Guard Rail + Privacy Screen
- 6) Fiber Cement Panel – Field Color - White - Regelets painted to match
- 7) Fiber Cement Panel – Accent Color #1
- 8) Fiber Cement Panel – Accent Color #2
- 9) Vinyl Window – Field Color
- 10) Vinyl Window – Accent Color
- 11) Prefinished Aluminum Louver – Accent Color #2
- 12) Prefinished Metal Flashing
- 13) Cedar Toned Soffit



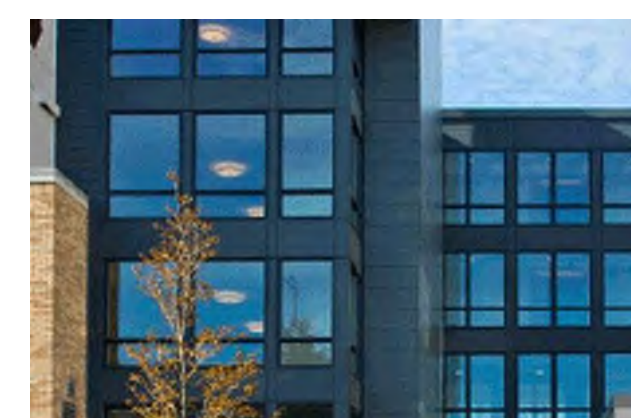
WOOD SOFFIT



ALUMINIUM STOREFRONT



METAL AWNING



VINYL WINDOWS

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EXTERIOR ELEVATIONS COLORS AND MATERIALS
ADR CYCLE 1
CORRECTIONS

DATE: 10/12/2018 PROJECT NUMBER: 180280
SHEET NUMBER

10/12/2018 2:37:43 PM



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



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

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BUILDING ELEVATIONS

ADR CYCLE 1 CORRECTIONS

DATE 10/12/2018	PROJECT NUMBER 180280
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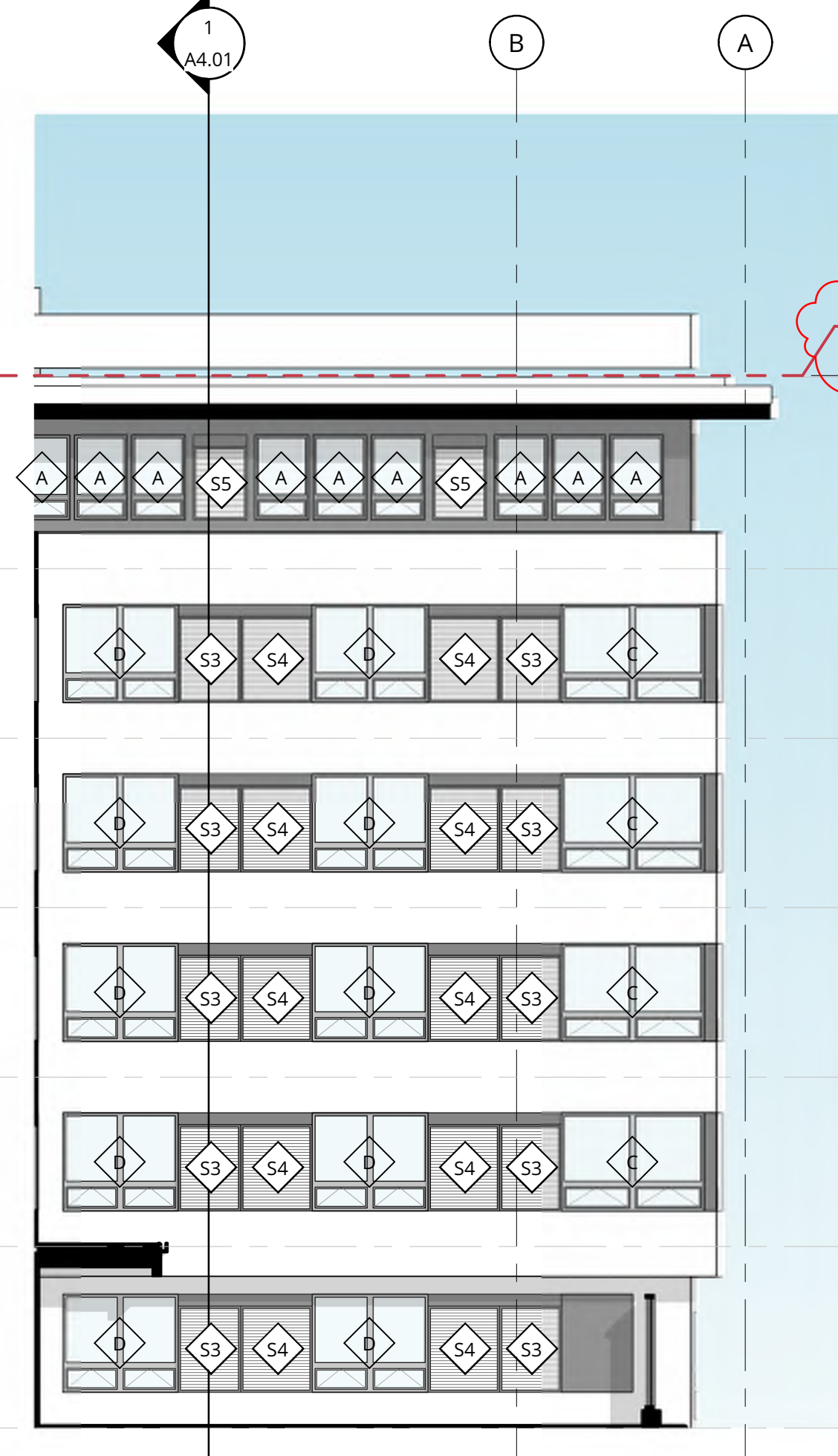
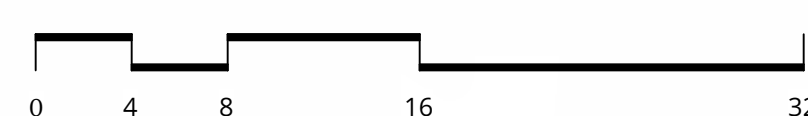
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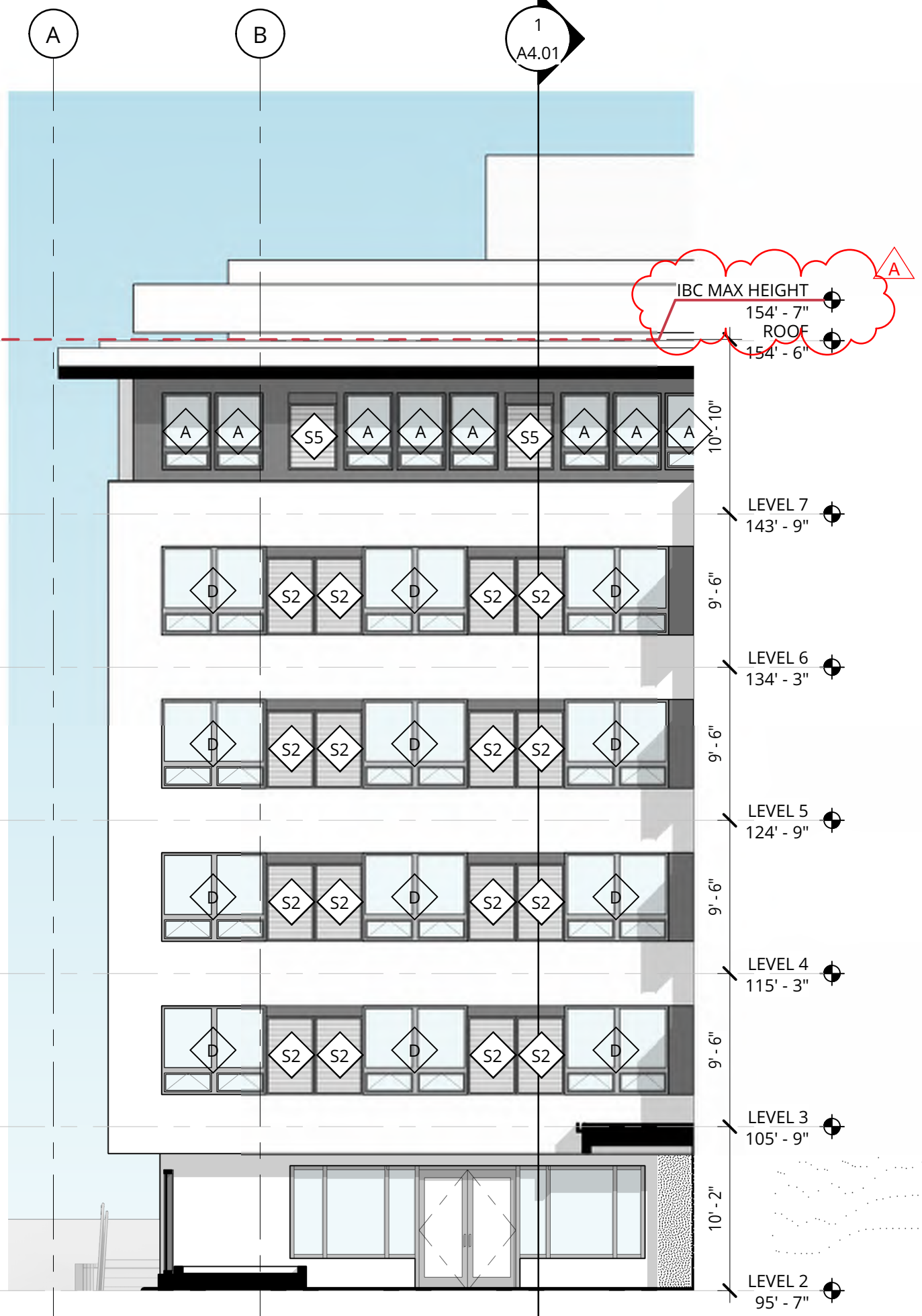
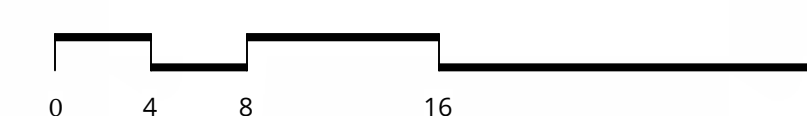
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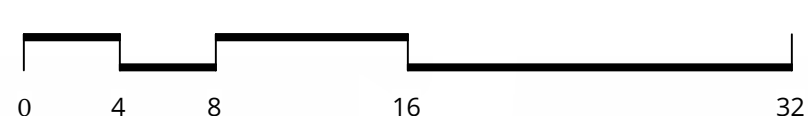
4 BUILDING ELEVATION WEST



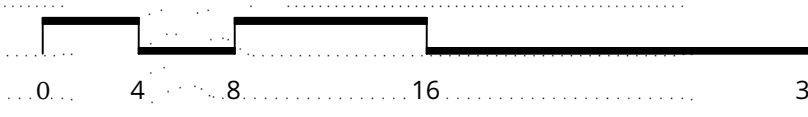
3 PARTIAL BUILDING ELEVATION COURTYARD - WEST



2 PARTIAL BUILDING ELEVATION COURTYARD - EAST



1 BUILDING ELEVATION - SOUTH



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BUILDING ELEVATIONS

ADR CYCLE 1 CORRECTIONS

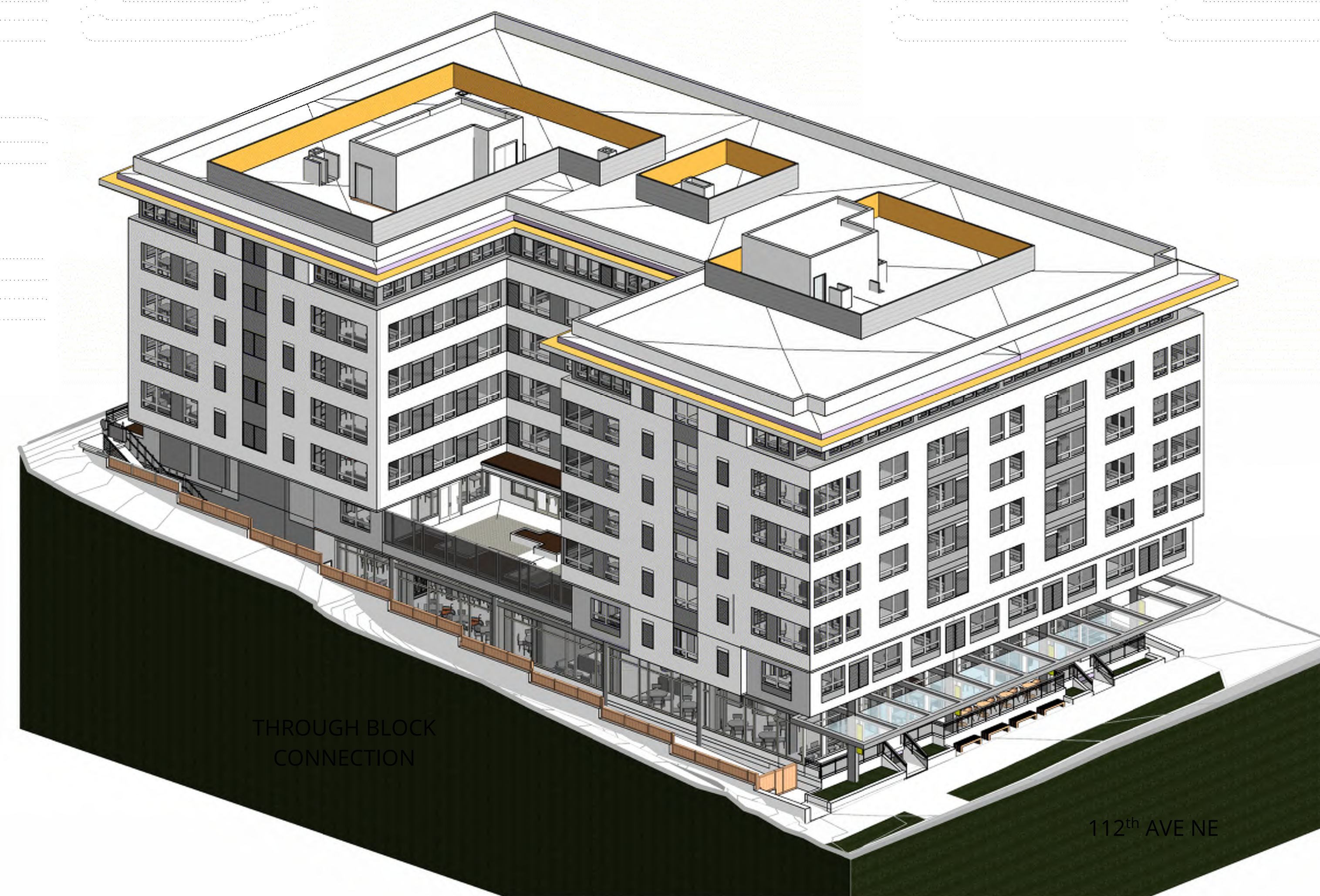
DATE 10/12/2018 PROJECT NUMBER 180280

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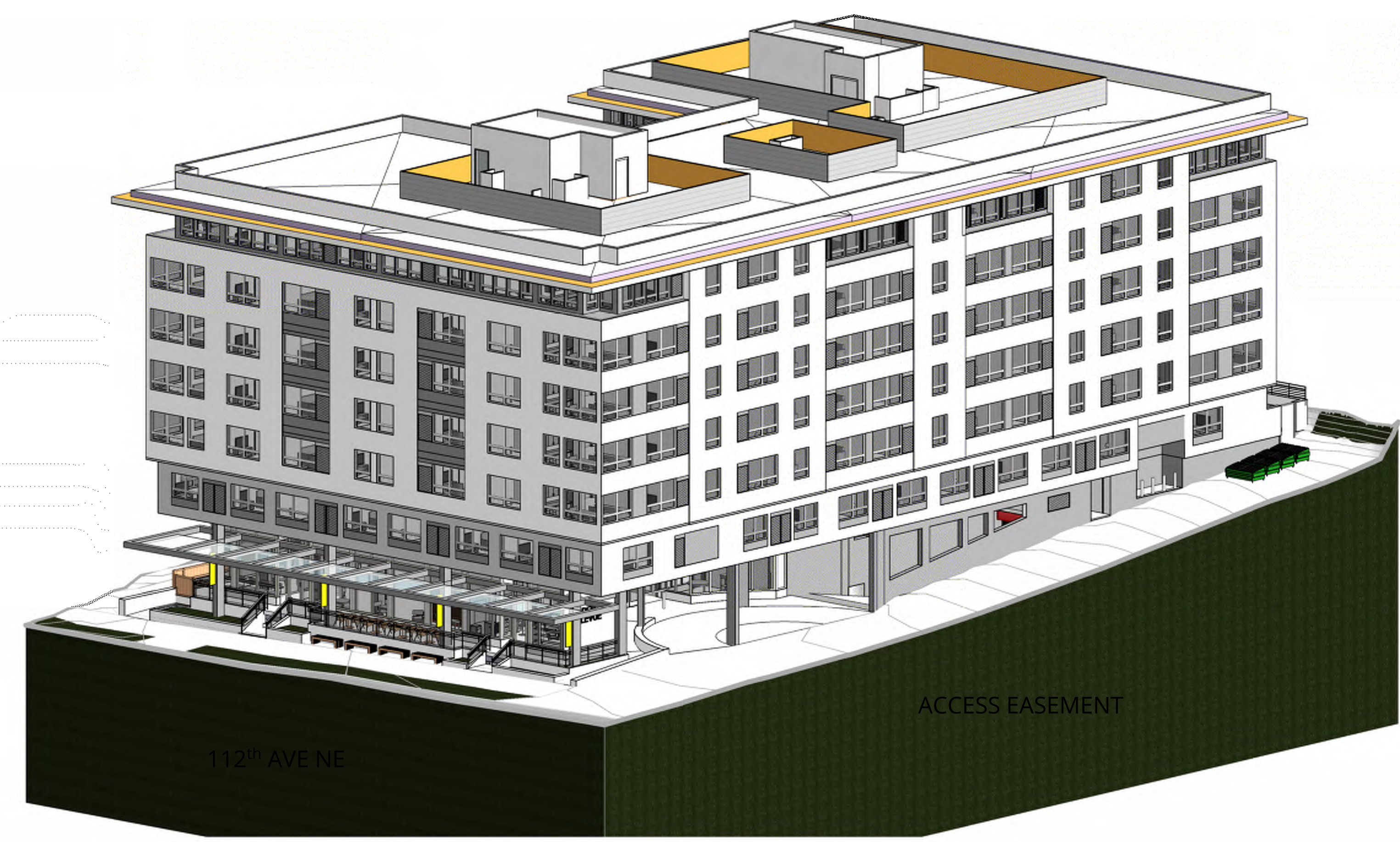
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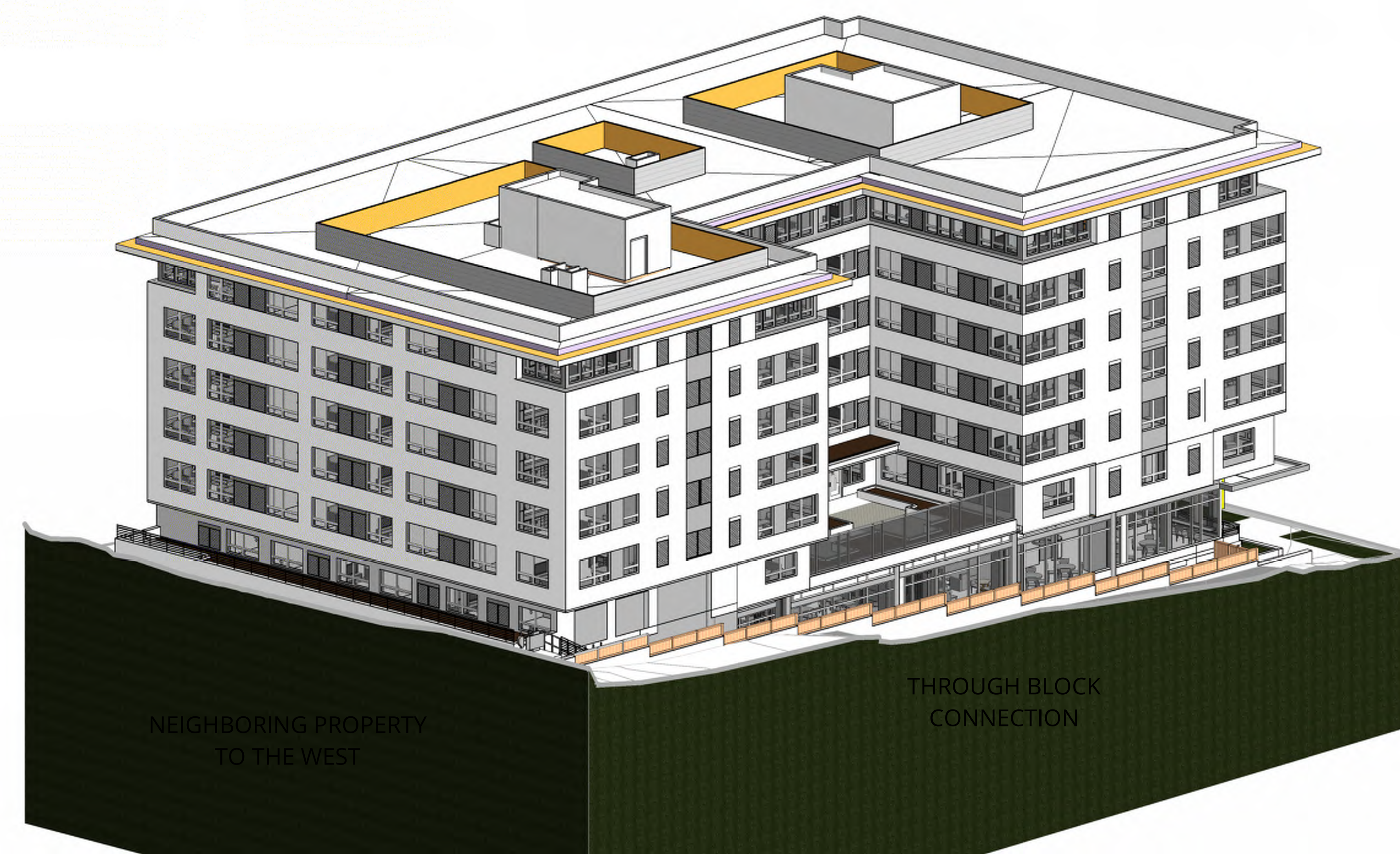
4 BIRDSEYE PERSPECTIVE LOOKING NORTHWEST



2 BIRDSEYE PERSPECTIVE LOOKING SOUTHWEST



3 BIRDSEYE PERSPECTIVE LOOKING SOUTHEAST



1 BIRDSEYE PERSPECTIVE LOOKING NORTHEAST

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EXTERIOR VIEWS

ADR CYCLE 1
CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

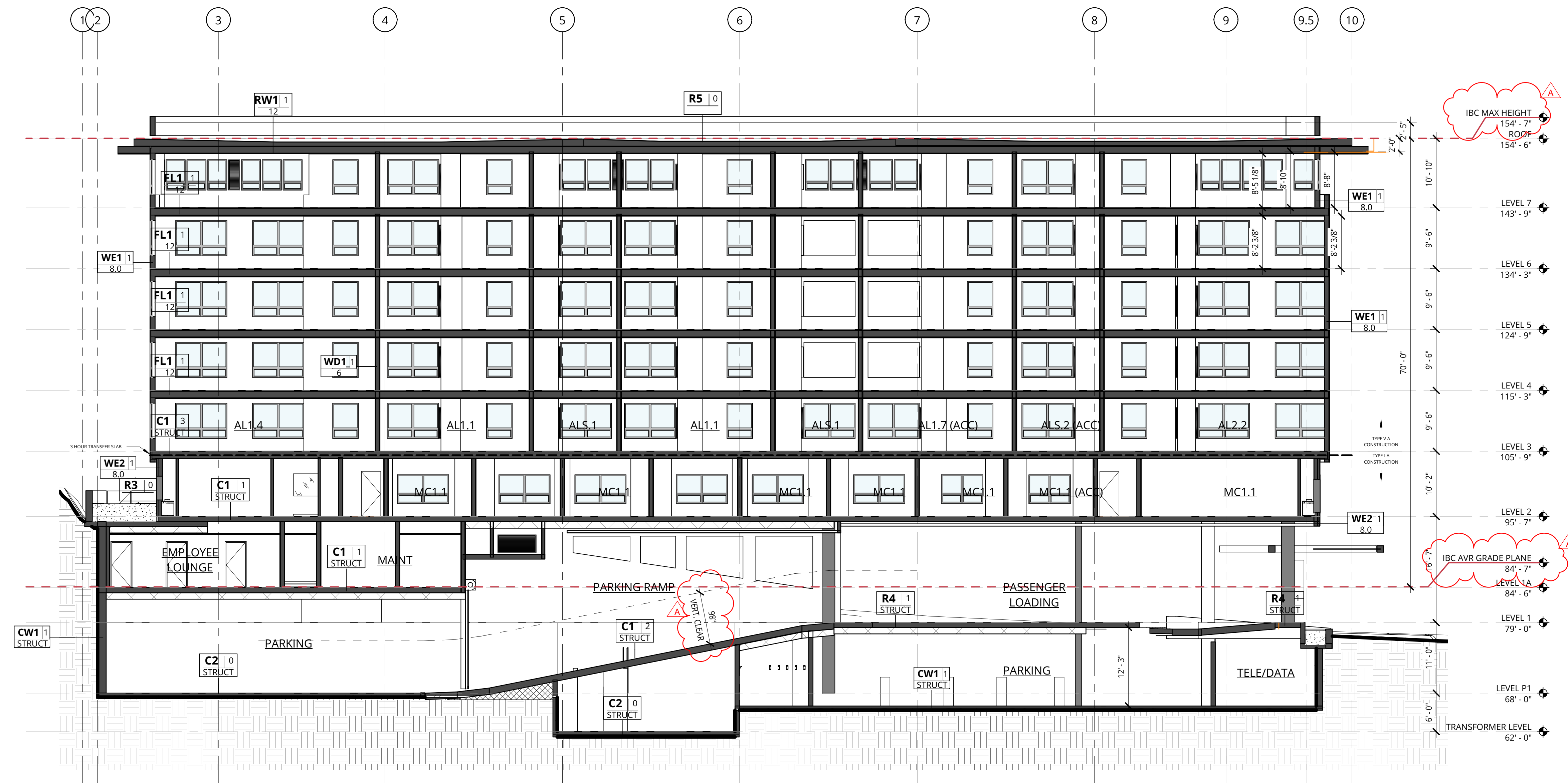
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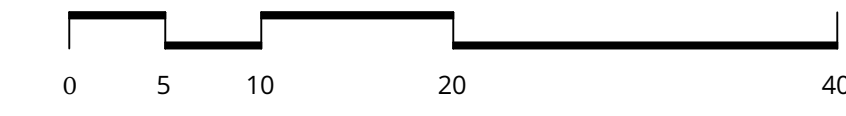
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GENERAL NOTES - BUILDING SECTIONS

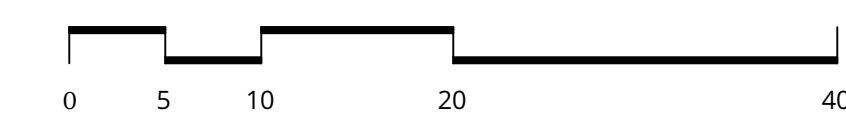
1. REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
2. ELEVATIONS NOTED ARE RELATIVE TO SEA LEVEL.
3. SEE SHEET A12.21 FOR WINDOW SCHEDULE.
4. SEE ENLARGED ELEVATIONS AND WALL SECTIONS FOR ADDITIONAL EXTERIOR DETAILS.
1. REFER TO SHEET G0.02 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
2. ELEVATIONS NOTED ARE RELATIVE TO SEA LEVEL (OR BUILDING DATUM).
3. SEE SHEET A12.21 FOR WINDOW SCHEDULE.
4. SEE ENLARGED ELEVATIONS AND WALL SECTIONS FOR ADDITIONAL EXTERIOR DETAILS.
5. FOR MECHANICAL SCREENING LOCATIONS AND HEIGHTS SEE ROOF PLAN ON SHEET A2.08



2 BUILDING SECTION - EAST/WEST #2
1" = 10'-0"



1 BUILDING SECTION - EAST/WEST #1
1" = 10'-0"



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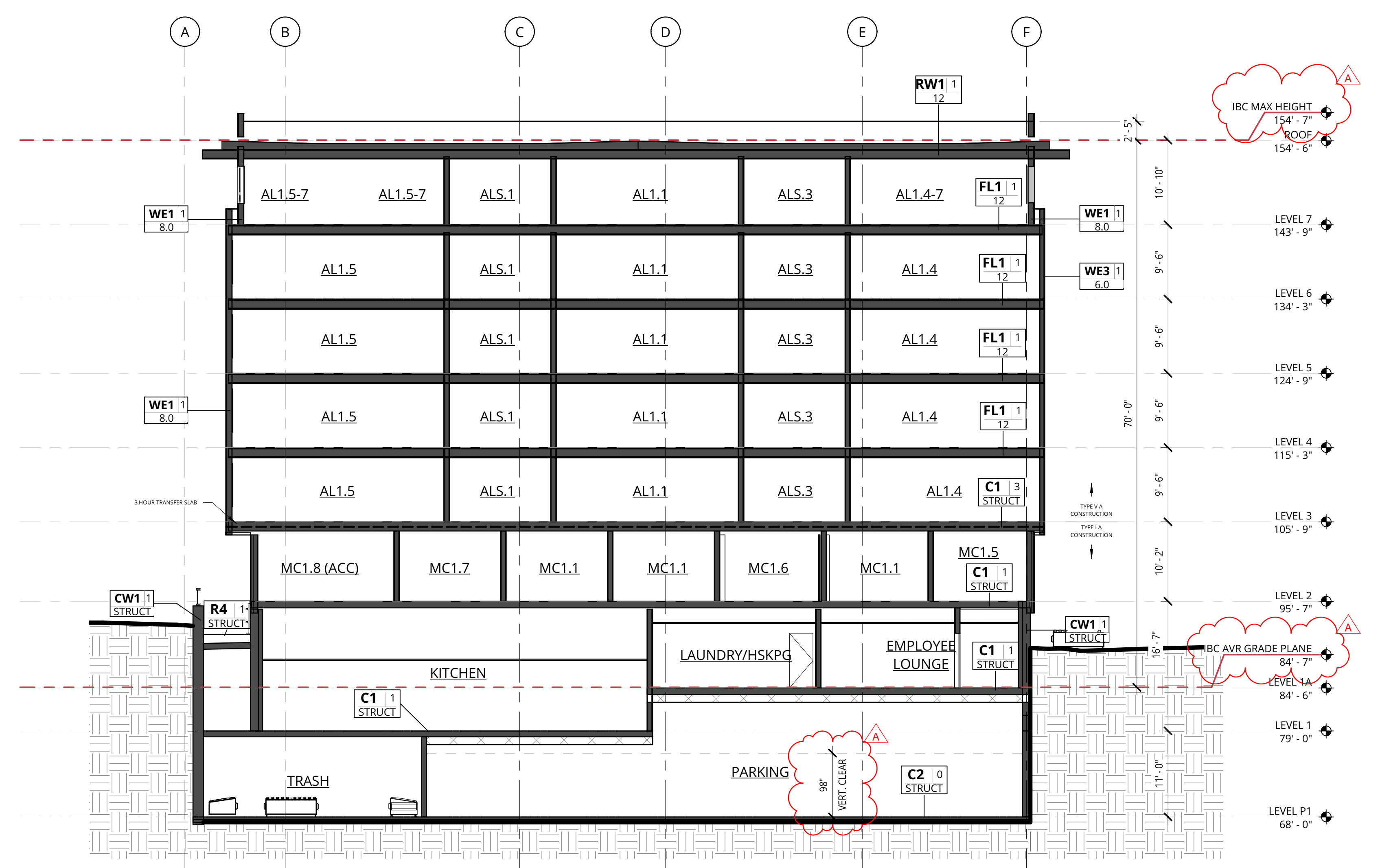
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A	10/12/18	ADR CORRECTIONS

BUILDING SECTIONS

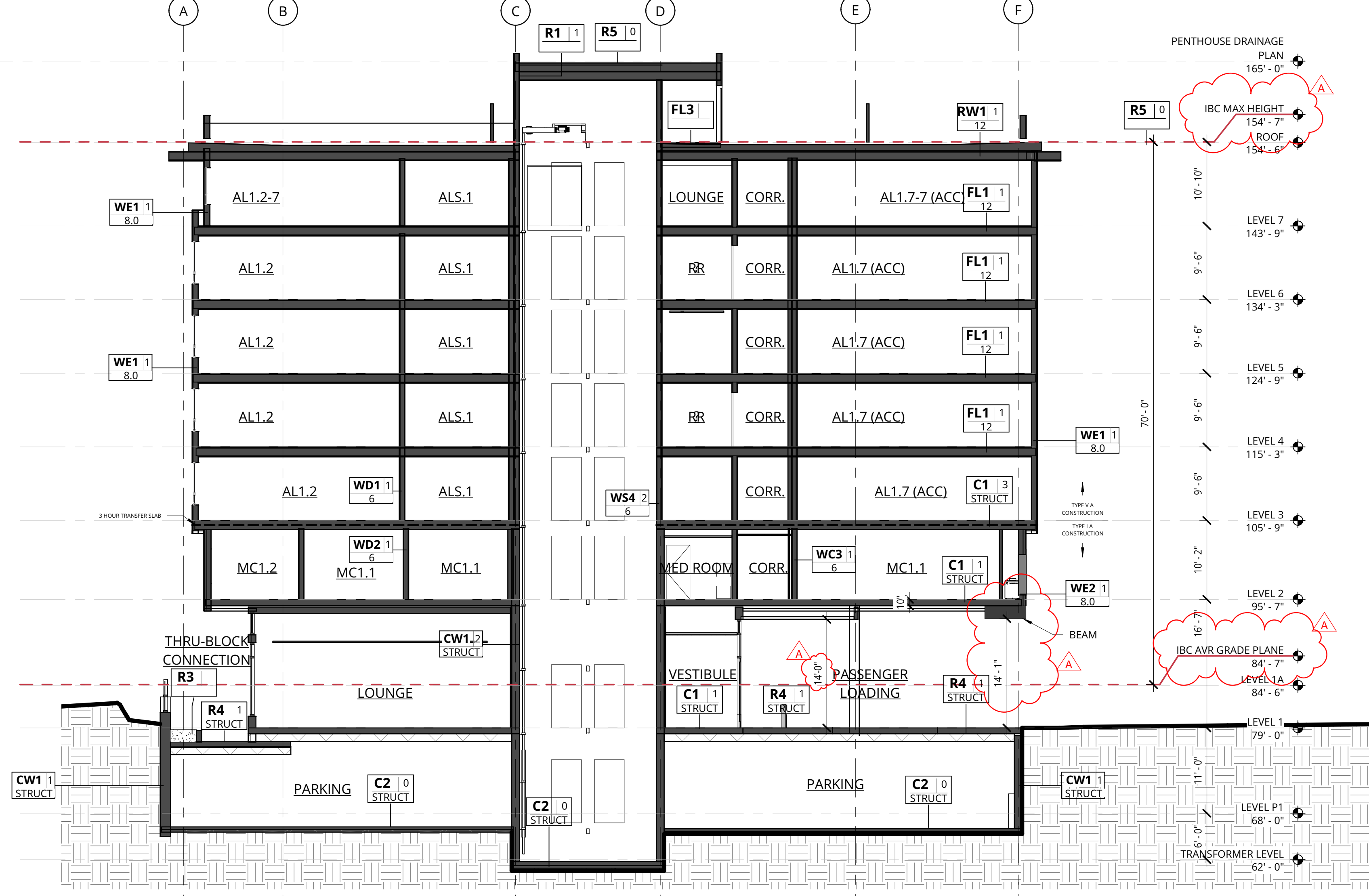
ADR CYCLE 1 CORRECTIONS

DATE 10/12/2018	PROJECT NUMBER 180280
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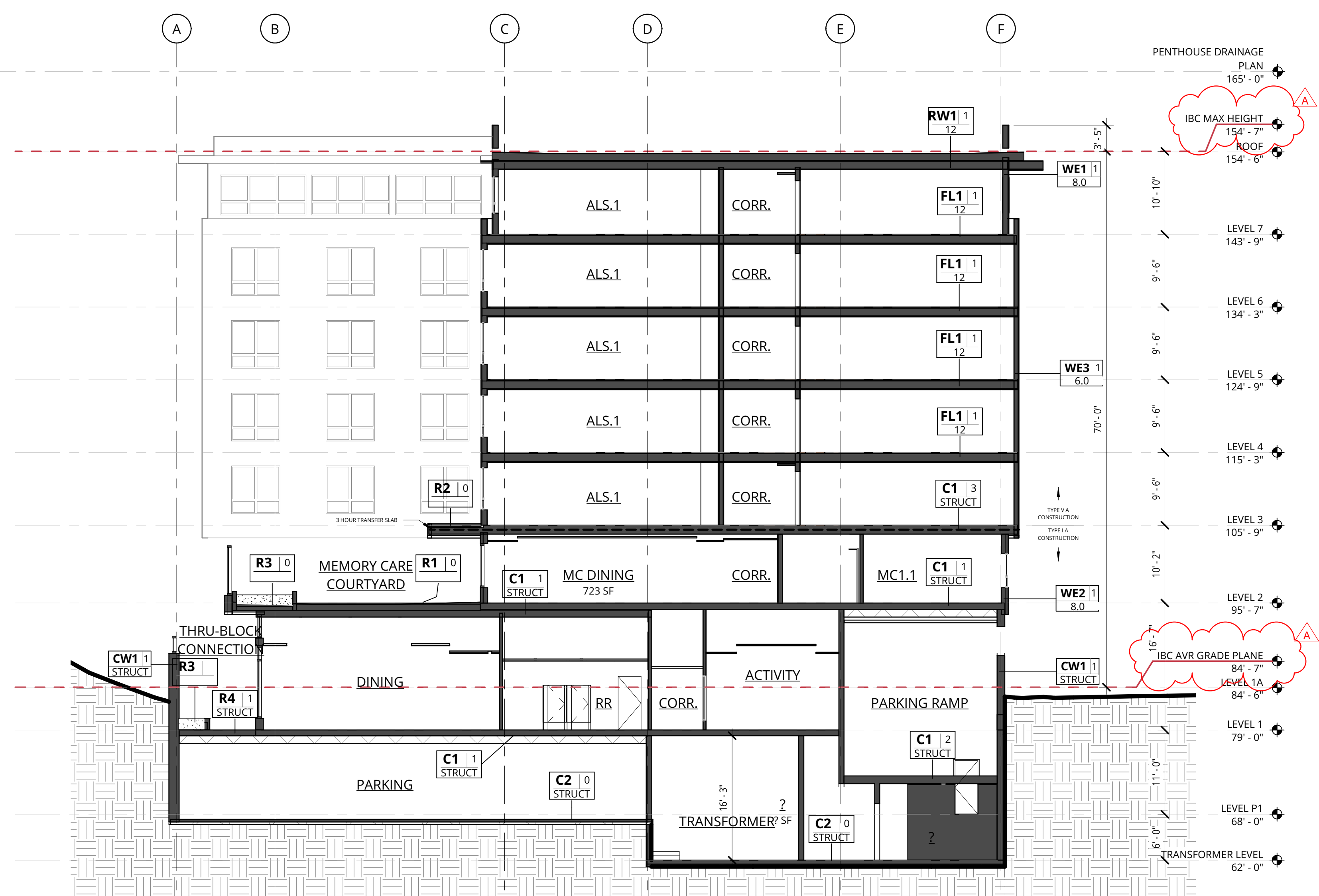
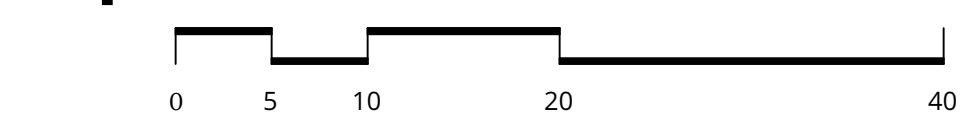
SHEET NUMBER
A4.01



3 BUILDING SECTION - NORTH/SOUTH #3
1" = 10'-0"



1 BUILDING SECTION - NORTH/SOUTH #1
1" = 10'-0"



2 BUILDING SECTION - NORTH/SOUTH #2
1" = 10'-0"



GENERAL NOTES - BUILDING SECTIONS

- REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
- ELEVATIONS NOTED ARE RELATIVE TO SEA LEVEL.
- SEE SHEET A12.21 FOR WINDOW SCHEDULE.
- SEE ENLARGED ELEVATIONS AND WALL SECTIONS FOR ADDITIONAL EXTERIOR DETAILS.
- REFER TO SHEET G0.02 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK.
- ELEVATIONS NOTED ARE RELATIVE TO SEA LEVEL (OR BUILDING DATUM).
- SEE SHEET A12.21 FOR WINDOW SCHEDULE.
- SEE ENLARGED ELEVATIONS AND WALL SECTIONS FOR ADDITIONAL EXTERIOR DETAILS.
- FOR MECHANICAL SCREENING LOCATIONS AND HEIGHTS SEE ROOF PLAN ON SHEET A2.08.

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BUILDING SECTIONS

ADR CYCLE 1 CORRECTIONS

DATE 10/12/2018	PROJECT NUMBER 180280
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A4.02

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BUILDING SECTIONS

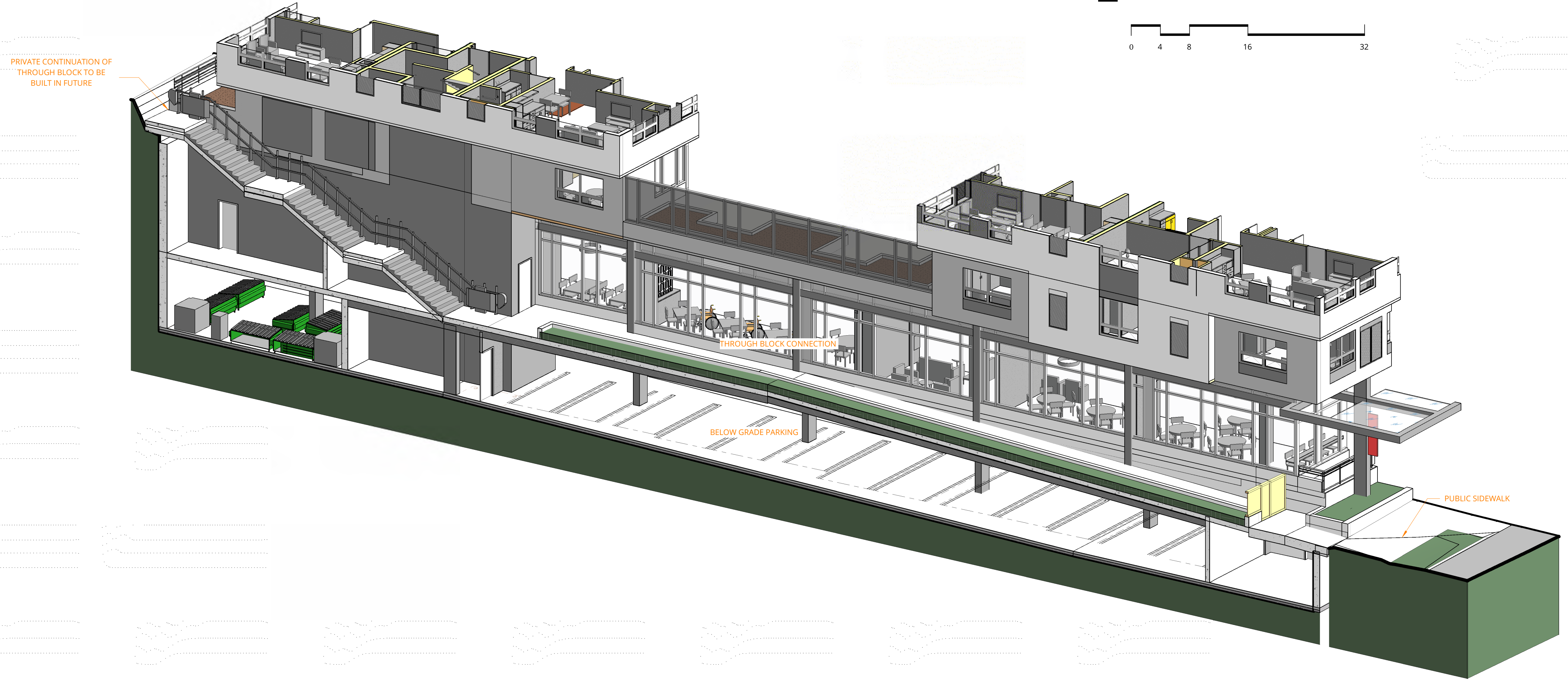
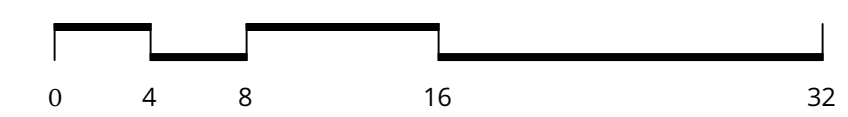
**ADR CYCLE 1
CORRECTIONS**

DATE 10/12/2018	PROJECT NUMBER 180280
SHEET NUMBER	

A4.03



2 SITE SECTION AT THROUGH BLOCK CONNECTION
 1/8" = 1'-0"



1 SITE AXON AT THROUGH BLOCK CONNECTION

01/28/2018 11:00:09 AM

LIGHTING FIXTURE SCHEDULE

PROJECT: HOLDEN OF BELLEVUE

Phase: 85% DD

General Notes:

1. Emergency egress lighting to be provided via generator unless otherwise noted.
2. All light fixture finishes to be verified by owner/architect/interior designer.
3. Contractor to size remote power supplies/wire gauge as required.
4. Contractor to locate remote power supplies per manufacturer recommended distances to minimize voltage drop.
5. If energy saving measure C406.3 is pursued, all unit light fixtures must meet efficacy requirements of 60 lumens per watt.
6. CCT = Correlated Color Temperature
7. CRI = Color Rendering Index

RUSHING TYPE	ALLIANCE TYPE	DESCRIPTION	LOCATION	MANUFACTURER	PRODUCT NO.	LAMP, CCT, CRI	LUMENS (DELIVERED)	WATTS	VOLTAGE	DRIVER	DIMMING	FINISH	NOTES
EXTERIOR LIGHTING													
E1, E1X	-	RECESS MOUNT STANDARD OUTPUT LED DOWNLIGHT	CANOPIES	USAI	1010-W-B1-S-XX-LSTD4-9020-M2-30KS-80-NCSM-XXXX-DIM L2	LED, 3000K, 80+ CRI	1300	20	120V OR 277V	INTEGRAL ELECTRONIC	0-10V	TBD	80° OPTIC E1X IS SAME AS E1 BUT ON EMERGENCY CIRCUIT
E2, E2X	-	RECESS WALL MOUNT LED STEPLIGHT	WALKWAYS AND MEMORY CARE GARDEN	PERFORMANCE IN LIGHTING	74684	LED, 3000K, 80 CRI	396	11	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	E2X IS SAME AS E2 BUT ON EMERGENCY CIRCUIT
E2 ALT, E2X ALT	-	RECESS WALL MOUNT LED STEPLIGHT	WALKWAYS AND MEMORY CARE GARDEN	PERFORMANCE IN LIGHTING	79434	LED, 3000K	288	8.4	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	E2X ALT IS SAME AS E2 ALT BUT ON EMERGENCY CIRCUIT
E3, E3X	-	WALL MOUNT LED SCONCE	COMMERCIAL CANOPY COLUMNS	PERFORMANCE IN LIGHTING	70365-DIM	LED, 3000K, 80 CRI	840 DOWNLIGHT 258 UPLIGHT	10	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	E3X IS SAME AS E3 BUT ON EMERGENCY CIRCUIT
E3 ALT, E3X ALT	-	WALL MOUNT LED SCONCE	COMMERCIAL CANOPY COLUMNS	BEGA	33 592	LED, 3000K, 85 CRI	1458	19.3	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	E3X ALT IS SAME AS E3 ALT BUT ON EMERGENCY CIRCUIT
E4, E4X	-	WALL MOUNT LED DOWNLIGHT	PORTE COCHERE COLUMNS	BEGA	33 242	LED, 3000K, 90 CRI	1893	22.9	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	E4X IS SAME AS E4 BUT ON EMERGENCY CIRCUIT
E5	-	GROUND MOUNT LED BOLLARD	SITE AND MEMORY CARE GARDEN LANDSCAPE PLANTERS	DELTA LIGHT	BOTANIC 24 WW 317 12 22 X	LED, 3000K	62	3	120V	INTEGRAL ELECTRONIC	N/A	TBD	
E6	-	GROUND MOUNT LED AIMABLE ACCENT LIGHT	SITE AND MEMORY CARE GARDEN LANDSCAPE PLANTERS	BKSSSL	DS-LED-E65-MFL-A9-XX-12-11-A-3605L	LED, 3000K	655	12	120/12V	REMOTE MAGNETIC	LOW VOLTAGE	TBD	35° OPTIC BKSSL REMOTE MAGNETIC DIMMING DRIVER REQUIRED CONTRACTOR TO SELECT DRIVER WATTAGE ACCORDING TO FINAL CONNECTED LOAD CONTRACTOR TO FIELD LOCATE REMOTE DRIVER PROVIDE BKSSL POWER PIPE MOUNTING
E7	-	WALL MOUNT LED LINEAR CEILING GRAZE LIGHT	WOOD SOFFITS AT PORTE COCHERE AND ROOF	MODA LIGHT	MGE-HO-S1-S-3H-4-140	LED, 3000K, 94-98 CRI	4749	40	120V OR 277V	INTEGRAL ELECTRONIC	ELV	SILVER	10° X 10° OPTIC 180° ADJUSTMENT CONTRACTOR TO VERIFY FINAL RUN LENGTH CONTRACTOR TO SELECT AND PROVIDE MOUNTING EQUIPMENT AND ELECTRICAL LEADERS/JUMPERS REQUIRED FOR INSTALLATION
E7A	-	WALL MOUNT LED LINEAR CEILING GRAZE LIGHT	WOOD SOFFITS AT PORTE COCHERE AND ROOF	MODA LIGHT	MGE-HO-S1-S-3H-1-140	LED, 3000K, 94-98 CRI	1265	10	120V OR 277V	INTEGRAL ELECTRONIC	ELV	SILVER	10° X 10° OPTIC 180° ADJUSTMENT CONTRACTOR TO VERIFY FINAL RUN LENGTH CONTRACTOR TO SELECT AND PROVIDE MOUNTING EQUIPMENT AND ELECTRICAL LEADERS/JUMPERS REQUIRED FOR INSTALLATION
E8	-	GROUND MOUNT LED AIMABLE ACCENT LIGHT	MEMORY CARE FOUNTAIN	DELTALIGHT	KIX S 232 08 831 X	LED, 3000K, 80+ CRI	159	3	120/12V	REMOTE	N/A	TBD	10° OPTIC 180° ADJUSTMENT DELTALIGHT REMOTE DRIVER REQUIRED PART #216 14 35 CONTRACTOR TO FIELD LOCATE REMOTE DRIVER PROVIDE DELTALIGHT IP68 CONNECTION PARTS AS NEEDED FOR INSTALL LOCATION
E9, E9X	-	WALL MOUNT LED DOWNLIGHT	GARAGE DRIVE ENTRY	BEGA	33 242	LED, 3000K, 90 CRI	1893	22.9	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	E9X IS SAME AS E9 BUT ON EMERGENCY CIRCUIT
E10, E10X	-	RECESS MOUNT STANDARD OUTPUT LED DOWNLIGHT	REAR CANOPY	USAI	6111W-B1-S-XX-LSTD6-9040-C2-30KS-80-XXX-XXX-DIML2	LED, 3000K, 80+ CRI	3100	40	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	80° OPTIC E10X IS SAME AS E10 BUT ON EMERGENCY CIRCUIT
BACK OF HOUSE LIGHTING													
F1, F1X	G-1	SURFACE MOUNT STANDARD OUTPUT LED PARKING GARAGE DOWNLIGHT	PARKING GARAGE	PHILIPS GARDCO	SVPG-140L-800-WW-G2-SM-CD-xxx-UNV-IMR12	LED, 3000K, 80+ CRI	4200	37	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	CONCENTRATED DOWNLIGHT OPTIC F1X IS SAME AS F1 BUT ON EMERGENCY CIRCUIT
F1 ALT, F1X ALT	G-1	SURFACE MOUNT LED PARKING GARAGE LIGHT	PARKING GARAGE	GLOBALUX	LVTS-40-MVD-8-40-MOSB	LED, 4000K, 80+ CRI	4000	40	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	F1X ALT IS SAME AS F1 ALT BUT ON EMERGENCY CIRCUIT
F2, F2X	G-1	SURFACE MOUNT HIGH OUTPUT LED PARKING GARAGE DOWNLIGHT	PARKING GARAGE	PHILIPS GARDCO	SVPG-140L-1675-WW-G2-SM-CD-xxx-UNV-IMR12	LED, 3000K, 80+ CRI	8200	76	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	CONCENTRATED DOWNLIGHT OPTIC F2X IS SAME AS F2 BUT ON EMERGENCY CIRCUIT
F2 ALT, F2X ALT	G-1	SURFACE MOUNT LED PARKING GARAGE LIGHT	PARKING GARAGE	GLOBALUX	LVTS-5200-MVD-8-40-MOSB	LED, 4000K, 80+ CRI	5200	52	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	F2X ALT IS SAME AS F2 ALT BUT ON EMERGENCY CIRCUIT
F3X	C-1	WALL SURFACE MOUNT LED 4FT LUMINAIRE	STAIRWELLS	LITHONIA	WL4-40L-GZ10-LP830-MSD7-DIM50	LED, 3000K, 80 CRI	3927	40	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	INTEGRAL DUAL TECHNOLOGY OCCUPANCY SENSOR LIGHT TO SWITCH TO 50% OUTPUT WHEN UNOCCUPIED
F3X ALT	C-1	WALL SURFACE MOUNT LED 4FT LUMINAIRE	STAIRWELLS	GLOBALUX	LWLV-4-34-MVD-8-40-MOSB I-VI-I-V-IV	LED, 4000K, 80+ CRI	4023	34	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	INTEGRAL MICROWAVE TECHNOLOGY OCCUPANCY SENSOR LIGHT TO SWITCH TO 50% OUTPUT WHEN UNOCCUPIED
F4, F4X	G-2	LED STRIPLIGHT	BOH	LITHONIA	CLX-L48-5000LM-HEF-FDL-WD-MVOLT-GZ10-30K-80CRI-XX X	LED, 3000K, 80 CRI	4566	32	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	F4X IS SAME AS F4 BUT ON EMERGENCY CIRCUIT
F4 ALT, F4X ALT	G-2	LED STRIPLIGHT	BOH	GLOBALUX	LEW-5-40-MV-8-40	LED, 4000K, 80+ CRI	4100	40	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	F4X ALT IS SAME AS F4 ALT BUT ON EMERGENCY CIRCUIT
F5X	G-4	LED 2FT ENCLOSED AND GASKETED LINEAR LIGHT	ELEVATOR PIT/HOISTWAY	LITHONIA	DMW2-L24-4000LM-ACL-WD-MVOLT-GZ1-30K-80CRI	LED, 3000K, 80 CRI	4631	40	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	
F6	G-2	LED STRIPLIGHT	RETAIL TI	LITHONIA	CLX-L48-5000LM-HEF-FDL-WD-MVOLT-GZ10-30K-80CRI-XX X	LED, 3000K, 80 CRI	4566	32	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	
F6 ALT	G-2	LED STRIPLIGHT	RETAIL TI	GLOBALUX	LEW-5-40-MV-8-40	LED, 4000K, 80+ CRI	4100	40	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	
F7, F7X		RECESSED LED FOOD GRADE 2X4 TROFFER	KITCHEN	PARAMOUNT	FG2-2-L-4-4-XX-39K-120-277V	LED, 3000K, 80+ CRI	6608	56	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	
COMMON AREA LIGHTING													
L1X		WALL MOUNT LED DECORATIVE SCONCE	UNIT ENTRIES	ALVA	LIDEA-12-R-X-XXX-3000	LED, 3000K, 85 CRI	1200	12.6	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	ADA COMPLIANT
L2X		STEM MOUNT LED DECORATIVE DRUM LIGHT	RESIDENTIAL CORRIDORS	BORDEN	157-LED/16W-120-XXX-XXX	LED, 3000, 80 CRI	2120	16	120V OR 277V	INTEGRAL ELECTRONIC	0-10V	TBD	
L3, L3X		RECESSED LED ADJUSTABLE DOWNLIGHT	ELEVATOR LOBBIES	DMF	FRAME KIT: DRDH-N-IC-6-70 LIGHT ENGINE: DRD3M-07-9-30-FL-XX-A TRIM: DRD2T-R-6-S-XX	LED, 3000K, 90+ CRI	750	12	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	
L4X		RECESSED LED LINEAR WALL WASH LIGHT	ELEVATOR LOBBIES	PINNACLE	EV3WW-830-XX-XXX-U-OL2-1-0-X	LED, 3000K, 80 CRI	329/FT	6/FT	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	
L5, L5X		RECESSED LED DOWNLIGHT	RESIDENTIAL CORRIDORS	DMF	FRAME KIT: DRDH-N-JD-70 LIGHT ENGINE: DRD2-7-9-30-A TRIM: DRD2T-R-JD-S-XX-XXX	LED, 3000K, 93+	750	10.8	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	FIRE RATED IC CONTACT HOUSING LSX IS SAME AS L5 BUT ON EMERGENCY CIRCUIT
L6		RECESSED LED 2X2 TROFFER	OFFICES MED ROOMS	LITHONIA	2ALL2-33L-EZ1-LP830	LED, 3000K, 80 CRI	3233	29	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	0-10V	TBD	DRYWALL ADAPTER AVAILABLE
L7	A-1	DECORATIVE LED PENDANT LIGHT	VESTIBULE C102	TECH	700-TD-SYRP-X-LED930	LED, 3000K 90 CRI	881	17	120V	INTEGRAL ELECTRONIC	ELV OR 1-10V	SATIN GOLD	
L8	A-2	DECORATIVE PENDANT LIGHT	LOBBY C101	TROY	SILHOUETTE F5213	100W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	GOLD LEAF	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K

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REVISION	DATE	REASON FOR ISSUE

LIGHTING FIXTURE SCHEDULE

ADR CYCLE 1 CORRECTIONS

DATE	PROJECT NUMBER
10/12/2018	180280

SHEET NUMBER **E0.30**

01/18/2018 11:00:09 AM
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LIGHTING FIXTURE SCHEDULE CON'T

RUSHING TYPE	ALLIANCE TYPE	DESCRIPTION	LOCATION	MANUFACTURER	PRODUCT NO.	LAMP, CCT, CRI	LUMENS (DELIVERED)	WATTS	VOLTAGE	DRIVER	DIMMING	FINISH	NOTES
L9	A-3	DECORATIVE LED PENDANT LIGHT	CONCIERGE 115	TECH	CAPTRA 700-XX-CPT-C-R-LED930	LED, 3000K, 90 CRI	310	8	120V	INTEGRAL TO LAMP	ELV	CLEAR GLASS/AGED BRASS	
L10	A-4	DECORATIVE LED PENDANT LIGHT	ACTIVITY 123 FITNESS 126	FORESTIER	MESH L 20822-LED-CHA	LED, 2700K	X	9.5	120V	INTEGRAL ELECTRONIC	ELV	CHAMPAGNE	GU24 BASE AVAILABLE
L11	A-5	DECORATIVE PENDANT LIGHT	CLOSING ROOM 116 MAILROOM 117	TROY	SILHOUETTE F5216	100W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	GOLD LEAF	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L12	A-6	WALL MOUNT LED DECORATIVE SCONCE	CORRIDOR C105	CARPYEN	BOOP	LED, 3000K	2000	23	120V	INTEGRAL ELECTRONIC	TRIAC	BLACK/GOLD	
L13	A-7	DECORATIVE PENDANT LIGHT	LIVING ROOM 109	TROY	CALLIOPE F4866	(8) 60W E12 CANDELABRA			120V	INTEGRAL TO LAMP	ELV	RUSTIC GOLD LEAF	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L14	A-8	DECORATIVE WALL SCONCE LIGHT	LIVING ROOM 109	TROY	CALLIOPE B4862	(2) 60W E12 CANDELABRA			120V	INTEGRAL TO LAMP	ELV	RUSTIC GOLD LEAF	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L15	A-9	DECORATIVE PENDANT LIGHT	DINING ROOM 110	MINKA-LAVERY	CRITERIUM 4628-099	(6) 60W B10.5 CANDELABRA T8			120V	INTEGRAL TO LAMP	ELV	AGED BRASS W/TEXTURE	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L16	A-10	DECORATIVE PENDANT LIGHT	HOST SALON 110 DISPLAY KITCHEN 111	METROPOLITAN LIGHTING FIXTURE COMPANY	CORONADE N6771-293	(4) 60W E12 CANDELABRA			120V	INTEGRAL TO LAMP	ELV	PANDORA GOLD LEAF	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L17	A-11	DECORATIVE PENDANT LIGHT	DINING ROOM 110 FIREPLACE	HAMMERTON STUDIO	ELLISSE LAB0035-01	40W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	GILDED BRASS/CLEAR	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L18	A-12	DECORATIVE LED PENDANT LIGHT	LOUNGE 108 BISTRO 107	PABLO STUDIO	SWEL SNG NRW BLK/BRA	LED, 3000K	1050	13	120V	INTEGRAL TO LAMP	ELV	BLACK WITH BRASS	PAR30 LED LAMP IN E26 BASE
L19	A-13	DECORATIVE LED PENDANT LIGHT	LOUNGE 108 BISTRO 107	TECH	ARTIC 700-TD-BG-B-SS-LED	LED, 3000K	900	13	120V	INTEGRAL TO LAMP	ELV	GLOSS BLACK GOLD SHADE	PAR30 LED LAMP IN E26 BASE
L20	A-14	WALL MOUNT LED DECORATIVE SCONCE	LOUNGE 108 BISTRO 107	TROY	ORIGAMI B5521	LED	X	4	120V	INTEGRAL TO LAMP	ELV	BRONZE W/GOLD LEAF	G9 WEDGE BASE PROVIDE LAMP
L21	A-15	DECORATIVE SURFACE MOUNT DRUM LIGHT	BISTRO RESTROOM 104	MINKA-LAVERY	STUDIO 5 3078-416	(3) 60W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	PAINTED BRONZE W/NATURAL BRUSHED BRASS	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L22	A-16	DECORATIVE LED PENDANT LIGHT	BISTRO RESTROOM	SONNEMAN	LIQUID 2970.25C	LED, 3000K, 90 CRI	200	4	120	REMOTE TRANSFORMER	ELV	CLEAR GLASS	G4 LAMP
L23	A-18	DECORATIVE WALL MOUNT VANITY LIGHT	PUBLIC RESTROOMS FLOORS 1&4&6	MINKA-LAVERY	PARSONS STUDIO 6102-84	(2) 100W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	BRUSHED NICKEL	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L24	A-19	DECORATIVE SURFACE MOUNT DRUM LIGHT	PUBLIC RESTROOMS FLOORS 1&4&6	MINKA-LAVERY	PARSONS STUDIO 4107-84	(3) 60W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	BRUSHED NICKEL	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L25	A-20	WALL MOUNT ILLUMINATED MIRROR	SPA 100 STATION MIRROR	GEORGE KOVACS	P6109	LED, 3000K, 92 CRI	776	22	120V	INTEGRAL ELECTRONIC	N/A	MIRROR	
L26	A-21	DECORATIVE PENDANT LIGHT	SPA 100 FEATURE	HAMMERTON STUDIO	ELLISSE ROUND MULTI-PORT CHB0035-08-BS-E2-OC	(8) 40W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	METALLIC BEIGE SILVER	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L27	A-22	DECORATIVE PENDANT LIGHT	SPA 100 STATION MIRROR	HAMMERTON STUDIO	UPTOWN MESH CHB0019-30-SH-BS-G2-SH	(4) LED LAMPS		ALLOW 52	120V	INTEGRAL TO LAMP	ELV	METALLIC BEIGE SILVER	PROVIDE LED GU24 LAMPS
L28	A-23	DECORATIVE PENDANT LIGHT	SPA 100 RECEPTION	HAMMERTON STUDIO	ELLISSE LAB0035-01	40W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	METALLIC BEIGE SILVER/CLEAR	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L29	A-24	DECORATIVE WALL SCONCE LIGHT	SPA 100 NAIL STATION	OLUCE	LINE 147	(2) 40W G9			120V	INTEGRAL TO LAMP	ELV	ALUMINUM W/CLEAR GLASS	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L30	A-25	STEM MOUNT DECORATIVE LED DRUM LIGHT	SPA RESTROOM	HINKLEY	HAMPTON 3209BR	(4) 100W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	METALLIC BEIGE SILVER	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L31	A-26	STEM MOUNT DECORATIVE LED DRUM LIGHT	MEMORY CARE ELEVATOR LOBBY	HINKLEY	HAMPTON 3201BR-LED	LED, 2700K, 96 CRI	2850	48	120V	INTEGRAL TO LAMP	ELV	BRUSHED BRONZE	
L32	A-27	DECORATIVE WALL SCONCE LIGHT	MEMORY CARE LOBBY	HINKLEY	HAMPTON 3202BR	(2) 60W E12 CANDELABRA			120V	INTEGRAL TO LAMP	ELV	BRUSHED BRONZE	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L33	A-28	DECORATIVE LED PENDANT LIGHT	MEMORY CARE ACTIVITY/LIVING	HINKLEY	HAMPTON 3203BR-LED	LED, 2700K, 96 CRI	2850	48	120V	INTEGRAL TO LAMP	ELV	BRUSHED BRONZE	
L34	A-29	DECORATIVE PENDANT LIGHT	MEMORY CARE DINING	HINKLEY	HAMPTON 3209BR	(4) 100W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	BRUSHED BRONZE	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L35	A-30	DECORATIVE PENDANT LIGHT	MEMORY CARE KITCHENETTE	MINKA-LAVERY	HARVARD COURT 4367-281	(3) 60W E12 CANDELABRA			120V	INTEGRAL TO LAMP	ELV	HARVARD COURT BRONZE	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L36	A-31	DECORATIVE STEM MOUNT LIGHT	MEMORY CARE RESTROOM	MINKA-LAVERY	PARSONS STUDIO 4107-172	(3) 60W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	SMOKED IRON	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L37	A-32	DECORATIVE WALL SCONCE	MEMORY CARE RESTROOM	MINKA-LAVERY	PARSONS STUDIO 6102-172	(2) 100W E26 TYPE A-19			120V	INTEGRAL TO LAMP	ELV	SMOKED IRON	PROVIDE DIMMABLE LED REPLACEMENT LAMPS WITH 2700K OR 3000K
L38		LED LINEAR TAPE COVE LIGHT	VARIOUS	LUMINII	TAPE:LL30-30K-XX-XX-X POWER SUPPLY: P5010V-3X100-24-LIN CHANNEL: COVE CHANNEL	LED, 3000K, 90+ CRI	203/FT	2.5/FT	120/24V	REMOTE TRANSFORMER	0-10V	TBD	CONTRACTOR TO VERIFY FINAL RUN LENGTHS CONTRACTOR TO PROVIDE NECESSARY QUANTITY OF REMOTE TRANSFORMERS CONTRACTOR TO FIELD LOCATE REMOTE TRANSFORMERS COVE CHANNEL TYPE TBD
L39		LED LINEAR TAPE UNDERCABINET LIGHT	EMPLOYEE LOUNGE EMPLOYEE WELLNESS ROOM LAUNDRY	LUMINII	EL-120V-XX-30K-D	LED, 3000K, 90+ CRI	318	3.8/FT	120V	INTEGRAL ELECTRONIC	TRIAC	TBD	CONTRACTOR TO VERIFY FINAL RUN LENGTHS
UNIT LIGHTING													
U1	U-3	LED SURFACE MOUNT 7" DOWNLIGHT	UNIT CLOSETS	JUNO	JSF-7IN 10LM-30K-90CRI-120FRPC-WH	LED, 3000K, 90+ CRI	1000	13	120V	INTEGRAL ELECTRONIC	FORWARD PHASE	TBD	76.9 LUMENS PER WATT DECORATIVE TRIM RINGS AND BAFFLES AVAILABLE
U2	U-2	LED WALL MOUNT VANITY LIGHT	UNIT BATHROOMS	LBL LIGHTING	BA1048-XX-LED927	LED, 2700K, 90 CRI	2508	40	120V	INTEGRAL ELECTRONIC	ELV	TBD	62.7 LUMENS PER WATT LED LAMPS IN A19 SOCKETS
U2 ALT	U-2	LED WALL MOUNT VANITY LIGHT	UNIT BATHROOMS	SUNPARK	4476	LED, 3000K	2400	27	120V	INTEGRAL ELECTRONIC	N/A	SATIN NICKEL	88.8 LUMENS PER WATT LED LAMPS IN GU24 SOCKETS
U2 ALT 2	U-2 ALT	LED WALL MOUNT VANITY LIGHT	UNIT BATHROOMS	MAJESTIC MIRROR	FRANKLIN 30X40	LED, 3000K, 85 CRI	2380	28	120V	INTEGRAL ELECTRONIC	N/A	TBD	85 LUMENS PER WATT
U3	U-1	LED SURFACE MOUNT 5" DOWNLIGHT	UNIT SHOWERS/TUBS	JUNO	JSF-5IN 07LM-30K-90CRI-120FRPC-WH	LED, 3000K, 90+ CRI	700	10	120V	INTEGRAL ELECTRONIC	FORWARD PHASE	TBD	70 LUMENS PER WATT DECORATIVE TRIM RINGS AND BAFFLES AVAILABLE
U4	U-6	LED CEILING MOUNT DECORATIVE LIGHT	UNIT LIVING ROOMS/BEDROOMS	BROWNLEE	2340-C24LED-XXX-30K-DTR	LED, 3000K, 82 CRI	2558	24	120V	INTEGRAL ELECTRONIC	TRIAC	TBD	107 LUMENS PER WATT
U4 ALT	U-6 ALT	LED CEILING MOUNT DECORATIVE LIGHT	UNIT LIVING ROOMS/BEDROOMS	JUNO	JSF-13IN 18LM-30K-90CRI-120FRPC-WH	LED, 3000K, 90+ CRI	1800	20	120V	INTEGRAL ELECTRONIC	FORWARD PHASE	TBD	90 LUMENS PER WATT DECORATIVE TRIM RINGS AND BAFFLES AVAILABLE
U4 ALT 2	U-6 ALT 2	LED CEILING MOUNT DECORATIVE LIGHT	UNIT LIVING ROOMS/BEDROOMS	SATCO	59650	LED, 3000K, 80 CRI	1800	25	120V	INTEGRAL ELECTRONIC	TRIAC	WHITE	64.8 LUMENS PER WATT
U5	U-8	LED WALL MOUNT STEPLIGHT NIGHTLIGHT	UNIT BATHROOMS	PHILIPS CHLORIDE	WG2V-1-XX-PCC	LED, 2850K	17	4	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	UNDER 5 WATTS EXEMPT FROM 60 LUMENS/WATT REQUIREMENT PHOTOCCELL CONTROL INCLUDED
EXIT LIGHTING													
X1	C-4(EX)	THERMOPLASTIC LED EXIT SIGN	BOH AREAS	DMF	DLED50-G-X	LED	N/A	-	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	INTEGRAL BATTERY, COMPLIES WITH UL924 AND NFPA101
X1WP	C-6(EX-WP)	WET LOCATION LED EXIT SIGN	EXTERIOR AREAS	DMF	DLEDW500EM-G	LED	N/A	-	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	INTEGRAL BATTERY, COMPLIES WITH UL924 AND NFPA102
X2		EDGE-LIT LED EXIT SIGN	FRONT OF HOUSE AREAS	DMF	DLS82-G-BA-X	LED	N/A	-	UNIVERSAL 120-277V	INTEGRAL ELECTRONIC	N/A	TBD	INTEGRAL BATTERY, COMPLIES WITH UL924 AND NFPA103

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REVISION	DATE	REASON FOR ISSUE

LIGHTING FIXTURE SCHEDULE

ADR CYCLE 1 CORRECTIONS

DATE 10/12/2018 PROJECT NUMBER 180280

SHEET NUMBER

EO.31

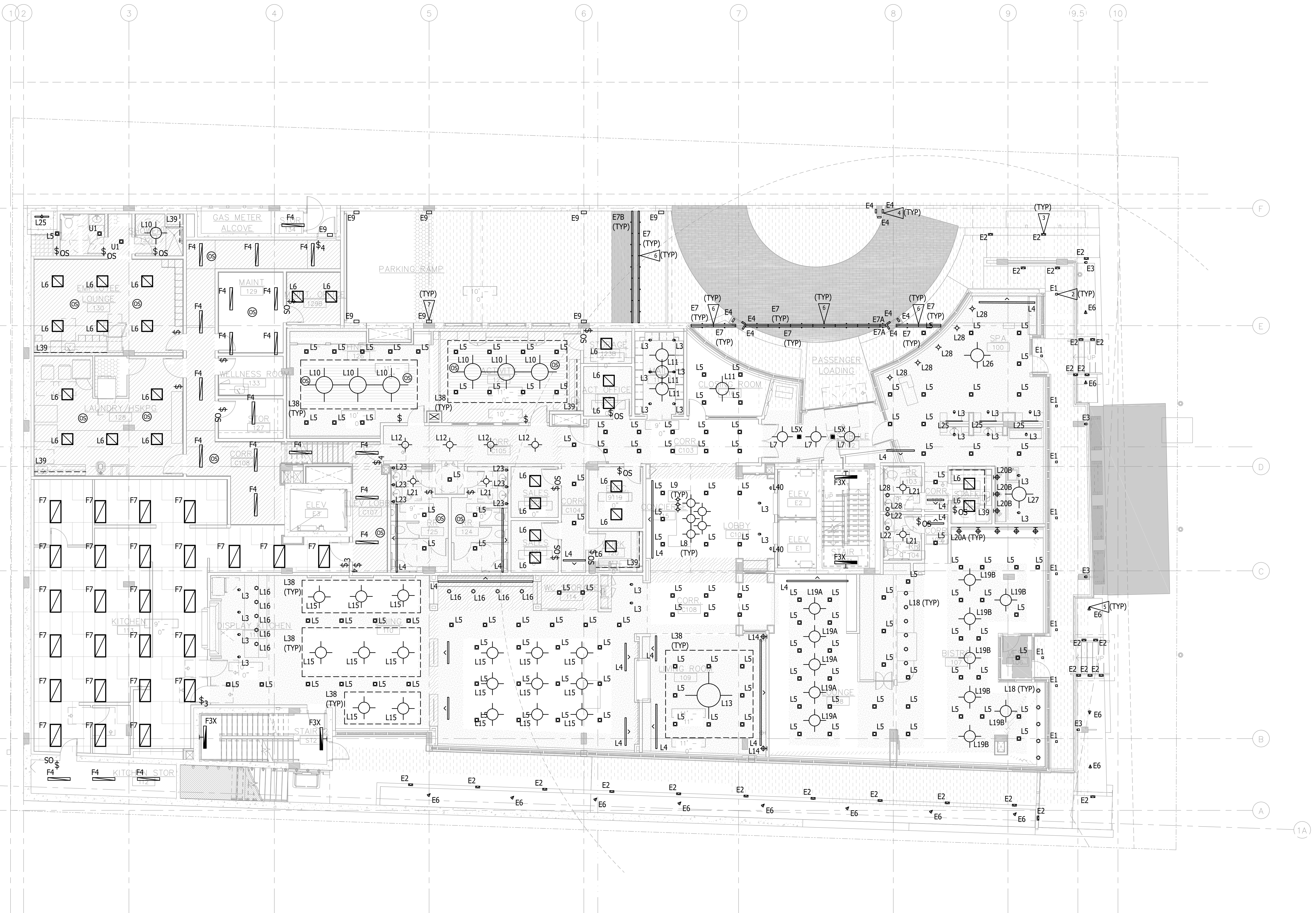


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1 LEVEL 1 - LIGHTING PLAN
 1/8" = 1'-0"

- GENERAL NOTES:**
- A. REFER TO 75% DD LIGHTING CUT SHEETS FOR FIXTURE SPECIFICATIONS, PROVIDED AS ADDENDUM TO THE DRAWING SET.
 - B. REFER TO DIVISION 26 ELECTRICAL NARRATIVE FOR PRELIMINARY LIGHTING CONTROL SEQUENCE OF OPERATIONS.
 - C. EMERGENCY EGRESS LIGHTING LAYOUTS WILL BE DEVELOPED AFTER DD MILESTONE. ALL DESIGNATED EMERGENCY LIGHTING WILL BE TIED TO THE EMERGENCY GENERATOR.
 - D. PROVIDE EXIT SIGNS TO COMPLY WITH ARCHITECTURAL EXITING PLANS. EXIT SIGN LOCATIONS NOT TO EXCEED CODE MAXIMUM DISTANCES. EXIT SIGN LAYOUTS TO BE PROVIDED DURING CD DESIGN PHASE.

- FLAG NOTES:**
- 1 AREA TO BE DEVELOPED AFTER 75% DD SET.
 - 2 LIGHT FIXTURES E1 TO BE RECESSED IN SOFFIT.
 - 3 LIGHT FIXTURES E2 ARE STEPLIGHTS INTENDED TO BE RECESSED IN PLANTERS, STEPS, STRUCTURAL ELEMENTS TO PROVIDE ILLUMINATION AT WALKING SURFACE.
 - 4 LIGHT FIXTURES E4 IN THESE LOCATIONS MOUNTED NEAR TOP OF COLUMNS TO PROVIDE DIRECTIONAL DOWNLIGHT TO ILLUMINATE DRIVE AND WALKING SURFACE OF PORTE COCHERE.
 - 5 LIGHT FIXTURES E6 IN ARE ADJUSTABLE/AIMABLE TO HIGHLIGHT TREES IN LANDSCAPE.
 - 6 LIGHT FIXTURES E7, E7A, AND E7B IN THESE LOCATIONS TO BE MOUNTED TO STRUCTURAL CROSSBEAMS AND AIMED TO GRAZE WOOD SOFFIT. LIGHT FIXTURES INTENDED TO PROVIDE EVEN WASH OF WOOD SOFFIT ELEMENT.
 - 7 LIGHT FIXTURES E9 IN THESE LOCATIONS INTENDED TO ILLUMINATE THE DRIVE SURFACE.
 - 8 LIGHTING OF SIGNAGE TO BE PROVIDED BY SIGNAGE MANUFACTURER AS INTEGRAL TO STRUCTURE OF SIGN.

REVISION	DATE	REASON FOR ISSUE
A	10/12/18ADR	CORRECTIONS
C	12/19/18ADR	CYCLE 2

LEVEL 1 - LIGHTING PLAN

ADR CYCLE 2

DATE	PROJECT NUMBER
12/19/2018	180280

SHEET NUMBER
 E2.02



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HOLDEN OF BELLEVUE
121 112TH AVE NE
BELLEVUE, WA

ALLIANCE RESIDENTIAL

REVISION	DATE	REASON FOR ISSUE

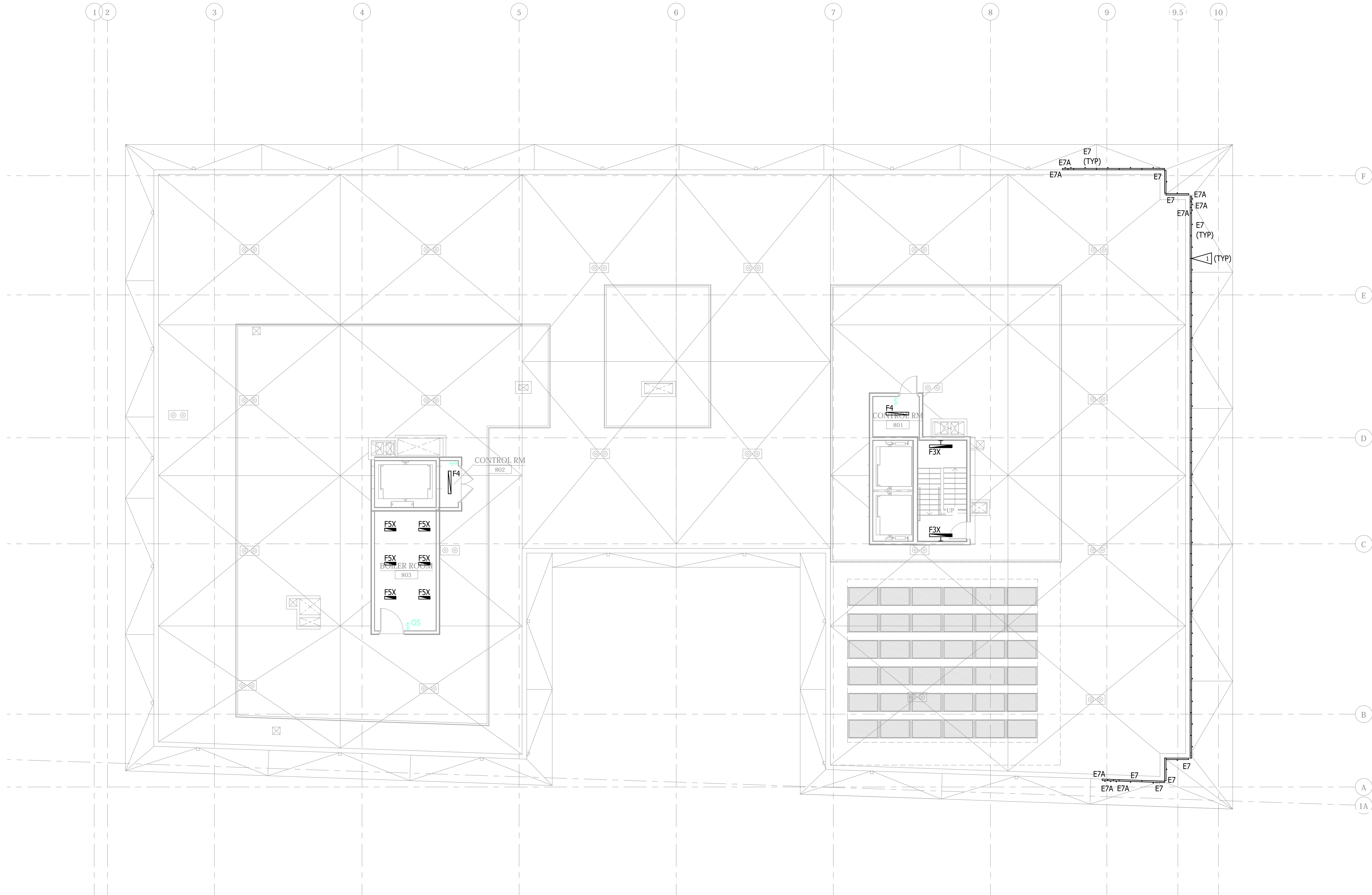
ROOF LEVEL - LIGHTING PLAN

ADR CYCLE 1
CORRECTIONS

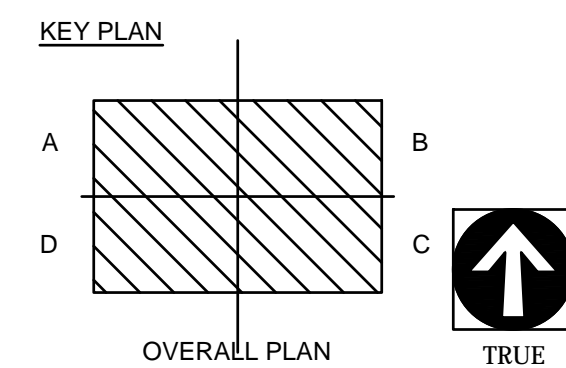
DATE: 10/12/2018 PROJECT NUMBER: 180280

SHEET NUMBER

E2.09



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



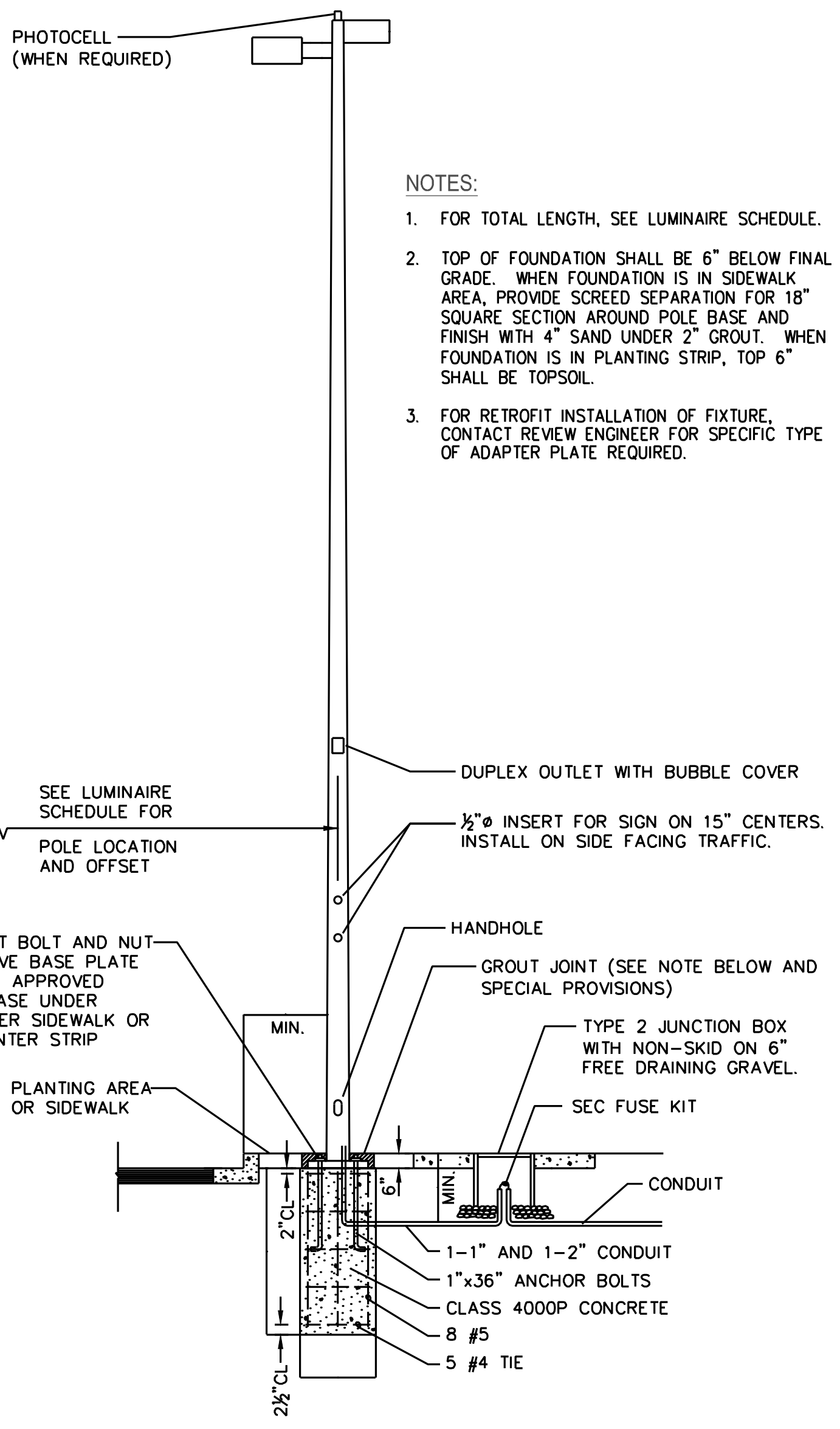
GENERAL NOTES:

- A. REFER TO 85% DD LIGHTING CUT SHEETS FOR FIXTURE SPECIFICATIONS, PROVIDED AS ADDENDUM TO THE DRAWING SET.
- B. REFER TO DIVISION 26 ELECTRICAL NARRATIVE FOR PRELIMINARY LIGHTING CONTROL SEQUENCE OF OPERATIONS.
- C. EMERGENCY EGRESS LIGHTING LAYOUTS WILL BE DEVELOPED AFTER DD MILESTONE. ALL DESIGNATED EMERGENCY LIGHTING WILL BE TIED TO THE EMERGENCY GENERATOR.
- D. PROVIDE EXIT SIGNS TO COMPLY WITH ARCHITECTURAL EXITTING PLANS. EXIT SIGN LOCATIONS NOT TO EXCEED CODE MAXIMUM DISTANCES. EXIT SIGN LAYOUTS TO BE PROVIDED DURING CD DESIGN PHASE.

FLAG NOTES:

- ▶ LIGHT FIXTURES E7, E7A, AND E7B IN THESE LOCATIONS TO BE MOUNTED TO STRUCTURAL CROSSBEAMS AND AIMED TO GRAZE WOOD SOFFIT. LIGHT FIXTURES INTENDED TO PROVIDE EVEN WASH OF WOOD SOFFIT ELEMENT.

G:\PROJECTS\2018 PROJECTS\18049 - ANKROM MOSIAN - HOLDEN OF BELLEVUE\18049 - HOLDEN OF BELLEVUE.DWG 10/4/2018 11:45 AM

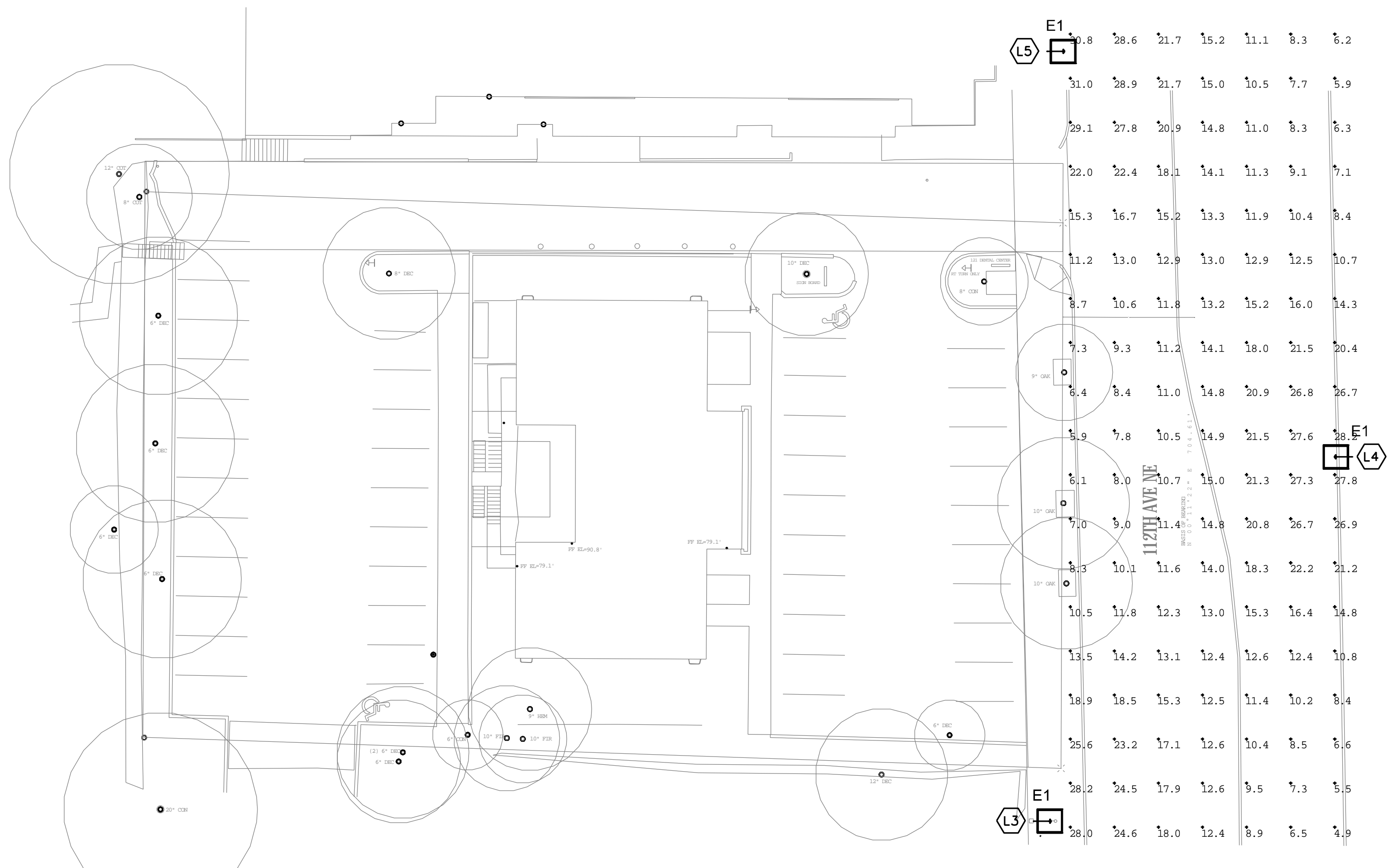


- NOTES:**
- FOR TOTAL LENGTH, SEE LUMINAIRE SCHEDULE.
 - TOP OF FOUNDATION SHALL BE 6" BELOW FINAL GRADE. WHEN FOUNDATION IS IN SIDEWALK AREA, PROVIDE SCREED SEPARATION FOR 18" SQUARE SECTION AROUND POLE BASE AND FINISH WITH 4" SAND UNDER 2" GROUT. WHEN FOUNDATION IS IN PLANTING STRIP, TOP 6" SHALL BE TOPSOIL.
 - FOR RETROFIT INSTALLATION OF FIXTURE, CONTACT REVIEW ENGINEER FOR SPECIFIC TYPE OF ADAPTER PLATE REQUIRED.

2 CONCRETE POLE (FOR REFERENCE ONLY)
SCALE: NTS

LUMINAIRE SCHEDULE								
COB POLE NO.*	LUM. NO.	CIRCUIT NO.	STATION (OFFSET)	TYPE-DISTRIBUTION -WATT	POLE HEIGHT	POLE TYPE	MOUNTING HEIGHT	COMMENTS
-	L3	2A	13+00 (28 LT)	SHOEBOX MC II 250 HPS	12.2 m	EXPOSED AGGREGATE	12.2 m	
-	L4	2B	13+80 (36 RT)	SHOEBOX MC II 250 HPS	12.2 m	EXPOSED AGGREGATE	12.2 m	
-	L5	2A	14+80 (32 RT)	SHOEBOX MC II 250 HPS	12.2 m	EXPOSED AGGREGATE	12.2 m	

* ASSIGNED BY C.O.B. SIGNAL & LIGHTING ENGINEER.



Luminaire Schedule					
Symbol	Label	LLF	Description	Distribution	Lamp
	E1	0.730	EXEC-RT21-250HPS-3H	Type III - Medium Cutoff	250 Watt Clear HPS

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
112th Avenue NE_Planar	Illuminance	Lux	15.00	31.0	4.9	3.06	6.33

1 ILLUMINATION PLAN - EXISTING CONDITIONS
SCALE: 1" = 20'-0"



SITE LOCATION
SCALE: NONE

BrN Engineering, Inc.
Electrical Consulting Engineering
210 3rd Avenue S., Suite 2C
Seattle, Washington 98104
tel: (206)223-6446
fax: (206)223-6465

HOLDEN OF BELLEVUE ASSISTED LIVING
121 112TH AVENUE NORTHEAST
BELLEVUE, WASHINGTON 98004

REV #	DATE

DRAWN SDH
CHECKED SDH
DATE 10/05/2018
SHEET TITLE:

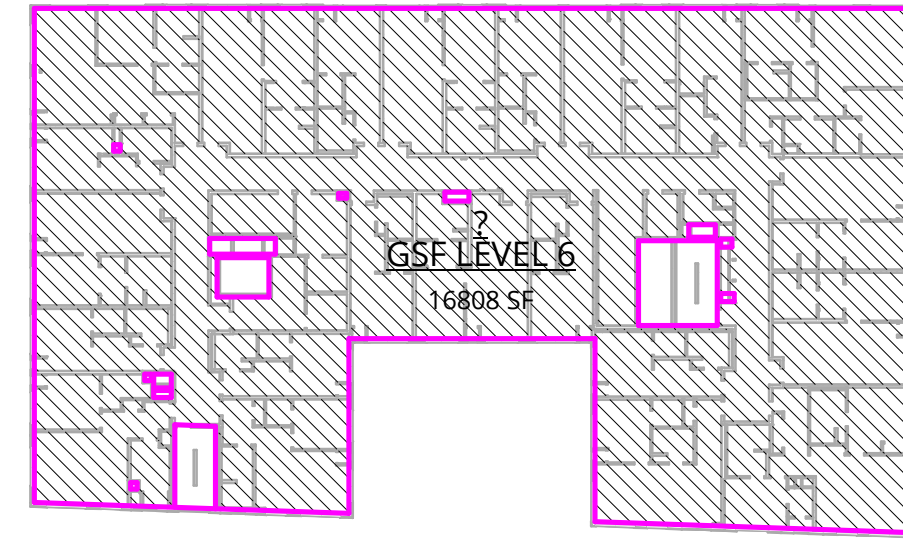
ILLUMINATION PLAN - EXISTING CONDITIONS

GROSS FAR - LEVELS ABOVE 40'		
Level	Name	Area
LEVEL 5	GSF LEVEL 5	16807.9 SF
LEVEL 6	GSF LEVEL 6	16807.9 SF
LEVEL 7	GSF LEVEL 7	16133.9 SF

*LEVELS 5, 6, & 7 ARE MORE THAN 40' ABOVE AVERAGE EXISTING GRADE, EACH LESS THAN THE 20,000 GSF MAXIMUM ALLOWED BY CHART 20.25A.060.A.4



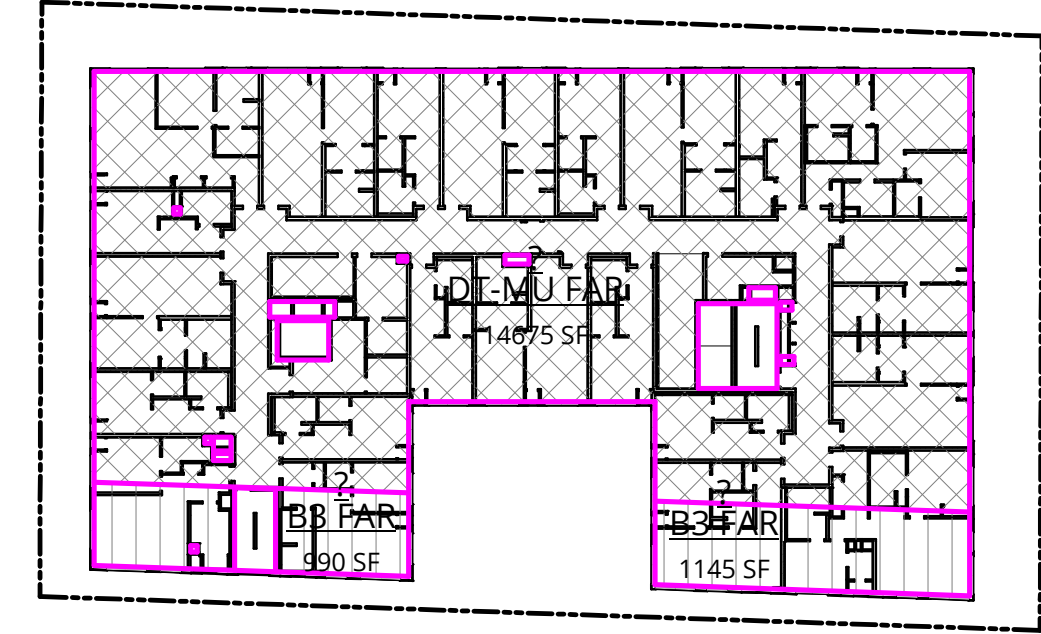
20 LEVEL 7 - GSF
1" = 40'-0"



15 LEVEL 6 - GSF
1" = 40'-0"



10 LEVEL 5 - GSF
1" = 40'-0"



5 LEVEL 5
1" = 40'-0"

LOT COVERAGE CALCULATIONS

GROSS FAR - DT-MU COVERAGE			GROSS FAR - B3 OVERLAY COVERAGE		
Level	Name	Area	Level	Name	Area
LEVEL 1	DT-MU FAR	10214.1 SF	LEVEL 1	B3 FAR	1662.5 SF
LEVEL 1	DT-MU FAR EXEMPT	814.6 SF	LEVEL 1	B3 FAR EXEMPT	277.3 SF
LEVEL 1	DT-MU FAR EXEMPT	1018.6 SF			1939.8 SF
		12047.2 SF			

Chart 20.25A.060.A.4	AREA	ALLOWED % COVERAGE	ACTUAL COVERAGE	ACTUAL % COVERAGE
DT-MU SITE AREA:	20,764 SF	100%	12,047.2 SF	58%
B3 OVERLAY SITE AREA:	5,039 SF	100%	1,939.8 SF	38%

FAR CALCULATIONS

GROSS FAR - DT-MU			GROSS FAR - B3 OVERLAY		
Level	Name	Area	Level	Name	Area
LEVEL 1	DT-MU FAR	10214.1 SF	LEVEL 1	B3 FAR	1662.5 SF
LEVEL 2	DT-MU FAR	14052.9 SF	LEVEL 2	B3 FAR	1726.6 SF
LEVEL 3	DT-MU FAR	14674.8 SF	LEVEL 3	B3 FAR	2053.1 SF
LEVEL 4	DT-MU FAR	14674.6 SF	LEVEL 4	B3 FAR	2133.5 SF
LEVEL 5	DT-MU FAR	14675.2 SF	LEVEL 5	B3 FAR	2133.5 SF
LEVEL 6	DT-MU FAR	14674.4 SF	LEVEL 6	B3 FAR	2130 SF
LEVEL 7	DT-MU FAR	14215.4 SF	LEVEL 7	B3 FAR	1918.5 SF
PROPOSED DT-MU FAR:		97181.4 SF	PROPOSED B3 FAR:		13759.4 SF

DT-MU SITE AREA: 20,764 SF		B3 OVERLAY SITE AREA: 5,039 SF	
BASE FAR: 4.5 (93,438 SF)	MAX FAR: 5.0 (103,820 SF)	BASE FAR: 6.3 FAR (31,745 SF)	MAX FAR: 7 FAR (35,273 SF)
BASE FAR:	93,438 SF	BASE FAR:	31,745 SF
ADDITIONAL FAR: ENHANCED STREETSCAPE	2,625 SF	ADDITIONAL FAR: ENHANCED STREETSCAPE	0 SF
ADDITIONAL FAR: THROUGH IN-LIEU-FEES	1,118 SF	ADDITIONAL FAR: THROUGH IN-LIEU-FEES	0 SF
TOTAL ALLOWABLE FAR:	97,181 SF	TOTAL ALLOWABLE FAR:	31,745 SF
PROPOSED DT-MU FAR:	97,181 SF	PROPOSED B3 FAR:	13,759 SF
TOTAL PROPOSED FAR: 110,940 SF			

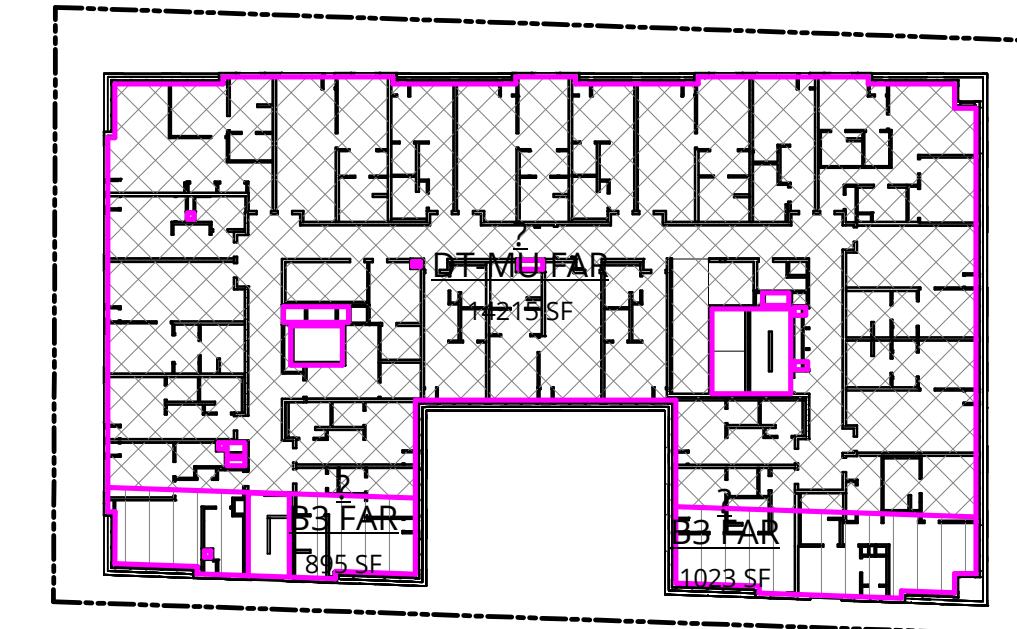
FAR EXEMPT CALCULATIONS

GROSS FAR - DT-MU EXEMPT				GROSS FAR - B3 OVERLAY EXEMPT			
Level	Name	Area	Space	Level	Name	Area	Space
LEVEL 1	DT-MU FAR EXEMPT	814.6 SF	BISTRO	LEVEL 1	B3 FAR EXEMPT	277.3 SF	BISTRO
LEVEL 1	DT-MU FAR EXEMPT	1018.6 SF	SPA			277.3 SF	
		1833.1 SF					

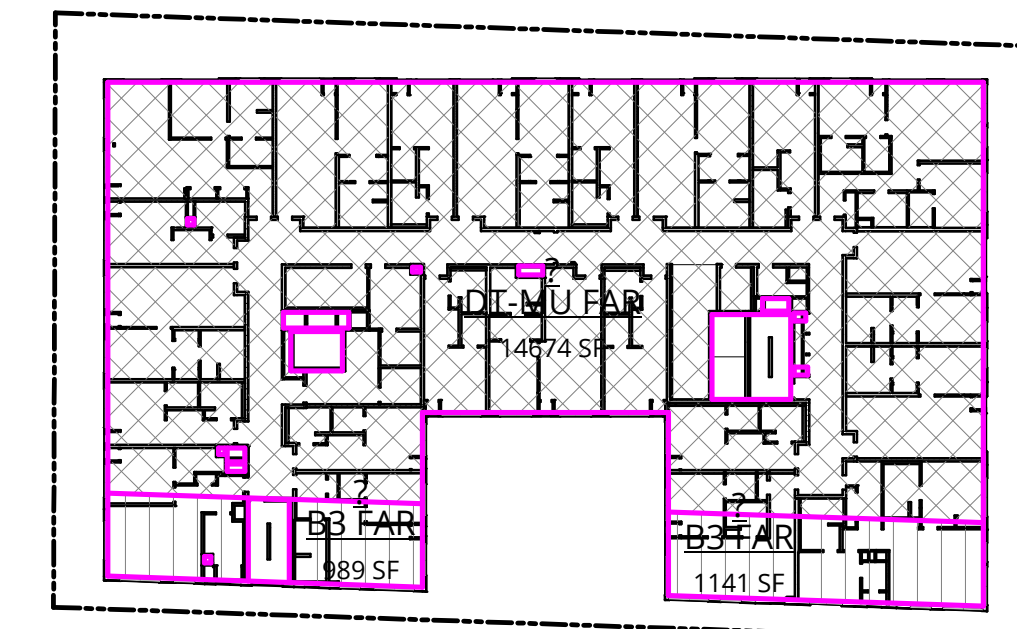
AMENITY INCENTIVE CHART

5. ENHANCED STREETSCAPE: 7 BONUS POINTS PER 1 SF OF ENHANCED STREETSCAPE

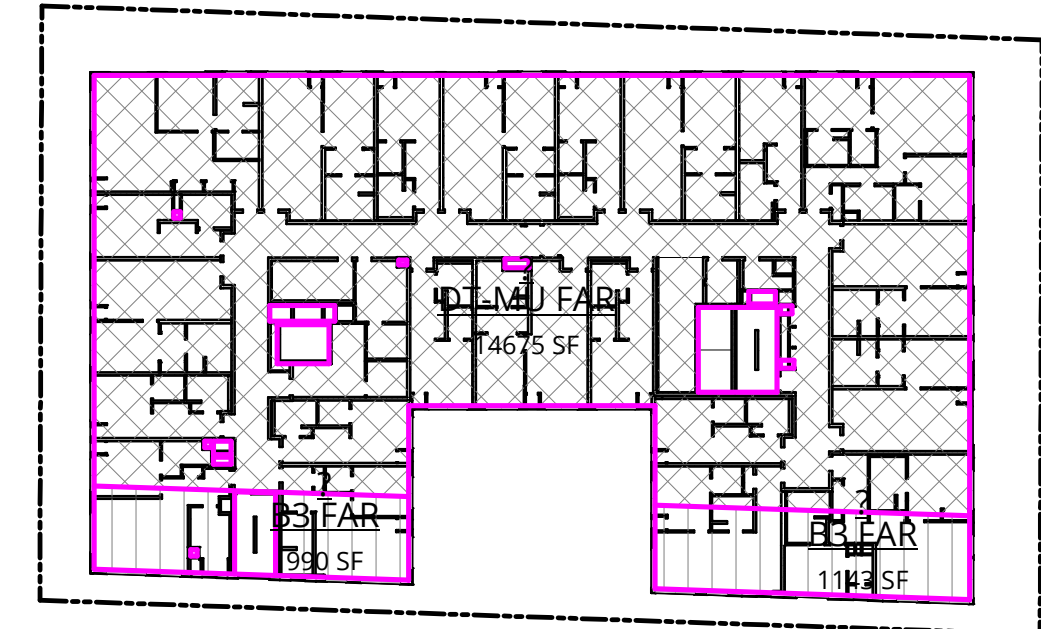
	DT-MU	B3 OVERLAY
ENHANCED STREETSCAPE AREA	375 SF	0 SF
BONUS POINTS	2,625	0
ADDITIONAL FAR :	0.126 FAR	0.0 FAR



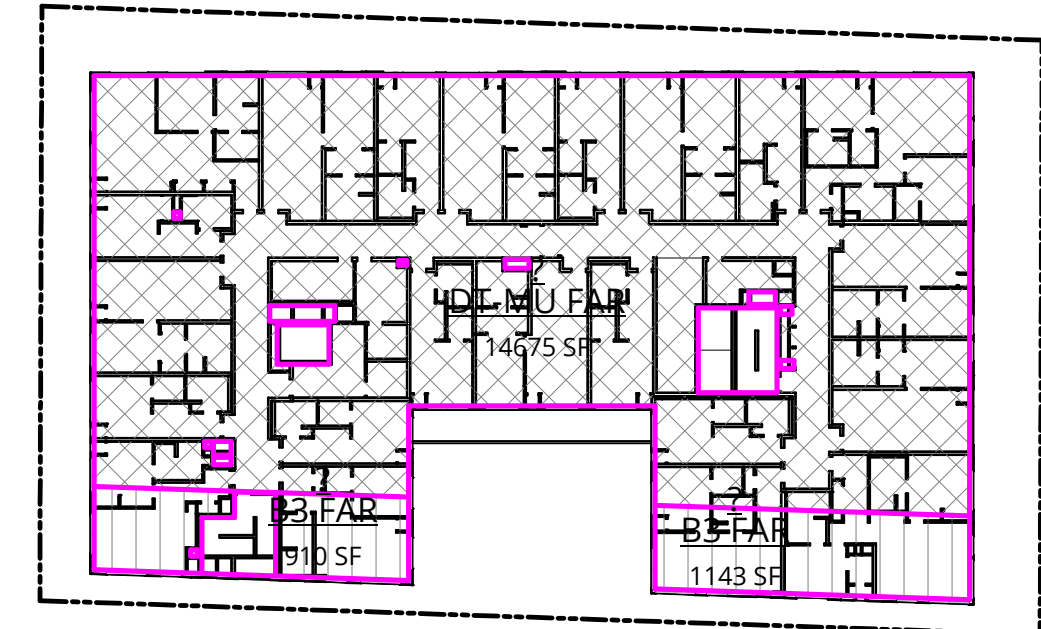
7 LEVEL 7
1" = 40'-0"



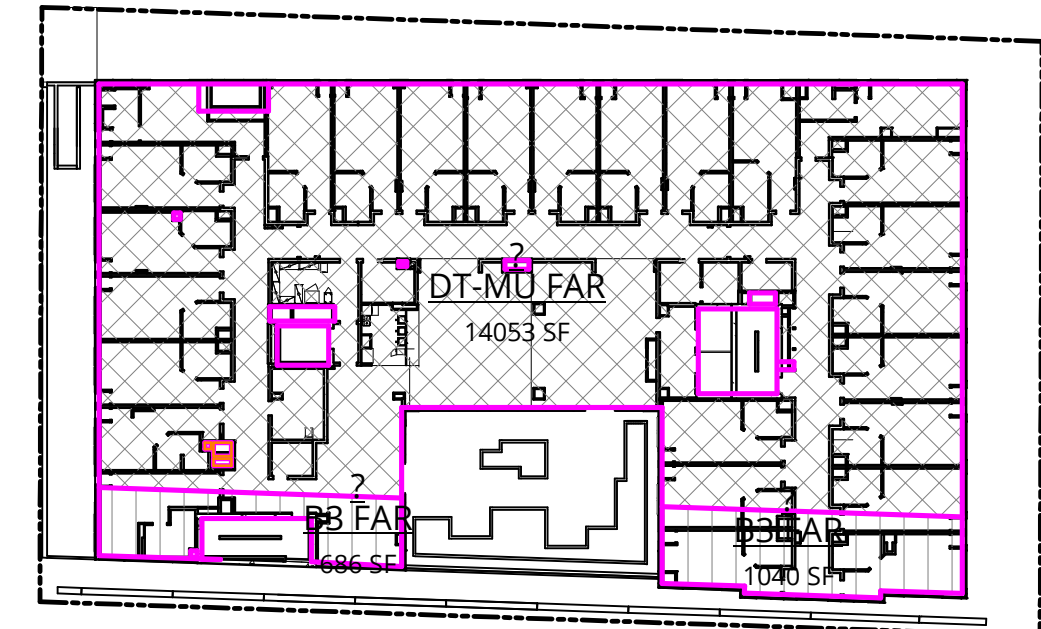
6 LEVEL 6
1" = 40'-0"



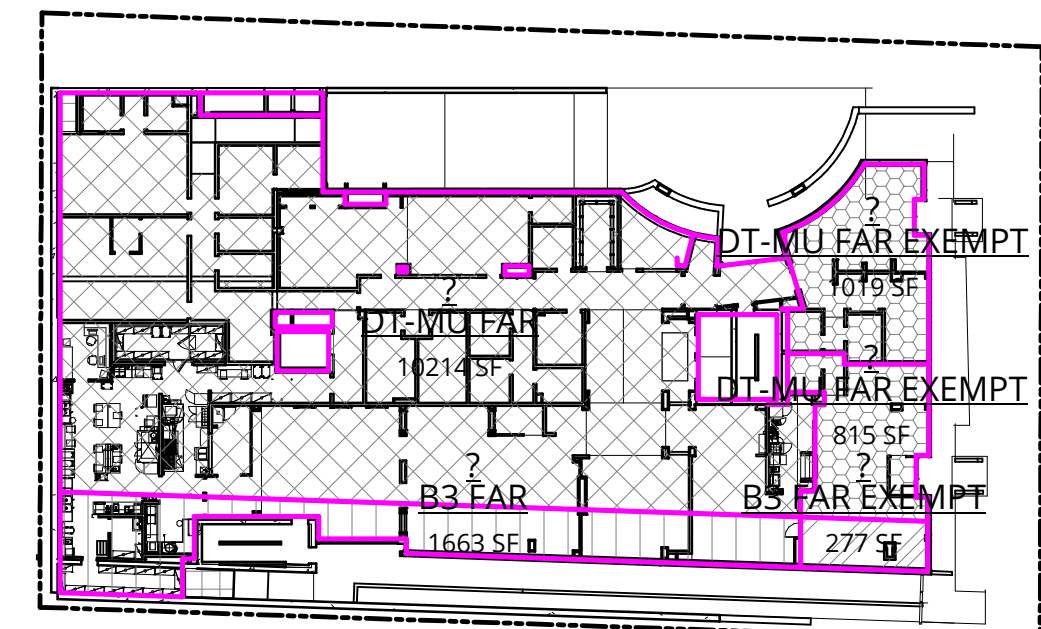
4 LEVEL 4
1" = 40'-0"



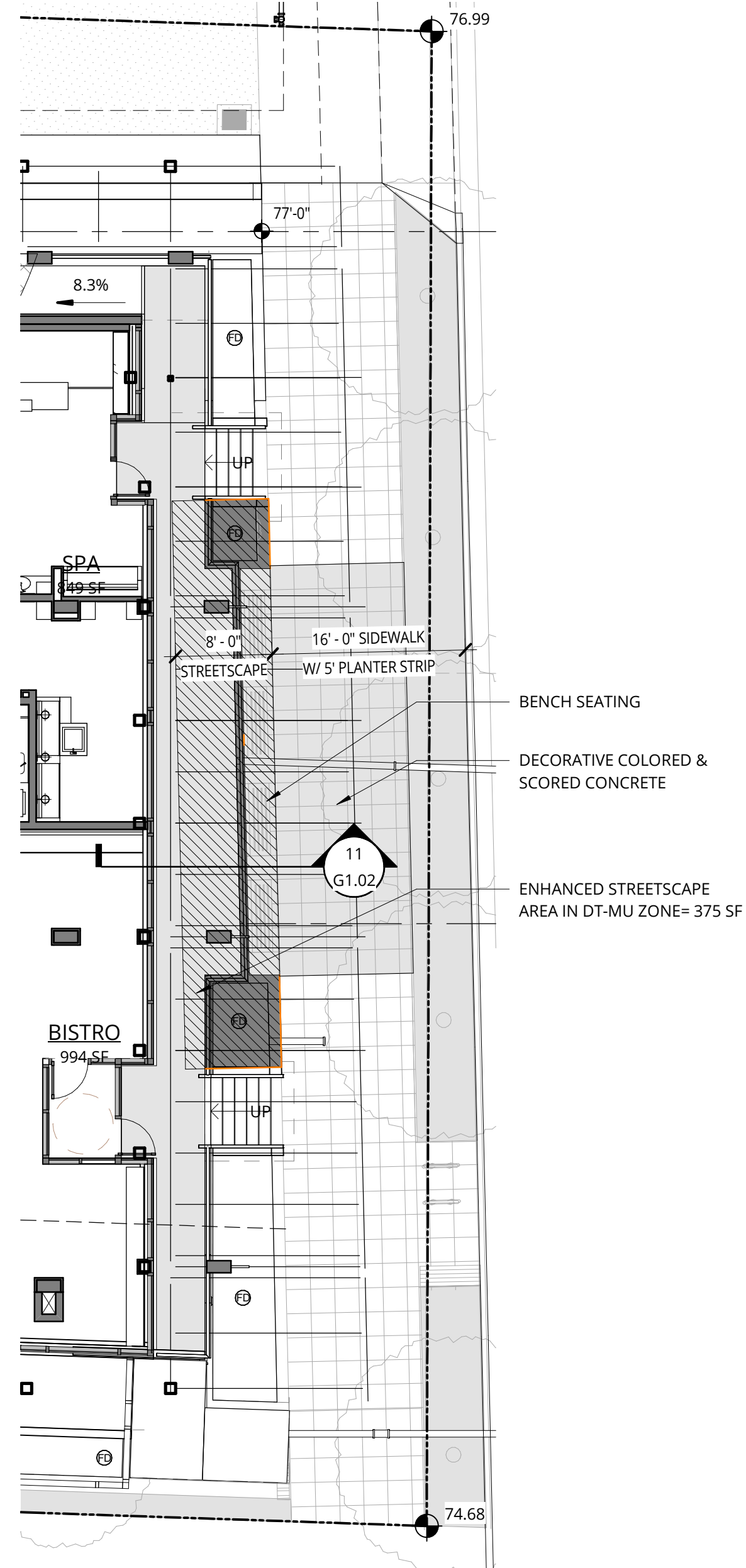
3 LEVEL 3
1" = 40'-0"



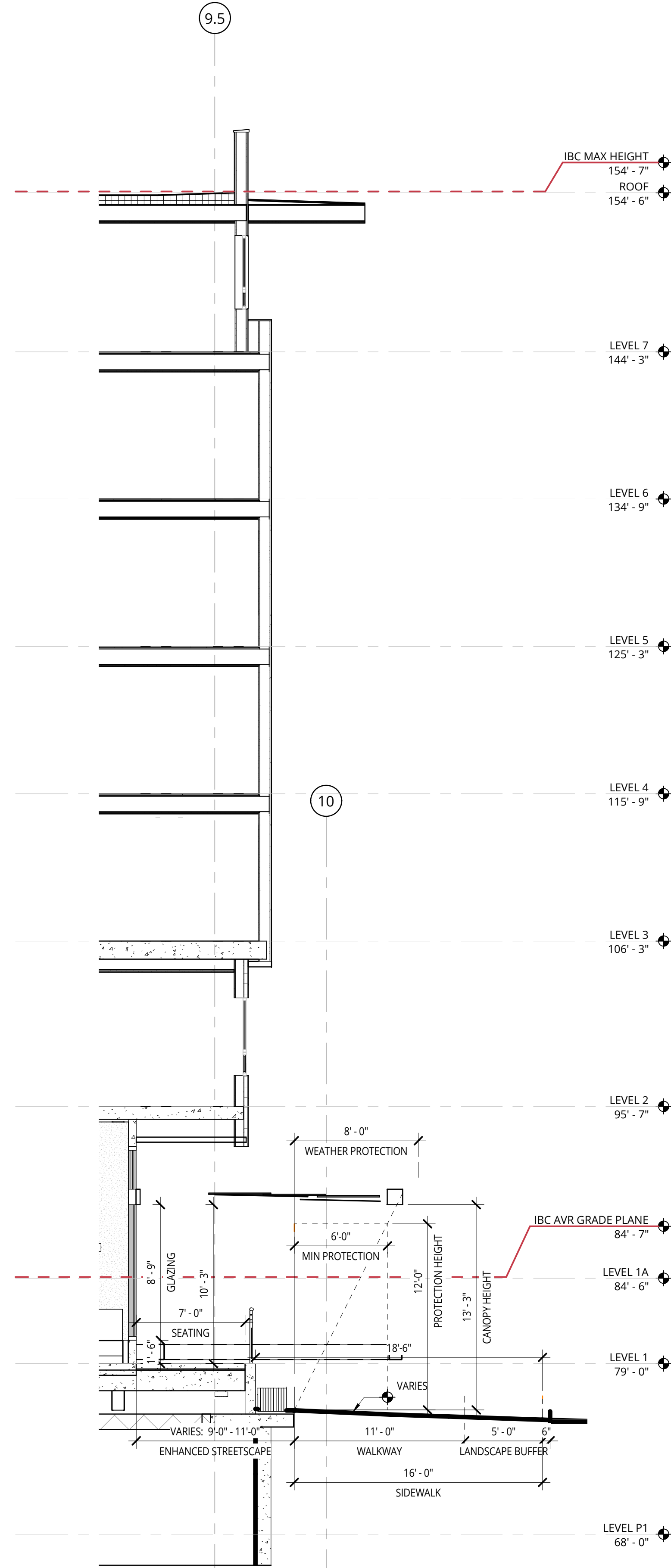
2 LEVEL 2
1" = 40'-0"



1 LEVEL 1
1" = 40'-0"



16 LEVEL 1 - ENHANCED STREETSCAPE
1" = 10'-0"



11 WALL SECTION AT ENHANCED STREETSCAPE
3/16" = 1'-0"

NOT FOR CONSTRUCTION



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HOLDEN OF BELLEVUE
121 112TH AVE NE
BELLEVUE, WA

ALLIANCE RESIDENTIAL

REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS
C	12/19/18	ADR CYCLE 2

ZONING CODE COMPLIANCE

ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
03/25/2019	180280

SHEET NUMBER

G1.02

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-116053-LD

Project Name: Holden of Bellevue

Administrative Departure requested for [LUC 20.25A.020.A](#)

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:
<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

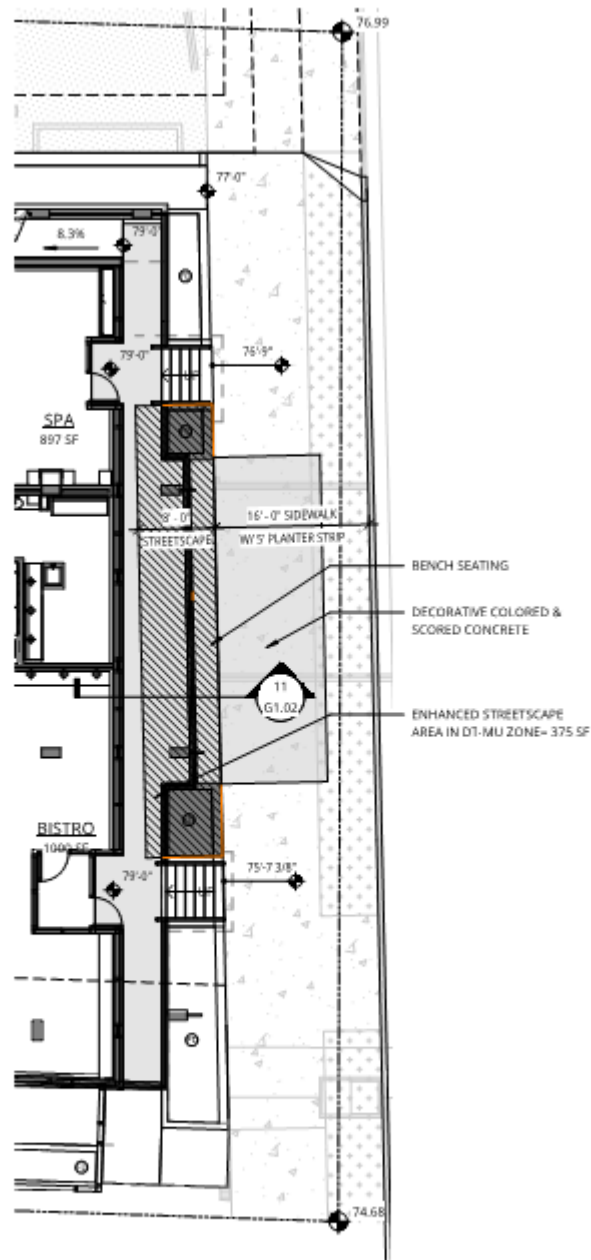
Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

BUILD-TO LINE

SUMMARY: 20.25A.020 A - New construction in the downtown zone shall be built to the back of sidewalk line.

DEPARTURE: Planned development proposes a ground level setback ranging between nine and eleven feet behind the Build-To Line.

RATIONALE: Provision of setback enables modulation of building mass in a manner that accommodates expansion of ground level public space and more activated streetscape - the design of the area behind the Build-To line includes resting areas, landscaping, bistro dining tables, and canopies. Code Section 20.25A.020 A - indicates new construction in the downtown zone shall be built to the back of sidewalk line. The planned development at 121 112th Ave Northeast proposes a ground level setback ranging between nine and eleven feet behind the Build-To Line. Such a setback would facilitate the inclusion of an accessible route to the primary building entry, enhance access to & compliments the mid-block pedestrian connection, and foster a more inviting street level experience for building residents, retail patrons, and passersby. Portions of the setback qualify for bonus FAR under the 'enhanced streetscape' amenity incentive system.



16 LEVEL 1 - ENHANCED STREETSCAPE
1" = 10'-0"



1 112th AVE STREETScape PERSPECTIVE LOOKING SOUTHWEST



2 112th AVE STREETScape PERSPECTIVE LOOKING NORTH



3 112th AVE STREETSCAPE PERSPECTIVE LOOKING SOUTHWEST



4 112th AVE STREETSCAPE PERSPECTIVE LOOKING NORTHWEST

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

The current design allows for greater access and connection to the public, while providing landscaping and weather protection.

The design advances the following goals that are not accommodated by the strict application of the LUC on this site:

- **LU-31: Encourage development of amenities, services and facilities that are supportive of all types of families through investment, incentives, and development regulations**
- **LU-35: Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health**
- **S-DT-3: Develop Downtown as an aesthetically attractive area**
- **S-DT-35: Create a pedestrian environment with a sense of activity, enclosure and protection**
- **S-DT-39.1: Blend engineering standards, traffic ops techniques, and urban design components to enhance mobility and foster livability on downtown streets**
- **S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, ped-scaled lighting, street furniture, bike parking, paving treatments, medians, or other softening and design treatments as appropriate.**

- ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

The intent of the code is to maximize density and bring the property to a highest and best use. The project and design not only accomplish the intent, but also brings a higher social equity to the community. In addition, the intent of the LUC is to increase Downtown livability—greater setbacks at the pedestrian level certain enable livability.



- iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

The modification allows the project to be more successful, while maintaining the Comprehensive Plan's intent. The modification is the minimum reasonably necessary to balance the "street wall" requirement by also allowing space for pedestrians at the street level.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met;
OR
v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

The administrative departure criteria are:

Request for the director to accept the ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the building.

The project meets the criteria by:

The project meets the criteria by formally requesting the departure and creating a design that maintains the intent of creating a connection between the pedestrian realm and the ground level retail realm.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-116053-LD

Project Name: Holden of Bellevue

Administrative Departure requested for [LUC 20.25A.170.A.2.b.viii](#)

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:
<https://bellevue.municipal.codes/LUC>

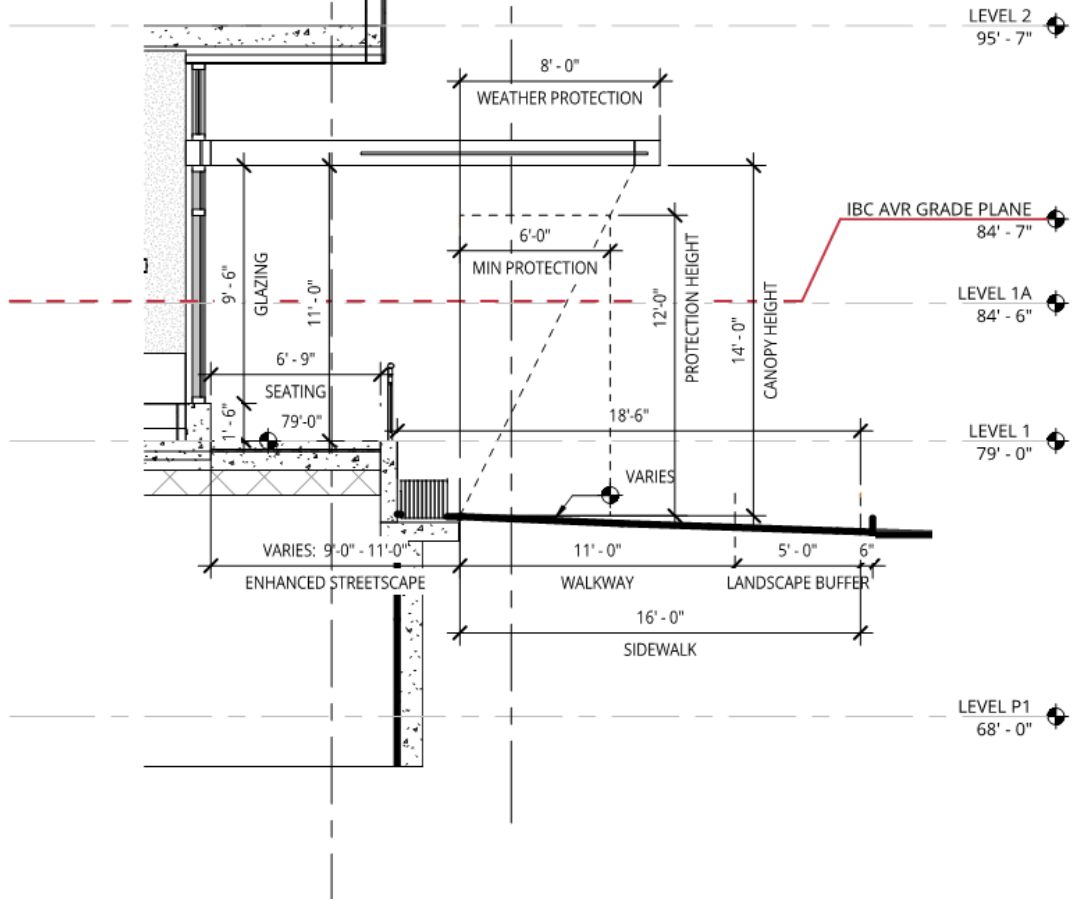
Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

SUMMARY: 20.25A.170.A.2.b.viii - the maximum height for awnings or marquees is 12' above finished grade.

DEPARTURE: Request a departure to increase canopy height to 14' above finished grade

RATIONALE: 14' high canopy allows the project to better address the grade changes between the sidewalk and the enhanced streetscape. The LUC has a minimum of 6' of depth for weather protection, while the design will provide a minimum of 8' of depth. The diagram below shows that weather protection extending out proportionately to the height increase requested. See images below



11 WALL SECTION AT ENHANCED STREETSCAPE



1 112th AVE STREETSCAPE PERSPECTIVE LOOKING SOUTHWEST



2 112th AVE STREETSCAPE PERSPECTIVE LOOKING NORTH



3 112th AVE STREETSCAPE PERSPECTIVE LOOKING SOUTHWEST



4 112th AVE STREETSCAPE PERSPECTIVE LOOKING NORTHWEST

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

A strict application of code would lower weather protection frame to 9' above patio area, which would visually create a barrier on the patio and deactivate the spaces at retail.

The design advances the following goals that are not accommodated by the strict application of the LUC on this site:

- LU-20: Support Downtown's development as a regional growth center, with the density, mix of uses and amenities, and infrastructure that maintain it as the financial, retail, transportation, and business hub of the Eastside.
- LU-31: Encourage development of amenities, services and facilities that are supportive of all types of families through investment, incentives, and development regulations
- LU-35: Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health
- S-DT-1: Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.
- S-DT-3: Develop Downtown as an aesthetically attractive area.
- S-DT-7: Encourage Downtown to continue to serve surrounding residential areas as a neighborhood retail district.
- S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.
- S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.
- S-DT-41.1: Prioritize pedestrian activity, access, comfort and safety in the design and management of pedestrian priority streets.



- ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**
The design is more consistent with LUC in providing proportionately the same amount of weather protection, while creating an open and visually connected streetscape and becoming an integral component of the building facade.
- iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**
The modification is the minimum reasonably necessary for the LUC because the minor increase in weather protection height provides more benefits to the streetscape and becomes an integral component of the building façade.

Administrative Departure Form - Canopy Height

Project Name: Holden of Bellevue

Project Permit #: 18-116053-LD

Page 7 of 7

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met;

OR

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

The administrative departure criteria are:

There are no specific administrative departure criteria required for this departure.

The project meets the criteria by:

N/A.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-116053-LD

Project Name: Holden of Bellevue

Administrative Departure requested for [LUC 20.20.590.K.4.b.i](#)

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:
<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

SUMMARY: 20.20.590.K.4.b.i - LOADING SPACE DIMENSION - Standard Requirement. Each loading space must be a minimum of 10 feet wide and 55 feet long.

DEPARTURE: Reduction in loading space length to 30 feet.

RATIONALE: Based on the services required for this community, all deliveries can be served by SU-30 or smaller delivery vehicles. Staff will actively manage deliveries and parking to avoid potential conflicts. Attached are turning exhibits to demonstrate how maneuvering will be provided on site. Per [20.20.590.K.4.b.ii](#) a loading length may be reduced by the director

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

The design is in line with the intent of the plan goals by moving the loading out of the view from the public right-of-way and by being sized appropriately for the vehicles that will be used on the project.

The design advances the following goals that are not accommodated by the strict application of the LUC on this site:

- LU-20: Support Downtown’s development as a regional growth center, with the density, mix of uses and amenities, and infrastructure that maintain it as the financial, retail, transportation, and business hub of the Eastside.
- LU-35: Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health
- S-DT-1: Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.
- S-DT-3: Develop Downtown as an aesthetically attractive area.

- ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

The design is consistent with the intent of the LUC by providing a loading space of sufficient size for the vehicles to be used on the project.

Administrative Departure Form – Loading Stall

Project Name: Holden of Bellevue

Project Permit #: 18-116053-LD

Page 3 of 3

- iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

The modification is the minimum reasonably necessary to achieve the LUC intent by providing a sufficient sized loading space for the vehicles to be used on the project.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; **OR**

- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

The administrative departure criteria are:

Applicants may request for the director to reduce required stall length, if owner can demonstrate known vehicle can maneuver into loading space.

The project meets the criteria by:

The owner will require all delivery trucks to be 30' or less for the project. Additionally, turning movements have been provided for a 30' delivery truck.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-116053-LD

Project Name: Holden of Bellevue

Administrative Departure requested for [LUC 20.25A.080.B](#)

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:
<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

SUMMARY: 20.25A.080.B PARKING STANDARDS

PERSONAL SERVICES: 1 SPACE PER STATION

RESTAURANT: 10 SPACES PER 1,000SF

CONGREGATE CARE: 0.33 PARKING SPACES PER UNIT

Per 20.25.080.H.1 through approval of an administrative departure, the director may modify the minimum or maximum parking ratio if the modified ratio is supported by a parking demand analysis.

DEPARTURE: Reduction in total required parking from 59 to 42, inclusive of all required parking uses.

RATIONALE: Per the parking demand analysis 42 parking spaces is sufficient to meet the project's needs.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**
- The design advances plan goals in encouraging the use of transit and rideshare systems, which reduce the demand infrastructure and will make downtown more livable and accessible. The A strict application of code would create a need for another level of parking making the project financially less viable.
- The design advances the following goals that are not accommodated by the strict application of the LUC on this site:
- LU-3: Promote a land use pattern and an integrated multimodal transportation system.
 - LU-20: Support Downtown’s development as a regional growth center, with the density, mix of uses and amenities, and infrastructure that maintain it as the financial, retail, transportation, and business hub of the Eastside.
 - LU-35: Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health
 - S-DT-1: Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.
 - S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.
 - S-DT-41.1: Prioritize pedestrian activity, access, comfort and safety in the design and management of pedestrian priority streets

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

The design is consistent with the intent of the LUC which accounts for a senior population having less need for parking. It also aligns with the promotion of using transit.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

The modification is the minimum reasonably necessary for the LUC intent because based on the parking demand report the project is providing an adequate number of spaces; and having excess parking in a managed parking deck would create a financial hardship on the project.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; **OR**

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

The administrative departure criteria are:

Applicants may request for the director to modify required parking based on a parking demand analysis.

The project meets the criteria by:

A Parking Demand Analysis Report has been provided with documentation to support the lower proposed parking count.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-116053-LD

Project Name: Holden of Bellevue

Administrative Departure requested for [LUC 20.25A.080.F.2](#)

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

SUMMARY:

LUC 20.25A.080.F, PARKING AREA AND CIRCULATION IMPROVEMENTS AND DESIGN

2. Compact Parking. This subsection F.2 supersedes LUC 20.20.590.K.9. The Director may approve through an Administrative Departure pursuant to LUC 20.25A.030.D.1, the design and designation of up to 65 percent of the spaces for use by compact cars

LUC 20.20.590.K.9, COMPACT PARKING

a. Maximum Amount. For all uses, the property owner may design and construct up to 50 percent of the approved parking spaces in accordance with the dimensions for compact stalls provided in paragraph K.11 of this section.

DEPARTURE: Increase in allowable compact parking spaces.

RATIONALE: The increase in allowable compact parking percentage would allow the project to align with the parking demand analysis stating the project needs 42 parking spaces.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

The design advances plan goals in encouraging the use of transit and rideshare systems, which reduce the demand infrastructure and will make downtown more livable and accessible. A strict application of Code would result in parking that exceeds demonstrated parking demand for project and requires additional below-grade parking, which is contrary to the Downtown goals of livability and multimodal growth, and will result in additional challenges in project viability.

The design advances the following goals that are not accommodated by the strict application of the LUC on this site:

- LU-3: Promote a land use pattern and an integrated multimodal transportation system.
- LU-20: Support Downtown's development as a regional growth center, with the density, mix of uses and amenities, and infrastructure that maintain it as the financial, retail, transportation, and business hub of the Eastside.
- LU-35: Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health
- S-DT-1: Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.
- S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.
- S-DT-41.1: Prioritize pedestrian activity, access, comfort and safety in the design and management of pedestrian priority streets

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

The design is consistent with the intent of the LUC which allows for more compact parking. It also aligns with the promotion of using transit.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

The modification is the minimum reasonably necessary for the LUC intent because based on the parking demand report, the project is providing an adequate number of spaces; and having more standard sized parking stalls would create a financial hardship on the project. Additionally, the Project with departure is more consistent with the City's Comprehensive Plan vision for a walkable regional growth center.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; **OR**

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

The administrative departure criteria are:

Applicants may request for the director to approve the design up to 65 percent of the spaces for use by compact cars.

The project meets the criteria by:

The project has provided the rationale for the departure to increase the allowable compact stalls percentage.

COMPREHENSIVE PLAN POLICIES
Comprehensive Plan - Volumes 1 and 2

Provide a written response to each applicable Comprehensive Plan Policy.
Refer to Comprehensive Plan for complete wording and requirements at:

<https://planning.bellevuewa.gov/planning/comprehensive-plan/>

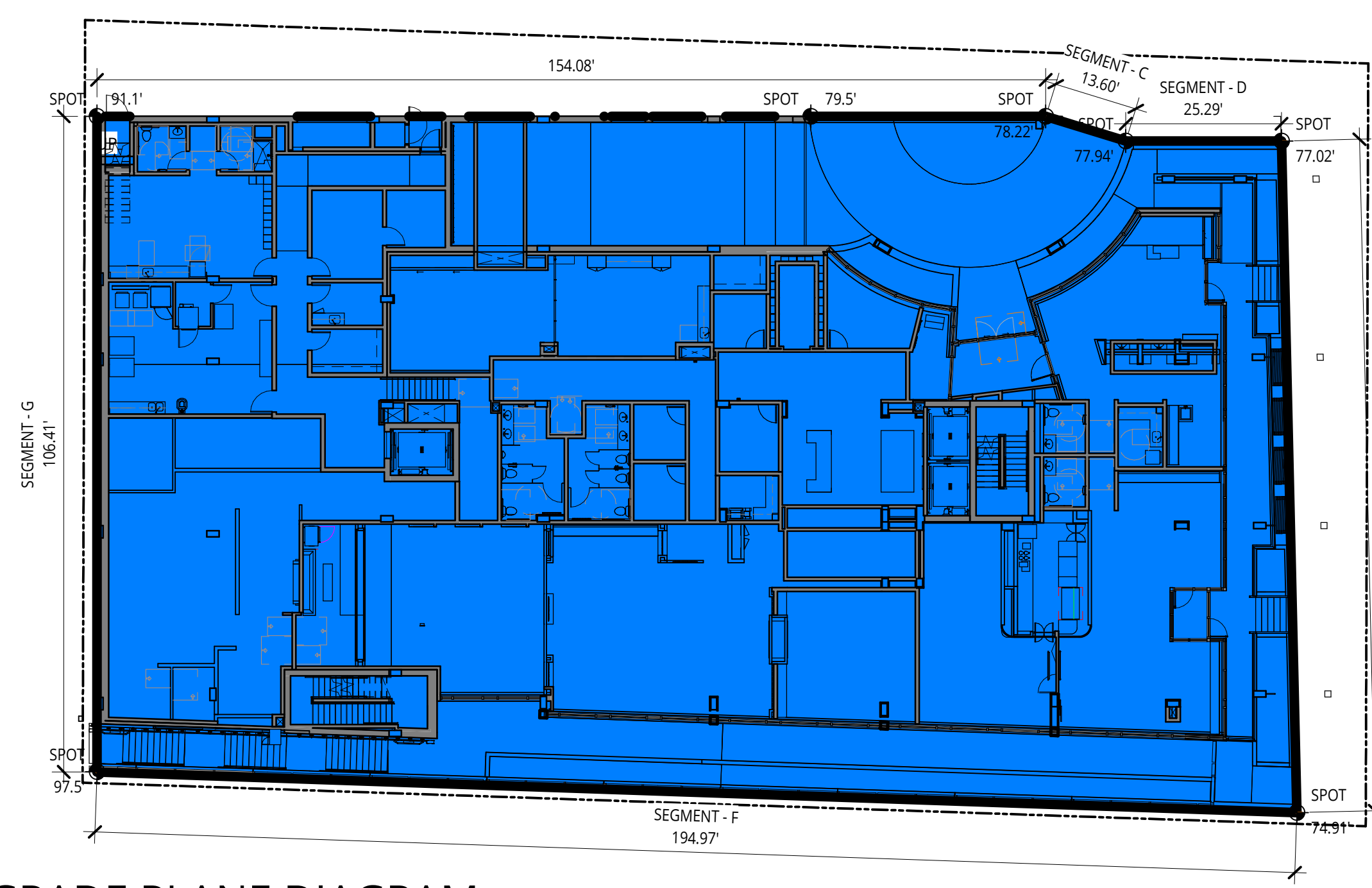
VOLUME I – HOUSING (HO) AND URBAN DESIGN (UD) POLICIES

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Housing (HO) Policies	
HO-2: Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.	The proposed assisted living and memory care facility will provide active uses to serve and enhance the neighborhood. The proposed pedestrian through-block connection will improve the pedestrian connectivity and convenience in the super block.
HO-13: Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	The proposed assisted living and memory care facility will provide for a senior housing option for Bellevue residents, conveniently located adjacent to numerous other uses, transit, and a short distance from the Overlake Hospital and associated medical services. The proposal blends in well with the existing character of the neighborhood.
Urban Design & the Arts (UD) Policies	
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a “City in a Park.”	Additional street trees beyond those required by the Land Use Code are proposed.
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.	The proposed enhanced streetscape area, at grade with the public sidewalk, as well as the proposed elevated patio between the sidewalk and the building’s ground floor active uses will provide amenities for the neighborhood that are currently lacking. These include seating along 112 th and outdoor gathering space for eating or simply congregating.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	The proposed pedestrian through-block will be ADA-accessible and provided 24-hour public access once the adjacent connections are provided.
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	The proposed patio and streetscape along 112 th will provide additional weather protection beyond the depth required (8’ rather than 6’) and will provide clear glass as the material to allow sunlight through while still providing weather protection. The patio space’s aesthetic will be softened through the use of cedar wood material on the ceiling.

UD-29: Integrate rooftop mechanical equipment screening with building architecture.	The rooftop mechanical will be consolidated and will be screened with materials that are integrated with the larger building’s design.
UD-31: Utilize greenroofs and walls where they enhance the character of Bellevue as a “City in a Park” and soften the visual impact of development.	Climbing vines and green screens are proposed along a number of ground floor and second floor walls, trellises, and other surfaces to soften the feel of the spaces.
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	Several blank walls (retaining walls or walls leading down to the garage) will include climbing vines.
UD-33: Encourage public and private development to incorporate access to sunlight.	Weather protection material will be clear glass to increase the sunlight onto the public sidewalk, the patio area, and into the building’s active use spaces.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	Weather protection material will be clear glass to increase access to sunlight while providing 8’ depth rather than the Code required 6’.
UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	The enhanced streetscape area and patio area have been improved to provide a clear visual connection between the public sidewalk and ground floor active uses.
UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.	Parking is below grade and loading functions will occur deep in the private access easement along the north. The porte-cochere in front of the building’s main entrance and garage will include a water feature to beautify the space.
UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.	All site and building lighting is required to use cut-off shields or other methods to avoid light spillover onto adjacent properties.
<u>DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS</u>	
UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.	The proposal’s height is lower than that allowed by the Land Use Code (70’ rather than 230’ allowed in the B-3) reducing the visual and massing impacts on adjacent properties.

<p>UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.</p>	<p>The proposed use will support ridership in the existing Downtown Transit Center and future East Main and Downtown light rail stations, providing riders from the senior living building’s employees and visitors.</p>
<p>UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.</p>	<p>The proposal provides each of these items while seeking a modest bonus FAR above the permitted base FAR.</p>
<p>UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.</p>	<p>The proposal is seeking a Departure to push the building back 4-7 feet from the sidewalk in order to provide publicly accessible patio space which will enhance the neighborhood and the ground floor active use as well as provide an outdoor space for residents to enjoy with their visitors.</p>
<p><u>VEGETATION and LANDSCAPING</u></p>	
<p>UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.</p>	<p>Plants and trees are either those required by the Land Use Code or are native to the Pacific Northwest or are adapted to the PNW climate.</p>
<p><u>PUBLIC SPACE</u></p>	
<p>UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.</p>	<p>About 2.5 feet depth of enhanced streetscape at the grade of the required public sidewalk will make the sidewalk wider and will provide room for seating and additional landscaping.</p>
<p>UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.</p>	<p>The proposed pedestrian through-block connection will include plentiful pedestrian-scaled lighting and large windows from the building’s communal spaces overlooking the connection. The horizontal space provided by the proposal for the connection will all combine to make the space safer in reality and perception.</p>
<p>UD-61: Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.</p>	<p>The patio space must be raised about 2.5’ above the public sidewalk due to site topography and the building’s small size yet the railing protecting uses up in this space will be glass to ensure visual connection between the two spaces and invite the public in, along with several stair entries and an ADA-ramp.</p>
<p><u>SIDEWALKS, WALKWAYS, and TRAILS</u></p>	
<p>UD-65: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with</p>	<p>The public sidewalk along 112th will include seating in several locations, as well as bicycle racks and lighting.</p>

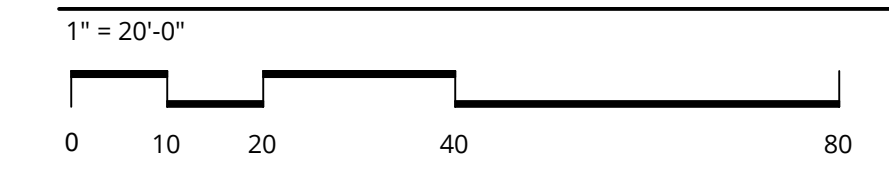
<p>lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.</p>	
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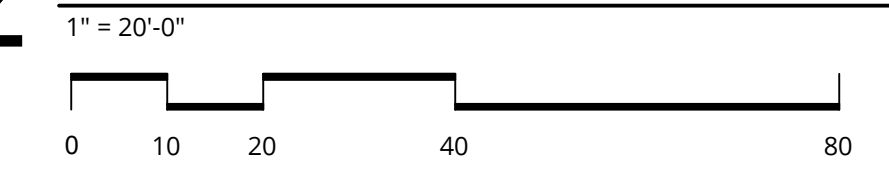
NAME	SPOT	SPOT	LENGTH
A	(91.10 + 79.50)/2 x	115.92	= 9887.976
B	(79.50 + 78.22)/2 x	38.16	= 3009.298
C	(78.22 + 77.94)/2 x	13.60	= 1061.888
D	(77.94 + 77.02)/2 x	25.29	= 1959.469
E	(77.02 + 74.91)/2 x	109.04	= 8283.224
F	(74.91 + 97.50)/2 x	194.97	= 16807.39
G	(97.50 + 91.10)/2 x	106.41	= 10034.46
TOTAL PERIMETER			= 603.39 51043.71

51043.71 / 603.39 = 84.59
IBC GRADE PLANE
 PER 2015 IBC COMMENTARY FIGURE 202(24)
 S:\A-Flalliance\Holden of Bellevue 180280\08_CAD Files\Revit\Links\Excel\AVERAGE GRADE PLANE CALC.xlsx

1 IBC GRADE PLANE DIAGRAM



2 BELLEVUE AVERAGE FINISHED GRADE DIAGRAM



NAME	ELEV	LOCATION	NAME	ELEV	LOCATION	NAME	ELEV	LOCATION	NAME	ELEV	LOCATION
SPOT 1	91.10	NORTH	SPOT 20	77.03	EAST	SPOT 31	75.33	SOUTH	SPOT 50	92.03	WEST
SPOT 2	90.20	NORTH	SPOT 21	76.94	EAST	SPOT 32	75.33	SOUTH	SPOT 51	96.95	WEST
SPOT 3	89.29	NORTH	SPOT 22	76.70	EAST	SPOT 33	75.87	SOUTH	SPOT 52	96.30	WEST
SPOT 4	88.40	NORTH	SPOT 23	76.56	EAST	SPOT 34	76.00	SOUTH	SPOT 53	96.05	WEST
SPOT 5	87.60	NORTH	SPOT 24	76.38	EAST	SPOT 35	76.35	SOUTH	SPOT 54	93.00	WEST
SPOT 6	86.75	NORTH	SPOT 25	76.20	EAST	SPOT 36	76.30	SOUTH	SPOT 55	94.35	WEST
SPOT 7	86.30	NORTH	SPOT 26	76.00	EAST	SPOT 37	77.00	SOUTH	SPOT 56	91.30	WEST
SPOT 8	85.00	NORTH	SPOT 27	75.50	EAST	SPOT 38	77.45	SOUTH	SPOT 57	93.00	WEST
SPOT 9	83.82	NORTH	SPOT 28	75.42	EAST	SPOT 39	77.78	SOUTH	SPOT 58	92.40	WEST
SPOT 10	82.95	NORTH	SPOT 29	75.30	EAST	SPOT 40	78.12	SOUTH	SPOT 59	93.75	WEST
SPOT 11	81.97	NORTH	SPOT 30	75.21	EAST	SPOT 41	78.29	SOUTH			
SPOT 12	81.05	NORTH			SPOT 42	78.45	SOUTH				
SPOT 13	79.50	NORTH			SPOT 43	78.76	SOUTH				
SPOT 14	78.73	NORTH			SPOT 44	78.66	SOUTH				
SPOT 15	78.48	NORTH			SPOT 45	79.08	SOUTH				
SPOT 16	78.30	NORTH			SPOT 46	83.52	SOUTH				
SPOT 17	78.08	NORTH			SPOT 47	85.90	SOUTH				
SPOT 18	77.94	NORTH			SPOT 48	81.33	SOUTH				
SPOT 19	77.46	NORTH			SPOT 49	80.68	SOUTH				
TOTAL	1382.83	NORTH			TOTAL	1513.34	SOUTH				
TOTAL	1382.83	NORTH			TOTAL	946.76	WEST				

COB AVERAGE FINISH GRADE 4880.90 / 59 SPOTS = 82.73

DESIGN GUIDELINES

GOALS

- To improve the walkability, streetscapes, and public spaces for Downtown residents, employees, and visitors. To improve the walkability, streetscapes, and public spaces for Downtown residents, employees, and visitors.
- To foster a vibrant pedestrian environment by providing a welcoming streetscape with Active Uses, open spaces, street furniture, landscaping, and pedestrian-scaled amenities.

CONTEXT

- RELATIONSHIP TO HEIGHT AND FORM OF OTHER DEVELOPMENT**
 - Each new development provides an opportunity to enhance the aesthetic quality of Downtown and its architectural context. The relationship that a development has to its environment is a part of creating a well-designed, accessible, vibrant community.

RESPONSE:
 The project aims to mimic the scale and style of the surrounding buildings by proposing a mid-rise building similar to the neighboring projects and by continuing the street wall developed on the site to the North.

RELATIONSHIP TO PUBLICLY ACCESSIBLE OPEN SPACES

- Publicly accessible open spaces including outdoor plazas, Major Pedestrian Open Spaces and Minor Publicly Accessible Spaces are provided for public enjoyment and are areas of respite for those who live and work in the area. Publicly accessible open spaces provide numerous benefits for people including: active and passive recreation, a place to sit and gather, a place for events, and relief from the built environment. Any negative impacts from new projects to adjacent publicly accessible spaces should be minimized.

RESPONSE:
 The site has no direct relationship to existing public open spaces but does provide a through-through block connection to the south that maximizes access to daylight for pedestrians. Additionally, the project provides and enhanced streetscape with spill out seating for commercial spaces and a landscape buffer.

RELATIONSHIP TO TRANSPORTATION ELEMENTS

- Downtown residents, employees, and visitors depend on safe, inviting, efficient transportation options. New development is a key link in creating a reliable transportation system with connections to different modes of transportation that place an emphasis on safety for the pedestrian.

RESPONSE:
 The project fronts along 112th St with easy access to public transportation and future light rail station.

EMPHASIS ON GATEWAYS

- Entrances and transitions into and within Downtown should be celebrated.

RESPONSE:
 The project is a mid-block site and streetfront entrances along 112th help to provide an urban pedestrian experience.

MAXIMIZE SUNLIGHT SURROUNDING AREAS

- Outdoor spaces are more enjoyable and functional if they are filled with sunlight. Loss of sunlight and sky view reduces the comfort, quality, and use of publicly accessible open space. Trees and vegetation need sunlight to thrive.

RESPONSE:
 The project is sited to the North which sits along an access easement thus minimizing impacts to adjacent projects while providing solar access to the through-block connector and interior courtyard space.

SITE ORGANIZATION

ON-SITE CIRCULATION

- The vitality and livability of Downtown are dependent on a safe, walkable environment that prioritizes the pedestrian and reduces conflicts between pedestrians and other modes of transportation. The design should encourage the free flow of pedestrians, cyclists, and cars onto, off, and through the site. Walkability includes the creation of through-block pedestrian connections and other paths that offer attractive and convenient connections away from heavy arterial traffic. These connections also break down superblocks into a pedestrian-friendly grid.

RESPONSE:
 A shared access easement on the North side of the site minimizes curb cuts onto 112th. Service access is at the back of the easement to reduce impacts on the public realm. Pedestrian circulation is accessed directly from the sidewalk to commercial building entries or the residential entry in the porte cochere via a dedicated internal walkway.

BUILDING ENTRANCES

- Direct access from the public sidewalk to each building animates the street and encourages pedestrian activity to occur in the public realm rather than inside the building.

RESPONSE:
 Direct accessible access is provided to the commercial spaces from the sidewalk. Access to the residential entry is connected via a dedicated internal walkway.

THROUGH-BLOCK PEDESTRIAN CONNECTIONS

- A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in Downtown and helps to reduce the scale of the superblocks.

RESPONSE:
 The through-block connection is provided along the south edge of the site to maximize solar access and provide high visibility from internal spaces. A mix of walkway and landscaping provides visual variety. Entrance to the through-block connection is provided alongside the enhanced streetscape to make public access easily visible.

OPEN SPACE

- Open space is an integral part of a livable urban environment because it provides people a place for recreation, gathering, and reflection in a built environment. A vibrant Downtown includes open spaces that encourage active and passive recreation, spontaneous and planned events, and the preservation of the natural environment.

RESPONSE:
 A slightly elevated patio along the streetfront provides spill out seating for commercial spaces with landscaping that helps buffer the public from 112th street which experiences heavy traffic.

STREETSCALE AND PUBLIC REAL

STREETSCAPES

- A building should provide a continuous, visually rich pedestrian experience along its ground-floor or second-floor street front where active uses are present.

RESPONSE:
RIGHT OF WAY DESIGNATIONS
 1. Rights-of-way designated "B" shall have moderate to heavy orientation to pedestrians. This shall be achieved by developing the design so that there is a close relationship between exterior and internal activities with respect to both physical and visual access. Design attention shall be given to sidewalk-related activities and amenities. "B" rights-of-way are to provide a diverse and active connection between the Active Use dominated "A" rights-of-way, and the other Downtown rights-of-way.

RESPONSE:
 Active and Service uses front along 112th with public seating and landscaping. Glazing along Level 1 maximizes transparency and a full length canopy provides continuous overhead weather protection for pedestrians.

UPPER LEVEL ACTIVE USES

- Upper-level active uses are intended to activate the ground-level pedestrian environment. This is accomplished through extensive visual access to the upper level from the exterior, convenient and frequent access from the street or Alley with an Address, clear line of sight from grade, and visibility of ongoing activity within the upper-level active use. An upper-level active use should be designed and managed so as to draw the attention and interest of the pedestrian to the upper level and to increase opportunities for interaction and movement between the ground and upper levels. To achieve the intended level of vitality, design diversity, and human activity at the upper-level active use, the following characteristics shall be provided in the design.

RESPONSE:
 Upper level active uses are not a provided as part of this building.

BUILDING DESIGN

OVERALL BUILDING DESIGN

- ENCOURAGE HIGH-QUALITY MATERIALS**
 - Create a sense of permanence in Downtown through the use of high-quality building materials. Quality facade materials can provide a sense of permanence and bring life and warmth to a neighborhood. Façade and building materials shall enhance the street environment while complementing the aesthetic quality of adjacent buildings.

RESPONSE:
 Storefront along the base of the building is the primary material in order to provide maximum transparency and solar access on a site with steep topography. Wood-look soffits at the porte cochere and Level 1 overhangs provide warmth and texture.

- PROVIDE INTERESTING BUILDING MASSING**
 - Use scale-defining articulation and other techniques to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure and human scale by establishing a dynamic, continuous street edge. Use scale-defining articulation and other techniques to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure and human scale by establishing a dynamic, continuous street edge.

CONNECTED FLOORPLATES

- The intent of connecting floor plates is to allow a development to gain the benefits of a connected building while having the appearance of two or more separate buildings. The connection or corridor should recede from view as compared to the floor plates.

RESPONSE:
 Exposed columns along the street front and banded windows at the upper levels help to visually break down the building horizontally while a true tripartite scheme creates a base, middle and top.

BUILDING BASE

- The role of the building base is to relate buildings to the human scale and fit harmoniously within the existing or planned street wall context; define the edges of adjacent streets, parks, and open space in good proportion; and maintain access to sunlight for pedestrians, open and public spaces, and adjacent properties.

RESPONSE:
 A glassy first floor and gracious overhead canopy help define the building base and delineate the it from the residential uses above.

BUILDING MIDDLE

- Tower placement can directly affect those on the ground plane by affecting wind conditions and the scale of the building as compared to the pedestrian. Thoughtful tower placement can minimize these effects.

BUILDING TOP

- Building rooflines should enliven the pedestrian experience and provide visual interest with details that create dynamic and distinct forms.

RESPONSE:
 The top level sets in to create distinct top to the building while projecting roof overhangs cap the building.

NOT FOR CONSTRUCTION



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HOLDEN OF BELLEVUE
 121 112TH AVE NE
 BELLEVUE, WA
 ALLIANCE RESIDENTIAL

REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS

BELLEVUE DESIGN GUIDELINES

ADR CYCLE 2 CORRECTIONS

DATE	PROJECT NUMBER
02/28/2019	180280

SHEET NUMBER
G1.04



December 6, 2018

To: Shomari Lacy
Ankrom Moisan Architects Inc.
1505 5th Ave. Suite 300
Seattle, WA 98101

After reviewing the site plan for the Holden Bellevue located at 121 112th Ave NE in Bellevue Washington, I have no doubt that we will be able to service this location safely and efficiently based on the site plan provided and expecting that all containers be placed on the private driveway by the property crew and must be staged in a way that service can be done without moving full containers by hand. This location will be the only service location, and should remain clear of all objects/vehicles on the day it is serviced. Furthermore, the half turn must remain clear of all cars on the day that this location is serviced. If any changes are made to the cited plan I request that those plans be shared with me for further review. Since we will be able to service this location without any containers placed in the public right of way, I readily approve the proposed disposal plan.

*Project Name: Holden Bellevue

Plan reference: AP# 3-02-12062018 Dated and approved on 12/06/18 ^{copy included}

Best of luck with the project.

A handwritten signature in black ink, appearing to read "Hilsia Rogers", written over a horizontal line.

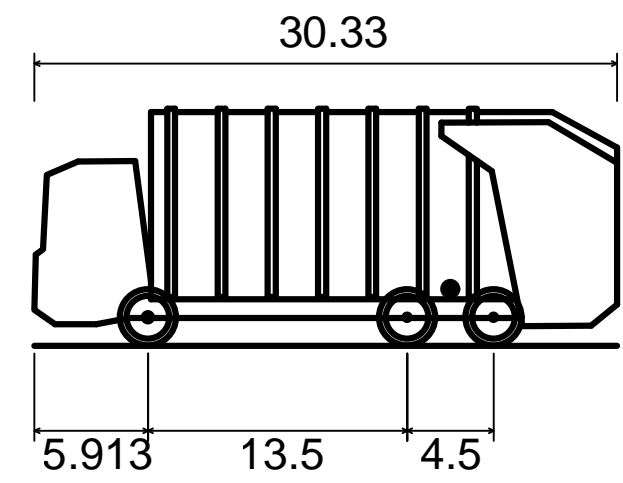
Hilsia Rogers
Operations Supervisor

1600 127th AVE NE
Bellevue WA 98005
425-646-2409
hrogers@republicservices.com

AUTOCAR XPEDITOR

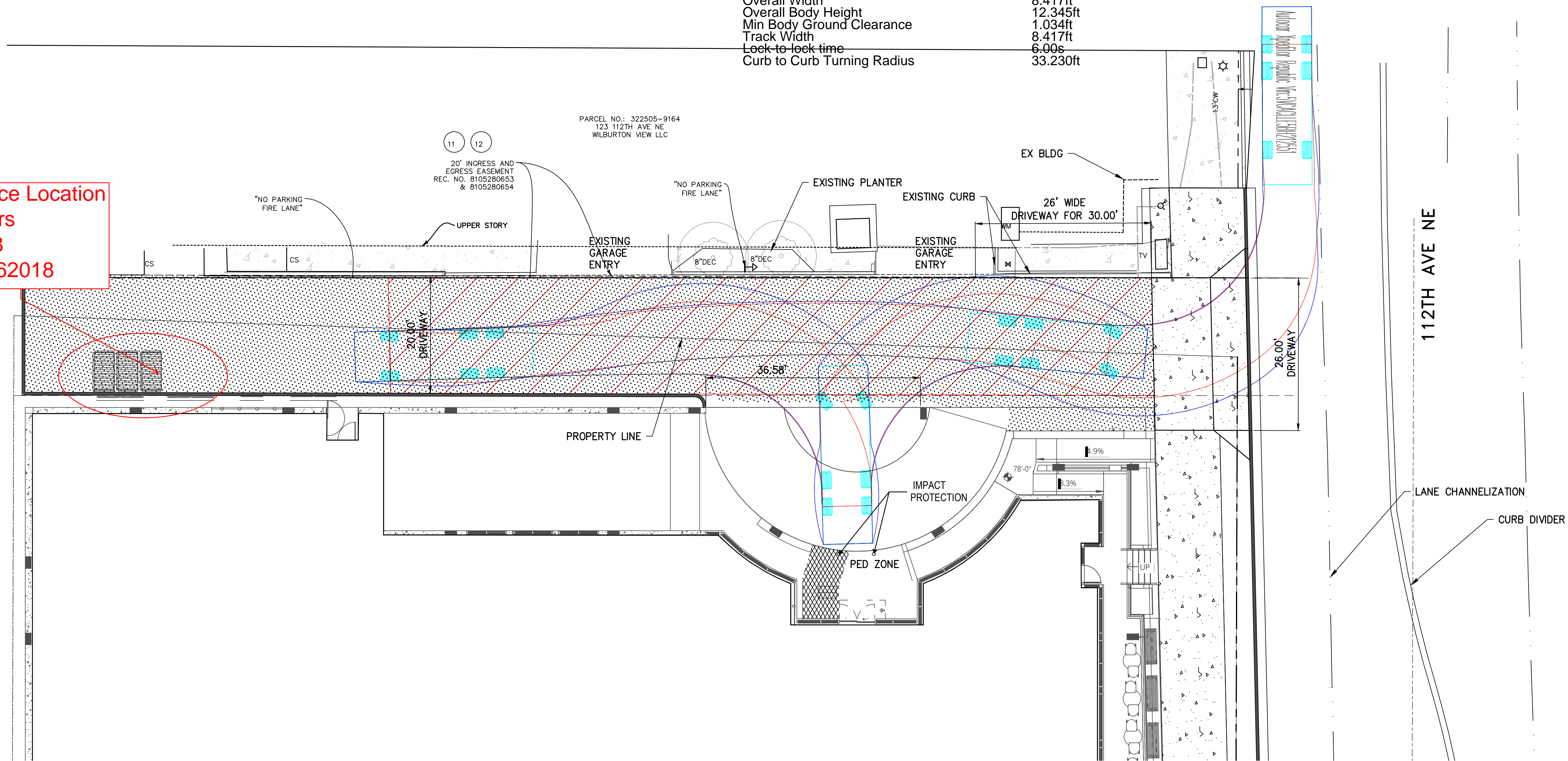
1. RIGHT TURN INTO SHARED DRIVEWAY
2. REVERSE INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE

Autocar Xpeditor Republic Vin:5VCACLE5BH212551

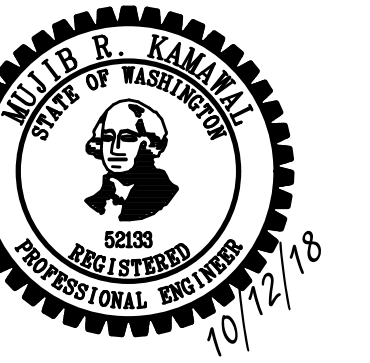


Overall Length 30.330ft
 Overall Width 8.417ft
 Overall Body Height 12.345ft
 Min Body Ground Clearance 1.034ft
 Track Width 8.417ft
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 33.230ft

Approved Service Location
 By: Hilsia Rogers
 Date: 12/6/2018
 AP# 03-02-12062018



BUSH, ROED & HITCHINGS, INC.
 LAND SURVEYORS & CIVIL ENGINEERS
 2009 MINOR AVE. EAST
 SEATTLE, Washington
 98102-3513
 (206) 923-4144
 1-800-935-0508
 FAX# (206) 923-7135
 BRH JOB NO. 2018022



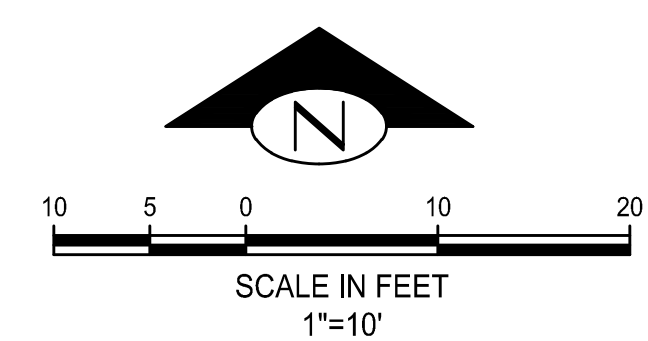
HOLDEN OF BELLEVUE
 121 112TH AVE NE
 BELLEVUE, WA
 ALLIANCE RESIDENTIAL

REVISION	DATE	REASON FOR ISSUE

VEHICLE TURNING CLEARANCE EXHIBIT

ADR CYCLE 1 CORRECTIONS

DATE 11/30/2018	PROJECT NUMBER 180280
SHEET NUMBER	



MEMORANDUM

Date:	February 27, 2019	TG:	1.18157.00
To:	Faheem Darab, City of Bellevue		
From:	Michael Swenson PE, PTOE & Kassi Leingang PE, Transpo Group		
cc:	Evan Lawler, Alliance Residential		
Subject:	Holden of Bellevue Parking Demand Analysis – Reduction Request		

This memorandum summarizes the parking demand analysis prepared for the proposed Holden of Bellevue senior living development and addresses parking comments received from the City of Bellevue dated November 14, 2018 and February 19, 2019. The parking demand for the project has been estimated based on parking counts conducted at similar facilities during the peak periods and typical hourly trends for developments of this type. This memorandum includes a description of the proposed project, review of City of Bellevue parking code for the project, summary of data collected at existing facilities, and demand analysis for the proposed project. This analysis supports the applicants request to reduce the parking supply identified for the residential and Bistro commercial use.

Project Description

The project site is located west of 112th Avenue NE between NE 2nd Street and Main Street in Bellevue, as shown in Figure 1. The proposed senior living development would include 136 senior living and memory care units (110 senior living and 26 memory care units) with ground floor commercial space. The proposed development would replace the existing 6,000 square-foot dental center. The project is proposing to provide 42 parking stalls.

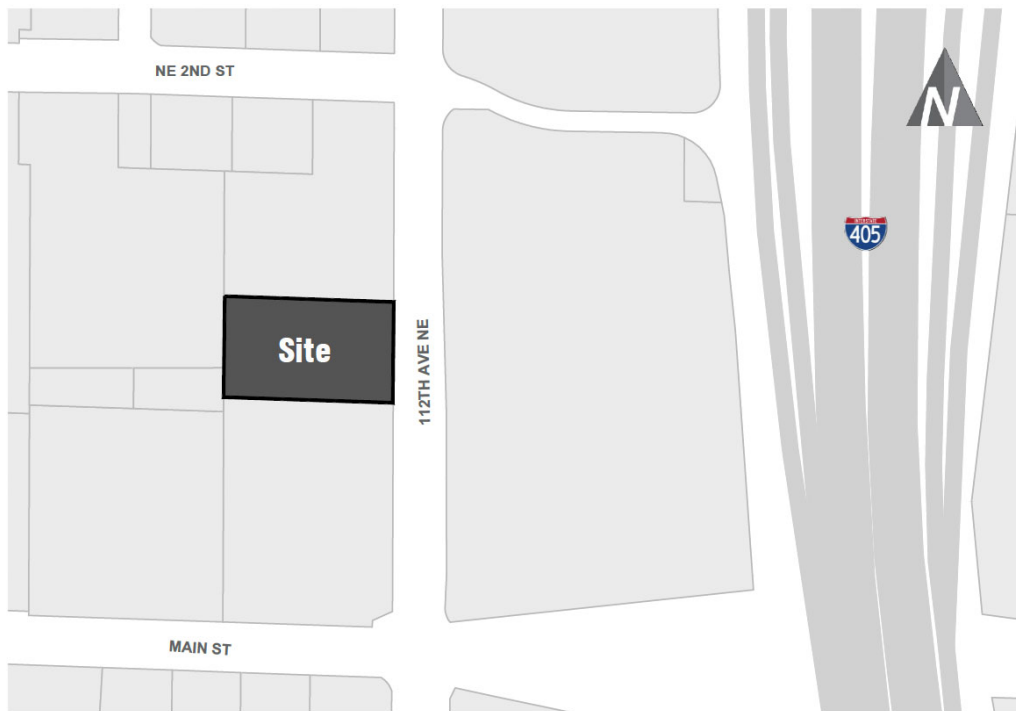


Figure 1 - Site Vicinity

No on-street parking is available along 112th Avenue NE, adjacent to the site. Limited on-street parking is provided along NE 2nd Street as well as 110th Avenue NE, west of the site.

City of Bellevue Parking Code

The project site is located within the Downtown-Mixed Use (DT-MU) district. The City of Bellevue Code DT-MU district rates are presented in Table 1.

Table 1. City of Bellevue Code

Land Use	Size	City of Bellevue Code		Proposed Parking Supply
		Rate	Parking Supply Requirement	
Assisted Living	110 units	0.33 vehicles / unit	36	33
Memory Care	26 units	0.4 vehicles / unit	10	
Bistro (Restaurant)	1,000 sf	10 vehicles / 1,000 sf	10	6
Hair Salon (Personal Services with fixed station)	3 stations	1 vehicles / station	3	3
Total			59 stalls	42 stalls

Note: sf = square-feet

1. City of Bellevue Code 20.25A.080 – parking standards for the DT-MU district

As shown in Table 1, based on the City of Bellevue code, a total parking supply of 59 stalls would be required for the project. This is 17 stalls greater than currently proposed for the development. Justification for the proposed supply is included in the following sections.

Parking Demand

It is anticipated that the ground floor retail space would be oriented toward the use of the senior living development (e.g. a hair salon and bistro) such that the trips are anticipated to primarily be captured internally; however, the parking demand was estimated for each use without any reduction for internalization. This provides a conservative estimate of the peak parking demand associated with the project. The parking demand estimates for the residential and commercial uses is discussed below.

- Senior Housing (Assisted Living)** - The parking demand for the proposed assisted living is based on studies of 3 similar existing facilities which include independent and dependent living units. The parking demand observations were conducted at each of the facilities for 2 days during the peak periods (the morning and afternoon). The detailed parking demand study is included in Attachment A. Note that due to the presence of on-street parking surrounding the observed sites, the observed demands were increased by 10% to capture any use of the on-street parking by visitors or employees. The study resulted in an average peak parking demand of 0.25 vehicles per senior housing unit. Based on the rate of 0.25, the parking demand associated with the proposed 110 assisted living units is estimated to be 28 vehicles.
- Senior Housing (Memory Care)** - As noted above, the proposed project is a mix of senior housing and memory care units. The memory care occupants will not be able to drive; however, it is recognized that there will be trips associated with guests and staff for those units and as such the parking demand associated with the memory care units was estimated to be a reduced rate of the assisted living units rate (assumed to be reduced by approximately one quarter), resulting in a parking demand rate of 0.20 for the memory care units. This assumed reduction relative to assisted living is based on ITE *Parking Generation* (5th Edition, 2019) proportional reduction of the Congregate Care Facility (LU

253) relative to Assisted Living (LU #254).¹ Based on the rate of 0.20, the parking demand associated with the proposed 26 memory care units is estimated to be 5 vehicles.

- **Bistro** - The parking demand for the bistro use was estimated using ITE *Parking Generation* (4th Edition) assuming High Turnover Restaurant (LU #932) which has a rate of 5.55 vehicles/1,000 sf Gross Floor Area (GFA), resulting in a peak demand of up to 6 vehicles associated with the proposed bistro.² As noted above, no reduction for internal capture with the senior housing was applied.
- **Hair Salon** - The City of Bellevue Code rate was utilized for purposes of estimating parking demand which is a rate of 1 vehicle per station, resulting in a peak demand of 3 vehicles associated with the proposed hair salon. Similar to the analysis of the bistro use, no reduction for internal trips was applied to this project. It is anticipated that a higher percentage of the customers to the salon would be oriented to/from on-site residents.

Based on the estimated peak parking demands for each use as summarized above, the demands of the residential, bistro, and salon uses can all be accommodated within the proposed parking demand for each use as shown in Table 1. In addition, as noted above, these parking demand estimates are conservative as it is anticipated that the ground floor retail space would be oriented toward the use of the senior living development (e.g. a hair salon and bistro) such that the trips are anticipated to primarily be captured internally.

It is also worth noting that the proposed project is served by transit, with 3 King County Metro routes served at the nearby bus stops located along 112th Avenue NE at Main Street and north of NE 2nd Street. Further from the site, the Bellevue Transit Center is located approximately one-half mile northwest of the project location, or a 10-minute walk. The Bellevue Transit Center includes numerous additional transit routes as well as the Rapid Ride B Line. The Rapid Ride B line provides service along NE 8th Street between the Bellevue Transit Center and downtown Redmond. In the future, Sound Transit's Link Light Rail will be extended to Bellevue with the nearest planned station located south of the site south of Main Street. This extension is anticipated to be completed by 2023. Link light rail currently extends from the Angle Lake, south of the SeaTac Airport to the University of Washington and is planned to be extended to Northgate, Lynnwood, Federal Way, Bellevue, and Redmond. While not all the proposed uses may benefit the same from the proximity to rail, it reasonable to expect that some level of additional reduction could occur for the project. However, the analysis conducted did not include any additional reductions to be conservative.

Summary/Recommendations

Based on the parking demand analysis summarized in this memorandum, the proposed supply of 42 spaces would be adequate to accommodate the peak demand for each use of the development concurrently.

¹ The 5th edition of the ITE *Parking Generation* (February 2019) was recently released and was not available for the previous submittal of the parking analysis in December 2018. The ITE *Parking Generation* (5th Edition, 2019) shows a parking demand rate of 0.39 vehicles/unit for assisted living and a parking demand rate of 0.30 vehicles/unit for congregate care units.

² Note that this assumed rate is for urban areas.

Attachment A:
Senior Housing Parking Study

Parking Demand Rate Study

7/26/2018

				AM Peak Period				Afternoon Peak Period			
				Unadjusted		With Adjustment for On-Street		Unadjusted		With Adjustment for On-Street	
				Total Parking Demand	Calculated Rate	10% Demand	Adjusted Rate	Total Parking Demand	Calculated Rate	10% Demand	Adjusted Rate
Site	Date of Data Collection	Total Units	Parking Supply								
Queen Anne 805 4th Ave N Seattle, WA 98109	Tuesday, July 10, 2018	193	114	39	0.20	43	0.22	48	0.25	53	0.27
	Wednesday, July 11, 2018			36	0.19	40	0.21	42	0.22	46	0.24
	Average			38	0.20	42	0.22	45	0.23	50	0.26
West Seattle 4611 35th Ave SW Seattle, WA 98126	Tuesday, July 10, 2018	81	36	10	0.12	11	0.14	16	0.20	18	0.22
	Wednesday, July 11, 2018			11	0.14	12	0.15	16	0.20	18	0.22
	Average			11	0.14	12	0.15	16	0.20	18	0.22
Admiral Heights 2326 California Ave SW Seattle, WA 98116	Tuesday, July 10, 2018	76	30	16	0.21	18	0.24	19	0.25	21	0.28
	Wednesday, July 11, 2018			11	0.14	12	0.16	18	0.24	20	0.26
	Average			14	0.18	15	0.20	19	0.25	21	0.28
<i>Average of all sites</i>		117	60	21	0.18	23	0.20	27.0	0.23	30	0.25

Holden of Bellevue

Methodology	Assisted Living Units	Demand Rate	Parking Demand	Supply	Available Stalls
<i>ITE Parking Generation (LU 254)</i>	110	0.41	45	42	-3
Independent Study	110	0.25	28	42	14

MEMORANDUM

Date:	December 5, 2018	TG:	1.18157.00
To:	Randa Kiriakos, City of Bellevue		
From:	Mike Swenson PE, PTOE & Kassi Leingang PE – Transpo Group		
cc:	Evan Lawler, Alliance		
Subject:	Holden of Bellevue Level 1 Traffic Report		

This memorandum summarizes the traffic analysis completed for the proposed Holden of Bellevue senior living development and addresses the Transportation dated August 17, 2018 and November 14, 2018 from the City of Bellevue. This memorandum includes a project description and a review of the transportation network, transit service, traffic safety, trip generation, and site access, consistent with the City of Bellevue Level 1 Traffic Report requirements.

Project Description

The project site is located west of 112th Avenue NE between NE 2nd Street and Main Street in Bellevue, as shown in Figure 1. The proposed senior living development would include 136 senior living and memory care units with ground floor commercial space as well as 42 parking stalls for the project, replacing the existing approximately 6,000 square-foot dental center. The site plan is included in Attachment A.

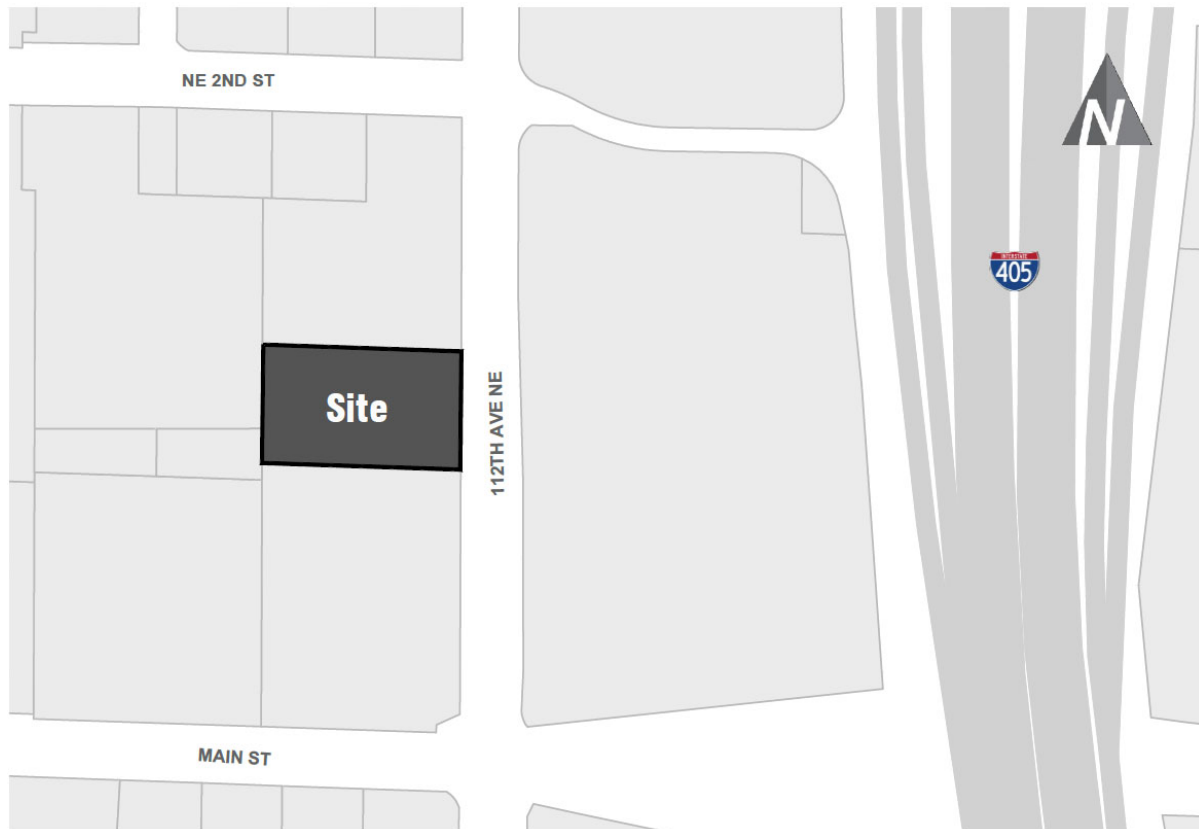


Figure 1 - Site Vicinity

Transportation Network

The following describes the existing street network within the vicinity of the proposed project, non-motorized facilities, and anticipated changes resulting from planned improvements.

Existing Inventory

112th Avenue NE is a five-lane roadway defined as a major arterial by the City of Bellevue. Sidewalks are provided along both sides of the roadway; however, no parking or striped bicycle facilities are provided along the 112th Avenue NE in the vicinity of the project. Access to the project site is provided along 112th Avenue NE via the existing right-in/right-out (RIRO) driveway along the north side of the project site.

NE 2nd Street is classified as a minor arterial by the City of Bellevue. It is a three-lane roadway providing a center two way left turn lane (TWLTL). Sidewalks and parking are provided along both sides of the street. No bicycle facilities are provided along NE 2nd Street.

Main Street is a five-lane roadway classified as a minor arterial by the City of Bellevue. Sidewalks are provided along both sides of the street. No bicycle facilities or parking are provided along Main Street.

As noted above, sidewalks are provided along both sides of the streets surrounding the project site. Additionally, signalized pedestrian crossings are provided at the 112th Avenue NE/NE 2nd Street and 112th Avenue NE / Main Street intersections. The City of Bellevue Bike Map identifies 112th Avenue NE, NE 2nd Street, and Main Street segments within the vicinity of the project as caution areas which generally indicates high traffic streets with either high speeds or lack of shoulders or wide curb lanes. There are planned bicyclist and pedestrian improvements identified by the City of Bellevue which are described below.

Planned Improvements

Based on a review of the City of Bellevue *2018 – 2023 Transportation Improvement Program (TIP)*, three street system transportation projects were identified within the vicinity of the project. These projects are discussed below.

NE 2nd Street - Bellevue Way to 112th Avenue NE (TFP – 190): This project will expand NE 2nd Street from three lanes to five lanes by removing parking and is planned to be implemented in coordination with approved and potential future private development.

Main Street – 100th Avenue to 116th Avenue (TFP – 234): This project will improve pedestrian and bicycle facilities along Main Street by providing a 14 foot wide off-street path along the south side of Main Street. This project is planned in conjunction with the East Link project and is a component of the priority bicycle corridor for the Lake to Lake Trail.

112th Avenue NE/NE 2nd Street Intersection (TFP – 234): This project will realign and rechannelize the NE 2nd Street/112th Avenue NE intersection and provide an additional southbound left turn lane and northbound right turn lane. This improvement will be implemented in coordination with approved and potential future private development.

Transit Service

Transit service in the study area is provided by King County Metro Transit. The nearest bus stops to the proposed development are located along 112th Avenue NE at Main Street and north of NE 2nd Street. The service areas, operating hours, and weekday PM peak hour headways between bus arrivals are summarized in Table 1.

Table 1. Existing Transit Routes

Routes	Area Served	Approximate Weekday Operating Hours	Weekday PM Peak Headways (min)
240	Bellevue TC to Renton DC	5:00 am – 12:00 am	30
246	Eastgate P&R to Clyde Hill	5:15 am – 7:40 pm	60
342	Renton TC to Shoreline P&R	4:30 am – 6:45 pm	60

Source: King County Metro Transit (May 2018).

In addition to the transit routes summarized in Table 1, the Bellevue Transit Center is located approximately one-half mile northwest of the project location, or a 10-minute walk. The Bellevue Transit Center includes numerous additional transit routes as well as the Rapid Ride B Line. The Rapid Ride B line provides service along NE 8th Street between the Bellevue Transit Center and downtown Redmond.

Link light rail is planned to be extended to Bellevue by 2023 with the nearest planned station located south of the site south of Main Street. Link light rail currently extends from the Angle Lake, south of the SeaTac Airport to the University of Washington and is planned to be extended to Northgate, Lynnwood, Federal Way, Bellevue, and Redmond. Link light rail is not assumed to be operational in the Bellevue model as the current model assumes the 2016-2022 capital projects.

Traffic Safety

Collision records were reviewed within the study area to document any potential traffic safety issues. The most recent summary of collision data from WSDOT is for the three-year period between January 1, 2015 and December 31, 2017. A historical review of collisions was conducted along 112th Avenue NE between the NE 2nd Street and Main Street intersections which showed only 1 collision during the 3 year review period. The collision was a sideswipe collision which occurred just south of the 112th Avenue NE/NE 2nd Street intersection and resulted in property damage only. No collisions were reported in the vicinity of the site access during the review period.

Trip Generation

As described above, the proposed senior living development would include 136 senior living and memory care units (110 senior living and 26 memory care units) with 1,000 square-feet of ground floor bistro space and a 3-station hair salon. It is anticipated that the ground floor commercial space would be oriented toward the use of the senior living development (e.g. a hair salon and bistro) such that the trips are anticipated to primarily be captured internally. The trip generation for the site was determined using City of Bellevue new trip rates identified within the Transportation Impact Fee Schedule. The land uses assumed for the analysis which are identified within City of Bellevue trip rates are Congregate Care/Assisted Living (LU #253), High Turnover Restaurant (LU #932), and Miscellaneous Retail (LU #814/820)¹ for the proposed uses and Medical/Dental Office (LU #720) for the existing use. The City of Bellevue new trip rates include adjustments for pass-by and trip length; however, no reduction for internalization is included, and as such the resulting trip generation estimate for the proposed development summarized in Table 2 is conservative.

As shown in Table 2, the development is estimated to conservatively generate approximately 15 net new trips (12 in and 3 out) to the area during the weekday PM peak hour.

¹ The City of Bellevue trip rates do not include a hair salon and as such was assumed to be consistent with Miscellaneous Retail.

Table 2. Trip Generation Summary – Weekday PM Peak Hour

Land Use ³	Size	New Trip Rate ¹	New Trips		
			In ²	Out ²	Total
<u>Proposed</u>					
Senior Living	136 DU	0.17/DU	12	11	23
Hair Salon	3 stations (900 sf/GFA)	2.45/GFA	1	1	2
Bistro	1,000 sf/GFA	5.61/GFA	4	2	6
Subtotal			17	14	31
<u>Existing</u>					
Dental Office	6,124 sf/GFA	2.68/GFA	5	11	16
Net New Trips			12	3	15

Note: DU=dwelling unit, GFA –gross floor area

1. Trip rates based on City of Bellevue’s *Transportation Impact Fee Rates (effective 01/01/2018) & Trip Rates*.

2. In/Out percentages based on ITE *Trip Generation*, 10th Edition.

3. Assumed land uses include Congregate Care/Assisted Living (LU #253), High Turnover Restaurant (LU #932), Miscellaneous Retail (LU #814/820), and Medical/Dental Office (LU #720)

Site Access

Access to the site is provided from an internal private road with shared access with the project to the north. The private road connects to 112th Avenue NE located at the northern side of the project site via the existing RIRO connection.

Sight Distance

The vehicular sight distance and pedestrian sight lines were evaluated per City of Bellevue standard drawings RL-100-1 and RL-120-1, respectively. The sight triangles are shown in Attachment B.

As shown in Attachment B, the pedestrian sight distance at the driveway is met. The plan view as well as the vertical clearance of the sight distance are shown.

The vehicular sight distance at the driveway was evaluated north of the site only as the driveway is restricted to RIRO. Along 112th Avenue NE, the posted speed is 30 mph within the vicinity of the site access and the required distance is 300 feet per RL-100-1 and 14 feet back from the face of curb. Attachment B shows and field observations verified that the vehicular sight distance is unobstructed both horizontally and vertically² with the exception of the existing trees located adjacent to the street along 112th Avenue NE.

Truck Maneuvering

Truck maneuvers to/from the driveway along 112th Avenue NE were developed for the trucks anticipated to access the site including a garbage truck and SU30. The maneuvers are shown in Attachment C. As shown, there is sufficient area for trucks to maneuver without impacting the operations of 112th Avenue NE.

² The vertical clearance was measured per *Design Manual Transportation Department City of Bellevue (2017)*, section 21: Sight Distance – Vehicles, which specifies a 2 – 7.5 feet clear zone.

Summary

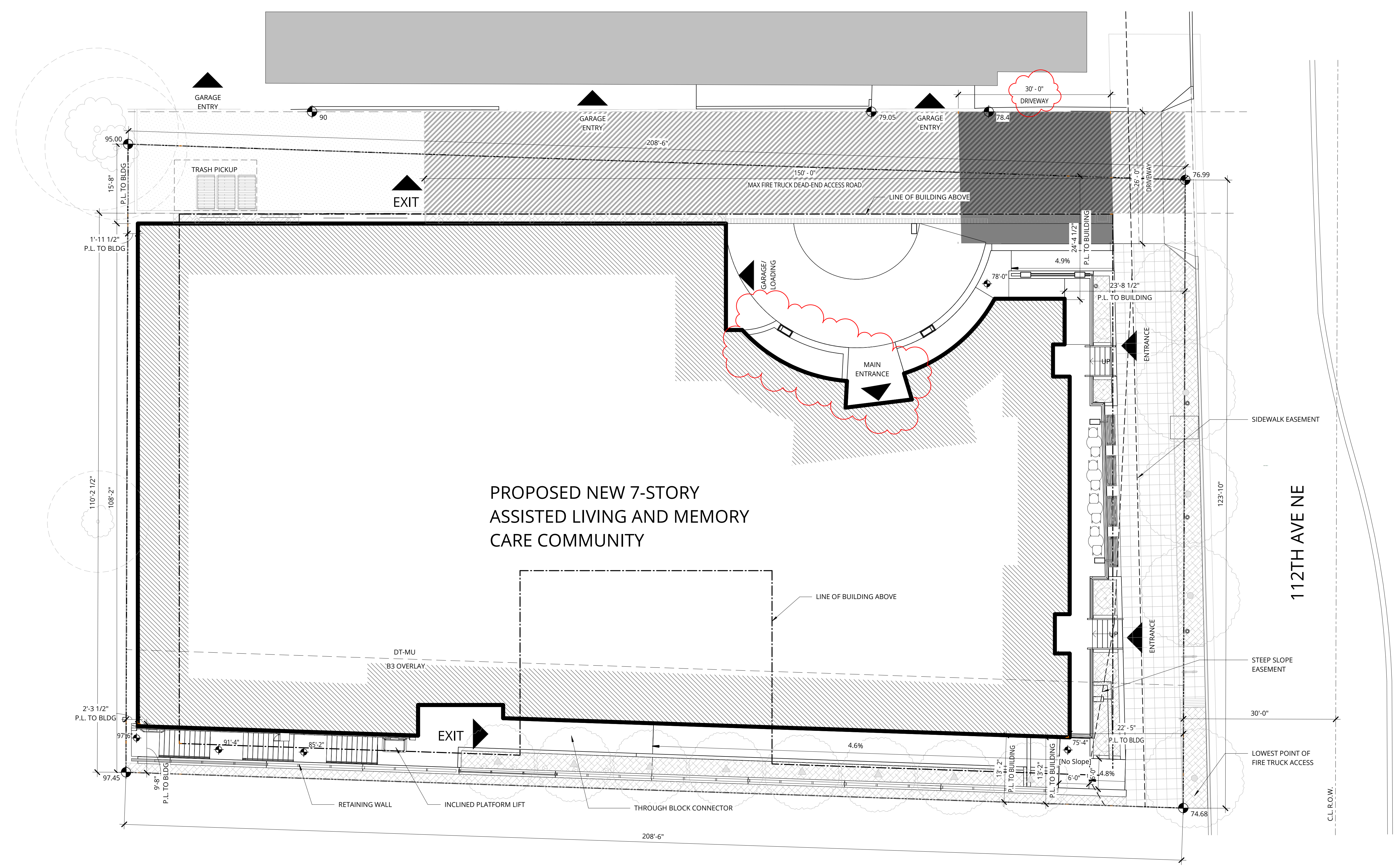
The project site is located west of 112th Avenue NE between NE 2nd Street and Main Street in Bellevue. The proposed senior living development would include 136 senior living and memory care units with ground floor commercial space as well as 42 parking stalls for the project uses, replacing the existing approximately 6,000 square-foot dental center. Access to the site is provided from an internal private road with shared access with the project to the north. The private road connects to 112th Avenue NE located at the northern side of the project site via the existing RIRO connection.

The development would generate approximately 15 net new trips (12 in and 3 out) to the area during the weekday PM peak hour.

Attachment A: Site Plan

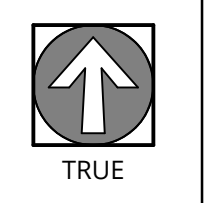
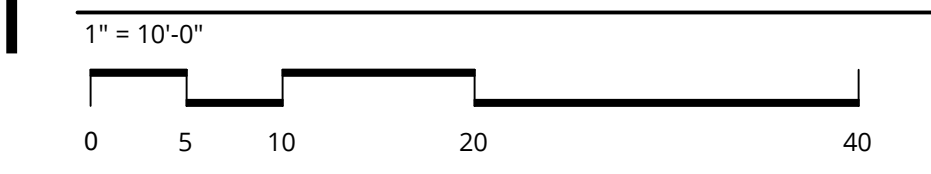
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PROPOSED NEW 7-STORY
ASSISTED LIVING AND MEMORY
CARE COMMUNITY

1 SITE PLAN



NOT FOR
CONSTRUCTION



38 NORTHWEST DAVIS, SUITE 300
PORTLAND, OR 97209
T 503.245.7100

1505 5TH AVE, SUITE 300
SEATTLE, WA 98101
T 206.576.1600

1014 HOWARD STREET
SAN FRANCISCO, CA 94103
T 415.252.7063
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HOLDEN OF BELLEVUE
121 112TH AVE NE
BELLEVUE, WA

ALLIANCE RESIDENTIAL

REVISION	DATE	REASON FOR ISSUE
A	10/12/18	ADR CORRECTIONS
C	12/19/18	ADR CYCLE 2

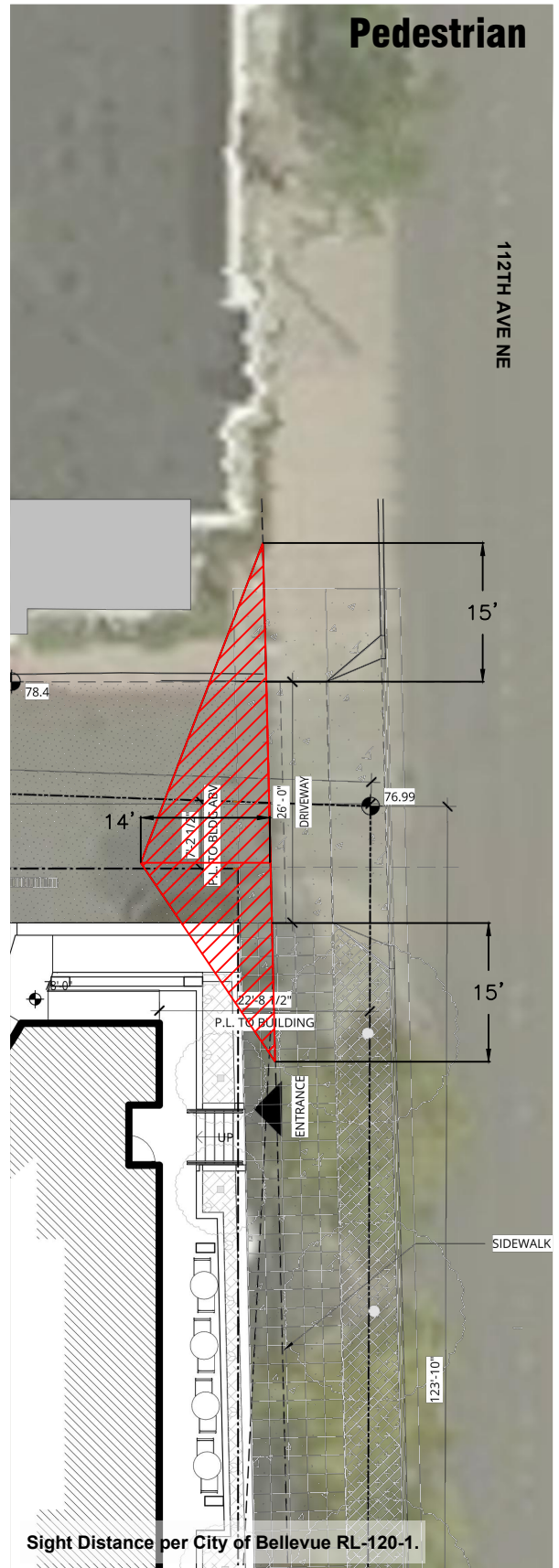
SITE PLAN

ADR CYCLE 2
CORRECTIONS

DATE 12/19/2018	PROJECT NUMBER 180280
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SHEET NUMBER
A1.01

Attachment B: Sight Triangles



Sight Distance

Holden of Bellevue

ATTACHMENT

B-1



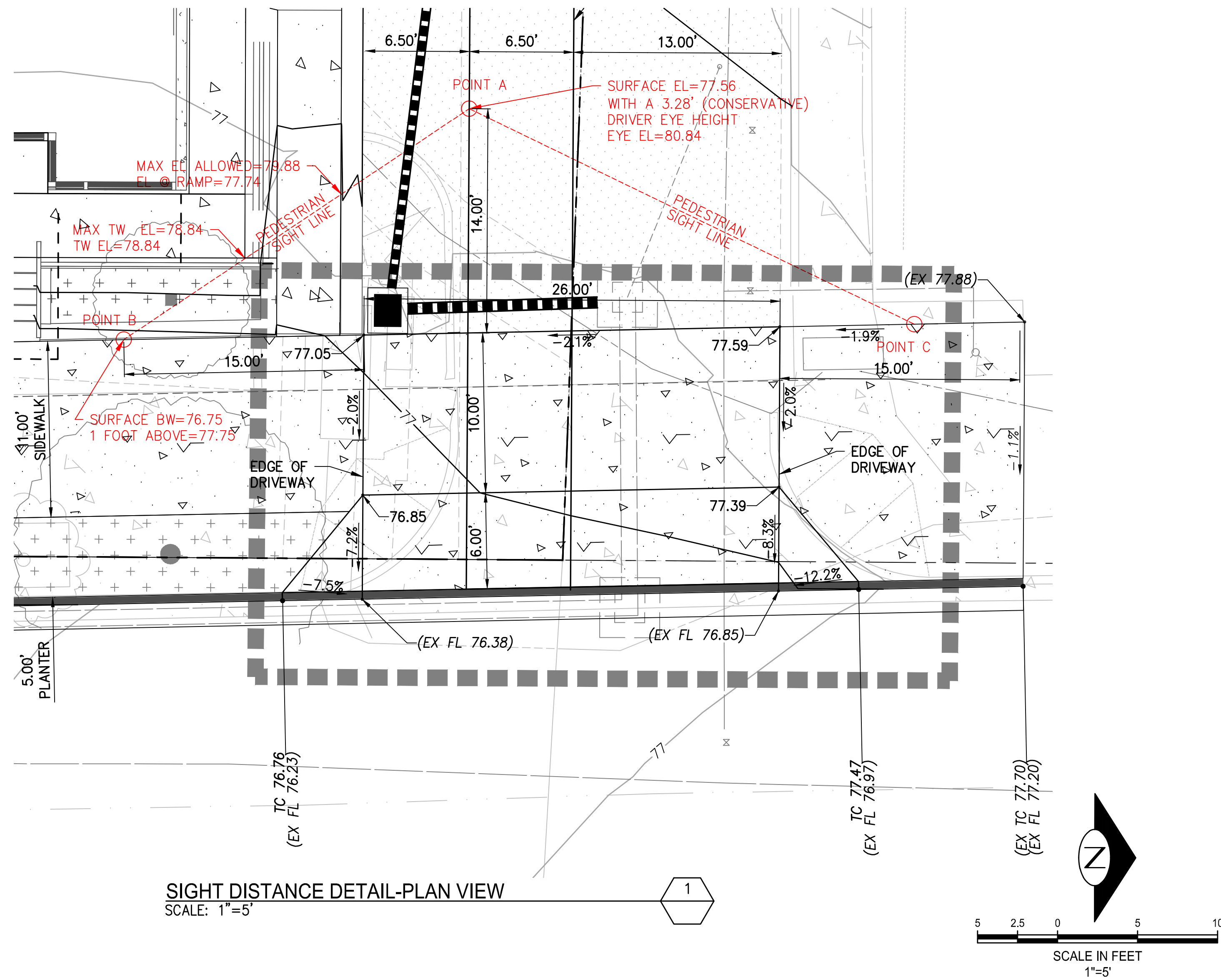
REVISION	DATE	REASON FOR ISSUE

PEDESTRIAN SIGHT LINE EXHIBIT

ADR CYCLE 2 CORRECTIONS

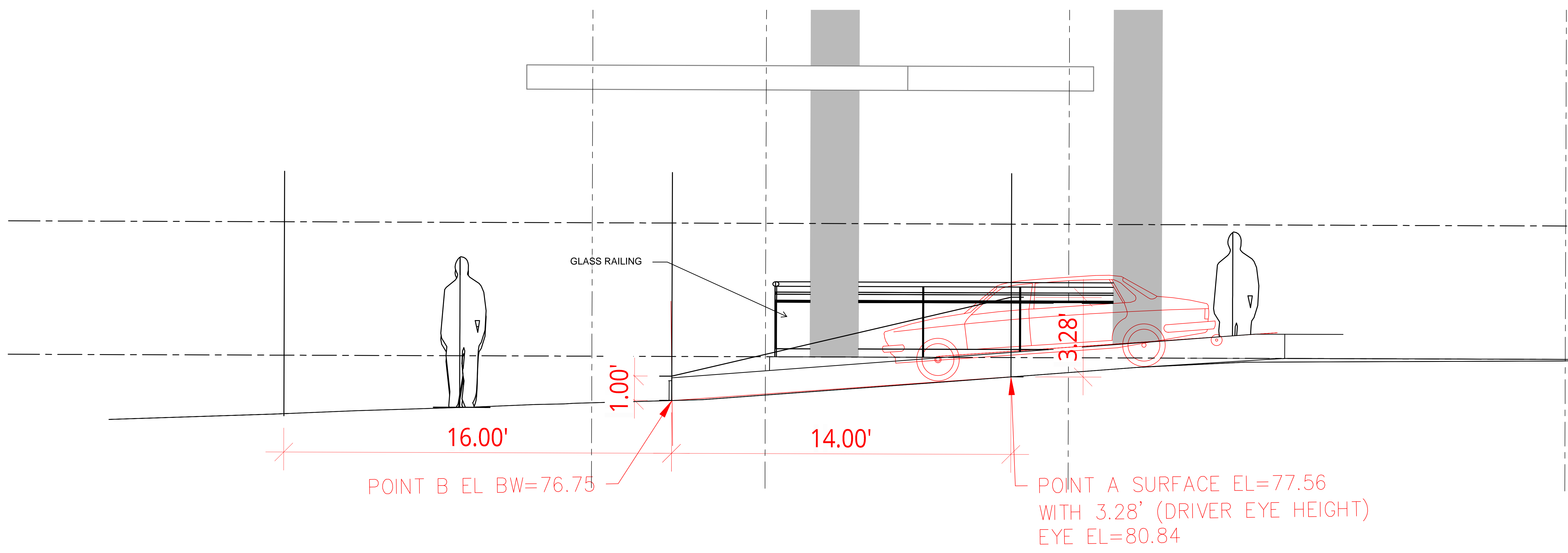
DATE 12/19/2018	PROJECT NUMBER 2018022
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SHEET NUMBER
C5.0



SIGHT DISTANCE DETAIL-PLAN VIEW
SCALE: 1"=5'

SCALE IN FEET
1"=5'



SECTION OF SOUTH PEDESTRIAN SIGHT LINE
SCALE: 1"=2'

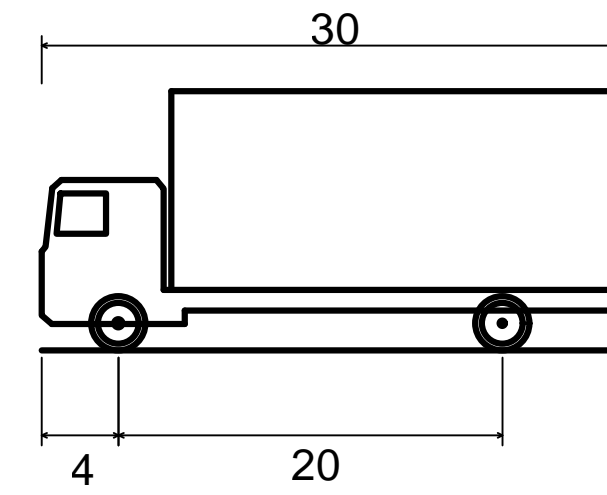
2

Attachment C: Truck Maneuvering

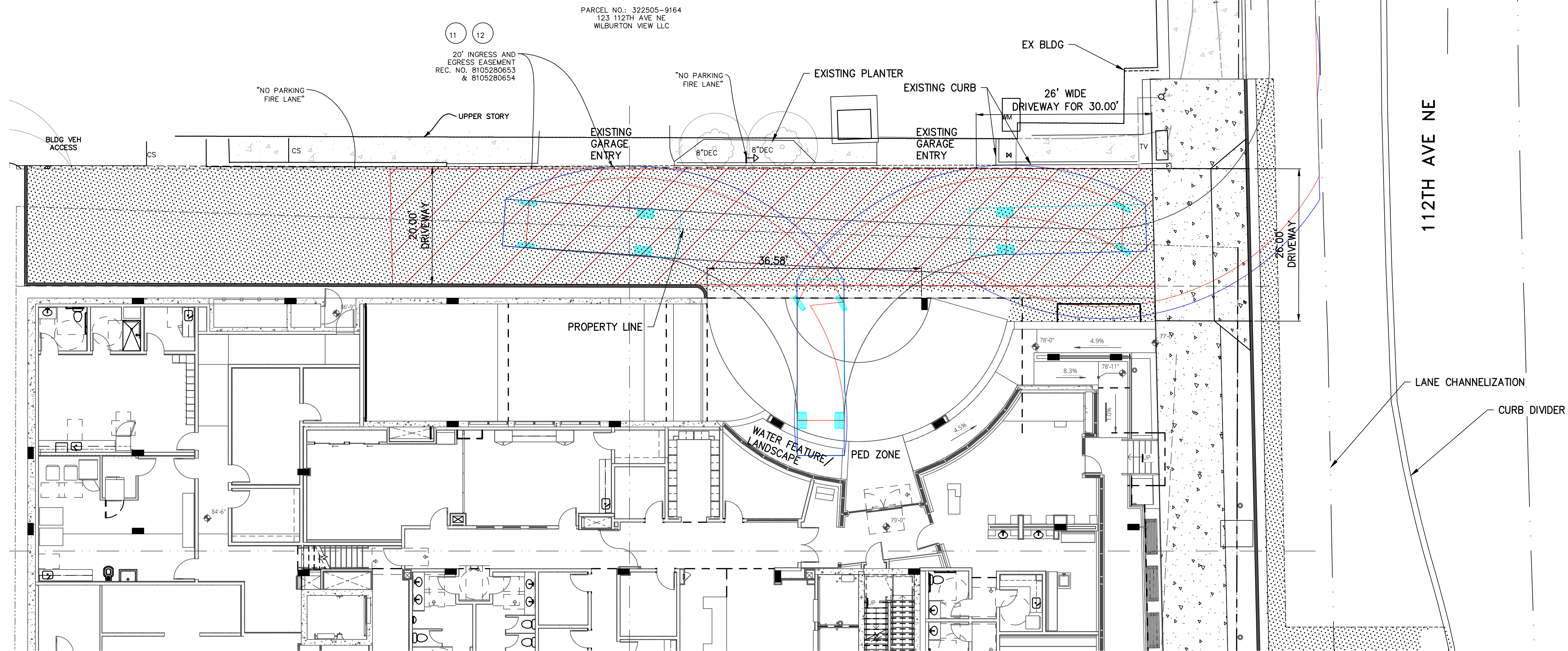
SU-30 - Single Unit Truck Movements

1. RIGHT TURN INTO SHARED DRIVEWAY
2. REVERSE INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE

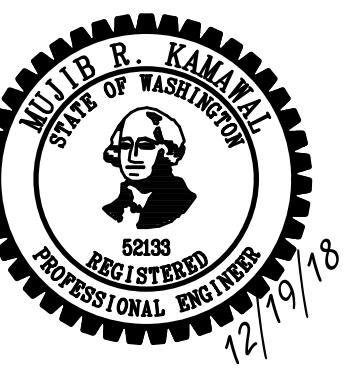
SU-30 - Single Unit Truck



Overall Length 30.000ft
 Overall Width 8.000ft
 Overall Body Height 13.500ft
 Min Body Ground Clearance 1.367ft
 Track Width 8.000ft
 Lock-to-lock time 5.00s
 Max Steering Angle (Virtual) 31.80°



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 LAND SURVEYORS & CIVIL ENGINEERS



HOLDEN OF BELLEVUE
 121 112TH AVE NE
 BELLEVUE, WA
 ALLIANCE RESIDENTIAL

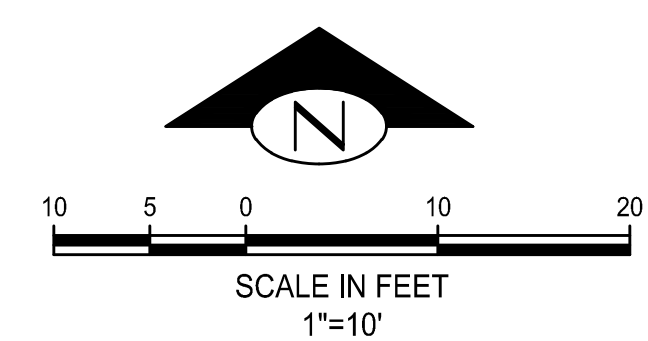
REVISION	DATE	REASON FOR ISSUE

VEHICLE TURNING CLEARANCE EXHIBIT

ADR CYCLE 2 CORRECTIONS

DATE 12/19/2018	PROJECT NUMBER 2018022
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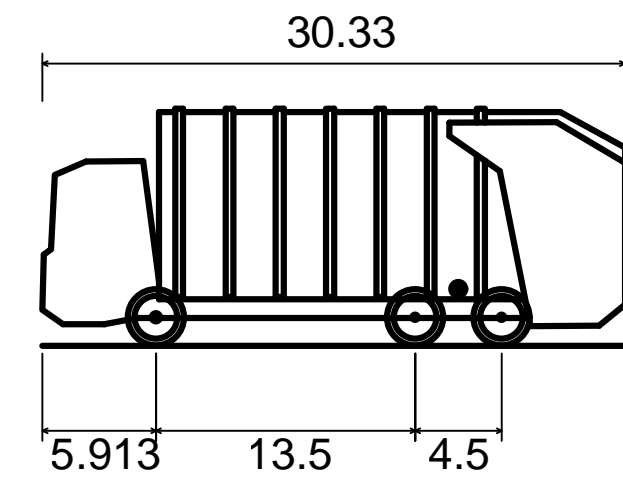
SHEET NUMBER



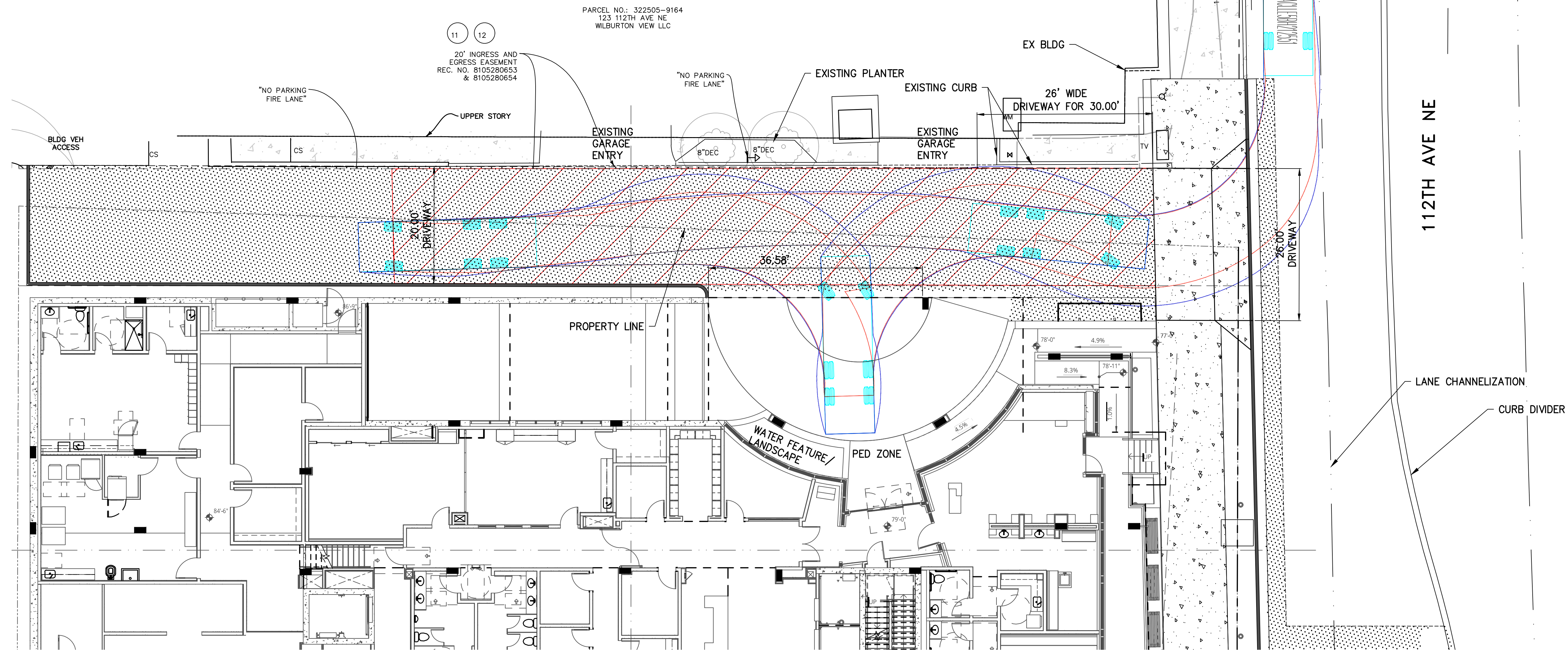
AUTOCAR XPEDITOR

1. RIGHT TURN INTO SHARED DRIVEWAY
2. REVERSE INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE

Autocar Xpeditor Republic Vin:5VCACLE5BH212551



Overall Length 30.330ft
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 BELLEVUE, WA
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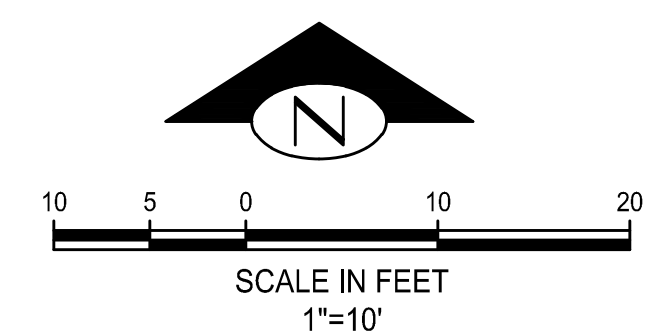
REVISION	DATE	REASON FOR ISSUE

VEHICLE TURNING CLEARANCE EXHIBIT

ADR CYCLE 2 CORRECTIONS

DATE 12/19/2018	PROJECT NUMBER 2018022
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SHEET NUMBER





HOLDEN OF BELLEVUE
 121 112TH AVE NE
 BELLEVUE, WA
 ALLIANCE RESIDENTIAL

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**VEHICLE TURNING
CLEARANCE EXHIBIT**

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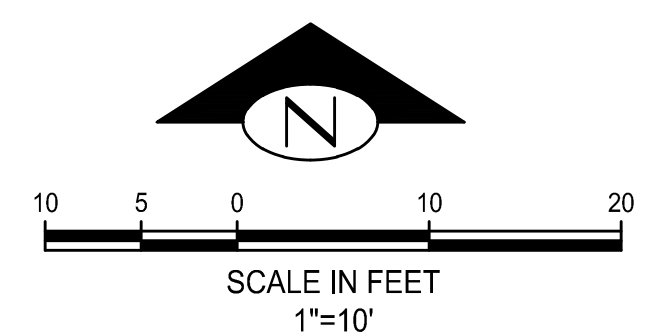
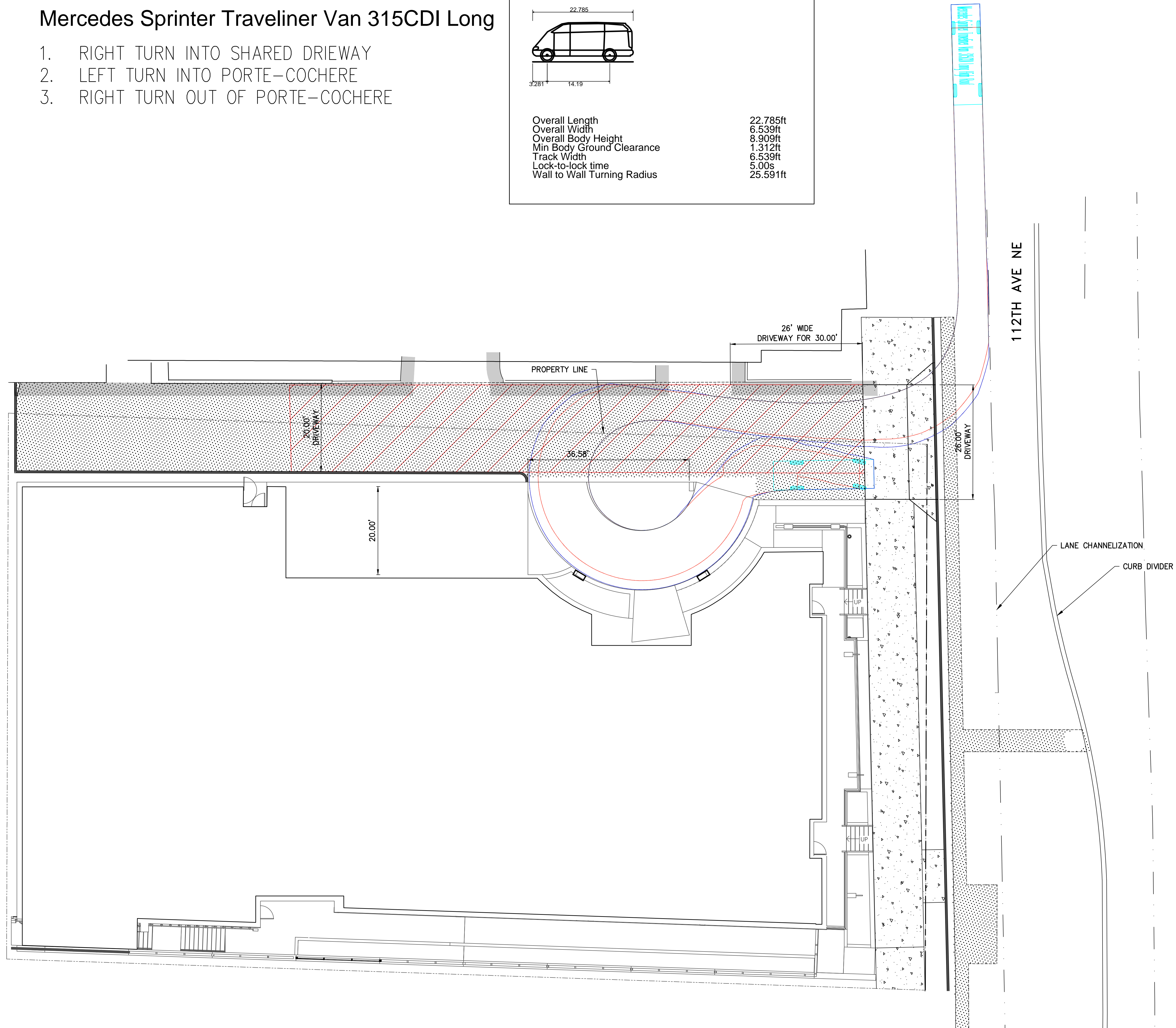
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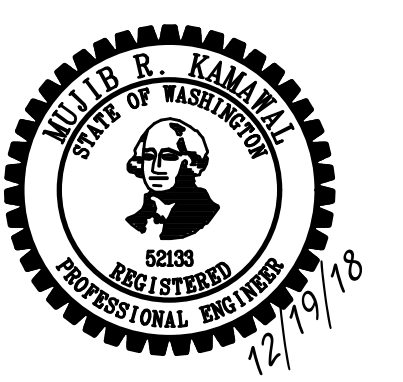
Mercedes Sprinter Traveliner Van 315CDI Long

1. RIGHT TURN INTO SHARED DRIEWAY
2. LEFT TURN INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE

Mercedes Sprinter Traveliner Van 315CDI Long High Roof

Overall Length 22.785ft
 Overall Width 6.539ft
 Overall Body Height 8.909ft
 Min Body Ground Clearance 1.312ft
 Track Width 6.539ft
 Lock-to-lock time 5.00s
 Wall to Wall Turning Radius 25.591ft

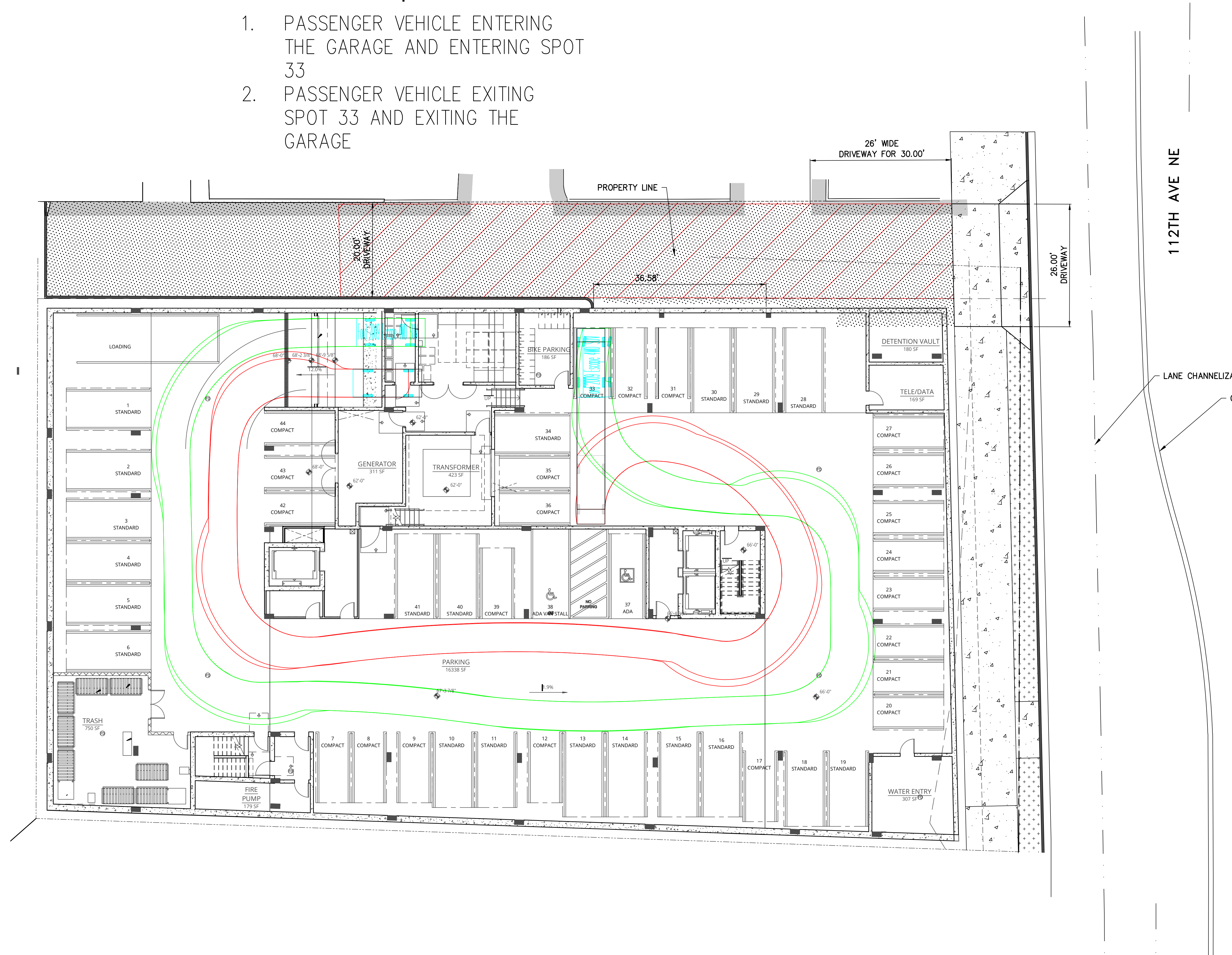




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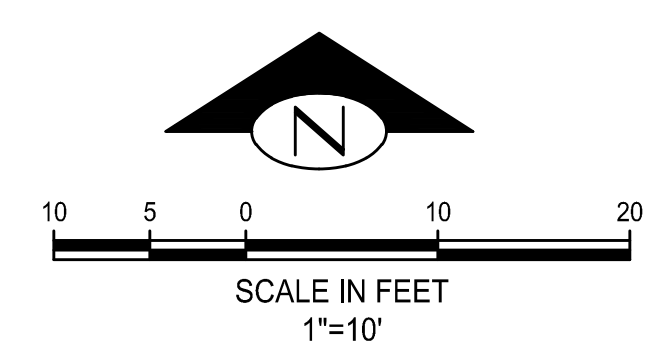
Internal Garage Maneuvers
 Ford 2009 Escape 4WD SUV

1. PASSENGER VEHICLE ENTERING THE GARAGE AND ENTERING SPOT 33
2. PASSENGER VEHICLE EXITING SPOT 33 AND EXITING THE GARAGE



Ford 2009 Escape 4WD SUV

Overall Length	14.558ft
Overall Width	5.925ft
Overall Body Height	5.649ft
Min Body Ground Clearance	0.675ft
Track Width	5.925ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	18.350ft



REVISION	DATE	REASON FOR ISSUE

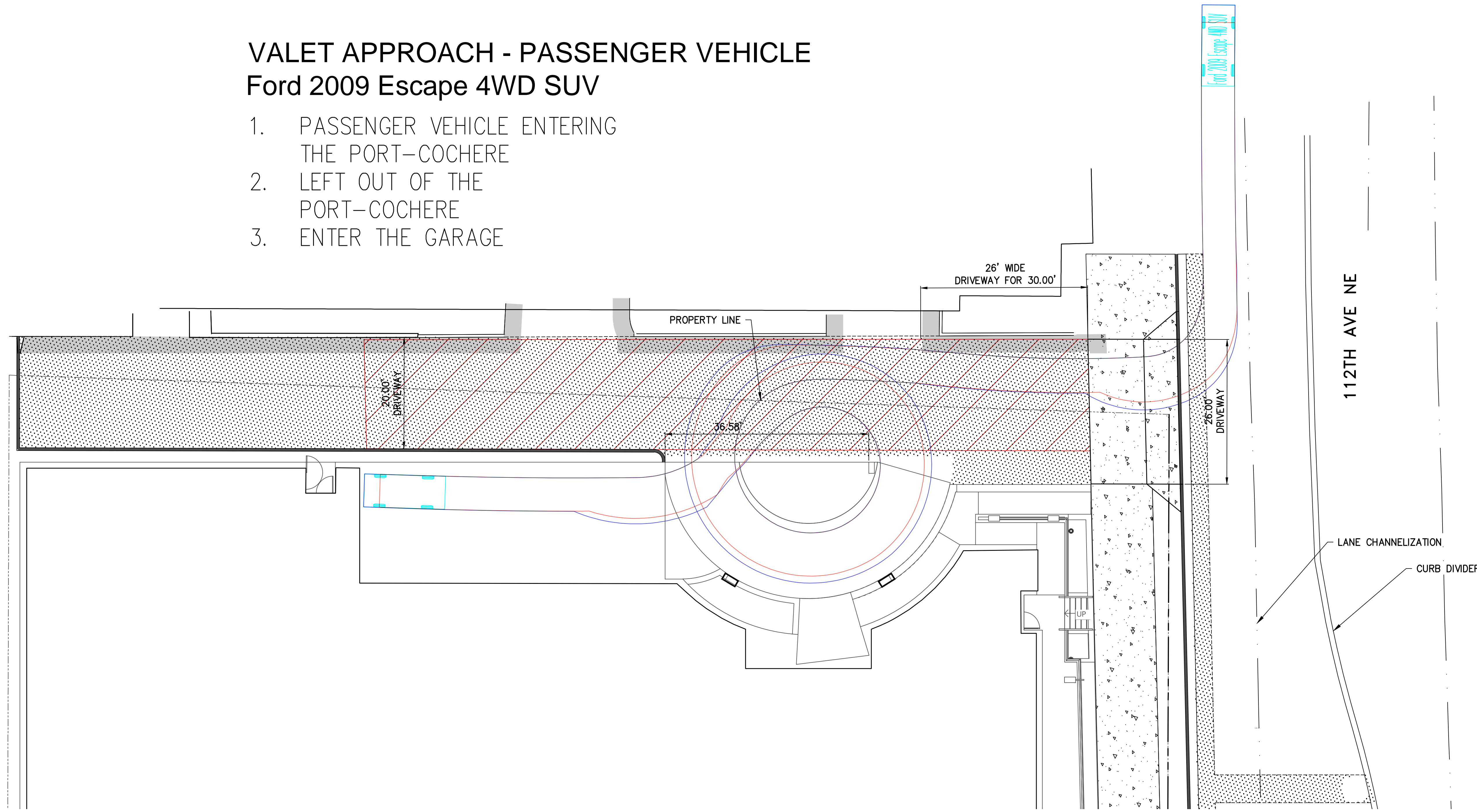
VEHICLE TURNING CLEARANCE EXHIBIT

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VALET APPROACH - PASSENGER VEHICLE
Ford 2009 Escape 4WD SUV

1. PASSENGER VEHICLE ENTERING THE PORT-COCHERE
2. LEFT OUT OF THE PORT-COCHERE
3. ENTER THE GARAGE



Ford 2009 Escape 4WD SUV

Overall Length	14.558ft
Overall Width	2.817ft
Overall Body Height	5.925ft
Min Body Ground Clearance	0.675ft
Track Width	5.925ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	18.350ft

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



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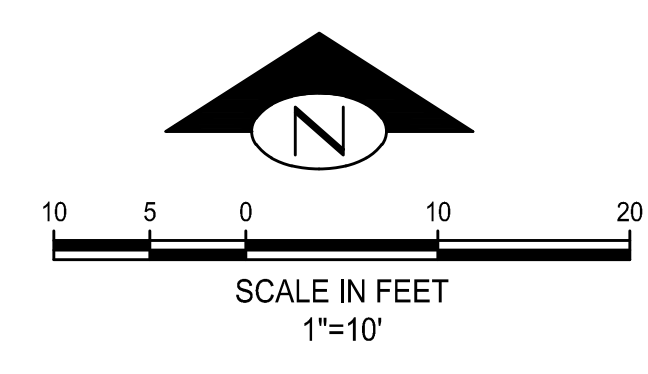
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**VEHICLE TURNING
CLEARANCE EXHIBIT**

**ADR CYCLE 2
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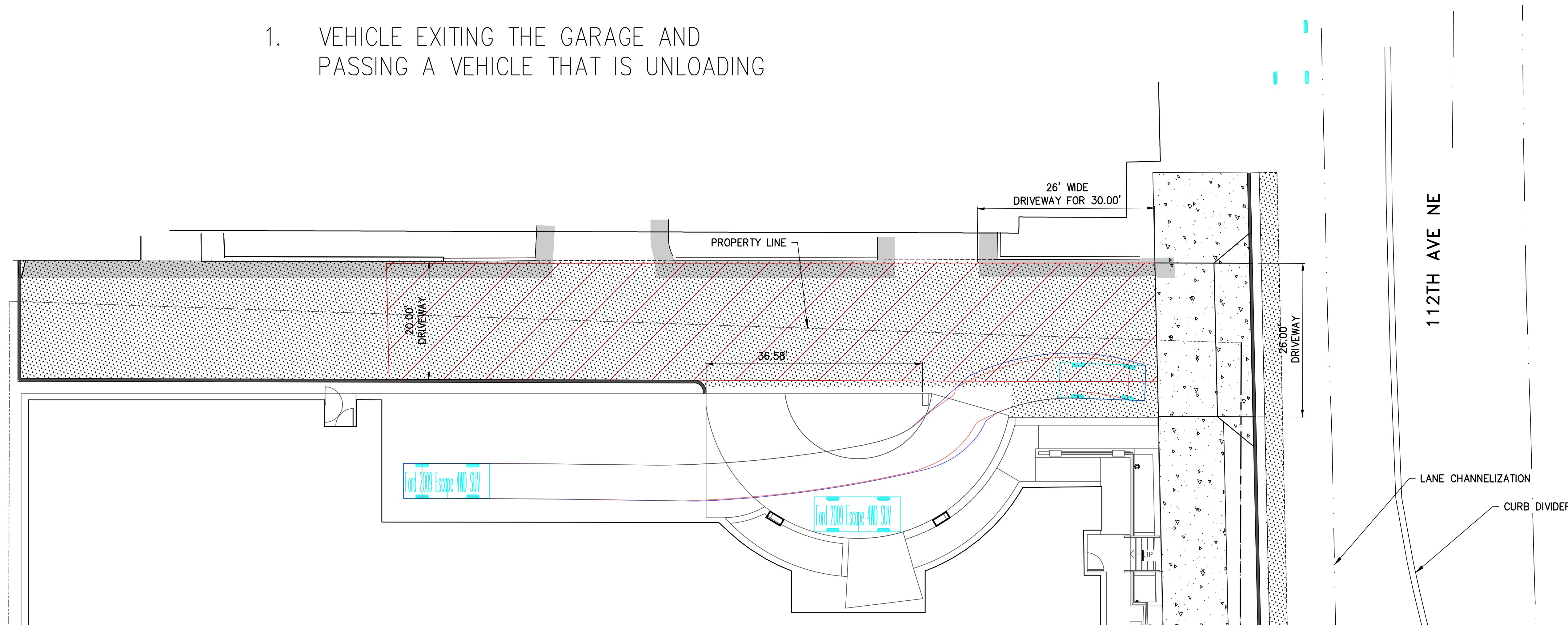
DATE 12/19/2018	PROJECT NUMBER 2018022
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SHEET NUMBER
5



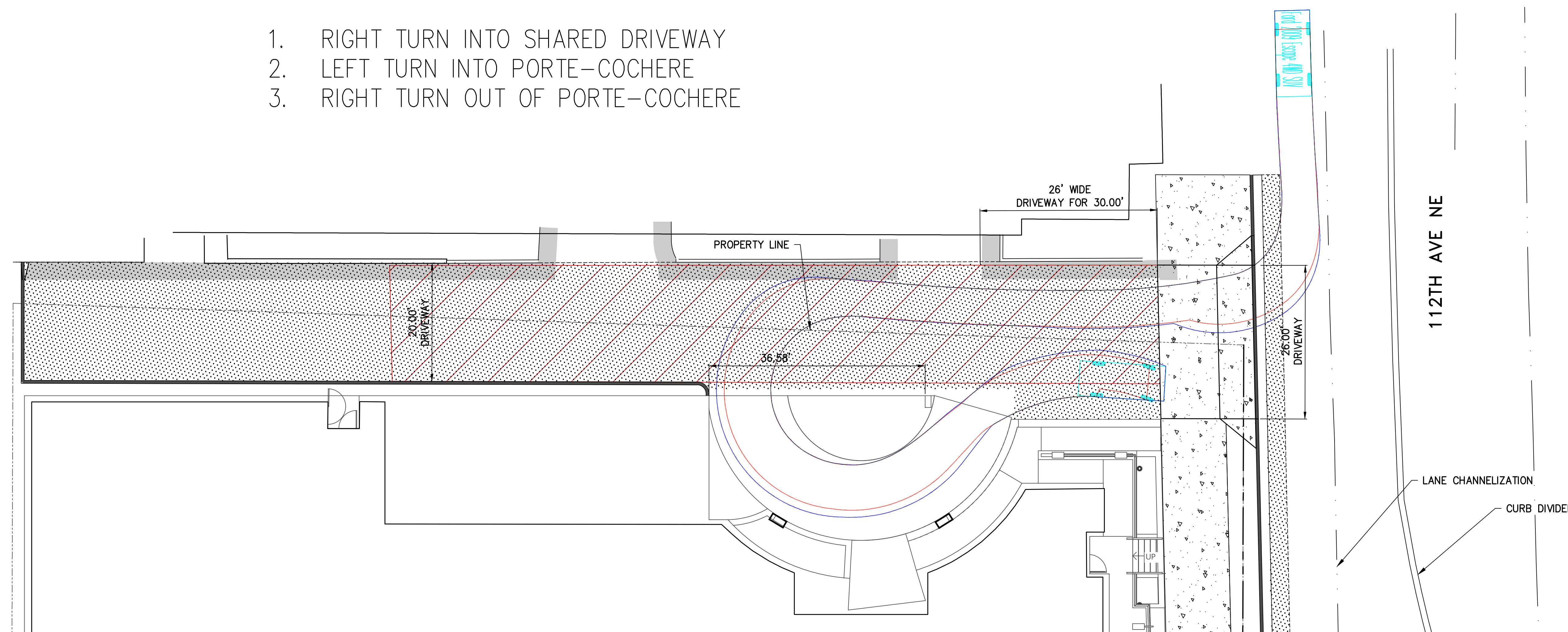
Ford 2009 Escape 4WD SUV

1. VEHICLE EXITING THE GARAGE AND PASSING A VEHICLE THAT IS UNLOADING



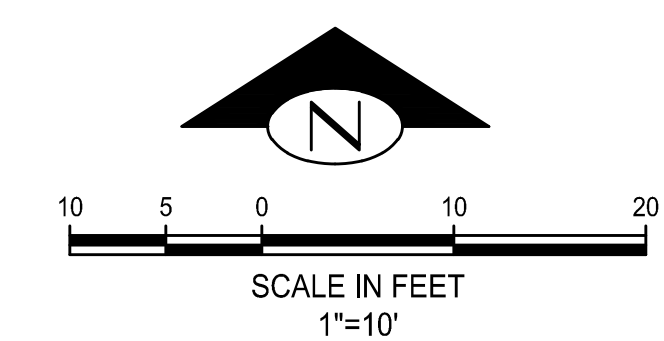
Ford 2009 Escape 4WD SUV

1. RIGHT TURN INTO SHARED DRIVEWAY
2. LEFT TURN INTO PORTE-COCHERE
3. RIGHT TURN OUT OF PORTE-COCHERE



Ford 2009 Escape 4WD SUV

Overall Length	14.558ft
Overall Width	5.925ft
Overall Body Height	5.649ft
Min Body Ground Clearance	0.675ft
Track Width	5.925ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	18.350ft



BUSH, ROED & HITCHINGS, INC.
 LAND SURVEYORS & CIVIL ENGINEERS
 2009 MINOR AVE. EAST
 SEATTLE, Washington
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 (206) 923-4144
 1-800-935-0508
 FAX# (206) 923-7135



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