DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Avenue NE, P.O. BOX 90012
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Wright Runstad & Company
Carolyn Wennblom, (206) 805-5830

LOCATION OF PROPOSAL: 12040 NE Spring Boulevard

DESCRIPTION OF PROPOSAL: Design Review and Variance approval for the construction of a 15,700 square foot two-story retail pavilion structure over one level of below grade bicycle storage. The development also includes partial development of an adjacent public plaza space. A request for a Variance from the Land Use Code (LUC) provisions of 20.25D.110.D to deviate from a required ten-foot landscape buffer along all interior property lines is also included. The project limit area is .47 acres (20,520 sq. ft.).

FILE NUMBERS: 19-105409-LD and 19-116200-LS
PLANNER: Laurie Tyler, Senior Planner

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 **2/6/2020**

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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a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

_____ 1.15.2020
Environmental Coordinator Date

OTHERS TO RECEIVE THIS DOCUMENT:
☒ State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
☒ State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
☒ Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
☒ Attorney General ecyolyef@atg.wa.gov
☒ Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	**The Spring District Retail and Bike Pavilion**
Proposal Address:	**12040 NE Spring Boulevard**
Proposal Description:	**Construction of a 15,700 square foot two-story retail pavilion structure over one level of below grade bicycle storage. The development also includes partial development of an adjacent public plaza space. A request for a Variance from the Land Use Code (LUC) provisions of 20.25D.110.D to deviate from a required ten-foot landscape buffer along all interior property lines is also included. The project limit area is .47 acres (20,520 sq. ft.).**
File Numbers:	**19-105409-LD (Design Review) and 19-116200-LS (Variance)**
Applicant:	**Wright Runstad & Company**
Decisions Included:	**Combined Design Review, Variance and SEPA Determination**
Process:	**Process II, (LUC 20.35.200)**
Planner:	**Laurie Tyler, Senior Planner, 425-452-2728**
Threshold Determination:	**State Environmental Policy Act (SEPA): Determination of Non-Significance with incorporation by reference of the Bel-Red Corridor Project Draft and Final Environmental Impact Statements issued July 19, 2007**
	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

Application Date (LD):	02-08-2019
Completeness Date:	03-08-2019
Application Date (LS):	07-01-2019
Completeness Date:	07-03-2019
Notice of Decision Date:	01-23-2020
Appeal Deadline:	02-06-2020 at 5pm

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

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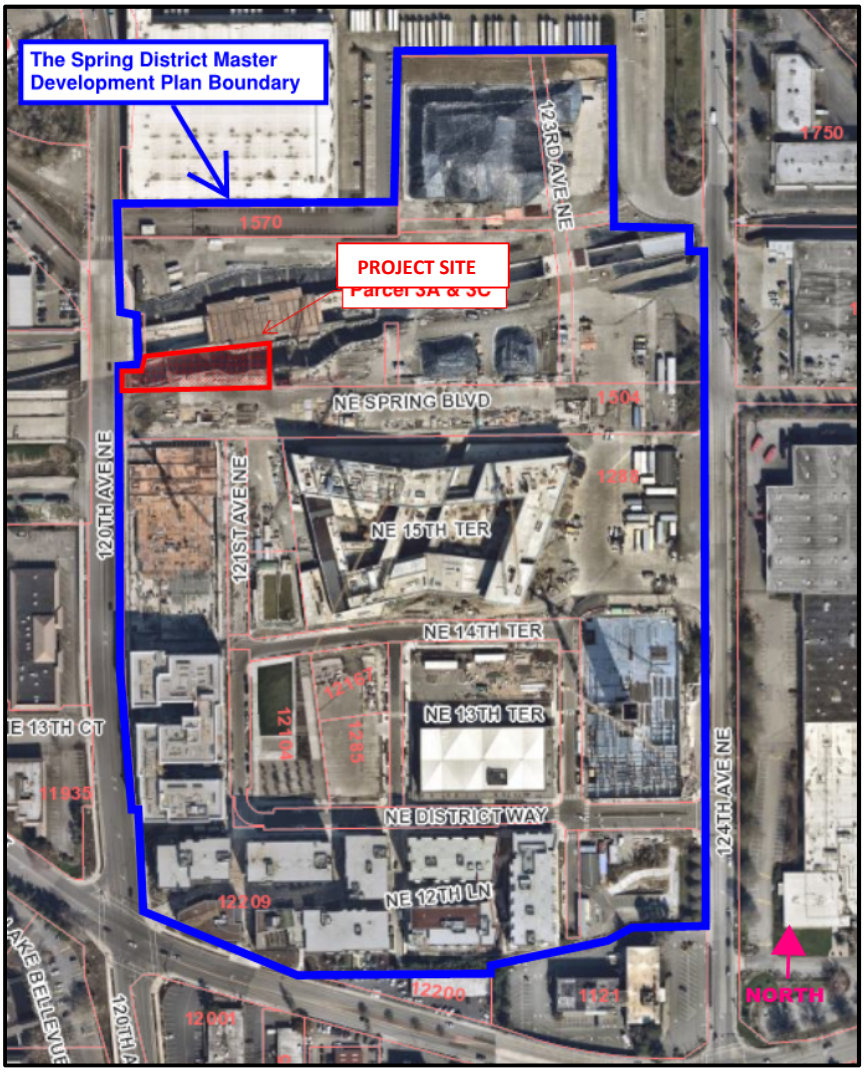
Attachments:
- A - Project Plans
- B - Environmental Checklist
- C - Impervious Surface/Lot Coverage Memo, dated October 16, 2019
- D - Certificate of Concurrency – Phase 3
- E – Republic Services Approval Letter dated June 24, 2019

I. REQUEST and REVIEW PROCESS

The applicant requests Design Review and Variance approval and a Threshold Determination under the State Environmental Policy Act (SEPA) to develop a Retail and Bike Pavilion structure located on Parcel 3A and a public plaza over Parcel 3C within The Spring District Master Development Plan ("MDP") boundaries.[1] The structure is approximately 15,700 square feet and will include two floor levels of above grade retail space, and a below grade level to accommodate a bike storage facility that has the potential to incorporate storage for up to 400 bicycles. A request for a Variance from the Land Use Code (LUC) provisions of 20.25D.110.D to eliminate a required ten-foot landscape buffer along all interior property lines is also included. The total site area for the proposed improvements is 20,520 square feet (0.47 acres).

The Spring District
Project Site within Master Development Plan Boundary

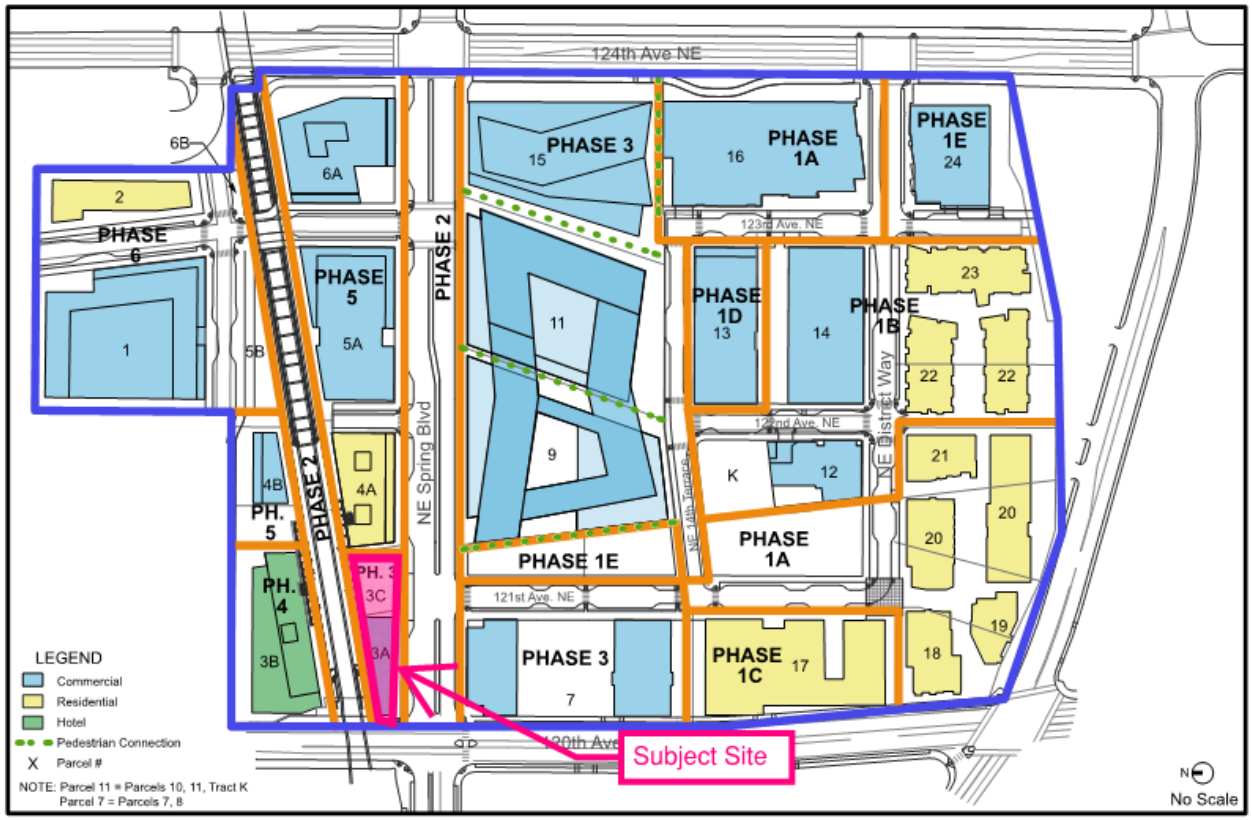


[1] The MDP was affirmed on appeal by the Hearing Examiner on October 8, 2012. Development Services File reference 11-125943-LP; Hearing Examiner File reference: AAD 12-41.

A. Site Design

The project site is part of Phase 3 of The Spring District Master Development Plan (MDP). The subject design review and variance reviews are requested for improvements located wholly on Parcel 3A and Parcel 3C. Phase 3 of The Spring District MDP also includes the REI development (currently under construction) located over parcels 7, 9, 11 and 15.

The Spring District MDP Phasing Plan (Amended May 2019)



The project site is wedge shaped and generally flat, located at the northeast corner of the intersection of 120th Avenue NE and NE Spring Boulevard, which is one of the main entrances into the Spring District. The applicant recorded a Binding Site Plan (June 11, 2019, King County Recording Number 20190611001146) which allows for flexibility in site development, including building location, shared open space, and shared parking.

The proposed project will have frontage on both 120th Avenue NE and NE Spring Boulevard. NE Spring Boulevard (Zone 2), directly south and adjacent to the proposal, is being constructed under a Transportation CIP project, and is shown for reference only. Construction of this roadway will include installation of sidewalks, streetscape planters and on-street parking. Construction of this section of Spring Boulevard is currently underway.

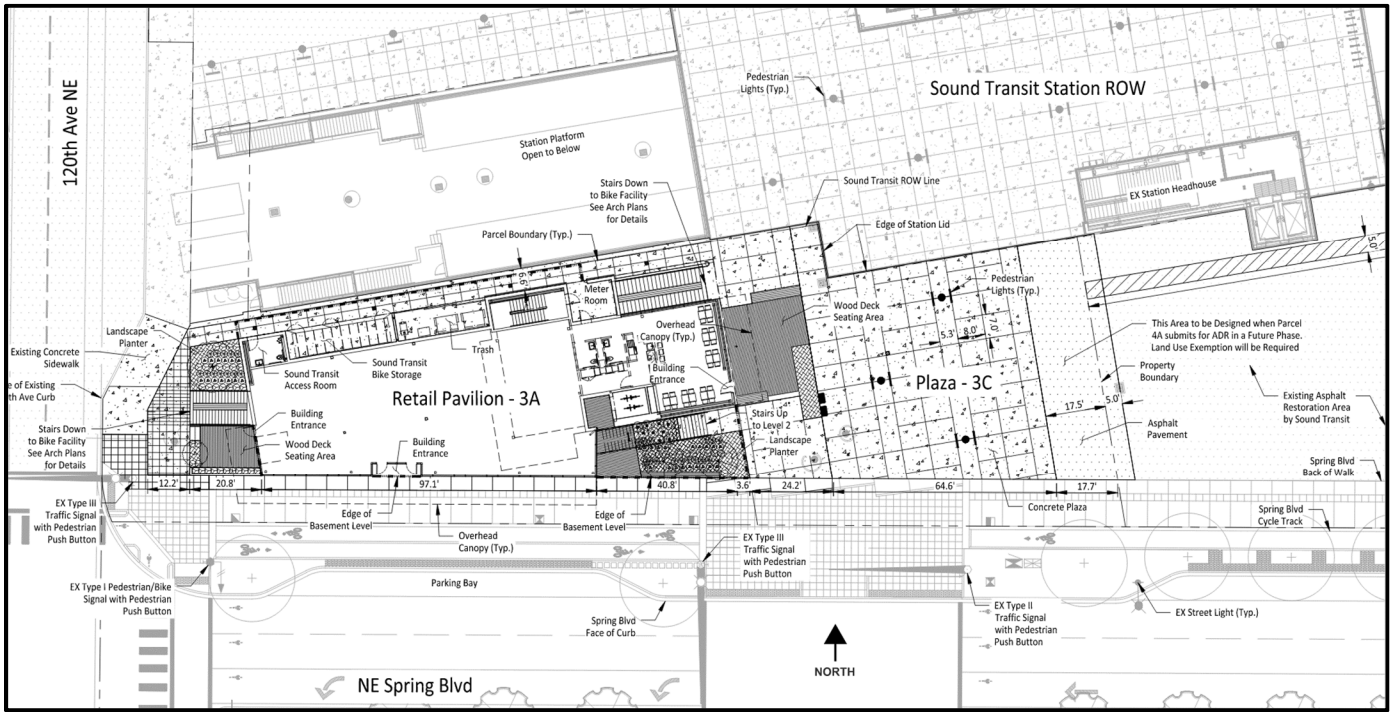
The Sound Transit East Link 120th Light Rail Station and light rail line are located directly north and north-east of the site. This light rail station is anticipated to be open in 2023. As such, this project is providing a required “comfort station” within the north side of the proposed building, which includes a restroom, secure bicycle parking and a trash and recycling area, accessible

through key card access for Sound Transit operators only. A fully screened area for utility meters and a shared refuse/recycling room for the building are also located on the north side of the building, facing the Sound Transit light rail trench. These areas are accessible via a pedestrian pathway that runs between the public plaza and 120th Avenue NE, along the north side of the proposed building.

Vehicular access is not proposed for the site from either street frontage, as all required parking for the retail/commercial uses within this development is accommodated on the REI market hall and conference/fitness center property to the south, across NE Spring Boulevard (Parcel 7). A shared parking agreement was previously recorded between Parcel 7 and Parcel 3A (King County Recording No. 20181114001151) to accommodate the proposed developments' anticipated parking needs. Pedestrian and bicycle entrance points to the below grade bicycle facility are provided on both the northeast and southwest corners of the building, through a combined stair and bike runnel.

Proposed landscaping is minimal and will include two small planter areas on either side of the west entrance into the below grade bike facility, as well as a planter area adjacent to the southeast corner of the building facing NE Spring Boulevard. A third small planter provides a buffer between the outdoor seating area, adjacent to the eastern side of the building, and the public plaza area to the east. The second-floor roof will be designed as a green roof.

Site Plan



B. Building Design

The design of the retail and bike pavilion is intended to be a hub of activity for the emerging Spring District neighborhood and a focal point for transit riders and cyclists. Based on its location adjacent to the future light rail station, combined with its proposed uses and functions, the building is intended to be well used from early morning, until late into the evening.

Birdseye Perspectives

Intersection of Spring Boulevard & 121st Ave NE – North-west



Intersection of Spring Boulevard & 120th Avenue NE – North-East



At the first floor, the building provides shell and core space divisible for up to three retail tenants: one smaller space facing the public plaza to the east, and the other two larger spaces facing NE Spring Boulevard to the South. However, these two spaces facing NE Spring Boulevard could be combined into one larger retail/commercial space. The second floor allows for a retail/restaurant tenant space and adjacent rooftop terrace area, accessible by an exterior stairway that is proposed at the front of the building. The below grade level will provide bicycle

parking for 350-400 bicycles, bike mechanical and support spaces, a small retail space anticipated to support and operate the bike facility, and a shower/locker room. The bike facility would be open to the general public during normal business hours, but access to the shower/locker room is through key-card access only. Afterhours the facility would only be accessible through key-card access. Patrons will be able to purchase a monthly membership to give them key-card access to fully utilize this facility. A publicly accessible elevator will provide access between all three levels of the structure. In addition, a required Sound Transit "comfort station" will be provided at the first floor on the north side of the building. The "comfort station" includes a restroom, secure bicycle parking and a trash and recycling area, accessible through key card access for Sound Transit operators only.

Program Diagram

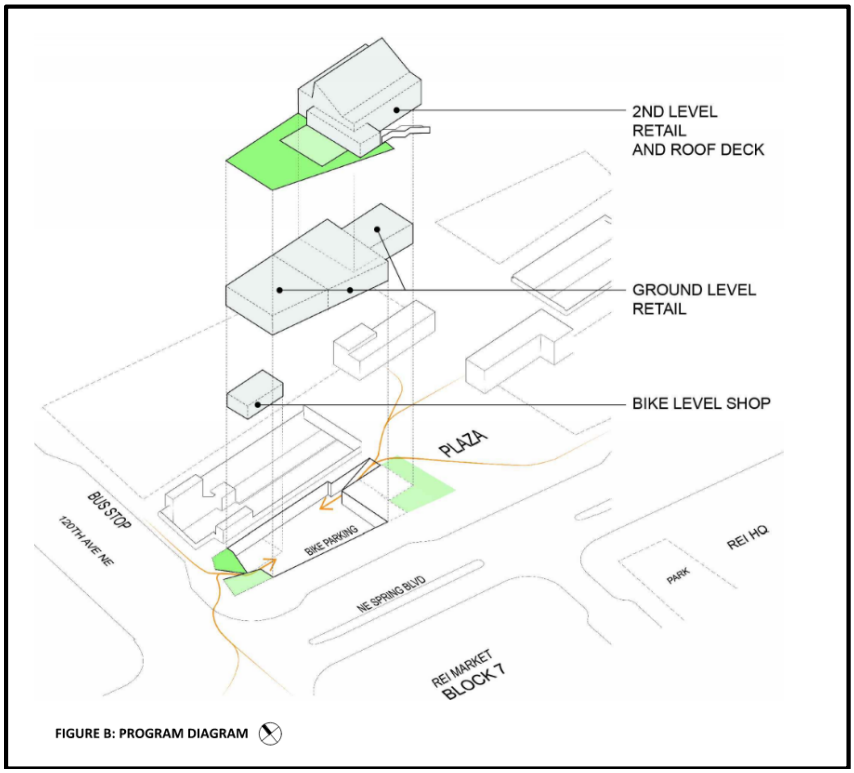


FIGURE B: PROGRAM DIAGRAM

The architectural design expression reflects the variety of programs that make up the building. Distinct interlocking forms reveal the buildings three primary functions: shopping, eating/drinking and cycling. Wide exterior stairs, visible from the park across NE Spring Boulevard to the south, and the adjacent public plaza to the east, provide an inviting route to the second level retail/restaurant space and rooftop terrace. The presence of the below grade bike facility level is highlighted by a west facing landscaped stair and an east facing open portal at the plaza side, both of which include bike runnels for easy access by bike commuters.

Materials:
Durable and authentic materials reference the utilitarian qualities of the Spring District's post-industrial modern architecture. Materials selected are minimal; most of the facades are proposed as corrugated metal cladding in gunmetal blue with anodized clear mullions and clear vision glass. Concrete is provided minimally, along the base of the structure on the southern façade to ground the structure into the pedestrian realm.

Material Palette



C. Design Intent

The proposed project was designed to meet the requirements of the approved Spring District MDP and advance the goals and policies of the adopted Bel Red Subarea Plan in the City of Bellevue's Comprehensive Plan.

The subject site is located on the western edge of the Spring District MDP property, directly adjacent to 120th Avenue NE and the future Spring Boulevard Zone 2. The proposed East Link Light Rail 120th Station is directly north of the proposal, with a public plaza adjacent to the east. The REI headquarters, currently under construction, is located southeast of the site.

As stated in the MDP staff report (page 5 of 74), The Spring District goals are as follows:

- Developing a new urban community composed of high-quality regional business, commercial, retail, residential, and open spaces that are achieved with compact and sustainable urban growth.

- Establishing neighborhood identity.

- Creating a world class project that is a catalyst for new development throughout The Spring District and the Bel-Red Corridor in order to help develop a vibrant new district with a diversified economic base.

- Creating a project that is complementary to Downtown Bellevue.

- Creating a new business environment that is flexible for future market demands and achieves an economically sustainable future.

- Providing vibrant new parks, plazas, and open spaces that are environmentally responsive and encourage social interaction.

The proposed retail and bike pavilion space will continue to build on the emerging Spring District community and provide new retail and commercial spaces adjacent to the East Link Light Rail 120th Station and associated plaza spaces, which in turn further activates the District.

Pedestrian connections will be established around the perimeter of the proposed structure, connecting existing and proposed sidewalks, the future light rail station and associated plaza, and the adjacent public plaza space located over Parcel 3C. A public access easement will be required for the pedestrian connection adjacent to the northern portion of the building, connecting 120th Avenue NE to the public plaza space (Parcel 3C) and future light rail station plaza, as well as over the public plaza (Parcel 3C) to ensure the public is able to navigate around the development and utilize the public plaza area. **Refer to Section XII.B for Condition of Approval regarding Sidewalk/Utility/Refuse Access and Access Easements and XII.D for Public Access Easement and Public Access Signage for Pedestrian Connections.**

D. Review Processes

Design Review and Variance applications are Process II applications (LUC 20.35.200) with an administrative decision made by the Director of the Development Services Department (LUC 20.30V). The SEPA Threshold Determination is also a Process II decision with an administrative decision by the Environmental Coordinator. Appeals are heard and decided by the Hearing Examiner for Process II applications.

Any addition or modification to this approval shall be processed as a either a Land Use Exemption or a new decision. The applicant shall demonstrate compliance with the Land Use Code consistent with the Governing Regulations section of the Development Agreement. Any modification of the project design must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project. **Refer to Section XII for Condition of Approval regarding Modification to the Design Review Plans.**

II. SITE DESCRIPTION AND CONTEXT

A. Site Description

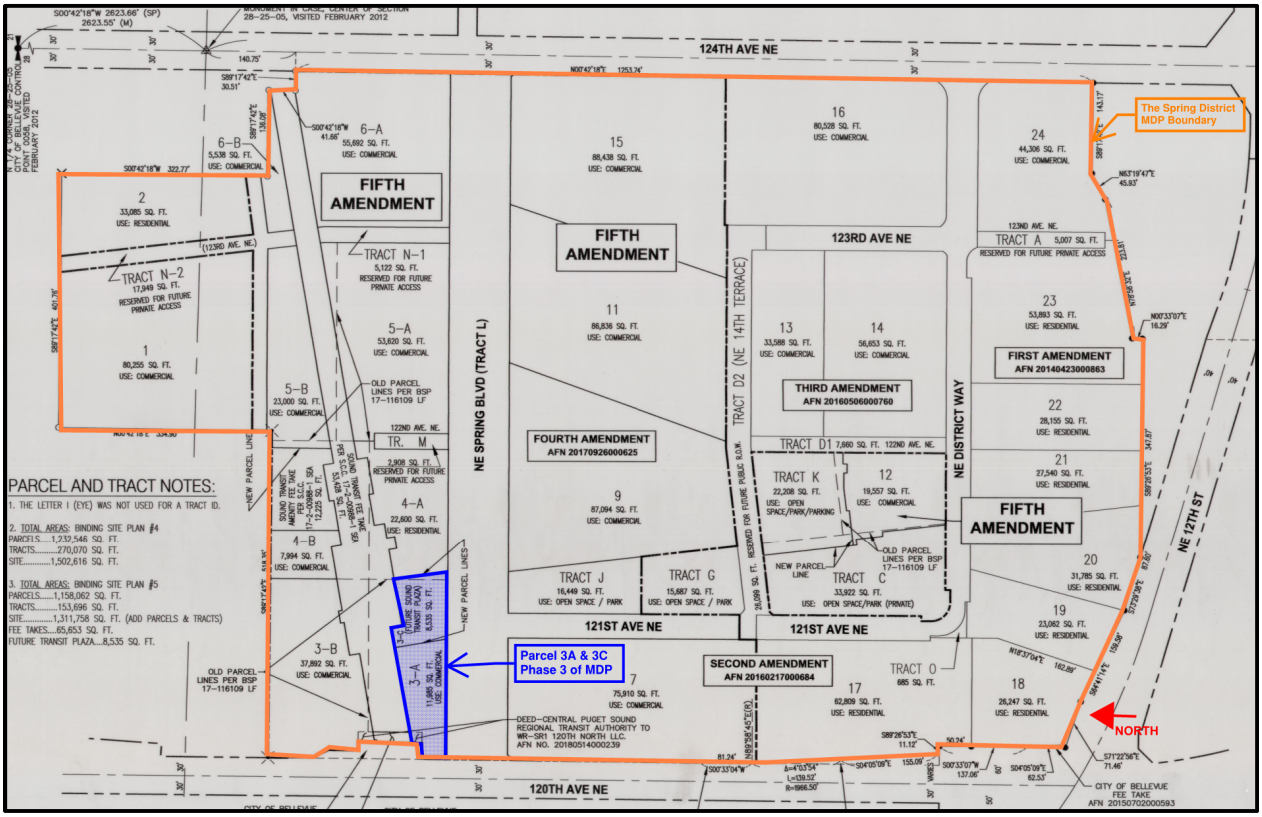
The proposal site consists of approximately 0.47 acres of the entire 36-acre Spring District Master Development Plan. The MDP is located within the southwestern portion of the City's Bel-Red Corridor, east of downtown, approximately ½ mile east of Interstate 405 and 1/3 mile south of State Route 520. The Spring District is bounded by 120th Avenue NE, NE 12th Street, and 124th Avenue NE. Spring Boulevard Zone 2 is currently being constructed through the Spring District, running east-west. The proposed site for this application, Parcels 3A and Parcel

3C, are located within Phase 3 of The Spring District MDP, which also includes the REI Corporate Headquarters located over Parcels 7, 9, 11 and 15.

Vicinity Map



Binding Site Plan
Parcel 3A & 3C of Spring District MDP

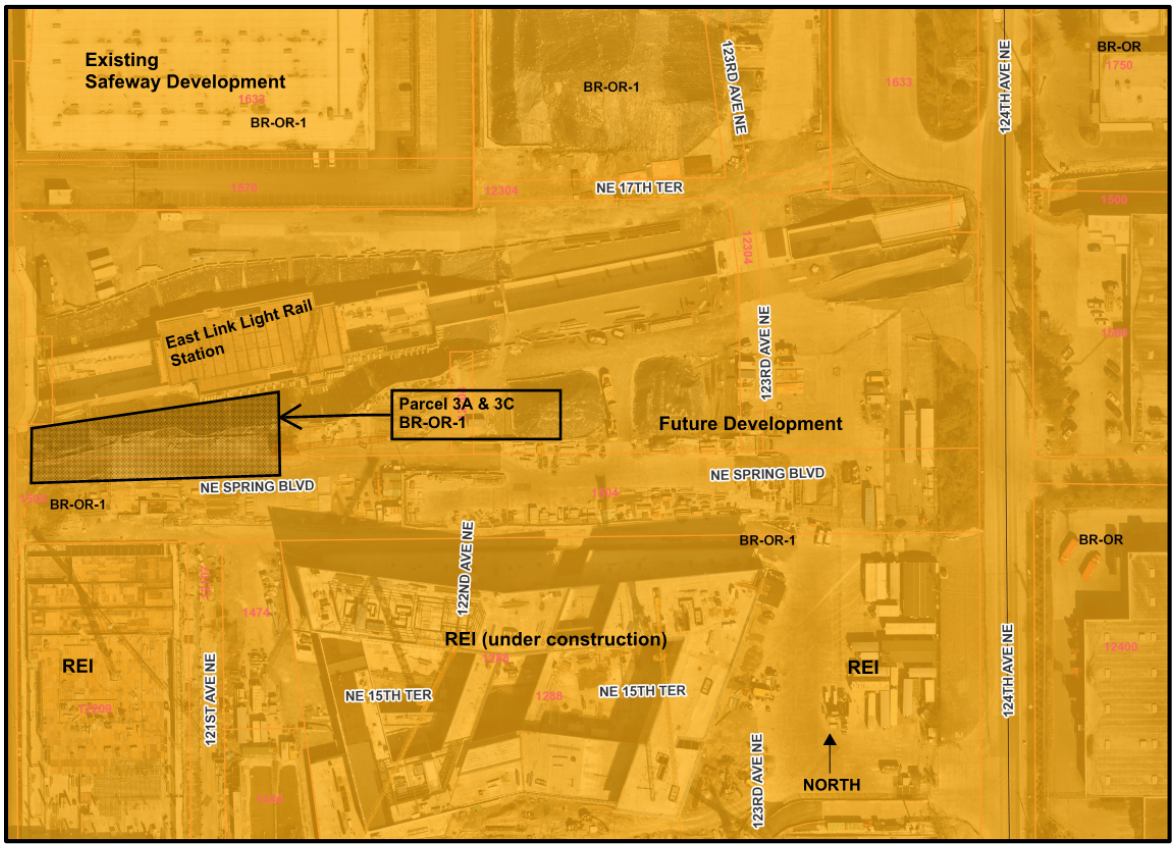


The subject site is generally flat and currently unimproved. North of The Spring District is the existing Safeway Ice Cream and Milk production buildings. Coca-Cola is located to the east, across 124th Avenue NE. The Safeway/Albertsons main distribution office is located southeast

of the subject site. Office and light industrial uses are located to the northeast and west of the MDP. Retail uses are located south of NE 12th Street. The Lake Bellevue neighborhood (restaurants, retail, office, multi-family uses) is located to the southwest of the MDP. Residential neighborhoods (Wilburton Subarea) are located further to the south and southeast of the site.

The subject site is located within the Bel Red-Office/Residential-1 (BR-OR-1) land use district and has a Comprehensive Plan Designation of Bel Red-Office/Residential-1 and is located within the Bel Red Subarea.

Zoning Map



Adjacent development and zoning are as follows:

North: Remainder of The Spring District (BR-OR-1), East Link Light Rail 120th Station and Safeway Ice Cream/Milk Plant (BR-OR-1 and BR-OR-2).

South: REI Corporate Headquarters (BR-OR-1), Remainder of The Spring District (BR-OR-1 and BR-OR-2)

West: AUDI Dealership (BR-OR-2).

East: Future Office Development (BR-OR-1).

B. Site Context

In 2009, the City completed its rezone of the entire Bel Red Subarea and executed a Development Agreement with The Spring District to be implemented through a new Master Development Plan for the property. The current Design Review application is the tenth

application associated with the 2012-approved Spring District Master Development Plan. The Spring District Development Agreement (2009) and Master Development Plan (2012) both apply to this site.

The Spring District Master Development Plan was approved as a catalyst project under The Spring District MDP per LUC 20.25D.035. This project is a portion of the overall Master Development Plan proposal. Through a long planning process, the city created a framework to transform the Bel-Red Corridor to meet the city's future residential and economic needs. This proposal provides an additional retail building and associated open space development under the City's adopted Bel-Red Subarea Plan and related development regulations.

Wright Runstad & Company is currently constructing the REI Headquarters, south of the site, and Sound Transit is currently constructing the East Link Light Rail 120th Station and rail corridor, north of the site. The project fronts Spring Boulevard Zone 2 to the south, which is currently under construction and 120th Avenue NE to the west.

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

The site is located in the Bel Red-Office-Residential-Node 1 (BR-OR-1) Land Use district. As such, the proposal is subject to the following Bel-Red requirements of Land Use Code 20.25D:

- Design Review LUC 20.25D.140
- Catalyst Project LUC 20.25D.035
- Bel Red Dimensional Requirements LUC 20.25D.080
- Bel Red Landscape Development Standards LUC 20.25D.110
- Bel Red Parking, Circulation and Internal Walkway Requirements LUC 20.25D.120
- Bicycle Parking LUC 20.25D.120.G
- Bel Red Development Standards LUC 20.25D.130
- Bel-Red Street Development Standards LUC 20.25D.140
- Bel Red Design Guidelines LUC 20.25D.150
- Bel-Red Corridor Plan (Appendix B of the Transportation Design Manual)
- The Spring District Master Development Plan File #11-125943-LP, issued October 8, 2012 by Hearing Examiner
- Development Agreement signed July 10, 2009 and recorded September 11, 2009

A Variance from the Land Use Code has been requested as part of the project, which is subject to the decision criteria found in LUC 20.30G. Refer to Section B below for discussion.

1. Dimensional Requirements

Table 2
Dimensional Requirements

Item	Required	Proposed	Comments
Land Use Designation	Bel Red OR-1	Bel Red OR-1	
Project Limit	No minimum indicated	0.47 acres (20,520 sq. ft.)	Parcel 3A & 3C
Permitted Land Uses	None indicated	Eating & Drinking Establishments/Miscellaneous	Uses are compliant with Land Use Code

Item	Required	Proposed	Comments
Land Use Code 20.25D.070		Retail Trade/Bike Facility (Recreation Activity)	
Floor Area Ratio (FAR) Land Use Code 20.25D.080.A, Development Agreement, Master Development Plan	Per the Development Agreement (DA), development across the entire MDP shall have a minimum 2.5 FAR. Land Use Code maximum is 4.0 FAR.	Parcel 3A/3C: 0.47 FAR 9,642 sq. ft./20,520 sq. ft. Cumulative FAR: 2.11	Meets the Land Use Code, Development Agreement (DA) and Master Development Plan (MDP). **Refer to Condition of Approval in Section XII.A regarding Development Agreement and Master Development Plan.**
Front, Rear & Side Setbacks Land Use Code 20.25D.080.A	Front 0'-0"	NE Spring Boulevard: 0'-0" (5) 120th Avenue NE: 0'-0"	Spring Boulevard includes 15' stepback. Refer to Sheet Z-011.02 in plan set. No stepback required on 120th Avenue NE.
	Rear (North) 0'-0" (3)	5'-0"	No setback required. Footnote (3) requires landscaping. See Variance discussion below.
	Side (East) 0'-0" (3)	0'-0"	No setback required. Footnote (3) requires landscaping. See Variance discussion below.
Maximum Impervious Surface Area/Lot Coverage Land Use Code 20.25D.080.A	Maximum 75% * * Under the MDP, a site may exceed the 75% impervious surface/lot coverage maximum, so long as the overall impervious surface/lot coverage MDP area wide does not exceed 75%.	95.5%* (19,684 sq. ft.) Cumulative = 75.9 % Note: Future development within the MDP will need to consider reducing impervious to maintain a cumulative at or below 75%	Maximum impervious surface/lot coverage shall not exceed 75%, MDP wide. See Attachment C. **Refer to Condition of Approval in Section XII.D regarding Maximum Impervious**

Item	Required	Proposed	Comments
			Surface/Lot Coverage.

Table 3
Parking and Loading - LUC 20.25D.120.B.2

Item	Minimum Required	Maximum Required	Proposed	Comments
Retail 5,308 SF	2 Stalls per 1,000 NSF 10 stalls	3.5 stalls per 1,000 NSF 18 stalls	**12 stalls**	Parking located on Parcel 7. Parking Study provided. See No.1 below for discussion.
Restaurant 2,714 SF	5 stalls per 1,000 NSF 13 stalls	15 stalls per 1,000 NSF 40 stalls	**14 stalls**	Parking located on Parcel 7. Parking Study provided. See No.1 below for discussion.
Total Parking	23 stalls	58 stalls	**26 stalls**	Meets the Land Use Code. Also refer to discussion in Section III.B below.
Bicycle Parking LUC 20.25D.120.G	Not applicable	Not applicable	Providing 2 stalls located adjacent to front of building	Not required by Land Use Code for non-residential uses less than 20,000 GSF, but applicant is still providing 2 stalls outside. Building provides 350-400 stalls in lower level for bike facility use.
Loading Area	Required on-site, which can access a public street. 10' wide by 55' long.	Not applicable	No loading provided.	See No.3 below for discussion.

Other Land Use Code Topics:

2. Parking

The applicant submitted a parking analysis dated February 6, 2019 prepared by Parametrix, which is available for public viewing in the project file. The analysis indicates

that parking for Phase 3 of the Spring District MDP includes the corporate headquarters for REI located over Parcels 7, 9 and 11, as well as the subject site, Parcel 3A. Parking for all uses within Phase 3 of the MDP are accommodated within below grade garages located on Parcels 7 and Parcels 9/11. The following is a breakdown of the Phase 3 parking requirements for each parcel/use:

Table 1. Phase 3 Parking Requirements per City of Bellevue Parking Code[1]

Block	Land Use	Size	Minimum Required	Spaces Required
7	Office	25,923 sf	2 spaces per 1,000 nsf[2]	52 spaces
	Restaurant	12,170 sf	5 spaces per 1,000 nsf	61 spaces
3A	Restaurant	2,850 sf	5 spaces per 1,000 nsf	14 spaces
	Retail in mixed-use development	5,847 sf	2 spaces per 1,000 nsf	12 spaces
9/11	Office	295,228 sf	2 spaces per 1,000 nsf	591 spaces
	Restaurant	2,513 sf	5 spaces per 1,000 nsf	13 spaces
	Retail in mixed use development	12,013 sf	2 spaces per 1,000 nsf	25 spaces
			Subtotal Required Spaces	768
			Total Provided	648

1) Bellevue LUC 20.25D.120 2) nsf – net square feet

Parking for all of Phase 3 requires a minimum of 768 spaces, which includes a required 26 stalls for retail/restaurant uses on Parcel 3A. During review of the REI development, a 15.7% parking reduction below minimum required was approved. Therefore, Phase 3 is providing a total of 648 stalls in lieu of the required 768 stalls.

As parking could not be accommodated on the subject site due to the small size of the parcel, parking for the retail and restaurant uses for Parcel 3A will be accommodated on Parcel 7, directly across NE Spring Boulevard to the south. The proposed below grade bicycle facility is not expected to generate vehicle parking demand; therefore, no parking stalls are required for this use. A shared parking agreement has been recorded between Parcels 7 and 3A, a copy of which is available in the project file (King County Recording No.20181114001151).

3. Refuse and Recycling

Recycling and solid waste collection areas are required to be provided within the development, which have been accommodated along the north side of the building. However, due to the small nature of the site, refuse and recycling pick-up service cannot be accommodated on site, as there is no accessible area to place refuse containers for pick-up on 120th Avenue NE or Spring Boulevard, due to existing bus loading and parking zones. The applicant has therefore proposed a phasing plan for refuse pick-up, which includes the following:

- Phase 1 – Retail Pavilion Initial Opening – Refuse and recycling will be moved in 4-yard containers to a staging location adjacent to Parcel 4A at the end of the future 122nd NE Street, east of the site. A refuse/recycling easement will be required for refuse movement across Parcel 3C and 4A to reach the enclosure. **Refer to Section XII.B for Condition of Approval regarding Sidewalk/Utility/Refuse Access and Access Easements.**

- Phase 2 – Parcel 4A Under Development – Refuse and recycling will be incorporated into the Parcel 4A general contractors site refuse. Refuse removal will be contracted directly with the contractor during construction.
- Phase 3 – Parcel 4A Development complete – Through the design review process for Parcel 4A, retail pavilion refuse, and recycling will be accommodated within the new collection area for the new structure on Parcel 4A.

The applicant will be required to submit a Land Use Exemption for Parcel 4A to accommodate the required refuse/recycling enclosure at the end of 122nd Avenue NE, which shall also meet Republic Services enclosure standards. **Refer to Section XII.A for Condition of Approval regarding Parcel 4A Refuse Enclosure and XII. C regarding Solid Waste/Recycling Collection Facilities Required.**

4. Loading

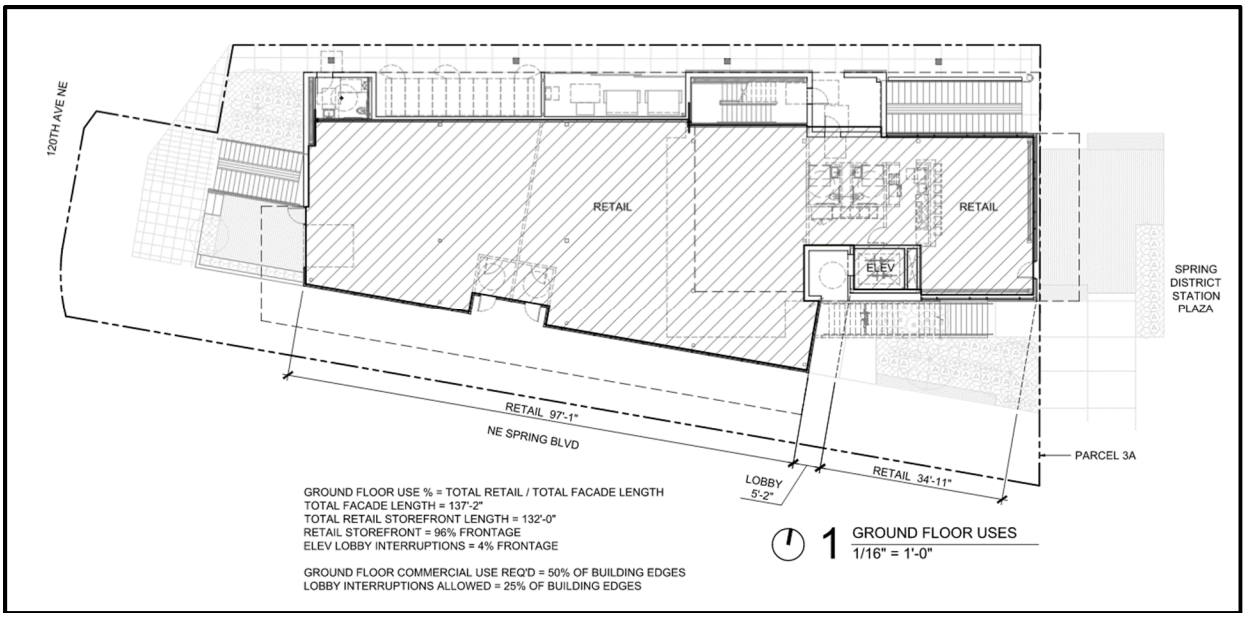
Per LUC 20.20.590.K.4, an off-street loading space is required which can access a public street. The standard requirement for a loading space is 10 feet wide by 55 feet long.

The applicant has indicated that the proposed development will have loading needs, as the development includes retail and restaurant spaces that will require deliveries. The proposal does not include a garage and the site's small nature cannot accommodate a loading space on-site. In addition, loading is not permitted to occur within the public right-of-way on Spring Boulevard or 120th Avenue NE. Therefore, the applicant has indicated that a temporary loading space will be accommodated adjacent to the temporary refuse and recycling enclosure for this development on the adjacent Parcel 4A to the east. When Parcel 4A redevelops in the future, the development will need to accommodate both the loading and refuse/recycling needs for this project. The applicant will be required to submit a Land Use Exemption for Parcel 4A to accommodate the required loading for this project. **Refer to Section XII.A for Condition of Approval regarding Parcel 4A Loading.**

5. Required Ground Floor Commercial Uses

Ground floor commercial uses are an essential component of active and vital streets as well as transit station areas. Ground floor uses create a vibrant "18-hour" pedestrian environment where neighborhood services are within an easy walk, bike or transit trip.

In the 122nd Avenue Node, at least 50% of the street level building edges shall incorporate ground floor commercial uses. The applicant has provided ground floor commercial uses along the entirety of the Spring Boulevard frontage of this development and is therefore in compliance with the required ground floor commercial uses provision.



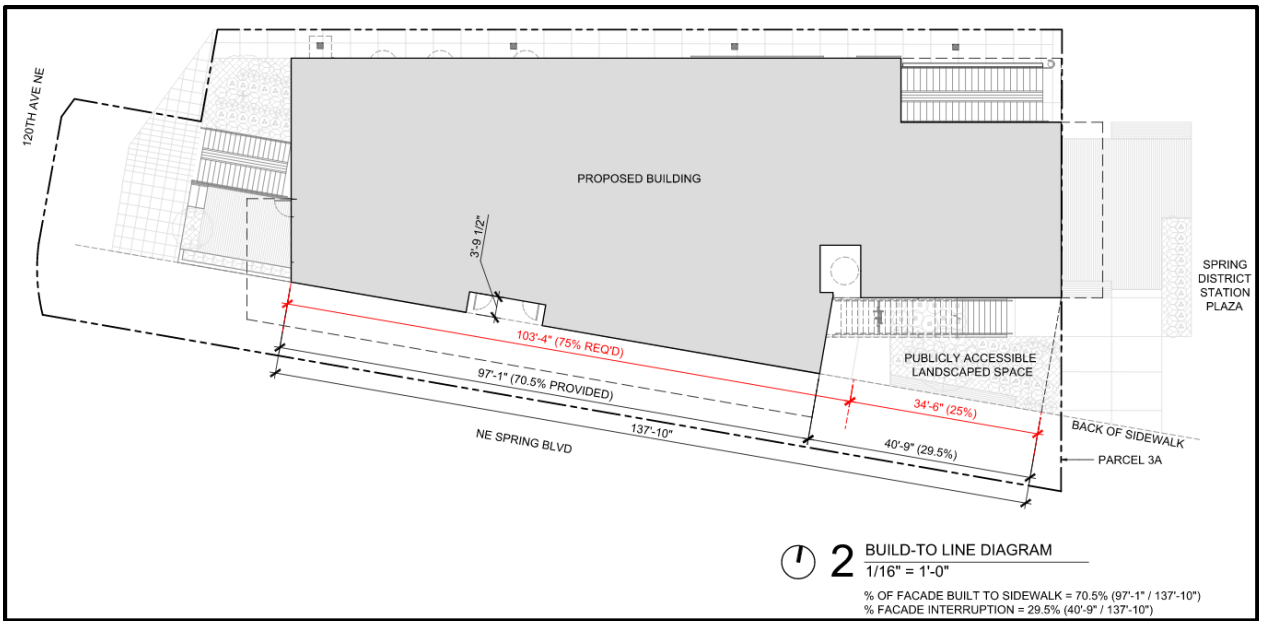
6. Street Level Build-to Lines

Build-to lines occur along select block faces to help establish a continuous "street wall", providing a sense of enclosure and visual interest for pedestrians. In the 122nd Avenue Node, required build-to lines may be interrupted a maximum of 25% of the total project frontage on an individual block, resulting in 75% of the building façade meeting the required build-to line.

The proposed building is subject to this provision along Spring Boulevard; however, the frontage includes 29.5% interruptions in the facade in lieu of the maximum 25% (4.5% increase), which is not in compliance with the build-to line provisions. The slight increase in interruptions is due to requests by the Transportation Department to create a more pedestrian and bicycle friendly building by modifying the following:

- Building geometry changes to accommodate a larger elevator lobby for larger e-bikes and a shallower stairwell down to the bike level; and
- Reducing the overall building length to shift the building and site improvements out of the City's expanded sidewalk easement along 120th Avenue NE.

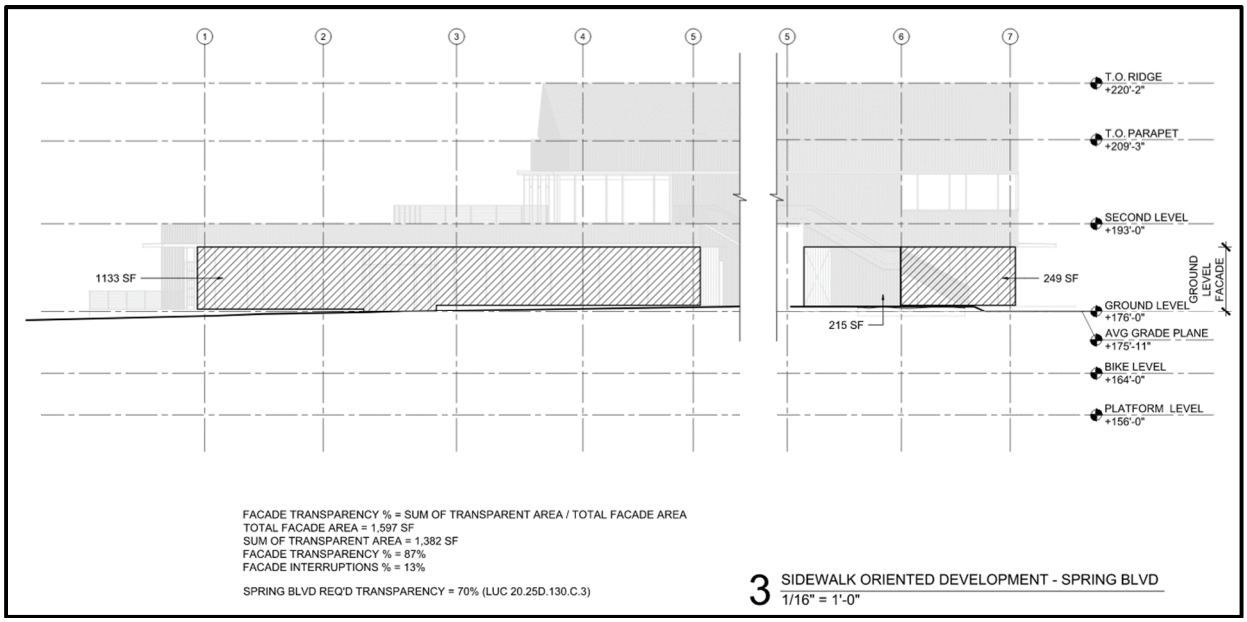
Although the building is not strictly adhering to the street level build-to line requirement, the minor 4.5% increase in interruptions do not impact the overall visibility and accessibility of the proposed structure from the public sidewalk. Per LUC 20.25D.030.C.3, the Director may approve, through the design review process, a deviation from a design standard if the applicant can demonstrate that the resulting design will be more consistent with the purpose and intent of the code. In the case of this project, the resulting design will still be actively engaging from the public sidewalk, and visual transparency will still be apparent given the proposed building design with the modifications as proposed to meet transportation standards.



7. Required Sidewalk-Oriented Development

Sidewalk-oriented development is characterized as ground floor building frontages with direct entries from the sidewalk and/or building frontages with a high degree of transparency and activating land use. This increased visual and physical interaction between the people inside and outside the buildings results in “eyes on the street” while creating a greater degree of safety and a vibrant public realm. 100% of ground floor facades shall be transparent glass. Interruptions shall be limited to 30% of sidewalk-oriented development.

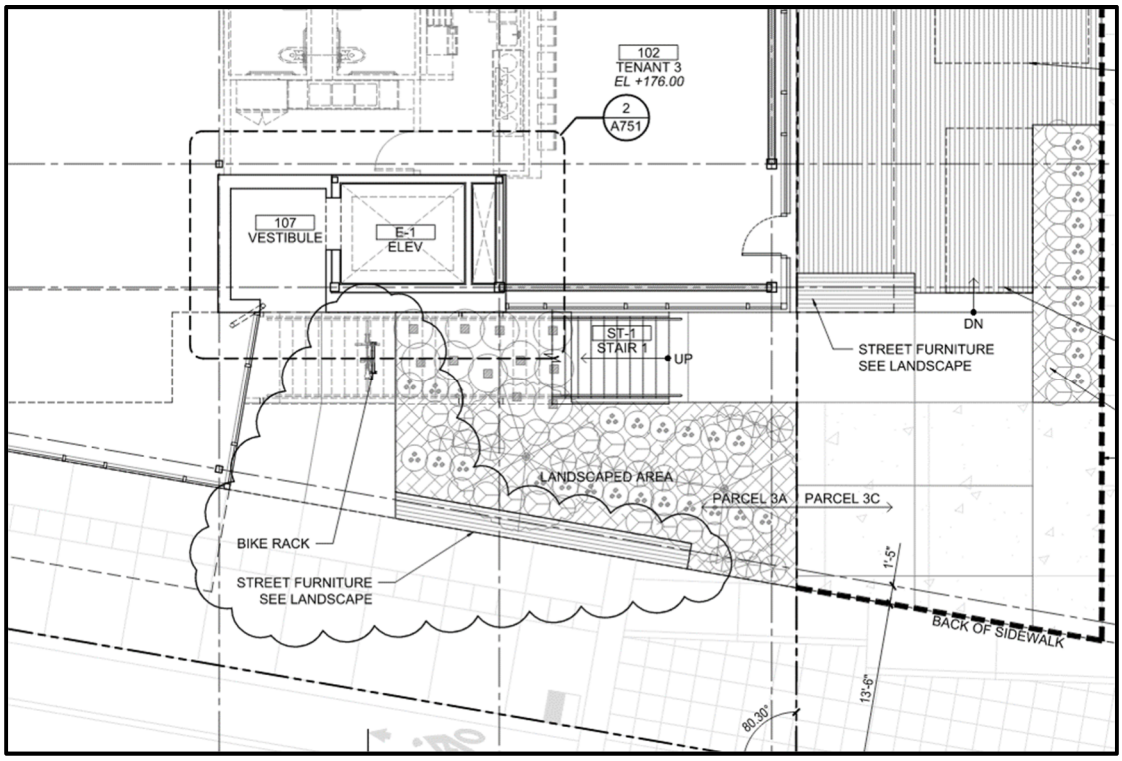
The proposed building is subject to this provision along NE Spring Boulevard. The building incorporates primary building entrances for retail tenants along NE Spring Boulevard and will have a ground floor façade transparency of 87%, which is in compliance with the required sidewalk-oriented development standards.



8. **Required On-Street Parking**
   NE Spring Boulevard has been identified as a street frontage which requires on-street parking. The on-street parking is proposed to be constructed as part of the City's CIP project to construct NE Spring Boulevard Zone 2. Construction has commenced on this CIP project.

9. **Restricted Driveway Access**
   NE Spring Boulevard is identified as a street which has restricted driveway access. The proposal does not include driveway access off NE Spring Boulevard.

10. **Required Street Furniture**
    NE Spring Boulevard is identified as a street which requires street furniture. The City's CIP project for Spring Boulevard Zone 2 includes elements of street furniture to meet the land use code requirement. However, the applicant has proposed to install a bench in the landscape planter adjacent to the sidewalk, consistent with the design of the benches located elsewhere in the project. The location of this bench has been coordinated with the locations of the street furniture elements to be installed as part of the City's CIP project. **Refer to Section XII.B for Condition of Approval regarding Street Furniture.**



11. Mechanical Screening

Mechanical equipment for the building will be clustered on the rooftop to reduce visual clutter and will be screened on all sides and from above with screening that is integrated into the design of the building massing.

Roof plans submitted for the building permit application shall indicate locations of mechanical equipment, including any communication equipment such as satellite dishes. The applicant shall demonstrate that screening for rooftop mechanical equipment is architecturally integrated with the building. Screening shall be provided so that rooftop mechanical equipment is not visible from adjacent streets, public sidewalks, or above. All HVAC rooftop equipment shall be consolidated and screened, including painting of equipment/screening as necessary.

Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults, in a building, or substantially screened per the approval of the Development Services Department.

Any at grade grills/grates or panels shall be the minimum size necessary and be ADA compliant and flush with the sidewalk or driveway in which it is installed. Review and approval of these locations and grates will be through the building permit review process for the below grade garage. **Refer to Section XII.C for Condition of Approval regarding Mechanical Equipment Screening.**

B. Variance from the Land Use Code (LUC 20.30G)

1. Purpose (LUC 20.30G.120)

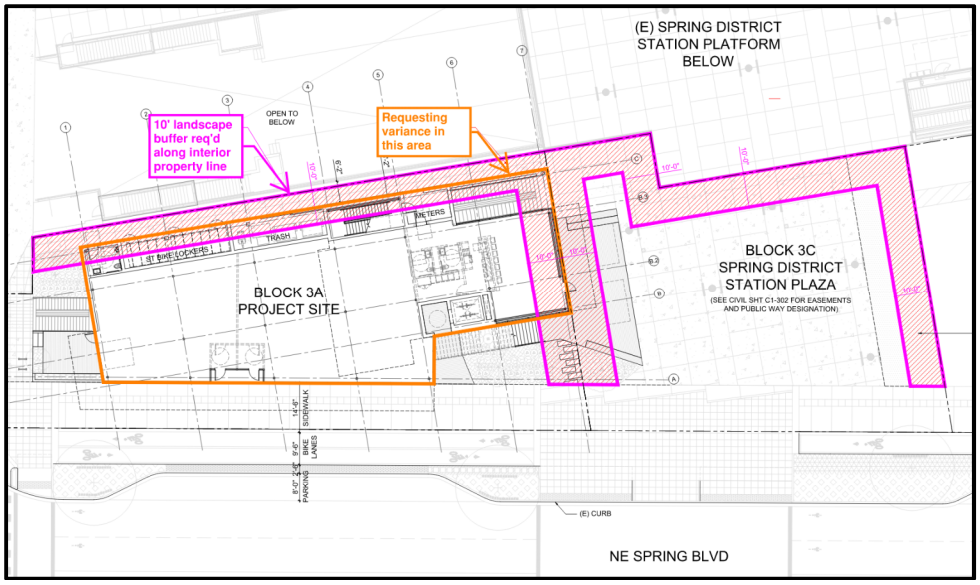
A variance is a mechanism by which the City may grant relief from the provisions of the Land Use Code, where practical difficulty renders compliance with the provisions of that Code an unnecessary hardship, where the hardship is a result of the physical characteristics of the subject property and where the purpose of that Code and of the Comprehensive Plan can be fulfilled.

2. Request

Land Use Code 20.25D.110.D stipulates that a 10-foot landscape buffer shall be provided along an interior property line not regulated elsewhere. The intent of this buffer is to provide visual separation of uses to soften the appearance of building elevations. The proposed development is required to comply with this landscape buffer requirement along the northern and eastern property boundaries of Parcel 3A, and the northern and eastern property boundaries of Parcel 3C. Refer to graphic below for clarification. The applicant has requested to not provide any landscape buffer and is requesting to deviate from this land use code requirement for the following reasons:

- The small nature of the site; and
- Specific restrictive covenants/easements of the adjacent Sound Transit East Link Light Rail alignment and 120th Station; and
- To ensure pedestrian ease of access behind the north side of the structure, between 120th Avenue NE and the 120th Station; and
- To ensure pedestrian accessibility through the public plaza (Parcel 3C) between the public sidewalk and the 120th Station.

Not all landscaping is eliminated for the entirety of the development. A small amount of landscaping is proposed along the western side of the public plaza (Parcel 3C) to provide a small but modest buffer between the outdoor building activities and pedestrian movement through the plaza to and from the station. The eastern property boundary of the plaza will be designed later, once the building design for parcel 4A has progressed.



Refer to Section X below for responses to Variance decision criteria. **Refer to Section XII.D for Conditions of Approval regarding Landscape Installation Assurance Device and Landscape Maintenance Assurance Device.**

C. Bel Red Design Guidelines

Per LUC 20.25D.150, each development within a Bel Red land use district must comply with the provisions of the following Bel Red Subarea Design Guidelines:

Character and Site Guidelines

1. Integrate the Natural Environment
2. Promote Architectural Compatibility
3. Establish and Strengthen Gateways
4. Protect and Enhance Surface Water Resources
5. Integrate Art

Finding: *The Spring Boulevard street frontage incorporates a 14-foot wide sidewalk, a 10-foot wide two-way cycle track, streetscape planters with bio-retention cells and a short-term vehicle load/unload (Kiss & Ride) for the future light rail station located behind the development to the north. The bio-retention planters are part of the larger master development plan stormwater filtration system and will continue a similar design and aesthetic found throughout the Spring District. Streetscape plantings along this frontage will continue with the incorporation of street trees and shrubs. The applicant is not required to install these streetscape frontage improvements, as the City's Transportation CIP project is currently constructing these improvements, which should be completed before this project finishes construction.*

The design of the building maintains and continues the modern industrial aesthetic of several of the adjacent existing buildings, which include cast in place concrete, corrugated metal siding and vision glass, similar to the REI buildings under construction to the south and south-east.

This development does not propose any specific art elements within the project limit: however, inclusion of art at the junction of Spring Boulevard and the entrance to the public plaza on Parcel 3C is being reviewed by City Staff as part of a larger Bel Red Corridor Plan Update. An artist has provided a future art concept that has been reviewed by staff that includes an illuminated arch at the entrance to the plaza that tappers down to the east. While nothing specifically has been approved by the City the City is planning for and will install public art at this location that will complement both the design of the proposed structure, as well as the future light rail station to the north.

Pedestrian Emphasis Guidelines

1. Define the Pedestrian Environment
2. Enhance the Pedestrian System
3. Protect Pedestrians from the Elements
4. Create a Variety of Successful Outdoor Spaces
5. Provide Places for Stopping and Viewing

Finding: *The proposed project incorporates a large ground floor commercial space, divisible for up to three retail tenants, that will include unobstructed vision glass into the space from the west, south and east sides of the building. Weather protection in the form of anodized aluminum canopies are proposed at the west entrance, along the entire southern façade and the eastern entrance to provide both weather protection from the elements, as well as visual*

interest at the ground level of the building. The western side of the building includes a small outdoor patio adjacent to the future retail entrance, in addition to an outdoor seating area along the east side of the building that is part of the public outdoor plaza on Parcel 3C. Opportunities for outdoor seating, landscaping, weather protection, and visual interest into the structure all work together to provide a robust pedestrian experience, while also providing ease of access around the structure to the future light rail station to the north. **Refer to Section XII.F for Condition of Approval regarding Future Tenant/Storefront Improvements.**

Architectural Guidelines

1. Encourage High Quality Materials
2. Provide Interesting Building Massing
3. Create Attractive Building Silhouettes and Rooflines
4. Foster Attractive Rooftops
5. Design Inviting Retail and Commercial Entries
6. Encourage Retail Corner Entries
7. Encourage Inviting Ground Floor Retail and Commercial Windows

Finding: *Proposed high-quality materials address durability, pedestrian scale, and forms that are reflective of the building program. The building is broken into two masses which correspond to the different functionalities of the building. A small roof deck is proposed on the second floor, which adds variety to the roofline. The rooftop will also include mechanical equipment which is proposed to be screened with both the south-facing steep angle of the roofline and metal louvers on the north. The main entrance to the retail and/or restaurant uses are proposed on the south and east sides of the building, with an elevator and stairwell located in the southeast corner of the building, facing Spring Boulevard. The ground level of the building includes windows with vision glass along the west, south and east sides of the structure to provide pedestrians with visual interest into the structure.* **Refer to Section XII.C for Condition of Approval regarding Vision Glass.**

Lighting Guidelines

1. Orient Lighting Toward Sidewalks and Public Spaces
2. Integrate Building Lighting

Finding: *The proposed project will have minimal exterior lighting needs. Lighting fixtures are proposed at building entrances and within the public plaza area – primarily in place for safety. All lighting fixtures are of a type that are shielded downward to prevent lighting impacts on adjacent properties.* **Refer to Section XII.C for Condition of Approval regarding Shielded Lights.**

IV. CONSISTENCY WITH THE SPRING DISTRICT DEVELOPMENT AGREEMENT (DA) & MASTER DEVELOPMENT PLAN (MDP)

In addition to consistency with the Land Use Code and Zoning Requirements, the project must also be consistent with The Spring District Development Agreement (DA) and Master Development Plan (MDP). **Refer to Section XII.A for Condition of Approval regarding Development Agreement and Master Development Plan**. The subject application meets the intention of each DA requirement (King Co. Recording # 20090911000269) and MDP Condition of Approval (#11-125943-LP). Items more specific to this application are noted below.

A. Spring District Development Agreement (DA) Requirements

On July 10, 2009, a Development Agreement (DA) was signed between the City of Bellevue and WR-SRI 120th LLC. The Development Agreement was recorded on September 11, 2009. This agreement required specific items for the development of the property known as "The Spring District."

Note: Items are listed in the order of the Development Agreement:

B. FAR Amenity Bonus System

Findings: Not applicable, as the FAR for this proposal is only 0.47. Because it is less than 1.0 FAR, no FAR amenities or amenity fee-in-lieu payments are required.

C. Concurrency

Finding: Pursuant to the Development Agreement, traffic concurrency analysis is conducted by phase for this MDP. Parcels 3A and 3C are located in Phase 3 of the MDP. A concurrency analysis was conducted for all of Phase 3 during development review of the REI Headquarters project, and a Certificate of Concurrency for all of Phase 3 was issued on March 29, 2018. Per the Development Agreement, that Certificate of Concurrency covers this proposed development for five years until March 29, 2023 and may be extended consistent with the provisions of BCC 14.10.040.F.1.

D. Spring District Master Development Plan (MDP) Conditions

The MDP approval contains conditions of approval to be applied as each development is implemented within the Spring District. Applicable MDP conditions as they relate to this project are noted below and are listed in the order of the Master Development Plan:

1. Compliance with MDP Conditions: X.A. GENERAL CONDITIONS:

Condition 1. Vested Status of the Master Development Plan.

Finding: The MDP is vested for 15 years from October 8, 2012 and this application was received within the vesting period.

Condition 3: Review Process for Parks/Plaza/Gateways
Review and approval of all park/plaza/gateway areas shall be conducted under Design Review approval, with input by the City of Bellevue into the design of these areas.

Finding: This application is for Design Review approval to construct both a retail and bike pavilion structure, with an adjacent plaza space (Parcel 3C) within the Spring District MDP.

Condition 4: Phasing Plan
The Phasing Plan shall be followed per the Conceptual Phasing Plan (Attachment F). Modifications to the phasing plan may occur, per LUC 20.30V.160.

Finding: This application is for Parcels 3A and 3C, which are within Phase 3 of the MDP. Development of these two parcels will complete Phase 3 of the overall MDP.

Condition 6. Public Plaza at the Light Rail Station
As a part of the master planning process for the Sound Transit 120th East Link Station, the applicant shall coordinate with the City of Bellevue and Sound Transit

regarding the design of a public plaza adjacent to Sound Transit's 120th East Link subterranean light rail station.

Finding: The applicant coordinated the proposed public plaza (Parcel 3C) design with Sound Transit, which included the finalized concrete scoring pattern and proposed electrical boxes/light fixtures so that it would match the approved plaza design located over the light rail station, in addition to the design of the proposed building and adjacent plaza for the subject site.

Condition 7: Pedestrian Amenities
Sidewalks: The applicant shall provide sidewalks along all city/private streets within the project limits.

Finding: The applicant is not required to provide sidewalks along 120th Avenue NE, as these currently exist. In addition, the applicant is not required to provide sidewalk along the future Spring Boulevard, as these are to be constructed with the City's CIP project for Spring Boulevard Zone 2.

Condition 10: Recycling and Solid Waste Collection
With each Design Review application, the applicant shall document how recycling and solid waste will be collected. Recycling and solid waste receptacles may not be pulled out to the adjacent street/sidewalk. Refuse and recycling areas may be not located within adjacent public/private streets or adjacent rights-of-way. These activities must be located on each individual building site and screened from public view. The applicant shall coordinate the location of receptacles with Republic Services or any successor in interest to the Bellevue Waste Hauling franchise.

Finding: Recycling and solid waste receptacle areas are located on the north side and within the proposed structure. However, due to the small nature of the site and its location on the intersection of 120th Avenue NE and Spring Boulevard, a collection area for pick up by Republic Services cannot be provided on-site or within either of the adjacent rights-of-way. A phasing plan has therefore been developed to collect refuse and recycling on Parcel 4a. Refer to section III.A.2 above for detailed discussion regarding the phasing plan.

Condition 14: Binding Site Plan
The Binding Site Plan shall be recorded upon the final decision of the Master Development Plan before the sale or lease of any lot, tract or parcel. The BSP shall include all required dedications and easements per the MDP conditions of approval at the time of each DR application for each project.

Finding: The Binding Site Plan was recorded on November 1, 2012 under King County Recording No. 20121101000274. An Amended Binding Site Plan related to this application was recorded on June 11, 2019 under King County Recording No.20190611001146.

Condition 15: Preliminary Design, Utility Codes and Engineering Standards
Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project. Final plan approval will occur under a Utility Extension Agreement which will be required for review and

approval of the utility design. Submittal of the utility extension will coincide with future clearing and grading permit review. Final civil engineering may require some changes to the site layout to accommodate the utilities.

Finding: A utility extension agreement will be submitted by the applicant. Approval of the utility extension agreement is required prior to the issuance of a clearing and grading permit. **Refer to Section XII.A for Condition of Approval regarding Preliminary Design, Utility Codes and Engineering Standards.**

Condition 17: Addressing of Buildings/Tracts.

Finding: The applicant will be required to contact Parcel and Addressing Coordinator, Jami Fairleigh, Information Technology Department, phone 425-452-4210 regarding the addressing of buildings/tracts. **Refer to Section XII.D regarding Addressing of Lots and Buildings.**

Condition 20: Right of Way and Easements
The applicant shall dedicate to the City all necessary right of way such that street improvements including on-street parking to the back of curb are located within the fee public right of way. The applicant shall also grant any necessary construction, pedestrian, landscaping and utility easements. The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

Finding: The Applicant will dedicate all necessary rights of way and grant any necessary easements consistent with applicable city requirements.

2. Compliance with prior MDP Conditions: Section X.B. PRIOR TO ANY DESIGN REVIEW APPROVAL FOR A BUILDING, PHASE, AND/OR PARK/PLAZA/GATEWAY:

The following conditions must be complied with prior to any Design Review approval for a building, phase, and/or park/plaza/gateway:

Condition 1: Design Review
Each new site development (i.e. building, parks, plaza, and gateway) shall require Design Review approval. If appropriate, Design Review applications may be combined.

Finding: This application is for administrative Design Review and Variance approval for a retail and bike pavilion structure with an adjacent public plaza, along with other related site improvements, consistent with this MDP condition.

Condition 2: Outward Focus of Perimeter Buildings
During the Design Review of individual buildings on the perimeter (124th Avenue NE, NE 12th Street, 120th Avenue NE), the applicant shall provide building designs that convey an outward focus toward the city streets as well as toward the interior of the development.

Finding: The proposed structure will have frontage on 120th Avenue NE at the intersection of Spring Boulevard. The design of the structure includes a small entry plaza with landscaping for an entrance into a retail space on the corner of the building.

This allows for spill out space from the retail tenant. In addition, one of the entrances to the below grade bike facility is adjacent to the plaza with additional landscaping. The building along this elevation is single-story with transparent glazing and a small gather space to provide activation and interest into the retail space.

Building Facade at 120th Ave NE & Spring Boulevard



Condition 3: Coordinated Landscaping Plan along Site Perimeter: With the first perimeter Design Review submittal along 124th Avenue NE and the first perimeter Design Review submittal along 120th Avenue NE, a coordinated perimeter landscaping plan shall be submitted for the length of The Spring District property along each right-of-way.

Finding: Streetscape planting along 120th Avenue NE from NE 12th to NE Spring Boulevard has been installed under a Transportation CIP roadway project. There are no streetscape planters along 120th Avenue NE adjacent to this project due to the curve of the intersection bulb-out and the existing King County Metro bus stop, north of the intersection.

Condition 4: Impervious Surface/Lot Coverage: The maximum impervious surface/lot coverage is 75% MDP area-wide. This calculation shall be provided upon each Design Review application to keep track towards the final phase of the MDP.

Finding: The Applicant provided the City with an updated calculation for this review. The total impervious surface/lot coverage of the area redeveloped under this application is 95.5% (19,684 sq. ft.). The cumulative impervious surface/lot coverage for The Spring District MDP is 75.9 %. See attachment C. Under the MDP, a site may exceed the 75% impervious surface/lot coverage maximum, so long as the overall impervious surface/lot coverage MDP area wide does not exceed 75%. As the current cumulative impervious surface/lot coverage for the MDP slightly exceeds the maximum (75.9% in lieu of 75%) permitted, future development within the Spring District will need to reduce impervious surfaces to maintain the maximum required by the Land Use Code and the MDP

approval. **Refer to Section XII.D for Condition of Approval regarding Maximum Impervious Surface/Lot Coverage.**

Condition 5: **Parking Stall Calculations: Each building shall submit parking stall calculations to document how it meets the Land Use Code requirements for onsite parking.**

Finding: Refer to Section III.A above for parking discussion.

Condition 6: **Amenities and FAR for each Design Review:**

- **The phasing plan for the MDP shall provide for proportionate installation of amenities that must be included when each phase of development is constructed.**
- **Required amenities for each individual building shall be provided at the time of that building construction. In-lieu fees shall be assessed and collected at building permit issuance. Required amenities cannot be "borrowed" from future buildings or phases.**
- **The applicant shall meet the amenities outlined in the Development Agreement as well as the Land Use Code. The applicant shall use the attached Amenity calculation sheet (Attachment B) to show compliance with the DA and Land Use Code.**
- **The calculations shall show that for the overall MDP at full build-out, there is at least a minimum 2.5 FAR overall (per the Development Agreement) with a maximum 4.0 FAR overall (per the Land Use Code).**
- **With each Design Review application submitted under the MDP, the applicant shall include the physical FAR of the proposed project, as well as the calculated FAR of the project as part of the overall MDP rolling average. At no time shall the averaged MDP FAR fall below 2.5 (DA) or exceed 4.0 (LUC).**
- **Use of an alternate MDP FAR calculation or a change to the target MDP FAR must be reviewed and approved by the City of Bellevue as a modification, processed as a Land Use Exemption application to Design Review or as a modification request with the subject Design Review application.**

Finding: Not applicable, as the FAR for this proposal is only 0.47. Because it is less than 1.0 FAR, no FAR amenities or amenity fee-in-lieu payments are required.

3. **Compliance with prior MDP Conditions: X.C, D, and E. PRIOR TO CLEARING & GRADING PERMIT, BUILDING PERMIT, AND ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY**:

Finding: Conditions contained in this section of the Spring District MDP are required by City Code and are met as part of each Design Review application. Therefore, these typical conditions must be met by this proposal before clearing and grading, building permits, or certificates of occupancy are issued under this Design Review approval. **Refer to Section XII for all Conditions of Approval applicable to this project.**

V. PUBLIC NOTICE AND COMMENTS

Application for the Design Review and project SEPA review was submitted on February 8, 2019. Following initial review of the project documentation submitted, a notice of application was published on March 21, 2019 in the City Permit Bulletin and an initial comment period held open for 14 days. The applicant and the city held a public meeting on the Design Review application on March 27, 2019 at City Hall. The purpose of the meeting was to discuss and clarify the proposal and listen to neighbor concerns. No members of the public attended the public meeting. Comments on the Design Review application and project SEPA were accepted during and after this public meeting, as well as up to the date of this decision. During the overall review of the Design Review and project SEPA, the City did not receive any public comments.

During review of the application, the applicant submitted a Variance request on July 1, 2019 to eliminate the required 10' landscape buffer along the interior property boundaries of the project. A notice of application was published on July 11, 2019 in the City Permit Bulletin and an initial comment period held open for 14 days. During the comment period, one email was received requesting that the City not allow the developer to remove the landscaping requirement for the project, as landscaping helps to create a better atmosphere for the area. After explaining the constraints of the site in relation to the adjacent East Link Light Rail alignment and 120th Station, and why there isn't room to install the required landscaping, no further comments were received from this party of record. It was also noted that landscaping is still part of the proposed project, but not adjacent to the interior property boundaries.

VI. TECHNICAL REVIEW

A. Land Use

As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. Noise related to construction is permitted 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. **Refer to Section XII.A for Conditions of Approval regarding Construction Noise Hours and Use of Best Available Noise Abatement Technology.**

B. Clearing & Grading

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

C. Utilities

Utility review of the Retail Bike Pavilion Administrative Design Review was based on materials submitted at the time of this application and is approved for this application. No construction will occur under this permit. The approval of this application has been evaluated against City of Bellevue Utility Engineering Codes and Standards. Final utility engineering construction review and approval will be completed under separate construction permits.

Storm
Storm drainage service to the site is currently not available and will be extended across the frontage of the site in Spring Boulevard by the City of Bellevue Transportation Department under construction of the Spring Boulevard CIP roadway project. Once completed, the Storm main will supply the site with adequate capacity for conveyance of storm water from the site.

The development proposes to meet all the minimum requirements triggered for the site as required in the City of Bellevue Surface Water Engineering Standards and 2005 DOE manual. Based on information submitted with this permit the site will trigger storm drainage minimum requirements 1-9 of the Storm and Surface Water Engineering Standards. Onsite storm water management (Minimum Requirement 5) will require the use of amended soil in landscape areas. Dispersion and infiltration BMP's are not feasible; the site will drain to the storm system in Spring Boulevard. Water quality and runoff control will not be required for the site as the improvements do not exceed the thresholds requiring facilities.

Water
Water service to the site is currently not available and will be extended across the frontage of the site in Spring Boulevard by the City of Bellevue Transportation Department under construction of the Spring Boulevard CIP roadway project. Once completed the water main will supply the site with adequate pressure and supply. Therefore, the site proposes to connect to the water system for domestic, fire, and irrigation meters to the water system in Spring Boulevard.

Sewer
Sewer service to the site is currently not available and will be extended across the frontage of the site in Spring Boulevard by the City of Bellevue Transportation Department under construction of the Spring Boulevard CIP roadway project. Once completed, the sewer main will supply the site with adequate sewer capacity. Therefore, sewer service is proposed for the project and the site will connect to a side sewer in Spring Boulevard.

Refer to Section XII.A for Condition of Approval regarding Preliminary Design, Utility Codes and Engineering Standards.

D. Transportation

Site Vehicle Access and Loading
This project is proposing to construct a retail/bike pavilion building and a plaza for the East Link light rail 120th Station. It is situated on Blocks 3A and 3C in the Spring District Master Development Plan and is in Phase 3 according to the current phasing plan for the development. This tract is bordered on the south by NE Spring Boulevard, on the

west by 120th Avenue NE, on the north by the station. The building will be located on parcel 3A located to the west and the plaza will be located on parcel 3C to the east. Both 120th Avenue NE and NE Spring Boulevard are classified as minor arterial streets.

A City CIP project recently improved this section of 120th Avenue NE to a 5-lane section with striped bike lane and 12-foot sidewalk section adjacent to the northwest corner of this site. A curbside pullout area was also constructed just north of the site for use by Metro Transit. A current City CIP project for NE Spring Boulevard is constructing a five-lane section on NE Spring Boulevard that includes a 14-foot wide sidewalk, a ten-foot bidirectional separated bike lane, and a short-term parking bay, and the section of sidewalk on 120th Avenue NE adjacent to the parcel. The NE Spring Boulevard project will also add a traffic signal at the intersection of NE Spring Boulevard and 120th Avenue NE, and a raised intersection and signal with an all-way pedestrian phase at 121st Avenue NE intersection. These improvements are scheduled to be completed in 2020. No further improvements will be required to accommodate vehicles for the proposed project.

The west part of the site, Block 3A, will be developed as a two-story pavilion with retail and restaurant uses on the ground and upper floor, and a bicycle facility with parking and locker rooms in the basement level. The east part of the site, Block 3C, will be developed as a plaza to provide access between NE Spring Boulevard and the 120th station. The rail line is depressed below ground level at this location, and the station is accessed via escalators and elevators located north and east of the plaza.

Vehicle parking for the building will be provided in the REI West building, south of the site across NE Spring Boulevard. In general, vehicles will not access the site directly; however, the parking bays directly in front of this project on NE Spring Boulevard will be utilized for short term pickup and drop off associated with the Sound Transit Light Rail "kiss and ride" which is designed to accommodate quick vehicle drop off's in close proximity to the light rail station behind the proposed structure.

Refuse pickup will not be provided at the building. Refuse from the building will be transported across the plaza to a pickup location to the east on Block 4A. This will be accessed by a driveway entrance on NE Spring Boulevard, and the area can accommodate a turnaround area for the vehicle to exit via NE Spring Boulevard. **Refer to Section XII.A for Condition of Approval regarding Provisions for Loading.**

Site Pedestrian and Bicycle Access
Sidewalks, multi-purpose paths, and other pedestrian and bicycle access corridors in the Spring District provide a robust system of connections to meet the intent of the Bel-Red Street Development Standards for providing routes for all modes of travel.

This project will have pedestrian access via the sidewalk on 120th Avenue NE on the west side and on the south side on NE Spring Boulevard, and pedestrian and bicycle access throughout the plaza to the light rail station, as well as along the north side of the building. The bicycle network in this vicinity includes a multi-purpose path on the west side of 120th Avenue NE and a two-way separated bike path adjacent to the site on NE Spring Boulevard. The sidewalks and bicycle network facilities will all be completed by City CIP projects and are not requirements of this project.

A major feature of this project will be the bike facility located in the lower floor of the building. This privately-operated facility is proposed to have paid bicycle parking/storage available for up to 400 bicycles and paid changing/shower facilities. The final configuration and operation of the facility will be determined by the tenant, and it may include a small bike retail or repair shop. It will have access via a stairway to 120th Avenue NE on the west and a stairway to the plaza on the east, both of which will be equipped with runnels. In addition to the bike storage in the building, bike storage lockers will be located on the north side of the building. These will be available for rent and are accessed by the pedestrian path.

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.

Street, sidewalk, and bicycle facilities along the street frontage for Block 3A and 3C are included as part of the City's NE Spring Boulevard and 120th Avenue NE CIP projects. This includes the signals required on NE Spring Boulevard in the MDP for the Spring District. This project will not need to provide additional street or sidewalk improvements but will be required to protect the existing improvements and repair any damage caused by construction of the project.

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. **Refer to Section XII.B for Condition of Approval regarding Civil Engineering Plans – Transportation, Section XII.C for Building and Site Plans – Transportation, and XII.D for Street Frontage Improvements.**

Easements

Sidewalk and utility easements and temporary construction easements have been acquired for the City's CIP projects for 120th Avenue NE and NE Spring Boulevard, however any additional sidewalk and utility easements that may be necessary for pedestrian facilities outside of the right-of-way and recorded easements shall be provided to the City as needed. Any construction in the easements must be coordinated with the City's CIP project manager and contractor if the construction on this project is scheduled before the NE Spring Boulevard project is complete.

A public access easement is required to provide permanent public access to the plaza on Block 3C. A pedestrian access easement is required for the pedestrian path on the north side of the building. **Refer to Section XII.B for Condition of Approval regarding Sidewalk/Utility/Refuse Access and Access Easements.**

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.

All construction in the right-of-way or sidewalk easements must be coordinated with the City's CIP project manager and contractor if the construction on this project is scheduled before the NE Spring Boulevard project is complete. **Refer to Section XII.B for Condition of Approval regarding Right-of-Way Use Permit.**

E. Building Division

The plans for Design Review have not been sufficiently developed for a thorough review by Building. Complete review will occur under the Building permit application(s). The plans generally conform to the requirements applicable to this stage of the design process. Plans submitted for building permits are required to conform to the most recent building code as adopted and amended by the State of Washington and the City of Bellevue.

F. Fire

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. **Refer to Section XII.A for Condition of Approval regarding Fire Conditions.**

G. Addressing

The final addresses for this project will depend upon the final configuration. A change in site or garage configuration may require readdressing. **Refer to Section XII.D for Condition of Approval regarding Addressing of Lots and Buildings.**

VII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposed Design Review approval that are beyond those identified in the Bel-Red Corridor EIS and the Transportation Facilities Plan EIS. The Environmental Checklist together with information submitted (in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review approval. The City codes and requirements, including SEPA, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts. 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 Bel-Red Corridor Project Draft and Final Environmental Impact Statement, issued July 19, 2007 and addendum.
- Final Environmental Impact Statement, 2016-2027, Transportation Facilities Plan, December 2015

These documents are available in the Development Services Department, Records Room, Lobby Floor, Bellevue City Hall, 450 110th Avenue NE under file #05-127994-LE.

Adverse impacts which are less than significant are typically 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, Section 22.02.140, provides substantive authority to mitigate impacts disclosed through the environmental review process.

The following amendments to the Environmental Checklist are provided by the City of Bellevue.

A. Utilities

Adequate storm drainage, water and wastewater services can be provided to the subject site. Refer to Section VI.C above for detailed discussion.

B. Transportation

Long Term Impacts and Mitigation

The City has prepared a traffic forecasting model for the 2030 horizon year to assess cumulative impacts that may result from growth and development during that period. This modeling analysis is based on a projected land use scenario and improvements to the transportation system that would occur during this time period.

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a net increase of 14,811 square feet that will include a bike facility and restaurant and retail space in MMA 12. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

In addition, traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. **Refer to Section XII.C for Condition of Approval regarding Transportation Impact Fee.**

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 Spring District Development Agreement and Master Development Plan allow concurrency to be analyzed by phase. This project is part of Phase 3 and was included in the Phase 3 concurrency analysis. A certificate of concurrency was issued for Phase 3 on March 29, 2018 and is attached to this approval.

Short Term Operational Impacts and Mitigation
The Spring District MDP analysis included a Traffic Impact Analysis that identified traffic impacts and mitigation for all phases of the development, and each phase is analyzed as well to ensure consistency with the overall analysis. This project is part of Phase 3 along with the REI Main building, the REI West building, and the park on Tracts G and J. A traffic analysis dated March 6, 2018, was prepared for Phase 3 by Parametrix and updated May 20, 2019, for this project on Block 3A. The analysis found that Phase 3 is consistent with the MDP analysis and that this project is consistent with the analysis. With the improvements to the street and pedestrian system to be constructed with other projects, no further mitigation is required for this project.

C. Earth
The affected geographic area is relatively level but has been recently disturbed due to the adjacent Sound Transit Light Rail construction to the north and east. According to the geotechnical report of record by Hart Crowser, dated June 8, 2018, and available for public viewing in the project file, the site is underlain by fill from historical regrading and the recent Sound Transit work. The thickness of the fill is approximately 6-16 feet, with the thicker portion on the north side of the site as part of the Sound Transit backfill. The fill deposit is underlain by native glacial deposits consisting of medium dense to very dense sand and gravel, and very stiff to hard silt. The upper 5 to 15 feet of native soil beneath the fill is typically less dense, but still suitable for bearing support. Groundwater may fluctuate because of variations in rainfall, temperature, season and other factors. It is not anticipated that groundwater will be encountered during construction of the project.

Proposed earthwork includes the excavation of approximately 13 feet depth of soil to be removed from the site for construction of the underground parking garage. Backfill placed within the structure footprint or below paved areas should be structural fill. However, use of on-site soils as structural fill is not recommended during the wet weather season, as the undisturbed native soils are highly moisture sensitive.

There is potential for erosion and sedimentation impacts as a result of the earth movement activities. Applicants and permittees are responsible for preventing erosion and discharge of sediment and other pollutants into the storm and surface water system and receiving waters. A construction stormwater pollution prevention plan (CSWPPP) prepared according to the Washington State Department of Ecology Stormwater Management minimum technical requirement # 2, will be required at time of Clearing and Grading permit application for this development. (Bellevue City Code 23.76)

By incorporating the requirements of existing codes and standards, the recommendations included in the geotechnical report (including site management techniques), use of Best Management Practices for temporary erosion and sedimentation control, and rainy season restrictions, it is expected that anticipated impacts to earth resources will be adequately mitigated.

D. Air Quality
During construction, emissions to the air will be released by construction vehicles and heavy equipment. Following construction, emissions from vehicles entering/existing the below grade garage 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. **Refer to Section XII.B for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**

The Bel-Red Corridor DEIS states that to the extent that pollutant-generating land uses (i.e. repair shops, drycleaners) redevelop over time within the Bel-Red Corridor, overall emissions would be lower in the future than they are now. And, that despite the predicted increase in traffic volumes and emissions, the Bel-Red Corridor redevelopment is not likely to result in any exceedance of the air quality standards. Maintaining traffic flow will reduce vehicles idling and, therefore, reduce pollutant emissions from vehicles. With the future light rail trips, pollutant emissions from vehicles are assumed to be further reduced.

The applicant provided a technical memorandum by JMJ Team, civil engineering consultants, dated June 13, 2019 (available for public viewing in the project file) which describes the anticipated greenhouse gas emissions associated with the construction and operation of the proposed retail and bike pavilion with adjacent public plaza.

Need for Qualitative or Quantitative Disclosure
Washington Department of Ecology (Ecology) has jurisdiction over air quality in Washington State. The City of Bellevue does not have code authority to regulate air quality. Air quality is under the jurisdiction of the Washington State Department of Ecology. Ecology provides thresholds based on building type and square footage to estimate the annual CO2e from the buildings and associated traffic. These thresholds are used to determine the need for either a qualitative or quantitative analysis of CO2e for a project.

Ecology's Guidance for including Greenhouse Gas Emissions in SEPA states that for projects that are expected to annually produce an average estimate of at least 10,000 but less than 25,000 metric tons CO2e, proponents should at least qualitatively disclose the GHG emissions caused by the project. A qualitative disclosure should include a general description of the project's expected source(s) of the emissions, as well as any proposed GHG mitigation measures incorporated or designed into the project.

The project has been estimated using the King County Department of Development and Environmental Services SEPA GHG Emissions Worksheet, Version 1.7. Using this worksheet, the project has been screened for ecology's thresholds for qualitative and quantitative reporting requirements. The anticipated sources of emissions for the project include embodied emissions created through the manufacturing, transportation, construction and disposal of building materials. Emissions associated with the operation of the proposal include building energy usage and maintenance, as well as vehicle trips associated with the proposals uses.

The proposed retail and bike pavilion and adjacent public plaza do not meet Ecology's threshold of 10,000 MTCO2e annually to produce a qualitative disclosure of emissions associated with the project, nor does it meet the Ecology threshold of 25,000 MTCO2e of new emissions to trigger a quantitative analysis.

E. Plants and Animals

The existing 0.47-acre project limit was previously a light industrial site with 100% existing impervious surface. Upon completion of the Design Review proposal, the overall impervious surface will be reduced to 95.5%, with the installation of site landscaping. Incorporation of new landscaping provides opportunities for new plant material (native/ornamental), and it is anticipated that small urban animals and native birds will occupy the site area post construction.

F. Light and Glare

There is minimal potential for light and glare impacts with the proposed exterior lighting fixtures, both on the building and within the public plaza area during the night. Potential light and glare impacts could extend to adjacent development or businesses that operate after dark, in addition to vehicular/pedestrian traffic along adjacent streets. However, in order to mitigate potential impacts to adjacent vehicular drivers and/or businesses, any light source emitting from the project area should incorporate cutoff shields and be designed so as not to result in light and glare spillover offsite. **Refer to Section XII.C for Condition of Approval regarding Shielded Lights.**

VIII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

The following design changes were required by land use staff:

1. Required Parcel 3C to be incorporated into the overall project limit area since a portion of the proposed design includes enhancing the adjacent plaza to accommodate activation of the proposed interior building uses i.e. outdoor seating for a potential future restaurant or coffee shop.
2. Relocation of publicly accessible bike racks from the corner of 120th Avenue NE and NE Spring Boulevard to the opposite side of the development, adjacent to the public plaza over parcel 3C where they would be more utilized.
3. Required additional benches adjacent to the Spring Boulevard public sidewalk area to accommodate required street furniture.

IX. DESIGN REVIEW DECISION CRITERIA

Per Land Use Code 20.30F.145, the Director may approve or approve with modifications an application for Design Review if:

A. The proposal is consistent with the Comprehensive Plan.

Finding: The proposal, as conditioned, is consistent with the Comprehensive Plan and Bel-Red Subarea Plan. Staff has reviewed the policies which apply to the project and has determined that those applicable policies will be implemented through the application of City Codes and the adopted Design Guidelines identified in the Bel-Red Chapter of the Land Use Code. **Refer to Section XII.A for Conditions of Approval regarding Project Plans and Conditions of Approval, and Condition of Approval**

XII.B for Final Landscape Plan, and XII.E for Sign Master Plan.

The proposal is consistent with the Comprehensive Plan, including the following goals and policies from the Bel-Red Subarea Plan:

1) ***Land Use Goal:*** *To develop a land use pattern that is environmentally sustainable and economically vibrant, and that creates distinctive new commercial and residential neighborhoods for the Eastside.*

   POLICY S-BR-8. *Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.*

   Finding:
   The proposed retail and bike pavilion along with the adjacent public plaza meet the Land Use goals and policies of the Bel-Red Subarea plan noted above. The proposal provides additional retail and restaurant uses, along with a new bike facility within the Spring District that will be in close proximity to residential and office developments. This new development will also help to support the 120th Light Rail Station directly north of the development, by providing a comfort station for light rail operators and ease of access around the site to the light rail station from 120th Avenue NE and NE Spring Boulevard. Providing an additional public plaza space also helps to further diversify the type of open space used throughout the Spring District.

2) ***Urban Design Goal:*** *To achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.*

   POLICY S-BR-14*. Use design guidelines to promote pedestrian-friendly and transit-oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place. Conduct design review for all mixed use, office and residentially designated areas of the Subarea. Apply additional depth and attention to the details of design review within transit-oriented development nodes.*

   Discussion: Design review should pay special attention to creating a pedestrian-friendly environment, by helping to create vibrant, interesting, safe, walkable and interconnected sites.

   POLICY S-BR-15. *Integrate transit into the design of public and private developments, so that the form and connectivity of the built environment support travel choices.*

   Discussion: Features such as transit stops near major buildings, building entrances oriented toward transit stops, and direct pedestrian connections between buildings and transit help to integrate transit and land use, improving the pedestrian environment and supporting travel choices.

POLICY S-BR-16. *Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development, in public and private projects.*

POLICY S-BR-22. *Promote parking design and management that supports local uses in a manner compatible with the area's urban design, transit and pedestrian orientation, including:*

- *Encourage shared parking;*
- *Encourage structured parking as opposed to surface parking, particularly in identified development nodes;*
- *Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and*
- *Allow reduction of parking supply in transit development nodes.*

Finding:
The Urban Design goals and policies of the Bel-Red Subarea Plan are incorporated into this proposal. The proposed project will create a distinct sense of place at one of the main entrances to the Spring District and complement the larger network of development within the Spring District MDP. The project is subject to the plans submitted and attached. **Refer to Section XII.A for Condition of Approval regarding Project Plans.** The project includes features such as future retail and restaurant uses, outdoor seating, landscaping and a new bike facility, all which contribute to the overall success of the District. High quality materials have been chosen and detailing to create a sense of permanence.

The proposed project is designed to complement the adjacent East Link 120th Light Rail Station to the north. The development includes pedestrian connections around the site, further linking the light rail station to 120th Avenue NE and NE Spring Boulevard. Public access signage will be required to be installed to clearly indicate these public connections through the project site. **Refer to Section XII.D for Condition of Approval regarding Public Access Signage for Pedestrian Connections.**

The single level of underground bike storage and corresponding facilities is a new use for the Spring District that will be heavily utilized by both users of the light rail station to the north and the tenants and residents of the District, further promoting the transit-oriented development nature of the District.

Parking for the retail and restaurant uses will be accommodated across NE Spring Boulevard to the south, in the below grade garage for the REI Parcel 7 development. A shared parking agreement between these two developments is currently in place. Parking provided below grade instead of as surface parking better aligns with comprehensive plan policies and encourages more useful and interactive development at the ground plane within the Spring District MDP.

The applicant will provide a master sign package for consistency in signage within the project. **Refer to Section XII.E for Condition of Approval**

regarding Sign Master Plan.

3) ***Transportation Goal:*** *To create a more complete, connected, and well balanced transportation system, while protecting neighborhoods from spillover traffic impacts and while ensuring that transportation investments contribute to the area's sense of place and sustainability.*

POLICY S-BR-53. *Identify and preserve necessary rights of way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system.*

POLICY S-BR-63. *Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters and weather protection.*

Finding:
The developer, Wright-Runstad, has worked with Sound Transit to design a project that is coordinated with the new 120th Light Rail Station directly adjacent to the north. This development will provide the required pedestrian connections between the proposed 120th Light Rail Station and 120th Avenue NE to the west and Spring Boulevard to the south, through the development of a pedestrian connection along the north side of the building and the public plaza over parcel 3C. The project also provides a required "comfort station" for the light rail operators in the form of a private bathroom, as well as bicycle lockers and a refuse area at the north side of the proposed structure.

The proposed public plaza is primarily intended for access to the 120th Light Rail Station plaza to the north of the development, but will include pedestrian scaled lighting, landscaping and seating opportunities directly adjacent to the proposed structure.

B. The proposal complies with the applicable requirements of this Code.
Finding: As conditioned or where a variance has been requested, the proposal complies with applicable requirements of the Land Use Code:

- Dimensional requirements.
- Parking requirements.
- Use charts.
- Catalyst Project.
- Bel-Red Corridor Plan.
- The Spring District Master Development Plan.
- The Spring District Development Agreement.

See Section III, Consistency with Land Use Code/Zoning Requirements, Section III.B Variance and Section VI, Technical Review.

C. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.
Finding: As conditioned, the proposal complies with the applicable requirements of the Land Use Code. Refer to Section I.B, Building Design and I.C, Design Intent, for discussions on overall design of the proposal. In addition, refer to Section III, Consistency with Land Use Code/Zoning Requirements and Section IV, Consistency with the Spring District Development Agreement (DA) and Master Development Plan (MDP for additional design requirements.

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: As conditioned, the project meets this criterion. See responses to Criteria IX.A-C above.

E. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.
Finding: All urban level public utilities/infrastructure are available to the site or will be constructed/installed within the development. All city departments have reviewed the proposal and required associated conditions, as necessary. See Section VI. for Technical Review.

X. VARIANCE DECISION CRITERIA

Per Land Use Code 20.30G.140, the Director may approve or approve with modifications an application for a variance from the provisions of the Land Use Code if:

A. The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and land use district of the subject property.
Finding: Granting of the variance will not constitute a grant of special privilege as the project does not aim to completely eliminate landscaping throughout the entire project site. Only along the interior property boundaries (north and east of Parcel 3A and north and east of Parcel 3C) where landscaping would conflict with access to the proposed structure, as well as pedestrian routes of travel between the light rail station and public rights-of-way. Eliminating the 10' interior landscape buffer results in a more pedestrian friendly project and an accessible public plaza between the light rail station and the sidewalk.

B. The variance is necessary because of special circumstances relating to the size, shape, topography, location or surroundings of the subject property to provide it with use rights and privileges permitted to other properties in the vicinity and in the land use district of the subject property.
Finding: The requested variance is necessary because of the project location within The Spring District in relation to the East Link Light Rail alignment and adjoining 120th Station. The small irregular shape of Parcel 3A and 3C, created by the cross-cutting alignment of the Sound Transit trench, is unique and is shared among several other properties along the alignment. All properties abutting the alignment are subject to restrictive covenants and easements with Sound Transit, which establish requirements for building setbacks, wall drains, wall loading and access points within 30 feet of the station and trench. This restricts the potential size and location for building and associated improvements on the subject site. In addition, all construction in the area

adjacent to the light rail alignment, including any landscape or irrigation, is subject to review, technical analysis and approval by Sound Transit to ensure there are no impacts to the transit facility.

C. The granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property.

Finding: Granting of the variance will not have a materially detrimental impact to property or improvements in the immediate vicinity of the subject property. The maximum width between the wall of the light rail alignment and the edge of the building is provided, allowing for functional, safe and secure access to the refuse room, Sound Transit comfort station and utility room for the building. These "back of house" functions are more appropriate in this area, rather than fronting Spring Boulevard, 120th Avenue NE or the public plaza. There is limited space to incorporate any landscaping along this northern property boundary without inhibiting pedestrian movement through this area to gain access to these spaces, in addition to the need to provide direct pedestrian connection between the public transit stop on 120th Avenue NE and the plaza on parcel 3C to access the light rail station. The addition of landscaping would require a further reduction in building footprint that is already constrained in size due to the irregular and small shape of the site combined with the setback limitations of the light rail alignment.

The plaza over parcel 3C is intended to accommodate a high volume of pedestrian traffic from the light rail station, so full compliance with the 10' landscape buffer along the northern, western and eastern property boundary would also inhibit pedestrian movement to and from the light rail station and appear out of place with the surrounding characteristics. Overall, the required landscape buffer is not necessary in this instance because there isn't a need to buffer the adjacent uses (light rail) and the retail building since this area is supposed to be support clear pedestrian routes of travel to and from and around the light rail station.

D. The variance is not inconsistent with the Comprehensive Plan.

Finding: Granting of the variance will not be inconsistent with the Bel Red Subarea element of the City's Comprehensive Plan. The following Bel Red Subarea policies promote the integration of transit and private development to support clear pedestrian routes of travel:

Policy S-BR-15: Integrate transit into the design of public and private developments, so that the form and connectivity of the built environment support transit choices, including direct pedestrian connections between buildings and transit.

Policy S-BR-53: Identify and preserve necessary rights-of-way for the transportation projects identified in this plan by ensuring that proposed site and building development plans are compatible with the planned transportation system.

XI. DECISION

After reviewing the proposal for consistency with applicable City of Bellevue requirements, policies, development standards, and SEPA, the Director hereby **APPROVES WITH CONDITIONS THE DESIGN REVIEW AND VARIANCE APPLICATIONS FOR SPRING DISTRICT – RETAIL AND BIKE PAVILION.**

XII. CONDITIONS OF APPROVAL

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES:

NOTE – Vested Status of the Design Review approval: The vested status of the Design Review approval is per Land Use Code 20.25D.035.B and the Development Agreement, signed July 10, 2009 and recorded September 11, 2009, recording number #200909110002269. These provisions allow for extended vesting up to a maximum of 15 years from the date of the City's final decision, unless a completed building permit application is filed before the end of the 15-year term. Upon issuance of a building permit, the vested status of a land use permit or approval shall be automatically extended for the life of the project.

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

Clearing and Grading Code - BCC 23.76	Savina Uzunow	425-452-7860
Bellevue Development Standards	Savina Uzunow	425-452-7860
Transportation Code - BCC 14.60	Molly A. Johnson	425-452-6175
Trans. Development Review - BCC.22.16	Molly A. Johnson	425-452-6175
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425-425-4294
Bellevue Utilities Code - BCC Title 24	Mark Dewey	425-452-6179
Construction Codes - BCC Title 23	Julius Carreon	425-452-4197
Structural Codes – BCC Title 23	Julius Carreon	425-452-4197
Land Use Code - BCC Title 20	Laurie Tyler	425-452-2728
Sign Code - BCC Title 22B	Laurie Tyler	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler	425-452-2728
Uniform Fire Code - BCC 23.11	Derek Landis	425-452-4112
Transportation Department Design Manual	Molly A. Johnson	425-452-6175
The Bel-Red Corridor Plan Streetscape	Molly A. Johnson	425-452-6175
Character, Guidelines, and Standards	Laurie Tyler	425-452-2728
Addressing	Jami Fairleigh	425-452-4310

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

UTILITIES DEPARTMENT CONDITIONS (GENERAL)

1. PRELIMINARY DESIGN, UTILITY CODES AND ENGINEERING STANDARDS
Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project for construction purposes. Water, sewer and storm permits, (UC), (UA) and (UB) will be required for site connections as needed. A developer extension agreement (UE) permit will be required for water installations for fire, irrigation and domestic services. Final civil engineering may require some changes to the site layout to accommodate the utilities. The plan submittal will be required to comply with all engineering codes and standards. The UE permit and other associated building and clearing and grading permits will not be approved until the utility improvements in Spring Boulevard have been completed and accepted by the City of Bellevue Utilities Department. A water and sewer connection charge will be due at time of connection to the water and sewer systems. All connection charges will be paid under the UE permit prior to approval. Building and clearing and grading permits cannot be

issued until the UE permit is issued. Easements, if needed, will need to be recorded at King County Records Office prior to building certificate of occupancy.

AUTHORITY: BCC Title 24.02, 24.04, 24.06
REVIEWER: Mark Dewey, Utilities

FIRE DIVISION CONDITIONS (GENERAL)

2. FIRE CONDITIONS
The application is subject to the following conditions:

a) All structures shall be provided with an automatic fire sprinkler system in accordance the International Fire Code as amended by the City of Bellevue. A permit for the fire system shall be obtained from the Fire Department prior to work commencing. (2015 IFC 903)

b) Fire department connections shall be located no less than 100' from a fire hydrant. (2013 NFPA 14, 6.4.5.4)

c) The preliminary plans provided indicate reduced exit capacity calculations. Be advised that reduced calculations require the installation of a quick response NFPA 13 sprinkler system AND a voice evacuation fire alarm system. The emergency voice evacuation fire alarm system shall be installed in accordance with the 2015 International Fire Code 907.5.2.2 and the 2013 NFPA 72.

d) A key-box access system shall be provided in accordance with the International Fire Code. The location and type shall be approved by the Fire department. Submit building plans indicating that a Knox box will be provided. (2015 IFC 506.1)

e) Provide fire extinguishers in accordance with IFC 906. Verify that all portions of the building are within 75 feet of foot travel of a fire extinguisher. (2015 IFC 906.1)

AUTHORITY: 2015 International Fire Code 907.5.2.2, 2013 NFPA 72, 2015 IFC 506.1, 2015 IFC 906.1
REVIEWER: Derik Landis, Fire Department

TRANSPORTATION DEPARTMENT CONDITIONS (GENERAL)

3. PROVISIONS FOR LOADING
The property owner shall provide an off-street loading space for use by the project which can access a public street. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading in the public right-of-way will not be permitted.

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Molly Johnson, Transportation

LAND USE DIVISION CONDITIONS (GENERAL)

4. DEVELOPMENT AGREEMENT AND MASTER DEVELOPMENT PLAN

The applicant is subject to all conditions and requirements of the Development Agreement between the City and Applicant, signed July 10, 2009 and recorded September 11, 2009 recording number #200909110002269. The applicant is also subject to all approval conditions of the Master Development Plan (File number 11-125943 LP) approved May 3, 2012 by Development Services and affirmed by the Hearing Examiner on October 8, 2012 (File number AAD 12-41).

AUTHORITY: Development Agreement, signed July 10, 2009 and recorded September 11, 2009, recording number #200909110002269 Master Development Plan (File number 11-125943 LP) approved May 3, 2012 by Development Services and affirmed by the Hearing Examiner on October 8, 2012 (File number AAD 12-41).
REVIEWER: Laurie Tyler, Development Services Department

5. PROJECT PLANS

The project is subject to the plans dated October 2, 2019 and attached.

AUTHORITY: Bellevue City Code 20.35.230
REVIEWER: Laurie Tyler, Land Use/Development Services Department

6. CONSTRUCTION NOISE HOURS

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday, except for Federal holidays and as further defined by the Bellevue City Code. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity.

AUTHORITY: Bellevue City Code 9.18.020, .040
REVIEWER: Laurie Tyler, Land Use/Development Services Department

7. 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 9.18.020.F
REVIEWER: Laurie Tyler, Development Services Department

8. MODIFICATION TO THE DESIGN REVIEW PLANS

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 consistent with the Governing Regulations section of the Development Agreement. Any modification of the project design must also be reviewed for consistency with the design intent as stated in Section I.C of this report. Conditions of Approval run for the life of the project.

AUTHORITY: Land Use Code 20.30F.175, Development Agreement Section C
REVIEWER: Laurie Tyler, Land Use/Development Services Department

9. CONDITIONS OF APPROVAL

A copy of these conditions of approval shall be copied onto a plan sheet at the beginning of the plan set(s) submitted for building/clear and grade permits.

AUTHORITY: Land Use Code 20.35.230
REVIEWER: Laurie Tyler, Land Use/Development Services Department

10. PARCEL 4A REFUSE ENCLOSURE

The applicant shall submit a Land Use Exemption (LUX) for Parcel 4A to accommodate the required refuse/recycling enclosure for this project, which is to be located at the end of 122nd Avenue NE. The enclosure shall meet Republic Services enclosure standards, and a letter of approval from Republic Services is required to be submitted with the LUX application. When Parcel 4A redevelops in the future, the future development will need to be designed to accommodate the refuse/recycling needs for this project.

AUTHORITY: Land Use Code 20.20.725
REVIEWER: Laurie Tyler, Land Use/Development Services Department

11. PARCEL 4A LOADING

The applicant shall submit a Land Use Exemption (LUX) for Parcel 4A to accommodate the required loading for this project. A detailed plan shall be provided with the LUX application, including turn radius diagrams. When Parcel 4A redevelops in the future, the future development will need to accommodate the loading needs for this project.

AUTHORITY: Land Use Code 20.20.590.K.4
REVIEWER: Laurie Tyler, Land Use/Development Services Department

B. PRIOR TO CLEARING & GRADING (CG) PERMIT ISSUANCE: The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements. These conditions must be complied with on plans submitted with the Clearing & Grading and Demolition permit applications:

TRANSPORTATION DEPARTMENT CONDITIONS (prior to CG issuance)

12. 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, Right of Way

13. CIVIL ENGINEERING PLANS – TRANSPORTATION

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

a) Sidewalk construction or reconstruction of existing facilities on 120th Avenue NE and NE Spring Boulevard. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
b) Curb ramps and crosswalk revisions.
c) Installation or relocation of streetlights and related equipment if not completed by others.
d) 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.
e) 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.
f) 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.
g) Location of fixed objects in the sidewalk or near the driveway approach.
h) 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. Design Justification Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Design Justification Forms must be provided prior to project completion.

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
REVIEWER: Molly Johnson, Transportation

14. SIDEWALK/UTILITY/REFUSE ACCESS AND ACCESS EASEMENTS
The applicant shall provide sidewalk, utility, refuse access and access easements to the City such that the park area, sidewalks, and pedestrian paths outside of the City right of way are located within a pedestrian easement area if these have not already been recorded.

AUTHORITY: BCC 14.60.100
REVIEWER: Molly Johnson, Transportation

LAND USE DIVISION CONDITIONS (prior to CG issuance)

15. 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: Laurie Tyler, Land Use/Development Services Department

16. FINAL LANDSCAPE PLAN
A final landscape plan and irrigation plan shall be submitted with the Clearing and Grading Permit application for review by Land Use.

AUTHORITY: Land Use Code 20.20.520.I
REVIEWER: Laurie Tyler, Land Use/Development Services Department

17. STREET FURNITURE
Street furniture is required along NE Spring Boulevard. The type of furniture, locations and specification shall be by Land Use and the Transportation Department.

AUTHORITY: Land Use Code 20.25D.140.G
REVIEWER: Laurie Tyler, Land Use/Development Services Department
Molly Johnson, Transportation

C. PRIOR TO BUILDING PERMIT (BP) ISSUANCE: The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building Permit application:

TRANSPORTATION DEPARTMENT CONDITIONS (prior to BP issuance)

18. TRANSPORTATION IMPACT FEE

Payment of the traffic impact fee will be required at the time of building permit issuance. If multiple building permits will be issued, the impact fee will be tied to the primary above-ground permit. 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: Molly Johnson, Transportation

19. 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: Molly Johnson, Transportation

LAND USE DIVISION CONDITIONS (prior to BP issuance)

20. MECHANICAL EQUIPMENT SCREENING

The applicant shall demonstrate that screening for mechanical equipment is architecturally integrated with the design of the project. Screening shall be provided so that mechanical equipment is not visible from adjacent streets and public sidewalks and does not interfere with park activities.

Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults or in a building or substantially screened per the approval of the Development Services Department.

Any at grade grills/grates or panels shall be the minimum size necessary, be ADA compliant and flush with the sidewalk or driveway in which it is installed. Review and approval of these locations and grates will be through the building permit review process.

AUTHORITY: Land Use Code 20.25D.150.D, 20.20.525.C.5
REVIEWER: Laurie Tyler, Land Use/Development Services Department

21. SOLID WASTE/RECYCLING COLLECTION FACILITIES REQUIRED

Recycling and solid waste collection areas are required to be provided for this development. Prior to the issuance of any construction 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 sizing of and access to the recycling and solid waste collection area(s) for this building, using current standards. In addition, all rights of way and public easement shall not be occupied by trash

receptacles, dumpsters, recycling bins or other such items. Collection and storage facilities for recyclable materials shall be shown on building and site plan drawings. This area shall not be visible from the street.

AUTHORITY: Land Use Code 20.20.720
REVIEWER: Laurie Tyler, Land Use/Development Services Department

22. SHIELDED LIGHTS

In order to mitigate potential impacts to adjacent vehicular drivers/businesses/residents, any 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: Land Use Code 20.20.522
REVIEWER: Laurie Tyler, Land Use/Development Services Department

23. VISION GLASS

The applicant shall provide clear, non-tinted and non-reflective vision glass along the ground-level retail frontage to provide a high level of pedestrian interest.

Ground-level retail frontage shall not be substantially closed or blocked from view with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: Land Use Code 20.25D.150.D
REVIEWER: Laurie Tyler, Development Services Department

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO)

TRANSPORTATION DEPARTMENT CONDITIONS (prior to issuance of any CO)

24. 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 or others and accepted by the Transportation Department inspector. This includes all frontage improvements for NE Spring Boulevard that are being constructed by others.

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: Molly Johnson, Transportation

LAND USE DIVISION AND ADDRESSING CONDITIONS (prior to issuance of any CO)

25. MAXIMUM IMPERVIOUS SURFACE/LOT COVERAGE
The maximum impervious surface/lot coverage MDP wide shall not exceed 75% per the Spring District MDP approval. The final project impervious surface/lot coverage AND MDP cumulative impervious surface/lot coverage calculations shall be provided to ensure compliance with the MDP maximum of 75% allowed.

AUTHORITY: Land Use Code 20.25D.080; Spring District MDP
REVIEWER: Laurie Tyler, Land Use/Development Services Department

26. LANDSCAPE INSTALLATION ASSURANCE DEVICE
If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation, the applicant shall file with the Development Services Department 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: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use/Development Services Department

27. LANDSCAPE MAINTENANCE ASSURANCE DEVICE
The applicant shall file with the Development Services Department a landscape maintenance assurance device in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all landscaping on the site.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use/Development Services Department

28. ADDRESSING OF LOTS AND BUILDINGS
The applicant shall contact Jami Fairleigh, Information Technology Department, phone 425-452-4310, regarding the addressing of the proposal. Addressing shall be approved by the Fire and Transportation Department.

AUTHORITY: Uniform Fire Code 505
REVIEWER: Jami Fairleigh, Information Technology Department
Derek Landis, Fire Department
Molly Johnson, Transportation Department

29. PUBLIC ACCESS EASEMENT
The applicant shall record a public access easement over the public plaza (Parcel 3C) in order to allow for 24-hour public pedestrian access between the Spring Boulevard public sidewalk and East Link 120th Light Rail Station to the north.

AUTHORITY: Land Use Code 20.25D.150.C.2
REVIEWER: Laurie Tyler, Land Use/Development Services Department
Molly Johnson, Transportation

30. PUBLIC ACCESS SIGNAGE FOR PEDESTRIAN CONNECTIONS
“Public Access” signage as depicted in the Bellevue Wayfinding Manual shall be prominently located to clearly convey the message that the public is welcome in the

public plaza (Parcel 3C). Prior to Temporary Certificate of Occupancy, the specific locations and sign designs shall be reviewed and approved by Land Use and the approved signs shall be installed.

AUTHORITY: Land Use Code 20.25D.150.C.2, Land Use Code 20.30F.145
REVIEWER: Laurie Tyler, Land Use/Development Services Department

E. PRIOR TO ISSUANCE OF ANY SIGN PERMITS (SIGN)

LAND USE DIVISION CONDITION (prior to issuance of a SIGN permit)

31. SIGN MASTER PLAN

A comprehensive sign package shall be submitted to the Development Services Department for review and approval through a Pre-Development Services (DC) application. Contents shall include but is not limited to:

a. Location
b. Lighting
c. Color Palate
d. Materials
e. Design concept

Signage shall be the minimum necessary to convey information and shall be architecturally compatible and integrated with the building design. 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: Bellevue City Code 22B.10 and Land Use Code 20.25D.150.F
REVIEWER: Laurie Tyler, Land Use/Development Services Department

F. PRIOR TO ISSUANCE OF TENANT IMPROVEMENT (TI) PERMITS

LAND USE DIVISION CONDITION (prior to issuance of TI permits)

32. FUTURE TENANT/STOREFRONT IMPROVEMENTS

Future retail/commercial tenant improvements shall reflect the design intent shown on the attached preliminary design. Vision glass is required to provide pedestrian access to interior spaces. Fire Control Room doors shall look like retail/office storefronts. Each tenant improvement or revision to this proposal shall be approved by the City.

AUTHORITY: Land Use Code 20.30.F
REVIEWER: Laurie Tyler, Land Use/Development Services Department



LD SUBMITTAL

OWNER:	WR-SRI 120TH LLC 1201 3rd Avenue, No. 2700 Seattle, WA 98101
OWNER'S REPRESENTATIVE:	Contact: Matt Nielson Email: mnielson@wrightrunstad.com Phone: 206.805.5850
ARCHITECT:	NORTHWEST STUDIO 1402 3rd Avenue, Office 808 Seattle, WA 98101 Contact: David Cutler Email: dcutler@northweststudio.com Phone: 206.788.8155
CONTRACTOR:	FOUSHEE 3260 118th Avenue SE, Suite 1000 Bellevue, WA 98005 Contact: Craig Miller Email: cmiller@foushee.com Phone: 425.746.1000
LANDSCAPE ARCHITECT:	FAZIO ASSOCIATES INC 102 NW Canal Street Seattle, WA 98107 Contact: Robert J. Fazio Email: rob@fazioassociates.com Phone: 206.774.9490
STRUCTURAL ENGINEER:	KPFF CONSULTING ENGINEERS 1601 5th Avenue, Suite 1600 Seattle, WA 98101 Contact: Tom Hudgings Email: tom.hudgings@kpff.com Phone: 206.622.5822
CIVIL ENGINEER:	JMJ TEAM 15318 Washington St E, Suite 106 Sumner, WA 98390 Contact: Justin Jones Email: justin@jmjteam.com Phone: 206.596.2020
MECHANICAL & PLUMBING:	COMFORT SYSTEMS USA 18702 N Creek Parkway, Suite 110 Bothell, WA 98011 Contact: Ed Edlin Email: edward.edlin@comfortsystemsusa.com Phone: 425.602.4352
LIGHTING DESIGN:	PACIFIC LIGHTING SYSTEMS 6004 S 190th Street, Suite 203 Kent, WA 98032 Contact: Ana Shettle Email: anas@plswa.com Phone: 206.436.8836
SIGNAGE DESIGN:	OLIVE DESIGN STUDIOS Fort Worth, TX Contact: Kathy Murray Email: kathy@olivedesignstudios.com Phone: 925.324.6806

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

12040 NE SPRING BLVD, BELLEVUE, WA 98005; PARCEL # 0671000060
OWNED BY THE **WR-SRI 120th LLC**
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

DESIGN REVIEW SET (LD)

11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

REV NO. 2
10.02.2019

COVER SHEET

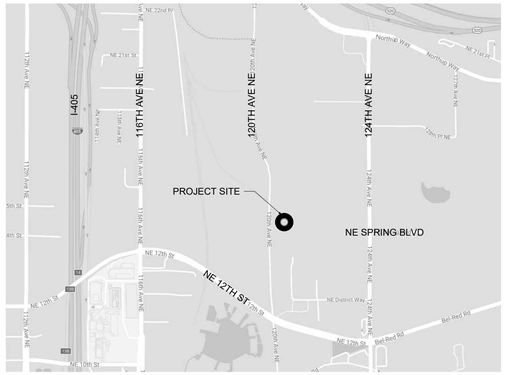
G-000.02

SHEET INDEX

DRAWINGS	
DWG #	**DRAWING TITLE**
	GENERAL
G-000.02	COVER SHEET
G-001.02	PROJECT INFORMATION, SHEET INDEX
G-011.02	GENERAL NOTES, ABBREVIATIONS, PLAN LEGEND AND SYMBOLS
G-012.02	ACCESSIBILITY
G-021.02	PROJECT NARRATIVE
G-022.02	SITE AERIAL PHOTOS
G-023.02	MATERIAL BOARD
G-024.02	AERIAL PERSPECTIVE & EYE-LEVEL RENDERINGS
	ZONING
Z-001.02	ZONING SUMMARY
Z-002.02	DESIGN GUIDELINE RESPONSES
Z-011.02	ZONING DIAGRAMS
Z-012.02	ZONING DIAGRAMS
Z-013.02	ZONING DIAGRAMS
	BUILDING CODE (FOR REFERENCE ONLY)
BC-001.02	BUILDING CODE INFORMATION (FOR REFERENCE ONLY)
BC-002.02	BUILDING CODE INFORMATION (FOR REFERENCE ONLY)
BC-013.02	EGRESS DIAGRAMS (FOR REFERENCE ONLY) - FORMERLY BC-101
	CIVIL
C1-001.02	GENERAL NOTES
C1-101.02	BINDING SITE PLAN
C1-102.02	BINDING SITE PLAN
C1-103.02	BINDING SITE PLAN
C1-104.02	BINDING SITE PLAN
C1-105.02	BINDING SITE PLAN
C1-106.02	BINDING SITE PLAN
C1-201.02	BOUNDARY & TOPOGRAPHIC SURVEY
C1-301.02	PHASING PLAN
C1-302.02	EASEMENT PLAN
C1-303.02	SOUND TRANSIT EASEMENT PLAN
C1-304.02	SOUND TRANSIT EASEMENT PLAN
C1-305.02	FIRE PLAN
C2-101.02	TESC PLAN
C2-201.02	TESC DETAILS
C2-301.02	DEMOLITION PLAN
C3-101.02	UTILITY PLAN
C3-301.02	COMPOSITE SITE PLAN
C3-302.02	SITE PLAN
C3-401.02	HARDSCAPE DETAILS
C3-501.02	GRADING PLAN
C6-101.02	JOINT UTILITY TRENCH PLAN
C7-101.02	EXTERIOR LIGHTING PLAN
	LANDSCAPE
L-101.02	GROUND LEVEL LANDSCAPE PLAN
L-101.02	SECOND LEVEL LANDSCAPE PLAN
L-201.02	PLANTING SCHEDULE
	ARCHITECTURAL SITE
AS-101.02	CONTEXT SITE PLAN
	DETAILS
A-081.02	DOOR DETAILS
	ARCHITECTURAL
A-101.02	BASEMENT LEVEL PLAN
A-102.02	GROUND LEVEL PLAN
A-103.02	SECOND LEVEL PLAN
A-104.02	ROOF LEVEL PLAN
	BUILDING ELEVATIONS
A-301.02	BUILDING ELEVATIONS - SOUTH AND WEST (PRIOR SHEETS 301-304 CONSOLIDATED)
A-302.02	BUILDING ELEVATIONS - NORTH AND EAST (PRIOR SHEETS 301-304 CONSOLIDATED)
A-305.02	ENLARGED SOUTH ELEVATION - COLORED
	BUILDING SECTIONS
A-311.02	BUILDING SECTIONS (PRIOR SHEETS 311-314 CONSOLIDATED)
A-312.02	BUILDING SECTIONS (PRIOR SHEETS 311-314 CONSOLIDATED)
	ENLARGED PLANS AND ELEVATIONS
A-402.02	TRASH ROOM AND SOUND TRANSIT BIKE LOCKERS
A-404.02	TRASH ENCLOSURE
	STAIRS
A-703.02	ENLARGED EGRESS STAIR 3 PLAN & SECTIONS
A-704.02	ENLARGED EGRESS STAIR 4 PLAN & SECTIONS
A-705.02	STAIR DETAILS
	ELEVATOR
A-751.02	ENLARGED ELEVATOR PLANS & SECTION

	LIGHTING DESIGN
EL-101.02	LIGHTING PLAN - BASEMENT
EL-102.02	LIGHTING PLAN - LEVEL 1
EL-103.02	LIGHTING PLAN - LEVEL 2
EL-104.02	LIGHTING SPEC SHEETS
	SIGNAGE DESIGN
X-101.02	SIGNAGE PLAN

VICINITY MAP



PROJECT INFORMATION

ADDRESS: 12040 NE SPRING BLVD, BELLEVUE, WA 98005

PARCEL: 0671000060

LEGAL: UNIT 3A OF THE SPRING DISTRICT MASTER CONDOMINIUM, PER CONDOMINIUM DECLARATION THEREOF RECORDED UNDER KING COUNTY RECORDING NO. 20131025000704, AND AMENDMENTS THERETO; SAID UNIT LOCATED ON SURVEY MAP AND PLANS RECORDED IN VOLUME 278 OF CONDOMINIUMS AT PAGES 94 AND 95, IN KING COUNTY, WASHINGTON.

PROJECT DESCRIPTION

NEW CONSTRUCTION OF TWO-STORY RETAIL STRUCTURE ABOVE GRADE WITH BASEMENT LEVEL RETAIL AND BICYCLE PARKING.

ZONING CODE SUMMARY

ZONING CODE:	CITY OF BELLEVUE LAND USE CODE TITLE 20
ZONING:	OFFICE RESIDENTIAL 1 (OR-1)
SPECIAL DISTRICT:	BEL-RED
OTHER REQ:	SPRING DISTRICT MASTER DEVELOPMENT PLAN

BUILDING CODE SUMMARY

BUILDING CODE:	2015 INTERNATIONAL BUILDING CODE WAC 51-50 IBC AMENDMENTS CITY OF BELLEVUE AMENDMENTS
PROPOSED USE: OCCUPANCY GROUP:	RETAIL & BICYCLE PARKING MERCANTILE (M), ASSEMBLY (A-2)
CONSTRUCTION TYPE:	TYPE VB
SPRINKLER:	NFPA 13, EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, INCLUDING AUTOMATIC CONTROL SYSTEM AND AUDIBLE ALARM PER 903.4
BUILDING HEIGHT (IBC):	38'-8"
BUILDING SQUARE FOOTAGE:	16,267 GSF
NUMBER OF STORIES:	2

ENERGY CODE SUMMARY

ENERGY CODE:	WASHINGTON STATE ENERGY CODE COMMERCIAL PROVISIONS CHAPTER 51-11C WAC
COMPLIANCE PATH:	PRESCRIPTIVE

SUBMITTAL SUMMARY

PERMITS THIS SUBMITTAL:	LAND USE (LD)

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

12040 NE SPRING BLVD, BELLEVUE, WA 98005; PARCEL # 0671000060

OWNED BY THE **WR-SRI 120th LLC**

1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS

1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

DESIGN REVIEW SET (LD)

11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

REV NO. 2

10.02.2019

PROJECT INFORMATION & DRAWING INDEX

G-001.02

GENERAL NOTES

1. ALL CONSTRUCTION WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE 2015 BELLEVUE BUILDING CODE; ALL FEDERAL, STATE, AND MUNICIPAL AUTHORITIES HAVING JURISDICTION OVER THE WORK; UTILITY COMPANY REQUIREMENTS; AND BEST TRADE PRACTICES.

2. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL FILE ALL REQUIRED CERTIFICATES OF INSURANCE, (COPIES OF SUCH POLICIES SHALL BE FILED WITH THE OWNER, AND ARCHITECT), OBTAIN ALL REQUIRED PERMITS, AND PAY ALL FEES REQUIRED BY GOVERNING AGENCIES.

3. DURING BIDDING, THE CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS AND THE FULL EXTENT OF THE PROJECT.

4. THE CONTRACTOR AND THE SUBCONTRACTORS SHALL VERIFY ALL MEASUREMENTS AND SHALL BE RESPONSIBLE FOR THE CORRECTNESS OF SAME. NO EXTRA CHARGE OR COMPENSATION WILL BE ALLOWED DUE TO A DIFFERENCE BETWEEN ACTUAL DIMENSIONS AND THE DIMENSIONS INDICATED ON THE DRAWINGS; ANY DISCREPANCIES BETWEEN THE DRAWINGS AND FIELD CONDITIONS WHICH MAY BE FOUND SHALL BE SUBMITTED TO THE ARCHITECT FOR CONSIDERATION AND CLARIFICATION BEFORE PROCEEDING WITH THE WORK.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DEVIATION FROM THE CONTRACT DOCUMENTS.

6. THE CONTRACTOR IS NOT TO SCALE DRAWINGS OR DETAILS. ONLY WRITTEN DIMENSIONS SHALL BE USED. WHERE REQUIRED DIMENSIONS ARE MISSING NOTIFY THE ARCHITECT FOR CLARIFICATION BEFORE PROCEEDING.

7. ALL WORK, WHETHER EXPLICITLY SHOWN OR IMPLIED, UNLESS SPECIFICALLY QUESTIONED, SHALL BE CONSIDERED FULLY UNDERSTOOD IN ALL RESPECTS BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MISINTERPRETATIONS OR CONSEQUENCES THEREOF FOR ALL WORK ON ALL CONTRACT DOCUMENTS.

8. WORK SHALL INCLUDE ALL CHARGES AND EXPENSES FOR FURNISHING ALL ITEMS SHOWN, SPECIFIED OR REQUIRED TO COMPLETE THE WORK, WHETHER OR NOT SPECIFICALLY MENTIONED OR SHOWN, BUT WHICH ARE NECESSARILY REQUIRED TO OBTAIN AND CONSTRUCT THE INDICATED DESIGN.

9. ALL OF THE ARCHITECT'S DRAWINGS AND CONSTRUCTION NOTES ARE COMPLIMENTARY AND WHAT IS CALLED FOR BY EITHER SHALL BE BINDING AS IF CALLED FOR BY ALL; ANY WORK SHOWN OR REFERENCED ON ANY ONE DRAWING SHALL BE PROVIDED AS THOUGH SHOWN ON ALL DRAWINGS.

10. FULL SIZE OR LARGE SCALE DETAILS OR DRAWINGS SHALL GOVERN SMALL SCALE DRAWINGS WHICH THEY ARE INTENDED TO AMPLIFY. ANY CONFLICTS MUST BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION PRIOR TO FABRICATION OR INSTALLATION.

11. THE PREMISES AND JOB SITE SHALL BE MAINTAINED IN A NEAT AND ORDERLY CONDITION AND KEPT FREE FROM ACCUMULATIONS OF WASTE MATERIALS AND RUBBISH DURING THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL REMOVE ALL CRATES, CARTONS AND OTHER TRASH FROM THE WORK AREAS EACH DAY AND SHALL BE RESPONSIBLE FOR ITS PROPER DISPOSAL. THE PREMISES SHALL BE PROTECTED THROUGHOUT CONSTRUCTION AND SHALL BE TURNED OVER IN A CLEAN AND ORDERLY CONDITION.

12. THE CONTRACTOR SHALL PREPARE THE PREMISES FOR OCCUPANCY WITH A THOROUGH CLEANING THROUGHOUT. PROVIDE RUNNER STRIPS OF MASONITE AND KRAFT BUILDING PAPER ON FINISHED FLOORS AS REQUIRED FOR PROTECTION.

13. ALL MANUFACTURED ARTICLES, MATERIALS, AND EQUIPMENT SHALL BE SUPPLIED AND INSTALLED AS DIRECTED BY THE MANUFACTURER UNLESS NOTED OTHERWISE.

14. ANY WORK OR MATERIAL NOT ACCEPTABLE OR NOT CONFORMING TO LAW AND REGULATIONS BY ALL BODIES HAVING JURISDICTION SHALL BE REMOVED AT THE REQUEST OF THE OWNER AND/OR GENERAL CONTRACTOR. REJECTION OF CONTRACTOR'S WORK SHALL BE IN ACCORDANCE, WITH BUT NOT LIMITED TO: DEVIATION FROM PLANS AND SPECIFICATIONS, ANY EQUIPMENT OR MATERIALS NOT INSTALLED IN A "WORKMANLIKE" MANNER ANY EQUIPMENT OR MATERIAL THAT IS NOT INSTALLED PROPERLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS OR APPLICABLE BUILDING CODES.

15. ALL EXITS SHALL BE KEPT READILY ACCESSIBLE AND UNOBSTRUCTED AT ALL TIMES. FIRE EXTINGUISHERS MUST BE KEPT ON THE JOB SITE DURING CONSTRUCTION.

FIRE SAFETY NOTES

1. ALL BUILDING MATERIALS STORED AT THE CONSTRUCTION AREA, AND/OR IN ANY AREA OF THE BUILDING ARE TO BE SECURED IN A LOCKED AREA. ACCESS TO SUCH AREAS TO BE CONTROLLED BY THE OWNER AND/OR THE GENERAL CONTRACTOR.

2. ALL FLAMMABLE MATERIALS TO BE KEPT TIGHTLY SEALED IN THEIR RESPECTIVE CONTAINERS. SUCH MATERIALS ARE TO BE KEPT AWAY FROM ALL HEAT SOURCES AND STORED IN AN ADEQUATELY VENTED SPACE.

3. ALL ELECTRICAL POWER TO BE SHUT OFF WHERE THERE IS EXPOSED CONDUIT. ALL ELECTRICAL POWER IN THE CONSTRUCTION AREA TO BE SHUT OFF AFTER WORKING HOURS.

4. THE CONTRACTOR WILL AT ALL TIMES MAKE SURE THAT THERE IS NO LEAKAGE OF ANY FLAMMABLE GAS USED IN CONSTRUCTION.

ABBREVIATIONS

ABV	ABOVE
A/C	AIR CONDITIONING
ACT	ACOUSTICAL CEILING TILE
AD	AREA DRAIN
ADDL	ADDITIONAL
ADJ	ADJACENT/ADJUSTABLE
AFF	ABOVE FINISH FLOOR
AGG	AGGREGATE
ALT	ALTERNATE
ANOD	ANODIZED
ALUM	ALUMINUM
APPROX	APPROXIMATE
ARCH	ARCHITECT/ARCHITECTURAL
ATTEN	ATTENUATION
BA	BATHROOM
BB	BOND BREAKER
BD	BOARD
BDRM	BEDROOM
BHD	BEHIND
BKSPL	BACKSPLASH
BKR	BACKER
BLNKT	BLANKET
BLDG	BUILDING
BLK	BLACK
BLKG	BLOCKING
BLW	BELOW
BR	BEDROOM
BRKT	BRACKET
BTH	BATH
BTR	BETTER
BTWN	BETWEEN
BUR	BUILT UP ROOFING
BYD	BEYOND
B/I	BUILT IN
B/U	BUILT UP
B/O	BUILD OUT
CABT	CABINET
CATV	CABLE TELEVISION
CCTV	CLOSED CIRCUIT TELEVISION
CER	CERAMIC
CEM	CEMENT/CEMENTITIOUS
CIP	CAST-IN-PLACE
CJ	CONTROL JOINT
CKT	CIRCUIT
CLG	CEILING
CL	CLEAR
CLKG	CAULKING
CLST	CLOSET
CLSR	CLOSER
CMU	CONCRETE MASONRY UNIT
CNTR	COUNTER
CO	CLEAN OUT
COL	COLUMN
CONC	CONCRETE
CONT	CONTINUOUS
CONST	CONSTRUCTION
CT	CERAMIC TILE
C/T	COUNTERTOP
CTR	CENTER
C/I	CAST IRON
C/P	CONTROL POINT
CW	CURTAIN WALL
D	DOWN
DBL	DOUBLE
DEMO	DEMOLISH/DEMOLITION
DEPT	DEPARTMENT
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIM	DIMENSION
DR	DOOR
DS	DOWNSPOUT
DTL	DETAIL
DWG	DRAWING
E	EAST
EA	EACH
EJ	EXPANSION JOINT
ELEC	ELECTRICAL
ELEV	ELEVATION
ELV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
EP	ELECTRICAL PANEL
EQ	EQUAL
EQP	EQUIPMENT
EXH	EXHAUST
EXTG	EXISTING
EXP	EXPANSION
EXT	EXTERIOR/EXTEND
FA	FIRE ALARM
FACP	FIRE ALARM CONTROL PANEL
FBO	FURNISHED BY OTHERS
FD	FLOOR DRAIN
FDN	FOUNDATION
FF	FINISH FLOOR
FFE	FINISH FLOOR ELEVATION
FG	FINISH GRADE
FH	FIRE HYDRANT
FHC	FIRE HOSE CABINET
FIN	FINISH
FL	FLUSH
FLASHG	FLASHING
FLR	FLOOR
FLUOR	FLUORESCENT
FOB	FACE OF BUILDING
FOC	FACE OF CONCRETE
FPL	FIREPLACE
FRCB	FIBER REINFORCED CEMENT BOARD
FT	FOOT/FEET
FTG	FOOTING
FYR	FOYER
FXT	FIXTURE
FURG	FURRING
F/I	FURNISH/INSTALL
F/R	FIRE RETARDENT
GA	GAUGE
GALV	GALVANIZED
GB	GRADE BEAM
GL	GLASS/GLAZING
GR	GRADE
GRND	GROUND
GWB	GYPSUM WALL BOARD
GRT	GROUT
HB	HOSE BIBB
HC	HOLLOW CORE
HD	HEAD
HDR	HEADER
HDWR	HARDWARE
HM	HOLLOW METAL
HNDRL	HANDRAIL
HORZ	HORIZONTAL
HP	HIGH POINT
HR	HOUR
HSE	HOUSE
HT	HEIGHT
ID	INSIDE DIAMETER
INC	INCIDENTAL
INFO	INFORMATION
INSUL	INSULATION
INST	INSTALL
INT	INTERIOR
JMB	JAMB
JNT	JOINT
JST	JOIST
KI	KITCHEN
KD	KILN DRIED
KO	KNOCK OUT
K/D	KNOCK DOWN
LD	LINEAR DIFFUSER
LAM	LAMINATE
LAV	LAVATORY
LDR	LEADER
LF	LINEAR FEET/FOOT
LKR	LOCKER
LTL	LINTEL
LP	LOW POINT
LT	LIGHT
MANF	MANUFACTURER
MAS	MASONRY
MAT	MATERIAL
MAX	MAXIMUM
MBA	MASTER BATHROOM
MECH	MECHANICAL
MEMB	MEMBRANE
MDF	MEDIUM DENSITY FIBERBOARD
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MP	METAL PANEL
MTD	MOUNTED
MTL	METAL
M/R	MOISTURE RESISTANT
N	NORTH
NIC	NOT IN CONTRACT
NLR	NAILER
NO	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
N/A	NOT APPLICABLE
OA	OVERALL
OBSC	OBSCURE
OC	ON CENTER
OCEW	ON CENTER EACH WAY
OD	OUTSIDE DIAMETER
OPG	OPENING
OPP	OPPOSITE
OPH	OPPOSITE HAND
OVHD	OVERHEAD
PC	POLISHED CHROME
PLAM	PLASTIC LAMINATE
PLAS	PLASTER
PLYWD	PLYWD
PNL	PANEL
PWDR	POWDER
PLMBG	PLUMBING
POL	POLISHED
PR	PAIR
PROG	PROGRAM
PTD	PAINTED
PTN	PARTITION
PG	PAINT GRADE
PR	POWER ROOM
PSF	POUNDS PER FOOT
PSI	POUNDS PER SQUARE INCH
PT	PRESSURE TREATED
PVT	PIVOT
R	RISER
RAD	RADIATOR
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REC	RECESSED
REF	REFERENCE/REFRIGERATOR
REINF	REINFORCEMENT
REM	REMOVE
REQD	REQUIRED
RES	RESILIENT
REV	REVISE/REVISION
RL	RAIL
RM	ROOM
RO	ROUGH OPENING
S	SOUTH
SAB	SOUND ATTENUATION BLANKET
SAT	SATIN
SC	SOLID CORE
SCL	SELF CLOSING
SCHED	SCHEDULE
SECT	SECTION
SF	SQUARE FEET
SHT	SHEET
SHWR	SHOWER
SIM	SIMILAR
SLNT	SEALANT
SLPR	SLEEPER
SLR	SEALER
SO	SHUTOFF
SPEC	SPECIFICATION
SP	SPRINKLER
SQ	SQUARE
SLPSK	SLOP SINK
STD	STANDARD
STL	STEEL
STRUCT	STRUCTURAL
SURF	SURFACE
SUSP	SUSPENDED
SYM	SYMMETRICAL
S/B	SANDBLASTED
SW	SWITCH
T	TREAD
T/C	TERRA COTTA
TEL	TELEPHONE
TERR	TERRAZZO
THK	THICK
TKT	TICKET
TLT	TOILET
TOS	TOP OF SLAB
TV	TELEVISION
TYP	TYPICAL
T/G	TONGUE AND GROOVE
T/S	TAPE AND SPACKLE
TSTAT	THERMOSTAT
U	UP
UON	UNLESS OTHERWISE NOTED
U/S	UNDERSIDE
U/C	UNDERCOUNTER
VAP BAR	VAPOR BARRIER
VAV	VARIABLE AIR VOLUME
VEN	VENEER
VERT	VERTICAL
VEST	VESTIBULE
VCT	VINYL COMPOSITION TILE
VIF	VERIFY IN FIELD
VLV	VALVE
W	WEST
WC	WATER CLOSET
WD	WOOD
WHT	WHITE
WNDW	WINDOW
WWF	WELDED WIRE FABRIC
W/	WITH
W/C	WATER COOLER
W/O	WITHOUT
W/P	WATER PROOF
W/R	WATER RESISTANT
W/C	WATER COOLER
W/O	WITHOUT
WT	WEIGHT
@	AT
+/-	PLUS OR MINUS
%	PER CENT
+	AND
#	NUMBER
℄	CENTERLINE
LBS	POUNDS

PLAN LEGEND

EXISTING STRUCTURE / PARTITION TO REMAIN

PROPERTY LINE

LINE OF OBJECT ABOVE OR BELOW

RDE — EXISTING ROOF DRAIN LOCATION

1 / A300 — BUILDING ELEVATION

1 / 4 A301 2 / 3 — INTERIOR ELEVATION

1 / A311 — SECTION

1 / A350 — WALL OR DETAIL SECTION

1 / A500 — DETAIL

A — STRUCTURAL GRID LINE

ELEVATION DATUM SETOUT LINE

T.D. — TRAVEL DISTANCE

C.P. — COMMON PATH OF TRAVEL (C.P.)

AP01 — MATERIAL/ FINISH TAG

01 — WINDOW TAG

001 / 01 — DOOR TAG

PARTITION TYPE

/ ### — OCCUPANT LOAD/MAX CAPACITY AT EXIT COMPONENT

FSC — SURFACE MOUNTED FIRE STORAGE CABINET

FX — RECESSED FIRE EXTINGUISHER CABINET

RFX — RECESSED RATED FIRE EXTINGUISHER CABINET

FEC — FIRE EXTINGUISHER CABINET

FE — FIRE EXTINGUISHER

FACP — FIRE ALARM CONTROL PANEL

FD — FLOOR DRAIN

OD — OVERFLOW DRAIN

HB — HOSE BIBB

CELING-MOUNTED EXIT SIGNAGE

WALL-MOUNTED EXIT SIGNAGE

AP — ACCESS PANEL

TX — TOILET EXHAUST

CEILING MOUNTED LINEAR DIFFUSER

R — RETURN AIR SLOT

SP — SPRINKLER HEAD RECESSED CEILING-MOUNTED

SPRINKLER HEAD RECESSED WALL-MOUNTED

COMBINATION SMOKE/ CARBON MONOXIDE DETECTOR

EL — ELEVATOR SMOKE DETECTOR

CEILING MOUNTED SMOKE DETECTOR

OS — OCCUPANCY SENSOR, CEILING MOUNTED

SECURITY CAMERA

1-HOUR RATED PARTITION (ALL DOORS ¾ HOUR RATED)

2-HOUR RATED PARTITION (ALL DOORS 1 ½ HOUR RATED)

3-HOUR RATED WALL (ALL DOORS 3 HOUR RATED)

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

12040 NE SPRING BLVD, BELLEVUE, WA 98005; PARCEL # 0671000060

OWNED BY THE **WR-SRI 120th LLC**

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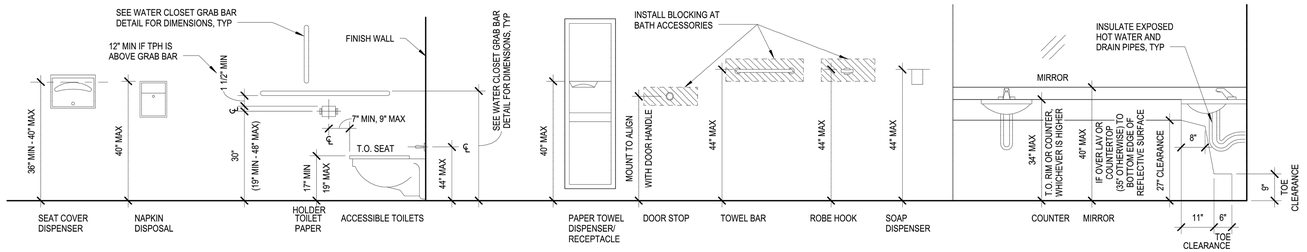
GENERAL NOTES

G-011.02

NOTE:

WHERE ACCESSIBILITY IS REQUIRED, THE OPERATING PARTS OF LIGHTING CONTROLS ELECTRICAL SWITCHES AND RECEPTACLES, ENVIRONMENTAL CONTROLS, APPLIANCE CONTROLS, OPERATING HARDWARE FOR OPERABLE WINDOWS, PLUMBING FIXTURE CONTROLS, AND USER CONTROLS FOR SECURITY OR INTERCOM SYSTEMS SHALL COMPLY WITH SECTION 309 OF ICC/ANSI A117.1-2003. DRYING EQUIPMENT, TOWEL OR CLEANSING PRODUCT DISPENSERS, AND DISPOSAL FIXTURES SHALL BE 40" MAX AFF FOR REACH DEPTHS LESS THAN 6" PER IBC 1101.2.7 AND WAC AMENDMENTS.

OPERABLE PARTS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS (22.2N) MAX.



4 MOUNTING HEIGHT DETAIL - BATH & RESTROOMS
1/2" = 1'-0"

NOTE:

WHERE ACCESSIBILITY IS REQUIRED, THE OPERATING PARTS OF LIGHTING CONTROLS ELECTRICAL SWITCHES AND RECEPTACLES, ENVIRONMENTAL CONTROLS, APPLIANCE CONTROLS, OPERATING HARDWARE FOR OPERABLE WINDOWS, PLUMBING FIXTURE CONTROLS, AND USER CONTROLS FOR SECURITY OR INTERCOM SYSTEMS SHALL COMPLY WITH SECTION 309 OF ICC/ANSI A117.1-2003.

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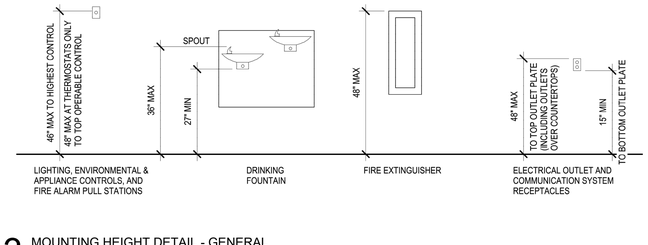
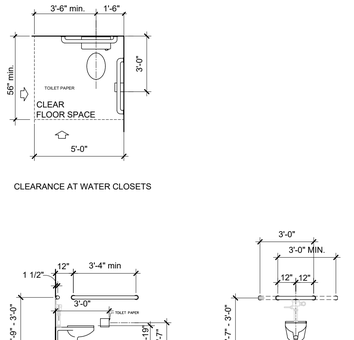


3 MOUNTING HEIGHT DETAIL - GENERAL
1/2" = 1'-0"

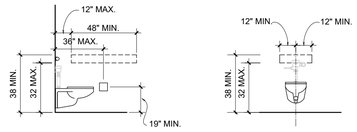
2 ROLL-IN SHOWER STALL
1/4" = 1'-0"

1 PUBLIC BATHROOMS
1/4" = 1'-0"

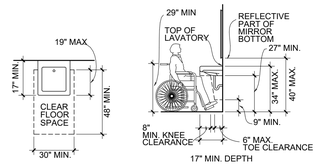


CLEARANCE AT WATER CLOSETS

GRAB BAR LOCATIONS

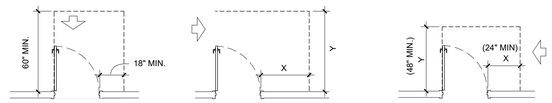


REINFORCED AREAS FOR INSTALLATION OF GRAB BARS

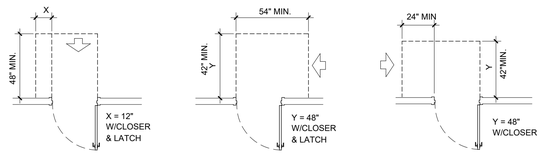


CLEAR FLOOR SPACE AT LAVATORIES

NOTE: PROJECT TO COMPLY WITH 2010 ADAAG GUIDEINES

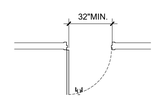


PULL SIDE



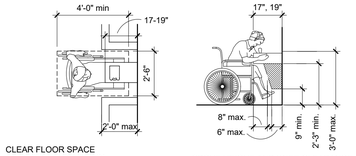
PUSH SIDE

FRONT APPROACHES | HINGE SIDE APPROACHES | LATCH SIDE APPROACHES



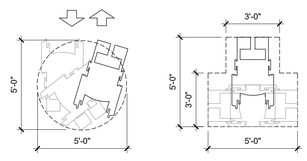
CLEAR DOORWAY WIDTH

6 DOOR CLEARANCE
1/4" = 1'-0"



CLEAR FLOOR SPACE AT DRINKING FOUNTAIN

SPOUT HEIGHT AND KNEE CLEARANCE



TURNING RADIUS

5 PLUMBING FIXTURE CLEARANCE
1/4" = 1'-0"

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STATE OF WASHINGTON

ACCESSIBILITY REFERENCES

G-012.02

PROJECT NARRATIVE

Project Location and Context:

The Block 3A Retail and Bike Pavilion is located in Bellevue's Spring District neighborhood on a wedge-shaped site at the Northeast corner of the intersection of 120th Avenue NE and NE Spring Boulevard. REI's market hall, and conference and fitness center are located directly across Spring Boulevard to the South. REI's new headquarters is located to the southeast. The Sound Transit East Link rail trench abuts the project to the North, and the Spring District Station Plaza and Station Entries abut the project to the East.

The building's Spring Boulevard frontage faces a two-way street-separated bike lane, a 14' wide sidewalk, and three curbside kiss-and-ride parking spaces. The 120th Avenue frontage faces a bus transit stop.

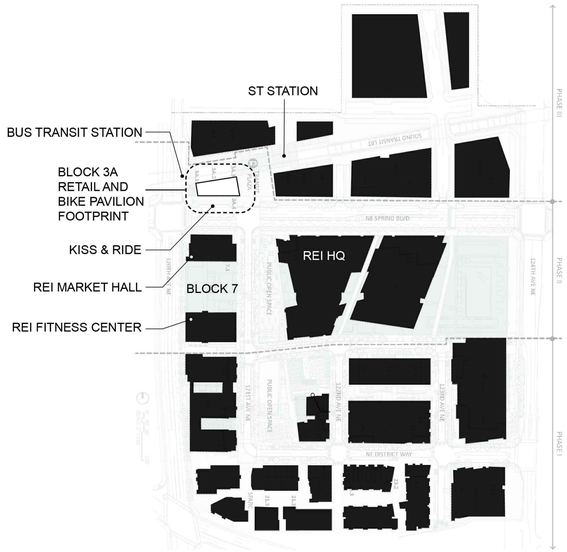


FIGURE A: SITE LOCATION DIAGRAM

Project Description:

The Block 3A Retail and Bike Pavilion is a two-story retail structure above grade with a basement level that includes unconditioned parking for approximately 350-400 bicycles, mechanical and support spaces, a conditioned retail space (M Occupancy, approximately 700sf) anticipated to support and operate the bike facility (M Occupancy), and conditioned locker rooms with card-key access. The basement is accessed directly from grade by open-air stairs with bike runnels at both east and west ends. 24 Hour bike and locker room access will be controlled by a card keyed access system and a monthly membership service. The bike parking area will remain open to the public during normal business hours, with card key access for after hour use.

At the first story, the building provides shell-and-core space divisible for up to three retail tenants (M Occupancies): one space (approximately 720 sf) facing the transit station plaza, and two spaces (approximately 2,200 sf each) facing Spring Boulevard and 120th. There is an opportunity to lease the entire space to one retail tenant. An exterior stair to the 2nd floor retail space is also provided at the first story, accessed from the station plaza and the Spring Boulevard sidewalk. A fully screened area for utility meters and a shared trash room is located on the north side facing the Sound Transit trench. At the second story, the building allows for a retail tenant (A-2 Occupancy; approximately 2,900 sf) and an accessory rooftop terrace (approximately 730 sf). A publicly accessible elevator provides convenient barrier-free access from grade to the 2nd floor and basement retail areas. The building is approximately 15,700 sf in total.

Off-street parking required by LUC 20.25D.120 will be provided off-site on Block 7 through a shared Parking Agreement.

Locations for trash and recycling collection on the building site (Block 3A) are limited by existing sidewalk and curb conditions, site geometry, and the proximity to the intersection of NE Spring Boulevard and 120th Avenue NE, which together do not allow for curb cuts for vehicle access or for turning movements to occur on site. As a result, trash will be stored and staged in a fully screened enclosure on-site and moved off-site at scheduled intervals for collection on Block 4A. This location will serve as a temporary collection point until development of Block 4A provides a permanent facility for collection. The future Block 4A project will provide all required easements and operations agreements for trash access and movements to collection points.

Loading for building tenants (specifically, food deliveries for the restaurant and general deliveries for the bike facility and retail shops) will be scheduled off-hours through a building operations and management plan. A temporary "load/unload" zone will be signed and provided on Block 4A. The Spring Blvd kiss and ride stalls may be used for deliveries after transit operating hours. Once Block 4A is fully developed, a delivery and trash removal easement will be provided in the new development's loading dock.

In addition to the above, the Block 3A Retail and Bike Pavilion fulfills several requirements of the joint development agreement between Wright Runstad and Sound Transit for the design and construction of the Spring District Station: the building will provide Sound Transit employees with a card-key-accessed "comfort station / restroom, secure bicycle parking, and trash and recycling areas.

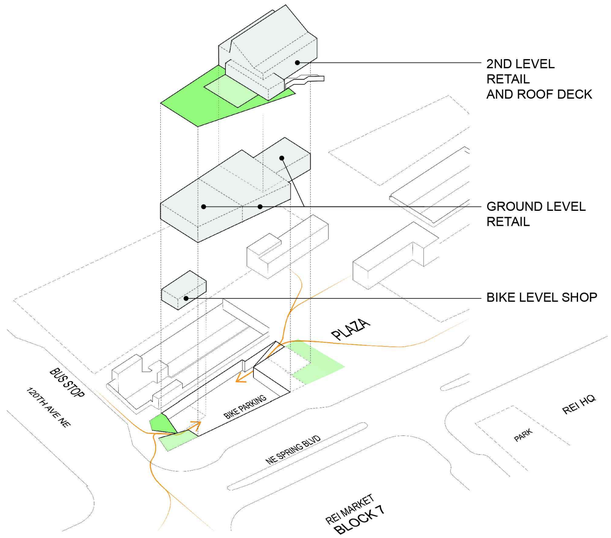


FIGURE B: PROGRAM DIAGRAM

Design Intent:

The design of the Block 3A Retail and Bike Pavilion implements key urban design and placemaking goals of the Bel-Red Subarea Plan, the Bellevue Land Use Code and related Bel-Red Design Guidelines (LUC 20.25D.150), and the Spring District Master Development Plan (MDP). Specifically, the project is intended to be a hub of activity for the emerging Spring District neighborhood, a distinctive waypoint for transit riders and cyclists, and an architectural expression of its program and function:

Hub. With retail uses (including a potential café space and a restaurant with rooftop outdoor seating), bike parking, and commuter locker facilities for cyclists and transit riders, the building is intended to be well used from early morning to late into the evening, supporting the Bel-Red Corridor's intent to "create a vibrant '18-hour' pedestrian environment where neighborhood services are within an easy walk, bike, or transit trip (LUC 20.25D.130.A.1)." Continuous ground floor retail storefronts, built to the back of sidewalk, help to establish "a continuous 'street wall' providing a sense of enclosure and visual interest for pedestrians' and 'contribute to the economic viability of retail and commercial uses by providing direct pedestrian access and visual exposure to potential drive-by customers (LUC 20.25D.130.B.1)." Additionally, outdoor seating at grade along the west and east edges of the building will provide important "eyes on the street" and help to further enliven the public realm (20.25D.130.C.1).

Waypoint. Recognizing the site's unique geometry and adjacencies, the Block 3A Retail and Bike Pavilion is organized to be viewed and experienced as an object in-the-round. A landscaped pocket plaza addresses the District's western gateway at intersection of 120th Avenue NE and NE Spring Boulevard and lends an outward focus to the building (MDP Section X.B "Outward Focus of Perimeter Buildings"). A transit-oriented retail space fronts the transit plaza to the east, enhancing the urban design quality of the public realm (MDP Section X.A "Public Plaza at the Light Rail Station"). The building's distinct rooftop serves as a visual waypoint for transit riders coming from the Link station entries, and it helps mark the northern terminus of the District's park network. The landscaped rooftop terrace (to be completed by future TI) will serve as the building's "fifth façade," responding to views from surrounding buildings that may rise up to 150' in height.

Expression. The massing of the Block 3A Retail and Bike Pavilion reflects the variety of programs that make up the building. Distinct interlocking forms reveal the building's three primary functions (shopping, eating/drinking, and cycling); access points are clearly expressed on the building exterior. Wide exterior stairs, visible from the park and plaza, provide an inviting route to the second level retail / restaurant and roof terrace. The presence of the below-grade bike level is revealed by a west-facing landscaped stair and an east-facing open portal at the plaza side. Durable and authentic materials reference the straightforward, utilitarian qualities of the Spring District's post-industrial, modern architecture. The current north edge is in compliance with Sound Transit's required setbacks along the train tracks. The landscaped area along 120th enhances the gateway into Spring District. Any further setbacks would compromise the viability of the project.

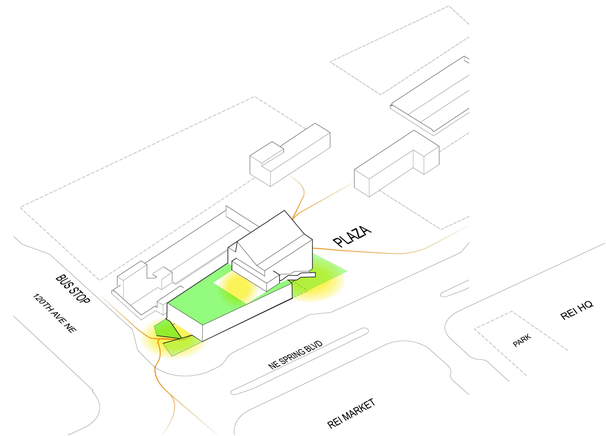


FIGURE C: MASSING DIAGRAM

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

12040 NE SPRING BLVD, BELLEVUE, WA 98005; PARCEL # 0671000060

OWNED BY THE **WR-SRI 120th LLC**

1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS

1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

DESIGN REVIEW SET (LD)

11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

REV NO. 2

10.02.2019

PROJECT NARRATIVE

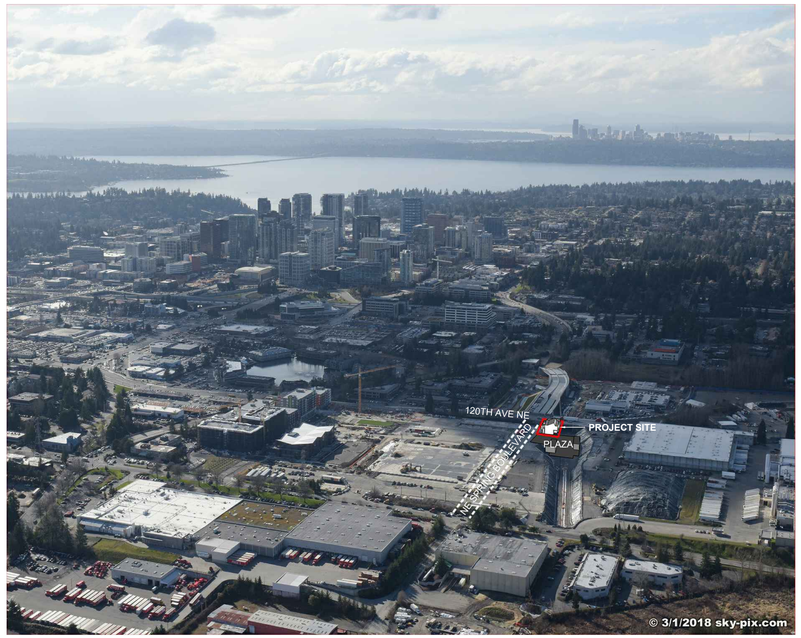
G-021.02



4 SITE AERIAL LOOKING NORTH
N.T.S.



2 SITE AERIAL LOOKING NORTHWEST
N.T.S.



3 SITE AERIAL LOOKING WEST
N.T.S.



1 SITE AERIAL LOOKING SOUTHWEST
N.T.S.

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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DESIGN
REVIEW
SET (LD)

11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

REV NO. 2
10.02.2019

SITE AERIAL PHOTOS

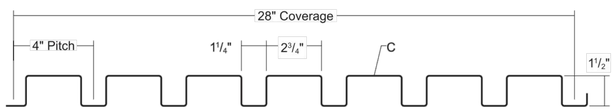
G-022.02











PROFILE

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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DESIGN
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11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

REV NO. 2
10.02.2019

MATERIAL BOARD

G-023.02

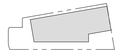


4 AERIAL VIEW FROM SE CORNER
N.T.S.





2 VIEW FROM PLAZA
N.T.S.







3 VIEW FROM SPRING BLVD
N.T.S.







1 VIEW FROM 120TH AVE & SPRING BLVD
N.T.S.





THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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STATE OF WASHINGTON

REV NO. 2
10.02.2019

AERIAL PERSPECTIVE & EYE LEVEL VIEWS

G-024.00

ZONING CODE SUMMARY

CODE:	BELLEVUE CITY CODE
OVERLAY / SPECIAL DISTRICT:	BEL-RED (SECTION 20.25D)
ZONE:	OFFICE RESIDENTIAL 1 (OR-1)
OTHER APPLICABLE REQ'S:	SPRING DISTRICT MASTER DEVELOPMENT PLAN

	CODE REQUIREMENT / EXISTING CONDITION	PROPOSED
20.20.525 MECHANICAL EQUIPMENT		
B. DESIGN OBJECTIVES	WHERE THE EQUIPMENT MUST BE LOCATED ON THE ROOF, IT SHOULD BE CONSOLIDATED TO THE MAXIMUM EXTENT REASONABLE RATHER THAN SCATTERED	FOR LOCATION OF MECH. EQUIP., SEE SHEET Z-013.
C. IMPLEMENTATION	STORAGE AREAS AND ROOFTOP EQUIPMENT SHALL BE VISUALLY SCREENED BY A SOLID, NON-REFLECTIVE VISUAL BARRIER THAT EQUALS OR EXCEEDS THE HEIGHT OF MECHANICAL EQUIPMENT (OR SOLID WASTE CONTAINERS).	FOR HORIZONTAL AND VERTICAL SCREENING, SEE SHEET Z-013.
	WHERE SCREENING FROM ABOVE IS REQUIRED, SCREENING SHALL BE A NONREFLECTIVE ROOF WITH LOUVERS OR SIMILAR PENETRATIONS, OR EQUIPMENT SHALL BE PAINTED TO MATCH OR APPROXIMATE THE COLOR OF THE BACKGROUND AGAINST WHICH THE EQUIPMENT IS VIEWED.	
20.20.725 REC. / SOLID WASTE COLL. AREAS		
	COLLECTION PER MDP CONDITIONS OF APPROVAL, SECTION X.A: "RECEPTICALS MAY NOT BE PULLED OUT TO THE ADJACENT STREET/SIDEWALK …" NOR "LOCATED WITHIN PUBLIC/PRIVATE STREETS OR RIGHTS OF WAY…" AND "MUST BE LOCATED ON EACH INDIVIDUAL BUILDING SITE AND SCREENED FROM PUBLIC VIEW."	FOR LOCATION AND AREAS, SEE SHEET Z-013. COLLECTION AREA IS FULLY SCREENED.
B. NO. PER DEVELOPMENT	ONE SOLID WASTE COLLECTION AREA PER DEVELOPMENT	ONE PROVIDED
D. RECYCLING COLLECTION AREA	BUILDING USE / AREA / AREA / GSF / AREA REQUIRED	
	OFFICE 0 0.002 00.00 SF	
	RETAIL 8,022 0.005 40.11 SF	
	TOTAL 40.11 SF	TOTAL AREA PROVIDED: 225 SF
20.25D.020 DEFINITIONS SPECIFIC TO BEL-RED		
GROSS SF/FLOOR	FLOOR AREA IN SQUARE FEET WITHIN THE SURROUNDING EXTERIOR WALLS MEASURED FROM THE INTERIOR WALL SURFACE AND INCLUDING OPENINGS IN THE FLOOR PLATE SUCH AS VENT SHAFTS, STAIRWELLS, AND INTERIOR ATRIUMS.	
20.25D.070 PERMITTED USES		
	PERMITTED USES: EATING AND DRINKING ESTABLISHMENTS (SEE LUC FOOTNOTES 3, 6, 9) MISCELLANEOUS TRADE RETAIL (SEE LUC FOOTNOTE 3) FOOD AND CONVENIENCE STORES (SEE LUC FOOTNOTES 5, 6) RECREATION ACTIVITIES	SECOND LEVEL: RESTAURANT / BAR FIRST LEVEL: COMMERCIAL / RETAIL BASEMENT: RETAIL AND RETAIL BICYCLE PARKING
	LUC FOOTNOTES: (3) ANY NEW BUSINESS WHICH COMBINES THREE OR MORE PERMITTED RETAIL SALES USES SHALL BE LIMITED IN SIZE TO 50,000 SQUARE FEET. THIS NOTE DOES NOT APPLY TO USES THAT EXCEED THE SIZE LIMIT BUT ARE DOCUMENTED EXISTING USES PURSUANT TO LUC 20.25D.060 EXISTING CONDITIONS. (5) FOOD AND CONVENIENCE STORES (RETAIL) SHALL CONTAIN AT LEAST 75 PERCENT SQUARE FOOTAGE OF RETAIL FOOD SALES NOT FOR CONSUMPTION ON PREMISES. (9) MICROBREWERY MANUFACTURING IS PERMITTED AS A COMPONENT OF AN EATING AND DRINKING ESTABLISHMENT; PROVIDED, THAT THE MANUFACTURING USE OCCUPIES NOT MORE THAN 50 PERCENT OF THE TOTAL SQUARE FOOTAGE OF THE COMBINED ESTABLISHMENT. (13)IN ANY EXISTING DEVELOPMENT MEETING THE DEFINITION OF LUC 20.25D.060, ALL PERMITTED RETAIL, SERVICE, AND RECREATION USES COMBINED MAY OCCUPY ANY PART OF THE EXISTING DEVELOPMENT; PROVIDED, THAT NO INDIVIDUAL USE SHALL EXCEED 10,000 SQUARE FEET.	SEE SHEET Z-012 FOR BUILDING USES AND AREAS. BUILDING USES DO NOT EXCEED 50,000 SF IN AREA.
20.25D.080 DIMENSIONAL REQUIREMENTS		
A. BUILDING HEIGHT	BASE = 45 FEET MAX = 150 FEET (2, 5)	BUILDING HEIGHT = 38'-8". SEE SHEET Z-011.
	(2) WHERE BUILDING HEIGHT EXCEEDS 45' AND THE BUILDING IS LOCATED WITHIN 15' OF THE FRONT PROPERTY LINE, THE BUILDING SHALL INCORPORATE A 15' DEEP STEPBACK IN THAT FACADE AT A HEIGHT NO MORE THAN 40' ABOVE THE AVERAGE FINISHED GRADE ALONG THAT FACADE.	BUILDING HEIGHT LESS THAN 45'. NO STEPBACK REQUIRED.
	(5) A BUILDING FAÇADE ON ANY STREET IDENTIFIED AS A REQUIRED SIDEWALK-ORIENTED DEVELOPMENT PURSUANT TO LUC 20.25D.130.C SHALL INCORPORATE A 15' DEEP STEPBACK AT A HEIGHT NO MORE THAN 40' ABOVE THE AVERAGE FINISHED GRADE ALONG THAT FAÇADE. SPRING BLVD IS "SIDEWALK ORIENTED DEVELOPMENT" STREET, PER FIGURE 20.25D.130.C.	SEE SHEET Z-011 FOR STEPBACK DIAGRAM.
BUILDING SETBACKS	PER SPRING DISTRICT MDP TABLE 2, TBD THROUGH DESIGN REVIEW FRONT 0 SIDE 0 REAR 0	SEE SHEET AS-101
IMPERVIOUS SURFACE / LOT COVERAGE	MAX. IMPERVIOUS SURFACE PER SPRING DISTRICT MDP CONDITIONS OF APPROVAL SECTION X.B.4: 75% CALCULATED "AREA-WIDE".	SEE CIVIL TECHNICAL MEMORANDUM FOR CALCULATIONS.
MAXIMUM FLOOR AREA RATIO	BASE FAR = 1.0 MAXIMUM FAR = 4.0	PROJECT FAR: 0.47 (PARCEL 3A & 3C) SEE SHEET Z-012.
B. EXCEPTIONS	MARQUEES, AWNINGS, OR BAY WINDOWS THAT COMPLY WITH LUC 20.25D.150 MAY BE PERMITTED TO EXTEND OVER THE PUBLIC RIGHT-OF-WAY UPON APPROVAL OF THE DIRECTOR.	SEE SHEET Z-002.
3.b	FAR: GROUND FLOOR RETAIL WITHIN A MULTI-STORY MULTI-USE BUILDING	GROUND FLOOR RETAIL EXEMPT IF BIKE PARKING IS NOT A RETAIL USE
20.25D.090 FAR AMENITY INCENTIVE SYSTEM		
	BASE FAR = 1.0	SEE SHEET Z-012 FOR PROJECT FAR
	MAX FAR CALCULATED PER SPRING DISTRICT MDP, EXHIBIT B	
20.25D.110D LANDSCAPE DEVELOPMENT		
D. INTERIOR PROPERTY LINE DEVELOPMENT	A 10-FOOT LANDSCAPE BUFFER SHALL BE PROVIDED ALONG AN INTERIOR PROPERTY NOT REGULATED ELSEWHERE.	THE PROJECT TEAM WOULD LIKE TO REQUEST A VARIANCE. SEE LS VARIANCE LETTER.

20.25D.120 PARKING STANDARDS		
B. VEHICLE PARKING	TABLE 20.25D.120.B.2 - PARKING STANDARDS FOR BEL-RED	PARKING PROVIDED OFF-SITE PER OWNER AGREEMENT. SEE PARAMETRIX PARKING ANALYSIS MEMORANDUM DATED 5/20/19 FOR TRIP GENERATION CALCULATIONS AND RELATIONSHIP TO APPLICABLE TIA. SEE PARKING AGREEMENT DATED 11/14/18 BETWEEN WRIGHT RUNSTAND AND REI FOR LOCATION AND QUANTITIES.

BUILDING USE	AREA	MIN STALLS / NSF	MIN NO. REQ'D	MAX STALLS / NSF	MAX NO. REQ'D
H. RESTAURANT / BAR (3)	2,714	0.005	**13.57**	0.015	**40.71**
J. RETAIL (2)	5,308	0.002	**10.62**	0.0035	**18.58**
TOTAL			**24.19**		**59.29**

TOTAL PROVIDED **25 STALLS**

(2) IF RETAIL AND PERSONAL SERVICE SPACE IN A MIXED-USE DEVELOPMENT EXCEEDS 25 PERCENT OF THE NET SQUARE FOOTAGE OF THE DEVELOPMENT, THE RETAIL, PERSONAL SERVICE, AND SHOPPING CENTER PARKING REQUIREMENTS IN CHART 20.25D.120.B.2.I APPLY TO THE ENTIRE RETAIL AND PERSONAL SERVICE SPACE.	
(3) IF RESTAURANT AND/OR BAR USES EXCEED 25 PERCENT OF THE TOTAL NET SQUARE FOOTAGE OF A RETAIL, SHOPPING CENTER, OR MIXED-USE DEVELOPMENT, THE RESTAURANT AND BAR REQ'S IN CHART 20.25D.120.B.2.H APPLY TO THE ENTIRE RESTAURANT AND/OR BAR SPACE.	RESTAURANT AND BAR AREA IS LESS THAN 25% OF TOTAL NSF. TOTAL BLDG AREA = 14,822 SF REST./BAR AREA = 2,714, OR 18% OF TOTAL.
(4) INSIDE NODES, NO PARKING IS REQ'D FOR RETAIL AND RESTAURANT AND/OR BAR USES UNDER 2,000 NSF WHEN THE USE IS: DIRECTLY ADJACENT TO A PUBLIC ON-STREET PARKING SUPPLY OF AT LEAST 20 SPACES W/IN 500 FEET, OR W/IN 1,000 FEET OF A PUBLIC PARKING GARAGE, OR W/IN 500 FEET OF A LIGHT RAIL OR BUS RAPID TRANSIT STATION	TOTAL AREA OF RESTAURANT / BAR USE EXCEEDS 2,000 NSF. PROJECT IS WITHIN 500 FEET OF A LIGHT RAIL STATION.
C. OFF-SITE ACCESSORY PARKING.	THE DIRECTOR MAY APPROVE OFF-SITE ACCESSORY PARKING IF: 1. ADEQUATE VISITOR PARKING IS PROVIDED ON THE SUBJECT PROPERTY; 2. ADEQUATE PEDESTRIAN, VAN, OR SHUTTLE CONNECTIONS BETWEEN THE SITES EXISTS; 3. ON-SITE SIGNAGE IS PROVIDED REGARDING ACCESSORY PARKING LOCATION; 4. THE USE BEING SERVED IS WITHIN 500 FEET OF A LIGHT RAIL, BUS, OR BUS TRANSIT STATION; AND 5. THE OFF-SITE PARKING IS WITHIN ONE-QUARTER MILE OF THE USE BEING SERVED.	RATIONALE FOR APPROVAL: 1. EXISTING STREET PARKING ADJACENT ON SPRING BLVD. 2. BUS TRANSFERS ADJACENT 3. SIGNAGE PROVIDED. SEE SIGN PLAN. 4. PROJECT IS WITHIN 500 FEET OF A LIGHT RAIL STATION. 5. PARKING PROVIDED W/IN ¼ MILE. SEE PARKING LOCATION PLAN.
G. BICYCLE PARKING	OFFICE & RETAIL USES REQUIRE 1 SPACE / 10,000 NSF FOR NONRESIDENTIAL USES GREATER THAN 20,000 NSF.	BUILDING IS LESS THAN 20,000 NSF; NO BICYCLE PARKING REQUIRED.
20.25D.130 DEVELOPMENT STANDARDS		
A. GROUND FLOOR USES	SPRING BLVD GROUND FLOOR COMMERCIAL USE REQ'D = 50% OF BUILDING EDGES LOBBY INTERRUPTIONS ALLOWED = 25% OF BUILDING FRONTAGE	COMMERCIAL USE = 96% BUILDING EDGES LOBBY INTERRUPTIONS = 4% SEE SHEET Z-013.
B. BUILD-TO LINES	SPRING BLVD. GROUND FLOOR FAÇADE REQ'D AT BACK OF SIDEWALK ENTRANCES MAY BE RECESSED 5' MAX. IN THE 122ND AVENUE NODE, REQUIRED BUILD-TO LINES MAY BE INTERRUPTED ONLY TO ACCOMMODATE PUBLIC OR PRIVATE PLAZAS, PARKS, OR OTHER PUBLICLY ACCESSIBLE SPACES. INTERRUPTIONS IN THE REQUIRED BUILD-TO LINES SHALL BE LIMITED TO A MAXIMUM OF 25% OF THE TOTAL PROJECT FRONTAGE ON AN INDIVIDUAL BLOCK.	GROUND FLOOR COMMERCIAL FAÇADE PROVIDED AT BACK OF SIDEWALK. INTERRUPTION PROVIDED TO ACCOMMODATE PUBLICLY ACCESSIBLE SPACE. SEE SHEET Z-013.
C. SIDEWALK ORIENTED DEVELOPMENT	SPRING BLVD MIN. TRANSPARENCY = 40% (GLASS OR SCREENS) PER PAGE 8 OF PRE-APPLICATION LETTER 18-114004-DB, DATED 5/30/2018.	TRANSPARENCY = 58% FAÇADE INTERRUPTIONS = 42% SEE SHEET Z-013.
20.25D.140 STREET DEV. STANDARDS		
E. RESTRICTED DRIVEWAY ACCESS	SPRING BLVD. CURB CUTS PROHIBITED	NO CURB CUTS PROVIDED. SEE CIVIL PLANS.

20.25D.150 DESIGN GUIDELINES		
GUIDELINES		**RESPONSE**
B. CHARACTER AND SITE	1. INTEGRATE THE NATURAL ENVIRONMENT Reinforce linkages and orient buildings to the Bel-Red Subarea's natural and landscape features.	The proposed design is sited adjacent to the Sound Transit Station Public Plaza. A transit-oriented retail space on the east end has a highly transparent façade and entryway that faces the plaza, helping connect the building to the public realm.
	2. PROMOTE ARCHITECTURAL COMPATIBILITY New buildings should contribute to the quality and character of their architectural context.	The building massing and distinct rooftop expression complement the straightforward utilitarian qualities of the Spring District's post-industrial, modern architecture.
	3. ESTABLISH AND STRENGTHEN GATEWAYS Use architectural and landscape elements to mark transitions and entrances.	Recognizing the site's unique geometry and adjacencies, the proposed design is organized to be viewed and experienced as an object in-the-round. A landscaped pocket plaza addresses the District's western gateway at the intersection of 120th Avenue NE and NE Spring Boulevard.
	4. PROTECT AND ENHANCE SURFACE WATER RESOURCES Conserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of water bodies and wetlands.	Vegetated roof help to slow water discharge to the storm system and increase habitat for pollinators, flora and fauna.
C. PEDESTRIAN EMPHASIS	1. DEFINE THE PEDESTRIAN ENVIRONMENT A building should provide continuous visually rich pedestrian experience along its ground floor street front.	The proposed design carefully considers the pedestrian environment by providing a highly transparent storefront at the ground level along NE Spring Boulevard. This creates opportunity for future tenant displays and provides rhythm and visual interest through its alternating mullion spacing.
	2. ENHANCE THE PEDESTRIAN SYSTEM Establish the pedestrian as the priority, eliminating pedestrian barriers and ensuring that walking routes are convenient, direct and pleasant.	A continuous and uninterrupted sidewalk is provided along the building's two street frontages on 120th Avenue NE and NE Spring Boulevard.
	3. PROTECT PEDESTRIANS FROM THE ELEMENTS Provide pedestrians with protection from wind, sun, rain, sleet and snow.	A deep and continuous canopy is provided at the ground floor along NE Spring Boulevard, as well as for the tenant space facing the Plaza.
	4. CREATE A VARIETY OF SUCCESSFUL OUTDOOR SPACES Provide comfortable and inviting outdoor spaces for a variety of activities during all hours and seasons.	The proposed design provides a variety of functions and is intended to be well used during all hours and seasons. Outdoor space with seating is intentionally sited on the west edge adjacent to ground floor retail/restaurant space and bike entries. A rooftop terrace at the second level will provide important "eyes on the street" and help to further enliven the public realm.
	5. PROVIDE SPACES FOR STOPPING AND VIEWING Provide comfortable and inviting places where people can stop to sit, rest and visit.	Please refer to Design Response for C.4.
D. ARCHITECTURAL	1. ENCOURAGE HIGH QUALITY MATERIALS Create a sense of permanence in the Bel-Red Subarea through the use of high quality building materials.	Durable and authentic materials reference the straightforward utilitarian qualities of the Spring District's post-industrial, modern architecture.
	2. PROVIDE INTERESTING BUILDING MASSING Use scale-defining devices to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure by establishing an uninterrupted street edge.	The proposed design uses the variety of program to help break up the scale and imbue the building massing with a relatable and human scale. The building's three primary functions – shopping, eating/drinking, and cycling – are revealed through distinct interlocking forms, which result in an interest massing.
	3. CREATE ATTRACTIVE BUILDING SILHOUETTES AND ROOFLINES Building rooflines should enliven the pedestrian experience and provide visual interest with details that create forms and shadows.	The building's distinct and expression rooftop creates interest and serves as a visual waypoint for pedestrians coming from the Link station entries and into the Spring District.
	4. FOSTER ATTRACTIVE ROOFTOPS Integrate rooftop elements into the building design	The proposed design carefully integrates mechanical equipment into the building design to limit visibility from the public realm. A rooftop terrace is proposed on the second level.
	5. PROMOTE WELCOMING RESIDENTIAL ENTRIES	N/A
	6. PROMOTE VISUALLY INTERESTING UPPER FLOOR RESIDENTIAL WINDOWS	N/A
	7. DESIGN INVITING RETAIL AND COMMERCIAL ENTRIES Design retail and commercial entries to create an open atmosphere that draws customers inside.	The proposed design provides tenant spaces along NE Spring Boulevard and facing the Plaza that are highly transparent, allowing passersby to see activity within the building and bring life and vitality to the street. Entrances to these spaces are emphasized by lighting.
	8. ENCOURAGE RETAIL CORNER ENTRIES Use corner entries to reinforce intersections as important places for pedestrian interaction and activity.	Retail entries are located facing the main pedestrian arterial on NE Spring Boulevard and towards the public Plaza on the east.
	9. ENCOURAGE INVITING GROUND FLOOR RETAIL AND COMMERCIAL WINDOWS Use transparency to enhance visual interest and to draw people into retail and commercial uses.	Please refer to Design Response for D.7.
	10. BUILD COMPATIBLE PARKING STRUCTURES Use design elements to enhance the compatibility of parking structures with the urban streetscape.	N/A
E. LIGHTING	1. ORIENT LIGHTING TOWARD SIDEWALKS AND PUBLIC SPACES Pedestrian-scaled lighting should be used to highlight sidewalks, street trees and other features, and harmonize with other visual elements in the subarea.	Proposed lighting design has been carefully considered to enhance pedestrian wayfinding and safety, while not overpowering the streetscape. Lights on the building exterior are either concealed or integrated into the design of the building. Please refer to Lighting Plan.
	2. INTEGRATE BUILDING LIGHTING Architectural lighting that enhances and helps articulate building design, including illumination of cornices and entries, uplighting and other effects.	The building design is articulated at night through the illumination of activity in the tenant spaces. With a highly transparent ground floor, expressive strip windows on the second level, and clerestories on the rooftop, the building continues to serve as a visual waypoint in the evening hours.
F. SIGN	1. CONSIDER SIZE AND PLACEMENT OF WALL SIGNS Signs that are sized and placed so that they are compatible with a building's architectural design and contribute to the character of the subarea.	Signage design has been incorporated into the building architecture by creating opportunity for various options based on future tenant needs. Signs will be visible and special without overpowering the visual character of the area. Please refer to Signage Plan.
	1. ORIENT HANGING SIGNS TO PEDESTRIANS Hanging signs that are oriented to the pedestrian and highly visible from the sidewalk. Hanging signs can contribute significantly to a positive retail and pedestrian environment and reinforce a sense of place.	Hanging signs under the canopy are proposed along NE Spring Boulevard and for the plaza-facing tenant space to maximize visibility for pedestrians. Please refer to Signage Plan.

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

REV NO. 2
10.02.2019

ZONING SUMMARY

Z-001.02

DESIGN GUIDELINES

B.1. INTEGRATE NATURAL ENVIRONMENT.

B.4. PROTECT AND ENHANCE SURFACE WATER RESOURCES.

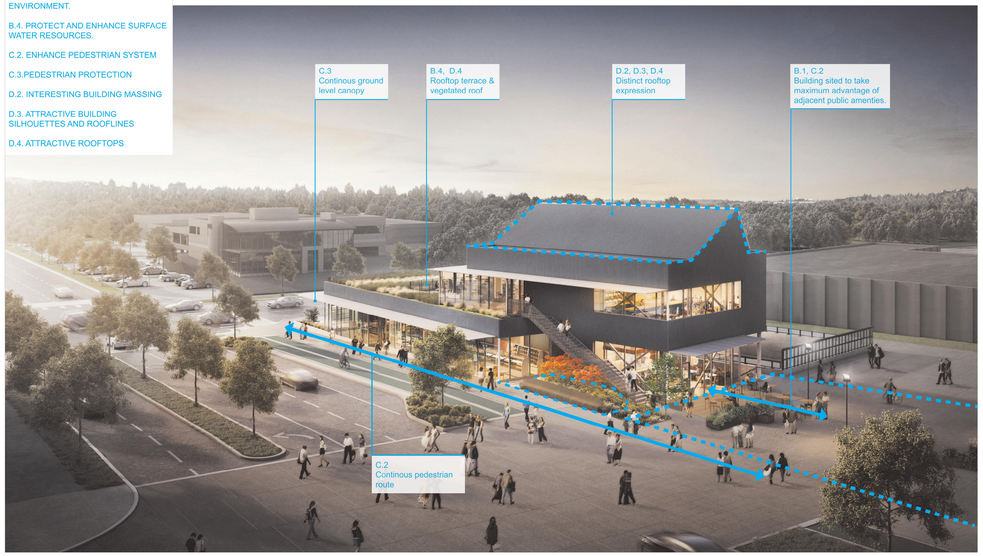
C.2. ENHANCE PEDESTRIAN SYSTEM

C.3.PEDESTRIAN PROTECTION

D.2. INTERESTING BUILDING MASSING

D.3. ATTRACTIVE BUILDING SILHOUETTES AND ROOFLINES

D.4. ATTRACTIVE ROOFTOPS



4 AERIAL VIEW FROM SE CORNER
N.T.S.

DESIGN GUIDELINES

B.2. PROMOTE ARCHITECTURAL COMPATIBILITY

C.5. PROVIDE PLACES FOR STOPPING AND VIEWING

D.7. INVITING RETAIL AND COMMERCIAL ENTRIES

D.9. INVITING GROUND FLOOR RETAIL AND COMMERCIAL WINDOWS



2 VIEW FROM PLAZA
N.T.S.

DESIGN GUIDELINES

B.3. ESTABLISH AND STRENGTHEN GATEWAYS

B.4. PROTECT AND ENHANCE SURFACE WATER RESOURCES

C.1. DEFINE THE PEDESTRIAN ENVIRONMENT

C.3. PROTECT PEDESTRIAN FROM THE ELEMENTS

C.4. VARIETY OF OUTDOOR SPACES

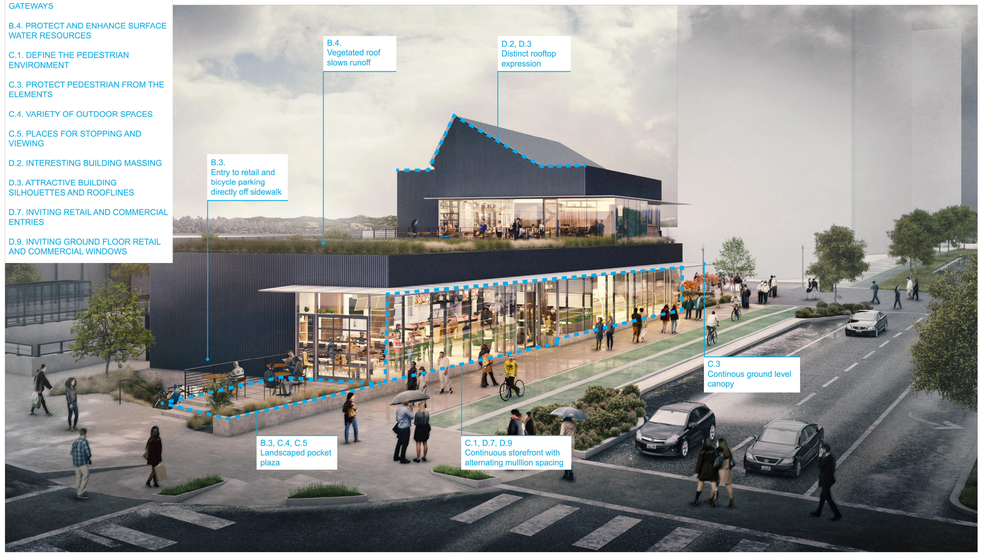
C.5. PLACES FOR STOPPING AND VIEWING

D.2. INTERESTING BUILDING MASSING

D.3. ATTRACTIVE BUILDING SILHOUETTES AND ROOFLINES

D.7. INVITING RETAIL AND COMMERCIAL ENTRIES

D.9. INVITING GROUND FLOOR RETAIL AND COMMERCIAL WINDOWS



3 VIEW FROM 120TH AVE & SPRING BLVD
N.T.S.

DESIGN GUIDELINES

B.4. PROTECT AND ENHANCE SURFACE WATER RESOURCES

C.1. DEFINE THE PEDESTRIAN ENVIRONMENT

C.3. PROTECT PEDESTRIAN FROM THE ELEMENTS

C.5. PROVIDE PLACES FOR STOPPING AND VIEWING

D.7. INVITING RETAIL AND COMMERCIAL ENTRIES

D.9. INVITING GROUND FLOOR RETAIL AND COMMERCIAL WINDOWS



1 VIEW FROM SPRING BLVD
N.T.S.

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

12040 NE SPRING BLVD, BELLEVUE, WA 98005; PARCEL # 0671000060
OWNED BY THE **WR-SRI 120th LLC**
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

DESIGN REVIEW SET (LD)

11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

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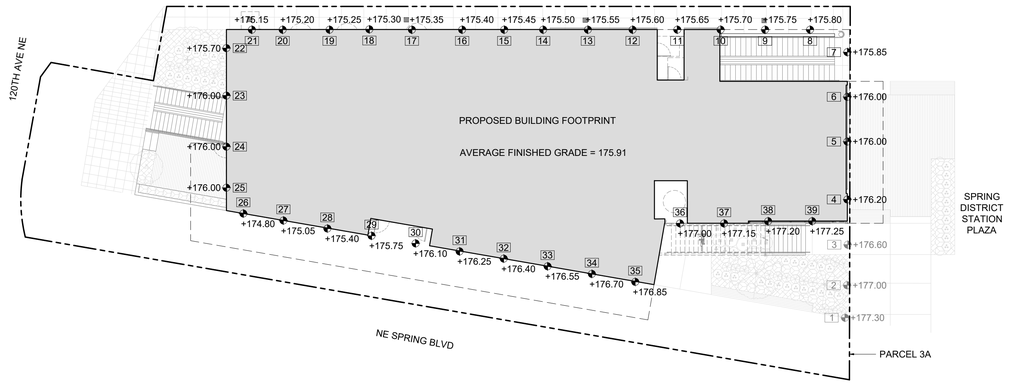
DESIGN GUIDELINE RESPONSES

Z-002.02

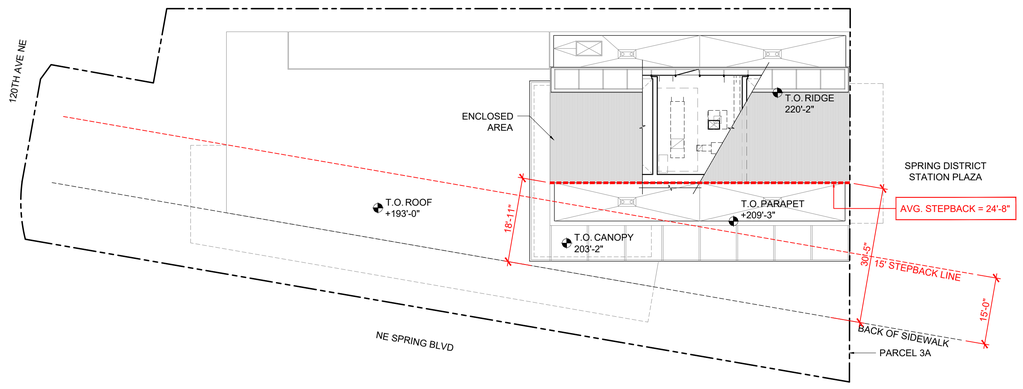


3 AVERAGE GRADE DIAGRAM
1/16" = 1'-0"

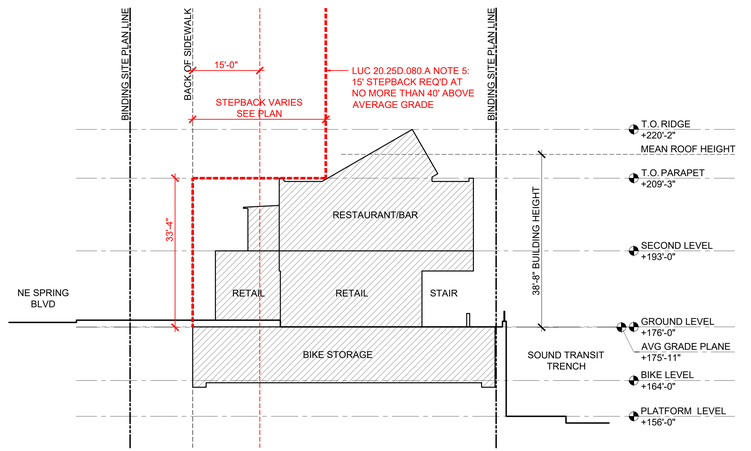
AVERAGE FINISHED GRADE

POINT	ELEV	POINT	ELEV
1	177.30	21	175.15
2	177.00	22	175.70
3	176.60	23	176.00
4	176.20	24	176.00
5	176.00	25	176.00
6	176.00	26	174.80
7	175.85	27	175.05
8	175.80	28	175.40
9	175.75	29	175.75
10	175.70	30	176.10
11	175.65	31	176.25
12	175.60	32	176.40
13	175.55	33	176.55
14	175.50	34	176.70
15	175.45	35	176.85
16	175.40	36	177.00
17	175.35	37	177.15
18	175.30	38	177.20
19	175.25	39	177.25
20	175.20		

AVERAGE FINISHED GRADE =
6332.85 / 36 = 175.91



2 ROOF PLAN - STEPBACK DIAGRAM
1/16" = 1'-0"



1 BUILDING HEIGHT & STEPBACK DIAGRAM
1/16" = 1'-0"

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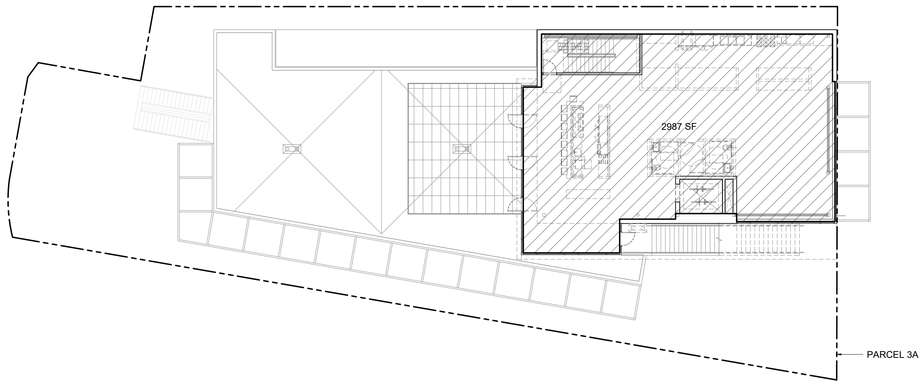
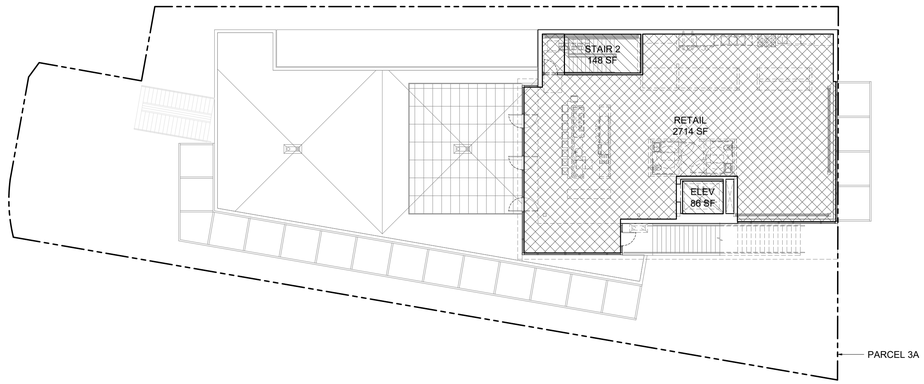
STATE OF WASHINGTON

ZONING DIAGRAMS

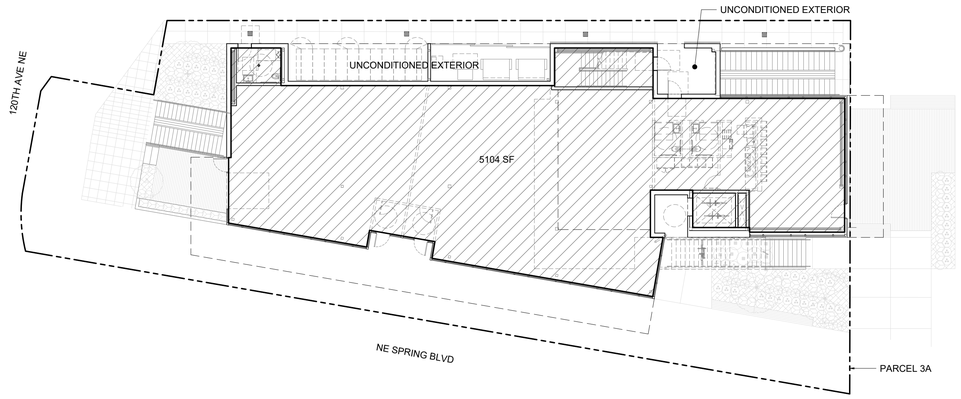
Z-011.02



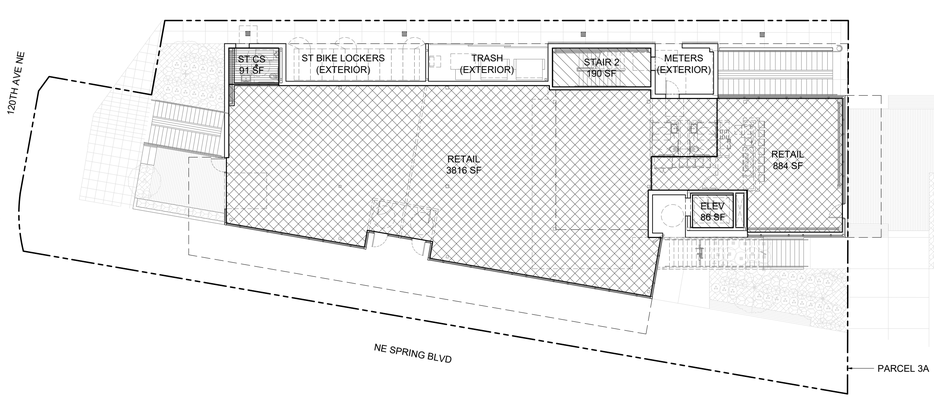
6 SECOND LEVEL PLAN - FAR
1/16" = 1'-0"



3 SECOND LEVEL PLAN - USES
1/16" = 1'-0"



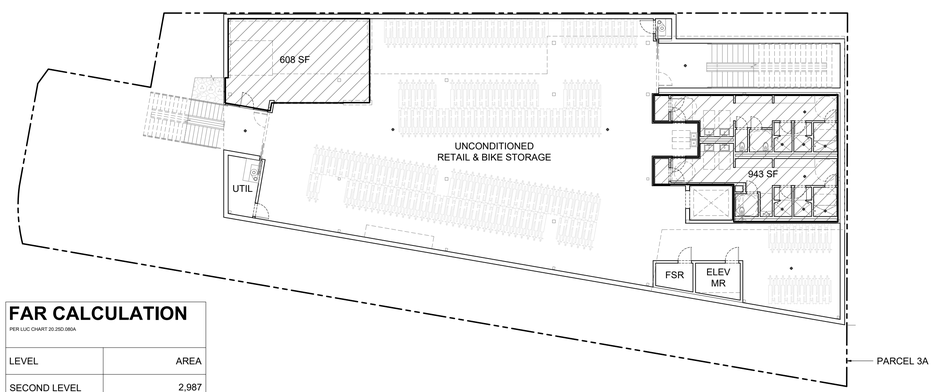
5 GROUND LEVEL PLAN - FAR
1/16" = 1'-0"



2 GROUND LEVEL PLAN - USES
1/16" = 1'-0"

TOTAL BUILDING AREA (INTERIOR USES)

LEVEL	BIKE STORAGE	RETAIL	UTIL / SERV	RESTROOM	CORE / CIRC	SOUND TRANSIT	TOTAL
SECOND	0	2,714	0	0	234	0	2,948
GROUND	0	4,700	0	0	276	91	5,067
BASEMENT	4,927	608	232	943	86	0	6,796
TOTAL	4,927	8,022	232	943	596	91	14,811



4 BASEMENT LEVEL PLAN - FAR
1/16" = 1'-0"

FAR CALCULATION

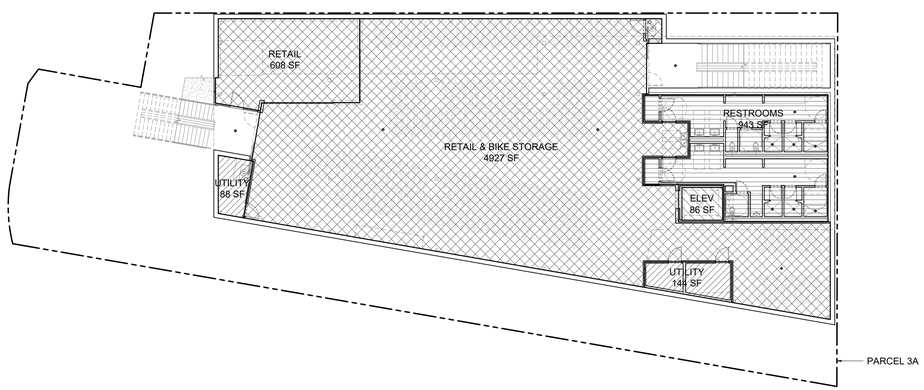
PER LUC CHART 20.25D.080A

LEVEL	AREA
SECOND LEVEL	2,987
GROUND LEVEL	5,104
BASEMENT LEVEL	1,551
TOTAL	9,642

TOTAL SITE AREA: 20,520 SF (PARCEL 3A & 3C)

PROJECT FAR = TOTAL GROSS SF / SITE AREA

PROJECT FAR = 9,673 / 20,520 = 0.47



1 BASEMENT LEVEL PLAN - USES
1/16" = 1'-0"

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REV NO. 2
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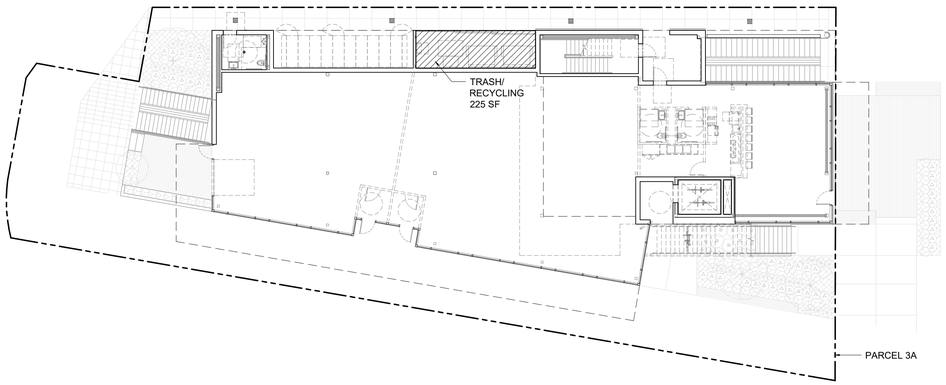
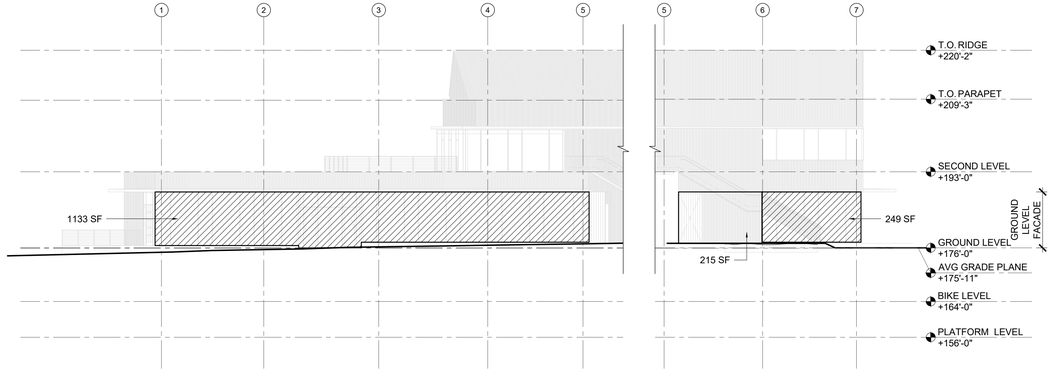
ZONING DIAGRAMS

Z-012.02



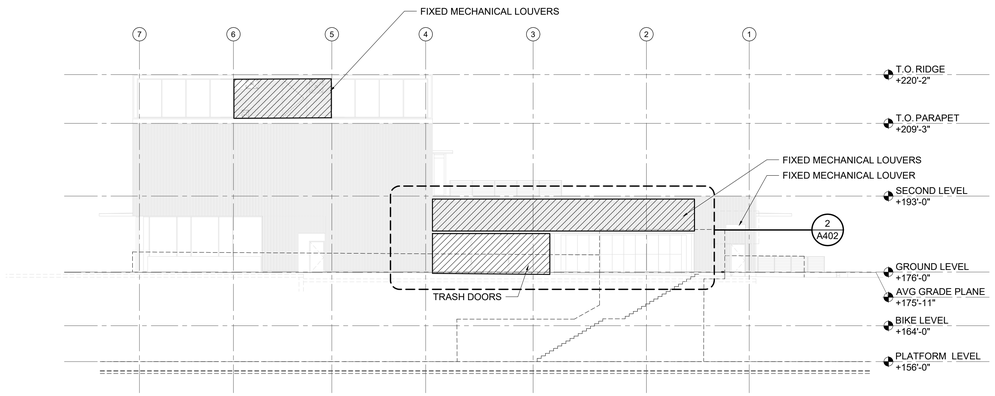
6 TRASH/RECYCLING DIAGRAM
1/16" = 1'-0"



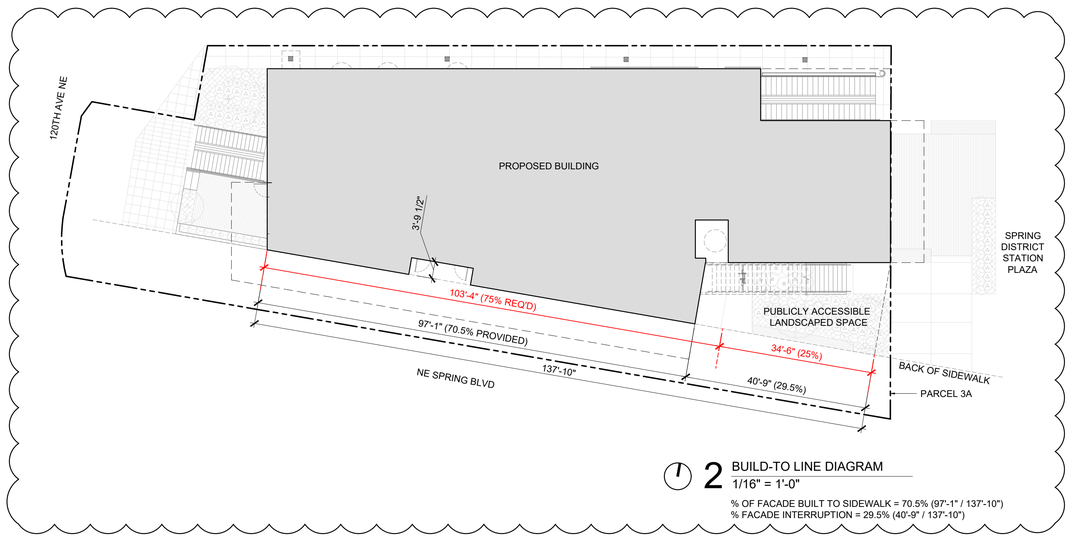
FACADE TRANSPARENCY % = SUM OF TRANSPARENT AREA / TOTAL FACADE AREA
TOTAL FACADE AREA = 1,597 SF
SUM OF TRANSPARENT AREA = 1,382 SF
FACADE TRANSPARENCY % = 87%
FACADE INTERRUPTIONS % = 13%

SPRING BLVD REQ'D TRANSPARENCY = 70% (LUC 20.25D.130.C.3)

3 SIDEWALK ORIENTED DEVELOPMENT - SPRING BLVD
1/16" = 1'-0"

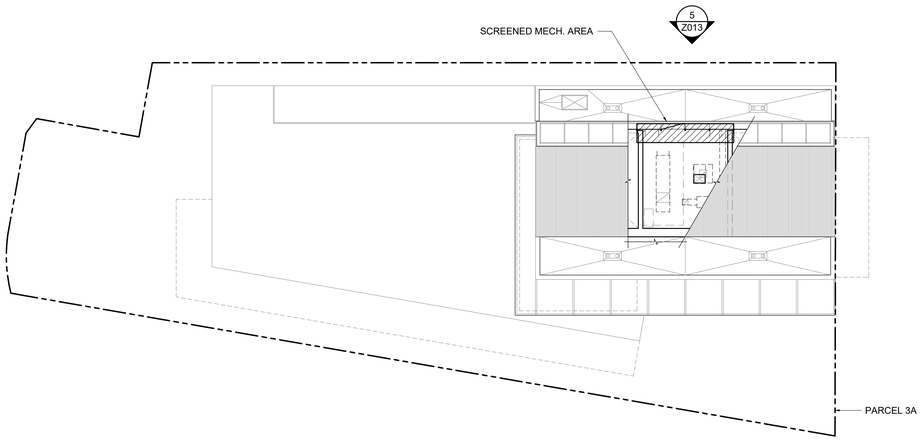


5 MECHANICAL & TRASH SCREENING - NORTH ELEVATION
1/16" = 1'-0"

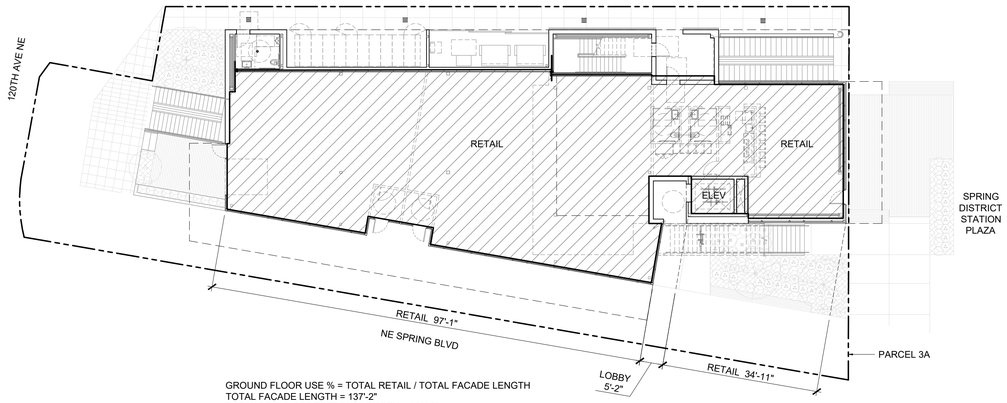


2 BUILD-TO LINE DIAGRAM
1/16" = 1'-0"

% OF FACADE BUILT TO SIDEWALK = 70.5% (97'-1" / 137'-10")
% FACADE INTERRUPTION = 29.5% (40'-9" / 137'-10")



4 MECHANICAL SCREENING - ROOF LEVEL
1/16" = 1'-0"



GROUND FLOOR USE % = TOTAL RETAIL / TOTAL FACADE LENGTH
TOTAL FACADE LENGTH = 137'-2"
TOTAL RETAIL STOREFRONT LENGTH = 132'-0"
RETAIL STOREFRONT = 96% FRONTAGE
ELEV LOBBY INTERRUPTIONS = 4% FRONTAGE

GROUND FLOOR COMMERCIAL USE REQ'D = 50% OF BUILDING EDGES
LOBBY INTERRUPTIONS ALLOWED = 25% OF BUILDING EDGES

1 GROUND FLOOR USES
1/16" = 1'-0"

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REV NO. 2
10.02.2019

ZONING DIAGRAMS

Z-013.02

BUILDING CODE SUMMARY

CODE EDITION:	2015 INTERNATIONAL BUILDING CODE WAC 51-50 IBC AMENDMENTS CITY OF BELLEVUE AMENDMENTS
OCCUPANCY CLASSIFICATIONS:	MIXED. A-2 (RESTAURANT), M (RETAIL AND RETAIL BICYCLE PARKING), NON-SEPARATED PROVISIONS OF 508.3.
CONSTRUCTION TYPE:	VB

CHAPTER 3 - USE AND OCCUPANCY CLASSIFICATION

CODE REFERENCE	REQUIREMENT	PROPOSED
302.1 CLASSIFICATION	STRUCTURES OR PORTIONS OF STRUCTURES SHALL BE CLASSIFIED WITH RESPECT TO OCCUPANCY IN ONE OR MORE OF THE GROUPS LISTED IN THIS SECTION.	SEE OCCUPANCIES LISTED BELOW:
303.1.1 SMALL BUILDINGS AND TENANT SPACES; AND 303.1.2 SMALL ASSEMBLY SPACES	SPACE USED FOR ASSEMBLY PURPOSES W/ OCCUPANT LOAD OF LESS THAN 50 PERSONS AND LESS THAN 750 SF SHALL BE CLASSIFIED AS GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.	TENANT 4 (RESTAURANT ROOF DECK LESS THAN 750 SF): B TENANT 3 (RESTAURANT/CAFE LESS THAN 750 SF): B
303.3 ASSEMBLY GROUP A-2	ASSEMBLY USES INTENDED FOR FOOD AND/OR DRINK CONSUMPTION INCLUDING, BUT NOT LIMITED TO: RESTAURANT	TENANT 4 (RESTAURANT): A-2
309.1 MERCANTILE GROUP	INCLUDES, AMONG OTHERS, THE USE OF A BUILDING OR STRUCTURE OR PORTION THEREOF FOR THE DISPLAY AND SALE OF MERCHANDISE, AND INVOLVES SOCKS OF GOODS, WARES, OR MERCHANDISE INCIDENTAL TO SUPCH PURPOSES AND ACCESSIBLE TO THE PUBLIC.	TENANT 1 (BIKE RETAIL AND STORAGE FACILITY): M TENANT 2 (RETAIL): M

CHAPTER 5 - BUILDING HEIGHTS AND AREAS

CODE REFERENCE	CODE REQUIREMENT	PROPOSED
T504.3 ALLOWABLE BUILDING HEIGHT IN FEET ABOVE GRADE PLANE	OCCUPANCY A, S*, TYPE VB: 60 FEET OCCUPANCY M, S*, TYPE VB: 60 FEET *S = BUILDINGS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1.	PROPOSED BUILDING HEIGHT ABOVE GRADE PLANE = 38'-8" SEE SHEET BC-011 FOR HEIGHT DIAGRAM.
T504.4 NUMBER OF STORIES	OCCUPANCY A-2, S*, TYPE VB: 2 STORIES OCCUPANCY M, S*, TYPE VB: 2 STORIES *S = BUILDINGS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1.	PROPOSED NUMBER OF STORIES ABOVE GRADE = 2 STORIES SEE SHEET BC-011 FOR STORIES DIAGRAM
T506.2 ALLOWABLE AREA FACTOR	OCCUPANCY A-2, SM*, TYPE VB: 18,000 SF (MOST RESTRICTIVE) OCCUPANCY B, SM*, TYPE VB: 27,000 SF OCCUPANCY M, SM*, TYPE VB: 27,000 SF *SM = BUILDINGS TWO OR MORE STORIES ABOVE GRADE PLANE EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1.	**STORY / OCC. / FLOOR AREA** SECOND / A-2 (B) / 2,961 SF FIRST / M, A-2 (B) / 6,280 SF BASEMENT / M / 7,026 SF **TOTAL / A-2, B, M / 16,267 SF**
506.2.4 MIXED-OCCUPANCY, MULTISTORY BUILDINGS	EACH STORY OF A MIXED-OCCUPANCY BUILDING WITH MORE THAN ONE STORY ABOVE GRADE PLAN SHALL INDIVIDUALLY COMPLY WITH THE APPLICABLE REQUIREMENTS OF SECTION 508.1	LARGEST STORY PROPOSED: 7,026 SF (LESS THAN MOST RESTRICTIVE OCC. TYPE A-2, SM*: 18,000 SF)
508.1 MIXED USE AND OCCUPANCY, GENERAL	EACH PORTION OF A BUILDING SHALL BE INDIVIDUALLY CLASSIFIED IN ACCORDANCE WITH SECTION 302.1. WHERE A BUILDING CONTAINS MORE THAN ONE OCCUPANCY GROUP, THE BUILDING OR PORTION THEREOF SHALL COMPLY WIH THE APPLICABLE PROVISIONS OF SECTION 508.2, 508.3, OR 508.4, OR A COMBINATION OF THESE SECTIONS.	BUILDING OCCUPANCIES ARE NON-SEPARATED, PER 508.3 BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, INCLUDING AUTOMATIC CONTROL SYSTEM AND AUDIBLE ALARM PER 903.4. SEE SHEET BC-013 FOR SEPARATIONS.
508.3.1 NON-SEPAREATED OCCUPANCIES, OCCUPANCY CLASSIFICATION.	NON-SEPARATED OCCUPANCIES SHALL BE INDIVIDUALLY CLASSIFIED IN ACCORDANCE WITH SECTION 302.1. THE REQUIREMENTS OF THIS CODE SHALL APPLY TO EACH PORTION OF THE BUILDING BASED ON THE OCCUPANCY CLASSIFICATION OF THAT SPACE. IN ADDITION, THE MOST RESTRICTIVE PROVISIONS OF CHAPTER 9 WHICH APPLY TO THE NON-SEPARATED OCCUPANCIES SHALL APPLY TO THE TOTAL NON-SEPARATED OCCUPANCY AREA.	
508.3.2 ALLOWABLE BUILDING HEIGHT AND AREA	THE ALLOWABLE BUILDING AREA AND HEIGHT OF THE BUILDING OR PORTION THEREOF SHALL BE BASED ON THE MOST RESTRICTIVE ALLOWANCES FOR THE OCCUPANCY GROUPS UNDER CONSIDERATION FOR THE TYPE OF CONSTRUCTION OF THE BUILDING IN ACCORDANCE WITH SECTION 503.1	
508.3.3 SEPARATION	NO SEPERATION IS REQUIRED BETWEEN NON-SEPARATED OCCUPANCIES	
T508.4 REQUIRED SEPARATION OF OCCUPANCIES (HOURS)	NOT USED.	NOT USED.
T509 INCIDENTAL USES	**ROOM OR AREA** / **SEPARATION AND/OR PROTECTION REQUIRED**	**SEPARATION AND/OR PROTECTION PROVIDED**
	FURNACE ROOM WHERE ANY PIECE OF EQUIPMENT IS OVER 400,000 BTU PER HOUR INPUT / 1 HR OR PROVIDE AUTOMATIC SPRINKLER SYSTEM	BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1.
	ROOMS WITH BOILERS WHERE THE LARGEST PIECE OF EQUIPMENT IS OVER 15 PSI AND 10 HP / 1 HR OR PROVIDE AUTOMATIC SPRINKLER SYSTEM	
	STATIONARY STORAGE BATTERY SYSTEMS W/ LIQUID ELECTROLYTE CAPACITY > 50 GAL FLOODED LEAD-ACID, NICKEL CADMIUM OR VRLA, OR > 1000 LBS LITHIUM-ION & LITHIUM METAL POLYMER USED FOR FACILITY STANDBY POWER, EMERGENCY POWER OR UNINTERRUPTIBLE POWER / 1 HR IN GROUP B,F,M,S, U OCCUPANICES	NOT USED.
	ELEVATOR CONTROL & MACHINE ROOMS / SEE SECTION 3020.4	
509.2 OCCUPANCY CLASSIFICATION	INCIDENTAL USES SHALL NOT BE INDIVIDUALLY CLASSIFIED. INCIDENTAL USES SHALL BE INCLUDED IN THE BUILDING OCCUPANCIES WITHIN WHICH THEY ARE LOCATED.	THE SOUND TRANSIT COMFORT STATION (UNISEX SINGLE OCCUPANY RESTROOM) IS NOT A USE LISTED IN T509. IT IS 91 SF IN AREA, WHICH IS LESS THAN 10% OF THE TOTAL FIRST STORY (GROUND FLOOR) AREA. SEE SHEET BC-012 FOR RATINGS.
509.3 AREA LIMITATIONS	INCIDENTAL USES SHALL NOT OCCUPY MORE THAN 10 PERCENT OF THE BUILDING AREA OF THE STORY IN WHICH THEY ARE LOCATED.	
509.4.1 SEPARATION	WHERE TABLE 509 SPECIFIES A FIRE-RATED SEPARATION, THE INCIDENTAL USES SHALL BE SEPARATED FROM THE BUILDING BY A FIRE BARRIER PER SECTION 707 OR A HORIZONTAL ASSEMBLY PER SECTION 711, OR BOTH. CONSTRUCTION SUPPORTING 1 -HOUR FIRE BARRIERS OR HORIZONTAL ASSEMBLIES USED FOR INCIDENTAL USE SEPARATIONS IN BUILDINGS OF TYPE IIB, IIIB, OR V CONSTRUCTION IS NOT REQUIRED TO BE FIRE-RESISTANCE RATED UNLESS REQUIRED BY OTHER SECTIONS OF THIS CODE.	
509.4.2 PROTECTION	WHERE TABLE 509 PERMITS AN AUTOMATIC SPRINKLER SYSTEM WITHOUT A FIRE BARRIER, THE INCIDENTAL USES SHALL BE SEPARATED FROM THE BUILDING BY CONSTRUCTION CAPABLE OF RESISTING THE PASSAGE OF SMOKE. WALLS SHALL BE CONTINUOUS FROM FLOOR TO RATED CEILING. DOORS SHALL BE SELF-OR AUTO CLOSING PER SECTION 716.5.9.3, SHALL NOT HAVE AIR TRANSFER OPENINGS, AND SHALL NOT BE UNDERCUT IN EXCESS OF THE CLEARANCE PERMITTED IN NFPA 80. WALLS SHALL NOT HAVE AIR TRANSFER OPENINGS UNLESS PROVIDED WITH SMOKE DAMPERS PER SECTION 710.7.	SEE SHEET A-031 FOR WALL TYPES.

CHAPTER 6 - TYPES OF CONSTRUCTION

CODE REFERENCE	REQUIREMENT	PROPOSED
T601 FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (HOURS)	BUILDING ELEMENT / RATING FOR CONSTRUCTION TYPE V-B STRUCTURAL FRAME / 0-HR BEARING WALLS, EXTERIOR / 0-HR BEARING WALLS, INTERIOR / 0-HR NON-BEARING INTERIOR WALLS / 0-HR FLOOR CONSTRUCTION / 0-HR ROOF CONSTRUCTION / 0-HR *IN ADDITION TO THESE STRUCTURAL RATINGS, SEPARATION RATINGS MAY BE REQUIRED. RELEVANT SECTIONS INCLUDE BUT ARE NOT LIMITED TO: 508 MIXED USE, 509 INCIDENTAL USE, TABLE 602 EXTERIOR WALLS, 712 VERTICAL OPENINGS, 713 SHAFT ENCLOSURES, 1009 EXIT ACCESS STAIRWAYS, 1018 CORRIDORS, 1022 EXIT STAIRWAYS AND RAMPS.	0-HR THROUGHOUT, EXCEPT AT REQUIRED SHAFTS, FIRE BARRIERS, SEPARATIONS, AND EGRESS.
T602 FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE	**FIRE SEPARATION DISTANCE = X (FEET)** / **CONSTRUCTION TYPE** / **OCCUPANCY GROUP** / **RATING** X < 5 / VB / M / 2-HR A / 1-HR 5 <= X < 10 / VB / M, A / 1-HR 10 <= X < 30 / VB / M, A / 0-HR X >= 30 / VB / M, A / 0-HR	SEE CIVIL FOR EASEMENTS OVER ABUTTING PROPERTIES THAT PROHIBIT CONSTRUCTION IN PERPETUITY ON THOSE PROPERTIES, WITHIN 10 FEET OF PROJECT PROPERTY LINE. SEE SHEET BC-012 FOR SEPARATIONS.

CHAPTER 7 - FIRE AND SMOKE PROTECTION FEATURES

CODE REFERENCE	REQUIREMENT	PROPOSED
704 FIRE-RESISTANCE RATING OF STRUCTURAL MEMBERS	SEE TABLE 601	0-HR THROUGHOUT, EXCEPT AS REQ'D BY 704.10. AND TABLE 602. SEE SHEET BC-012 FOR LOCATION OF SRUCTURAL COMPONENTS REQ'D TO BE PROTECTED.
704.1 REQUIREMENTS	THE FIRE-RESISTANCE RATINGS OF STRUCTURAL MEMBERS AND ASSEMBLIES SHALL COMPLY WITH THIS SECTION AND THE REQUIREMENTS FOR THE TYPE OF CONSTRUCTION AS SPECIFIED IN TABLE 601. THE FIRE-RESISTANCE RATINGS SHALL NOT BE LESS THAN THE RATINGS REQUIRED FOR THE FIRE-RESISTANCE-RATED ASSEMBLIES SUPPORTED BY THE STRUCTURAL MEMBERS.	
704.2 COLUMN PROTECTION	WHERE COLUMNS ARE REQUIRED TO HAVE PROTECTION TO BE FIRE-RESISTANCE RATED, THE ENTIRE COLUMN SHALL BE PROVIDED INDIVIDUAL ENCASEMENT PROTECTION BY PROTECTING IT ON ALL SIDES FOR THE FULL COLUMN LENGTH, INCLUDING CONNECTIONS TO OTHER STRUCTURAL MEMBERS, WITH MATERIALS HAVING THE REQUIRED FIRE-RESISTANCE RATING. WHERE THE COLUMN EXTENDS THROUGH A CEILING, THE ENCASEMENT PROTECTION SHALL BE CONTINUOUS FROM TOP OF FOUNDATION OR FLOOR/CEILING BELOW THROUGH THE CEILING SPACE TO THE TOP OF THE COLUMN.	

704.3 PROTECTION OF THE PRIMARY STRUCTURAL FRAME OTHER THAN COLUMNS.	MEMBERS OF THE PRIMARY STRUCTURAL FRAME OTHER THAN COLUMNS THAT SUPPORT MORE THAN TWO FLOORS, OR ONE FLOOR AND ROOF, OR SUPPORT A LOAD-BEARING WALL OR A NONLOAD-BEARING WALL MORE THAN TWO STORIES HIGH, SHALL BE PROVIDED INDIVIDUAL ENCASEMENT PROTECTION BY PROTECTING THEM ON ALL SIDES FOR THE FULL LENGTH, INCLUDING CONNECTIONS TO OTHER STRUCTURAL MEMBERS WITH MATERIALS HAVING THE REQUIRED FIRE-RESISTANCE RATING. **EXCEPTION:** INDIVIDUAL ENCASEMENT PROTECTION ON ALL SIDES SHALL BE PERMITTED ON ALL EXPOSED SIDES PROVIDED THE EXTENT OF PROTECTION IS IN ACCORDANCE WITH THE REQUIRED FIRE-RESISTANCE RATING, AS DETERMINED BY SECTION 703.	
704.4 PROTECTION OF SECONDARY MEMBERS		
704.10 EXTERIOR STRUCTURAL MEMBERS	LOAD BEARING STRUCTURAL MEMBERS LOCATED WITHIN EXTERIOR WALLS OR ON THE OUTSIDE OF A BUILDING OR STRUCTURE SHALL BE PROVIDED WITH THE HIGHEST FIRE-RESISTANCE RATING AS DETERMINED IN ACCORDANCE WITH THE FOLLOWING: 1. AS REQUIRED BY TABLE 601 FOR THE TYPE OF BUILDING ELEMENTS BASED ON THE TYPE OF CONSTRUCTION OF THE BUILDING; 2. AS REQUIRED BY TABLE 601 FOR EXTERIOR BEARING WALLS BASED ON THE TYPE OF CONSTRUCTION; AND 3. AS REQUIRED BY TABLE 602 FOR EXTERIOR WALLS BASED ON THE FIRE SEPARATION DISTANCE.	WALL AT NORTH > 5' FROM LOT LINE: 1HR. FOR WALLS AT EAST, PLAZA IS CLASSIFIED BY AGREEMENT AS PUBLIC WAY. SEE SHEET BC-012 FOR RATINGS.
705.5 FIRE-RESISTANCE RATINGS	THE REQUIRED FIRE-RESISTANCE RATING OF EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE OF LESS THAN OR EQUAL TO 10 FEET SHALL BE RATED FOR EXPOSURE TO FIRE FROM BOTH SIDES.	NORTH WALL TO BE RATED FOR EXPOSURE TO FIRE FROM BOTH SIDES. FOR WALLS AT EAST, PLAZA IS CLASSIFIED BY AGREEMENT AS PUBLIC WAY.
T705.8 MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION	NOT PERMITTED LESS THAN 3' (N/A) 3' TO 5' = 15% (N/A) 5' TO 10' = 25% (N/A) 10' TO 15' = 45% 15' TO 20' = 75% NO LIMIT ABOVE 20' BUILDING EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1	NORTH WALL IS 5' <= X < 10' FROM FINISH FACE OF EXTERIOR WALL TO PROPERTY LINE. NORTH WALL TO BE LESS THAN 25% OPEN. SEE SHEET BC-012 FOR OPENINGS.
705.8.1 ALLOWABLE AREA OF OPENINGS	BUILDINGS WHOSE EXTERIOR BEARING WALLS, EXTERIOR NON-BEARNING WALLS, AND EXTERIOR STRUCTURAL FRAME ARE NOT REQURIED TO BE FIRE RESISTANCE RATED SHALL BE PERMITTED TO HAVE UNLIMITED UNPROTECTED OPENINGS.	
705.8.2 PROTECTED OPENINGS	**EXCEPTION:** OPENING PROTECTIVES ARE NOT REQUIRED WHERE A BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1 AND EXTERIOR OPENINGS ARE PROTECTED BY A WATER CURTAIN USING AUTOMATIC SPRINKLERS APPROVED FOR THAT USE.	N/A.
705.11 PARAPETS	PARAPETS SHALL BE PROVIDED ON EXTERIOR WALLS OF BUILDINGS. **EXCEPTIONS**: A PARAPET NEED NOT BE PROVIDED AT AN EXTERIOR WALL WHERE ANY OF THE FOLLOWING CONDITIONS EXIST: 3. WALLS THAT TERMINATE AT ROOFS OF NOT LESS THAN 2-HOUR RATED CONSTRUCTION, OR WHERE THE ROOF, INCLUDING THE DECK OR SLAB AND SUPPORTING CONSTRUCTION, IS CONSTRUCTUED ENTIRELY OF NON-COMBUSTABLE MATERIALS. 6. WHERE THE WALL IS PERMITTED TO HAVE NOT LESS THAN 25% OF THE EXTERIOR WALL AREAS CONTAINING UNPROTECTED OPENINGS BASED ON FIRE SEPARATION DISTANCE AS DETERMINED IN ACCORDANCE WITH SECTION 705.8	NO PARAPET REQ'D. ROOF CONSTRUCTED ENTIRELY OF NON-COMBUSTABLE MATERIALS. EXTERIOR WALLS LOCATED MORE THAN 5' FROM PROPERTY LINE PERMITTED TO HAVE UNPROTECTED OPENINGS NOT LESS THAN 25%.
707.4 EXTERIOR WALLS	WHERE EXTERIOR WALLS SERVE AS PART OF A REQ'D FIRE RATED SHAFT OR STAIRWAY OR RAMP ENCLOSURE, SUCH WALLS SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 705 FOR EXTERIOR WALLS AND THE FIRE RATED ENCLOSURE REQUIREMENTS SHALL NOT APPLY. **EXCEPTION:** EXTERIOR WALLS REQUIRED TO BE FIRE RATED IN ACCORDANCE WITH SECTION 1023.7 INTERIOR EXIT STAIRWAYS/RAMPS.	SEE SHEET BC-012 FOR RATINGS.
707.5 CONTINUITY	FIRE BARRIERS SHALL EXTEND FROM THE TOP OF THE FOUNDATION OR FLOOR/CEILING ASSEMBLY BELOW TO THE UNDERSIDE OF THE FLOOR OR ROOF SHEATHING, SLAB OR DECK ABOVE AND SHALL BE SECURELY ATTACHED THERETO. SUCH FIRE BARRIERS SHALL BE CONTINUOUS THROUGH CONCEALED SPACE, SUCH AS THE SPACE ABOVE A SUSPENDED CEILING. JOINTS AND VOIDS AT INTERSECTIONS SHALL COMPLY WITH SECTIONS 707.8 AND 707.9	
707.5.1 SUPPORTING CONSTRUCTION	THE SUPPORTING CONSTRUCTION FOR A FIRE BARRIER SHALL BE PROTECTED TO AFFORD THE REQUIRED FIRE-RESISTANCE RATING OF THE FIRE BARRIER SUPPORTED. HOLLOW VERTICAL SPACES WITHIN A FIRE BARRIER SHALL BE FIREBLOCKED IN ACCORDANCE WITH SECTION 718.2 AT EVERY FLOOR LEVEL. **EXCEPTION:** SUPPORTING CONSTRUCTION FOR 1-HOUR FIRE BARRIERS REQUIRED BY TABLE 509 IN BUILDINGS OF TYPE IIB, IIIB AND VB CONSTRUCTION IS NOT REQUIRED TO BE FIRE-RESISTANCE RATED UNLESS REQUIRED BY OTHER SECTIONS OF THIS CODE.	
708.3 FIRE RESISTANCE RATING	FIRE PARTITIONS SHALL HAVE A FIRE RESISTANCE RATING OF NOT LESS THAN 1 HR.	
708.4 CONTINUITY	FIRE PARTITIONS SHALL EXTEND FROM THE TOP OF THE FOUNDATION OR FLOOR/CEILING ASSEMBLY BELOW TO THE UNDERSIDE OF THE FLOOR OR ROOF SHEATHING, SLAB OR DECK ABOVE OR TO THE FIRE-RESISTANCE-RATED FLOOR/CEILING OR ROOF/CEILING ASSEMBLY	

	ABOVE AND SHALL BE SECURELY ATTACHED THERETO. THE SUPPORTING CONSTRUCTION SHALL BE PROTECTED TO AFFORD THE REQUIRED FIRERESISTANCE RATING OF THE WALL SUPPORTED, EXCEPT FOR ... CORRIDOR WALLS IN BUILDINGS OF TYPE ... VB CONSTRUCTION. **EXCEPTIONS:** 3. WHERE THE CORRIDOR CEILING IS CONSTRUCTED AS REQUIRED FOR THE CORRIDOR WALLS, THE WALLS SHALL BE PERMITTED TO TERMINATE AT THE UPPER MEMBRANE OF SUCH CEILING ASSEMBLY. 6. FIREBLOCKING OR DRAFTSTOPPING IS NOT REQUIRED AT THE PARTITION LINE IN BUILDINGS EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM PER 903.3.1.1.	
712.1.12 EXIT ACCESS STAIRWAYS AND RAMPS	VERTICAL OPENINGS CONTAINING EXIT ACCESS STAIRWAYS OR RAMPS IN ACCORDANCE WITH SECTION 1019 SHALL BE PERMITTED	
713.2 CONSTRUCTION	SHAFT ENCLOSURES SHALL BE CONSTRUCTED AS FIRE BARRIERS IN ACCORDANCE WITH SECTION 707 OR HORIZONTAL ASSEMBLIES IN ACCORDANCE WITH SECTION 711 OR BOTH.	
713.4 SHAFT ENCLOSURES – FIRE-RESISTANCE RATING	SHAFT ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 1 HOUR WHERE CONNECTING LESS THAN FOUR STORIES. THE NUMBER OF STORIES CONNECTED BY THE SHAFT ENCLOSURE SHALL INCLUDE ANY BASEMENTS BUT NOT ANY MEZZANINES. SHAFT ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING NOT LESS THAN THE FLOOR ASSEMBLY PENETRATED, BUT NEED NOT EXCEED 2 HOURS.	ELEVATOR SHAFT WALL: 1-HR RATED GREASE EXHAUST SHAFT / HVAC SHAFT 1-HR RATED. SEE SHEET BC-012 FOR RATINGS.
713.6 SHAFT ENCLOSURES – EXTERIOR WALLS	WHERE EXTERIOR WALLS SERVE AS A PART OF A REQUIRED SHAFT ENCLOSURE, SUCH WALLS SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 705 FOR EXTERIOR WALLS AND THE FIRE-RESISTANCE-RATED ENCLOSURE REQUIREMENTS SHALL NOT APPLY. **EXCEPTION:** EXTERIOR WALLS REQUIRED TO BE FIRE-RESISTANCE RATED IN ACCORDANCE WITH SECTION 1023.7 FOR INTERIOR EXIT STAIRWAYS AND RAMPS AND SECTION 1027.6 FOR EXTERIOR EXIT STAIRWAYS AND RAMPS.	ELEVATOR SHAFT SOUTH WALL (EXTERIOR WALL): 0-HR. SEE SHEET BC-012 FOR RATINGS.
715.1 FIRE RESISTANT JOINT SYSTEMS	JOINTS INSTALLED IN OR BETWEEN FIRE-RESISTANCE RATED WALLS, FLOOR OR FLOOR/CEILING ASSEMBLIES AND ROOFS OR ROOF/CEILING ASSEMBLIES SHALL BE PROTECTED BY AN APPROVED FIRE-RESISTANT JOINT SYSTEM DESIGNED TO RESIST THE PASSAGE OF FIRE FOR A TIME PERIOD NOT LESS THAN THE REQUIRED FIRE-RESISTANCE RATING OF THE WALL, FLOOR OR ROOF IN OR BETWEEN WHICH IT IS INSTALLED. FIRE-RESISTANT JOINT SYSTEMS SHALL BE TESTED IN ACCORDANCE WITH SECTION 715.3.	SEE SHEET BC-012 FOR RATINGS.
716.5.3 DOOR ASSEMBLIES IN CORRIDORS AND SMOKE BARRIERS	FIRE DOOR ASSEMBLIES REQUIRED TO HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES WHERE LOCATED IN CORRIDOR WALLS HAVING A FIRE-RESISTANCE RATING IN ACCORDANCE WITH TABLE 716.5 SHALL BE TESTED IN ACCORDANCE WITH NFPA 252 OR UL 10C WITHOUT THE HOSE STREAM TEST.	
716.5.3.1 SMOKE AND DRAFT CONTROL	FIRE DOOR ASSEMBLIES SHALL MEET THE REQUIREMENTS FOR A SMOKE AND DRAFT CONTROL DOOR ASSEMBLY TESTED IN ACCORDANCE WITH UL 1784. THE AIR LEAKAGE RATE OF THE DOOR ASSEMBLY SHALL NOT EXCEED 3.0 CUBIC FEET PER MINUTE PER SQUARE FOOT (0.01524 M3/S • M2) OF DOOR OPENING AT 0.10 INCH (24.9 PA) OF WATER FOR BOTH THE AMBIENT TEMPERATURE AND ELEVATED TEMPERATURE TESTS. LOUVERS SHALL BE PROHIBITED. INSTALLATION OF SMOKE DOORS SHALL BE IN ACCORDANCE WITH NFPA 105.	
716.5 OPENING FIRE PROTECTION	ASSEMBLY TYPE / WALL RATING / DOOR RATING / DOOR VISION PANEL FIRE WALLS / FIRE BARRIERS RATED > 1HR / 3-HR / 3-HR (180 MIN.) / FIRE-RESISTIVE ONLY 2-HR / 1.5-HR (90 MIN.) / 100 SQ. IN. 1.5-HR / 1.5-HR (90 MIN.) / 100 SQ. IN. FIRE BARRIERS RATED 1 HR: SHAFTS, EXIT ENCLOSURES / 1 / 1-HR (60 MIN.) / 100 SQ. IN. FIRE PARTITIONS: CORRIDOR WALLS / 1 / 1/3-HR (20 MIN.) / MAX SIZE TESTED OTHER FIRE PARTITIONS / 1 / 3/4-HR (45 MIN.) / MAX SIZE TESTED EXTERIOR WALLS / 1 / 3/4-HR (45 MIN.) / MAX SIZE TESTED	SEE SHEET BC-012 FOR OPENINGS. SEE SHEET A-071 FOR DOOR SCHEDULE. SEE SHEET A-811 AND A-812 FOR WINDOW SCHEDULE.

CHAPTER 9 - FIRE PROTECTION SYSTEMS

CODE REFERENCE	REQUIREMENT	PROPOSED
903.2.1.2 GROUP A-2	AN AUTOMATIC SPRINKLER SYSTEM SHALL BE PROVIDED FOR FIRE AREAS CONTAING GROUP A-2 OCCUPANCIES AND INTERVENING FLOORS OF THE BUILDING WHERE ONE OF THE FOLLOWING CONDITIONS EXISTS: 1. THE FIRE AREA EXCEEDS 5,000 SF 2. THE FIRE AREA HAS AN OCCUPANT LOAD OF 100 OR MORE 3. THE FIRE AREA IS LOCATED ON A FLOOR OTHER THAN A LEVEL OF EXIT DISCHARGE SERVING SUCH OCCUPANCIES	AUTOMATIC SPRINKLER SYSTEM PROVIDED IN ACCORDANCE WITH 903.3.1.1.
903.2.7 GROUP M	AN AUTOMATIC SPRINKLER SYSTEM SHALL BE PROVIDED THROUGHOUT BUILDINGS CONTAIN A GROUP M OCCUPANCY WHERE ONE OF THE FOLLOWING CONDITIONS EXISTS: 1. A GROUP M FIRE AREA EXCEEDS 12,000 SF 2. A GROUP M FIRE AREA IS LOCATED MORE THAN THREE STORIES ON ALL FLOORS, INCLUDING ANY MEZZANNINES, EXCEEDS 24,000 SF 3. A GROUP M OCCUPANCY USED FOR THE DISPLAY AND SALE OF UPHOLSTERED FURNITURE OR MATTRESSES EXCEEDS 5,000 SF	N/A

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DESIGN REVIEW SET (LD)

REV NO. 2
10.02.2019

11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

BUILDING CODE SUMMARY

BC-001.02

903.2.11.5 COMMERCIAL COOKING OPERATIONS	AN AUTOMATIC SPRINKLER SYSTEM SHALL BE INSTALLED IN COMMERCIAL KITCHEN EXHAUST HOOD AND DUCT SYSTEMS WHERE AN AUTOMATIC SPRINKLER SYSTEM IS USED TO COMPLY WITH SECTION 904.	RESTAURANT (A-2) SPACE IS SPRINKLERED
906.1 PORTABLE FIRE EXTINGUISHERS	PORTABLE FIRE EXTINGUISHERS SHALL IN INSTALLED IN THE FOLLOWING LOCATIONS: 1. GROUP A, B, M OCCUPANCIES 2. WITHIN 30FT OF COMMERCIAL COOKING EQUIPMENT	SEE SHEET BC-013 FOR REFERENCE FIRE EXTINGUISHER LOCATIONS AND REQUIREMENTS.
906.3.1 FIRE EXTINGUISHERS FOR CLASS A FIRE HAZARDS	T903(1) MAXIMUM TRAVEL DISTANCE TO EXTINGUISHER = 75 FT	
907.5.2.3 AUDIBLE ALARMS AND EMERGENCY COMMUNICATION SYSTEMS	AUDIBLE EMERGENCY AND ALARM NOTIFICATION APPLIANCES SHALL BE PROVIDED IN ELEVATOR LOBBIES, EXIT STAIRS … AND ON EACH FLOOR. SYSTEMS SHALL BE DESIGNED TO NFPA 72.	SEE SHEET A-201, A-202, A-203 FOR REFERENCE ALARM LOCATIONS AND REQUIREMENTS. FIRE ALARM TO BE PROVIDED UNDER SEPARATE PERMIT.
907.5.2.3.1 PUBLIC AND COMMON AREAS	VISIBLE ALARM NOTIFICATION APPLIANCES SHALL BE PROVIDED IN PUBLIC AND COMMON AREAS	SEE SHEET A-201, A-202, A-203 FOR REFERENCE ALARM LOCATIONS AND REQUIREMENTS. FIRE ALARM TO BE PROVIDED UNDER SEPARATE PERMIT.

CHAPTER 10 - MEANS OF EGRESS

CODE REFERENCE	REQUIREMENT	PROPOSED
1004 OCCUPANT LOAD		FOR OCCUPANT LOAD CALCULATIONS, SEE SHEET BC-012
1005 MEANS OF EGRESS SIZING	1005.3.1 STAIRWAYS, EGRESS CAPACITY FACTOR = 0.2 INCH PER OCCUPANT* 1005.3.2 OTHER EGRESS COMPONENTS, EGRESS CAPACITY FACTOR = 0.15 INCH PER OCCUPANT* *THESE VALUES APPLY TO BUILDINGS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM	FOR EGRESS SIZING, SEE SHEET BC-012
T1006.2.1 EGRESS BASED ON OCCUPANT LOAD AND COMMON PATH OF EGRESS TRAVEL DISTANCE	TWO EXITS OR EXIST ACCESS DOORWAYS FROM ANY SPACE SHALL BE PROVIDED WHERE THE DESIGN OCCUPANT LOAD OR THE COMMON PATH OF EGRESS TRAVEL DISTANCE EXCEEDS THE VALUES LISTED IN TABLE 1006.2.1 MAXIMUM OCCUPANT LOAD OCCUPANCY A, M: 49 OCCUPANTS COMMON PATH OF EGRESS TRAVEL OCCUPANCY A, M WITH SPRINKLER SYSTEM: 75 FEET	FOR COMMON PATH OF EGRESS TRAVEL DISTANCE, SEE SHEET BC-012
1009 ACCESSIBLE MEANS OF EGRESS	ACCESSIBLE SPACES SHALL BE PROVIDED WITH NOT LESS THAN ONE ACCESSIBLE MEANS OF EGRESS. WHERE MORE THAN ONE MEANS OF EGRESS ARE REQUIRED BY SECTION 1006.2 OR 1006.3 FROM ANY ACCESSIBLE SPACE, EACH ACCESSIBLE PORTION OF THE SPACE SHALL BE SERVED BY NOT LESS THAN TWO ACCESSIBLE MEANS OF EGRESS.	
1009.3 ACCESSIBLE MEANS OF EGRESS - STAIRWAYS	STAIRWAY BETWEEN STORIES SHALL HAVE A CLEAR WIDTH OF 48 INCHES MINIMUM BETWEEN HANDRAILS. **EXCEPTION 2:** CLEAR WIDTH OF 48" BETWEEN HANDRAILS IS NOT REQUIRED IN BUILDINGS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM PER SECT. 903.3.1.1. **EXCEPTION 5:** AREAS OF REFUGE ARE NOT REQUIRED AT STAIRWAYS IN BUILDINGS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH SECTION 903.3.1.1 OR 903.3.1.2	BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM PER SECT. 903.3.1.1.
1014.9 INTERMEDIATE HANDRAILS	STAIRWAYS SHALL HAVE INTERMEDIATE HANDRAILS SUCH THAT ALL PORTIONS OF THE STAIRWAY MINIMUM WIDTH OF REQUIRED CAPACITY ARE WITHIN 30" OF A HANDRAIL. ON MONUMENTAL STAIRS, HANDRAILS SHALL BE LOCATED ALONG THE MOST DIRECT PATH OF EGRESS TRAVEL.	ST-1 AND ST-2 ARE MONUMENTAL STAIRS, AND PROVIDE HANDRAILS ALONG MOST DIRECT PATH OF EGRESS TRAVEL.
1015.2 GUARDS	REQ'D WHERE MEZZANINES, EQUIPMENT PLATFORMS, AISLES, STAIRS AND LANDINGS THAT LOCATED MORE THAN 30 INCHES MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 36 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE.	GUARD NOT REQUIRED AT SOUTH WALL OF TENANT 2 OUTDOOR TERRACE, LESS THAN 30" ABOVE GRADE.
1016 EXIT ACCESS	1016.2.2 EGRESS FROM A ROOM OR SPACE SHALL NOT PASS THROUGH ADJOINING OR INTERVENING ROOMS OR AREAS, EXCEPT WHERE SUCH ADJOINING ROOMS OR AREAS AND THE AREA SERVED ARE ACCESSORY TO ONE OR THE OTHER, ARE NOT A GROUP H OCCUPANCY AND PROVIDE A DESCERNIBLE PATH OF EGRESS TRAVEL TO AN EXIT.	FOR EGRESS ROUTE FROM SECOND STORY ROOFTOP TERRACE (LESS THAN 49 OCCUPANTS, ACCESSORY TO A-2 OCCUPANCY RESTAURANT). SEE SHEET BC-012.
1017 EXIT ACCESS TRAVEL DISTANCE	OCCUPANCY A, M: 250 FEET* *BUILDINGS EQUIPPED WITH AUTOMATIC SPRINKLER SYSTEM	FOR EXIT TRAVEL DISTANCE, SEE SHEET BC-012.
1023 INTERIOR EXIT STAIRWAYS AND RAMPS	INTERIOR EXIT STAIRWAY AND RAMP ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 1 HOUR WHERE CONNECTING LESS THAN FOUR STORIES.	STAIR-2: 1HR ENCLOSURE
1027.5 LOCATION	EXTERIOR EXIT STAIRWAYS SHALL HAVE A MINIMUM FIRE SEP. DIST. OF 10' MEASURED AT RIGHT ANGLES FROM THE EXTERIOR EDGE OF STAIRWAY OR RAMPS, INCLUDING LANDINGS TO: 1. ADJACENT LOT LINES 2. OTHER PORTIONS OF THE BUILDING, UNLESS PROTECTED IN ACCORDANCE WITH SECTION 705 BASED ON FIRE SEPARATION DISTANCE.	STAIR-3 LOCATED LESS THAN 10' FROM ADJACENT LOT LINE. ADJACENT LOT CONTAINS AN EXISTING PUBLIC TRANSIT FACILITY (SPRING DISTRICT STATION), LOCATED BELOW GRADE, WITH A RECORDED EASEMENT PROHIBITING CONSTRUCTION IN PERPETUITY ABOVE GRADE WITHIN 10'-0" OF PROPERTY LINE. THIS
		EFFECTIVELY INCREASES THE SEPARATION DISTANCE TO MORE THAN 15'. SEE CIVIL DOCUMENTS. PER IBC 705.5, EXTERIOR WALLS REGULATED BY T601 AND T602, 0HR.
1027.6 EXTERIOR EXIT STAIRWAYS AND RAMPS PROTECTION	**EXCEPTION 1:** SEPARATION FROM THE INTERIOR OF THE BUILDING IS NOT REQUIRED FOR OCCUPANCIES, OTHER THAN THOSE IN GROUP R-1 OR R-2, IN BUILDINGS THAT ARE NOT MORE THAN TWO STORIES ABOVE GRADE PLANE WHERE A LEVEL OF EXIT DISCHARGE SERVING SUCH OCCUPANCIES IS THE FIRST STORY ABOVE GRADE PLANE.	STAIR-1, STAIR-3, AND STAIR-4: SEPARATION FROM BUILDING INTERIOR NOT REQ'D. BUILDING IS NOT MORE THAN TWO STORIES; EXIT DISCHARGE AT GRADE.

CHAPTER 12 – INTERIOR ENVIRONMENT

CODE REFERENCE	REQUIREMENT	PROPOSED
1203.3 UNVENTED ATTIC AND UNVENTED ENCLOSED RAFTER ASSEMBLIES	(WA AMENDED) UNVENTED ATTICS AND UNVENTED ENCLOSED ROOF FRAMING ASSEMBLIES CREATED BY CEILING S APPLIED DIRECTLY TO THE UNDERSIDE OF THE ROOF FRAMING MEMBERS AND STRUCTURAL ROOF SHEATHING APPLIED DIRECTLY TO THE TOP OF THE ROOF FRAMING MEMBERS SHALL BE PERMITTED WHEN ALL THE FOLLOWING CONDITIONS ARE MET: 1. THE UNVENTED ATTIC SPACE IS COMPLETELY WITHIN THE BUILDING THERMAL ENVELOPE. 2. NO INTERIOR VAPOR RETARDERS ARE INSTALLED ON THE CEILING SIDE (ATTIC FLOOR) OF THE UNVENTED ATTIC ASSEMBLY OR ON THE CEILING SIDE OF THE UNVENTED ENCLOSED ROOF FRAMING ASSEMBLY. 3. WHERE WOOD SHINGLES OR SHAKES ARE USED, A MINIMUM 1/4 INCH (6.4 MM) VENTED AIR SPACE SEPARATES THE SHINGLES OR SHAKES AND THE ROOFING UNDERLAYMENT ABOVE THE STRUCTURAL SHEATHING. 4. IN CLIMATE ZONE 5B, ANY AIR-IMPERMEABLE INSULATION SHALL BE A CLASS II VAPOR RETARDER, OR SHALL HAVE A CLASS II VAPOR RETARDER COATING OR COVERING IN DIRECT CONTACT WITH THE UNDERSIDE OF THE INSULATION. 5. INSULATION SHALL BE LOCATED IN ACCORDANCE WITH THE FOLLOWING: 5.1. ITEM 5.1.1, 5.1.2, 5.1.3 OR 5.1.4 SHALL BE MET, DEPENDING ON THE AIR PERMEABILITY OF THE INSULATION DIRECTLY UNDER THE ROOF SHEATHING. 5.1.1. WHERE ONLY AIR-PERMEABLE INSULATION IS PROVIDED, IT SHALL BE APPLIED IN DIRECT CONTACT WITH THE UNDERSIDE OF THE STRUCTURAL ROOF SHEATHING. 5.1.2. WHERE AIR-PERMEABLE INSULATION IS PROVIDED INSIDE THE BUILDING THERMAL ENVELOPE, IT SHALL BE INSTALLED IN ACCORDANCE WITH ITEM 5.1. IN ADDITION TO THE AIR-PERMEABLE INSULATION INSTALLED DIRECTLY BELOW THE STRUCTURAL SHEATHING, RIGID BOARD OR SHEET INSULATION SHALL BE INSTALLED DIRECTLY ABOVE THE STRUCTURAL ROOF SHEATHING IN ACCORDANCE WITH THESE RVALUES FOR CONDENSATION CONTROL: • CLIMATE ZONE #4C - R-10 MINIMUM RIGID BOARD OR AIR-IMPERMEABLE INSULATION RVALUE. • CLIMATE ZONE #5B - R-20 MINIMUM RIGID BOARD OR AIR-IMPERMEABLE INSULATION RVALUE. 5.1.3. WHERE BOTH AIR-IMPERMEABLE AND AIRPERMEABLE INSULATION ARE PROVIDED, THE AIRIMPERMEABLE INSULATION SHALL BE APPLIED IN DIRECT CONTACT WITH THE UNDERSIDE OF THE STRUCTURAL ROOF SHEATHING IN ACCORDANCE WITH ITEM 5.1.1 AND SHALL BE IN ACCORDANCE WITH THESE R-VALUES FOR CONDENSATION CONTROL. THE AIRPERMEABLE INSULATION SHALL BE INSTALLED DIRECTLY UNDER THE AIR-IMPERMEABLE INSULATION. • CLIMATE ZONE #4C- R-10 MINIMUM RIGID BOARD OR AIR-IMPERMEABLE INSULATION RVALUE. • CLIMATE ZONE #5B- R-20 MINIMUM RIGID BOARD OR AIR-IMPERMEABLE INSULATION RVALUE. 5.1.4. ALTERNATIVELY, SUFFICIENT RIGID BOARD OR SHEET INSULATION SHALL BE INSTALLED DIRECTLY ABOVE THE STRUCTURAL ROOF SHEATHING TO MAINTAIN THE MONTHLY AVERAGE TEMPERATURE OF THE UNDERSIDE OF THE STRUCTURAL ROOF SHEATHING ABOVE 45 DEGREES F. FOR CALCULATION PURPOSES, AN INTERIOR AIR TEMPERATURE OF 68 DEGREES F IS ASSUMED AND THE EXTERIOR AIR TEMPERATURE IS ASSUMED TO BE THE MONTHLY AVERAGE OUTSIDE AIR TEMPERATURE OF THE THREE COLDEST MONTHS 5.2. WHERE PREFORMED INSULATION BOARD IS USED AS THE AIR-PERMEABLE INSULATION LAYER, IT SHALL BE SEALED AT THE PERIMETER OF EACH INDIVIDUAL SHEET INTERIOR SURFACE TO FORM A CONTINUOUS LAYER.	FOR HORIZONTAL ASSMEBLIES, SEE SHEET A-032
1204.1 EQUIPMENT AND SYSTEMS	(WA AMENDED) INTERIOR SPACES INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH ACTIVE OR PASSIVE SPACE-HEATING SYSTEMS CAPABLE OF MAINTAINING A MINIMUM INDOOR TEMPERATURE OF NOT LESS THAN 68°F (20°C) AT A POINT 3 FEET ABOVE THE FLOOR ON THE DESIGN HEATING DAY. **EXCEPTIONS:** 1. INTERIOR SPACES WHERE THE PRIMARY PURPOSE IS NOT ASSOCIATED WITH HUMAN COMFORT. 1. 2. GROUP F, H, S, OR U OCCUPANCIES.	MECHANICAL PERMIT DEFERRED.

CHAPTER 16 – STRUCTURAL DESIGN

CODE REFERENCE	REQUIREMENT	PROPOSED
1613 – EARTHQUAKE LOADS AND ASCE 7-10	THE FOLLOWING ELEMENTS ARE PART OF THE DESIGNATED SEISMIC SYSTEM AND REQUIRED TO BE DESIGNED FOR AN IMPORTANCE FACTOR, IP, OF 1.5: • FIRE PROTECTION SPRINKLER SYSTEMS • EGRESS STAIRWAY PARTITION, CEILING, AND STAIR SUPPORT COMPONENTS • COMPONENTS, SUCH AS PRESSURIZATION FANS, ASSOCIATED WITH BUILDING SMOKE CONTROL • ELECTRICAL EQUIPMENT SUPPLYING EMERGENCY OR LEGALLY REQUIRED STANDBY POWER • SWITCH GEAR ASSOCIATED WITH EMERGENCY OR LEGALLY REQUIRED STANDBY POWER • ELECTRICAL SERVICE FOR THE FIRE PUMP SPECIAL CERTIFICATION REQUIREMENTS FOR DESIGNATED SEISMIC SYSTEMS PER ASCE 7-10 SECTION 13.2.2, SHALL BE PROVIDED. NOTE ACCORDING TO ASCE 7-10 C13.2.2: • "ACTIVE DESIGNATED SEISMIC EQUIPMENT CONSTITUTES A LIMITED SUBSET OF DESIGNATED SEISMIC SYSTEMS." • "ACTIVE EQUIPMENT HAS PARTS THAT ROTATE, MOVE MECHANICALLY, OR ARE ENERGIZED DURING OPERATION." • "AS A RULE OF THUMB, ACTIVE MECHANICAL AND ELECTRICAL EQUIPMENT TO BE CONSIDERED UNDER SECTION 13.2.2 CAN BE LIMITED TO EQUIPMENT THAT CONTAINS AN ELECTRIC MOTOR GREATER THAN 10 HP OR HEAT TRANSFER CAPACITY GREATER THAN 200 MBH." CERTIFICATIONS SHALL BE PROVIDED FOR DESIGNATED SEISMIC SYSTEMS ASSIGNED TO SEISMIC DESIGN CATEGORY D, AS FOLLOWS: (A) ACTIVE MECHANICAL AND ELECTRICAL EQUIPMENT THAT MUST REMAIN OPERABLE FOLLOWING THE DESIGN EARTHQUAKE GROUND MOTION SHALL BE CERTIFIED BY THE MANUFACTURER AS OPERABLE WHEREBY ACTIVE PARTS OR ENERGIZED COMPONENTS SHALL BE CERTIFIED EXCLUSIVELY ON THE BASIS OF APPROVED SHAKE TABLE TESTING IN ACCORDANCE WITH SECTION 13.2.5 OR EXPERIENCE DATA IN ACCORDANCE WITH SECTION 13.2.6 UNLESS IT CAN BE SHOWN THAT THE COMPONENT IS INHERENTLY RUGGED BY COMPARISON WITH SIMILAR SEISMICALLY QUALIFIED COMPONENTS. (B) COMPONENTS WITH HAZARDOUS SUBSTANCES AND ASSIGNED A COMPONENT IMPORTANCE FACTOR, IP, OF 1.5 IN ACCORDANCE WITH SECTION 13.1.3 SHALL BE CERTIFIED BY THE MANUFACTURER AS MAINTAINING CONTAINMENT FOLLOWING THE DESIGN EARTHQUAKE GROUND MOTION BY (1) ANALYSIS, (2) APPROVED SHAKE TABLE TESTING IN ACCORDANCE WITH SECTION 13.2.5, OR (3) EXPERIENCE DATA IN ACCORDANCE WITH SECTION 13.2.6. EVIDENCE DEMONSTRATING COMPLIANCE WITH THIS REQUIREMENT SHALL BE SUBMITTED FOR APPROVAL TO THE AUTHORITY HAVING JURISDICTION AFTER REVIEW AND ACCEPTANCE BY A REGISTERED DESIGN PROFESSIONAL.	THE BRACING DESIGN AND/OR SUBMITTAL OF SEISMIC CERTIFICATIONS WILL BE SUBMITTED AS A DEFERRED SUBMITTAL, THE REGISTERED DESIGN PROFESSIONAL(S) IN RESPONSIBLE CHARGE IS/ARE REQUIRED TO REVIEW AND STAMP/SIGN THE DEFERRED SUBMITTAL DESIGN, DETAILING, AND DOCUMENTATION INDICATING GENERAL CONFORMANCE TO THE DESIGN OF THE BUILDING. THE DEFERRED SUBMITTAL TO BE SUBMITTED TO THE CITY FOR THEIR REVIEW/APPROVAL PRIOR TO INSTALLATION.

CHAPTER 17 – SPECIAL INSPECTIONS AND TESTS

FOR STATEMENT OF REQUIRED SPECIAL INSPECTIONS AND TESTS, SEE STRUCT SHEETS S-004.00 THROUGH S-006.00

CHAPTER 29 – PLUMBING FIXTURES

CODE REFERENCE	REQUIREMENT							QUANTITY					PROPOSED
2902 MINIMUM PLUMBING FACILITIES	OCC. GROUP	DESCRIPTION	OCCUPANTS	WATER CLOSETS		LAVATORIES		DRINKING FOUNTAINS	WATER CLOSETS		LAVATORIES		DRINKING FOUNTAINS	
				M	F	M	F		M	F	M	F		
	SECOND FLOOR													
	A-2	RESTAURANT / EATING DRINKING ESTABLISHMENT (TENANT 4)	3,704 NSF / 15 / 2 = 124	1 PER 75		1 PER 75		N/A	2	2	2	2	-	STUBS FOR RR'S W/ REQ'D FIXTURES PROVIDED FOR FUTURE TI, TO BE CONSTRUCTED UNDER SEPARATE PERMIT
	FIRST FLOOR													
	M, OR A-2	POTENTIAL CAFE (TENANT 3)	730 NSF / 15 / 2 = 24	1 PER 75		1 PER 75		OL > 30 = 1 PER FIRST 150 OCC.; THEN 1 FOR EACH	1	1	1	1	1	STUBS FOR TWO RR'S W/ REQ'D FIXTURES PROVIDED FOR FUTURE TI, TO BE CONSTRUCTED UNDER SEPARATE PERMIT. PROVISION HAS BEEN MADE FOR SHARED USE. SEE SHEET A-102.
	M	GENERAL RETAIL (TENANTS 2A/2B)	3,808 GSF / 60 / 2 = 32	1 PER 500		1 PER 750			1	1	1	1		
	M	ACCESSORY (LESS THAN 10% OF GROUND FLOOR AREA IBC 508.2.1)	1	N/A		N/A		ADDITIONAL 500 OCC.	1		1			UNISEX RESTROOM PROVIDED FOR SOUND TRANSIT EMPLOYEES (CARD READER ACCESS ONLY)
	BASEMENT													
	M / A-3	BIKE RETAIL / LOCKER ROOM (TENANT 1)	7,026 GSF / 50 / 2 = 71	1 PER 125	1 PER 65	1 PER 200		PER ABOVE	1	2	1	1	1	M = 1 WC / 1 URINAL / 2 LAVS / 3 SHOWERS F = 2 WCS / 2 LAVS / 3 SHOWERS 1 DRINKING FOUNTAIN PROVIDED
2902.2 SEPARATE FACILITIES	**EXCEPTIONS:** 3. SEPARATE FACILITIES SHALL NOT BE REQUIRED IN MERCANTILE OCCUPANCIES WHERE THE OCCUPANT LOAD IS 100 OR LESS 4. SEPARATE FACILITIES SHALL NOT BE REQUIRED IN SPACES USED PRIMARILY FOR DRINKING AND DINING, WHERE THE OCCUPANT LOAD, INCLUDING BOTH CUSTOMERS AND EMPLOYEES, IS 30 OR FEWER.													SEPARATE FACILITIES ARE PROVIDED IN BASEMENT LEVEL. FIRST FLOOR AND SECOND FLOOR FACILITIES BY FUTURE TI.
2902.5 DRINKING FOUNTAIN LOCATION	DRINKING FOUNTAINS ARE NOT REQUIRED TO BE LOCATED IN TENANT SPACES PROVIDED THAT PUBLIC DRINKING FOUNTAINS ARE LOCATED WITHIN A DISTANCE OF TRAVEL OF 500 FEET OF THE MOST REMOTE LOCATION IN THE TENANT SPACE AND NOT MORE THAN ONE STORY ABOVE OR BELOW THE TENANT SPACE.													DRINKING FOUNTAINS PROVIDED PER PLANS.

CHAPTER 30 – ELEVATORS AND CONVEYING SYSTEMS

CODE REFERENCE	REQUIREMENT	PROPOSED
3006 ELEVATOR LOBBIES AND HOISTWAY OPENING PROTECTION	NOT REQUIRED FOR HOISTWAYS CONNECTING 3 STORIES AND LESS	SEE SHEET BC-012 FOR SEPARATIONS AND PROTECTION.
3005.4 MACHINE ROOMS, CONTROL ROOMS, MACHINERY SPACES, AND CONROL SPACES	ELEVATOR MACHINE ROOMS, CONTROL ROOMS, CONTROL SPACES AND MACHINERY SPACES OUTSIDE OF BUT ATTACHED TO A HOISTWAY THAT HAVE OPENINGS INTO THE HOISTWAY SHALL BE ENCLOSED WITH FIRE BARRIERS CONSTRUCTED IN ACCORDANCE WITH SECTION 707 OR HORIZONTAL ASSEMBLIES CONSTRUCTED IN ACCORDANCE WITH SECTION 711, OR BOTH. THE FIRE-RESISTANCE RATING SHALL BE NOT LESS THAN THE REQUIRED RATING OF THE HOISTWAY ENCLOSURE SERVED BY THE MACHINERY. OPENINGS IN THE FIRE BARRIERS SHALL BE PROTECTED WITH ASSEMBLIES HAVING A FIRE PROTECTION RATING NOT LESS THAN THAT REQUIRED FOR THE HOISTWAY ENCLOSURE DOORS. **EXCEPTION 2.** FOR OTHER THAN FIRE SERVICE ACCESS ELEVATORS AND OCCUPANT EVACUATION ELEVATORS, IN BUILDINGS FOUR STORIES OR LESS ABOVE THE GRADE PLANE, WHERE MACHINE ROOM, MACHINERY SPACES, CONTROL ROOMS, CONTROL SPACES DO NOT ABUT AND HAVE ANO OPENINGS INTO THE HOISTWAY ENCLOSURE THEY SERVE, THE MACHINE ROOM, MACHINERY SPACES, CONTROL ROOMS, CONTROL SPACES ARE NOT REQUIRED TO BE FIRE RESISTANCE RATED.	ELEVATOR MACHINE ROOM IS NOT ATTACHED TO HOISTWAY. FOR WALL RATINGS, SEE SHEET BC-012.
3006.2 HOISTWAY OPENING PROTECTION	ELEVATOR HOISTWAY DOOR OPENINGS SHALL BE PROTECTED IN ACCORDANCE W/ 3006.3 WHERE AN ELEVATOR HOISTWAY CONNECTS MORE THAN THREE STORIES.	PROTECTION NOT REQ'D. HOISTWAY DOES NOT CONNECT MORE THAN 3 STORIES.
WAC 296-96-02465	FOR BUILDINGS FOUR STORIES OR LESS, NATURAL OR MECHANICAL MEANS MAY BE USED IN LIEU OF AN INDEPENDENT VENTILATION OR AIR-CONDITIONING SYSTEM TO KEEP THE EQUIPMENT SPACE AMBIENT AIR TEMPERATURE AND HUMIDITY IN THE RANGE SPECIFIED BY THE ELEVATOR EQUIPMENT MANUFACTURER.	SEE MECHANICAL DOCUMENTS FOR ELEVATOR EQUIPMENT VENTILATION.

CHAPTER 32 – ENCROACHMENTS INTO THE PUBLIC RIGHT-OF-WAY

CODE REFERENCE	REQUIREMENT	PROPOSED
3202.2.1 STEPS	STEPS SHALL NOT PROJECT MORE THAN 12 INCHES AND SHALL BE GUARDED BY APPROVED DEVICES NOT LESS THAN 3 FEET IN HEIGHT.	FOR DIMENSIONS OF ENROACHMENTS, SEE SHEET BC-012.
3202.3.1.4 AWNINGS CANOPIES MARQUEES, AND SIGNS	AWNINGS, CANOPIES, MARQUEES, AND SIGNS WITH CLEARANCE ABOVE THE SIDEWALK SHALL NOT EXTEND INTO OR OCCUPY MORE THAN TWO-THIRDS THE WIDTH OF THE SIDEWALK MEASURED FROM THE BUILDING.	FOR DIMENSIONS OF ENROACHMENTS, SEE SHEET BC-012.

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

12040 NE SPRING BLVD, BELLEVUE, WA 98005; PARCEL # 0671000060

OWNED BY THE **WR-SRI 120th LLC**

1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS

1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

DESIGN REVIEW SET (LD)

REV NO. 2

10.02.2019

11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

BUILDING CODE SUMMARY

BC-002.02

OCCUPANCY CALCULATIONS

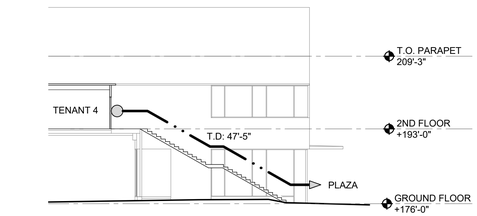
PER TABLE 1004.1.1

FLOOR	AREA (GSF)	OCC. GROUP	LOAD FACTOR	CALC. LOAD
SECOND LEVEL				
RESTAURANT	2992	A-2	1:15	200
OUTDOOR TERRACE	733	A-2	1:15	49
			TOTAL OCCUPANTS:	249
GROUND LEVEL				
RETAIL	4651	M	1:60	80
			TOTAL OCCUPANTS:	80
BASEMENT LEVEL				
RETAIL / BIKE STORAGE	6059	M	1:60	101
RETAIL	596	M	1:60	10
			TOTAL OCCUPANTS:	111

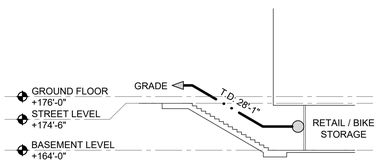
TRAVEL DISTANCES

(BASED ON A & M OCCUPANCY FACILITY EQUIPPED THROUGHOUT WITH AUTOMATIC SPRINKLER SYSTEM PER 903.3.1.1)
PER TABLE 1006.2.1, TABLE 1017.2

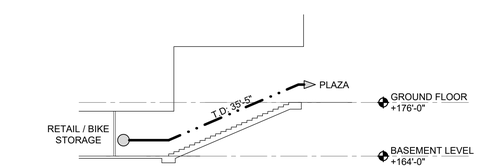
	REQUIRED / ALLOWABLE	PROVIDED
EXIT ACCESS TRAVEL DISTANCE	250'	SEE EGRESS PLANS
COMMON PATH OF TRAVEL	75'	
DEAD END CORRIDORS	20' (A), 50' (M)	



6 STAIR 1 - EGRESS
1/16" = 1'-0"



5 STAIR 4 - EGRESS
1/16" = 1'-0"



4 STAIR 3 - EGRESS
1/16" = 1'-0"

OCCUPANT LOAD	
OUTDOOR TERRACE	
A-2	733 SF
49 OCC.	

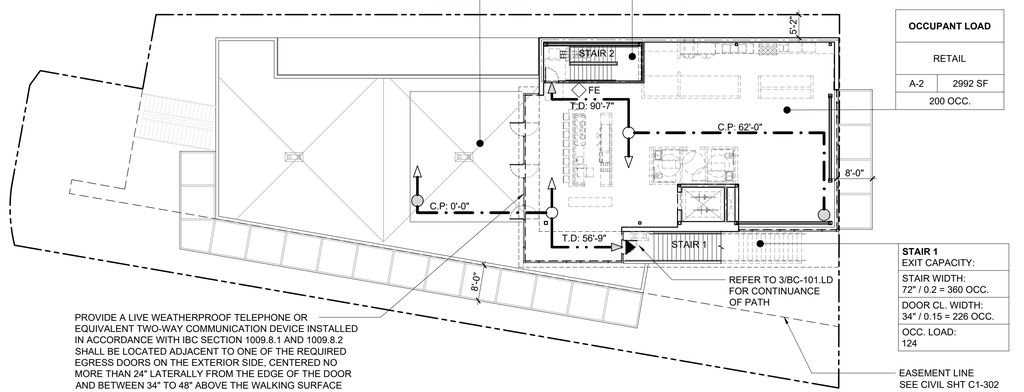
STAIR 2
EXIT CAPACITY:

STAIR WIDTH: 60" / 0.2 = 300 OCC.
DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 125

OCCUPANT LOAD	
RETAIL	
A-2	2992 SF
200 OCC.	

STAIR 1
EXIT CAPACITY:

STAIR WIDTH: 72" / 0.2 = 360 OCC.
DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 124



3 SECOND LEVEL PLAN - EGRESS/ENCROACHMENTS
1/16" = 1'-0"

DOOR
EXIT CAPACITY:

DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 12

IF RETAIL SPACE SUBDIVIDED:
AREA = 1388 SF
OCC. = 24
ONE EXIT REQUIRED
TWO PROVIDED

OCCUPANT LOAD	
RETAIL	
M	4651 SF
80 OCC.	

DOOR
EXIT CAPACITY:

DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 40

STAIR
EXIT CAPACITY:

STAIR WIDTH: 48" / 0.2 = 240 OCC.
DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 24

DOOR
EXIT CAPACITY:

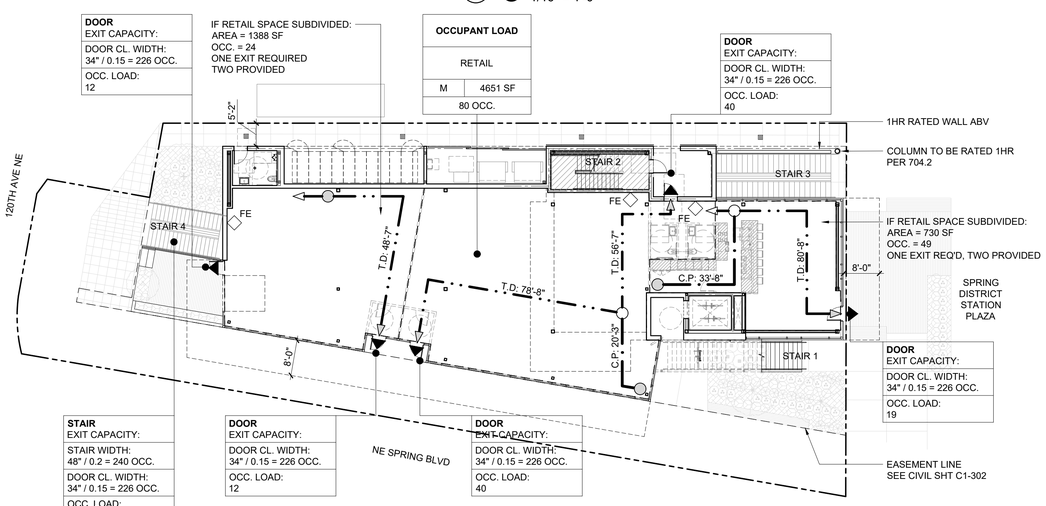
DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 12

DOOR
EXIT CAPACITY:

DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 40

DOOR
EXIT CAPACITY:

DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 19



2 GROUND LEVEL PLAN - EGRESS/ENCROACHMENTS
1/16" = 1'-0"

STAIR 4
EXIT CAPACITY:

STAIR WIDTH: 44" / 0.2 = 220 OCC.
DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 61

DOOR
EXIT CAPACITY:

DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 10

OCCUPANT LOAD	
RETAIL	
M	596 SF
10 OCC.	

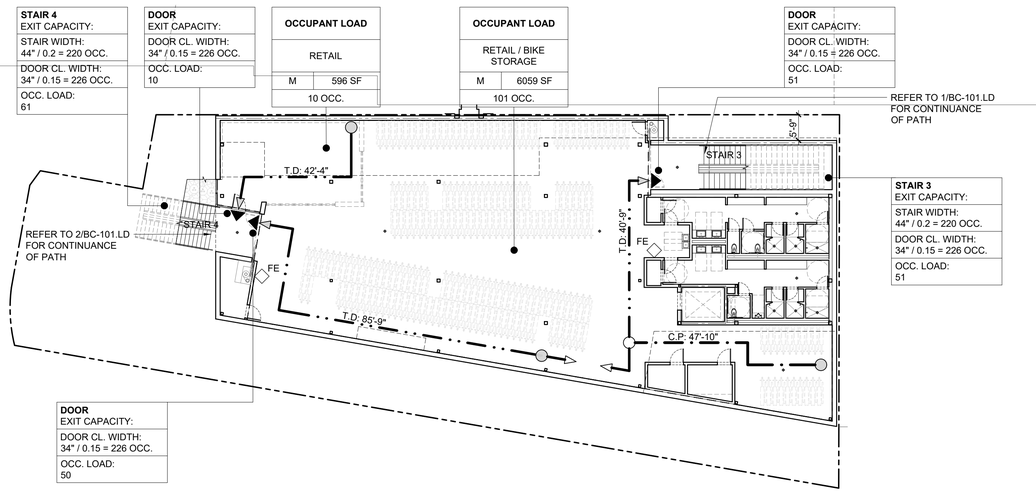
OCCUPANT LOAD	
RETAIL / BIKE STORAGE	
M	6059 SF
101 OCC.	

DOOR
EXIT CAPACITY:

DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 51

DOOR
EXIT CAPACITY:

DOOR CL. WIDTH: 34" / 0.15 = 226 OCC.
OCC. LOAD: 50

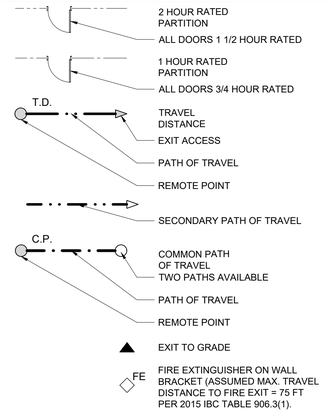


1 BASEMENT LEVEL PLAN - EGRESS/ENCROACHMENTS
1/16" = 1'-0"

EGRESS / ENCROACHMENT NOTES

1. WHERE EGRESS PATHS DISCHARGE TO ABUTTING PRIVATELY OWNED PROPERTY, SUCH AS TO BLOCK 3C SPRING DISTRICT STATION PLAZA, AND/OR WHERE THE PROJECT'S STRUCTURE, OPENINGS, AND/OR OTHER COMPONENTS ARE IN SUCH PROXIMITY TO A SIDE OR REAR LOT LINE THAT THE IBC RESTRICTS THE AREA OF OPENINGS AND/OR REQUIRES ADDITIONAL FIRE PROTECTION (IBC 705), AN EASEMENT AREA SHALL BE RECORDED THAT PROHIBITS THE CONSTRUCTION, INSTALLATION, OR MAINTENANCE OF ANY PERMANENT ABOVE-GRADE BUILDING OR OTHER STRUCTURE ON OR OVER THE EASEMENT AREA THAT WOULD CAUSE NON-COMPLIANCE OF THE GRANTEE BUILDING WITH APPLICABLE BELLEVUE CITY CODE AND IBC REQUIREMENTS, AS THE SAME MAY BE AMENDED, MODIFIED OR REPLACED BY NEW PROVISIONS, INCLUDING, BUT NOT LIMITED TO, ACCESS AND/OR RIGHT-OF-USE AND FIRE-SEPARATION REQUIREMENTS FOR THE PROTECTION OF EXTERIOR WALLS, OPENINGS, AND PROJECTIONS. FOR REFERENCE, PLEASE SEE EASEMENT REC. 20180829000630.
2. PER IBC 907.5.2.3, AUDIBLE EMERGENCY AND ALARM NOTIFICATION APPLIANCES SHALL BE PROVIDED IN ELEVATOR LOBBIES, EXIT STAIRS, AREAS OF REFUGE, AND ON EACH FLOOR. SYSTEMS SHALL BE DESIGNED TO NFPA 72. VISIBLE ALARM NOTIFICATION SHALL BE PROVIDED IN PUBLIC AND COMMON AREAS.
3. PER IBC 1604.4 AND 1804.1, ENGINEERING JUSTIFICATIONS SHALL BE PROVIDED AT THE TIME OF BUILDING PERMIT (BB) SUBMITTAL DEMONSTRATING THE COMPATIBILITY OF THE DESIGN WITH THE ADJACENT SOUND TRANSIT TRENCH WALL STRUCTURE.
4. PER IBC 3304.1.5 CITY OF BELLEVUE AMENDMENTS, AN EASEMENT SHALL BE PROVIDED PRIOR TO THE SUBMITTAL OF ANY SHORING PERMIT SUBMITTAL (BV), INDICATING THE CONSENT OF ADJACENT PROPERTY OWNER(S) TO ALLOW THE INSTALLATION OF SHORING ELEMENTS.

LEGEND



THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
12040 NE SPRING BLVD, BELLEVUE, WA 98005; PARCEL # 0671000060
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DESIGN REVIEW SET (LD)

REV NO. 2
10.02.2019

11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

EGRESS DIAGRAMS

BC-013.02

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LEGEND - EXISTING

BUILDING OUTLINE
CULVERT
CATCH BASIN
STORM MANHOLE
GAS VALVE
FIRE HYDRANT
LUMINARY
MAILBOX
J–BOX
POWER POLE ANCHOR
POWER POLE
POWER RISER
POWER VAULT
PEDESTRIAN BRIDGE
SANITARY CLEANOUT
SANITARY SEWER MANHOLE
SIGN
SIGNAL LUMINARY
SURVEY MONUMENT
SURVEY MONUMENT
SURVEY MONUMENT
TELEPHONE MANHOLE
TELEPHONE RISER
TREE – CONIFEROUS
TREE – DECIDUOUS
WATER METER
WATER VALVE
ALIGNMENT CENTERLINE
ALIGNMENT RIGHT OF WAY LINE
ASPHALT LINE
CHANNELIZATION DASHED EDGE LINE
CHANNELIZATION SKIP LINE
CHANNELIZATION TWO WAY LEFT TURN LINE
DITCH CENTERLINE
FENCE – BARB WIRE
FENCE – CHAIN LINK
FENCE – WOOD
GUARD RAIL
GRAVEL LINE
HIGH WATER MARK
MINOR CONTOURS
MAJOR CONTOURS
SANITARY SEWER LINE
STORM DRAIN LINE
TREE OUTLINE
WATER BANK LINE
WATER MAIN
WETLAND BOUNDARY LINE
WETLAND BOUNDARY SETBACK LINE
WETLAND DITCH LINE
WETLAND DITCH SETBACK
TREE PROTECTION FENCE

NOTE:
SYMBOLS NOT TO SCALE

GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING AND INSTALLING ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK SHOWN ON THESE DRAWINGS AND TO OBTAIN ACCEPTANCE BY THE CITY OF BELLEVUE, KING COUNTY, AND THE PROJECT OWNER.
2. THE LOCATION OF EXISTING UTILITIES SHOWN HEREON IS BASED ON INFORMATION OBTAINED FROM THE FIELD AND FROM RECORDS. PROJECT SURVEYOR AND ENGINEER ASSUME NO RESPONSIBILITY FOR EXACT LOCATION OF EXISTING UTILITIES SHOWN OR NOT SHOWN HEREON. CONTRACTOR IS ADVISED TO VERIFY THE EXACT SIZE, DEPTH, AND LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CALL FOR UNDERGROUND LOCATE AT (800) 424–5555 PRIOR TO START OF CONSTRUCTION. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE RELOCATION OF EXISTING UNDERGROUND UTILITIES DEPICTED OR NOT DEPICTED ON THESE PLANS.
3. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH ADJACENT PROPERTY OWNERS. DRIVEWAYS TO REMAIN ACCESSIBLE AT ALL TIMES.
4. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL "PRE–CONSTRUCTION" STATE OR BETTER.
5. THE CITY OF BELLEVUE REQUIRES A PRE–CONSTRUCTION MEETING PRIOR TO THE START OF ANY SITE OR UTILITY WORK.
6. DRIVEWAY ACCESS AND UTILITY SERVICE TO EXISTING HOMES AND BUSINESSES SHALL BE MAINTAINED AT ALL TIMES.

THE SPRING DISTRICT

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JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

DESIGN REVIEW SET (LD)

JUSTIN M. JONES — STATE OF WASHINGTON — 41629 — REGISTERED PROFESSIONAL ENGINEER

REV NO. 2
10.02.2019

10.02.2019

GENERAL NOTES

C1-001.02

288/087

OWNER'S CERTIFICATE AND DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREIN DESCRIBED, DECLARE THIS DOCUMENT AS PROVIDED BY CHAPTER 58.17 RCW, TO BE THE GRAPHIC REPRESENTATION OF THE AMENDED BINDING SITE PLAN MADE HEREBY AND DEDICATE TO THE PUBLIC FOREVER ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE. WE DEDICATE THE USE FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH PUBLIC HIGHWAY PURPOSES AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THE LOTS SHOWN IN THE REASONABLE GRADING OF SAID STREETS AND AVENUES. WE FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL THE EASEMENTS AND TRACTS SHOWN ON THIS PLAN FOR ALL PUBLIC PURPOSES AS INDICATED, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACE, UTILITIES, AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS PLAN AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC, IN WHICH CASE WE DEDICATE SUCH STREETS, EASEMENTS, OR TRACTS TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER, WE WAIVE FOR OURSELVES, OUR HEIRS AND ASSIGNS, AND ANY PERSON OR ENTITY DERIVING TITLE FROM THE UNDERSIGNED ANY AND ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF BELLEVUE AND ITS SUCCESSORS AND ASSIGNS WHICH MAY BE OCCASIONED TO THE ADJACENT LANDS OF THIS BINDING SITE PLAN BY THE ESTABLISHMENT, CONSTRUCTION, OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS BINDING SITE PLAN.

THIS BINDING SITE PLAN, DEDICATION, AND WAIVER OF CLAIMS ARE MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH OUR DESIRES.

IN WITNESS WHEREOF WE SET OUR HANDS AND SEALS:

WR-SRI 120TH LLC, A DELAWARE LIMITED LIABILITY COMPANY,
BY: SRI EIGHT 120TH LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS MANAGING MEMBER

BY: _____
NAME: JAMES PIERRE
TITLE: VICE PRESIDENT

ACKNOWLEDGEMENT

STATE OF California }
} SS.
COUNTY OF San Francisco }

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT James A. Pierre IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT SAID PERSON SIGNED THIS INSTRUMENT, AND ON OATH STATED THAT SAID PERSON WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE Vice President OF WR-SRI 120TH LLC, A DELAWARE LIMITED LIABILITY COMPANY BY SRI EIGHT 120TH LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS MANAGING MEMBER TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

THIS 23rd DAY OF May, 2019

Shanee Cook
NOTARY PUBLIC IN AND FOR THE STATE OF California
MY COMMISSION EXPIRES January 5, 2021

SHANEE COOK
COMM. #2174917
NOTARY PUBLIC-CALIFORNIA
SAN FRANCISCO COUNTY
My Comm. Expires Jan. 5, 2021

IN WITNESS WHEREOF WE SET OUR HANDS AND SEALS:

THE SPRING DISTRICT COMMON AUTHORITY, A WASHINGTON LIMITED LIABILITY COMPANY,
BY: _____

BY: _____
NAME: JAMES PIERRE
TITLE: VICE PRESIDENT

ACKNOWLEDGEMENT

STATE OF California }
} SS.
COUNTY OF San Francisco }

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT James A. Pierre IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT SAID PERSON SIGNED THIS INSTRUMENT, AND ON OATH STATED THAT SAID PERSON WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE Vice President OF SPRING DISTRICT COMMON AUTHORITY, A WASHINGTON LIMITED LIABILITY COMPANY, ITS MANAGING MEMBER TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

THIS 23rd DAY OF May, 2019

Shanee Cook
NOTARY PUBLIC IN AND FOR THE STATE OF California
MY COMMISSION EXPIRES January 5, 2021

SHANEE COOK
COMM. #2174917
NOTARY PUBLIC-CALIFORNIA
SAN FRANCISCO COUNTY
My Comm. Expires Jan. 5, 2021

COVENANTS, CONDITIONS AND RESTRICTIONS NOTES:

1. ALL PARCELS AND TRACTS IN THIS BINDING SITE PLAN ARE SUBJECT TO THE COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED WITH KING COUNTY.

2. ALL DEVELOPMENT IS SUBJECT TO CONDITIONS PER THE MASTER DEVELOPMENT PLAN, RECORDING NO. 20121016001049

3. ALL DEVELOPMENT IS SUBJECT TO CONDITIONS PER THE MASTER DEVELOPMENT PLAN ADDENDUM, RECORDING NO. 20170316000210

RECORDED AMENDMENTS TO THE ORIGINAL BINDING SITE PLAN:

AMENDMENT NO.	COB NO.	RECORDING NO.	PARCELS/TRACTS AFFECTED
1	14-128831 LJ	20140423000863	21 & 22
2	15-126565 LJ	20160217000684	8 & 17
3	16-126082 LF	20160506000760	13 & 14 & TRACT D
4	17-116109 LF	20170926000625	7-15 & TRACTS G,K,L

FIFTH AMENDMENT TO BINDING SITE PLAN:

SURVEYOR'S DECLARATION:

IT IS HEREBY STIPULATED THAT THE BINDING SITE PLAN APPROVED UNDER CITY OF BELLEVUE NO. 12-110450LF AND RECORDED UNDER AUDITOR'S FILE NUMBER 20121101000274, RECORDS OF KING COUNTY, WASHINGTON SHALL BE AMENDED PURSUANT TO SECTION 20.45B.240 FINAL SHORT PLAT-REVISION OF THE CITY OF BELLEVUE LAND USE CODE AS FOLLOWS:

1. INCLUDES FEE TAKES FOR SOUND TRANSIT
2. THE SEPARATION OF TRACT N INTO TWO TRACTS: N-1 AND N-2
3. THE SEPARATION OF PARCEL 6 INTO TWO PARCELS: 6-A AND 6-B
4. CHANGES TO CONFIGURATIONS OF TRACTS C, E, J, N & K, & PARCELS 3-A, 3-B, 4-A, 4-B, 5-A, 5-B, 6, 7, 9, 11, 12, 15
5. UPDATE PARCEL AND TRACT NOTES ON PAGE 3
6. ADDITION OF PREVIOUSLY DEDICATED LAND TO PARCELS 3-A AND 3-B
7. CREATION OF PARCEL 3-C
8. WIDENING OF TRACT L

THIS FIFTH AMENDMENT TO THE BINDING SITE PLAN REPRESENTS ONLY A GRAPHIC DEPICTION OF THE ORIGINAL BINDING SITE PLAN AND DOES NOT ALTER ANY ELEMENTS OTHER THAN THE LINES AND TEXT STIPULATED ABOVE. EXCEPT AS OTHERWISE PROVIDED HEREIN, THE TERMS AND CONDITIONS OF THE ORIGINAL PLAT SHALL REMAIN IN FULL FORCE AND EFFECT.

IN WITNESS WHEREOF WE SET OUR HANDS AND SEALS:

WR-SRI 120TH NORTH LLC, A DELAWARE LIMITED LIABILITY COMPANY,
BY: SRI EIGHT 120TH LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS MANAGING MEMBER

BY: _____
NAME: JAMES PIERRE
TITLE: VICE PRESIDENT

ACKNOWLEDGEMENT

STATE OF California }
} SS.
COUNTY OF San Francisco }

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT James A. Pierre IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT SAID PERSON SIGNED THIS INSTRUMENT, AND ON OATH STATED THAT SAID PERSON WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE Vice President OF WR-SRI 120TH NORTH LLC, A DELAWARE LIMITED LIABILITY COMPANY BY WR-SRI EIGHT 120TH LLC A DELAWARE LIMITED LIABILITY COMPANY, ITS MANAGING MEMBER, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

THIS 23rd DAY OF May, 2019

Shanee Cook
NOTARY PUBLIC IN AND FOR THE STATE OF California
MY COMMISSION EXPIRES January 5, 2021

SHANEE COOK
COMM. #2174917
NOTARY PUBLIC-CALIFORNIA
SAN FRANCISCO COUNTY
My Comm. Expires Jan. 5, 2021

IN WITNESS WHEREOF WE SET OUR HANDS AND SEALS:

RECREATIONAL EQUIPMENT, INC., A WASHINGTON CORPERATION,
BY: _____

BY: _____
NAME: KIRK STEPHENS
TITLE: DIVISIONAL VICE PRESIDENT, CAMPUS TRANSITION

ACKNOWLEDGEMENT

STATE OF WASHINGTON }
} SS.
COUNTY OF KING }

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT Kirk Stephens IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT SAID PERSON SIGNED THIS INSTRUMENT, AND ON OATH STATED THAT SAID PERSON WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE DVP-Campus Transition ~~REI BELLEVUE CAMPUS LLC, A WASHINGTON LIMITED LIABILITY COMPANY~~ BY ~~OF RECREATIONAL EQUIPMENT, INC., a Washington corporation~~ ITS MANAGING MEMBER, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

THIS 29th DAY OF May, 2019

Pamela L. Thorpe
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
MY COMMISSION EXPIRES 10/01/2019

Notary Public
State of Washington
Pamela I. Thorpe
MY COMMISSION EXPIRES
October 1, 2019

SE 1/4 OF NW 1/4; NE 1/4 & SE 1/4 OF SW 1/4
IN SEC. 28 T.25 N., R.5 E., W.M.

TRANSPORTATION DEPARTMENT

EXAMINED AND APPROVED WITH RESPECT TO STREETS, ALLEYS AND RIGHTS OF WAY FOR ROADS, PATHS AND SLOPES.

REAL PROPERTY & SURVEY — DATE 6/5/2019

DEVELOPMENT REVIEW — DATE 6-5-19

UTILITIES DEPARTMENT

EXAMINED AND APPROVED WITH RESPECT TO WATER, SEWER AND DRAINAGE SYSTEMS.

ADMINISTRATOR — DATE 6/5/2019

DEVELOPMENT SERVICES DEPARTMENT

EXAMINED AND APPROVED:

ADMINISTRATOR — DATE 6/5/2019

KING COUNTY DEPT. OF ASSESSMENTS

EXAMINED AND APPROVED THIS 11th DAY OF June 2019

John Wilson, ASSESSOR — Allen Wallgren, DEPUTY ASSESSOR

ACCOUNT NO. 067100-0060 + 0070 + 0080 + 0090 + 0100 + 0110 + 793330-0140 + 0150 + 0160 + 0170 + 867091-0090 + 0110 + 0070 + 0120 + 0130

RECORDER'S CERTIFICATE

FILED FOR RECORD THIS 11th DAY OF June, 2019, AT 2:26PM.

IN BOOK 288 OF ~~SURVEYS~~ PLATS, PAGE 087-098 AT THE REQUEST OF Kathleen D Cassou

AUDITOR'S FILE NO. _____

DEPUTY — Norm Alberg, COUNTY AUDITOR

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS THE ALTERATION OF THE ORIGINAL SUBDIVISION PLAT STATED HEREON IN CONFORMANCE WITH THE REQUIREMENTS PURSUANT TO RCW 58.17.215.

Kathleen Cassou
PROFESSIONAL LAND SURVEYOR
KATHLEEN CASSOU PLS NO. 27133 — DATE 5/22/19

KATHLEEN D. CASSOU — STATE OF WASHINGTON — 27133 — REGISTERED PROFESSIONAL LAND SURVEYOR — 5/22/19

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES
1019 39TH AVENUE SE, SUITE 100
PUYALLUP, WASHINGTON 98374
T. 253.604.6600 F. 253.604.6799
www.parametrix.com
247-4575-002 MAY 2019

City of Bellevue
AMENDED BINDING SITE PLAN NO. 18-129991-LF
FIFTH AMENDMENT

SHEET 1 OF 6

20190611001146 Vol:288 Page:87
PLAT
Pages:6 Fee: $206.00
06/11/2019 2:26 PM
KING COUNTY, WA

THE SPRING DISTRICT
WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
1227 124TH AVE NE, BELLEVUE, WA 98005; TAX PARCEL# 0671000060
OWNED BY THE WR-SRI 120th LLC
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

DESIGN REVIEW SET (LD)

REV NO. 2
10.02.2019

JUSTIN M. JMJ — STATE OF WASHINGTON — 41829 — REGISTERED PROFESSIONAL ENGINEER — 10.02.2019

BINDING SITE PLAN

C1-101.02

Binding Site Plan Amendment #5

LEGAL DESCRIPTION

(PER FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE GUARANTEE NO. NCS-953819-WA1, DATED MARCH 19, 2019 AT 8:00 A.M.)

PARCEL A:
TRACTS C, E, J, K, L, M, AND N OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED UNDER RECORDING NO. 20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280 OF CONDOMINIUMS AT PAGES 30 THROUGH 32, AS AMENDED UNDER RECORDING NO. 20160217000684 AND FILED IN VOLUME 286 OF CONDOMINIUMS AT PAGES 35 THROUGH 37, AS AMENDED UNDER RECORDING NO. 20160506000760 AND FILED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 51 THROUGH 57 AND AS AMENDED UNDER RECORDING NO. 20170926000625 AND FILED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 47 THROUGH 52, IN KING COUNTY, WASHINGTON.

PARCEL B:
UNITS 3A, 3B, 4A, 4B, 5A, 5B AND 6 OF BELLEVUE DISTRIBUTION CENTER, A CONDOMINIUM, PER CONDOMINIUM DECLARATION THEREOF RECORDED UNDER KING COUNTY RECORDING NO. 20120516000184, AND AMENDMENTS THERETO; SAID UNITS ARE LOCATED ON SURVEY MAP AND PLANS RECORDED IN VOLUME 274 OF CONDOMINIUMS AT PAGES 96 THROUGH 98, AS AMENDED IN VOLUME 278 AT PAGES 91 THROUGH 93, AS AMENDED IN VOLUME 287 AT PAGES 58 THROUGH 60 AND AS AMENDED IN VOLUME 292 AT PAGES 53 AND 54, IN KING COUNTY, WASHINGTON;

TOGETHER WITH THAT PORTION OF UNITS 3A AND 3B AS CONVEYED FROM CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY BY DEED RECORDED UNDER RECORDING NO. 20180514000239.

(ALSO DESCRIBED AS LOTS 3A, 3B, 4A, 4B, 5A, 5B AND 6 OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED UNDER RECORDING NO. 20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280 OF CONDOMINIUMS AT PAGES 30 THROUGH 32, AS AMENDED UNDER RECORDING NO. 20160217000684 AND FILED IN VOLUME 286 OF CONDOMINIUMS AT PAGES 35 THROUGH 37, AS AMENDED UNDER RECORDING NO. 20160506000760 AND FILED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 51 THROUGH 57 AND AS AMENDED UNDER RECORDING NO. 20170926000625 AND FILED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 47 THROUGH 52, IN KING COUNTY, WASHINGTON)

PARCEL C:
UNITS 7, 9, 11, 12, AND 15 OF THE SPRING DISTRICT MASTER CONDOMINIUM, A CONDOMINIUM, PER CONDOMINIUM DECLARATION THEREOF RECORDED UNDER KING COUNTY RECORDING NO. 20131025000704, AND AMENDMENTS THERETO; SAID UNITS ARE LOCATED ON SURVEY MAP AND PLANS RECORDED IN VOLUME 278 OF CONDOMINIUMS AT PAGES 94 AND 95, AS AMENDED IN VOLUME 280 AT PAGES 76 AND 77, AS AMENDED IN VOLUME 286 AT PAGES 38 AND 39, AS AMENDED IN VOLUME 287 AT PAGES 65 AND 66 AND AS AMENDED IN VOLUME 292 AT PAGES 55 AND 56, IN KING COUNTY, WASHINGTON;

(ALSO DESCRIBED AS LOTS 7, 9, 11, 12, AND 15 OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED UNDER RECORDING NO. 20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280 OF CONDOMINIUMS AT PAGES 30 THROUGH 32, AS AMENDED UNDER RECORDING NO. 20160217000684 AND FILED IN VOLUME 286 OF CONDOMINIUMS AT PAGES 35 THROUGH 37, AS AMENDED UNDER RECORDING NO. 20160506000760 AND FILED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 51 THROUGH 57 AND AS AMENDED UNDER RECORDING NO. 20170926000625 AND FILED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 47 THROUGH 52, IN KING COUNTY, WASHINGTON)

SCHEDULE B-SPECIAL EXCEPTIONS:

(PER FIRST AMERICAN COMMITMENT FOR TITLE INSURANCE GUARANTEE NO. NCS-953819-WA1 DATED MARCH 19, 2019 AT 8:00 A.M.)

NOTE: THOSE NUMBERS OMITTED ARE NOT SURVEY MATTERS, OR DO NOT AFFECT THE SUBJECT AMENDED PARCELS.

12. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: 2665306
IN FAVOR OF: CITY OF SEATTLE, FOR: ELECTRIC TRANSMISSION SYSTEM
TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CONSENT AGREEMENT FOR USE OF THE CITY OF SEATTLE'S TRANSMISSION LINE EASEMENT" RECORDED MARCH 19, 2019 AS 20190319001191 OF OFFICIAL RECORDS.

13. RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS UPON SAID PREMISES FOR 120TH AVENUE NORTHEAST AS GRANTED BY DEED
RECORDED JUNE 25, 1968 UNDER RECORDING NO. 6367823. (AFFECTS LOTS 3A AND 3B)

14. RESTRICTIONS, CONDITIONS, DEDICATIONS, NOTES, EASEMENTS AND PROVISIONS, IF ANY, AS CONTAINED AND/OR DELINEATED ON THE FACE OF THE CITY OF BELLEVUE SHORT PLAT NO. LF-06-135856, RECORDED MARCH 19, 2007 AS 20070319900012, IN KING COUNTY, WASHINGTON.

15. A DOCUMENT ENTITLED "DEVELOPMENT AGREEMENT", EXECUTED BY AND BETWEEN WR-SRI 120TH LLC, A DELAWARE LIMITED LIABILITY COMPANY AND CITY OF BELLEVUE RECORDED SEPTEMBER 11, 2009, AS INSTRUMENT NO. 20090911000269 OF OFFICIAL RECORDS.
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED MARCH 16, 2017, AS 20170316000210 OF OFFICIAL RECORDS.

16. RESTRICTIONS, CONDITIONS, DEDICATIONS, NOTES, EASEMENTS AND PROVISIONS, IF ANY, AS CONTAINED AND/OR DELINEATED ON THE FACE OF THE BELLEVUE DISTRIBUTION CENTER, A CONDOMINIUM RECORDED AS VOLUME 274 OF PLATS AT PAGES 96 THROUGH 98, IN KING COUNTY, WASHINGTON.
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED AS VOLUME 278 OF CONDOMINIUMS AT PAGES 91 THROUGH 93, VOLUME 287 OF CONDOMINIUMS AT PAGES 58 THROUGH 60 AND VOLUME 292 OF CONDOMINIUMS AT PAGES 53 AND 54 OF OFFICIAL RECORDS (AFFECTS PARCEL B).

17. TERMS, PROVISIONS, REQUIREMENTS AND LIMITATIONS CONTAINED IN THE WASHINGTON CONDOMINIUM ACT, CHAPTERS 43 AND 428, LAWS OF 1989 (RCW 64.34) AND AS IT MAY HEREAFTER BE AMENDED. (AFFECTS PARCEL B)

18. TERMS, PROVISIONS, COVENANTS, CONDITIONS, DEFINITIONS, OPTIONS, OBLIGATIONS AND RESTRICTIONS CONTAINED IN CONDOMINIUM DECLARATION AND AS MAY BE CONTAINED IN THE BY-LAWS ADOPTED PURSUANT TO SAID DECLARATION:
RECORDING INFORMATION: 20170926000627
SAID INSTRUMENT AMENDS AND RESTATES THOSE DECLARATIONS RECORDED UNDER RECORDING NOS. 20120516000184, 0131025000701 AND 20160506000791. (AFFECTS PARCEL B)

SCHEDULE B-SPECIAL EXCEPTIONS CONTINUED:

19. ANY ASSESSMENT NOW OR HEREAFTER LEVIED UNDER THE PROVISIONS OF THE CONDOMINIUM DECLARATION OF BELLEVUE DISTRIBUTION CENTER CONDOMINIUM ASSOCIATION, OR ANY AMENDMENT(S) THERETO, OR UNDER THE BY-LAWS ADOPTED PURSUANT TO SAID DECLARATION, TO THE EXTENT PROVIDED FOR BY RCW 64.34. (AFFECTS PARCEL B)

20. A DOCUMENT ENTITLED "SPRING DISTRICT MASTER DEVELOPMENT PLAN APPROVAL WITH CONDITIONS", EXECUTED BY AND BETWEEN CITY OF BELLEVUE AND WR-SRI 120TH LLC, A DELAWARE LIMITED LIABILITY COMPANY RECORDED OCTOBER 16, 2012, AS INSTRUMENT NO. 20121016001049 OF OFFICIAL RECORDS.

21. RESTRICTIONS, CONDITIONS, DEDICATIONS, NOTES, EASEMENTS AND PROVISIONS, IF ANY, AS CONTAINED AND/OR DELINEATED ON THE FACE OF THE CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450LF RECORDED UNDER RECORDING NO. 20121101000274, IN KING COUNTY, WASHINGTON.

DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED APRIL 23, 2014, FEBRUARY 17, 2016 AND MAY 6, 2016 AS 20140423000863, 20160217000684, 20160506000760 AND 20170926000625 OF OFFICIAL RECORDS.

22. COVENANTS, CONDITIONS, RESTRICTIONS AND/OR EASEMENTS: RECORDED: OCTOBER 25, 2013, RECORDING NO.: 20131025000700

DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED AS 20140625000485, 20160217000687, 20160509000527, 20160706001543, AND 20170926000630 OF OFFICIAL RECORDS.

23. RESTRICTIONS, CONDITIONS, DEDICATIONS, NOTES, EASEMENTS AND PROVISIONS, IF ANY, AS CONTAINED AND/OR DELINEATED ON THE FACE OF THE SPRING DISTRICT MASTER CONDOMINIUM RECORDED OCTOBER 25, 2013 AS VOLUME 278 OF CONDOMINIUMS AT PAGES 94 AND 95, IN KING COUNTY, WASHINGTON.

DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED AS VOLUME 280 OF CONDOMINIUMS AT PAGES 76 AND 77, VOLUME 286 OF CONDOMINIUMS AT PAGES 38 AND 39 AND VOLUME 287 OF CONDOMINIUMS AT PAGES 65 AND 66 AND VOLUME 292 OF CONDOMINIUMS AT PAGES 55 AND 56 OF OFFICIAL RECORDS. (AFFECTS PARCEL C)

24. TERMS, PROVISIONS, REQUIREMENTS AND LIMITATIONS CONTAINED IN THE WASHINGTON CONDOMINIUM ACT, CHAPTERS 43 AND 428, LAWS OF 1989 (RCW 64.34) AND AS IT MAY HEREAFTER BE AMENDED. (AFFECTS PARCEL C)

25. TERMS, PROVISIONS, COVENANTS, CONDITIONS, DEFINITIONS, OPTIONS, OBLIGATIONS AND RESTRICTIONS CONTAINED IN CONDOMINIUM DECLARATION AND AS MAY BE CONTAINED IN THE BY-LAWS ADOPTED PURSUANT TO SAID DECLARATION:
RECORDING INFORMATION: 20131025000704.

DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED AS 20140625000486, 20160217000686, 20160509000526 AND 20170926000629 OF OFFICIAL RECORDS. (AFFECTS PARCEL C)

26. ANY ASSESSMENT NOW OR HEREAFTER LEVIED UNDER THE PROVISIONS OF THE CONDOMINIUM DECLARATION OF THE SPRING DISTRICT MASTER CONDOMINIUM ASSOCIATION, OR ANY AMENDMENT(S) THERETO, OR UNDER THE BY-LAWS ADOPTED PURSUANT TO SAID DECLARATION, TO THE EXTENT PROVIDED FOR BY RCW 64.34. (AFFECTS PARCEL C)

27. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: 20140307000724
IN FAVOR OF: PUGET SOUND ENERGY, INC. FOR: TRANSMISSION, DISTRIBUTION AND SALE OF GAS

28. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION: 20140307000725
IN FAVOR OF: PUGET SOUND ENERGY, INC. FOR: TRANSMISSION, DISTRIBUTION AND SALE OF GAS
AFFECTS: TRACT E OF PARCEL A

29. TERMS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "RECIPROCAL SHORING AND CRANE BOOM EASEMENT" RECORDED JULY 29, 2014, AS 20140729001168 OF OFFICIAL RECORDS (AFFECTS TRACT C AND UNIT 12).

30. EASEMENT INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION 20150309000549 FOR: WATER, SANITARY SEWER AND STORM SEWER (AFFECTS TRACT E OF PARCEL A AND UNITS 7 AND 12 OF PARCEL C)

31. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE MARCH 9, 2015 RECORDING INFORMATION: 20150309000556 IN FAVOR OF: CITY OF BELLEVUE FOR: WATER, SANITARY SEWER, AND STORM SEWER (AFFECTS TRACT E OF PARCEL A AND UNIT 7 OF PARCEL C)

32. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CITY OF BELLEVUE MINIMUM GRADE RELEASE" RECORDED MAY 18, 2015 AS 20150518000637 OF OFFICIAL RECORDS (AFFECTS TRACT C OF PARCEL A)

33. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE JULY 15, 2015 RECORDING INFORMATION: 20150715001032 IN FAVOR OF: PUGET SOUND ENERGY, INC. FOR TRANSMISSION, DISTRIBUTION AND SALE OF ELECTRICITY (AFFECTS TRACT E OF PARCEL A)

34. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: JULY 15, 2015 RECORDING INFORMATION: 20150715001033 IN FAVOR OF: PUGET SOUND ENERGY, INC. FOR TRANSMISSION, DISTRIBUTION AND SALE OF ELECTRICITY (AFFECTS PARCEL A AND UNITS 7 AND 12)

35. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: DECEMBER 10, 2015 RECORDING INFORMATION: 20151210000735 IN FAVOR OF: CITY OF BELLEVUE FOR TEMPORARY CONSTRUCTION, WALL, SIDEWALK, AND SLOPE (AFFECTS UNIT 7 OF PARCEL C)

36. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "POSSESSION AND USE AGREEMENT" RECORDED JANUARY 8, 2016 AS 20160108000158 OF OFFICIAL RECORDS.

37. A DOCUMENT ENTITLED "RECIPROCAL SHORING AND CRANE BOOM EASEMENTS AGREEMENT", EXECUTED BY AND BETWEEN PPF AMLI 121ST AVENUE NE, LLC AND WR-SRI 120TH LLC RECORDED FEBRUARY 24, 2016, AS INSTRUMENT NO. 20160224001405 OF OFFICIAL RECORDS. (AFFECTS TRACT C AND UNIT 7)

38. A DOCUMENT ENTITLED "SALES RESTRICTION AND RIGHT OF FIRST OPPORTUNITY", EXECUTED BY AND BETWEEN WR-SRI 120TH LLC AND PPF AMLI 121ST AVENUE NE, LLC RECORDED FEBRUARY 24, 2016, AS INSTRUMENT 20160224001406 OF OFFICIAL RECORDS. (AFFECTS UNIT 7 OF PARCEL C)
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED MARCH 30, 2016 AS 20160330001621 OF OFFICIAL RECORDS.

39. A DOCUMENT ENTITLED "RECIPROCAL SHORING AND CRANE BOOM EASEMENTS AGREEMENT", EXECUTED BY AND BETWEEN PPF AMLI 121ST AVENUE NE, LLC AND WR-SRI 120TH LLC RECORDED FEBRUARY 25, 2016, AS INSTRUMENT NO. 20160225001060 OF OFFICIAL RECORDS. (AFFECTS TRACT E OF PARCEL A)

40. A DOCUMENT ENTITLED "SUBORDINATION OF SALES RESTRICTION AND RIGHT OF FIRST OPPORTUNITY", EXECUTED BY AND BETWEEN PPF AMLI 121ST AVENUE NE, LLC AND U.S. BANK, NATIONAL ASSOCIATION RECORDED MARCH 30, 2016, AS INSTRUMENT NO. 20160330001623OF OFFICIAL RECORDS. (AFFECTS UNIT 7 OF PARCEL C)

41. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: AUGUST 4, 2016
RECORDING INFORMATION: 20160804001172 IN FAVOR OF: CITY OF BELLEVUE FOR: SIDEWALK AND UTILITY
(AFFECTS TRACT 3B OF PARCEL A)

42. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: AUGUST 4, 2016
RECORDING INFORMATION: 20160804001173 IN FAVOR OF: CITY OF BELLEVUE FOR: SIDEWALK AND UTILITY
(AFFECTS UNIT 7 OF PARCEL C)

43. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: AUGUST 4, 2016
RECORDING INFORMATION: 20160804001174 IN FAVOR OF: CITY OF BELLEVUE FOR: SIDEWALK AND UTILITY
(AFFECTS TRACT L OF PARCEL A, UNIT 3A OF PARCEL B, AND UNIT 7 OF PARCEL C)

44. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: AUGUST 4, 2016
RECORDING INFORMATION: 20160804001175 IN FAVOR OF: CITY OF BELLEVUE FOR: SLOPE
(AFFECTS TRACT L OF PARCEL A, UNIT 3A OF PARCEL B AND UNIT 7 OF PARCEL C)

SCHEDULE B-SPECIAL EXCEPTIONS CONTINUED:

45. EASEMENT INCLUDING TERMS AND PROVISIONS THEREIN: RECORDING DATE AUGUST 4, 2016 RECORDING INFORMATION: 20160804001176 IN FAVOR OF: CITY OF BELLEVUE FOR: SLOPE
(AFFECTS UNIT 7 OF PARCEL C)

46. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "SUPPLEMENTAL PARCEL COVENANT" RECORDED AUGUST 29, 2016 AS 20160829001256 OF OFFICIAL RECORDS.
(AFFECTS TRACT K AND UNIT 12)

47. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL SHORING AND CRANE BOOM AGREEMENT" RECORDED AUGUST 29, 2016 AS 20160829001258 OF OFFICIAL RECORDS.
(AFFECTS TRACT K AND UNIT 12)

48. A DOCUMENT ENTITLED "ADMINISTRATIVE POSSESSION AND USE AGREEMENT", EXECUTED BY AND BETWEEN WR-SRI 120TH NORTH, LLC AND CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY RECORDED JANUARY 3, 2017, AS INSTRUMENT 20170103001574 OF OFFICIAL RECORDS.
(AFFECTS PARCEL B)

49. A DOCUMENT ENTITLED "DISCLAIMER OF INTEREST", EXECUTED BY AND BETWEEN U.S. BANK NATIONAL ASSOCIATION AND CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY RECORDED JANUARY 3, 2017, AS INSTRUMENT NO. 20170103001575 OF OFFICIAL RECORDS. (AFFECTS PARCEL B)

50. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: JANUARY 3, 2017
RECORDING INFORMATION: 20170103001576 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
FOR: WALL (AFFECTS PARCEL B)

51. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: JANUARY 3, 2017
RECORDING INFORMATION: 20170103001577 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
FOR: SIDEWALK AND UTILITY (AFFECTS PARCEL B)

52. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: JANUARY 3, 2017
RECORDING INFORMATION: 20170103001578 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
FOR: TEMPORARY CONSTRUCTION (AFFECTS PARCEL B)

53. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: APRIL 13, 2017
RECORDING INFORMATION: 20170413000588 IN FAVOR OF: CITY OF BELLEVUE FOR: SIDEWALK, UTILITY, LIGHTING, AND LANDSCAPING (AFFECTS TRACT C OF PARCEL A)

54. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: APRIL 13, 2017
RECORDING INFORMATION: 20170413000603 IN FAVOR OF: CITY OF BELLEVUE FOR: SIDEWALK, UTILITY, LIGHTING AND LANDSCAPING (AFFECTS UNIT 12 OF PARCEL C)

55. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "TEMPORARY TURNAROUND EASEMENT AGREEMENT" RECORDED APRIL 13, 2017 AS 20170413000942 OF OFFICIAL RECORDS (AFFECTS TRACT E PARCEL A)

56. THE TERMS AND PROVISIONS CONTAINED IN THE DECREE ENTERED IN KING COUNTY SUPERIOR COURT ENTITLED "STIPULATION FOR AND ORDER AMENDING THE PETITION, ORDER OF PUBLIC USE AND ORDER OF POSSESSION AND USE AS TO THE SCOPE OF THE TAKE" DATE ENTERED SEPTEMBER 29, 2017 AS CAUSE NO. 17-2-00988-1 OF OFFICIAL RECORDS. (AFFECTS A PORTION OF PARCELS A AND B)

57. THE TERMS AND PROVISIONS CONTAINED IN THE DECREE ENTERED IN KING COUNTY SUPERIOR COURT ENTITLED "CORRECTED FINDINGS OF FACT, CONCLUSION OF LAW, ORDER AND JUDGMENT ADJUDICATING PUBLIC USE" DATE ENTERED OCTOBER 17, 2017 AS CAUSE NO. 17-2-12144-4 OF OFFICIAL RECORDS. (AFFECTS A PORTION OF PARCELS A AND B)

58. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "SUPPLEMENTAL PARCEL COVENANT RE: FAR AND RETAIL RESTRICTIONS" RECORDED OCTOBER 2, 2017 AS 20171002001580 OF OFFICIAL RECORDS
(AFFECTS UNITS 7, 9, 11, AND 15 OF PARCEL C)

59. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "SUPPLEMENTAL PARCEL COVENANT RE: PLAN APPROVAL RIGHTS" RECORDED OCTOBER 2, 2017 AS 20171002001581 OF OFFICIAL RECORDS
(AFFECTS UNITS 7, 9, 11, AND 15 OF PARCEL C)

60. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "REPURCHASE RIGHTS AGREEMENT" RECORDED OCTOBER 2, 2017 AS 20171002001582 OF OFFICIAL RECORDS
(AFFECTS TRACT K OF PARCEL A AND UNITS 9, 11, 13, AND 15 OF PARCEL C)

61. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL SHORING AND CRANE BOOM EASEMENTS AGREEMENT" RECORDED OCTOBER 2, 2017 AS 20171002001583 OF OFFICIAL RECORDS.
(AFFECTS TRACT K OF PARCEL A AND UNITS 9, 11, 13, AND 15 OF PARCEL C)

62. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL SHORING, CRANE BOOM, AND TEMPORARY CONSTRUCTION MATERIALS STORAGE AND ACCESS EASEMENTS AGREEMENT" RECORDED OCTOBER 2, 2017 AS 20171002001584 OF OFFICIAL RECORDS. (AFFECTS UNIT 15 PARCEL C)

63. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL SHORING AND CRANE BOOM EASEMENTS AGREEMENT" RECORDED OCTOBER 2, 2017 AS 20171002001585 OF OFFICIAL RECORDS.
(AFFECTS TRACT E, J, L, M, AND N OF PARCEL A, UNITS 3A, 4A, 5A OF PARCEL B)

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REGISTERED
PROFESSIONAL LAND SURVEYOR
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CITY OF BELLEVUE WASHINGTON

City of Bellevue

AMENDED BINDING SITE PLAN NO. 18-129991-LF
FIFTH AMENDMENT

SHEET 2 OF 6

Binding Site Plan Amendment #5

THE SPRING DISTRICT
WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
1227 124TH AVE NE, BELLEVUE, WA 98005; TAX PARCEL# 0671000060
OWNED BY THE **WR-SRI 120th LLC**
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

DESIGN REVIEW SET (LD)

JUSTIN M. JOAS
STATE OF WASHINGTON
41829
REGISTERED PROFESSIONAL ENGINEER

REV NO. 2
10.02.2019

10.02.2019

BINDING SITE PLAN

C1-102.02

SCHEDULE B–SPECIAL EXCEPTIONS CONTINUED:

64. EASEMENT INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION 20171002001586 FOR: UTILITY, LANDSCAPING, MAINTENANCE, AND ACCESS (AFFECTS UNIT 15 PARCEL C)

65. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: NOVEMBER 9, 2017 RECORDING INFORMATION: 20171109000407 IN FAVOR OF: CITY OF BELLEVUE FOR: WATER AND SEWER (AFFECTS UNIT 12 PARCEL C)

66. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "UTILITY EXTENSION AGREEMENTS" RECORDED NOVEMBER 13, 2017 AS 20171113001436 OF OFFICIAL RECORDS. (AFFECTS TRACT K OF PARCEL A AND UNIT 12 OF PARCEL C)

67. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT REGARDING BUILDING PERMIT" RECORDED APRIL 19, 2018 AS 20180419000567 OF OFFICIAL RECORDS. (AFFECTS UNITS 9 AND 11, PARCEL C)

68. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: MAY 14, 2018RECORDING INFORMATION: 20180514000288 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITYFOR: PERMANENT ACCESS AND EMERGENCY EGRESS AFFECTS: UNIT 3B OF PARCEL B

69. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "SURFACE IMPROVEMENTS AND ACCESS EASEMENT (NORTH)" RECORDED MAY 14, 2018 AS 20180514000289 OF OFFICIAL RECORDS. (AFFECTS UNITS 3A AND 3B OF PARCEL B)

70. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "SURFACE IMPROVEMENTS AND ACCESS EASEMENT (SOUTH)" RECORDED MAY 14, 2018 AS 20180514000290 OF OFFICIAL RECORDS. (AFFECTS UNITS 3A AND 3B OF PARCEL B)

71. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: MAY 14, 2018 RECORDING INFORMATION: 20180514000291 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR: UTILITIES AND MAINTENANCE (AFFECTS UNITS 3A AND 3B OF PARCEL B)

72. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: MAY 14, 2018 RECORDING INFORMATION: 20180514000292 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR: UTILITIES AND MAINTENANCE (AFFECTS UNITS 3A AND 3B OF PARCEL B)

73. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: MAY 14, 2018 RECORDING INFORMATION: 20180514000293 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR: DOMESTIC AND FIRE WATER (AFFECTS UNIT 3A OF PARCEL B)

74. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: MAY 14, 2018 RECORDING INFORMATION: 20180514000294 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR: SANITARY SEWER (AFFECTS UNIT 3B OF PARCEL B)

75. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: MAY 14, 2018 RECORDING INFORMATION: 20180514000295 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR: STORM SEWER (AFFECTS 3A OF PARCEL B)

76. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: MAY 14, 2018 RECORDING INFORMATION: 20180514000296 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR: WALL MAINTENANCE (AFFECTS UNITS 3A OF 3B OF PARCEL B)

77. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: MAY 14, 2018 RECORDING INFORMATION: 20180514000297 IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR: WALL MAINTENANCE (AFFECTS UNITS 3A AND 3B OF PARCEL B)

78. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "STORM DRAINAGE EASEMENT" RECORDED JUNE 28, 2018 AS 20180628000366 OF OFFICAL RECORDS (AFFECTS TRACT J AND PARCEL A AND UNIT 9 OF PARCEL C)

79. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MAINTENANCE ACCESS EASEMENT" RECORDED JULY 20, 2018 AS 20180720000776 OF OFFICAL RECORDS (AFFECTS TRACT J OF PARCEL A AND UNIT 9 OF PARCEL C)

80. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "HOLD HARMLESS AGREEMENT" RECORDED AUGUST 29, 2018, 2018 AS 20180829000629 OF OFFICIAL RECORDS (AFFECTS TRACT J OF PARCEL A AND UNIT 9 OF PARCEL C)

81. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NO BUILD EASEMENT AGREEMENT" RECORDED AUGUST 29, 2018 AS 20180829000630 OF OFFICAL RECORDS (AFFECTS TRACT J OF PARCEL A AND UNIT 9 OF PARCEL C)

82. TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARKING AGREEMENT" RECORDED NOVEMBER 14, 2018 AS 20181114001151 OF OFFICIAL RECORDS (AFFECTS UNIT 3A OF PARCEL B AND UNIT 7 OF PARCEL C)

NOTES:

1. CITY OF BELLEVUE SHORT PLAT NUMBER LF-06-135856, RECORDING NUMBER 20070319900012.
2. BELLEVUE DISTRIBUTION CENTER, A CONDOMINIUM, RECORDING NO. 20120516000184.
3. BELLEVUE DISTRIBUTION CENTER, AMENDMENT NO. 1, A CONDOMINIUM, RECORDING NO. 20131025000702.
4. BELLEVUE DISTRIBUTION CENTER, AMENDMENT NO. 2, RECORDING NO. 20160506000792.
5. BELLEVUE DISTRIBUTION CENTER, AMENDED AND RESTATED, RECORDING NO. 20170926000626.
6. SPRING DISTRICT MASTER CONDOMINIUM, RECORDING NO. 20131025000705.
7. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 1, RECORDING NO. 20140625000484
8. SPRING DISTRICT MASTER CONDOMINIUM AMENDMENT NO. 2., RECORDING NO. 20160217000686
9. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 3, RECORDING NO. 20160509000525
10. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 4, RECORDING NO. 20170926000628.
11. BINDING SITE PLAN NO. 12-1110450 LF RECORDING NO. 20121101000274.
12. BINDING SITE PLAN NO. 14-128831 LJ, FIRST AMENDMENT, RECORDING NO. 20140423000863.
13. BINDING SITE PLAN NO. 15-126565 LJ, SECOND AMENDMENT, RECORDING NO. 20160217000684.
14. BINDING SITE PLAN NO. 16-126082 LF, THIRD AMENDMENT, RECORDING NO. 20160506000760.
15. BINDING SITE PLAN NO. 17-116109-LF, FOURTH AMENDMENT, RECORDING NO. 20170926000625.
16. CITY OF BELLEVUE SHORT PLAT AMENDMENT NUMBER 16-146835 LF, RECORDING NUMBER 20170511900005.

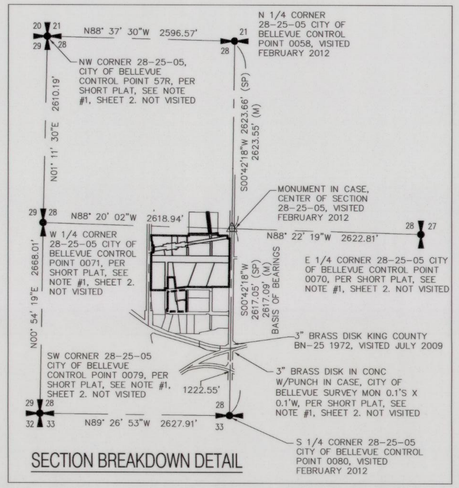
SURVEY NOTES:

1. HORIZONTAL DATUM: WASHINGTON STATE COORDINATE SYSTEM NAD 83/91, NORTH ZONE.
2. BASIS OF BEARINGS: THE NORTH-SOUTH CENTER LINE OF SECTION 28, T. 25 N., R. 5 E., W.M. (BETWEEN CITY OF BELLEVUE CONTROL MONUMENTS 0058 AND 0080) BEARS S 00°42'19" W.
3. DATA FOR EXTERIOR BOUNDARY, NE 12TH ST. AND NE BEL RED RD. SHOWN HEREON IS ACCORDING TO CITY OF BELLEVUE SHORT PLAT NUMBER LF-06-135856, RECORDING NUMBER 20070319900012.
4. METHOD: TOPCON GR-3 FOR GPS TIES TO MONUMENTS AND SOME CORNERS, LEICA 1203 TOTAL STATION FOR CONVENTIONAL SURVEY.
5. THIS SURVEY MEETS OR EXCEEDS THE CURRENT MINIMUM TRAVERSE STANDARDS CONTAINED IN W.A.C. 332-130-090.
6. INTERIOR CORNERS FOR PARCELS (LOTS) AND TRACTS HAVE NOT BEEN SET FOR THIS BINDING SITE PLAN BUT MAY BE REQUIRED AS PART OF THE DEVELOPMENT PROCESS FOR EACH PARCEL AND TRACT.

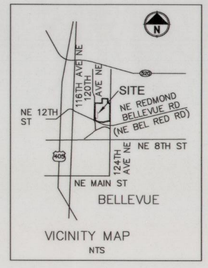
DEVELOPMENT NOTES:

1. ALL DEVELOPMENT AND USE OF THE LAND DESCRIBED HEREIN SHALL BE IN ACCORDANCE WITH THIS BINDING SITE PLAN, AS IT MAY BE AMENDED WITH THE APPROVAL OF THE CITY, TOWN, OR COUNTY HAVING JURISDICTION OVER THE DEVELOPMENT OF SUCH LAND, AND IN ACCORDANCE WITH SUCH OTHER GOVERNMENTAL PERMITS, APPROVALS, REGULATIONS, REQUIREMENTS, AND RESTRICTIONS THAT MAY BE IMPOSED UPON SUCH LAND AND THE DEVELOPMENT AND USE THEREOF. UPON COMPLETION, THE IMPROVEMENTS ON THE LAND SHALL BE INCLUDED IN ONE OR MORE CONDOMINIUMS OR OWNED BY AN ASSOCIATION OR OTHER LEGAL ENTITY IN WHICH THE OWNERS OF UNITS THEREIN OR THEIR OWNERS' ASSOCIATIONS HAVE A MEMBERSHIP OR OTHER LEGAL OR BENEFICIAL INTEREST. THIS BINDING SITE PLAN SHALL BE BINDING UPON ALL NOW OR HEREAFTER HAVING ANY INTEREST IN THE LAND DESCRIBED HEREIN.

2. TRACTS A, D2, L, M, AND N ARE RETAINED AND WHOLLY OWNED BY WR-SRI 120TH LLC OR WR-SRI 120TH NORTH LLC UPON RECORDATION OF THIS AMENDED BINDING SITE PLAN, AND SHALL BE RESERVED FOR FUTURE USE OF PUBLIC RIGHT OF WAY AND PRIVATE ACCESS FOR VEHICULAR, ON STREET PARKING, PEDESTRIAN, PARKS, OPEN SPACE, AND UTILITY ACCESS. PUBLIC RIGHT OF WAY AND PRIVATE ACCESS WILL BE ESTABLISHED AT THE TIME OF FUTURE DEVELOPMENT IMPROVEMENTS ON A PHASE-BY-PHASE BASIS THROUGH BINDING SITE PLAN AMENDMENTS OR BY THE RECORDING OF OTHER INSTRUMENTS. AMENDMENTS OF TRACTS FOR PUBLIC RIGHT-OF-WAY WILL REFLECT ACTUAL ROADWAY DESIGN AND CONSTRUCTION.



SECTION BREAKDOWN DETAIL



VICINITY MAP
NTS

KATHLEEN D. CASSOU
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City of Bellevue

AMENDED BINDING SITE PLAN NO. 18-129991-LF
FIFTH AMENDMENT

SHEET 3 OF 6

Binding Site Plan Amendment #5

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
1227 124TH AVE NE, BELLEVUE, WA 98005; TAX PARCEL# 0671000060
OWNED BY THE **WR-SRI 120th LLC**
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

DESIGN REVIEW SET (LD)

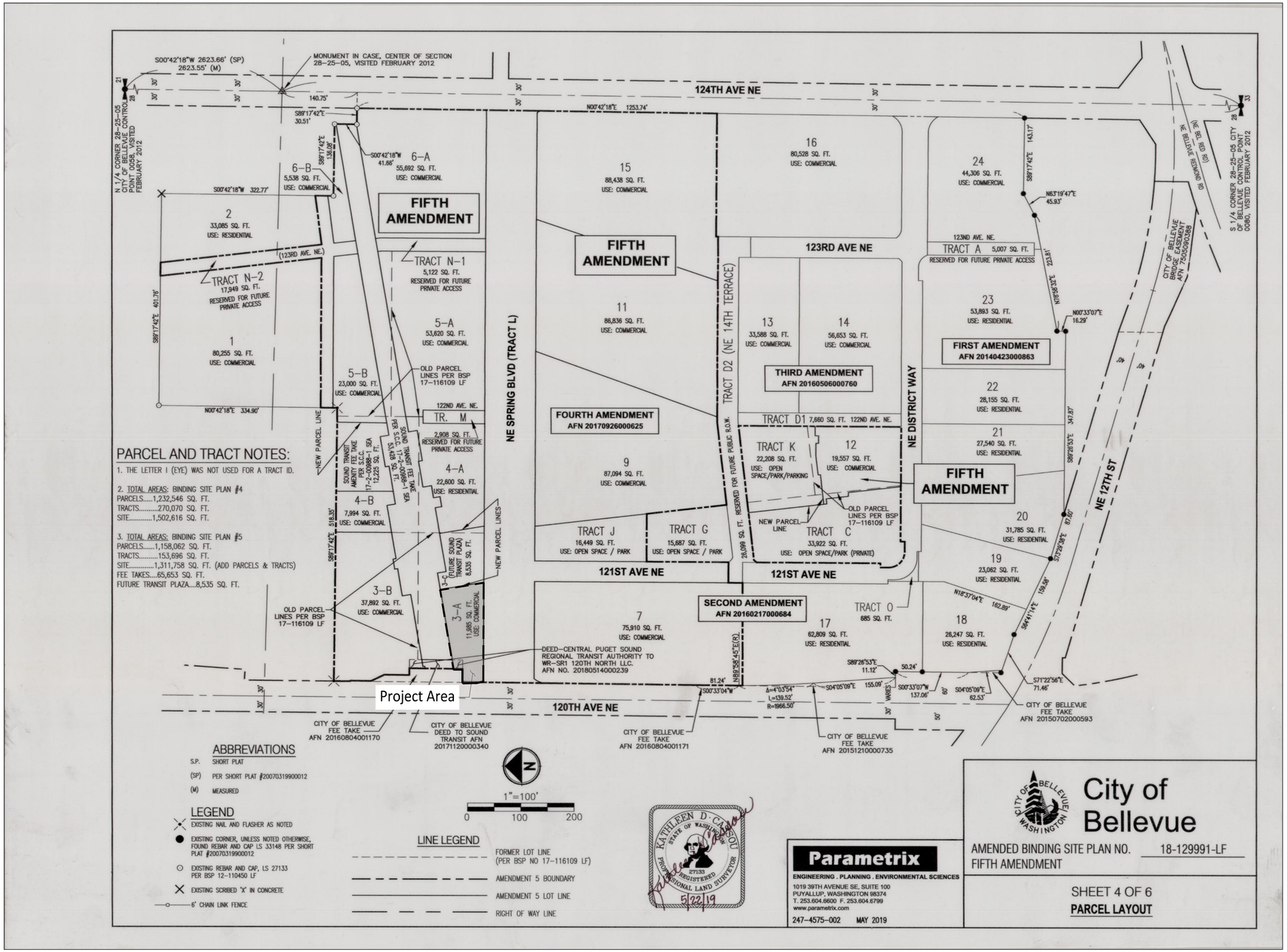
JUSTIN M. JOHNSON
STATE OF WASHINGTON
41829
REGISTERED PROFESSIONAL ENGINEER

REV NO. 2
10.02.2019

10.02.2019

BINDING SITE PLAN

C1-103.02



Binding Site Plan Amendment #5

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

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10.02.2019

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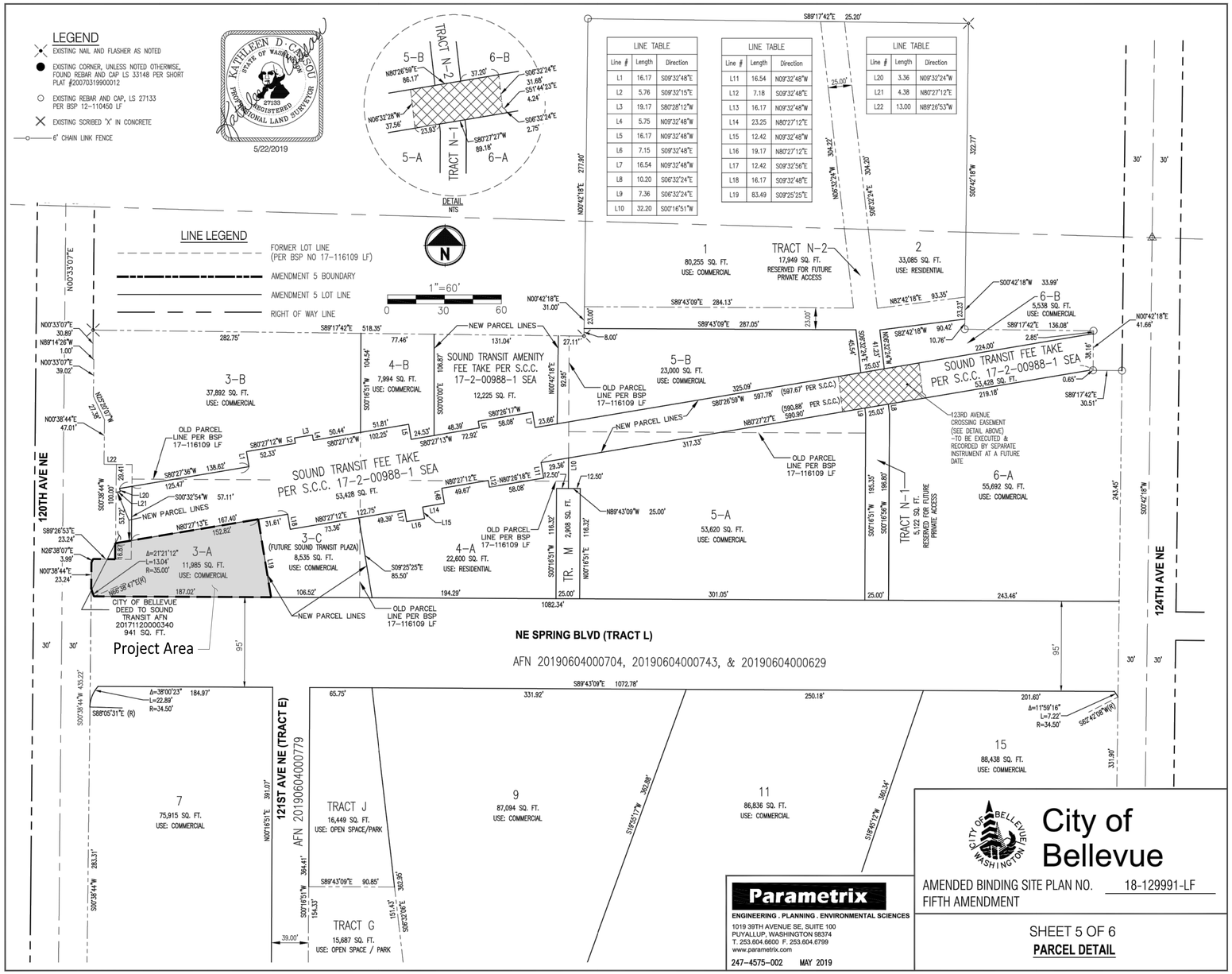
BINDING SITE PLAN

C1-104.02



Binding Site Plan Amendment #5

THE SPRING DISTRICT

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DESIGN REVIEW SET (LD)

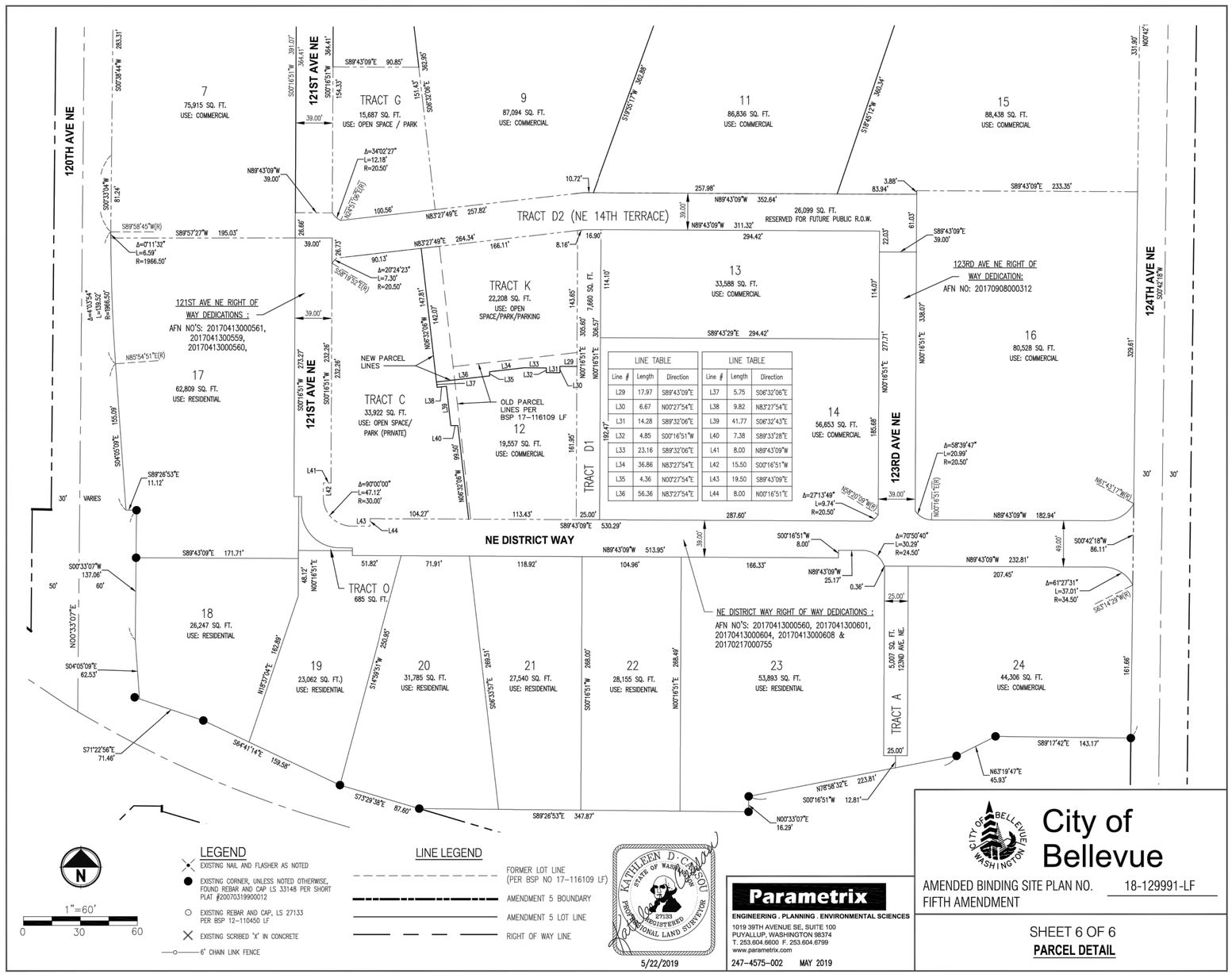
JUSTIN M. JONES STATE OF WASHINGTON 41829 REGISTERED PROFESSIONAL ENGINEER

REV NO. 2 10.02.2019

10.02.2019

BINDING SITE PLAN

C1-105.02



Binding Site Plan Amendment #5

THE SPRING DISTRICT

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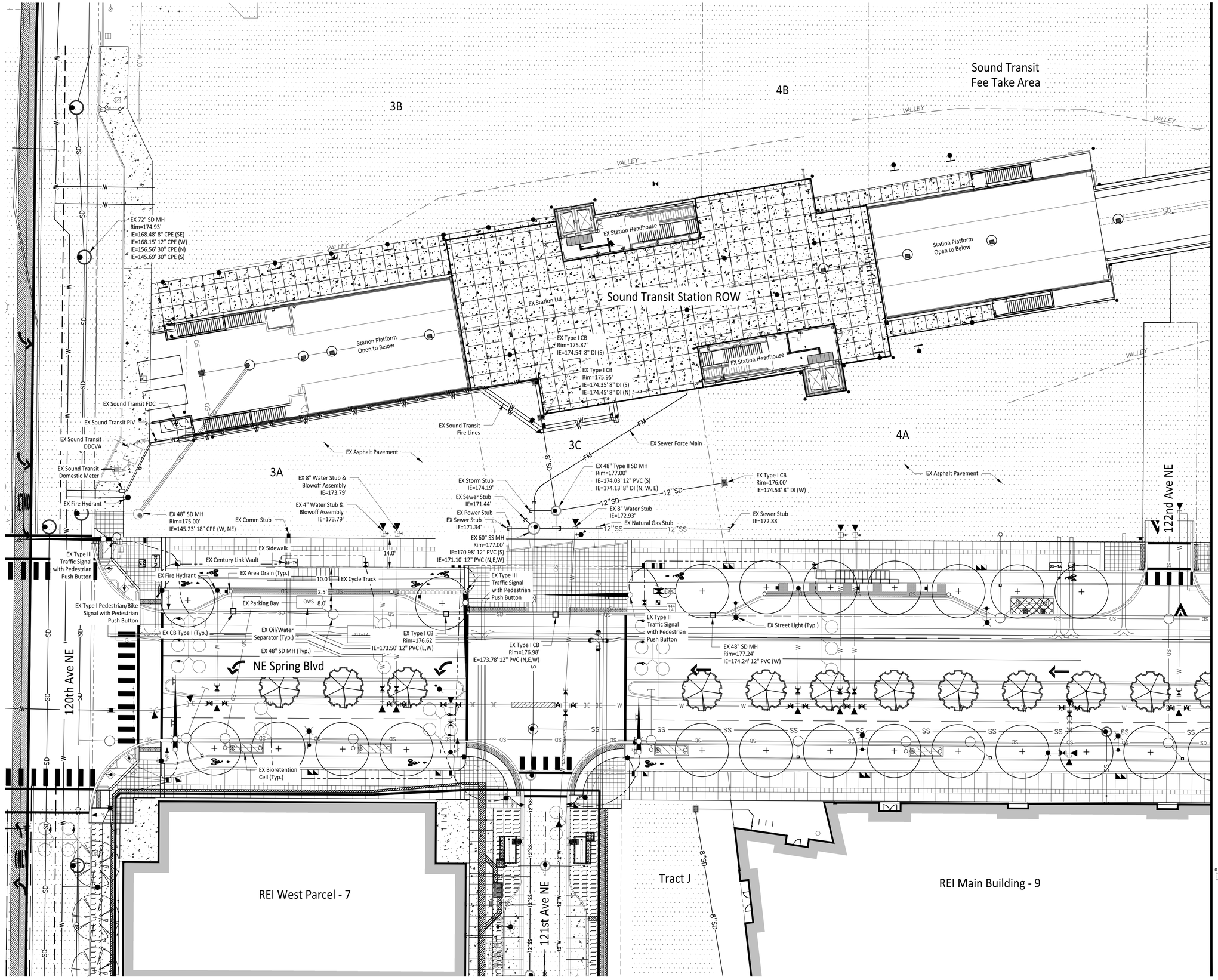
BINDING SITE PLAN

C1-106.02



LEGEND

- Gravel
- Concrete Sidewalk
- Landscaped Areas
- Asphalt Pavement
- Street Trees
- Water Line
- Sanitary Sewer Line
- Storm Line
- Gas Line
- Power Trench
- Communication Trench

0 20 40 FT
1" = 20'

THE SPRING DISTRICT
WRIGHT RUNSTAD & COMPANY

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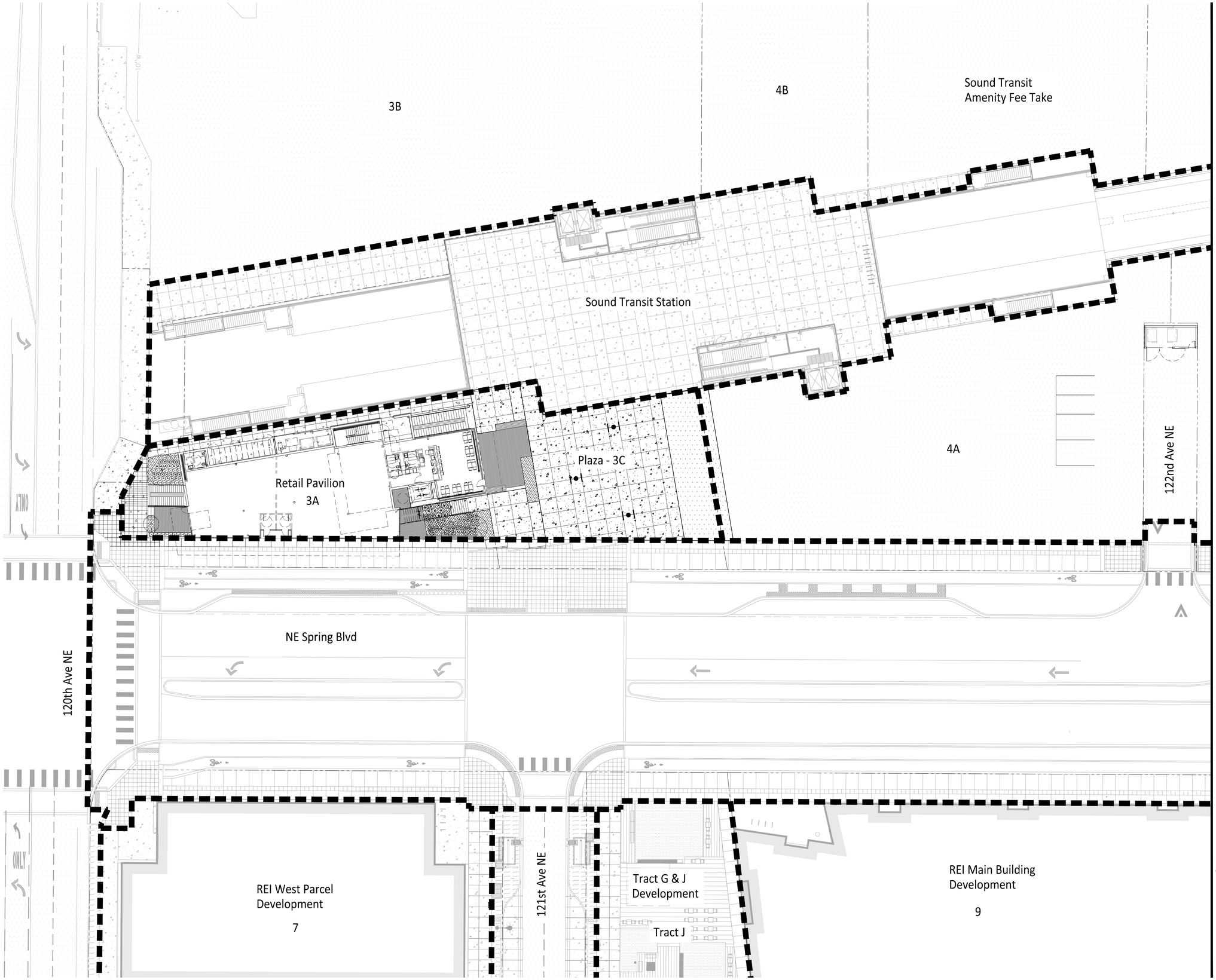
DESIGN REVIEW SET (LD)

REV NO. 2
10.02.2019

JUSTIN M. JONES
STATE OF WASHINGTON
41829
REGISTERED PROFESSIONAL ENGINEER
10.02.2019

BOUNDARY & TOPOGRAPHIC SURVEY

C1-201.02



GENERAL NOTES

1. The following projects are under design/permitting/ construction under separate permits. For this submittal, projects have been shown as existing.
   - 1.1. Sound Transit Station - Under Construction.
   - 1.2. NE Spring Blvd - Construction start Fall 2019.
   - 1.3. 121st Avenue NE - Under Construction.
   - 1.4. REI Main Building Development - Under Construction.
   - 1.5. REI West Parcel Development - Under Construction.
   - 1.6. Tracts G & J Park - Construction Start Fall 2019.
2. Parcel 3A construction to begin in 2020 and be completed in 2021.
3. Parcel 3C construction to begin concurrently with Parcel 3A in 2020 and be completed in 2021.
   - 3.1. A portion of Parcel 3C to be designed when Parcel 4A submits for ADR in a Future Phase. A Land Use Exemption will be required.

0 20 40 FT
1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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PO BOX 2066, SUMNER, WA 98390 206.596.2020

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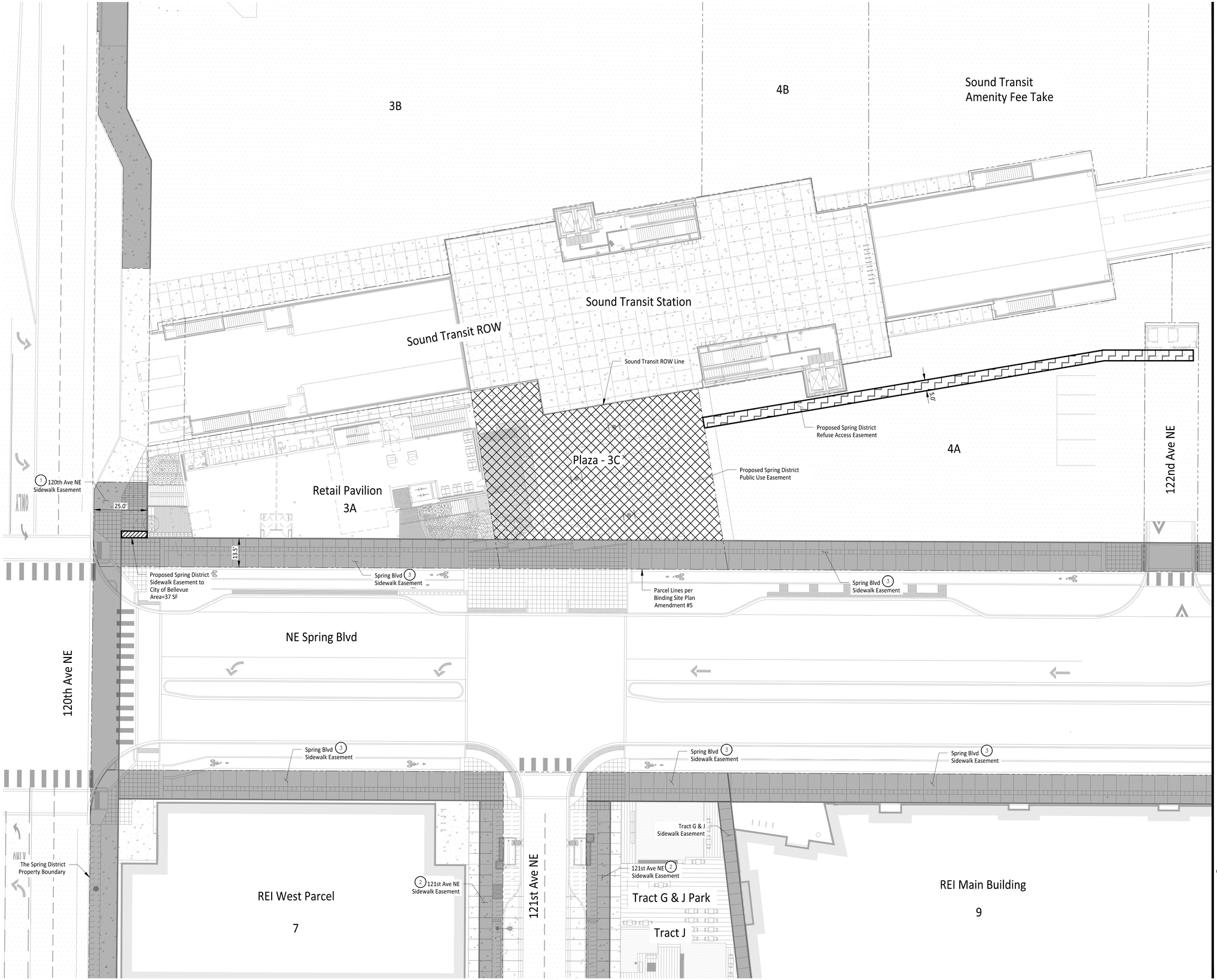
PHASING PLAN

C1-301.02



EASEMENT NOTES

1. Existing 120th Ave NE Sidewalk Easement to include: 5' Landscape Planter & 8' Sidewalk.
2. 121st Ave NE Sidewalk Easement to Include: 5' Landscape Planter & First 6' of Sidewalk.
3. NE Spring Blvd Sidewalk Easement to Include: 13.5' Sidewalk

LEGEND

Proposed Spring District
Sidewalk Easement

Proposed Spring District
Public Use Easement

Proposed Spring District
Refuse Access Easement

Existing Sidewalk Easement / Sidewalk Easement
Proposed with Separate Project

0 20 40 FT
1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
1227 124TH AVE NE, BELLEVUE, WA 98005; TAX PARCEL# 0671000060
OWNED BY THE **WR-SRI 120th LLC**
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

DESIGN
REVIEW
SET (LD)

JUSTIN M. JONES
STATE OF WASHINGTON
41629
REGISTERED
PROFESSIONAL ENGINEER

REV NO. 2
10.02.2019

10.02.2019

EASEMENT PLAN

C1-302.02



EASEMENT NOTES

1. No Build and Surface Improvements and Access easements are from Sound Transit to The Spring District.

   Setback, Wall Drain, Wall Loading, and Access; Permanent Access and Traffic Barrier; Wall Maintenance easements are from The Spring District to Sound Transit.

   The following uses are allowed within the easement areas by The Spring District with Sound Transit approval: parking, hardscape, landscape, maintenance, excavation, buildings, and structures.

   Sound Transit approval may require utility re-location, modification, or structural analysis.

LEGEND

Setback, Wall Drain, Wall Loading, and Access Easement

Permanent Access and Traffic Barrier Easement

Wall Maintenance Easement

No Build Easement

Surface Improvements and Access Easement

0 20 40 FT

1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

1227 124TH AVE NE, BELLEVUE, WA 98005; TAX PARCEL# 0671000060

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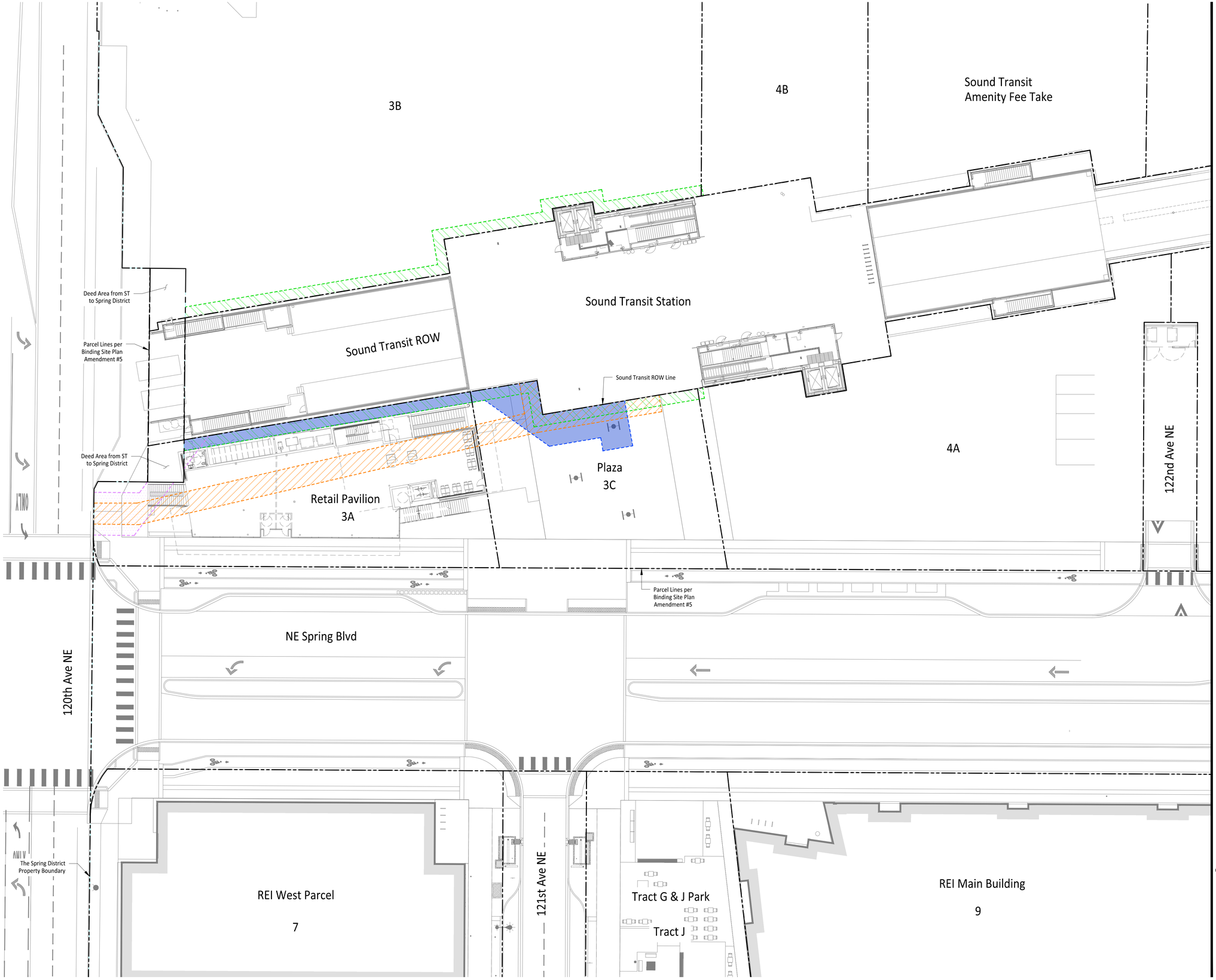
JUSTIN M. JONES STATE OF WASHINGTON 41829 REGISTERED PROFESSIONAL ENGINEER

REV NO. 2
10.02.2019

10.02.2019

SOUND TRANSIT EASEMENT PLAN

C1-303.02



EASEMENT NOTES

1. Easements shown are from The Spring District to Sound Transit.

The following uses are allowed within the easement areas by The Spring District with Sound Transit approval: parking, hardscape, landscape, maintenance, excavation, buildings, and structures.

Sound Transit approval may require utility re-location, modification, or structural analysis.

LEGEND

Utility Easement - Domestic and Fire Water

Utility and Maintenance Easement

Utility Easement - Storm Sewer (Shallow)

Utility Easement - Storm Sewer (Deep)

0 20 40 FT

1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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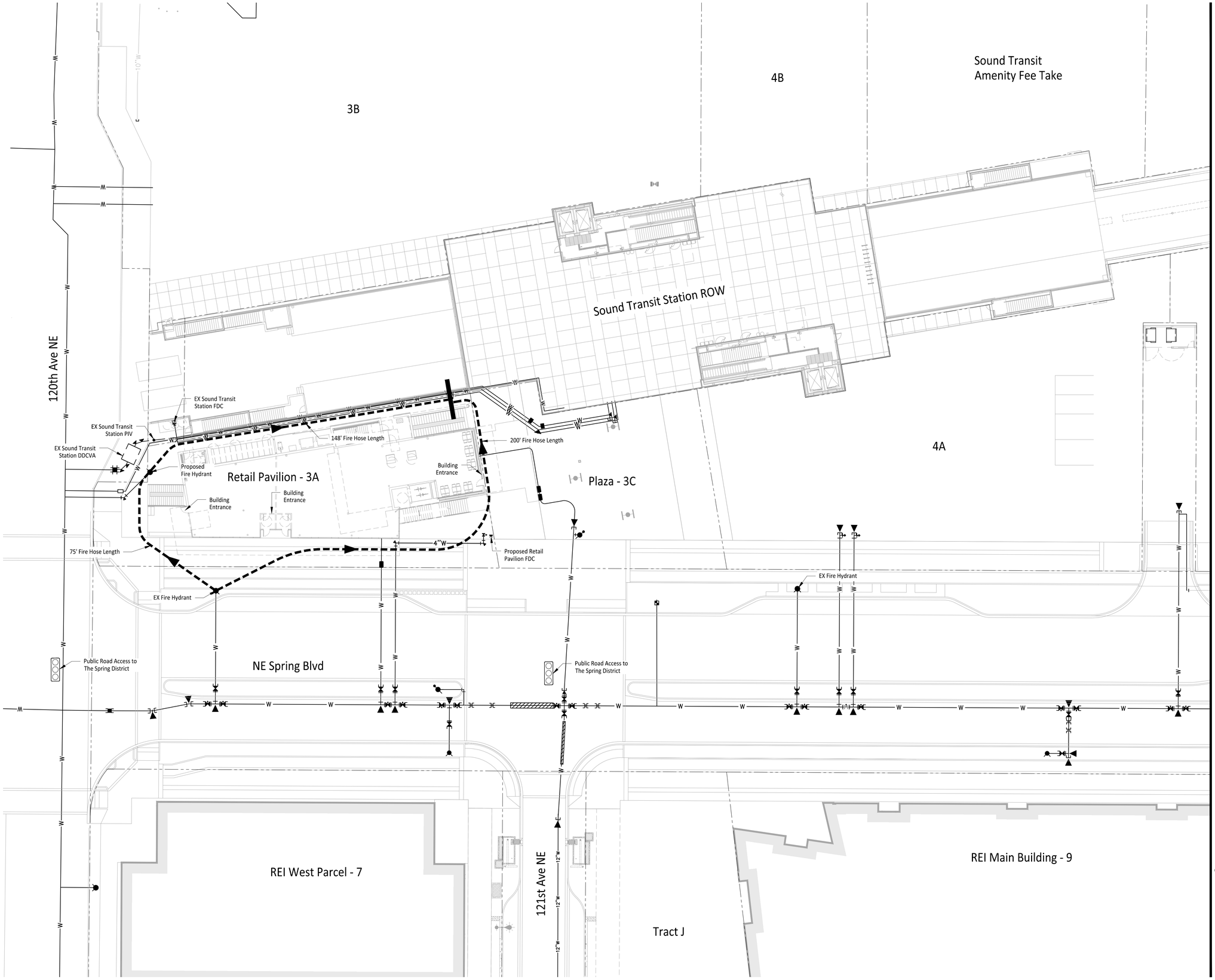
JUSTIN M. JONES STATE OF WASHINGTON 41829 REGISTERED PROFESSIONAL ENGINEER

REV NO. 2
10.02.2019

10.02.2019

SOUND TRANSIT EASEMENT PLAN

C1-304.02



GENERAL NOTES

1. Site Design Assumptions
   - 1.1. 200' maximum fire hose lengths determined by Fire Code Section 23.22.905.4
     - 2.1.1. "Where the most remote portion of a nonsprinklered floor or story is more than 150 feet (45 720 mm) of hose travel distance from a hose connection or the most remote portion of a sprinklered floor or story is more than 200 feet (60 960 mm) of hose travel distance from a hose connection, additional hose connections shall be provided in vertical exit enclosures or protected locations that are accessed through protected enclosures. The protected enclosure shall be a corridor constructed as a smoke barrier from the exit enclosure to the standpipe connection."

LEGEND

- Fire Hose
- Parcel Lines per Binding Site Plan
- Traffic Signal
- Fire Hydrant
- Fire Department Connection

0 20 40 FT
1" = 20'

THE SPRING DISTRICT

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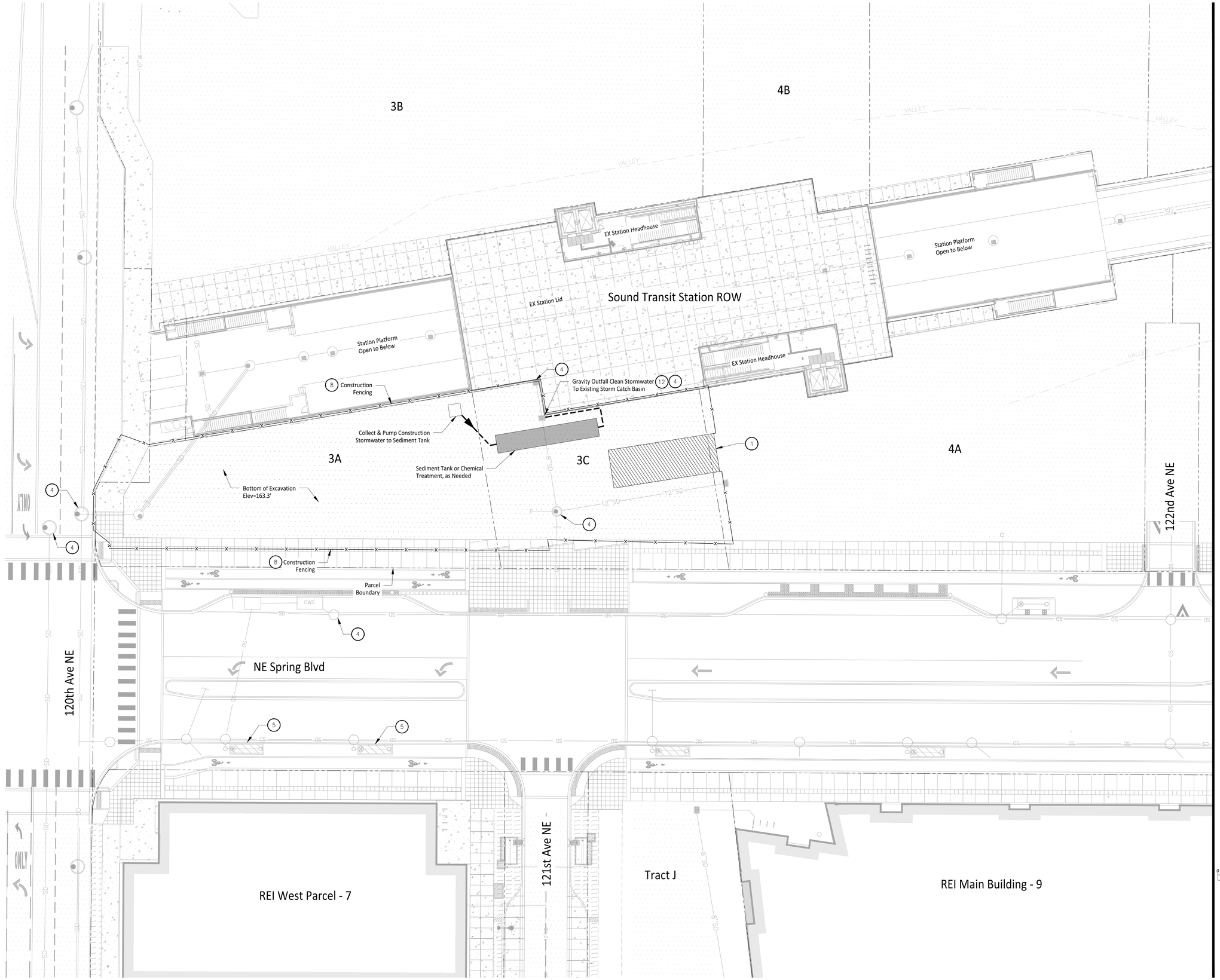
JUSTIN M. JONES — STATE OF WASHINGTON — 41829 — REGISTERED PROFESSIONAL ENGINEER

10.02.2019

REV NO. 2
10.02.2019

FIRE PLAN

C1-305.02



GENERAL NOTES

1. Install and maintain construction entrance per Washington Department of Ecology BMP C105 and install wheel wash as necessary per BMP C106.
2. Install Silt Fence per Washington Department of Ecology BMP C233 as necessary.
3. All Disturbed Pervious Areas shall be Stabilized, Soils Amended, and Hydroseeded or Strawed.
4. Install Storm Drain Inlet Protection in all Proposed and Existing Catch Basins within the Project Vicinity, including 122nd Ave NE and NE District Way per WSDOT STD Plan I-7.
5. Protect Bioretention Cell inlets from Sediment and Construction Debris using wattles or pea gravel wrapped in filter fabric.
6. Install Straw Bale Barriers, wattles, and other necessary TESC Measures as necessary.
7. Exposed Soils shall be watered as necessary to prevent dust from leaving the site.
8. Install High Visibility construction Fence where Silt Fence is not required as shown per Washington Department of Ecology BMP C103.
9. Plug or Dam Catch Basins receiving runoff from Demolition Area, Divert to Tank for pH treatment prior to outfall to Storm Drain.
10. Maintain Natural Buffer Zone per Washington Department of Ecology BMP C102.
11. Contractor to mark Clearing Limits with Lath and Flagging.
12. Turbidity Monitoring Point.
13. A CESCL Shall be available on site or on call for the duration of Construction Operations.

0 20 40 FT
1" = 20'

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JUSTIN M. JOHNSON · STATE OF WASHINGTON · 41859 · REGISTERED PROFESSIONAL ENGINEER

REV NO. 2
10.02.2019

10.02.2019

TESC PLAN

C2-101.02

BMP C105: Stabilized Construction Entrance

Purpose

Construction entrances are stabilized to reduce the amount of sediment transported onto paved roads by vehicles or equipment by constructing a stabilized pad of quarry spalls at entrances to construction sites.

Conditions of Use

Construction entrances shall be stabilized wherever traffic will be leaving a construction site and traveling on paved roads or other paved areas within 1,000 feet of the site.

On large commercial, highway, and road projects, the designer should include enough extra materials in the contract to allow for additional stabilized entrances not shown in the initial Construction SWPPP. It is difficult to determine exactly where access to these projects will take place; additional materials will enable the contractor to install them where needed.

Design and Installation Specifications

- See Figure 4.2 for details. Note: the 100' minimum length of the entrance shall be reduced to the maximum practicable size when the size or configuration of the site does not allow the full length (100').
- A separation geotextile shall be placed under the spalls to prevent fine sediment from pumping up into the rock pad. The geotextile shall meet the following standards:

Grab Tensile Strength (ASTM D4751)	200 psi min.
Grab Tensile Elongation (ASTM D4632)	30% max.
Mullen Burst Strength (ASTM D3786-80a)	400 psi min.
AOS (ASTM D4751)	20-45 (U.S. standard sieve size)

- Consider early installation of the first lift of asphalt in areas that will paved; this can be used as a stabilized entrance. Also consider the installation of excess concrete as a stabilized entrance. During large concrete pours, excess concrete is often available for this purpose.
- Hog fuel (wood-based mulch) may be substituted for or combined with quarry spalls in areas that will not be used for permanent roads. Hog fuel is generally less effective at stabilizing construction entrances and should be used only at sites where the amount of traffic is very limited. Hog fuel is not recommended for entrance stabilization in urban areas. The effectiveness of hog fuel is highly variable and it generally requires more maintenance than quarry spalls. The inspector may at any time require the use of quarry spalls if the hog fuel is not preventing sediment from being tracked onto pavement or if the hog fuel is being carried onto pavement. Hog fuel is prohibited in permanent roadbeds because organics in the subgrade soils cause degradation of the subgrade support over time.
- Fencing (see BMPs C103 and C104) shall be installed as necessary to restrict traffic to the construction entrance.

Maintenance Standards

- Whenever possible, the entrance shall be constructed on a firm, compacted subgrade. This can substantially increase the effectiveness of the pad and reduce the need for maintenance.
- Quarry spalls (or hog fuel) shall be added if the pad is no longer in accordance with the specifications.
- If the entrance is not preventing sediment from being tracked onto pavement, then alternative measures to keep the streets free of sediment shall be used. This may include street sweeping, an increase in the dimensions of the entrance, or the installation of a wheel wash.
- Any sediment that is tracked onto pavement shall be removed by shoveling or street sweeping. The sediment collected by sweeping shall be removed or stabilized on site. The pavement shall not be cleaned by washing down the street, except when sweeping is ineffective and there is a threat to public safety. If it is necessary to wash the streets, the construction of a small sump shall be considered. The sediment would then be washed into the sump where it can be controlled.
- Any quarry spalls that are loosened from the pad, which end up on the roadway shall be removed immediately.
- If vehicles are entering or exiting the site at points other than the construction entrance(s), fencing (see BMPs C103 and C104) shall be installed to control traffic.
- Upon project completion and site stabilization, all construction accesses intended as permanent access for maintenance shall be permanently stabilized.

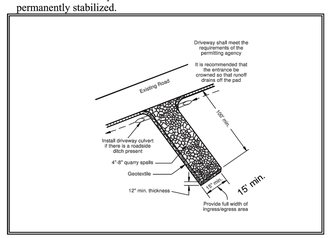


Figure 4.2 – Stabilized Construction Entrance

BMP C233: Silt Fence

Purpose

Use of a silt fence reduces the transport of coarse sediment from a construction site by providing a temporary physical barrier to sediment and reducing the runoff velocities of overland flow. See Figure 4.19 for details on silt fence construction.

Conditions of Use

Silt fence may be used downslope of all disturbed areas.

- Silt fence is not intended to treat concentrated flows, nor is it intended to treat substantial amounts of overland flow. Any concentrated flows must be conveyed through the drainage system to a sediment pond. The only circumstance in which overland flow can be treated solely by a silt fence, rather than by a sediment pond, is when the area draining to the fence is one acre or less and flow rates are less than 0.5 cfs.
- Silt fences should not be constructed in streams or used in V-shaped ditches. They are not an adequate method of silt control for anything deeper than sheet or overland flow.

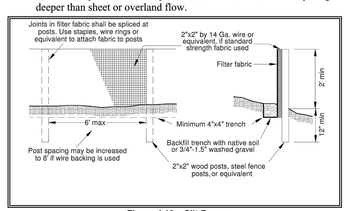


Figure 4.19 – Silt Fence

Design and Installation Specifications

- Drainage area of 1 acre or less or in combination with sediment basin in a larger site.
- Maximum slope steepness (normal (perpendicular) to fence line) 1:1.
- Maximum sheet or overland flow path length to the fence of 100 feet.
- No flows greater than 0.5 cfs.
- The geotextile used shall meet the following standards. All geotextile properties listed below are minimum average roll values (i.e., the test result for any sampled roll in a lot shall meet or exceed the values shown in Table 4.10):

BMP C103: High Visibility Fence

Purpose

Fencing is intended to:

1. Restrict clearing to approved limits.
2. Prevent disturbance of sensitive areas, their buffers, and other areas required to be left undisturbed.
3. Limit construction traffic to designated construction entrances, exits, or internal roads.
4. Protect areas where marking with survey tape may not provide adequate protection.

Conditions of Use

To establish clearing limits plastic, fabric, or metal fence may be used:

- At the boundary of sensitive areas, their buffers, and other areas required to be left uncleared.
- As necessary to control vehicle access to and on the site.

Design and Installation Specifications

High visibility plastic fence shall be composed of a high-density polyethylene material and shall be at least four feet in height. Posts for the fencing shall be steel or wood and placed every 6 feet on center (maximum) or as needed to ensure rigidity. The fencing shall be fastened to the post every six inches with a polyethylene tie. On long continuous lengths of fencing, a tension wire or rope shall be used as a top stringer to prevent sagging between posts. The fence color shall be high visibility orange. The fence tensile strength shall be 360 lbs./ft. using the ASTM D4595 testing method.

If appropriate install fabric silt fence in accordance with BMP C233 to act as high visibility fence. Silt fence shall be at least 3 feet high and must be highly visible to meet the requirements of this BMP.

Metal fences shall be designed and installed according to the manufacturer's specifications.

Metal fences shall be at least 3 feet high and must be highly visible.

Fences shall not be wired or stapled to trees.

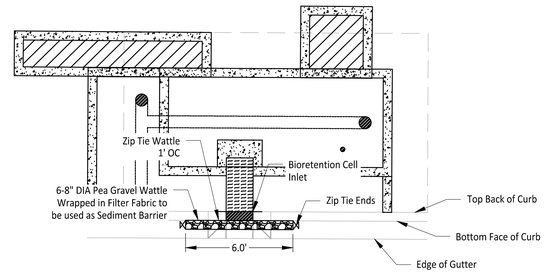
Maintenance Standards

If the fence has been damaged or visibility reduced, it shall be repaired or replaced immediately and visibility restored.

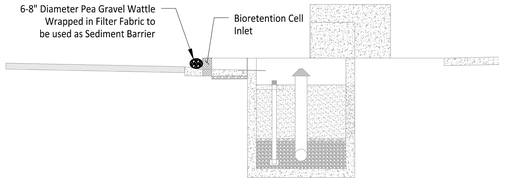
CLEARING AND GRADING STANDARD NOTES

1. All clearing & grading construction must be in accordance with City of Bellevue (COB) *Clearing & Grading Code; Clearing & Grading Erosion Control Standard Details (EC-1 through EC-23); 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 Department of Planning & Community Development (PCD) prior to construction.

   It is 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 will be at no additional cost or liability to the COB. All details for structural walls, rockeries over four feet in height, geogrid reinforced rockeries, and geogrid reinforced modular block walls must be stamped by a professional engineer.
2. A copy of the approved plans must be on-site during construction. The applicant is responsible for obtaining any other required or related permits prior to beginning construction.
3. 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.
4. The area to be cleared and graded must flagged by the contractor and approved by the clearing & grading inspector prior to beginning any work on the site.
5. A reinforced silt fence must be installed in accordance with COB EC-5 and located as shown on the approved plans or per the clearing & grading inspector, along slope contours and down slope from the building site.
6. A hard-surface construction access pad is required per Clearing & Grading Standard Detail EC-1 or EC-2. This pad must remain in place until paving is installed.
7. Clearing will 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.
8. 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 & grading inspector at least 24 hours in advance of any stockpiling.
9. To reduce the potential for erosion of exposed soils, or when rainy season construction is permitted, the following Best Management Practices (BMPs) are required:
   - Preserve natural vegetation for as long as possible or as required by the clearing & grading inspector.
   - Protect exposed soil using plastic (EC-14), erosion control blankets, straw or mulch (COB Guide to Mulch Materials, Rates, and Use Chart), or as directed by the clearing & grading inspector.
   - Install catch basin inserts as required by the clearing & grading inspector or permit conditions of approval.
   - Install a temporary sediment pond, a series of sedimentation tanks, temporary filter vaults, or other sediment control facilities. Installation of exposed aggregate surfaces requires a separate effluent collection pond on-site.
10. Final site grading must direct drainage away from all building structures at a minimum 2% slope, per the *Uniform Building Code*.
11. 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.
12. A public information sign listing 24-hour emergency phone numbers for the city and the contractor may be provided to the applicant at the time the clearing & grading permit is issued. The applicant must post the sign at the project site in full view of the public and the contractors, and it must remain posted until final sign-off by the clearing & grading inspector.
13. Turbidity monitoring may be required as a condition of clearing & grading permit approval. If required, turbidity monitoring must be performed in accordance with the approved turbidity monitoring plan and as directed by the clearing & grading inspector. Monitoring must continue during site (earthwork) construction until the final sign-off by the clearing & grading inspector.
14. Any project that is subject to Rainy Season Restrictions will not be allowed to perform clearing & grading activities without written approval from the PCD director. The rainy season extends from November 1st through April 30th, as defined in section 23.76.093A of the *Clearing & Grading Code*.



BIORETENTION CELL PROTECTION
PLAN VIEW A
1" = 4'-0" C2-201



BIORETENTION CELL PROTECTION
SECTION B
1" = 4'-0" C2-201

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

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DESIGN REVIEW SET (LD)

REV NO. 2
10.02.2019

JUSTIN M. JOSEPH STATE OF WASHINGTON 41829 REGISTERED PROFESSIONAL ENGINEER
10.02.2019

TESC DETAILS

C2-201.02

GENERAL NOTES

1. Total Asphalt to be Removed with Demolition= 16,501 SF.
2. Total Concrete to be Removed with Demolition=1,435 SF.

LEGEND

Remove Existing Asphalt

Remove Existing Concrete

3B

4B

Sound Transit
Fee Take Area

Sound Transit Station ROW

EX Station Headhouse

EX Station Lid

Station Platform
Open to Below

EX Station Headhouse

Station Platform
Open to Below

31.6'

153.5'

16.2'

76.7'

3A

3C

4A

73.1'

27.4'

18.4'

69.8'

72.3'

Protect & Maintain
Existing Water Meter

Remove Existing
Fire Hydrant

Remove Existing
Asphalt

Protect & Maintain
Existing Storm Line

Protect & Maintain
Existing Storm Manhole

Protect & Maintain
Existing Water Line

Protect & Maintain
Existing Water Stubs

Protect & Maintain Existing
Plaza Sewer Stubs

Protect & Maintain Existing
Plaza Storm Lines

Sawcut as Necessary

283.6

Protect & Maintain
Existing Curb Ramps

Protect & Maintain
Existing Fire Hydrant

Protect & Maintain
Existing Concrete
Curb & Gutter

Protect & Maintain
Existing Concrete Sidewalk

Protect & Maintain
Existing Bike Lane

120th Ave NE

122nd Ave NE

NE Spring Blvd

Tract J

REI West Parcel - 7

REI Main Building - 9

0 20 40 FT

1" = 20'

THE SPRING DISTRICT

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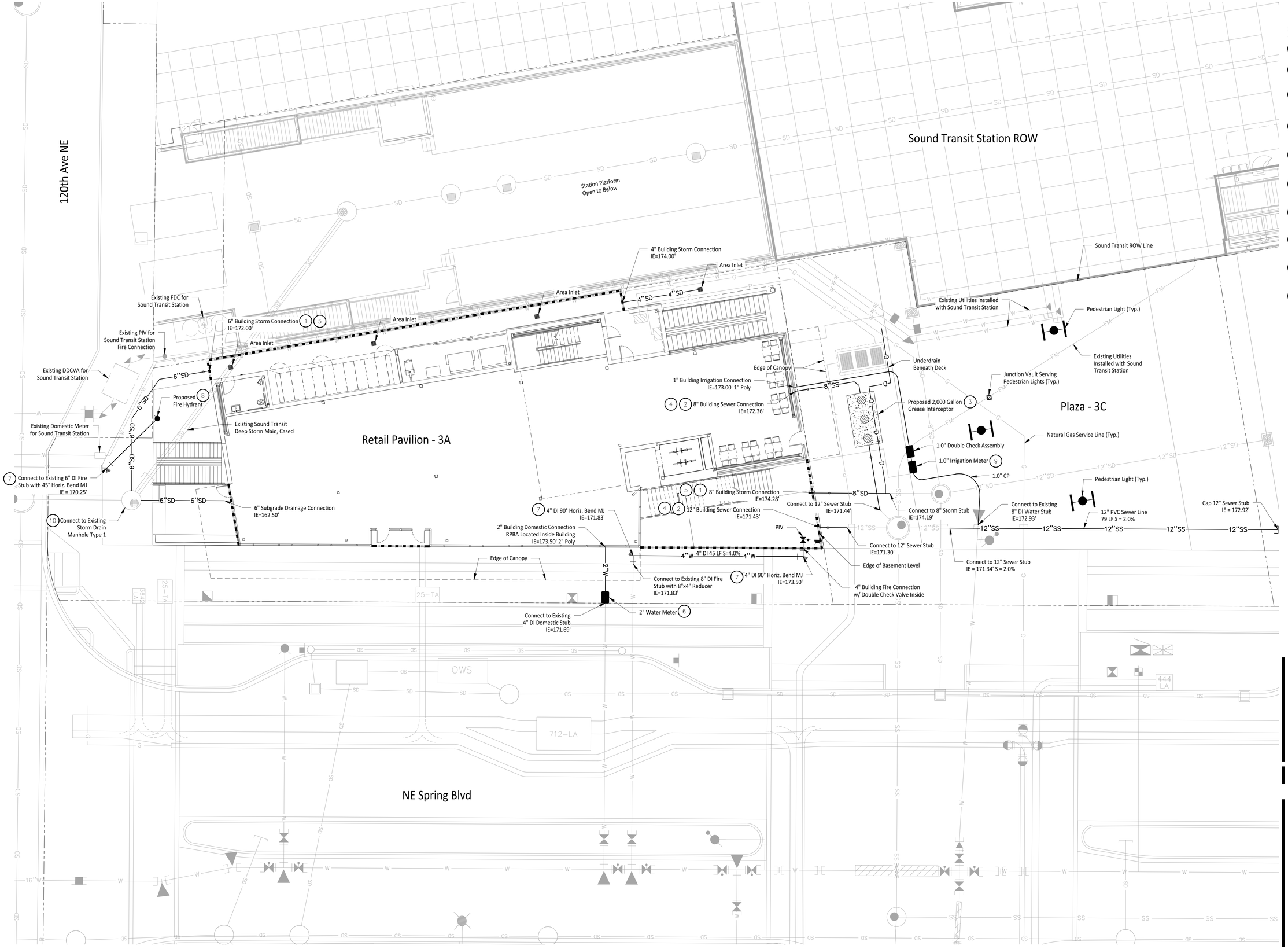
DEMOLITION PLAN

C2-301.02



CONSTRUCTION NOTES

1. See Sheet C3-102 for Storm Plan & Profile
2. See Sheet C3-103 for Sewer Plan & Profile
3. Install 2,000 Gallon Grease Interceptor per City of Bellevue Standard Drawings S-31. See Detail D on Sheet C3-401 for Vault Location below Wood Deck.
4. Install Sanitary Sewer Cleanouts per City of Bellevue Standard Drawing S-16.
5. Install Storm Drain Cleanouts per City of Bellevue Standard Drawing D-52.
6. Install 2" Domestic Water Meter per City of Bellevue Standard Drawing W-30.
7. Fire Line to be Double Restrained with Restrained Joints and Concrete Thrust Blocking.
8. Install Fire Hydrant per City of Bellevue Standard Drawing W-30
9. Install 1" Irrigation Meter and Double Check Assembly per City of Bellevue Standard Drawing W-24.
10. Install Inside Drop at all New Connections to Existing Storm Drain Manhole Type 1 per City of Bellevue Standard Drawing S-5.

0 10 20 FT

1" = 10'

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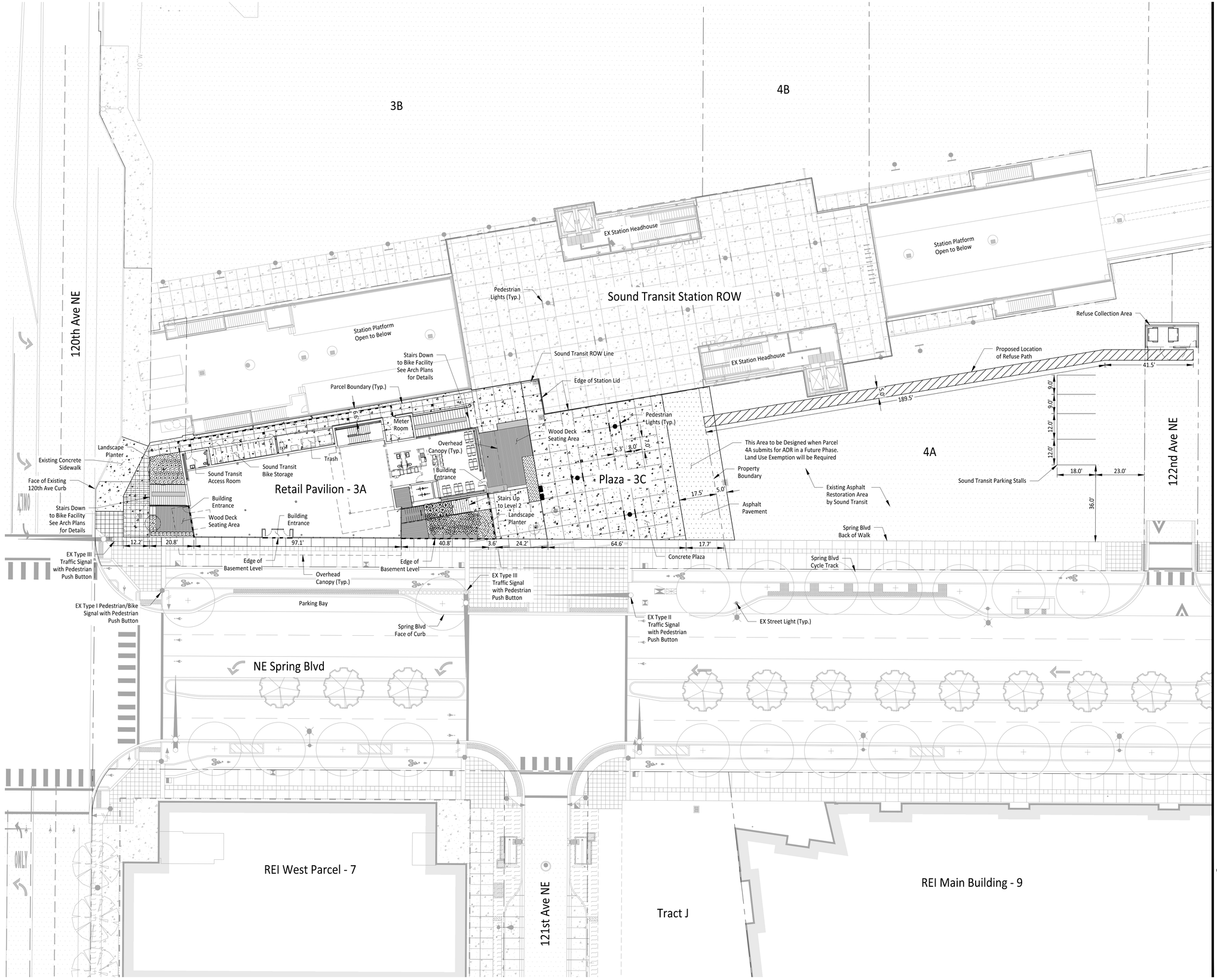
UTILITY PLAN

C3-101.02



GENERAL NOTES

1. Concrete Pavement to be 5" Concrete over 4" CSBC.

SITE INFORMATION

Zoning: BR-OR-1 Spring District MDP Overlay Req's

Site Area: 20,520 SF - 0.47 Acres

LEGEND

- Existing Concrete Pavement
- Existing Asphalt Pavement
- Existing Landscaping
- Proposed Concrete Pavement
- Proposed Landscaping

0 20 40 FT

1" = 20'

THE SPRING DISTRICT

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RETAIL & BIKE PAVILION

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DESIGN REVIEW SET (LD)

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REV NO. 2
10.02.2019

10.02.2019

COMPOSITE SITE PLAN

C3-301.02



GENERAL NOTES

1. Concrete Pavement to be 5" Concrete over 4" CSBC.

SITE INFORMATION

Zoning: BR-OR-1 Spring District MDP Overlay Req's

Site Area: 20,520 SF - 0.47 Acres

LEGEND

- Existing Concrete Pavement
- Existing Asphalt Pavement
- Existing Landscaping
- Proposed Concrete Pavement
- Proposed Landscaping

0 10 20 FT

1" = 10'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

1227 124TH AVE NE, BELLEVUE, WA 98005; TAX PARCEL# 0671000060

OWNED BY THE **WR-SRI 120th LLC**

1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS

1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

JMJ Team CIVIL ENGINEERING

PO BOX 2066, SUMNER, WA 98390 206.596.2020

DESIGN REVIEW SET (LD)

REV NO. 2

10.02.2019

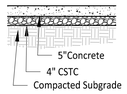
JUSTIN M. JONES STATE OF WASHINGTON 41829 REGISTERED PROFESSIONAL ENGINEER

10.02.2019

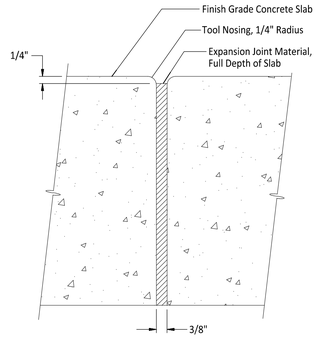
2

SITE PLAN

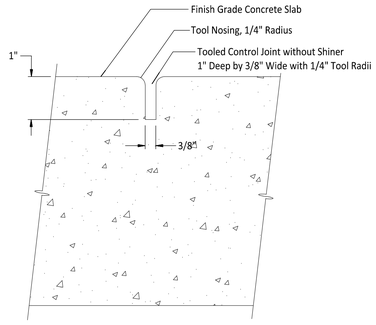
C3-302.02



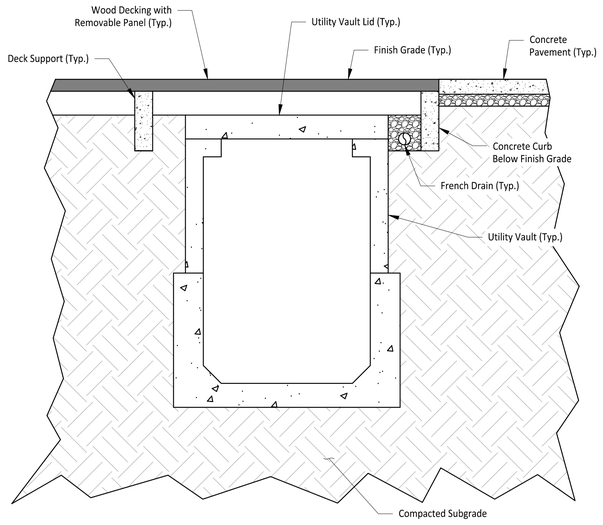
Sidewalk Typical
Section A
No Scale C3-401



Concrete Sidewalk
Expansion Joint
Section B
No Scale C3-401



Concrete Sidewalk
Tooled Control Joint
Section C
No Scale C3-401



Wood Deck
Section D
1" = 2'-0" C3-401

THE SPRING DISTRICT

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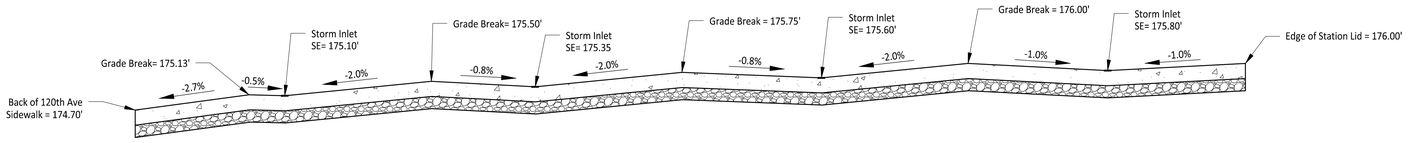
HARDSCAPE DETAILS

C3-401.02

GENERAL NOTES

1. Finish Grades along Retail Pavilion and ST Plaza Frontage have been coordinated with City of Bellevue's NE Spring Blvd CIP Project. Proposed Concrete Paving Elevations to match Back of Sidewalk along NE Spring Blvd.





Profile - North Pedestrian Walkway

HORIZ: 1" = 10'
VERT: 1" = 2'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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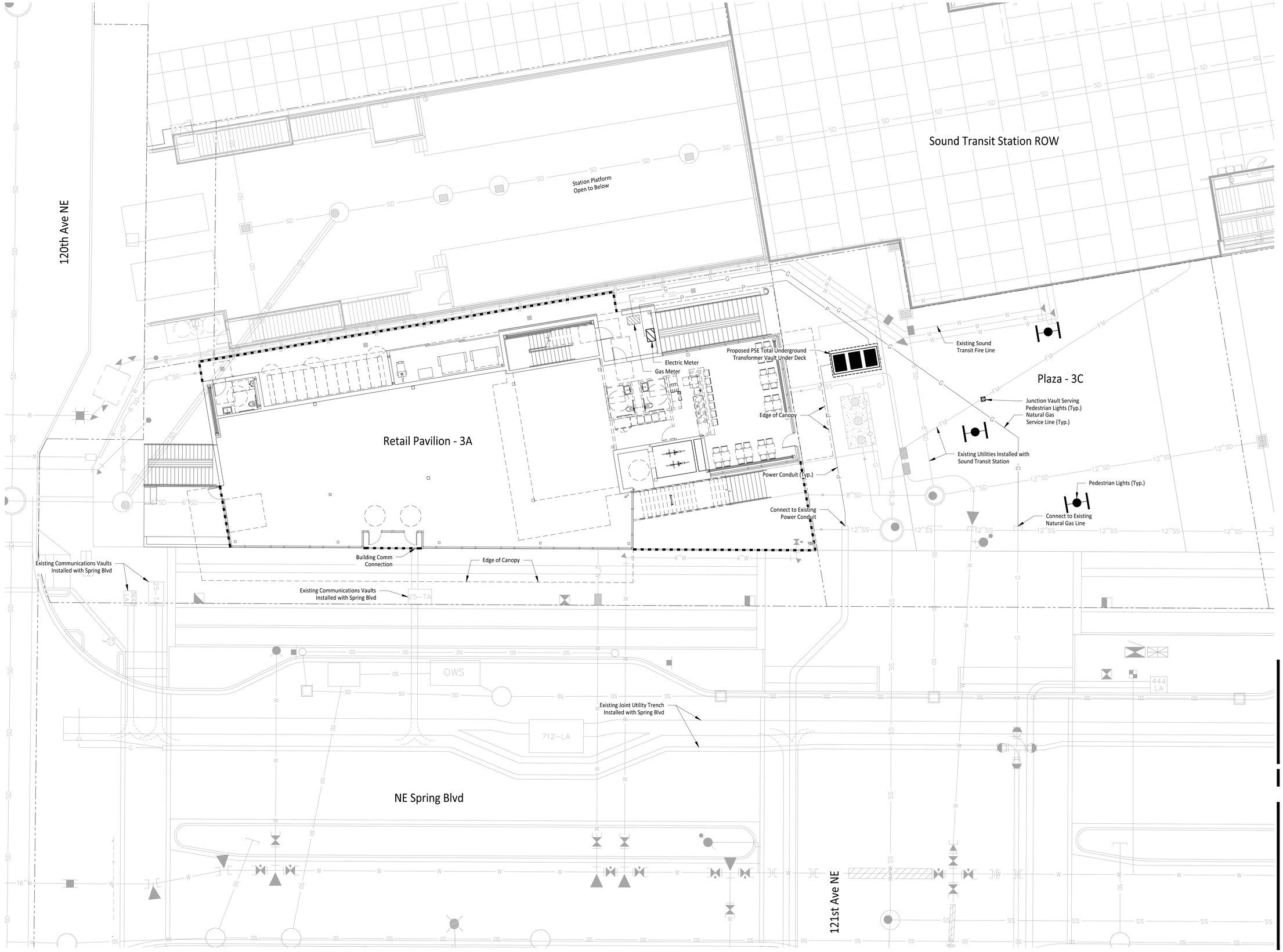
GRADING PLAN

C3-501.02



THE SPRING DISTRICT

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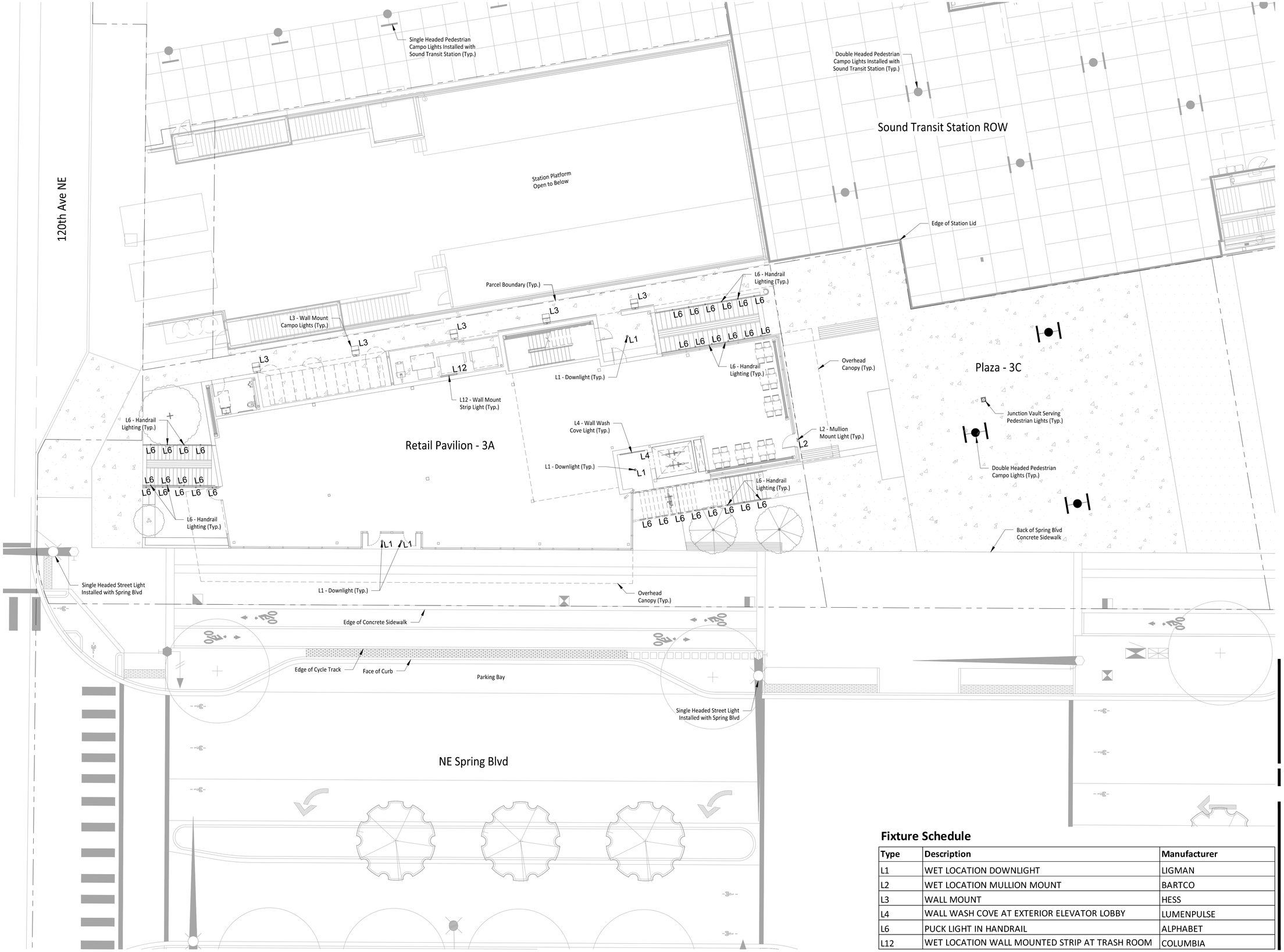
JOINT UTILITY
TRENCH PLAN

C6-101.02



0 10 20 FT
1" = 10'

Fixture Schedule

Type	Description	Manufacturer
L1	WET LOCATION DOWNLIGHT	LIGMAN
L2	WET LOCATION MULLION MOUNT	BARTCO
L3	WALL MOUNT	HESS
L4	WALL WASH COVE AT EXTERIOR ELEVATOR LOBBY	LUMENPULSE
L6	PUCK LIGHT IN HANDRAIL	ALPHABET
L12	WET LOCATION WALL MOUNTED STRIP AT TRASH ROOM	COLUMBIA

THE SPRING DISTRICT

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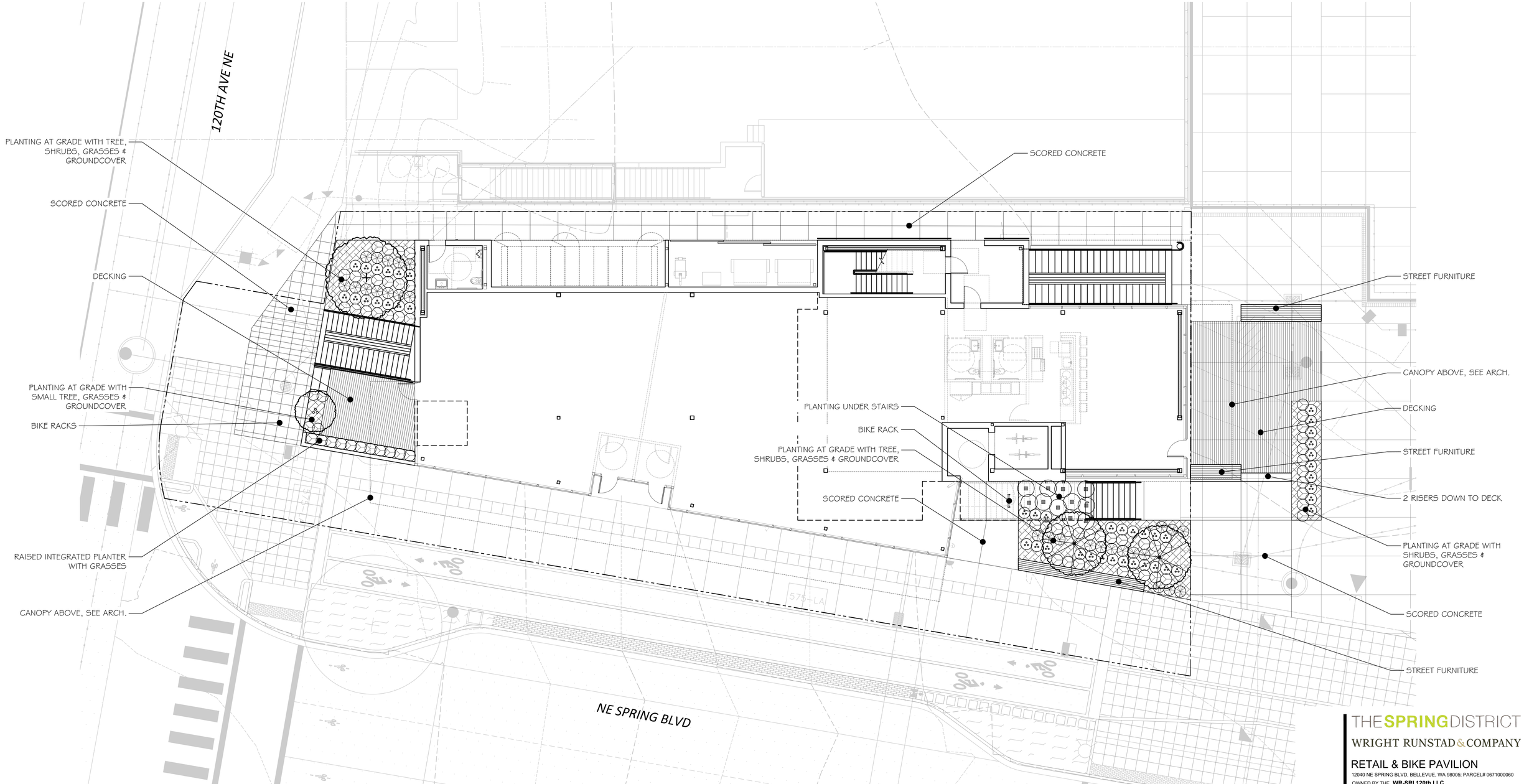
10.02.2019

EXTERIOR LIGHTING PLAN

C7-101.02



GENERAL NOTES

1. SEE L-101.02 SHEET SERIES FOR ADDITIONAL PLANS AND INFORMATION.
2. SEE L-201.02 SHEET FOR PLANTING SCHEDULE AND NOTES.
3. 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.
4. MASTER CONTROLLER TO BE LOCATED IN BUILDING DURING CONSTRUCTION DOCUMENT PHASE.

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

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

fazio associates inc LANDSCAPE ARCHITECTS
102 NW CANAL STREET, SEATTLE, WA 98107 206.774.9490

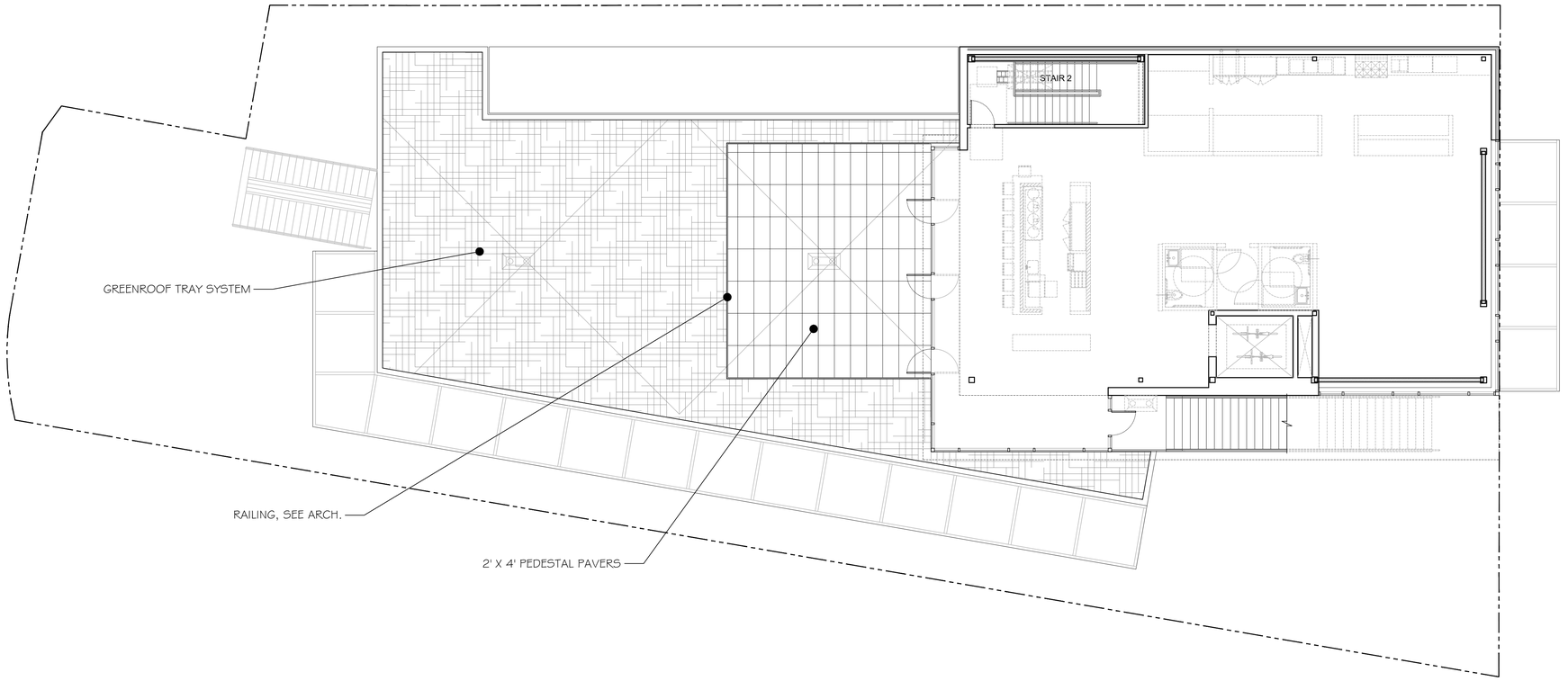
DESIGN REVIEW SET (LD)

REV. NO. 2
10.02.2019

STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
ROBERT J. FAZIO
CERTIFICATE NO. 986

GROUND LEVEL LANDSCAPE PLAN

L-101.02



GENERAL NOTES

1. SEE L-101.02 SHEET SERIES FOR ADDITIONAL PLANS AND INFORMATION.
2. SEE L-201.02 SHEET FOR PLANTING SCHEDULE AND NOTES.
3. 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.
4. MASTER CONTROLLER TO BE LOCATED IN BUILDING DURING CONSTRUCTION DOCUMENT PHASE.

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

THE SPRING DISTRICT

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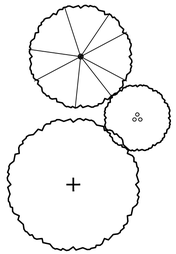
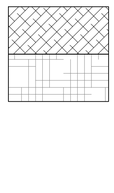
10.02.2019

STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
ROBERT J. FAZIO
CERTIFICATE NO. 996

LEVEL 2 LANDSCAPE PLAN

L-102.02

Planting Schedule

Symbol	Qty	Type	Size/Comments
		**DECIDUOUS TREES**	
		Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	1" cal., B&B
		Acer palmatum 'Shishigashira' / Shishigashira Japanese Maple	1" cal., B&B
		Cornus alternifolia / Pagoda Dogwood	1" cal., B&B
		LARGE/MEDIUM/SMALL SHRUBS	
		Cornus sericea 'Kelseyi' / Kelsey Dogwood	18" min. ht., see plans
		Pennisetum alopecuroides 'Hameln' / Hameln Dwarf Fountain Grass *grows up to 3' tall*	2 gal., see plans
		Spiraea japonica 'Goldflame' / Goldflame Spirea	18" min. ht., see plans
		Viburnum davidii / David's Viburnum	30" min. ht., see plans
		GROUNDCOVER & GREENROOF	
		Vinca minor / Dwarf Periwinkle	1 gal. @ 12" o.c.
		Combination of 4½", 6" and 8" greenroof tray system Includes: Greenfeathers "Skyline" mix (8 types of sedum) Allium schoenoprasum 'Rising Star' / Rising Star Ornamental Chive Carex subfusca / Rusty Sedge Pennisetum alopecuroides 'Hameln' / Hameln Dwarf Fountain Grass Sedum spectabile 'Neon' / Dark Pink Flowered Sedum	

PLANTING NOTES:

1. 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 INCORPORATED INTO DESIGN TO MAXIMIZE EFFICIENCY AND LOWER OVERALL MAINTENANCE.
2. ALL INDEPENDENT RAISED PLANTERS SHALL HAVE DRIP IRRIGATION AND INTEGRATED WITH RESPECTIVE CONTROLLER.
3. ALL SHRUBS AND GROUNDCOVERS TO BE LAYED OUT IN FIELD AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. SEE CIVIL SHEETS FOR PROPOSED GRADING, STREET PROFILES AND UTILITY LOCATIONS.

THE SPRING DISTRICT

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RETAIL & BIKE PAVILION

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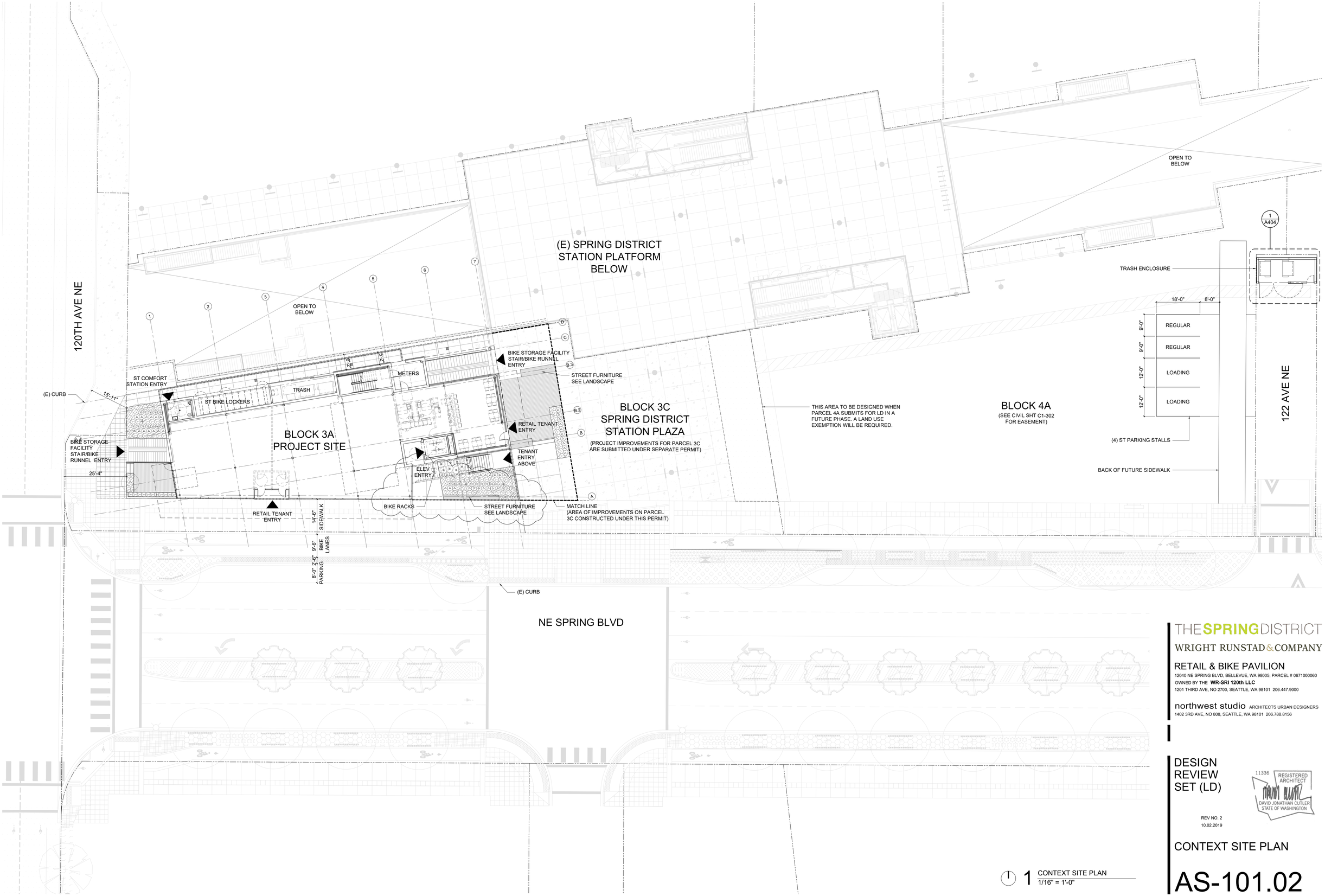
STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
ROBERT J. FAZIO
CERTIFICATE NO. 966

PLANTING SCHEDULE

L-201.02



1 CONTEXT SITE PLAN
1/16" = 1'-0"

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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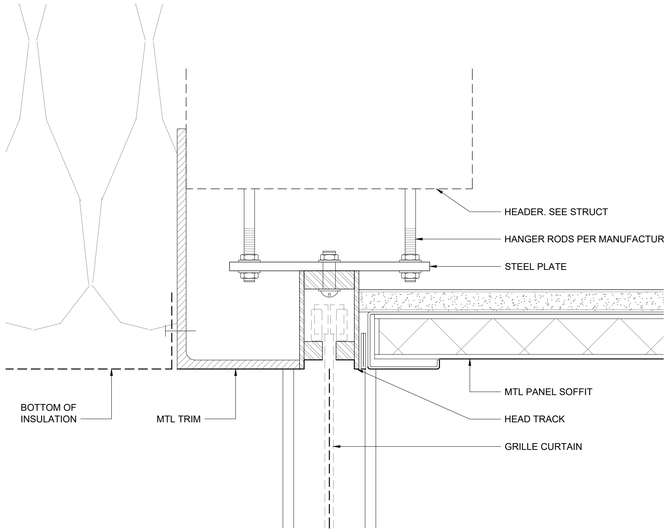
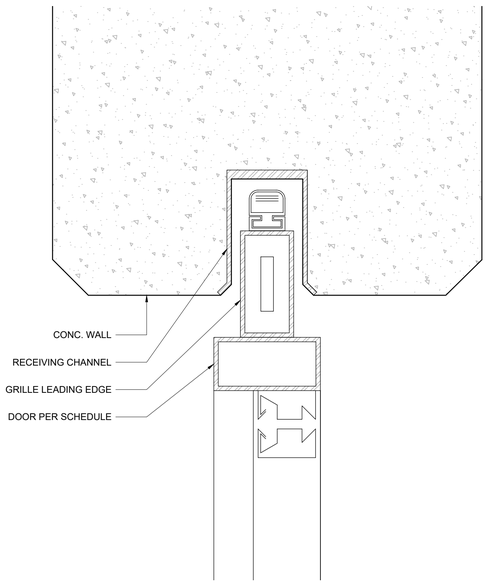
11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

CONTEXT SITE PLAN

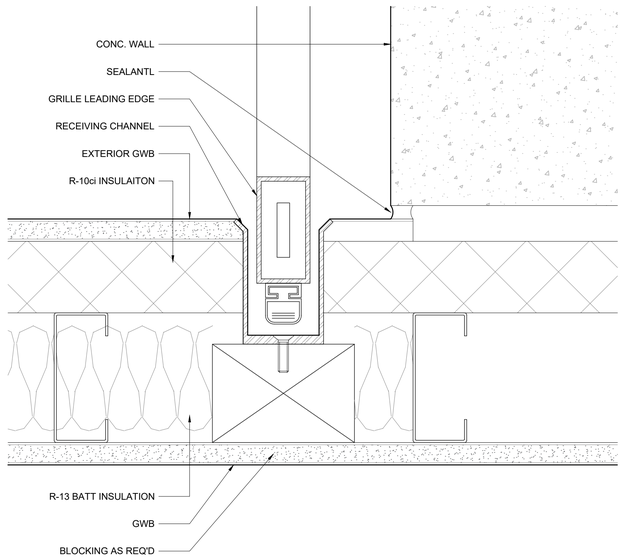
AS-101.02



2 HEADER DETAIL - SIDE COILING GRILLE
6" = 1'-0"



3 JAMB DETAIL - SIDE COILING GRILLE
6" = 1'-0"



1 JAMB DETAIL - SIDE COILING GRILLE
6" = 1'-0"

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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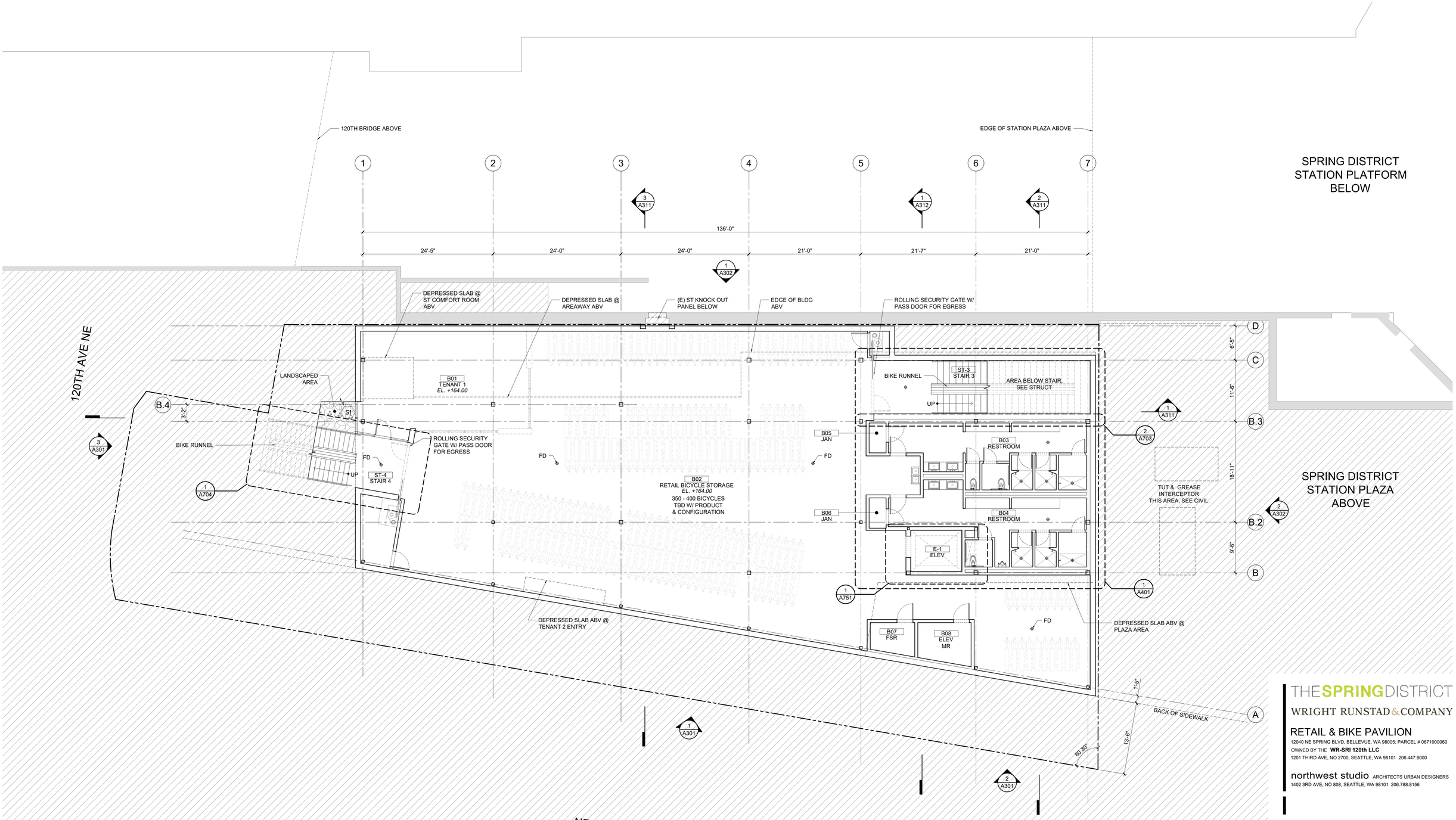
DOOR DETAILS

A-081.02



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

THE SPRING DISTRICT

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RETAIL & BIKE PAVILION

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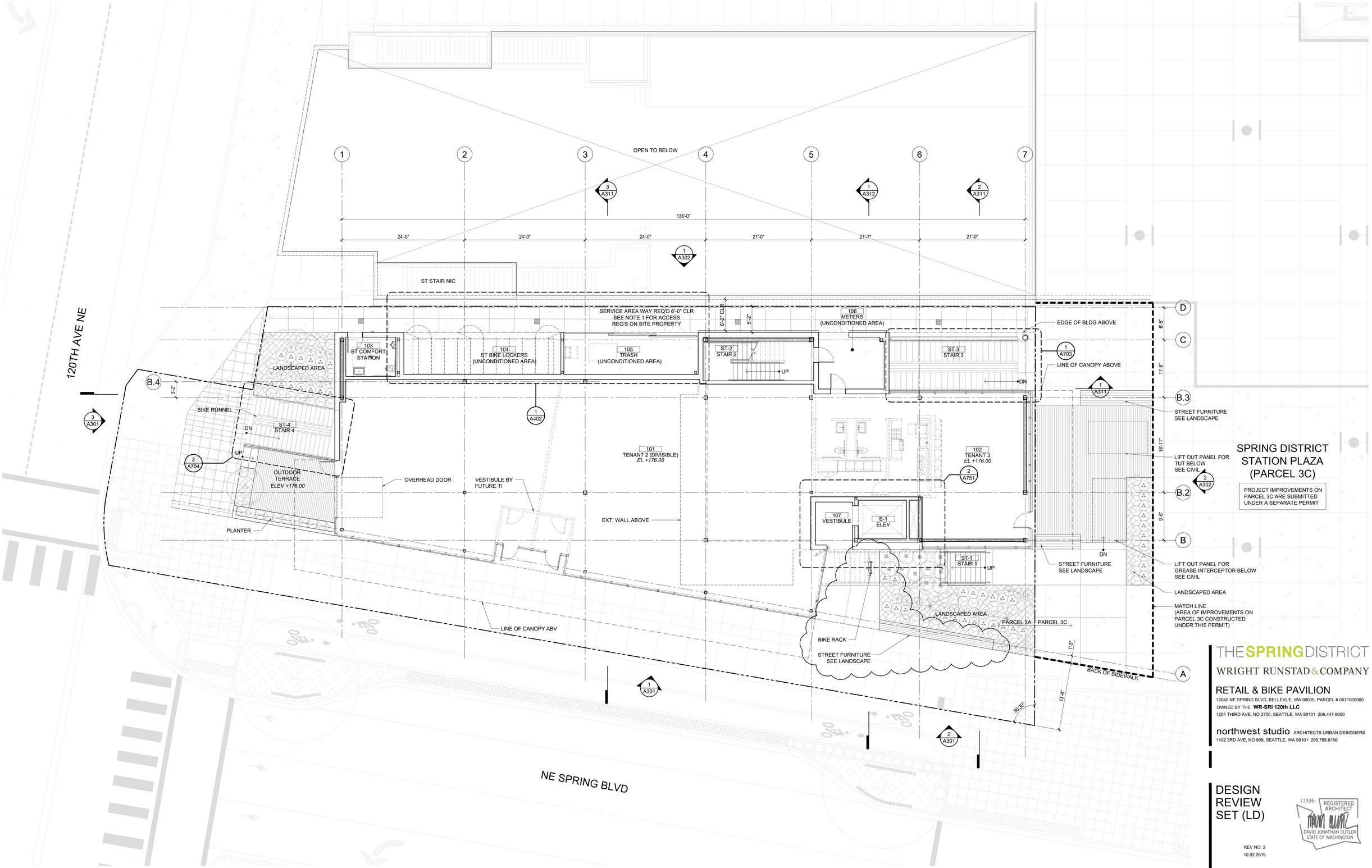
BASEMENT LEVEL PLAN

A-101.02



SPRING DISTRICT
STATION PLAZA
(PARCEL 3C)

PROJECT IMPROVEMENTS ON
PARCEL 3C ARE SUBMITTED
UNDER A SEPARATE PERMIT

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

THE SPRING DISTRICT

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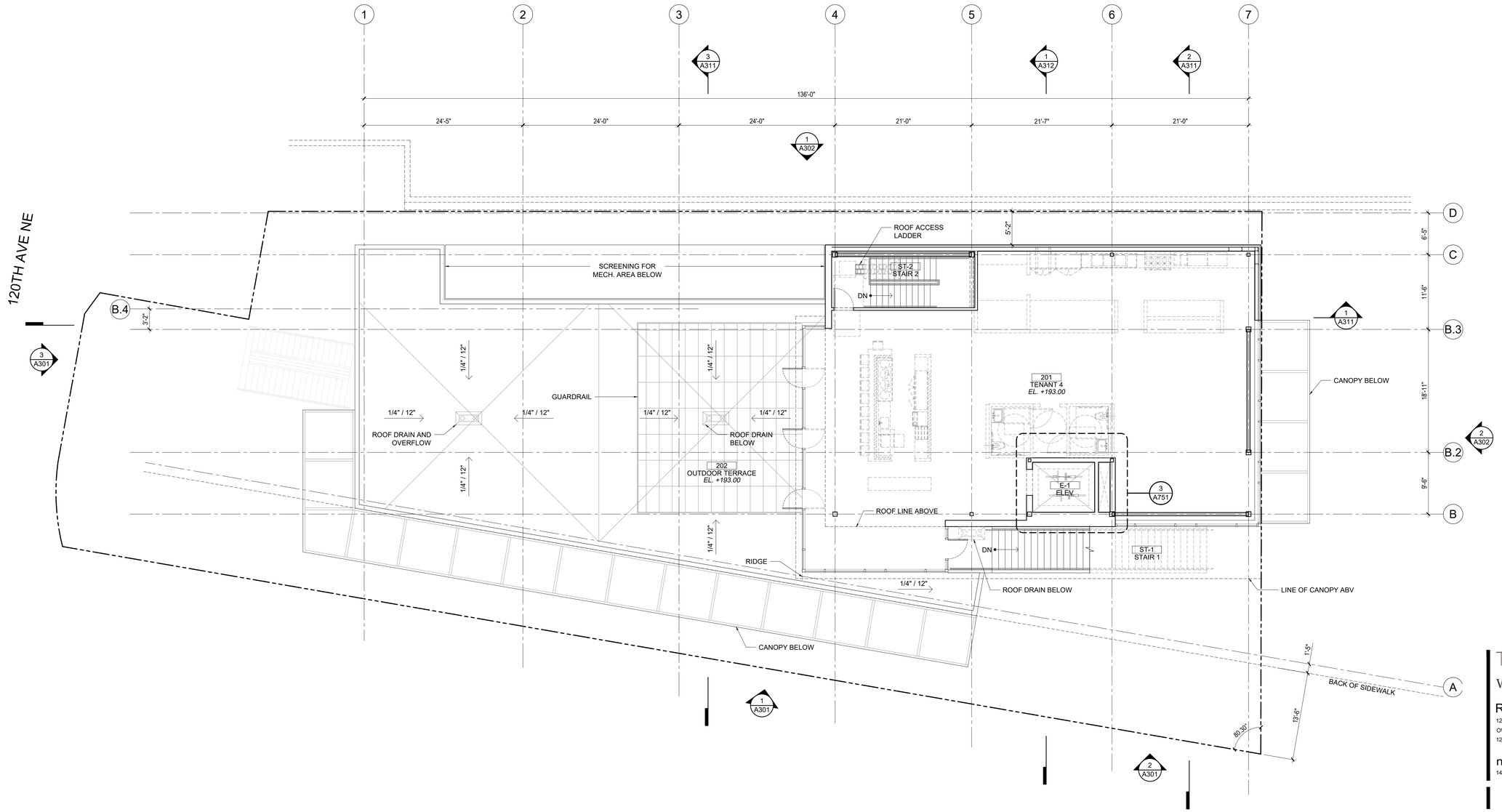
GROUND LEVEL PLAN

A-102.02



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

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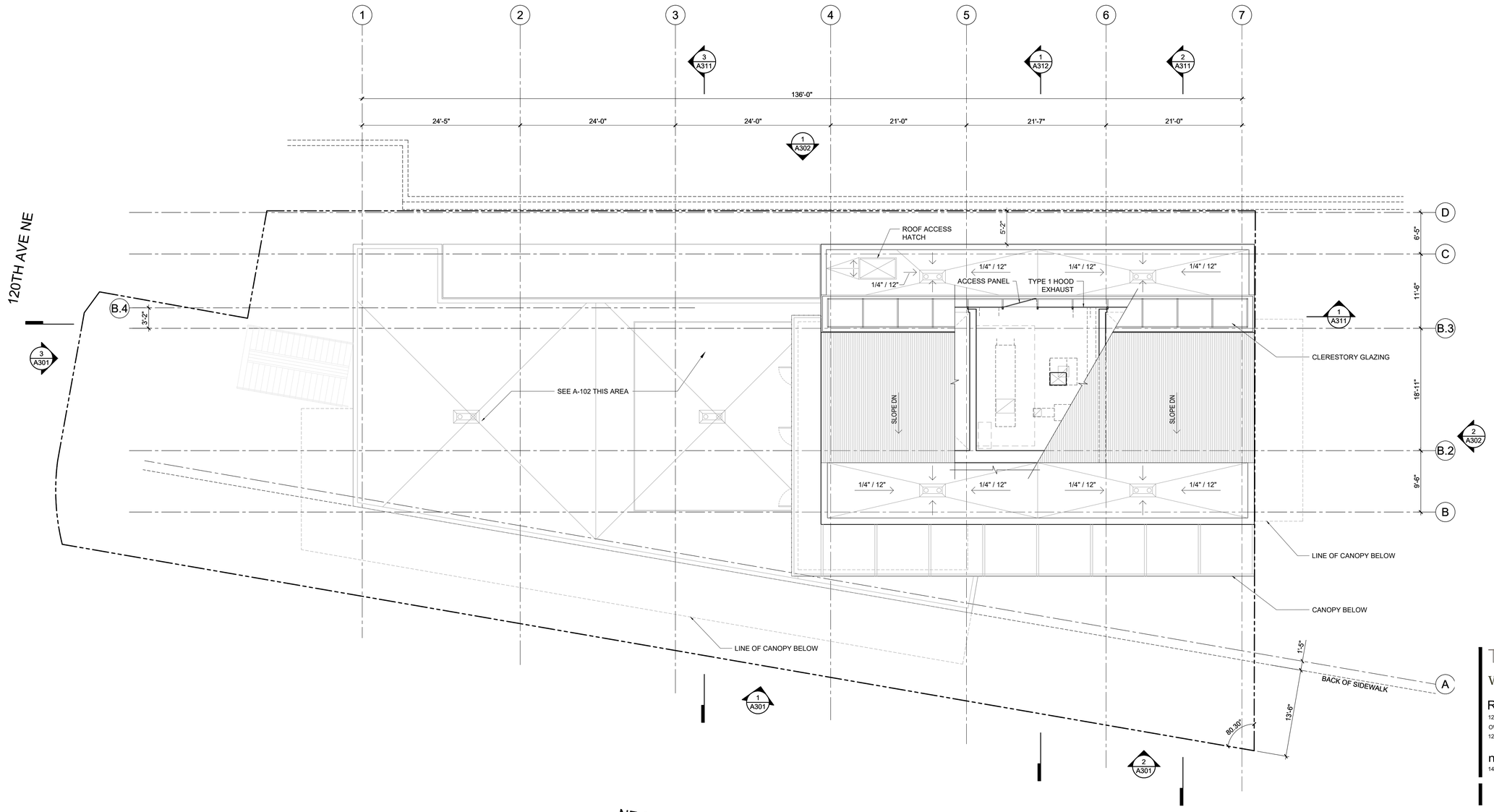
SECOND LEVEL PLAN

A-103.02



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

THE SPRING DISTRICT

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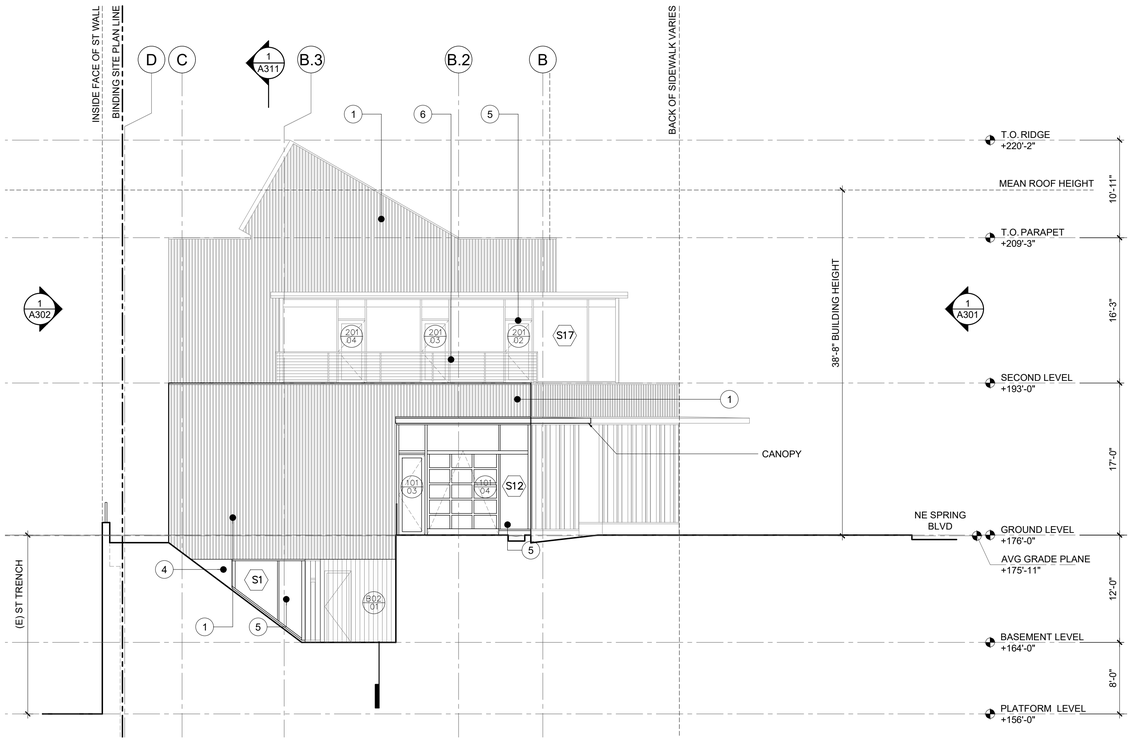
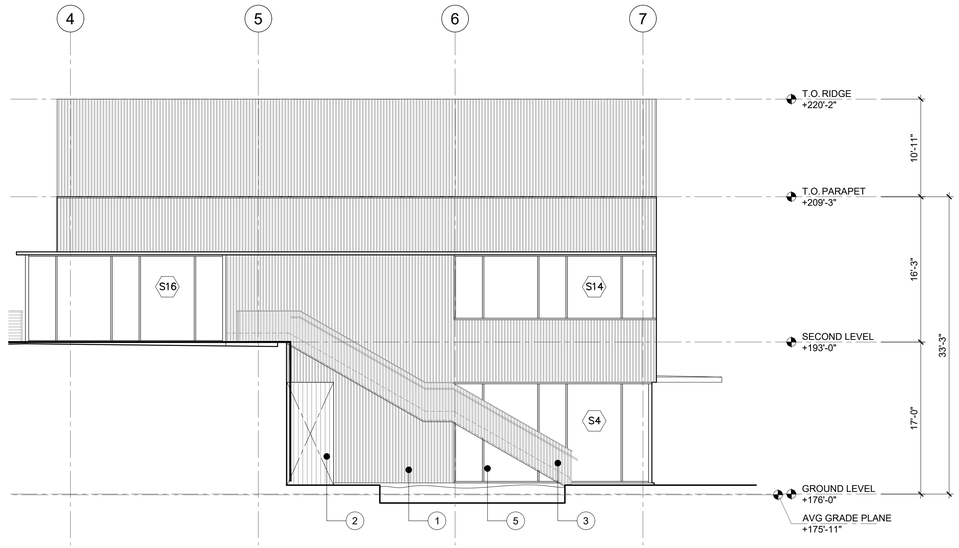
ROOF LEVEL PLAN

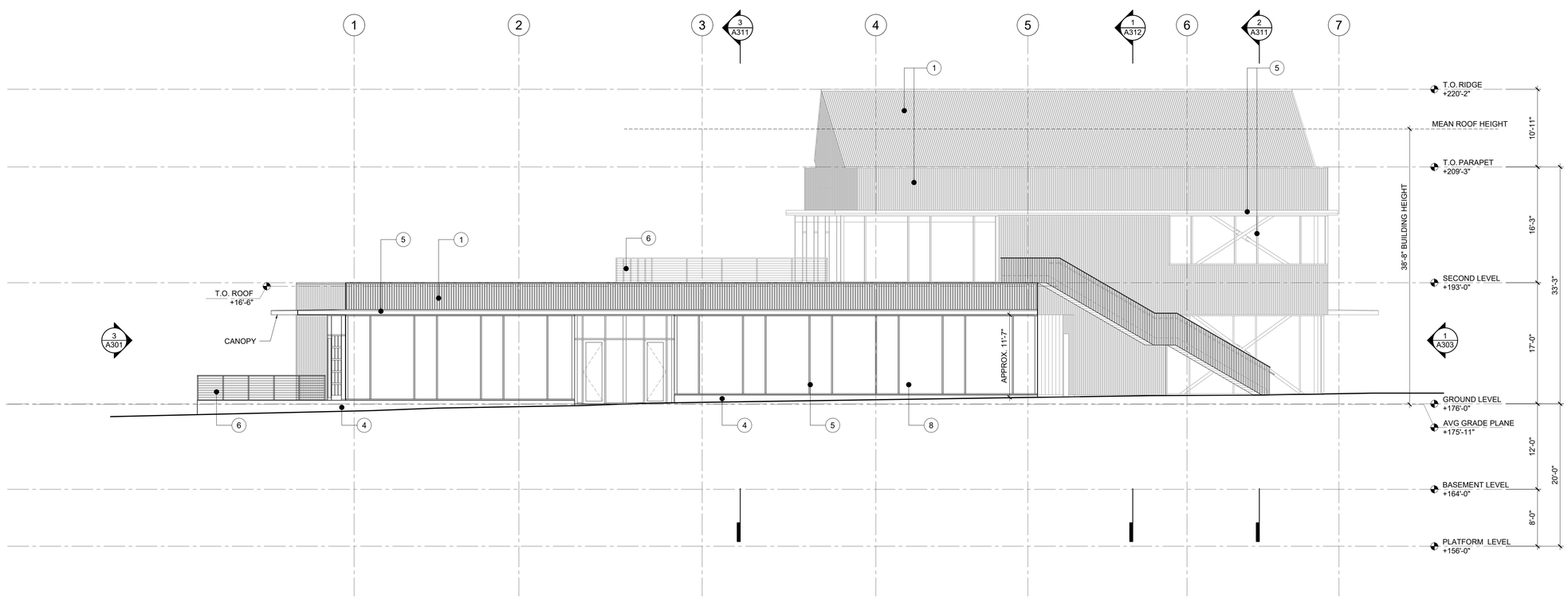
A-104.02



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



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



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

MATERIAL LEGEND


1-METAL SIDING


2-WOOD SIDING


3-WOOD


4-CONCRETE

5-ANODIZED ALUM.


6-CABLE RAILING


7-MECH. SCREENING

8-VISION GLASS

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

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northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

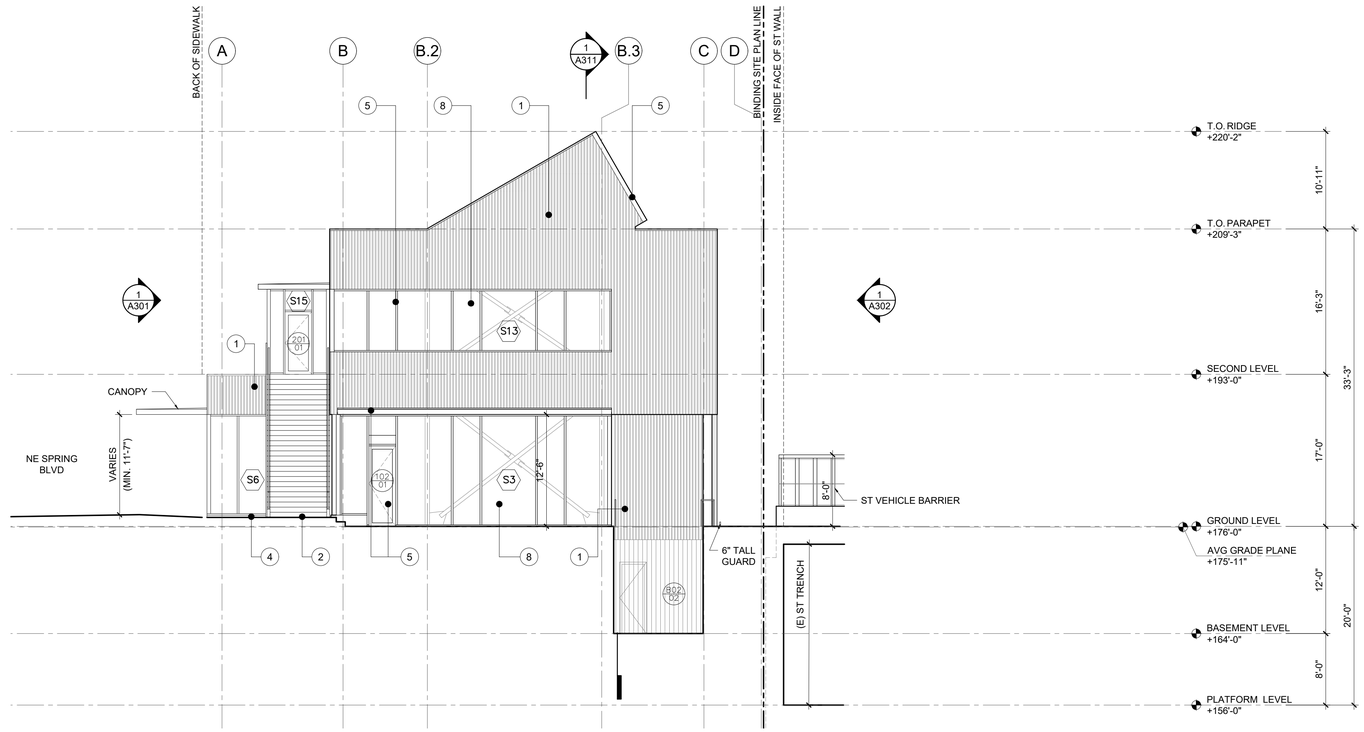
DESIGN REVIEW SET (LD)

REV NO. 2
10.02.2019

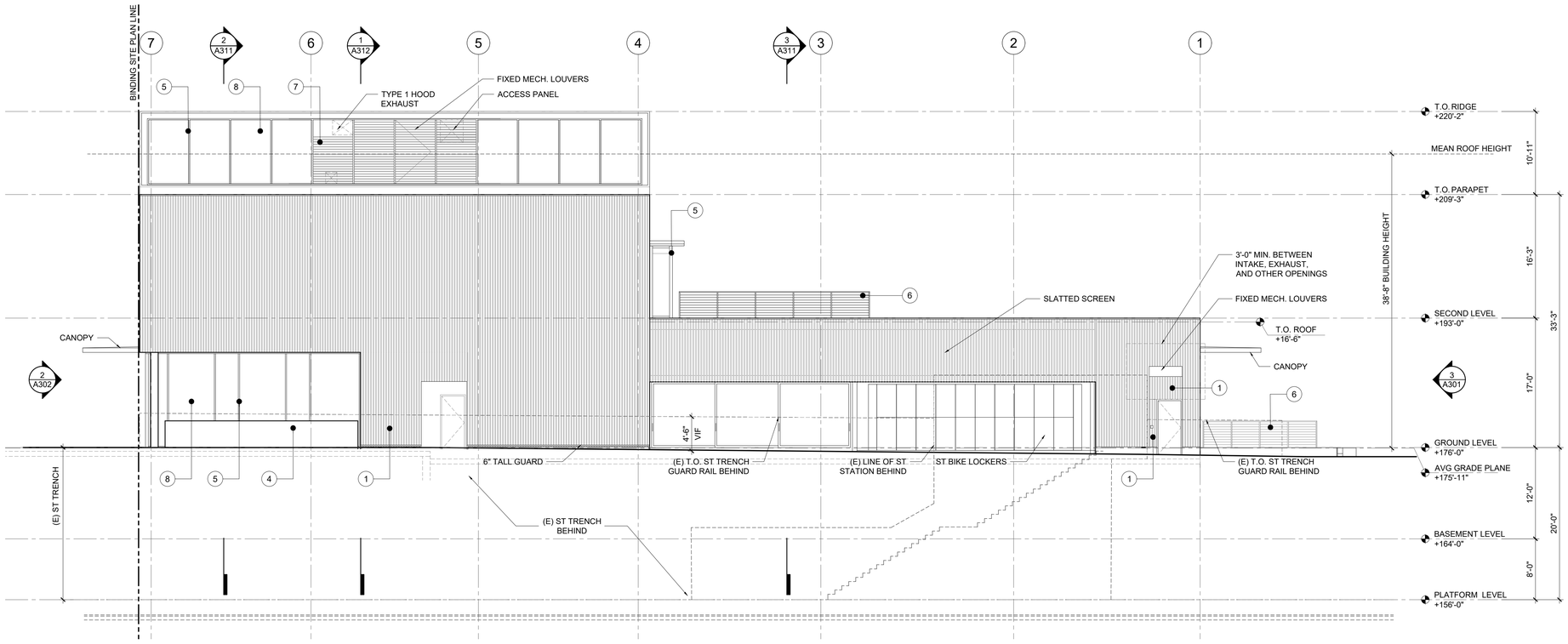
11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

SOUTH ELEVATION

A-301.02



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



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

MATERIAL LEGEND


1-METAL SIDING


2-WOOD SIDING


3-WOOD


4-CONCRETE

5-ANODIZED ALUM.


6-CABLE RAILING


7-MECH. SCREENING

8-VISION GLASS

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

NORTH ELEVATION

A-302.02



1 ENLARGED SOUTH ELEVATION - ILLUSTRATIVE
1/4" = 1'-0"

MATERIAL LEGEND


1-METAL SIDING


2-WOOD SIDING


3-WOOD


4-CONCRETE

5-ANODIZED ALUM.


6-CABLE RAILING


7-MECH. SCREENING

8-VISION GLASS

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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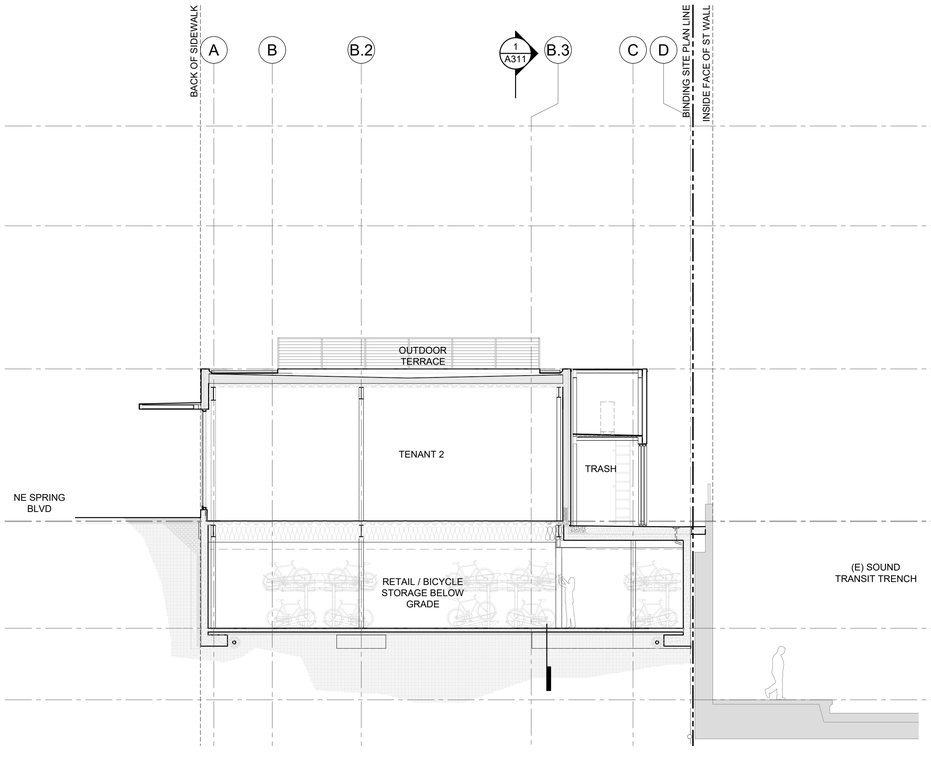
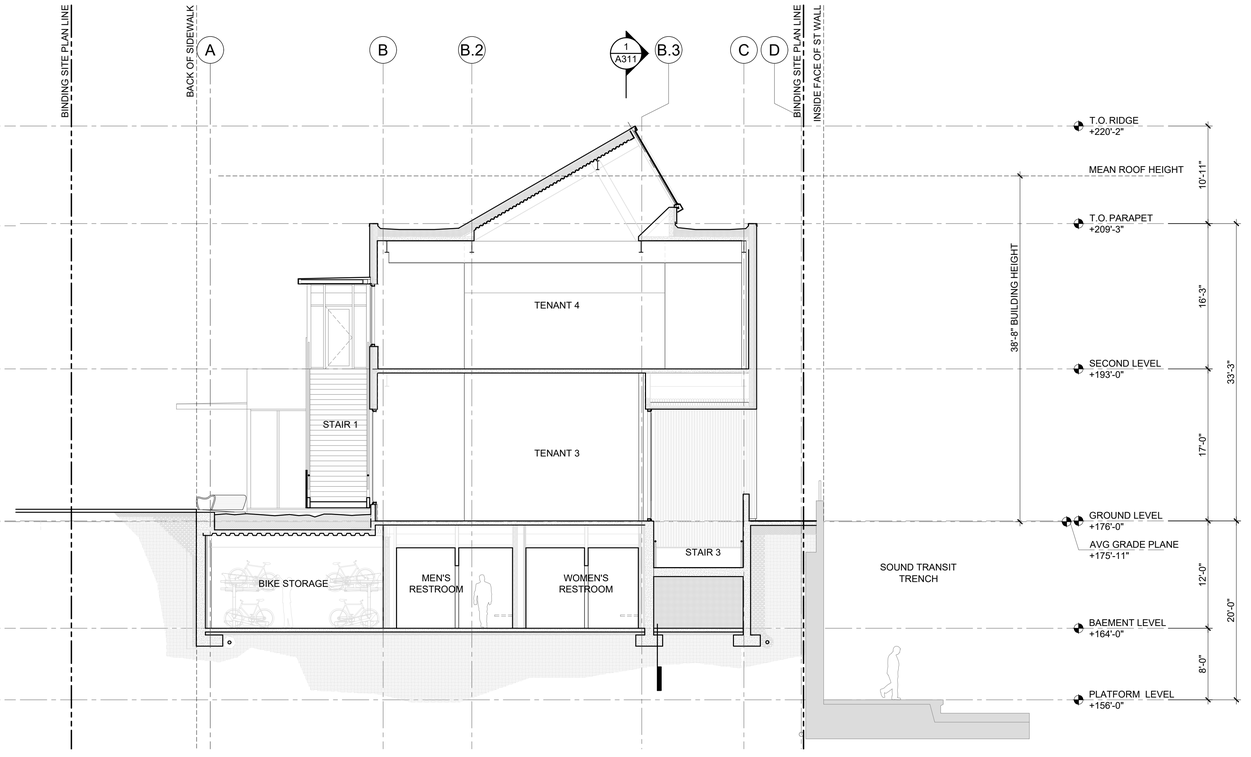
ENLARGED SOUTH ELEVATION - COLORED

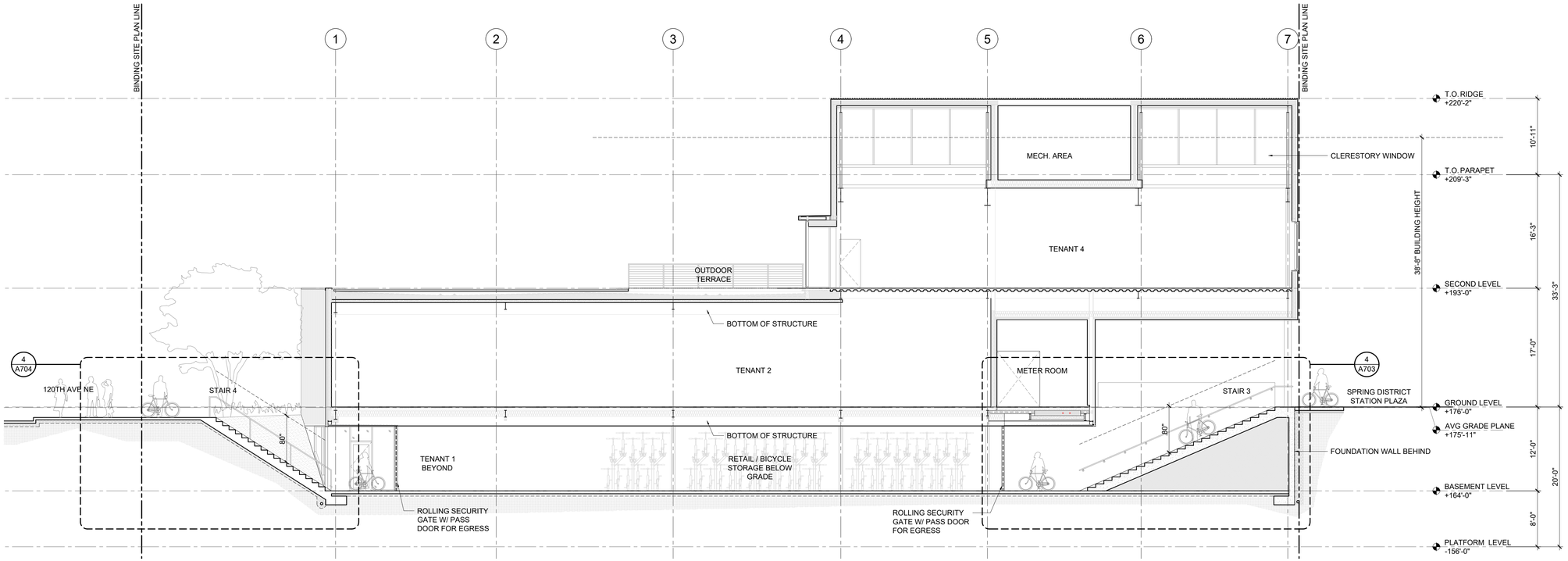
A-305.02



3 BUILDING SECTION
1/8" = 1'-0"



2 BUILDING SECTION
1/8" = 1'-0"



1 TRANSVERSE SECTION
1/8" = 1'-0"

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

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REV NO. 2
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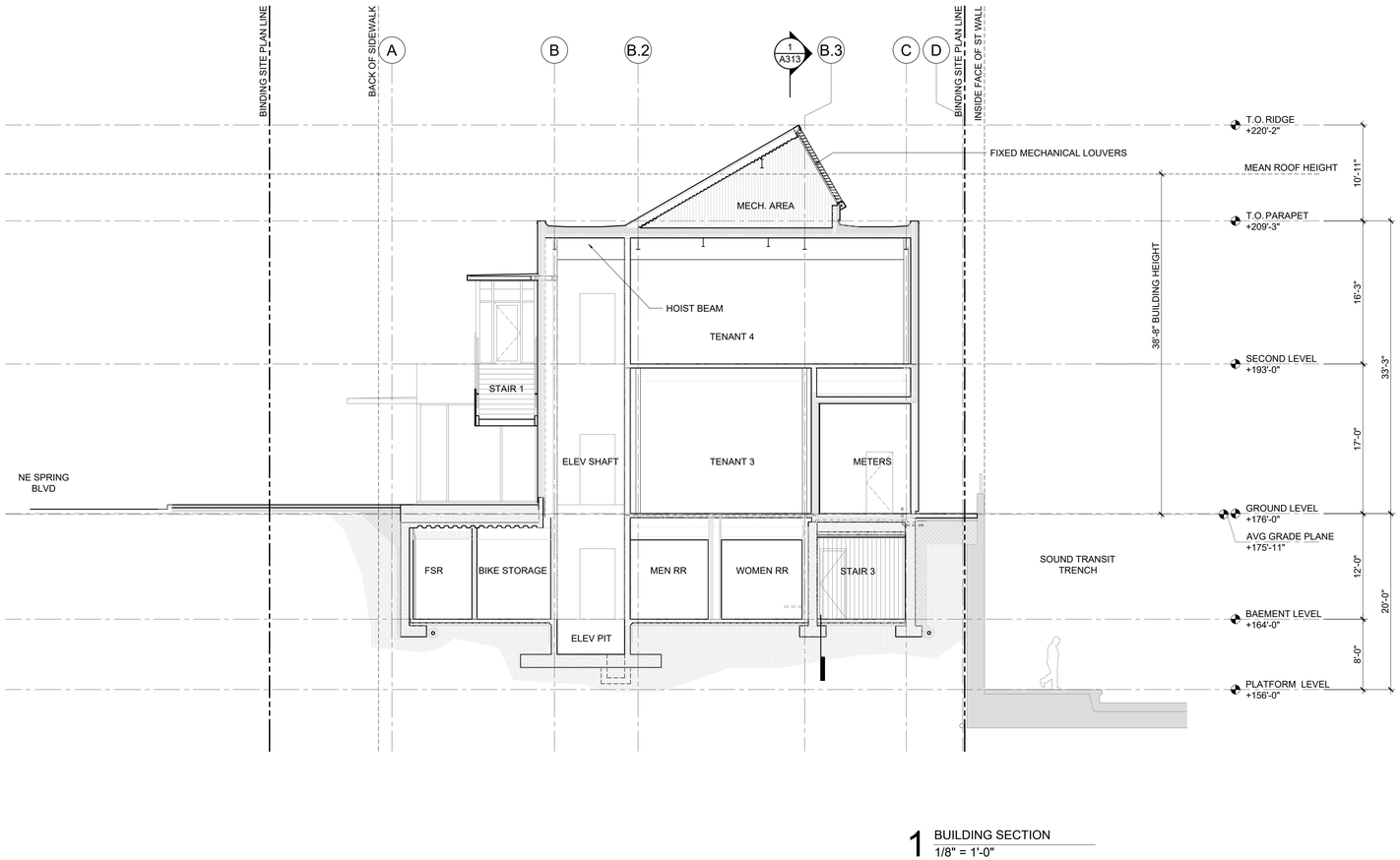
11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

BUILDING SECTIONS

A-311.02



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

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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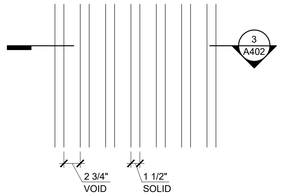
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

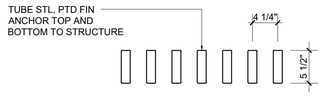
REV NO. 2
10.02.2019

BUILDING SECTIONS

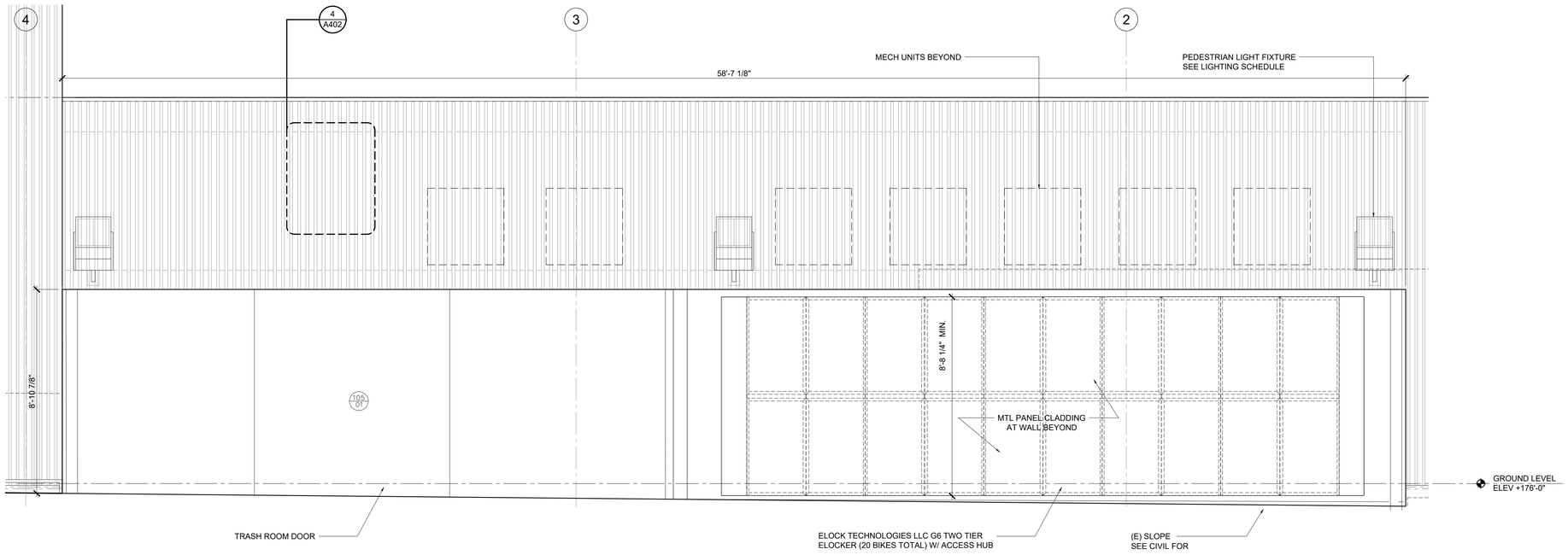
A-312.02



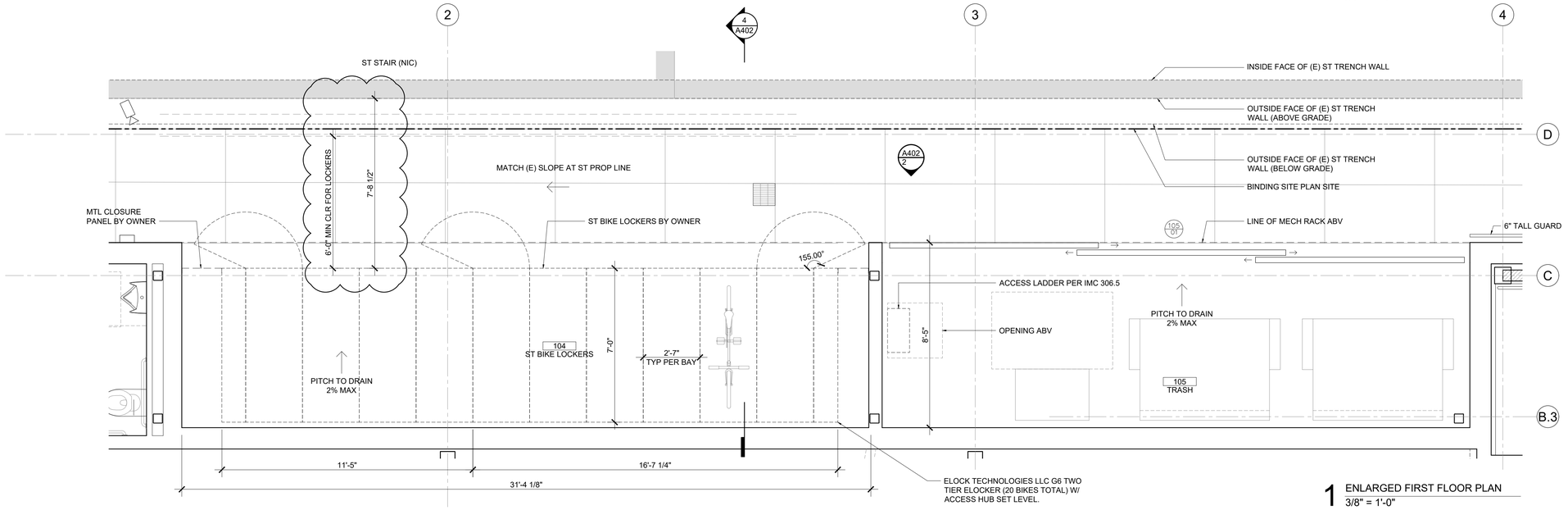
4 MECH SCREEN ELEVATION
1" = 1'-0"



3 MECH SCREEN PLAN
1" = 1'-0"



2 ELEVATION
3/8" = 1'-0"



1 ENLARGED FIRST FLOOR PLAN
3/8" = 1'-0"

THE SPRING DISTRICT

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RETAIL & BIKE PAVILION

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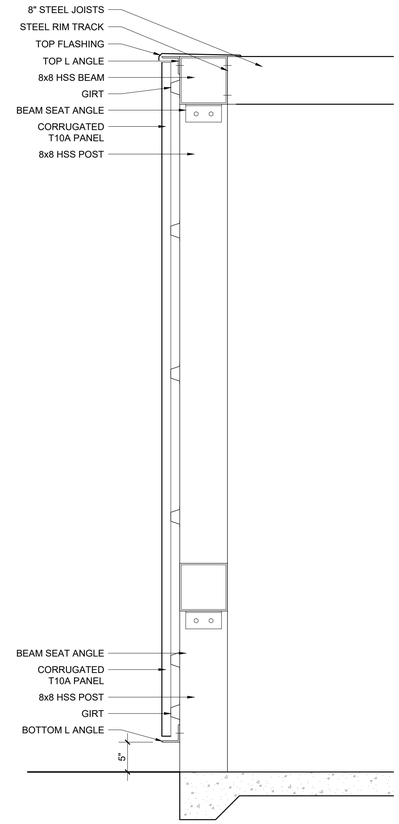
REV NO. 2
10.02.2019

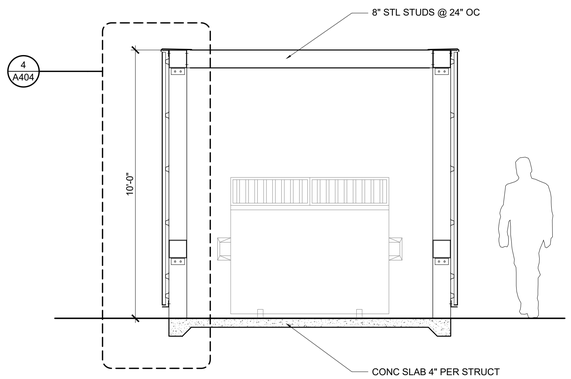
11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

ENLARGED PLANS &
INTERIOR ELEVATIONS

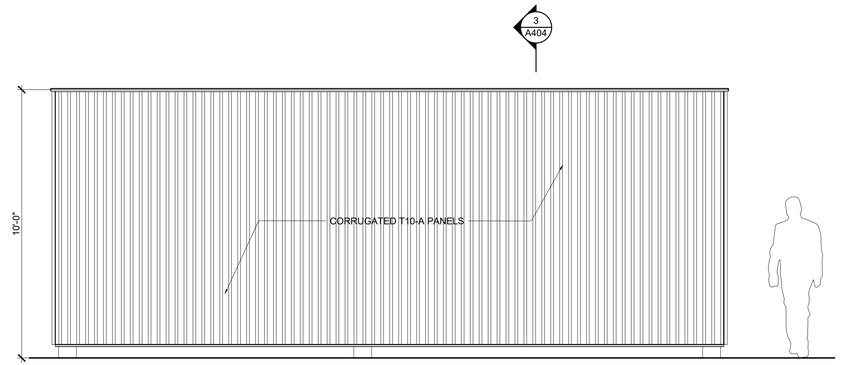
A-402.02



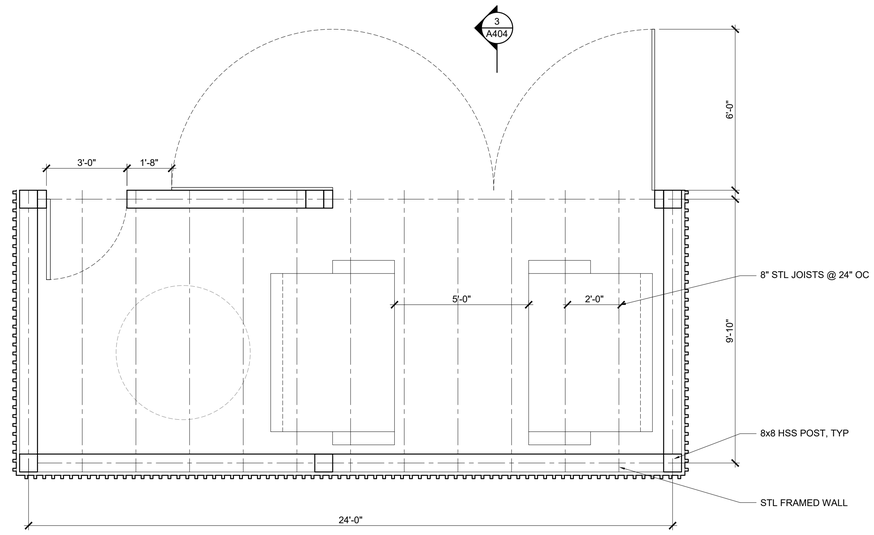
4 ENLARGED TRASH ENCLOSURE ELEVATION
1" = 1'-0"



3 ENLARGED TRASH ENCLOSURE SECTION
3/8" = 1'-0"



2 ENLARGED TRASH ENCLOSURE ELEVATION
3/8" = 1'-0"



1 ENLARGED TRASH ENCLOSURE PLAN
3/8" = 1'-0"

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

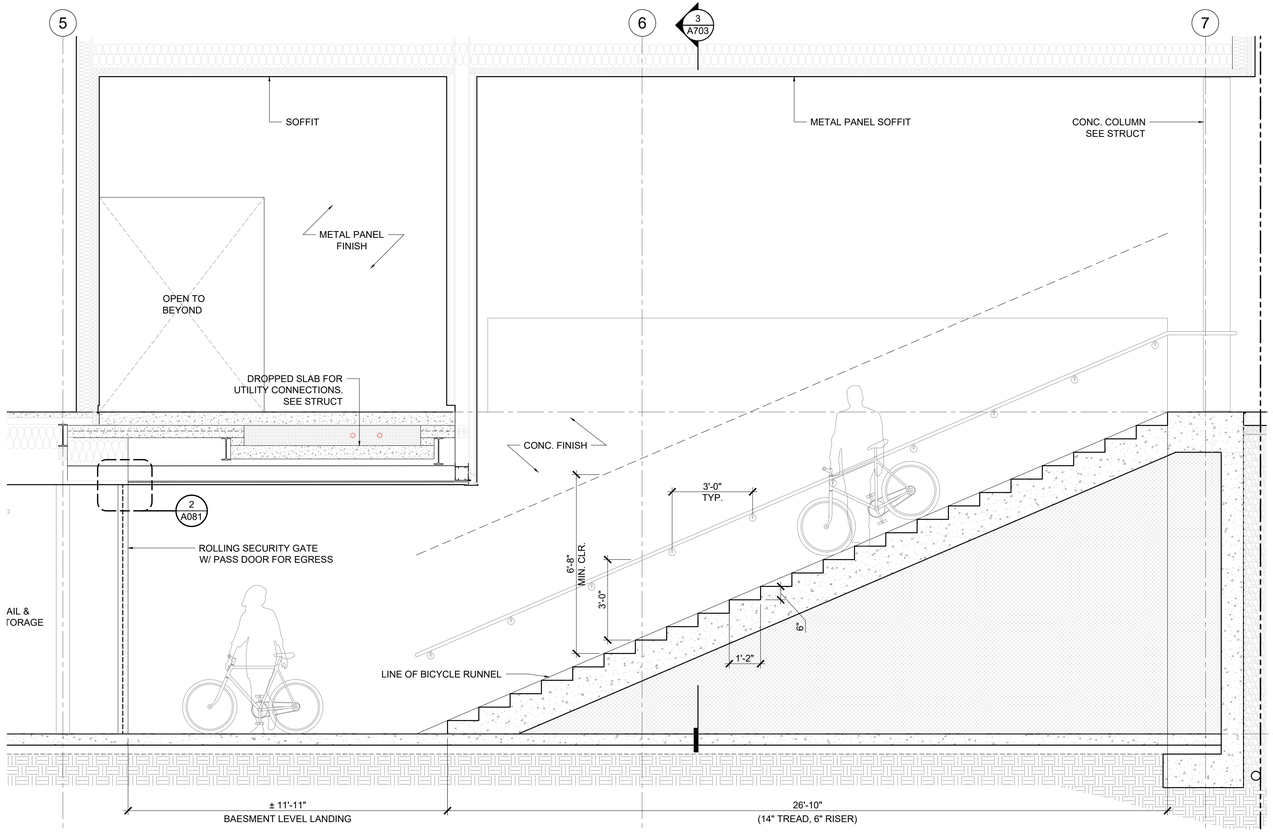
REV NO. 2
10.02.2019

ENLARGED PLANS

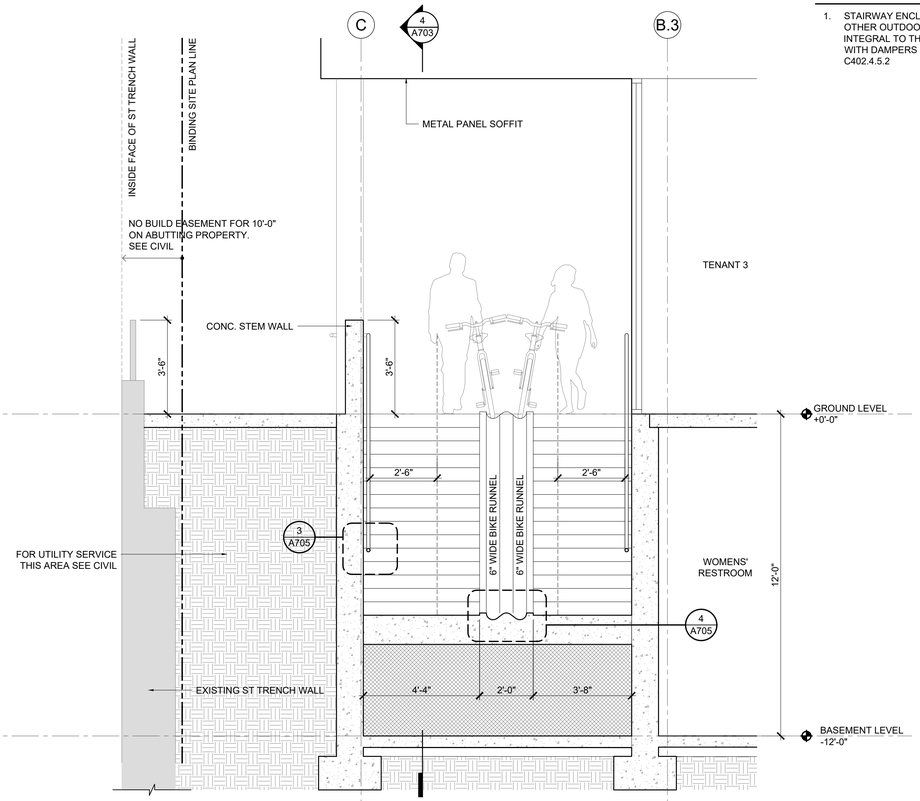
A-404.02

NOTES

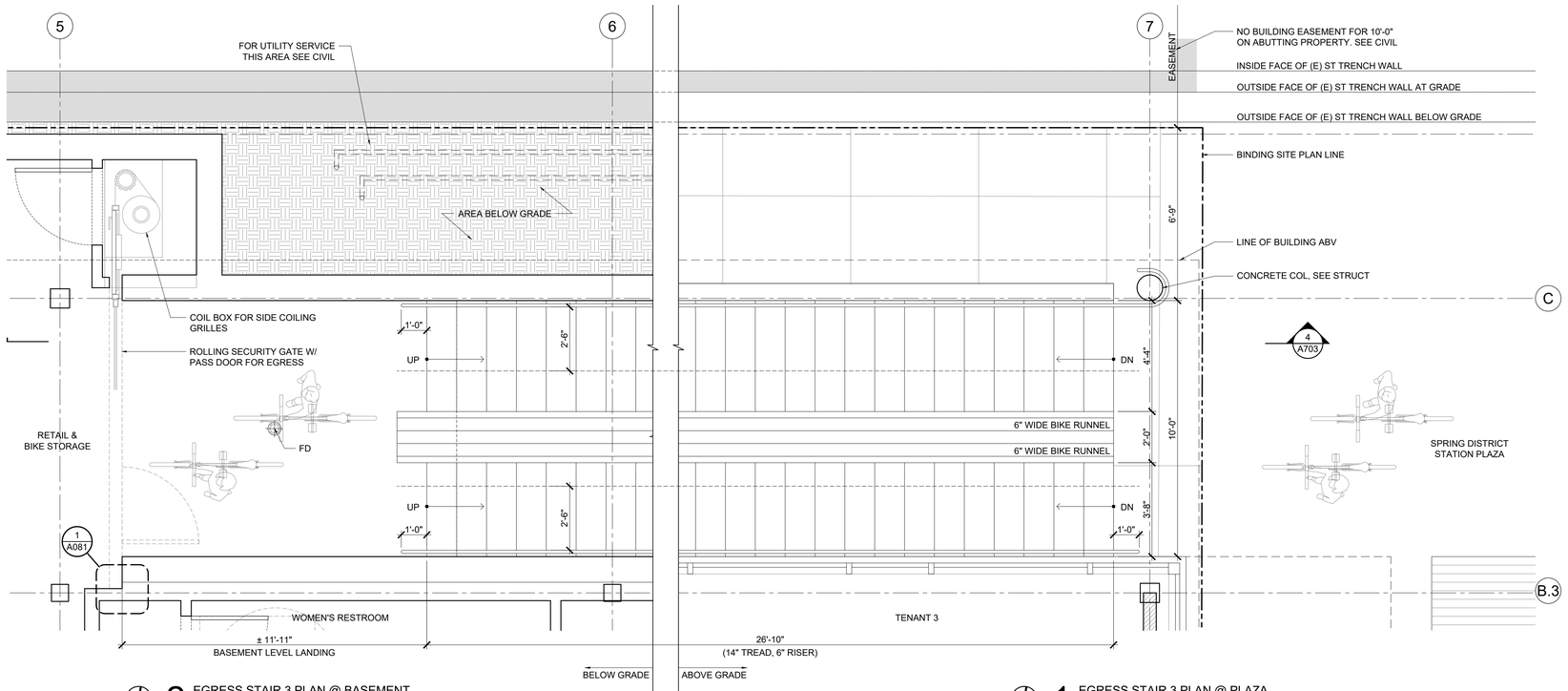
1. STAIRWAY ENCLOSURES AND ELEVATOR SHAFT VENTS AND OTHER OUTDOOR AIR INTAKES AND EXHAUST OPENINGS INTEGRAL TO THE BUILDING ENVELOPE SHALL BE PROVIDED WITH DAMPERS IN ACCORDANCE WITH WSEC C402.4.5.1 AND C402.4.5.2



4 EGRESS STAIR 3 SECTION
3/8" = 1'-0"



3 EGRESS STAIR 3 SECTION
3/8" = 1'-0"



2 EGRESS STAIR 3 PLAN @ BASEMENT
3/8" = 1'-0"

1 EGRESS STAIR 3 PLAN @ PLAZA
3/8" = 1'-0"

THE SPRING DISTRICT

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11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

REV NO. 2

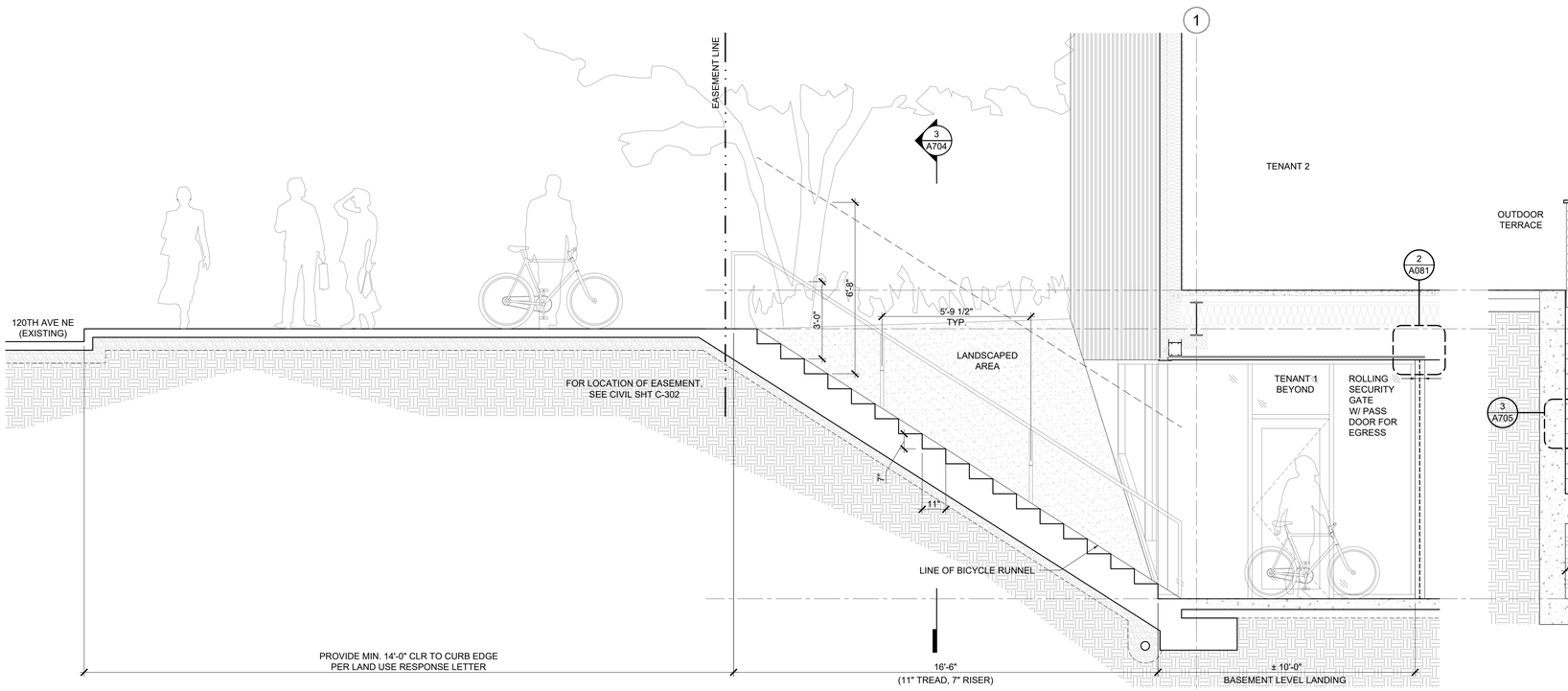
10.02.2019

EGRESS STAIR 3 PLAN & SECTION

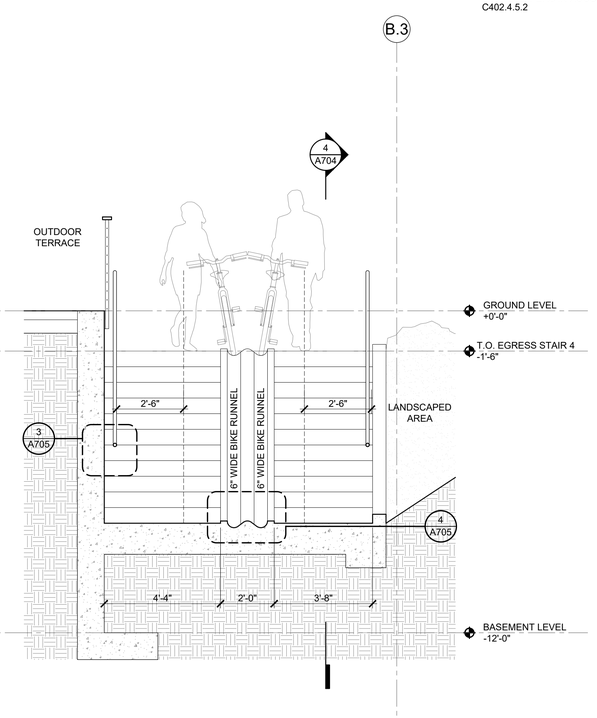
A-703.02

NOTES

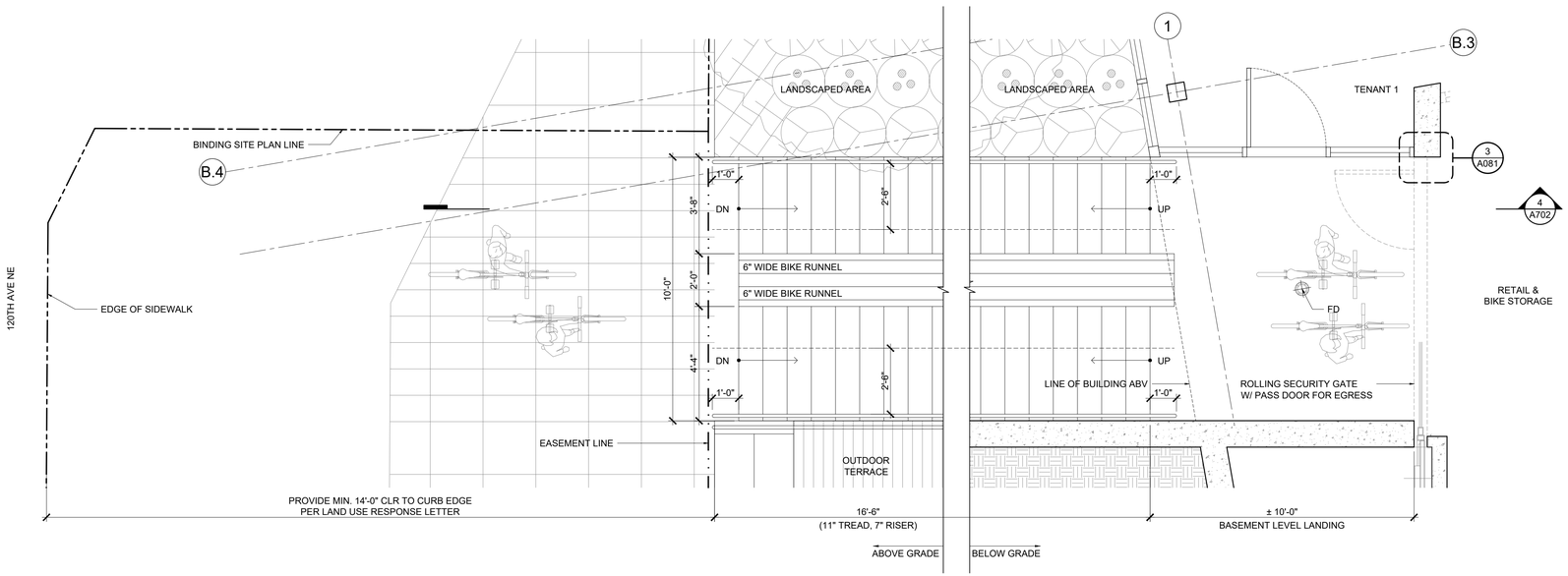
1. STAIRWAY ENCLOSURES AND ELEVATOR SHAFT VENTS AND OTHER OUTDOOR AIR INTAKES AND EXHAUST OPENINGS INTEGRAL TO THE BUILDING ENVELOPE SHALL BE PROVIDED WITH DAMPERS IN ACCORDANCE WITH WSEC C402.4.5.1 AND C402.4.5.2



4 EGRESS STAIR 4 SECTION
3/8" = 1'-0"



3 EGRESS STAIR 4 SECTION
3/8" = 1'-0"



2 EGRESS STAIR 4 PLAN @ STREET
3/8" = 1'-0"

1 EGRESS STAIR 4 PLAN @ BASEMENT
3/8" = 1'-0"

THE SPRING DISTRICT

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RETAIL & BIKE PAVILION

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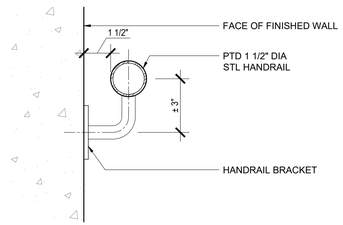
STATE OF WASHINGTON

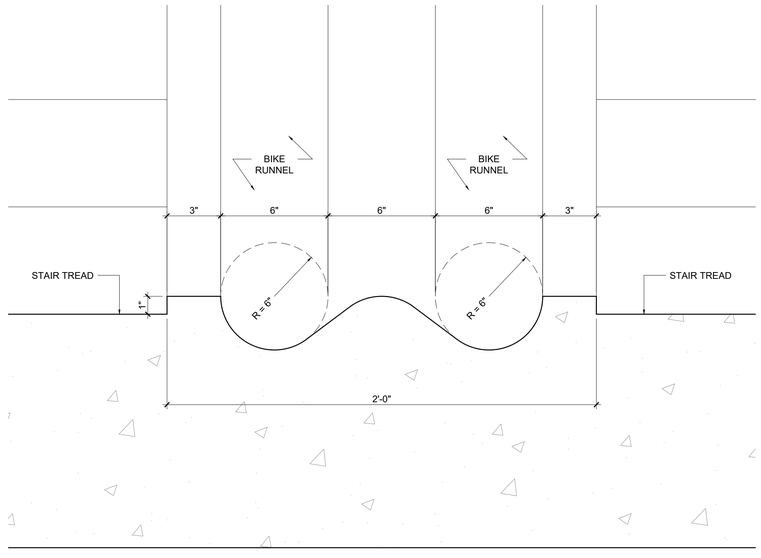
REV NO. 2
10.02.2019

EGRESS STAIR 4
PLAN & SECTION

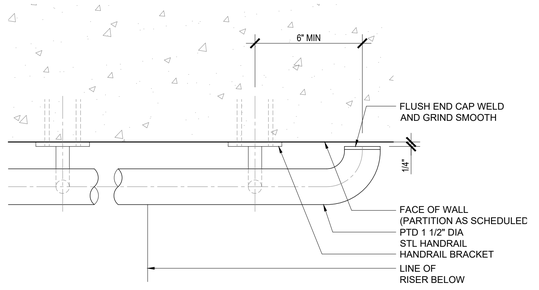
A-704.02



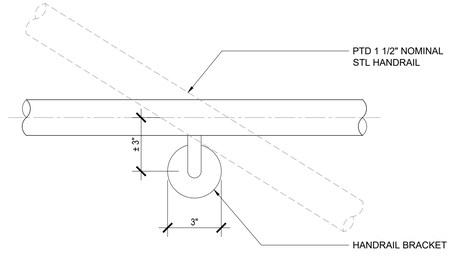
3 STAIR DETAIL
3" = 1'-0"



4 RUNNAL DETAIL
3" = 1'-0"



2 STAIR DETAIL
3" = 1'-0"



1 STAIR DETAIL
3" = 1'-0"

THE SPRING DISTRICT

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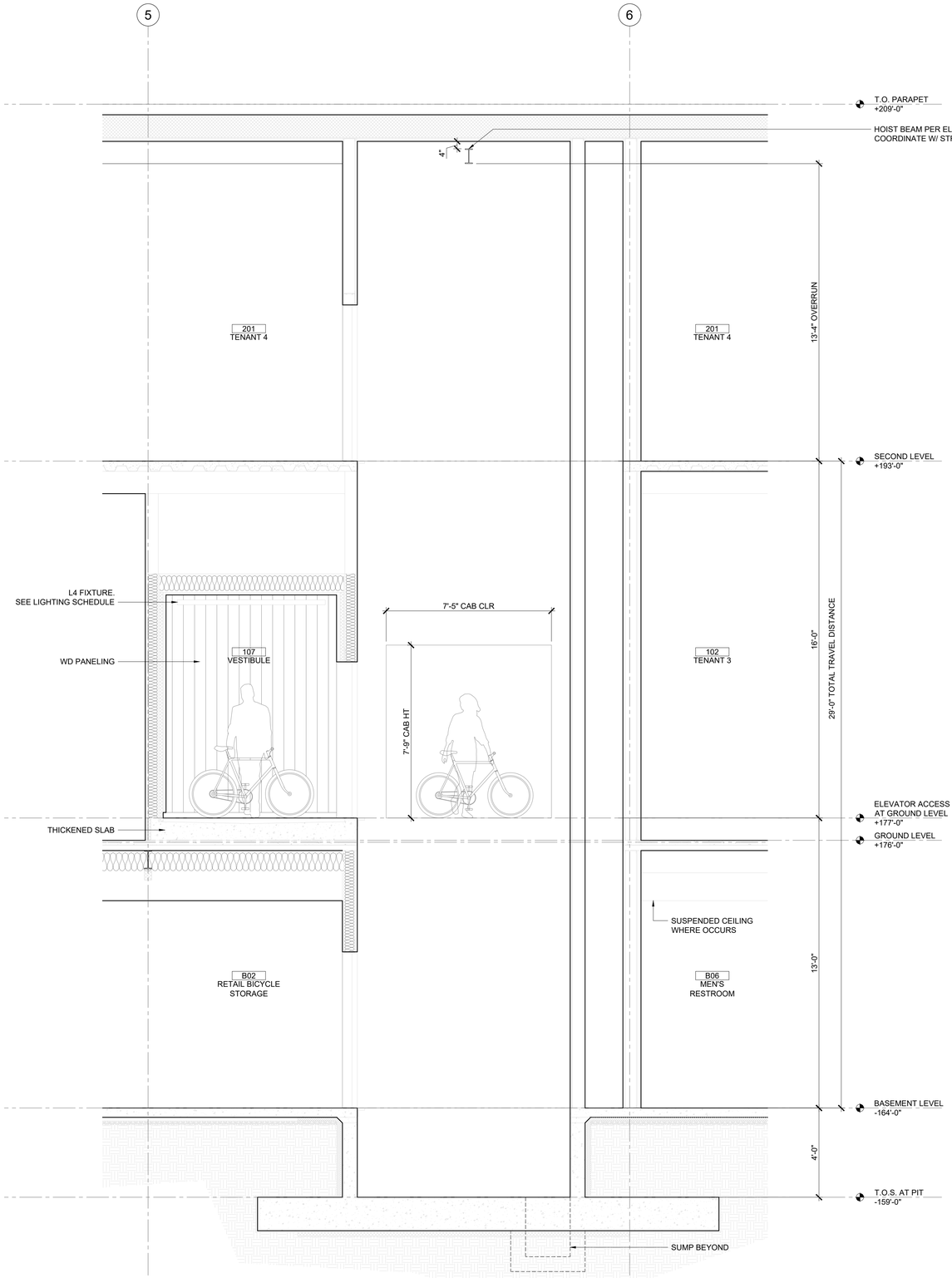
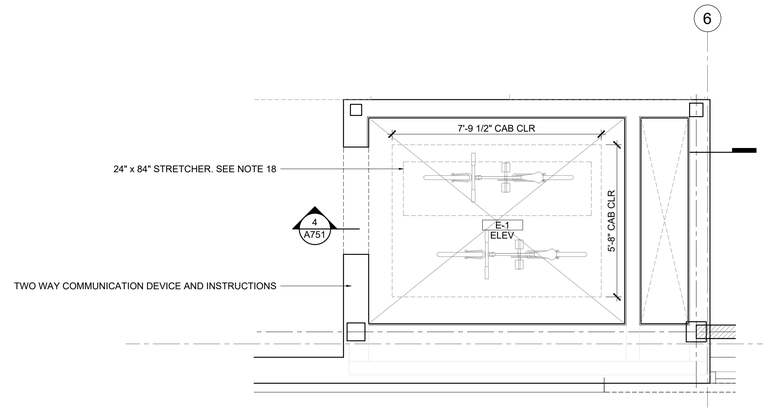
11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

STAIR DETAILS

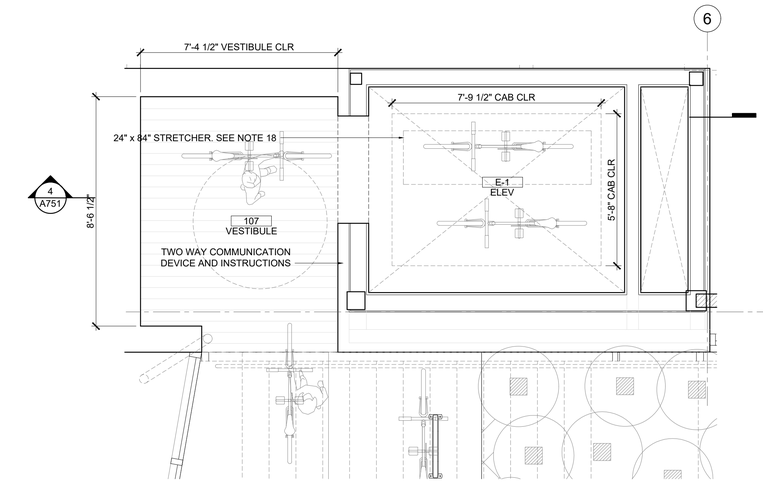
A-705.02



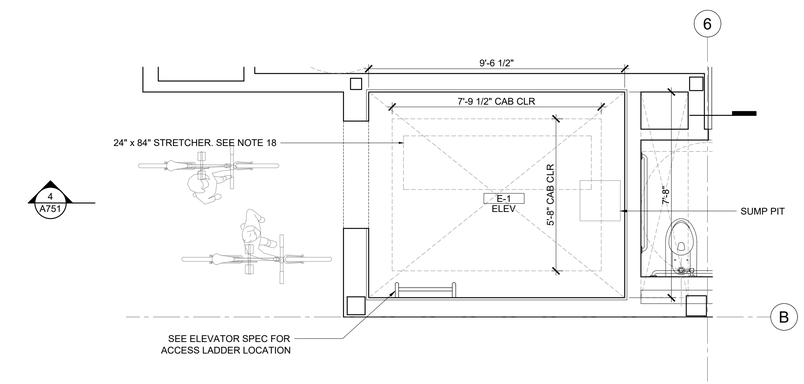
4 ELEVATOR SECTION
3/8" = 1'-0"



3 ELEVATOR PLAN - SECOND LEVEL
3/8" = 1'-0"



2 ELEVATOR PLAN - GROUND LEVEL
3/8" = 1'-0"



1 ELEVATOR PLAN - BASEMENT
3/8" = 1'-0"

ELEVATOR NOTES

1. IBC 3004.4, 3006.6 AND ASME SECTIONS 2.7.2.8. PIPES, DUCTS, CONDUITS AND EQUIPMENT NOT USED FOR THE OPERATION OF THE ELEVATOR ARE PROHIBITED IN THE MACHINE ROOM AND HOISTWAY. PLUMBING AND MECHANICAL SYSTEMS SHALL NOT BE LOCATED IN AN ELEVATOR HOISTWAY ENCLOSURE. EXCEPTION: FLOOR DRAINS, SUMPS AND SUMP PUMPS SHALL BE PERMITTED AT THE BASE OF THE HOISTWAY ENCLOSURE PROVIDED THEY ARE INDIRECTLY CONNECTED TO THE PLUMBING SYSTEM.
2. IBC 3006.1 AN APPROVED MEANS OF ACCESS SHALL BE PROVIDED TO ELEVATOR MACHINE ROOMS AND OVERHEAD MACHINERY SPACES.
3. ASME 2.2.2. WATERPROOF AS NECESSARY TO PREVENT ENTRY OF GROUND WATER.
4. ASME 2.2.4 PROVIDE A PIT LADDER.
5. WA IBC 3006.2 PROVIDE MACHINE ROOM VENTILATION
6. IBC 3004.1, WA IBC 3004.3 PROVIDE HOISTWAY VENTILATION. PROVIDE DAMPERS THAT REMAIN POWERED CLOSED UNTIL ACTIVATED OPEN BY THE FIRE ALARM SYSTEM PANEL. THE DAMPERS SHALL OPEN UPON LOSS OF POWER.
7. COMPLY WITH SEISMIC REQUIREMENTS
8. ASME 2.7.4 PROVIDE 7'-0" CLEAR HEADROOM IN MACHINE ROOM
9. IBC 3001.3 ACCOMMODATE PEOPLE WITH DISABILITIES.
10. ASME 2.4, 3.4 PROVIDE PROPER TO CAR RUNBYS, CLEARANCES AND REFUGE SPACE.
11. ASME 2.1.1.2, 2.11.14 GROUT ALL MASONRY JAMBS AND HEADERS TO RETAIN FIRE RATING OF HOISTWAY. IN OTHER THAN MASONRY, PROVIDE LABELED ENTRANCE ASSEMBLIES INSTALLED AS TESTED.
12. IBC 3002.1, 3002.1.1 ELEVATOR HOISTWAY SHAFTS AND PENETRATIONS SHALL BE PROTECTED AS REQUIRED IN CHAPTER 7.
13. IBC 3004.2 HOISTWAY VENTS SHALL BE LOCATED AT THE TOP OF THE HOISTWAY AND SHALL OPEN EITHER DIRECTLY TO THE OUTER AIR OR THROUGH NONCOMBUSTIBLE DUCTS TO THE OUTER AIR. NONCOMBUSTIBLE DUCTS SHALL BE PERMITTED TO PASS THROUGH THE ELEVATOR MACHINE ROOM, PROVIDED THAT PORTIONS OF THE DUCTS LOCATED OUTSIDE THE HOISTWAY OR MACHINE ROOM ARE ENCLOSED BY CONSTRUCTION HAVING NOT LESS THAN THE FIRE-RESISTANCE RATING REQUIRED FOR THE HOISTWAY.
14. ASME 2.27.1 PROVIDE MEANS OF TWO-WAY CONVERSATION BETWEEN EACH ELEVATOR AND A READILY ACCESSIBLE POINT (MAIN ELEVATORE LOBBY) OUTSIDE THE HOISTWAY.
15. ASME 2.27.1.1.2 THIS STRUCTURE IS CONSDIERED AS UNATTENDED, AND ADDITIONAL EMERGENCY SIGNALING DEVICES SHALL BE PROVIDED (PHONE TO ANSWERING SERVICE.)
16. ASME 2.27.1.1.5 PROVIDE AN EMERGENCY POWER SUPPLY FOR THE DEVICES REQUIRED BY 2.27.1 THE SUPPLY SHALL BE CAPABLE OF OPERATING THE AUDIBLE DEVICE FOR AT LEST ONE HOURS AND THE MEANS OF A TWO-WAY CONVERSATION FOR AT LEAST FOUR HOURS.
17. IBC 3003.3 ALL ELEVATORS SHALL BE EQUIPPED TO OPERATE WITH A STANDARDIZED FIRE SERVICE ELEVATOR KEY IN ACCORDANCE WITH THE INTERNATIONAL FIRE CODE.
18. WA IBC 3002.4 PROVIDE ONE ELEVATOR FOR FIRE DEPARTMENT EMERGENCY ACCESS TO ALL FLOORS. THE ELEVATOR CAR SHALL BE OF SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24 INCHES BY 84 INCHES WITH NOT LESS THAN 5-INCH (127 MM) RADIUS CORNERS, IN THE HORIZONTAL, OPEN POSITION AND SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL FOR EMERGENCY MEDICAL SERVICES (STAR OF LIFE). THE SYMBOL SHALL NOT BE LESS THAN 3 INCHES (76 MM) IN HEIGHT AND SHALL BE PLACED INSIDE ON BOTH SIDES OF THE HOISTWAY DOOR FRAME.
19. IBC 1007.4 A LEGALLY REQUIRED STANDBY POWER SYSTEM SHALL BE PROVIDED FOR OPERATION OF THE ELEVATOR, THE SHUNT TRIP AND THE ELEVATOR CAR LIGHTING IN ACCORDANCE WITH CHAPTER 27 AND THE WASHINGTON ENERGY CODE.
20. EACH CONVEYANCE REQUIRES A SEPARATE PERMIT WITH DETAILED INSTALLATION PLANS AND SHALL BE INSTALLED BY A WASHINGTON STATE LICENSED CONTRACTOR

1009.8.1 SYSTEM REQUIREMENTS

21. TWO-WAY COMMUNICATION BETWEEN EACH REQUIRED LOCATION AND THE FIRE CONTROL CENTER OR A CENTRAL POINT APPROVED BY THE FIRE DEPARTMENT.
22. WHERE THE CENTRAL CONTROL POINT IS NOT A CONSTANTLY ATTENDED LOCATION, TWO-WAY COMMUNICATION SYSTEM SHALL HAVE A TIMED AUTOMATIC TELEPHONE DIAL-OUT CAPABILITY TO A MONITORING LOCATION OR 9-1-1.
23. TWO-WAY COMMUNICATION SYSTEM SHALL INCLUDE BOTH AUDIBLE AND VISUAL SIGNALS

1009.8.2 DIRECTIONS

24. DIRECTIONS FOR THE USE OF THE SYSTEM, INSTRUCTIONS FOR SUMMONING ASSISTANCE VIA TWO-WAY COMMUNICATION SYSTEM AND WRITTEN IDENTIFICATION OF THE LOCATION SHALL BE POSTED ADJACENT TO THE TWO-WAY COMMUNICATION DEVICES.
25. SIGNAGE SHALL COMPLY WITH ICC A117.1 REQUIREMENTS FOR VISUAL CHARACTERS
26. AUDIBLE AND VISUAL ALARMS TO BE PROVIDED WITH MANUAL OVERRIDE, VOICE MESSAGING CAPABILITY AND EMERGENCY POWER TO COMPLY WITH IBC 907.5.2 & 907.5.3.

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

12040 NE SPRING BLVD, BELLEVUE, WA 98005; PARCEL # 0671000060
OWNED BY THE **WR-SRI 120th LLC**
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

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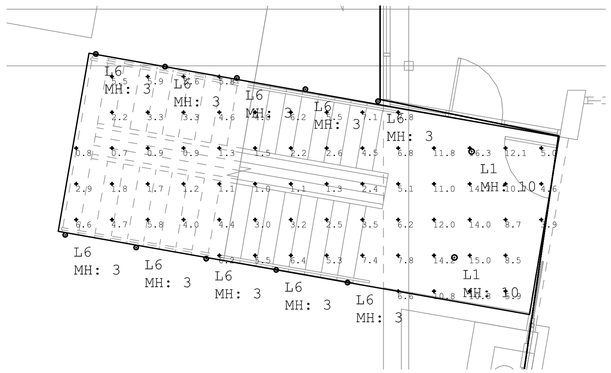
11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

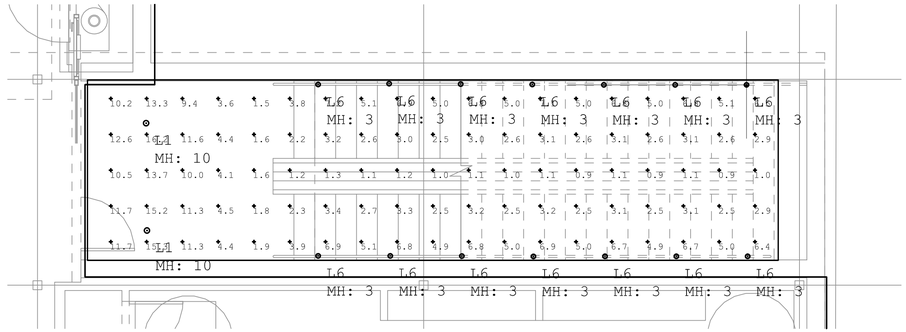
REV NO. 2
10.02.2019

ELEVATOR PLANS & SECTIONS

A-751.02







Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
stair 1 Plan	Illuminance	Fc	4.95	16.2	0.9	5.50	18.00
stair Planar	Illuminance	Fc	5.71	16.3	0.7	8.16	23.29

Luminaire Schedule					
Symbol	Qty	Label	Total Lamp Lumens	LLF	Description
⊙	24	L6	N.A.	0.800	ALPHABET 750-3-3
⊙	4	L1	N.A.	0.800	NI-80501-W-W30 Rev_2

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

THE SPRING DISTRICT

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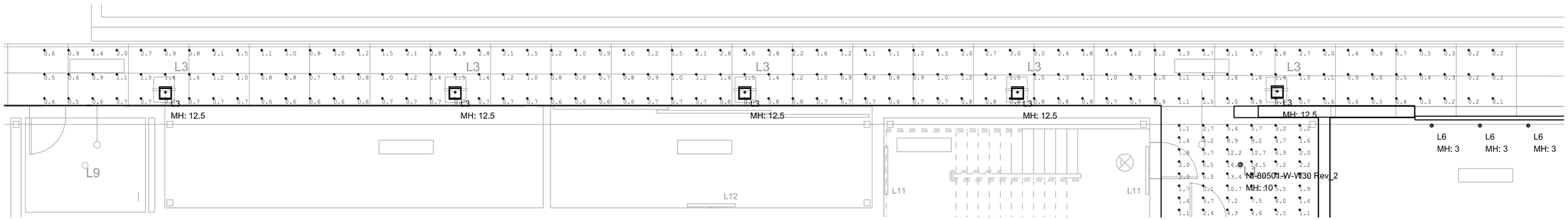
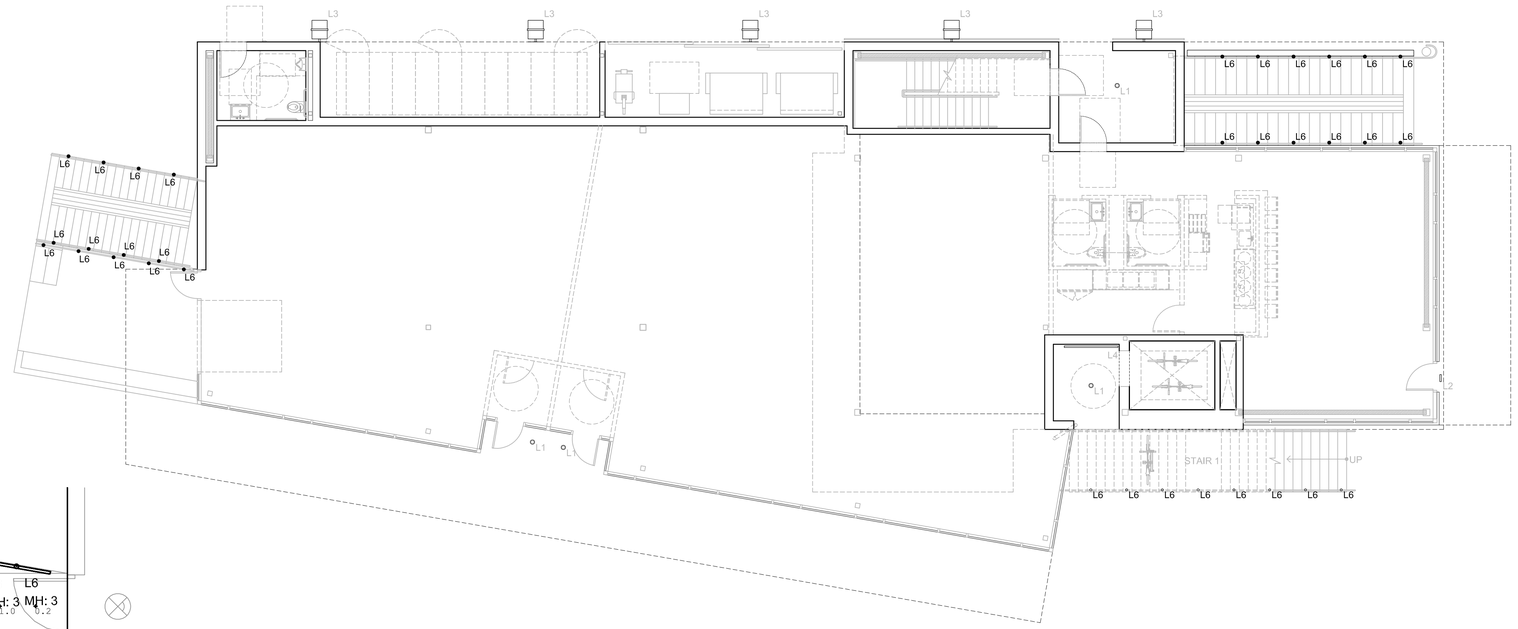
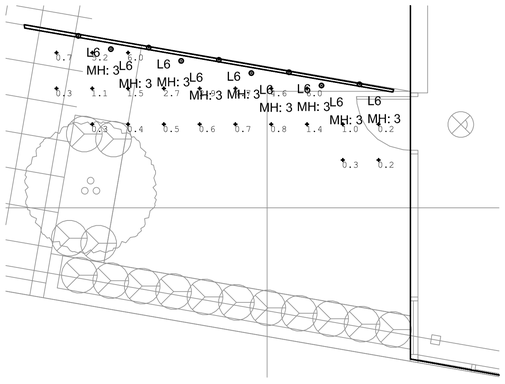
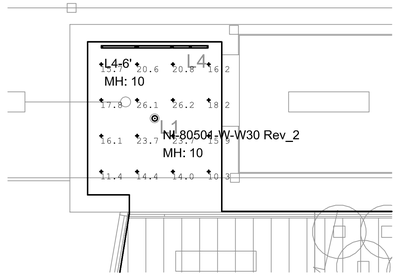
LIGHTING PLAN- BASEMENT

EL-101.02









Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALLY	Illuminance	Fc	1.14	3.0	0.1	11.40	30.00
elevator alcove	Illuminance	Fc	18.19	26.2	10.3	1.77	2.54
exit door- plaza	Illuminance	Fc	6.85	8.1	5.8	1.18	1.40
exit door- sidewalk	Illuminance	Fc	10.32	16.0	3.3	3.13	4.85
meters	Illuminance	Fc	5.38	14.5	1.1	4.89	13.18
OUTDOOR TERRACE	Illuminance	Fc	1.91	6.0	0.2	9.55	30.00

Luminaire Schedule					
Symbol	Qty	Label	Total Lamp Lumens	LLF	Description
⊙	32	L6	N.A.	0.900	ALPHABET 750-3-3
—	1	L4-6'	N.A.	0.900	LUMENPULSE LCS2 HO-120-72-30K-FR-XX-XX
▣	5	L3	N.A.	0.850	
⊙	4	NI-80501-W-W	N.A.	0.800	NI-80501-W-W30 Rev_2
▬	1	BSW225-4-35_	N.A.	0.404	BSW225-4-35-RD-R-SM-SN-AW

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

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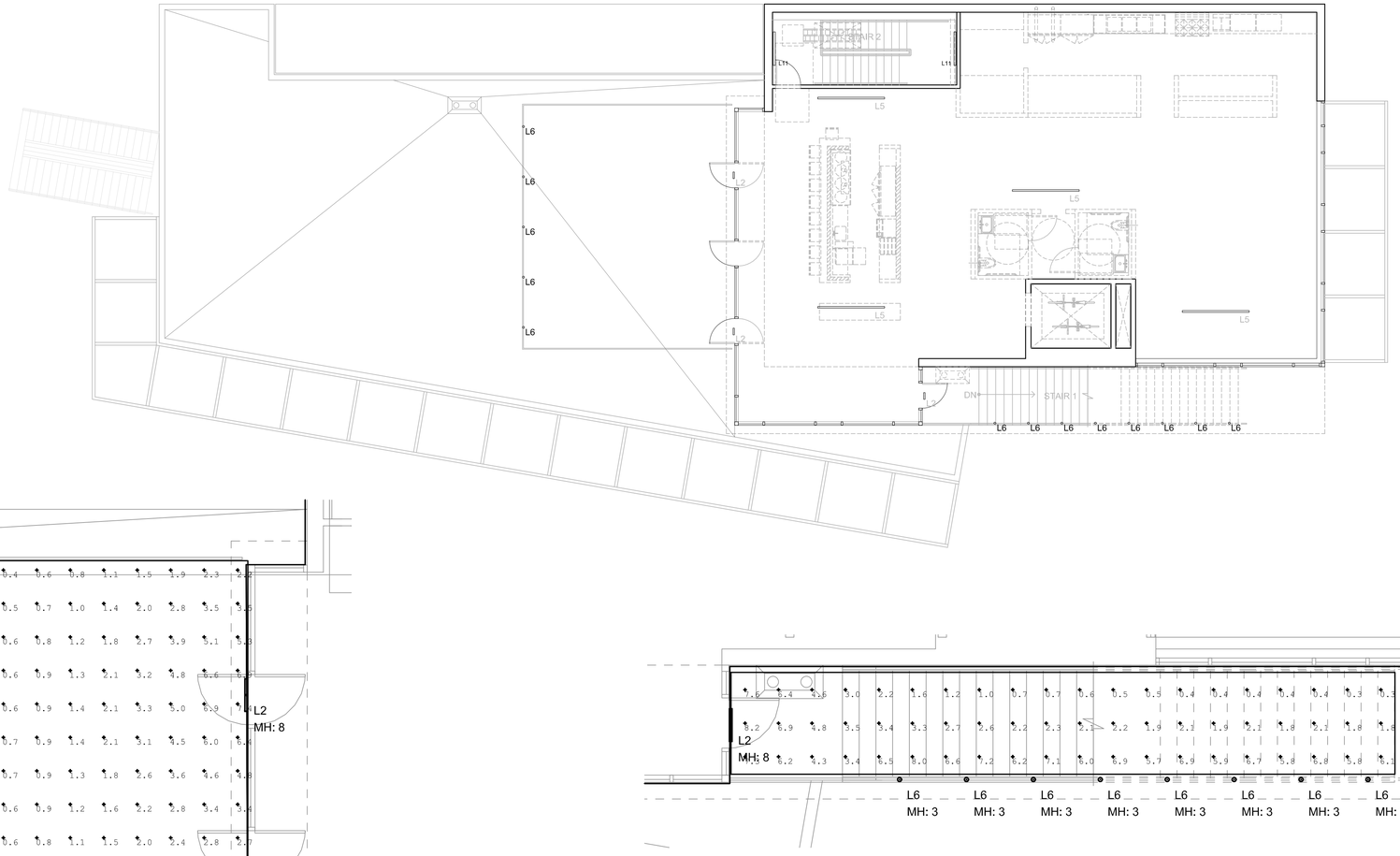
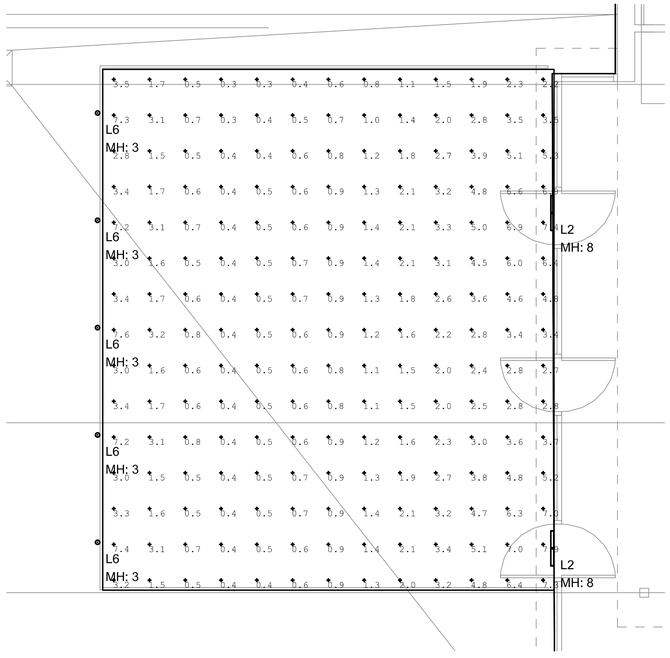
LIGHTING PLAN- LEVEL 1

EL-102.02





Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
stairs_Planar	Illuminance	Fc	3.64	8.2	0.3	12.13	27.33
terrace_Planar	Illuminance	Fc	2.22	7.9	0.3	7.40	26.33

Luminaire Schedule					
Symbol	Qty	Label	Total Lamp Lumens	LLF	Description
	13	L6	N.A.	0.900	ALPHABET 750-3-3
	3	L2	N.A.	0.404	BSW225-4-35-RD-R-SM-SN-AW

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LIGHTING PLAN- LEVEL 2

EL-103.02

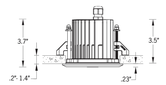
L1

UNI-80503
Nikon 1

LIGMAN LIGHTING USA



11w LED 753 Lumens
IP65 - Suitable For Wet Locations
IK08 - Impact Resistant (Vandal Resistant)
Weight 1.1 lbs (A) 1.5 lbs (S)





Ceiling Cut ø4.17"

Nikon Product Family



UNI-80521 [7.8"] | UNI-80511 [4.7"] | UNI-80531 [7.8"]

Construction

Aluminum Casting
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - U0 - G0

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C.
This process ensures that Ligman products can withstand harsh environments.
Rated for use in natatoriums.

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Ceiling-recessed exterior downlights. Modern, clean and powerful downlighting family providing the best resilient under-canopy solutions in the marketplace.

A compact recessed exterior downlight with a round or square front frame design. Options of stainless steel or powder coated aluminum front frame. The luminaires are designed for use in interior and exterior applications. This fixture is totally waterproof. This means that the fixture can be exposed to the elements from above as well as below.

This luminaire is manufactured with integrated heat sinks that provides exceptional cooling and heat dissipation ensuring long LED life.

This fixture can also be provided with a concrete pour box for casting into concrete slabs, please see opions below.

Power is provided to the luminaire through a single PG9 watertight cable gland and 4ft of Outdoor Submersible #18/3 SOOW 600V power cable. Remote mounted transformer. Includes A80191 driver enclosure box.

All Ligman fixtures can be manufactured using a special pre-treatment and coating process that ensures the fixture can be installed in natatoriums as well as environments with high concentrations of chlorine or salt and still maintain the 5 year warranty. For this natatorium rated process please specify NAT in options. Not suitable for saunas and steamrooms.

Additional Options (Consult Factory For Pricing)



RT Rough in Tray | CPB Concrete Pour Box | HCL Honeycomb Louvre



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information.
Due to the continual improvements in LED technology data and components may change without notice.

L2

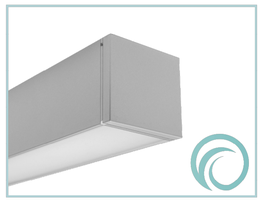
BSW225 | FATHOM

WET LOCATION FOR OUTDOOR APPLICATIONS

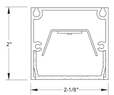
bartco VISIONS BROUGHT TO LIGHT™

2-1/8" wide rectilinear LED luminaire for outdoor locations and remote driver operation

Project: _____ Type: _____



SECTION



FEATURES

The BSW225 is a linear LED luminaire for outdoor applications. The surface mount 2-1/8" wide by 2" tall extrusion is fitted with a flush, frosted lens and machined aluminum end caps. Each fixture is paired with a remote mounted, wet location 0-10V dimming or non-dimming driver and housing.

SPECIFICATIONS

Fixture constructed of an extruded aluminum housing, extruded, frosted acrylic lens and machined aluminum end caps

Standard finishes as shown below

Available for surface mounting in nominal lengths of 2'-8' single fixtures and continuous runs

Fixtures wired with 10' low voltage leads and provided with a Ø7/8 hole for back feeding

Included remote 120-277V wet location driver offered with 0-10V dimming or non-dim and surface mount aluminum enclosure

Standard outputs are 340, 680 and 895 lumens per foot

LEDs available in 2700K, 3000K, 3500K and 4000K, within a 3 step MacAdam ellipse, all with 80+ CRI typical

Life: 50,000 hours L_{70}

Limited five year warranty

UL and C-UL listed for wet locations

PERFORMANCE

NOMINAL LENGTH	OUTPUT	LUMENS/ft.	WATTS/ft.	LUMINAIRE LUMENS	EFFICACY (LPW)
4'	L: low	340	4.0	1362	85
	R: regular	680	8.0	2723	85
	H: high	895	10.5	3574	85

Note: All data reflects fixtures with 3500K LEDs

c UL us LISTED | Made in USA

BSW225 - ___ - ___ - ___ - ___ - ___ - ___ - ___ - ___

NOMINAL FIXTURE LENGTH*
2: 24-5/8"
3: 36-5/8"
4: 48-5/8"
5: 60-5/8"
6: 72-5/8"
7: 84-5/8"
8: 96-5/8"

CORRELATED COLOR TEMPERATURE
27: 2700K - 80+ CRI
30: 3000K - 80+ CRI
35: 3500K - 80+ CRI
40: 4000K - 80+ CRI

DRIVER
[remote]
RN: non-dimming
RD: 0-10V dimming, 5%

LIGHT OUTPUT (lumens per foot)
L: low - 340
R: regular - 680
H: high - 895

MOUNT
SM: surface mount

RUN CONFIGURATION
SN: single
ST: starter
AD: adder
TR: terminator

FINISH
AW: architectural white (semi-matte)
WH: white (semi-gloss)
BL: black (semi-matte)
MB: matte black
ESS: environmental satin silver
BZ: bronze
PR: primer
CF: consult factory for custom finish

Note: Each fixture includes a remote driver matched for fixture length and light output.
* Actual dimension dependent on run configuration

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L3

.hess

CAMPO 460 LED Specification

CAMPO's cast aluminum sail with heavy cast ribs and finned lower housing combine to form a distinctive high-tech indirect lighting system. Optical system of highly specular aluminum collects and redirects light output onto special sail reflector of precision diffuse ribbed material designed to soften and spread illumination. Sail is adjustable via precision-machined aluminum knobs to 15° / 30° / 45° and 60°. Steel wall bracket is hot-dip galvanized prior to being finished in finely textured paint. All hardware is stainless steel.



Model	Lamp	Color Temperature	Volt	Mounting	Finish	Option
CA460	LED - Standard output	WW -3000K	UNV - 120-277V	W - Wall Mount	SG - Silver Grey	DIM - 0-10vDC Dimming
	HP/LED - High output	NW - 4000K			DG - Dark Grey	N - None
					GG - Graphite Grey	
					BLK - Matte Black	
					BRZ - Dark Bronze	
					CC - Custom Color	

Ordering Information

CA460			**UNV**	**W**		

Specifications are subject to change without notification

HessAmerica › Products › Lighting Products › Wall Mounted Luminaires › CAMPO
https://www.hessamerica.com/Products/Lighting/Wall_Mounted_Luminaires/CAMPO_/

L4

Specification Sheet

lumencove® 2.0
WHITE & STATIC COLORS

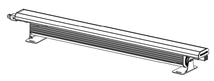
Client _____ **Project name** _____

Order# _____ **Type** _____ **Qty** _____

FEATURES AND BENEFITS

Physical :

- Low copper content extruded aluminum housing
- Available in 1', 2', 3', 4' or 8' sections
- Electro-statically applied polyester powder coat finish
- Tool-less LED frame adjustable mechanism, +/- 90° tilt angle
- Low profile design
- White standard finish
- Extruded polycarbonate lens, clear or frosted
- Indoor applications, dry location only



cULus CE RoHS

lumenTalk EcoSystem Enabled

Performance :

- Binning within a 2 step MacAdam ellipse
- 2200K, 2700K, 3000K, 3500K, 4000K, Red, Green, Blue static colors available
- CRI value: 78+
- Available in Regular Output or High Output versions
- Lumen maintenance: 80,000 hrs [L70 @ 25°C]
- Lumen maintenance: 60,000 hrs [L70 @ 50°C]
- Lumen measurements comply with LM - 79 - 08 standard
- Resolution per foot or per fixture (configured with LumenID V3 software & DMX/RDM)
- Operating temperatures: -25° C to 50° C (-13F to 122F)

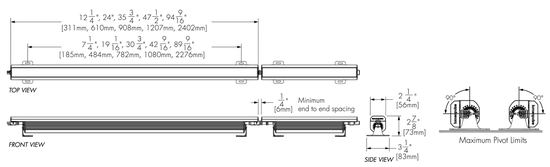
Performance summary
Based on 4ft fixture, clear lens*

CCT	Delivered Output RO [lm]	Delivered Output HO [lm]
2200K	1,518**	2,530**
2700K	1,920	3,445
3000K	1,965	3,504
3500K	1,922	3,517
4000K	1,806	3,459

Photometric performance is measured in compliance with IESNA LM-79-08.
*Tested lens option delivered output ratio = ±0.75.
**Estimated. Consult Lumenpulse website for the latest IES and EIR files.

Electrical :

- Line voltage luminaire for 100 to 277V (neutral connection required)
- Power and data in 1 cable (#16-5), white cable and connector standard, end-to-end standard configuration, no jumper cable needed
- Thumb latch connectors, breakable under load
- 5W/ft - RO version, 12W/ft - HO version
- Dimming options: lumentalk, 0-10 volt, DALI, Lutron® EcoSystem® or DMX/RDM enabled



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J4G 2H9 F. 514.937.6289
info@lumenpulse.com **www.lumenpulse.com**

5-year limited warranty.

Consult www.lumenpulse.com for our complete Standard Terms and Conditions of Sales.

lumenpulse™

Lumenpulse Group Inc. reserves the right to make changes to this product at any time without prior notice and such changes shall be effective immediately.

2017.11.08
MG - R12

L6

ALPHABET LED's Brands

Alphabet By Ledra Brands | 15774 Gateway Circle Tustin, CA 92780 | PH: 714.259.9959 FAX: 714.259.9969 | www.alphabetlighting.com

Job Name: | Contact:

Ordering Code: | Fixture Type:

ZETA750





Description

The ZETA750 Series Puck is the most flexible and vandal resistant LED handrail lighting module on the market, offering unrivalled uniformity and photometric performance. Designed with the specifier in mind, it accommodates a wide range of options of beam distribution for a clean design.

The pucks can be installed in new handrail or retrofitted into existing handrail, flat or oval metallic structures and surfaces. Powerful yet small and unobtrusive, makes the Handrail Puck ideal for incorporation into street sculptures, illuminating artwork or to wash walls with clean, white LED light.

The ZETA750 is engineered of electroplated 316 stainless steel. Other custom materials are available including aluminum, brass, and super-duplex stainless steel (which offers exceptional corrosion resistance), as well as custom painted finishes. Please consult factory for these custom options.

At standard handrail height the pucks provide 11 foot-candles at the surface below. They are offered with wide, narrow, and asymmetric beam patterns. ETL wet rated for outdoor applications. For round handrail, the LED pucks are field installed with use of the ZETA750 series Drill Tool Kit. For flat surfaces, the installer may use their own drill bits and threading taps. Please refer to the installation instructions.

Housing

Extremely durable 316 stainless steel marine grade housing, with 3.5" (90mm) 20AWG wire leads. Choice of Thin Wall (recommended for ease of installation), or Heavy Wall. Curved face or flat face options available in three different beam patters 60°, 90° asymmetric, and 120°.

Mounting

Type of Surface- Install in metallic surface only for proper thermal dissipation. Luminaire is for use in non-insulated recessed surfaces.
Fits Railing size - Ø38.0mm, 1.496in to 100.0mm, 3.937in.
Thin Wall Puck minimum wall thickness - 1.5mm, 0.059in.
Heavy Wall Puck minimum wall thickness - 2.5mm, 0.980in.
Minimum distance between lights - 101.6mm, 4.000inches (center to center). Max 16 lights may be connected in series.

Electrical / Led Driver

- 3VDC, 500mA, 1.5W (Remote Driver Required)

Listings

- ETLus Listed to UL2108 (suitable for wet locations)
- cETL Listed to CSA C22.2 #250.0
- Impact tested to IK10 (EN62262)
- IP66 rated
- ADA Compliant when using handrail diameter 31.75mm (1.25") to 38.1mm (1.5") O.D.

LED Performance

LED:	Cree XPG
DUV:	.001
CCT:	2700k, 3000k, 4000k, 5000k
CRI:	>80
Life:	90% at 51k hrs based on LM-80 testing
Warranty:	5 year limited warranty

*At 5000K CRI >70

Lumens	CCT
104 lm	2700k
111 lm	3000k
119 lm	4000k
127 lm	5000k

Ordering Codes

Follow the steps to specify your fixture, example: **750 - 4 - 2 - 1 - 1**

Part Number	CCT	Beam	Face Type	Wall Thickness
750 Rail Puck	**2** 2700k **3** 3000k **4** 4000k **5** 5000k	**1** Standard 60° **2** Symmetric 120° **3** Assymetric 90°	**1** Curved **2** Flat	**1** Heavy **2** Thin



Heavy Wall Curved Face
- Mounts to pipe size: Ø38mm - Ø100mm
- Wall thickness ≥ 2.5mm
- Mounting thread: M16x1mm
- Requires counterbore Ø16mm x 1.8mm↧

Thin Wall Curved Face
- Mounts to pipe size: Ø38mm - Ø100mm
- Wall thickness ≥ 1.5mm
- Mounting thread: M16x1mm

Heavy Wall Flat Face
- Mounts to flat surfaces
- Wall thickness ≥ 2.5mm
- Mounting thread: M16x1mm
- Requires counterbore Ø16mm x 1.8mm↧

Thin Wall Flat Face
- Mounts to flat surfaces
- Wall thickness ≥ 1.5mm
- Mounting thread: M16x1mm

LM-79

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

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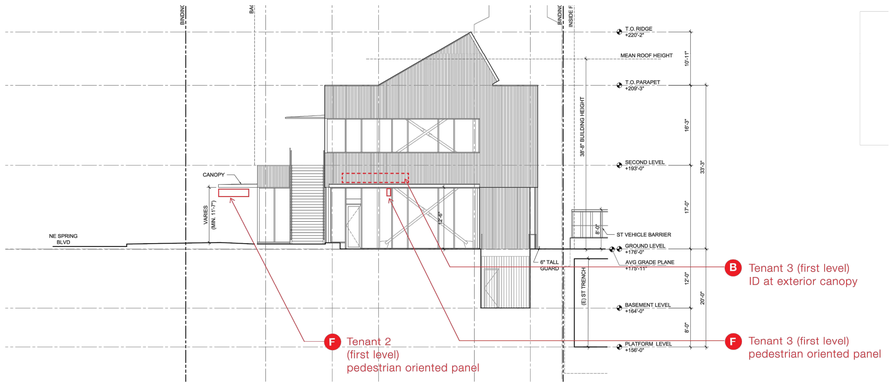
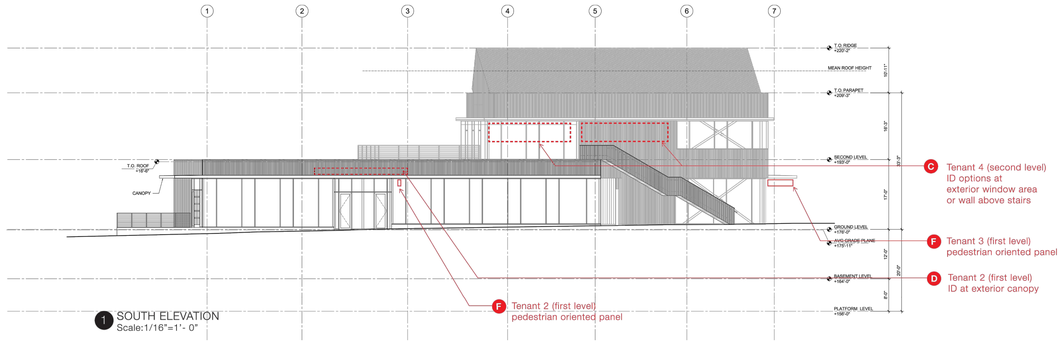
LIGHTING SPEC SHEETS

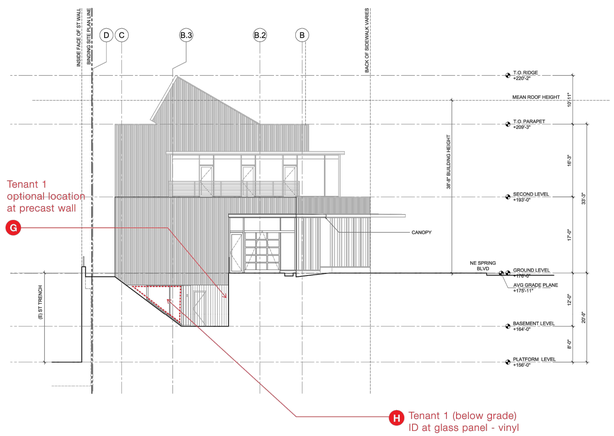
EL-104.02



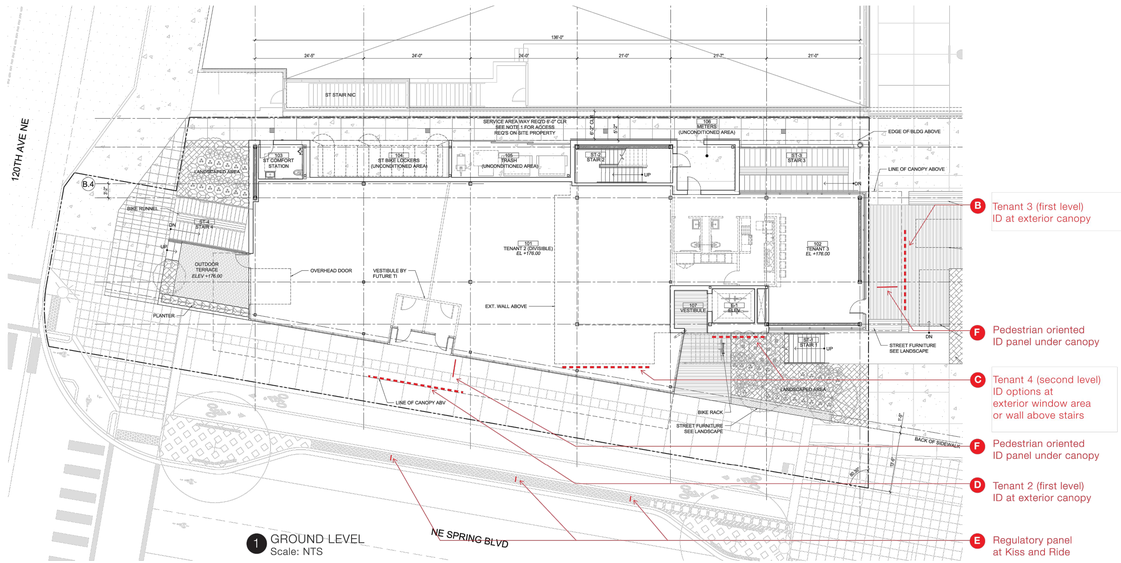
1 EAST ELEVATION
Scale:1/16"=1'- 0"



1 SOUTH ELEVATION
Scale:1/16"=1'- 0"



1 WEST ELEVATION
Scale:1/16"=1'- 0"



1 GROUND LEVEL
Scale: NTS

EXTERIOR SIGN TYPES

SIGN TYPE A
NIC at this time

SIGN TYP B
Tenant 3 Identity at Canopy

materials:
Fabricated metal or painted finish letter forms and/or logo
size:
meet city code requirements
meet tenant branding standards
scale for entry
lighting:
Exposed (neon or LED) or halo lighting in color TBD, UL approved

SIGN TYPE C
Tenant 4 Identity at Window Area or Wall Area as shown on drawing

materials:
Window option - Vinyl graphics
Wall option - Fabricated metal or painted finish letter forms and/or logo
size or art painted directly on metal panel / Street art style
meet city code requirements
meet tenant branding standards
scale for entry
lighting:
Exposed if using channel letterforms or even wash of light if logo / name / art is painted direct on wall surface in color TBD, UL approved

SIGN TYPE D
Tenant 2 Identity at Canopy

materials:
Fabricated metal or painted finish letter forms and/or logo
size:
meet city code requirements
meet tenant branding standards
scale for entry
lighting:
Exposed (neon or LED) or halo lighting in color TBD, UL approved

SIGN TYPE E
Regulatory Information Panel
Drop off only... text as required

materials:
Fabricated metal or painted finish mounted to pole
size:
meet city code requirements
lighting:
No illumination

SIGN TYPE F
Tenant Identity pedestrian oriented panel under canopy
perpendicular to drive aisle - tenant logo and type per tenant specifications

materials:
Fabricated metal or painted finish mounts to metal
or painted finish bracket attached to canopy mounts
size:
meet city code requirements
meet tenant branding standards scale for entry and canopy
lighting:
Internal illumination at logo and sides or spot lighting from canopy

SIGN TYPE G
Tenant 1 Identity at Precast Wall

materials:
Metal letterforms pin mounted to wall surface
size:
meet city code requirements
meet tenant branding standards
scale for wall area
lighting:
No illumination except possible wash of light

SIGN TYPE H
Tenant 1 Identity at Window Area

materials:
Vinyl graphics
size:
meet city code requirements
meet tenant branding standards
scale for entry
lighting:
external wash of light or ambiant exterior lighting

THE SPRING DISTRICT
WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
12040 NE SPRING BLVD, BELLEVUE, WA 98005; TAX PARCEL # 0671000060
OWNED BY THE **WR-SRI 120th LLC**
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

Olive | Design Studio ENVIRONMENTAL GRAPHICS
FORTH WORTH, TX 98101 925.324.6806

DESIGN REVIEW SET (LD)

REV. NO 2
10.02.2019

SIGNAGE PLAN

X-101.02



LS SUBMITTAL

OWNER:	WR-SRI 120TH LLC 1201 3rd Avenue, No. 2700 Seattle, WA 98101
OWNER'S REPRESENTATIVE:	Contact: Matt Nielson Email: mnielson@wrightrunstad.com Phone: 206.805.5850
ARCHITECT:	NORTHWEST STUDIO 1402 3rd Avenue, Office 808 Seattle, WA 98101 Contact: David Cutler Email: dcutler@northweststudio.com Phone: 206.788.8155
CONTRACTOR:	FOUSHEE 3260 118th Avenue SE, Suite 1000 Bellevue, WA 98005 Contact: Craig Miller Email: cmiller@foushee.com Phone: 425.746.1000
LANDSCAPE ARCHITECT:	FAZIO ASSOCIATES INC 102 NW Canal Street Seattle, WA 98107 Contact: Robert J. Fazio Email: rob@fazioassociates.com Phone: 206.774.9490
STRUCTURAL ENGINEER:	KPFF CONSULTING ENGINEERS 1601 5th Avenue, Suite 1600 Seattle, WA 98101 Contact: Tom Hudgings Email: tom.hudgings@kpff.com Phone: 206.622.5822
CIVIL ENGINEER:	JMJ TEAM 15318 Washington St E, Suite 106 Sumner, WA 98390 Contact: Justin Jones Email: justin@jmjteam.com Phone: 206.596.2020
MECHANICAL & PLUMBING:	COMFORT SYSTEMS USA 18702 N Creek Parkway, Suite 110 Bothell, WA 98011 Contact: Ed Edlin Email: edward.edlin@comfortsystemsusa.com Phone: 425.602.4352
LIGHTING DESIGN:	PACIFIC LIGHTING SYSTEMS 6004 S 190th Street, Suite 203 Kent, WA 98032 Contact: Ana Shettle Email: anas@plswa.com Phone: 206.436.8836
SIGNAGE DESIGN:	OLIVE DESIGN STUDIOS Fort Worth, TX Contact: Kathy Murray Email: kathy@olivedesignstudios.com Phone: 925.324.6806

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

LAND USE VARIANCE (LS)

11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

REV NO. 1
06.28.2019

COVER SHEET

G-000.01

SHEET INDEX

DRAWINGS		
DWG #	**DRAWING TITLE**	**SCALE**
	GENERAL	
G-000.01	COVER SHEET	NTS
G-001.01	PROJECT INFORMATION, SHEET INDEX	NTS
	ARCHITECTURAL SITE	
AS-101.01	CONTEXT SITE PLAN	1/16" = 1'-0"
	ARCHITECTURAL	
A-302.01	BUILDING ELEVATION NORTH & MATERIALS	1/8" = 1'-0"
	CIVIL	
C1-001.01	GENERAL NOTES	NTS
C1-101.01	PARCEL BOUNDARY PLAN	1" = 20'-0"
C1-302.01	EASEMENT PLAN	1" = 20'-0"
C1-303.01	SOUND TRANSIT EASEMENT PLAN	1" = 20'-0"
C1-304.01	SOUND TRANSIT EASEMENT PLAN	1" = 20'-0"

PROJECT INFORMATION

ADDRESS: 12040 NE SPRING BLVD, BELLEVUE, WA 98005

PARCEL: 0671000060

LEGAL: UNIT 3A OF THE SPRING DISTRICT MASTER CONDOMINIUM, PER CONDOMINIUM DECLARATION THEREOF RECORDED UNDER KING COUNTY RECORDING NO. 20131025000704, AND AMENDMENTS THERETO; SAID UNIT LOCATED ON SURVEY MAP AND PLANS RECORDED IN VOLUME 278 OF CONDOMINIUMS AT PAGES 94 AND 95, IN KING COUNTY, WASHINGTON.

PROJECT DESCRIPTION

NEW CONSTRUCTION OF TWO-STORY RETAIL STRUCTURE ABOVE GRADE WITH BASEMENT LEVEL RETAIL AND BICYCLE PARKING.

ZONING CODE SUMMARY

ZONING CODE: CITY OF BELLEVUE LAND USE CODE TITLE 20
ZONING: OFFICE RESIDENTIAL 1 (OR-1)
SPECIAL DISTRICT: BEL-RED
OTHER REQ: SPRING DISTRICT MASTER DEVELOPMENT PLAN

BUILDING CODE SUMMARY

BUILDING CODE: 2015 INTERNATIONAL BUILDING CODE
WAC 51-50 IBC AMENDMENTS
CITY OF BELLEVUE AMENDMENTS

PROPOSED USE: RETAIL & BICYCLE PARKING
OCCUPANCY GROUP: MERCANTILE (M), ASSEMBLY (A-2)

CONSTRUCTION TYPE: TYPE VB

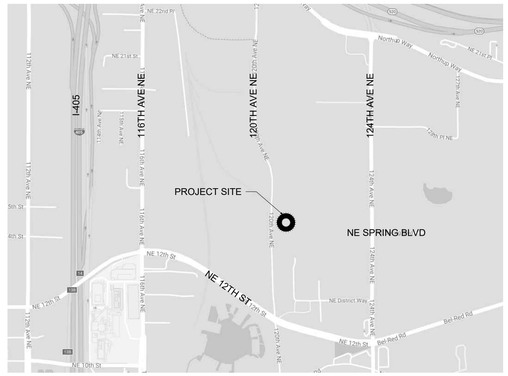
SPRINKLER: NFPA 13

BUILDING HEIGHT (IBC): 38'-8"
BUILDING SQUARE FOOTAGE: 16,968 GSF

ENERGY CODE SUMMARY

ENERGY CODE: WASHINGTON STATE ENERGY CODE COMMERCIAL PROVISIONS
CHAPTER 51-11C WAC

VICINITY MAP



THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

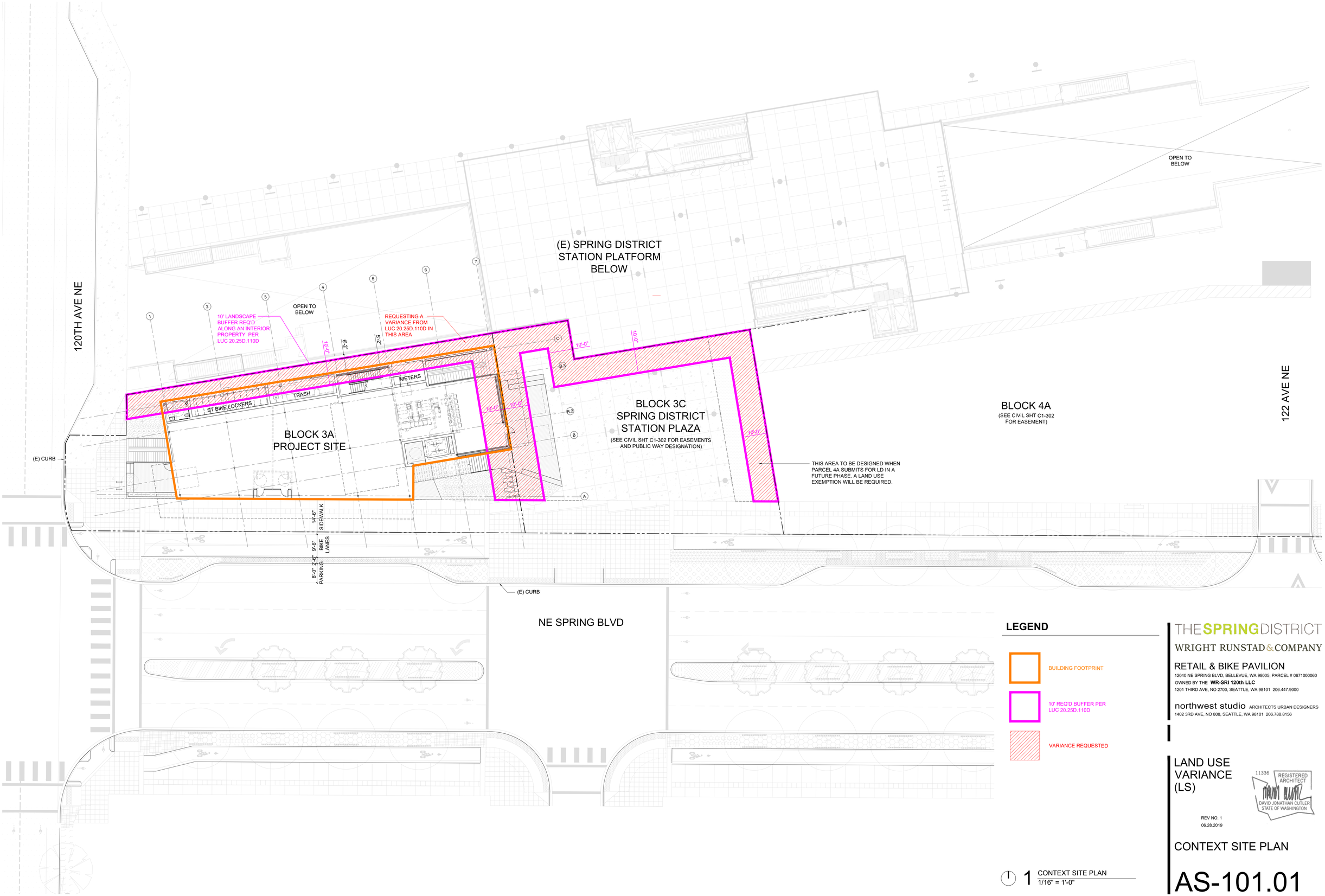
LAND USE
VARIANCE
(LS)

11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

REV NO. 1
06.28.2019

PROJECT INFORMATION
& DRAWING INDEX

G-001.01



LEGEND

- BUILDING FOOTPRINT
- 10' REQ'D BUFFER PER LUC 20.25D.110D
- VARIANCE REQUESTED

1 CONTEXT SITE PLAN
1/16" = 1'-0"

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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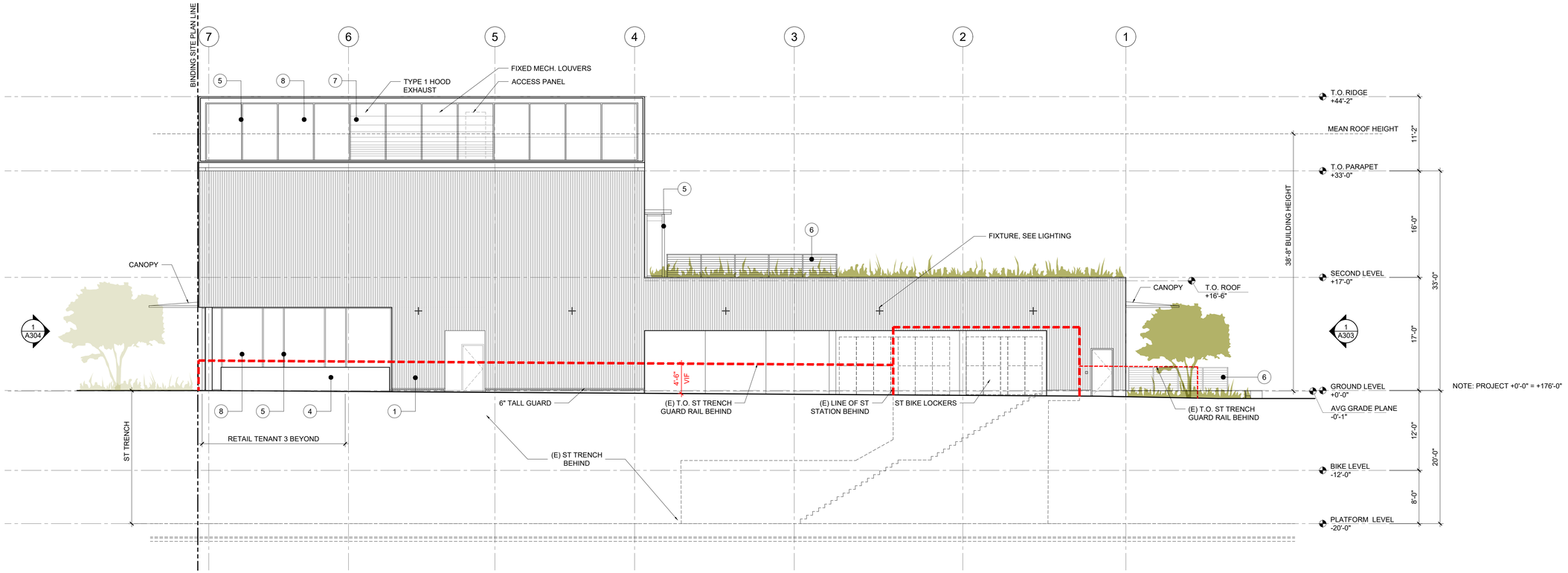
LAND USE
VARIANCE
(LS)

11336 REGISTERED ARCHITECT
DAVID JONATHAN CUTLER
STATE OF WASHINGTON

REV NO. 1
06.28.2019

CONTEXT SITE PLAN

AS-101.01



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

MATERIAL LEGEND



1-METAL SIDING | 2-WOOD SIDING | 3-WOOD | 4-CONCRETE | 5-ANODIZED ALUM. | 6-CABLE RAILING | 7-MECH. SCREENING | 8-VISION GLASS

THE SPRING DISTRICT

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RETAIL & BIKE PAVILION

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LAND USE VARIANCE (LS)

11336 REGISTERED ARCHITECT DAVID JONATHAN CUTLER STATE OF WASHINGTON

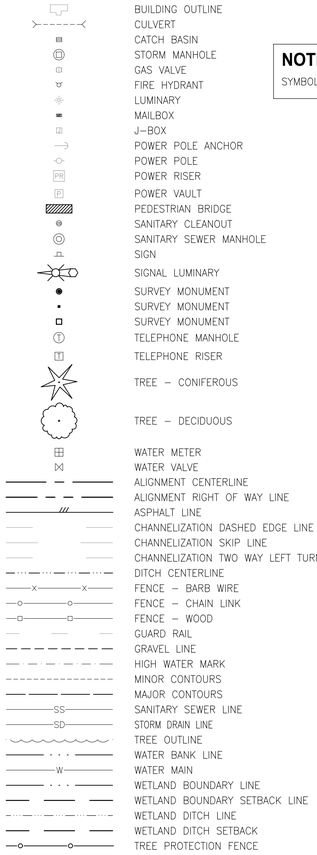
REV NO. 1
06.28.2019

NORTH ELEVATION

A-302.01

INDEX TO DRAWINGS

LEGEND - EXISTING



NOTE:
SYMBOLS NOT TO SCALE

GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING AND INSTALLING ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK SHOWN ON THESE DRAWINGS AND TO OBTAIN ACCEPTANCE BY THE CITY OF BELLEVUE, KING COUNTY, AND THE PROJECT OWNER.

2. THE LOCATION OF EXISTING UTILITIES SHOWN HEREON IS BASED ON INFORMATION OBTAINED FROM THE FIELD AND FROM RECORDS. PROJECT SURVEYOR AND ENGINEER ASSUME NO RESPONSIBILITY FOR EXACT LOCATION OF EXISTING UTILITIES SHOWN OR NOT SHOWN HEREON. CONTRACTOR IS ADVISED TO VERIFY THE EXACT SIZE, DEPTH, AND LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CALL FOR UNDERGROUND LOCATE AT (800) 424–5555 PRIOR TO START OF CONSTRUCTION. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE RELOCATION OF EXISTING UNDERGROUND UTILITIES DEPICTED OR NOT DEPICTED ON THESE PLANS.

3. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH ADJACENT PROPERTY OWNERS. DRIVEWAYS TO REMAIN ACCESSIBLE AT ALL TIMES.

4. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL "PRE–CONSTRUCTION" STATE OR BETTER.

5. THE CITY OF BELLEVUE REQUIRES A PRE–CONSTRUCTION MEETING PRIOR TO THE START OF ANY SITE OR UTILITY WORK.

6. DRIVEWAY ACCESS AND UTILITY SERVICE TO EXISTING HOMES AND BUSINESSES SHALL BE MAINTAINED AT ALL TIMES.

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

LAND USE
VARIANCE
(LS)

JUSTIN M. JONES
STATE OF WASHINGTON
41629
REGISTERED
PROFESSIONAL ENGINEER

ISSUED
06.13.2019

06.13.2019

GENERAL NOTES

C1-001.01

GENERAL NOTES

1. The Binding Site Plan is being amended on a separate but parallel path. Binding Site Plan Amendment #5 to be recorded prior to Retail Pavilion permit issuance.
2. Current Binding Site Plan #4 parcel linework is shown along with proposed 3A, 3B, 3C, 4A, and 4B parcel linework to be captured with Binding Site Plan Amendment #5.

3B
37,830 SF

4B
7,994 SF

Sound Transit
Amenity Fee Take
12,225 SF

Sound Transit Station ROW
53,425 SF

3A
11,985 SF

3C
8,535 SF

4A
22,600 SF

Revised Parcel Lines per Binding Site Plan Amendment #5

Parcel Line per BSP #4

Parcel Lines per BSP #4

88.9'

56.2'

31.6'

29.2'

73.4'

152.8'

16.8'

23.2'

39.4'

83.5'

85.5'

187.0'

106.5'

NE Spring Blvd

120th Ave NE

122nd Ave NE

121st Ave NE

ONLY

REI West Parcel - 7

Tract J

REI Main Building - 9

0 20 40 FT
1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
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JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

LAND USE
VARIANCE
(LS)

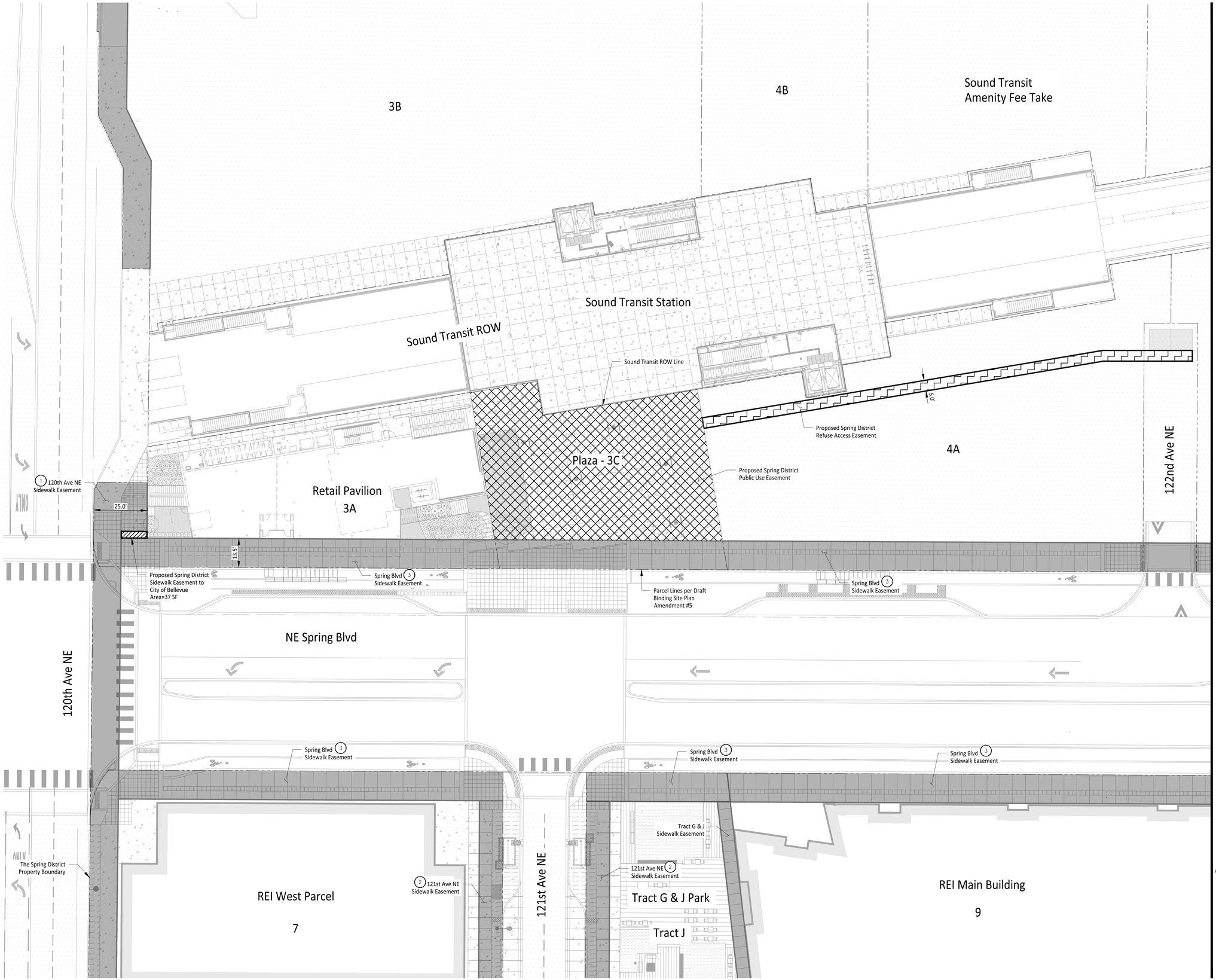
JUSTIN M. JONES
STATE OF WASHINGTON
41620
REGISTERED
PROFESSIONAL ENGINEER

ISSUED
06.13.2019

06.13.2019

PARCEL BOUNDARY PLAN

C1-101.01



EASEMENT NOTES

1. Existing 120th Ave NE Sidewalk Easement to include: 5' Landscape Planter & 8' Sidewalk.
2. 121st Ave NE Sidewalk Easement to Include: 5' Landscape Planter & First 6' of Sidewalk.
3. NE Spring Blvd Sidewalk Easement to Include: 13.5' Sidewalk

LEGEND

Proposed Spring District
Sidewalk Easement

Proposed Spring District
Public Use Easement

Proposed Spring District
Refuse Access Easement

Existing Sidewalk Easement / Sidewalk Easement
Proposed with Separate Project

0 20 40 FT
1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
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JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

LAND USE
VARIANCE
(LS)

JUSTIN M. JONES
STATE OF WASHINGTON
41629
REGISTERED
PROFESSIONAL ENGINEER

ISSUED
06.13.2019

06.13.2019

EASEMENT PLAN

C1-302.01



EASEMENT NOTES

1. No Build and Surface Improvements and Access easements are from Sound Transit to The Spring District.

   Setback, Wall Drain, Wall Loading, and Access; Permanent Access and Traffic Barrier; Wall Maintenance easements are from The Spring District to Sound Transit.

   The following uses are allowed within the easement areas by The Spring District with Sound Transit approval: parking, hardscape, landscape, maintenance, excavation, buildings, and structures.

   Sound Transit approval may require utility re-location, modification, or structural analysis.

LEGEND

Setback, Wall Drain, Wall Loading, and Access Easement

Permanent Access and Traffic Barrier Easement

Wall Maintenance Easement

No Build Easement

Surface Improvements and Access Easement

0 20 40 FT

1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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JMJ Team CIVIL ENGINEERING

PO BOX 2066, SUMNER, WA 98390 206.596.2020

LAND USE VARIANCE (LS)

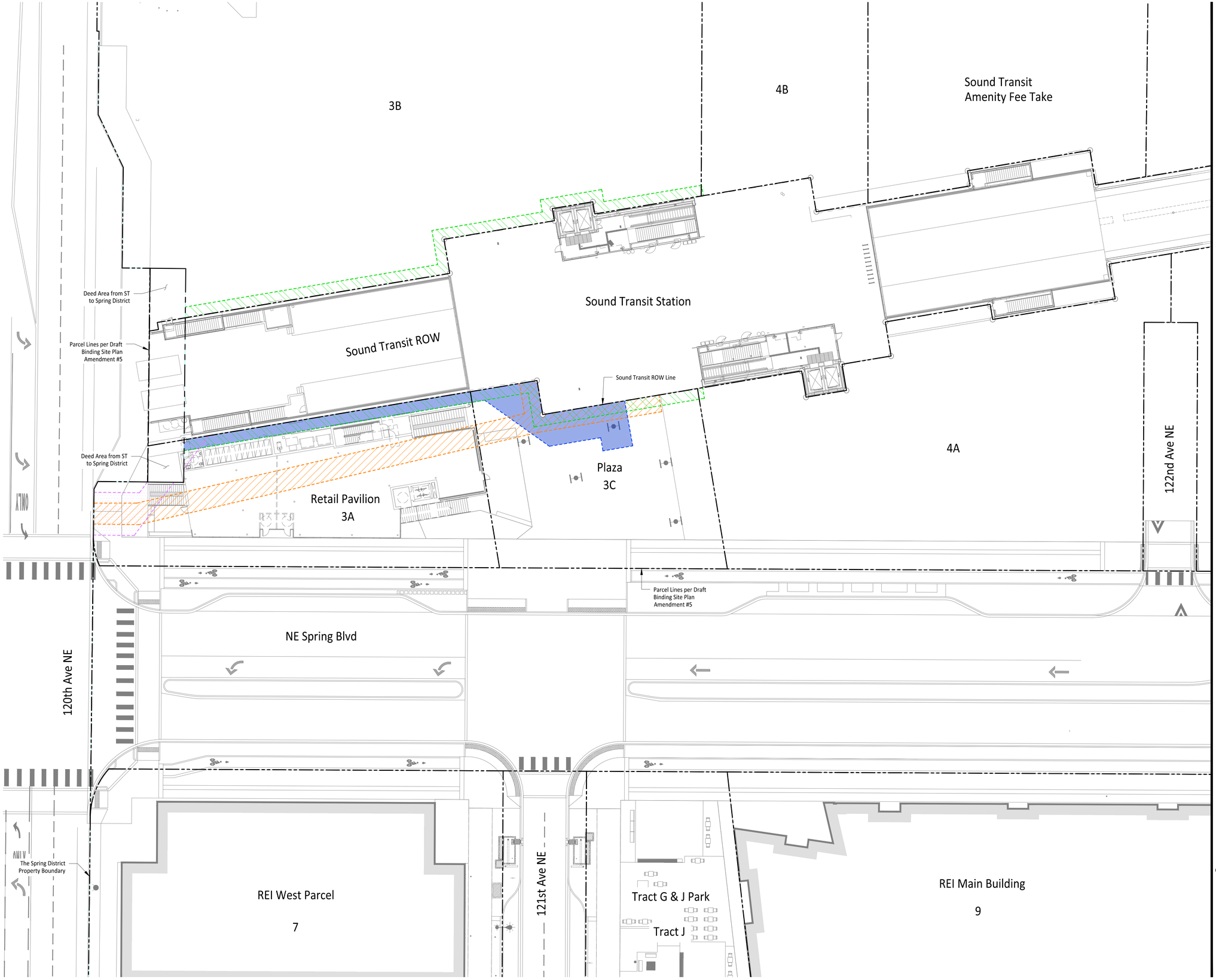
JUSTIN M. DAVIS STATE OF WASHINGTON 41829 REGISTERED PROFESSIONAL ENGINEER

ISSUED
06.13.2019

06.13.2019

SOUND TRANSIT EASEMENT PLAN

C1-303.01



EASEMENT NOTES

1. Easements shown are from The Spring District to Sound Transit.

The following uses are allowed within the easement areas by The Spring District with Sound Transit approval: parking, hardscape, landscape, maintenance, excavation, buildings, and structures.

Sound Transit approval may require utility re-location, modification, or structural analysis.

LEGEND

Utility Easement - Domestic and Fire Water

Utility and Maintenance Easement

Utility Easement - Storm Sewer (Shallow)

Utility Easement - Storm Sewer (Deep)

0 20 40 FT

1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION

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JMJ Team CIVIL ENGINEERING

PO BOX 2066, SUMNER, WA 98390 206.596.2020

LAND USE VARIANCE (LS)

JUSTIN M. JONES STATE OF WASHINGTON 41829 REGISTERED PROFESSIONAL ENGINEER

ISSUED 06.13.2019

06.13.2019

SOUND TRANSIT EASEMENT PLAN

C1-304.01

City of Bellevue, Development Services Department
P.O. Box 90012, Bellevue, WA 98009-9012
(425) 452-6800 Fax (425) 452-5225

SEPA Environmental Checklist

Purpose of checklist:
Governmental agencies use 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 reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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 agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]
For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the supplemental sheet for nonproject actions (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [help]

1. Name of proposed project, if applicable: [help]
   Retail Pavilion at the Spring District

2. Name of applicant: [help]
   Wright Runstad & Company

3. Address and phone number of applicant and contact person: [help]
   Cindy Edens, Wright Runstad & Company, 1201 Third Avenue, Suite 2700, Seattle, WA 98101, (206) 447-9000

4. Date checklist prepared: [help]
   January 22, 2019

5. Agency requesting checklist: [help]
   City of Bellevue

6. Proposed timing or schedule (including phasing, if applicable): [help]
   Construction of the proposal is expected to begin in 2019 with completion in 2020.
   Subject to change.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]
   The proposal is within Phase 3 of the Spring District, per Master Development Plan (MDP) Revision approved January 13, 2017. Future development connected to this proposal includes the full build-out of the Spring District, in accordance with the MDP.

   Future development will be completed in phases, generally moving from the south to north of the Spring District property. These phases are generally described next.

   - Phase 1A-1E – this project area includes the southern 14 acres of the Spring District. The site infrastructure, park on Tract C and residential development on Parcels 18-21 is generally complete. In addition, the GIX Building on Parcel 14 is complete and an office building and brewpub on Parcel 12 is under Design Review. Parcels 13, 16 and 24 are commercial parcels to be developed during this phase, while Parcels 17, 22 and 23 are residential parcels currently under construction. Additional park spaces to be constructed in this phase include Tracts K, G and J.
   - Phase 2 includes City roadway improvements (NE Spring Boulevard) and the arrival of the Sound Transit Light Rail Transit (LRT) station;
   - Phase 3 includes this proposal (Retail & Bike Pavilion on Parcel 3A), as well as commercial development on Parcels 7, 9, 11, and a private yard space on Parcel 15.
   - Phase 4 adds a landmark hotel that will provide an additional entry to the LRT station;
   - Phase 5 adds development north of NE 16th Street including residential and office/retail space;

- Phase 6 adds the final office building and residential complex on the north side of the property.

Each phase of development will go through Design Review with the City of Bellevue and is subject to applicable regulations and policies in effect at the time of application.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]
An FEIS for the BelRed Corridor Project was issued by the City of Bellevue in July 2007. The FEIS designates a Preferred Alternative, identified by the BelRed Steering Committee in May 2007, which would increase density in the western half of the BelRed Corridor by including three closely spaced development nodes in the vicinity of Overlake Hospital Medical Center (OHMC), 122nd, and 130th Avenues NE.

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]
No known applications.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]
The proposal will go through Design Review approval in accordance with the Master Development Plan. Other required permits include Clearing & Grading, Utilities, and Building and associated permits. The proposal site will be covered under a Washington State Department of Ecology NPDES 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 Block 3A Retail and Bike Pavilion is a two-story, 15,700 SF building with two floors of retail and a basement for bicycle storage. The first floor will include approximately 5,200 SF of retail space. The second floor will have approximately 2,900 SF of retail/restaurant space and a rooftop terrace. The building will also have a basement level that includes parking for up to 400 bicycles, a 700 SF retail space as well as locker rooms. Vehicle parking for the retail spaces will be off-site through a shared parking agreement with a neighboring property. The proposal is adjacent to the plaza at the future light rail station.

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]
The Spring District, Bellevue, King County, WA. 1209 124th Avenue NE, located to the North of NE 12th Street, East of 120th Avenue NE, and West of 124th Avenue NE. King County Parcel number 7933300000.

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]
There are no steep slopes on the project site.

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]
The land has been developed since the late 1950's and does not include any prime farmland. A geotechnical engineering report (Hart Crowser, 2017) confirms the likelihood of most of the proposal site being underlain with up to 20 feet of fill from historical regrading. The fill is believed to be very dense glacial soils typically consisting of gravelly to very gravelly, silty to very silty sand. Beneath the fill is native glacial deposits of medium dense to very dense sand and gravel and hard silt.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]
There are no indications of or history of unstable soils in the immediate 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]
The total area of the proposal is 12,084 SF (0.29-acre). Proposed earthwork includes the excavation of approximately 5,000 CY of material for construction of the basement and approximately 250 CY of fill. Any excavated material not used on-site will be disposed of off-site at a proper disposal site.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]
As with all construction activities, there is the possibility of erosion associated with the clearing and construction of the proposal site. The excavation and grading of the proposal area has the potential to cause erosion if construction stormwater were not properly managed.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]
After redevelopment, Parcel 3A will be 74-percent. Per the BelRed code and Master Development Plan Conditions of Approval, the Spring District site cannot exceed 75-percent impervious lot coverage site-wide. See the accompanying Impervious Lot Coverage Memo (JMJ TEAM, 2018) for an updated impervious lot coverage calculation of projects within the Spring District.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]
The project proponent will prepare and implement a construction stormwater

pollution prevention plan (CSWPPP) per Washington State Department of Ecology requirements and a Temporary Erosion and Sediment Control (TESC) per Bellevue City Code 23.76.

The plans will identify Best Management Practices (BMPs) to minimize stormwater flows, prevent soil erosion, capture water-borne sediment from exposed soils, and protect water quality from on-site pollutant sources. These BMPs include an erosion control plan prepared in accordance with City of Bellevue standards and the Stormwater Management Manual for Western Washington. The City of Bellevue Storm and Surface Water Engineering Standards provides guidance to prevent erosion downstream of construction sites. In accordance with the NPDES permit, a Certified Erosion Control Lead (CERCL) will be on-site during construction.

Some measures that may be implemented during construction to manage source control and runoff conveyance and treatment include: road/parking area stabilization, wheel wash, dust control, concrete handling, construction timing, erosion control fencing, outlet protection, silt fencing, sediment traps, and construction stormwater chemical treatment. Additional devices and methods may be employed to ensure the erosion potential is minimized.

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]

During construction, emissions to the air will be released by construction vehicles and heavy equipment. Construction will temporarily increase dust and vehicle emissions near the construction area. Potential mitigation could include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off.

Following construction, emissions from vehicle traffic associated with the development will be released. The BelRed Corridor FEIS (2007) predicts that as a result of increased traffic in the study area (BelRed), carbon monoxide emissions would increase by about 40 percent over the No-Action Alternative, and emissions of particulates would increase by about 30 percent. It also states these emissions are not expected to violate air quality standards. Washington State Department of Ecology (Ecology) has jurisdiction over air quality. This proposal does not trigger the need for a quantitative analysis, as the emissions are below the 25,000 MTCO2d threshold established by Ecology. See accompanying Greenhouse Gas Technical Memorandum (JMJ TEAM, 2019).

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

There are no known off-site sources of emissions or odor that would affect this proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

The City of Bellevue imposes standard practices as part of its Clearing and Grading permit (Bellevue City Code 23.76). Mitigation will include using BMPs to control dust and vehicle emissions near the construction area. 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.

The Bel-Red Corridor FEIS states that despite the predicted increase in traffic volumes and emissions, the Bel-Red Corridor redevelopment is not likely to result in any exceedance of the air quality standards. Maintaining traffic flow will reduce vehicles idling and, therefore, reduce pollutant emissions from vehicles.

As described in the Greenhouse Gas Emissions Memorandum, the building will be constructed using adaptive building reuse, sustainably grown and regionally produced projects, and high-performance systems where possible. By selecting durable and less energy consuming building components, the applicant has a proven history of building sustainable, 100-year lifespan structures.

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]

The proposal area is more than 400 feet northeast of Lake Bellevue. Lake Bellevue is the receiving water of stormwater runoff from the proposal site. The proposal site is not a major contributor of flow to the lake.

Kelsey Creek is located approximately 250 feet northeast of the proposal, with portions being piped under existing development in BelRed. The proposal will not affect Kelsey Creek.

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]

The proposal will not require work over, in or adjacent to any waters.

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]

The proposal will not include fill or dredge materials placed or removed from surface waters or wetlands.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

The proposal will not require surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

According to FEMA Flood Insurance Rate Maps, Community Panel numbers 53033C0368F and 53033C0656F (eff. May 16, 1995), the affected geographic area is not within the 100-year floodplain.

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 waste materials will be discharged to surface waters. Stormwater from pollution-generating surfaces will be collected and treated before being conveyed through approved systems that eventually discharge to Lake Bellevue.

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]

Project subject to Utility Code BCC 24.06 and any required utility permits

This proposal does not involve withdrawals of or discharges to groundwater.

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]

This Proposal does not include the discharge of waste materials into the ground from septic tanks or other sources. The proposal will be served by the City of Bellevue's public sanitary sewer system.

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]

Roof runoff will be conveyed to the city stormwater conveyance system. Non-pollution generating surfaces, including pedestrian connections and sidewalks, will be conveyed directly to the storm drainage system and are not required to be treated. There are no pollution-generating surfaces being created as part of this proposal.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

It is not anticipated that waste materials will enter ground or surface waters associated with this proposal. As with all projects, there is a possibly of waste materials entering ground or surface waters during construction.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [help]

Stormwater will continue to be discharged through the city stormwater conveyance system to Lake Bellevue.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [help]

No mitigation is proposed as no impacts are anticipated.

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: *sequoia trees*
☐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]
None.

c. List threatened and endangered species known to be on or near the site. [help]
None.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]
The proposal landscaping includes a partially vegetated outdoor terrace on the roof and on the west side of the building in the planted area.

e. List all noxious weeds and invasive species known to be on or near the site. [help]
There are no known noxious weeds or invasive species near the site.

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.*

b. List any threatened and endangered species known to be on or near the site. [help]
There are no threatened or endangered species known to occur on or near the site.

c. Is the site part of a migration route? If so, explain. [help]
Yes, however, most of Western Washington is generally located in the Pacific Flyway for migratory waterfowl.

d. Proposed measures to preserve or enhance wildlife, if any: [help]
As there is no known wildlife on the site, no preservation measures are needed.

e. List any invasive animal species known to be on or near the site. [help]
None known.

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]
The proposed buildings will require electricity and natural gas energy for heating/cooling associated with retail use.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]
The proposal will not affect the potential use of solar energy by adjacent properties. The proposal will not produce shadows to the north nor shade other adjacent properties.

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]
LID features may include LED lighting, sustainable or renewable materials, and the purchase of local building materials to limit truck transit.

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]
There is a chance of encountering contaminated soils during excavation from former underground storage tanks on-site and nearby.

1) Describe any known or possible contamination at the site from present or past uses. [help]
In 2001, six underground storage tanks were removed on-site. The geotechnical consultant concluded that the removal and cleanup of contaminated soil was effective and no further regulatory action was needed at that time.

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]
There are no known hazardous chemicals or underground hazards or transmission pipelines within the proposal site. The 2001 cleanup of the underground storage tanks required no regulatory action.

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]
There are no known toxic or hazardous chemicals involved in the construction or operation of the proposal.

4) Describe special emergency services that might be required. [help]
The need for special emergency services is not anticipated. The building use is limited to offices and retail uses. Facilities storing

or processing toxic chemicals are not part of this proposal.

5) Proposed measures to reduce or control environmental health hazards, if any: [help]
Spill Prevention and Control Plans will be utilized by contractors working on-site during construction.

b. Noise [help]

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

Construction Noise will be limited to City's Noise Ordinance BCC 9.18

Noise from nearby roadways exists, including freeways I-405 and SR-520 and arterials 124th Avenue NE and NE 12th Street. Noise from these facilities and other surrounding uses is standard roadway noise and will not affect the proposal.

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)? Indi-cate what hours noise would come from the site. [help]
During construction, the site will produce temporary construction noise. Long-term noise associated with the proposal will be typical vehicle noise from retail uses. The BelRed Corridor FEIS states that long-term noise impacts from the BelRed Corridor would be similar to the No-Action Alternative (70 to 72 dBA) in areas proposed for residential development.

3) Proposed measures to reduce or control noise impacts, if any: [help]
During construction, motorized construction equipment will be properly fitted with mufflers to reduce engine noise associated with short-term construction noise. No long-term mitigation is proposed as vehicle noise is typical of any development. The building's usage will omit typical noise levels associated with retail uses.

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]
The proposal area was formerly a warehouse distribution center until the buildings were demolished in 2017. The project area was rezoned to BelRed Office/Residential (BR-OR-2), per the BelRed zoning and code ordinance in 2009. Adjacent properties to the south and north are also zoned BR-OR-2.

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]
The site was likely used for agriculture prior to its development as a light industrial warehouse site in the early 1950's. The site has been used for warehouse distribution for the last 60+ years.

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

The proposal will not affect or be affected by nearby farms or forest land operations.

c. Describe any structures on the site. [help]
None.

d. Will any structures be demolished? If so, what? [help]
No structures will be demolished as part of this proposal.

e. What is the current zoning classification of the site? [help]
In 2009, the city rezoned several sites within BelRed, including the entire Spring District property. The proposal site was rezoned from Light Industrial to Office/Residential. BR-OR-1

f. What is the current comprehensive plan designation of the site? [help]
The current comprehensive plan designation is mixed-use office/residential. BR-OR-1 Bel Red Subarea

g. If applicable, what is the current shoreline master program designation of the site? [help]
Not applicable.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]
No critical areas exist on-site.

i. Approximately how many people would reside or work in the completed project? [help]
There is no residential use associated with this proposal. The retail space is anticipated to accommodate workers, however, the exact number is not known at this time.

j. Approximately how many people would the completed project displace? [help]
The proposal will not displace any residents or workers as the proposal site does not contain any residents.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]
Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]
This Proposal is compatible with the City's existing comprehensive plan and the FEIS for the BelRed Corridor Project. Alignment with these plans ensures compatibility with existing and projected land use plans. Any future development that may be proposed within the BelRed Corridor and/or the affected geographic area would be reviewed for compliance with existing regulations in place at the time of the application.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: [help]
Not applicable.

9. Housing [help]

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

No residential housing will be constructed as part of this proposal.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

This Proposal will not eliminate any housing units.

c. Proposed measures to reduce or control housing impacts, if any: [help]

Not applicable.

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]

The proposal includes an approximately 45-foot-high building. Exterior materials will include durable and authentic materials, which may include metal, concrete and wood.

Project subject to Design guidelines in LUC 20.25D

b. What views in the immediate vicinity would be altered or obstructed? [help]

The BelRed Corridor FEIS included a view/visual analysis component. The analysis found that taller buildings on the ridgetop location of The Spring District would be prominently visible from several public vantage points. The allowable building height in BR-OR-2 is 150-feet tall. The proposal is well below this limit and will not block significant views.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

The building will have wide exterior stairs, visible from the park and light rail station plaza, providing an inviting route to he second level retail/restaurant and rooftop terrace. The terrace will have plantings and landscaping to be seen from the neighboring buildings, which can be up to 150’ in height.

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]

The new building will increase light and glare at night over existing conditions (vacant land). However, as a former warehouse facility with truck traffic, the light and glare will be a reduction over previous conditions on-site.

Project subject to Light & Glare requirements of LUC 20.20.522

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

It is not anticipated that light or glare from this project will be a safety hazard or interfere with views.

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

There are no known off-site sources of light or glare that would affect the proposal.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

Exterior lighting will meet City design standards and cast light downward.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]
Wilburton Hill Park and Botanical Gardens and Kelsey Creek Park are located approximately ¾ miles to 1 mile from the Spring District site.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]
The development will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]
Not applicable.

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]
The Washington State Department of Archaeology and Historic Preservation online GIS map tool does not indicate there are any places or objects listed on any registers within the immediate vicinity of the proposal.

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]
Washington State Department of Archaeology and Historic Preservation online GIS map tool.

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]
The development will not have any impact on historical or cultural landmarks, therefore no mitigation is proposed.

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 proposal is served by 120th Avenue NE to the west; 124th Avenue NE to the east; and NE Spring Boulevard to the south. When the Sound Transit Light Rail Station opens in 2023, the site will also be accessed from the Spring BLVD Station. Freeway access includes SR-520 located north of the site and I-405 to the west. Primary access to the proposal will be by bicycle, light rail and vehicular access utilizing the parking garage under Parcel 7 just south of Spring BLVD.

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]
The proposal is directly adjacent to a bus transit stop along 120th Avenue

NE. In addition, the site will be directly served by the Sound Transit Light Rail Station (Spring BLVD Station) once the station is complete in 2023.

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 Proposal will not create any on-site vehicle parking stalls. The proposal will implement a shared parking agreement with the neighboring parcel to accommodate parking within its parking garage. The proposal will not eliminate any parking stalls.

Parking located on Parcel 7

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]

The proposal will not construct new roadways. This proposal is part of a Master Development Plan, in which the roadways that will front and provide access to these buildings are already constructed or are in review under separate permit. These roadways include 120th Avenue NE (city roadway recently widened); 121st Avenue NE (privately constructed); and NE Spring Boulevard (City of Bellevue CIP project). The Sound Transit Light Rail Station (Spring BLVD Station) is being constructed by Sound Transit and is adjacent to the proposed building.

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

The development is directly north of the Spring BLVD Light Rail Station being constructed by Sound Transit.

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]

Based on the City of Bellevue's 2017 trip generation rates, the proposal will create 38 PM peak hour trips. Trips associated with this proposal are associated with the retail uses. Truck traffic will include deliveries and refuse and recycling pick-up.

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]

The proposal will not affect or be affected by the movement of agricultural and forest products on the roads.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

This proposal is part of a phased Master Development Plan. A Master Development Plan phasing plan revision was approved by the City of Bellevue Janaury 13, 2017. This Master Plan Revision reviewed anticipated traffic for transportation network impacts attributed to this and other Spring District proposals. During this review, it was determined that the square footage of retail uses associated with the proposal does not create intersection level-of-service deficiencies.

Design and construction are underway to accommodate increased density planned by the BelRed Corridor Plan and FEIS. City of Bellevue projects adjacent to this proposal include: 120th Avenue NE widening (complete),

and NE Spring Boulevard (currently in design).

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]

There will be an increase in demand for fire and police protection services associated with the new building. There will be no residential development as part of this proposal, so no additional students will be added to local schools.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

Increased tax base from the buildings will offset the financial impact of the additional public services needed.

16. Utilities [help]

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

Electricity, natural gas, water, refuse service, telephone and sanitary sewer are available at the proposal site.

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]

The new building will connect to city sanitary sewer, storm drainage and water (domestic, fire and irrigation) to serve the demands of the proposal. Telephone service will be provided by a local communications provider and electricity and natural gas, if needed, will be provided by 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.

Signature: _____

Name of signee: *Joleen Peterson*
Position and Agency/Organization: *JMJ TEAM*
Date Submitted: *January 22, 2019*

TECHNICAL MEMORANDUM

Project:	Retail Pavilion Development at The Spring District	From:	Joleen Peterson Justin Jones, PE
RE:	Impervious Coverage Update	Date:	October 16, 2019

Introduction

Per BelRed LUC 20.25D.080 and The Spring District's Master Development Plan approval, The Spring District is not to exceed 75% impervious coverage site-wide at full build-out. While the individual projects' impervious coverage contributes to the cumulative total, there may be individual lots that exceed 75% impervious coverage.

This memo updates the impervious lot coverage for the Retail Pavilion and Plaza design on Parcel 3A and 3C.

Retail Pavilion and Plaza

The Retail Pavilion and Plaza development is 0.47 acres, with a 95.9% impervious lot coverage after development.

Pervious areas within the Retail Pavilion and Plaza project area include the following:

- Landscaping along the perimeter of the site, including 120th Avenue NE and Spring Blvd;
- On-site planters.

See the attached figure for an illustration of the impervious/pervious surfaces within the Retail Pavilion and Plaza project area.

Lot Coverage Calculations

	Site Area Sq. Ft.	Site Area Acres	Pervious Area Sq. Ft.	Percent Pervious	Percent Impervious
Site Area	951,897	21.85	228,960	24.1%	75.9%
Permitted Projects					
Parcel 3A & 3C - Retail Pavilion	20,520	0.47	836	4.1%	95.9%
Parcel 7 - REI Development	75,794	1.74	10,611	14.0%	86.0%
Parcels 9, 11, & 15 - REI Development	262,667	6.03	70,920	27.0%	73.0%
Parcel 12 - BrewPub	19,602	0.45	98	0.5%	99.5%
Parcel 13- Surface Parking Lot	33,588	0.77	9,166	27.3%	72.7%
Parcel 14 - GIX	59,677	1.37	7,758	13.0%	87.0%
Parcel 16 - Building 16	80,528	1.85	24,964	31.0%	69.0%
Parcel 17 - Amli Residential	62,809	1.44	13,441	21.4%	78.6%
Parcels 18 thru 21 - Phase 1 Residential	108,634	2.49	28,897	26.6%	73.4%
Parcels 22 thru 23 - Phase 2 Residential	82,048	1.88	21,250	25.9%	74.1%
Parcel 24 - Building 24	44,306	1.02	13,735	31.0%	69.0%
Tract A - 123rd Ave NE (Private)	5,007	0.11	514	10.3%	89.7%
Tract C - Park	33,922	0.78	15,179	44.7%	55.3%
Tract D1 - 122nd Ave NE (Private)	7,660	0.18	130	1.7%	98.3%
Tracts G & J - Park	32,234	0.74	8,735	27.1%	72.9%
Tract K - Park	22,216	0.51	2,654	11.9%	88.1%
Tract O - Road	685	0.02	72	10.5%	89.5%

Public Right-of-Way

	Site Area Sq. Ft.	Site Area Acres
Total ROW (Ommited from Site Area Calculations)	204,285	4.69

Dedicated ROW (District, 120th, 121st, and 123rd)	60,789	1.40
Tract E - 121st Ave NE (Public)	14,212	0.33
Tract D2 - NE 14th Terrace (Public)	26,099	0.60
Tract L - NE Spring Blvd (Public)	103,185	2.37

Notes:

1. Site area includes projects that have been completed, are currently under construction, have been submitted for Design Review, or have Design Review approval.
2. Public Right-of-Way includes projects and areas that have already been dedicated, or are anticipated to be dedicated in the future. Public ROW areas have been omitted from the total site area calculations.

DATE: Oct 17, 2019 FILE: Lot Coverage Figure

0 140 280 feet

Legend

- Site Boundary
- Security Properties 18-21 (73.4%) Impervious
- Security Properties 22-23 (74.1%) Impervious
- AMLI: 17 (78.6%) Impervious

The Spring District
Retail Pavilion and Plaza
Lot Coverage

CERTIFICATE OF CONCURRENCY

Spring District Phase 3

This certificate documents the Transportation Department Director's decision that the development projects associated with The Spring District Phase 3 comply with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 749 net new p.m. peak hour trips to these projects, subject to Process II appeal of either the concurrency determination or any Design Review decision. This reservation will expire five years from the date below. Upon issuance of a building permit for any project, concurrency is reserved for that project for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).

Director, Transportation Department

March 29, 2018

Date

Certificate No. 117

REPUBLIC SERVICES

1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

To:Matt Neilson
c/o Wright Runstad & Company
1201 Third Avenue, Suite 2700
Seattle, WA 98101

Let this notice service as approval for solid waste collection access for your proposed building site in the City of Bellevue.

Based upon our review of the site plans[1] you submitted on June 24th, 2019 for the property known as: The Spring District Retail and Bike Pavilion at 1227 124th Ave NE, Bellevue WA 98005 and proposed development at that location, we have determined the following:

Provided that there are no material changes to the site, site development, site conditions, site access or enclosure size, locations or conditions and the recommended height and service access is met, the proposal is adequate for safe and regular solid waste services aligned to the requirements of the City of Bellevue's current solid waste collection contract.[2]

This approval is for phase one of the Retail Pavilion with acknowledgement that if there are material changes in upcoming phases, further review may be required. Building phases are outlined below:

- Phase 1 – Retail Pavilion initial opening – Trash will be moved in 4 yd containers to a staging location adjacent to Parcel 4A at the end of the future 122nd road.
- Phase 2 – Parcel 4A under development – Trash will be incorporated into the Parcel 4A General Contractor's site trash. Trash removal will be contracted directly with contractor during construction.
- Phase 3 – Parcel 4A opens – Parcel 4A will go through a design review process with the city. Republic will review and approve the refuse plan at that time. Retail Pavilion trash will then be discarded in the approved Parcel 4A refuse area once the building opens for commercial use.

This approval is provided as informal assistance and is not intended to be viewed as professional design assistance or as a substitute for architectural, design or construction expertise and is intended only to provide practical input from a solid waste collection provider regarding the collecting and transport access for processing those materials from the site.

Thank you, if you have any questions please contact Republic Services.

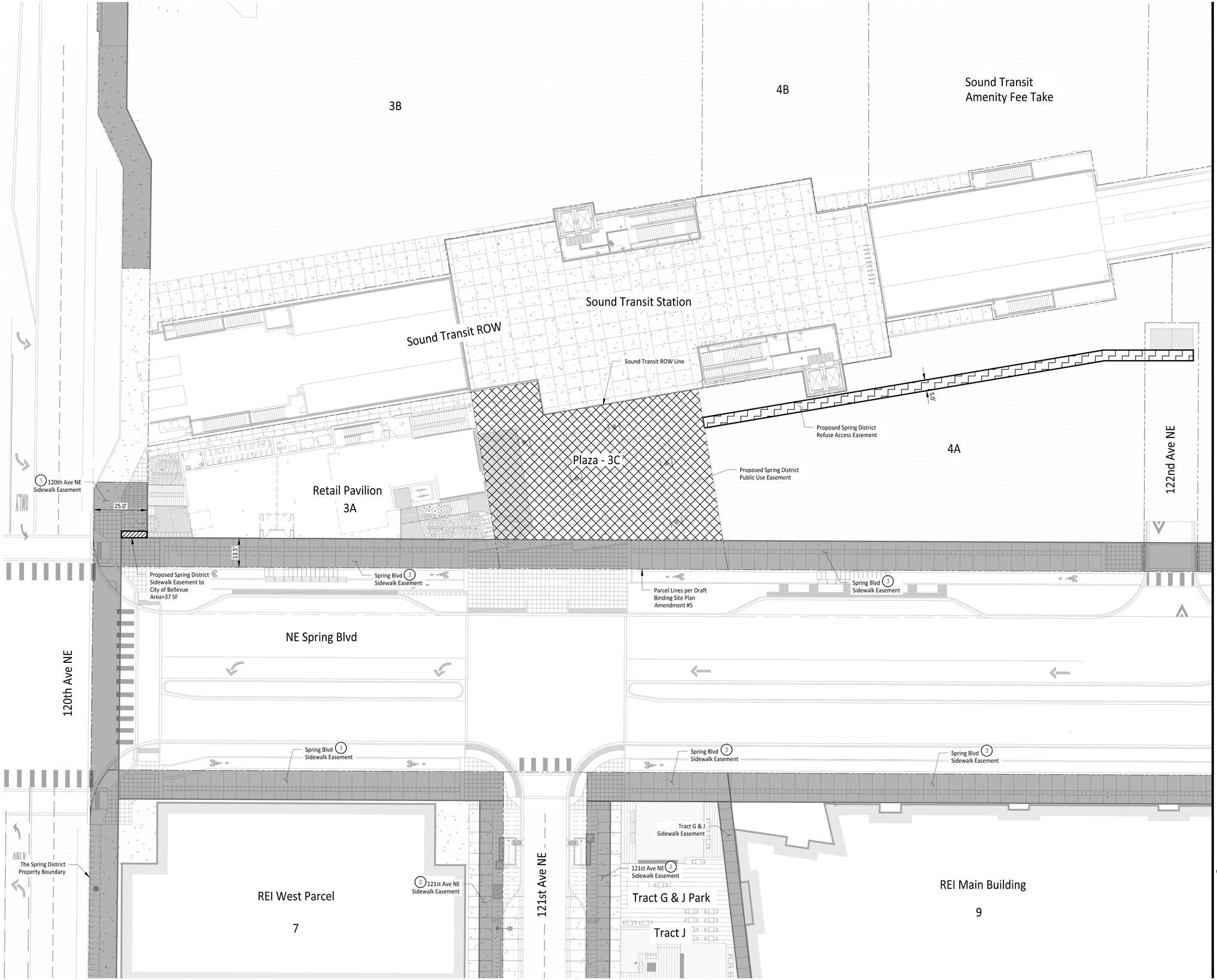
Sincerely,

Abby Hart, Republic Services
Operations Supervisor
AHart3@republicservices.com

In partnership with the City of Bellevue
Development Services

[1] Attached as submitted for tracking reference

[2] This approval does not guarantee service if material changes in construction or by future owners and occupants occurs outside the scope of these plans as drafted. Please resubmit if substantive changes occur before construction completion and future occupancy occur.



EASEMENT NOTES

1. Existing 120th Ave NE Sidewalk Easement to include: 5' Landscape Planter & 8' Sidewalk.
2. 121st Ave NE Sidewalk Easement to Include: 5' Landscape Planter & First 6' of Sidewalk.
3. NE Spring Blvd Sidewalk Easement to Include: 13.5' Sidewalk

LEGEND

Proposed Spring District
Sidewalk Easement

Proposed Spring District
Public Use Easement

Proposed Spring District
Refuse Access Easement

Existing Sidewalk Easement / Sidewalk Easement
Proposed with Separate Project

0 20 40 FT
1" = 20'

THE SPRING DISTRICT

WRIGHT RUNSTAD & COMPANY

RETAIL & BIKE PAVILION
1227 124TH AVE NE, BELLEVUE, WA 98005; TAX PARCEL# 0671000060
OWNED BY THE **WR-SRI 120th LLC**
1201 THIRD AVE, NO 2700, SEATTLE, WA 98101 206.447.9000

northwest studio ARCHITECTS URBAN DESIGNERS
1402 3RD AVE, NO 808, SEATTLE, WA 98101 206.788.8156

JMJ Team CIVIL ENGINEERING
PO BOX 2066, SUMNER, WA 98390 206.596.2020

DESIGN
REVIEW
SET (LD)

JUSTIN M. JONES
STATE OF WASHINGTON
41629
REGISTERED
PROFESSIONAL ENGINEER

REV NO. 1
06.13.2019

06.13.2019

EASEMENT PLAN

C1-302.01

Spring District: Phase 3A Traffic Impacts Memorandum

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES
719 2ND AVENUE, SUITE 200 | SEATTLE, WA 98104 | P 206.394.3700

MEMORANDUM

DATE:	May 20, 2019
TO:	Cindy Edens, Wright Runstad Matt Neilson, Wright Runstad
FROM:	Alex Atchison, PE, PTOE, Parametrix
SUBJECT:	Spring District: Block 3A Traffic Impacts
CC:	Joleen Peterson, JMJ

This memo provides information related to Block 3A traffic impacts for use in the Block 3A (Retail Pavilion) ADR submittal.

Project Description

The proposed Spring District development is located between 120th Avenue NE and 124th Avenue NE just north of NE 12th Street/Bel-Red Road in Bellevue, Washington. Block 3A is part of the overall Phase 3 development that includes Blocks 7, 8, 9 and 11. Block 3A is expected to develop concurrently with the rest of Phase 3 and is planned to be complete by 2020.

Trip Generation and Traffic Impacts

Trip generation for Block 3A was included in an overall analysis of all the Phase 3 development that was completed in August 2017.[1] This analysis was based on assumed square footage of development at the time and used a conservative approach in the analysis to capture the expected traffic impacts to the surrounding street network. A concurrency evaluation was prepared by City of Bellevue staff as part of the August 2017 TIA and found the proposed development meets concurrency.

The total number of trips generated from the proposed development was calculated using updated trip generation rates from the *City of Bellevue Transportation Impact Fee Program (*2017 update*).* Table 1 compares the trip generation estimated for square footage documented in the Phase 3 TIA with trip generation estimated based on actual square footage submitted as part of the ADRs for Blocks 7, 8, 9, 11 and 3A.

Revisions to trip generation for Block 3A results in an estimated 30 PM peak hour trips. This is below the estimated 33 PM peak hour trips estimated previously for Block 3A. In addition, the updates to the overall trip generation for all blocks included in the Phase 3 April 2017 TIA was estimated to be 569 PM peak hour trips. This is below the 749 PM peak hour trips used to establish concurrency for Phase 3 (Block 3A) and analyzed in the April 2017 TIA. Trip distribution is expected to remain the same as assumed in the April 2017 TIA. Therefore, the analysis and conclusions in the April 2017 TIA remains valid.

[1] Spring District Phase 3 – Traffic Impact Analysis (August 2017)

Table 1. Spring District Phase 3 – Revised Trip Generation Forecast

Phase	Parcel /Tract	Land Use	Size	Trip Rate [1]		PM Peak Hour Trips		
						Total	In	Out
Phase 3 TIA (8/2017)	9 and 11	Office	400,000	1.34	1k GSF [2]	536	91	445
		Retail	16,000	2.45	1k GSF	39	19	20
		High-turnover restaurant	3,000	5.61	1k GSF	17	10	7
	7 and 8	Office	45,000	1.34	1k GSF	60	10	50
		High-turnover restaurant	16,000	5.61	1k GSF	59	35	24
	3A	Retail	3,500	2.45	1k GSF	5	1	4
		High-turnover restaurant	5,900	5.61	1k GSF	33	20	13
						749	**186**	**563**
Phase 3: Blocks 9, 11 and 15 TIA update (April 2019) / Updates to 19-107980 LJ	9, 11 and 15[1]	Office	316,507	1.34	1k GSF	424	13	411
		Retail	4,482	2.45	1k GSF	11	5	6
		High-turnover restaurant	2,513	5.61	1k GSF	14	8	6
Phase 3: Blocks 7/8 Trip Generation for REI memo (April 25,2019)	7 and 8	Office	26,414	0.78	1k GSF	21	3	18
		Retail	4,482	2.45	1k GSF	12	6	6
		Fast Casual Restaurant	7,065	8.05	1k GSF	57	31	26
Phase 3 (Block 3A ADR)	3A	Retail	5,847	2.45	1k GSF	14	6	8
		High-turnover restaurant	2.850	5.61	1k GSF	16	9	7
						569	**81**	**488**

The Master Development Plan for the Spring District was most recently updated on March 15, 2019. The revision did not propose any modifications to the MDP square footage of development and therefore no updates to trip generation or traffic impacts. The previous update to the Master Development Plan (December 2016) included different land use and square footage assumptions for Phase 3 from what was documented in the original MDP traffic analysis (2012).[2] Table 2 illustrates the land use and square footage of the development estimated in the MDP 2016 update and the most recent revised land use and square footage for Phase 3.

The Spring District is a transit-oriented development (TOD) that contains moderate to high density mixed land uses within walking distance of a high capacity transit station. When light rail comes online in the future, currently scheduled for 2023, it is assumed the future mode split will change to include a higher percentage of transit trips and fewer automobile trips. It is expected that this future mode split will reflect, at a maximum, the current City of Bellevue Downtown rates, documented in the *City of Bellevue Transportation Impact Fee Program* (2015 update). Trip rates for the MDP included "downtown Bellevue" rates for office and residential land uses.

Block 3A was included as part of Phase 4 in the MDP Revision #4. Since then, Block 3A has been removed from Phase 4 and included in Phase 3, as documented in the May 15, 2019 MDP revision. The number of PM peak hour trips for the updated Phase 3 are lower than those estimated in the MDP Revision #4 for Parcels 7,8,9, 11 and 3A (470 trips vs 499 trips). Therefore, the analysis in the MDP Revision #4 remains valid.

[2] The Spring District Master Development Plan Traffic Impact Analysis (April 2, 2012)

Table 1. Spring District Phase 3 – Revised Trip Generation Forecast compared to MDP #4 (2016)

Phase	Parcel /Block	Land Use	Size	Trip Rate [1]		PM Peak Hour Trips		
						Total	In	Out
MDP Revision #4 (Dec 2016)	9 and 11	Office	400,000	1.01	1k GSF [2]	404	69	335
		Retail	23,030	5.61	1k GSF	56	27	29
	7 and 8	Office	13,810	1.01	1k GSF	14	2	12
		Retail	10,000	2.45	1k GSF	25	12	13
	Tract K Tract J	Park Space	13,360	-	-	-	-	-
		Park Space	22,230	-	-	-	-	-
						499	**110**	**389**
Phase 3: Blocks 9, 11 and 15 TIA update (April 2019) / Updates to 19-107980 LJ	9, 11 and 15[1]	Office	316,507	1.01	1k GSF	320	55	265
		Retail	4,482	2.45	1k GSF	11	5	6
		High-turnover restaurant	2,513	5.61	1k GSF	14	8	6
Phase 3: Blocks 7/8 Trip Generation for REI memo (April 25,2019)	7 and 8	Office	26,414	1.01	1k GSF	26	4	22
		Retail	4,482	2.45	1k GSF	12	6	6
		Fast Casual Restaurant	7,065	8.05	1k GSF	57	31	26
Phase 3 (Block 3A ADR)	3A	Retail	5,847	2.45	1k GSF	14	6	8
		High-turnover restaurant	2.850	5.61	1k GSF	16	9	7
						470	**124**	**346**

1. Block 15 is proposed to be a landscaped parcel at this time and not expected to generate any trips.
2. Trip rates for office in MDP based on downtown trip rates
3. GSF = gross square feet

Summary

Previous analysis for Block 3A was included in overall analysis for Phase 3 and documented in the Spring District Phase 3 – Traffic Impact Analysis (August 2017). This report documented that overall Phase 3 would generate approximately 749 PM peak hour trips and Block 3A specifically would generate an estimated 33 PM peak hour trips. Changes to square footage submitted as part of the ADRs for Blocks 7, 8, 9, 11 and 3A result in an estimated 30 PM peak hour trips for Block 3A, and 569 PM peak hour trips for all blocks included in the Phase 3 April 2017 TIA. Therefore, the analysis in the April 2017 TIA remains valid.

Parking Agreement between REI and WR-SRI 120th North LLC

Recording Requested by and
After Recording Return to:

FOSTER PEPPER PLLC
1111 Third Avenue, Suite 3000
Seattle, Washington 98101
Attn: Mike Kuntz / Nathan Luce



PARKING AGREEMENT
(Retail Facility)

GRANTOR:	**RECREATIONAL EQUIPMENT, INC.,** a Washington corporation
GRANTEE:	**WR-SRI 120TH NORTH LLC,** a Delaware limited liability company
ABBREVIATED LEGAL DESCRIPTION (Grantor):	Parcel 7, BSP No. 17-116109-LF, REC. NO. 20170926000625 Full Legal Description on Exhibit A
ABBREVIATED LEGAL DESCRIPTION (Grantee)	Parcel 3-A, BSP No. 17-116109-LF, REC. NO. 20170926000625 Full Legal Description on Exhibit B
ASSESSOR'S TAX PARCEL ID NO (Grantor):	7933300140
ASSESSOR'S TAX PARCEL ID NO (Grantee):	0671000060
REFERENCE NO.:	N/A

PARKING AGREEMENT
(Retail Facility)

October

THIS PARKING AGREEMENT (this "Agreement"), dated as of the 25th day of ~~September~~, 2018, is made by and between RECREATIONAL EQUIPMENT, INC., a Washington corporation ("Grantor"), and WR-SRI 120th North LLC, a Delaware limited liability company ("Grantee").

Grantor is the owner of that certain real property located in the City of Bellevue, Washington more particularly described on **Exhibit A** attached hereto (the "Grantor Property").

Grantee is the owner of that certain real property located in the City of Bellevue, Washington more particularly described on **Exhibit B** attached hereto and having a street address of 12040 NE Spring Blvd., Bellevue, Washington 98005 (the "Grantee Property").

Grantor intends to construct a three-story parking structure containing approximately 434 parking stalls on the Grantor Property (the "Parking Structure").

Grantee intends to construct a retail and bike facility building containing approximately 16,000 square feet of space on the Grantee Property (the "Retail Facility"). The Retail Facility will contain no parking spaces.

In order for Grantee to meet the minimum parking requirements of Bellevue City Code (BCC) 20.20.590to obtain the necessary permits and approvals for the construction and operation of the Retail Facility, Grantor has agreed to provide the use of parking spaces in the Parking Structure as further set forth in this Agreement.

Grantor acknowledges that the Grantor Property will benefit from the proximity and ability to use the Retail Facility.

Accordingly, in consideration of the mutual covenants contained herein, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee now agree as follows:

1. Reservation of Parking Spaces. Grantor shall, throughout the Term (defined below), make available for use by the tenants and visitors of the Retail Facility not fewer than 27 parking spaces in the Parking Structure (the "Parking Spaces"). The Parking Spaces shall be available on an unassigned, non-reserved first-come first-served basis. The Parking Spaces shall be used only for vehicular parking by Grantee, Grantee's visitors, tenants of the Retail Facility and their patrons and employees (collectively, the "Permitted Users"), subject to limitations contained in this Agreement. The Parking Spaces may not be used for other purposes, including, but not limited to, parking by delivery vehicles or any other oversized vehicles (*i.e.*, vehicles too large to fit in a single parking space), storage, as a workspace, or any commercial purposes or reasons other than vehicular parking. Grantee may not make the Parking Spaces available on a long-term basis (*i.e.*, on more than an hourly or daily basis),

except for long-term use by Grantee's or Retail Facility tenants and their employees. The Permitted Users shall have the right to access the Parking Spaces, by foot or vehicle, within and through the Parking Structure for the purposes set forth herein.

2. Term. The term of this Agreement ("Term") shall commence upon substantial completion of construction of the Parking Structure and continue for the life of the Retail Facility, provided that Grantor and Grantee may modify or terminate this Agreement if and to the extent the Parking Spaces are no longer required to comply with the BCC pursuant to a new or amendment to the land use approval of the Retail Facility, or if the Parking Spaces are replaced with other parking spaces meeting the requirements of the BCC pursuant to a new shared parking agreement or like instrument. Any modification or termination of this Agreement shall be reviewed and approved by the City of Bellevue prior to the execution and/or recording of such modification or termination.

3. Access to Parking Spaces. Grantor shall not obstruct the Parking Spaces or access thereto by the Permitted Users. Notwithstanding the foregoing, Grantor may temporarily block the Parking Spaces or prevent access thereto for the purpose of conducting maintenance or repairs thereto, provided such maintenance shall be conducted at such times and in a fashion so as to minimize any disruption of the use of the Parking Spaces by the Permitted Users to the greatest extent commercially reasonable. Such temporary blockage shall be limited to the time needed to conduct the maintenance or repairs. Grantor shall provide advance notice to Grantee of any planned blockage of the Parking Spaces and Parking Structure anticipated to last longer than 24 hours (except no notice shall be required in the case of emergency repairs).

4. Parking Rates. Grantor may charge the Permitted Users of the Parking Spaces prevailing market rate parking fees for the use of the Parking Spaces, as those rates may change from time to time, and Grantor shall be entitled to retain all amounts so paid. Grantee shall have no liability for the payment of any such parking.

5. Garage Access. Grantee hereby acknowledges that Grantor intends that the Parking Structure will be open during hours reasonably acceptable to Grantor and Grantee to support the operation of the Retail Facility. Further, Grantee acknowledges that Grantor may install a gate with a keycard and visitor ticket system for access to the Parking Structure (the "Gate"). Grantor, in its sole discretion, may install additional access equipment and devices including, without limitation, (i) a system for entry and exit from the Parking Structure by use of, for example, a keycard for certain Permitted Users, or (ii) a system allowing use of tickets or time cards validated by Grantee to accommodate validated or complimentary parking provided by Grantee to Permitted Users. If Grantor installs additional access equipment or an additional device or devices, all such access equipment and devices installed by Grantor shall be installed and maintained at no cost to Grantee.

6. Parking Management. Grantor, in its sole discretion and at no cost to Grantee, may hire a parking manager to manage and monitor the Parking Structure (the "Parking Manager"), including monitoring the Parking Spaces for compliance with this Agreement and issuing citations to the Permitted Users for parking in areas of the Parking Structure other than the Parking Spaces.

7. Operating Costs. Grantor shall be solely responsible, as between Grantor and Grantee, for all costs of owning, maintain, repairing, replacing and insuring the Parking Structure.

8. Security. Grantee accepts the Parking Spaces AS IS and Grantor shall have no obligation to provide guard service or other security measures for the benefit of the Parking Spaces at any time. Grantor is not responsible for the contents of any vehicles in the Parking Spaces. The Parking Structure is open to third parties and Grantee and Grantee's Permitted Users may use the Parking Spaces at their own risk.

9. Casualty. In the event of damage or destruction of all or any portion of the Parking Structure during the Term (a "Casualty"), Grantor shall have no obligation to restore the Parking Structure, and either party shall have the right, exercisable in its sole discretion, to terminate this Agreement upon thirty (30) days written notice to the other party delivered to the other party within one hundred twenty (120) days of such damage or destruction, in which event this Agreement shall be of no further force or effect and, except with regard to any obligations accruing prior to such termination and obligations that expressly survive termination or expiration of this Agreement, neither party shall have any further obligation or liability hereunder. Notwithstanding the foregoing, in the event that Grantor elects to restore the Parking Structure after a Casualty, Grantor shall also restore the Parking Spaces and thereafter this Agreement shall continue in full force and effect as though no Casualty had occurred.

In the event of a Casualty and subsequent termination of this Agreement, Grantee acknowledges that Grantee shall not be in compliance with the City permits and approvals for the construction and operation of the Office Building and shall promptly and in good faith make all commercially reasonable attempts to secure the same number of parking spaces allotted in this Agreement for the Permitted Users.

10. Enforcement. Enforcement of the provisions of this Agreement shall be by an appropriate proceeding at law or in equity against any person, corporation or other entity violating or attempting to violate said provisions, either to restrain such violation, to enforce liability or to recover damages, or by any appropriate proceeding at law or in equity against the affected real property to enforce any lien or charge arising by virtue hereof. The prevailing party in any such enforcement proceeding shall be awarded its costs and expenses, including reasonable attorneys' fees, incurred in connection therewith.

11. Costs and Expenses. Each party hereto will bear its own costs and expenses in connection with the negotiation, preparation and execution of this Agreement and other documentation related hereto and in the performance of its duties hereunder. Grantor shall bear the expense of recordation of this Agreement in the records of King County, Washington.

12. Failure to Enforce. No delay or omission on the part of either party in exercising any rights, power or remedy provided in this Agreement shall be construed as a waiver of or acquiescence in any breach of the terms and conditions of this Agreement.

13. Rules and Regulations. Grantor reserves the right to adopt and enforce commercially reasonable rules and regulations governing the use of the Parking Spaces and the Parking Structure, provided such rules and regulations are uniformly applied to all Permitted Users in a nondiscriminatory manner.

14. Miscellaneous.

a. Successors. The terms and agreements as contained in this Agreement shall apply to, run in favor of and shall be binding upon and inure to the benefit of the parties hereto, and their respective heirs, executors, administrators, personal representatives and assigns and successors-in-interest.

b. Attorney Fees. Notwithstanding anything to the contrary in this Agreement, if either party institutes legal proceedings against the other with respect to this Agreement (including, without limitation, arbitration), or with respect to the use, enjoyment, operation or condition of any of the easements granted herein, including any proceedings in bankruptcy court, the non-prevailing party shall pay to the prevailing party an amount equal to all attorneys' fees and disbursements and all other costs and expenses incurred by the prevailing party in connection therewith.

c. Headings & Recitals. The headings in this Agreement are for convenience only and do not in any way limit or affect the terms and provisions hereof. All terms defined in the Recitals are incorporated into the body of this Agreement by this reference.

d. Unenforceability. If any provision of this Agreement is held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect the remainder of such provision or any other provisions hereof.

e. Gender. Wherever appropriate in this Agreement, the singular shall be deemed to refer to the plural and the plural to the singular, and pronouns of certain genders shall be deemed to include either or both of the other genders.

f. Governing Law. This Agreement shall be construed and enforced in accordance with the laws of the State of Washington.

g. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but which when taken together shall constitute one and the same instrument.

h. Amendment; Modification. This Agreement may be changed, modified or amended in whole or in part only by a written agreement executed by all of the then record fee owners of the parts of the Grantee Property and the Grantor Property affected by such change, modification or amendment and consented to by any holder of a mortgage or deed of trust recorded against the parts of the Grantee Property and the Grantor Property affected by such change, modification or amendment at such time.

i. Waiver. A party may, at any time or times, at its election, waive any of the conditions to its obligations hereunder, but any such waiver shall be effective only if contained in a writing signed by such party. No waiver shall reduce the rights and remedies of such party by reason of any breach of any other party. No waiver by any party of any breach hereunder shall be deemed a waiver of any other or subsequent breach.

j. No Merger. There shall be no merger of any easements, rights, or interests created by this Agreement by reason of the fact that the Properties may be owned or held directly or indirectly or for the account of the same person or entity, and no such merger shall occur unless and until all persons and entities at the time having an interest in all the Properties (including, but not limited to, the holders of any bona fide first deed of trust or first mortgage, having an interest in, or an encumbrance on, all or any portion of said Properties) shall join in a written instrument effecting such merger and shall duly record the same.

k. Entire Agreement. This Agreement constitutes the entire agreement among the parties with respect to the subject matter hereof and supersedes all prior agreements, oral or written, express or implied, and all negotiations or discussions of the parties, whether oral or written, and there are no warranties, representations or agreements among the parties in connection with the subject matter hereof except as set forth herein and in the Agreements.

[Remainder of Page Intentionally Left Blank]

Signed as of the date first set forth above.

GRANTOR: **RECREATIONAL EQUIPMENT, INC.,**
A Washington corporation

By: _____
Name: Kirk Stephens
Title: DVP – Campus Transition

GRANTEE: **WR-SRI 120TH NORTH LLC,**
a Delaware limited liability company

By: SRI Eight 120th LLC,
a Delaware limited liability company,
its managing member

By: _____
Name: JAMES A PIERRE
Title: VP

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this 26th day of September, 2018, before me, a Notary Public in and for the State of Washington, personally appeared Kirk Stephens, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed this instrument, on oath stated that said person was authorized to execute the instrument, and acknowledged it as the DVP of Campus Transition of **Recreational Equipment, Inc.**, a Washington corporation, to be the free and voluntary act and deed of said corporation for the uses and purposes mentioned in the instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above written.

Notary Public
State of Washington
Pamela L Thorpe
MY COMMISSION EXPIRES
October 1, 2019

Pamela L. Thorpe

Notary Public
Print Name Pamela L. Thorpe
NOTARY PUBLIC in and for the State of Washington, residing at Puyallup, WA
My appointment expires 10/01/2019

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this 25th day of October, 2018, before me, a Notary Public in and for the State of Washington, personally appeared James A Pierre, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed this instrument, on oath stated that said person was authorized to execute the instrument, and acknowledged it as the VP of WR-SRL 120th North LLC, a Delaware Limited Liability company, to be the free and voluntary act and deed of said party for the uses and purposes mentioned in the instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above written.

BRITTANY LONG
Notary Public
State of Washington
My Appointment Expires Jul 21, 2020

Print Name Brittany Long
NOTARY PUBLIC in and for the State of Washington, residing at Seattle, WA
My appointment expires 7/21/2020

EXHIBIT A

Legal Description of Grantor Property

PARCEL 7, ACCORDING TO CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, RECORDED UNDER AUDITOR'S FILE NO. 20121101000274, AND AS AMENDED UNDER BINDING SITE PLAN AMENDMENT NO. 4, CITY OF BELLEVUE NO. 17-116109-LF, RECORDED UNDER AUDITOR'S FILE NO. 20170926000625, AS RECORDED IN VOLUME 292 OF CONDOMINIUMS, AT PAGES 47-52, RECORDS OF KING COUNTY, WASHINGTON;
CONTAINING 76,008 SQUARE FEET MORE OR LESS.

EXHIBIT B

Legal Description of Grantee Property

PARCEL 3-A, ACCORDING TO CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, RECORDED UNDER AUDITOR'S FILE NO. 20121101000274, AND AS AMENDED UNDER BINDING SITE PLAN AMENDMENT NO. 4, CITY OF BELLEVUE NO. 17-116109-LF, RECORDED UNDER AUDITOR'S FILE NO. 20170926000625, AS RECORDED IN VOLUME 292 OF CONDOMINIUMS, AT PAGES 47-52, RECORDS OF KING COUNTY, WASHINGTON;
EXCEPTING THEREFROM THAT PORTION LYING EASTERLY AND NORTHERLY OF THE FOLLOWING DESCRIBED LINE:
BEGINNING AT A POINT ON THE SOUTH LINE OF PARCEL 3-A, WHICH BEARS NORTH 89°43'09" WEST, 93.33 FEET FROM THE SOUTHEAST CORNER OF SAID PARCEL, ACCORDING TO SAID AMENDMENT NO. 4, SAID POINT BEING THE BEGINNING OF THIS DESCRIBED LINE; THENCE NORTH 09°25'25" WEST, 83.97 FEET ALONG THE WEST LINE OF THE FUTURE SOUND TRANSIT PLAZA TRACT; THENCE SOUTH 80°27'13" WEST, 135.80 FEET ALONG THE SOUTH LINE OF THE FUTURE SOUTH TRANSIT WAY, TO THE WEST LINE OF PARCEL 3-A AND THE TERMINUS OF THIS DESCRIBED LINE.
TOGETHER WITH THAT PORTION OF CITY OF BELLEVUE FEE TAKE RECORDED UNDER KING COUNTY AUDITOR'S FILE NUMBER 20160804001170, DESCRIBED AS FOLLOWS:
BEGINNING AT THE AFORESAID TERMINUS POINT; THENCE CONTINUING SOUTH 80°27'13" WEST, 17.02 FEET; THENCE SOUTH 00°38'45" WEST, 16.84 FEET TO INTERSECT THE MOST WESTERLY NORTH LINE OF PARCEL 3-A; THENCE SOUTH 89°26'53" EAST ALONG SAID LINE, 16.79 FEET; THENCE NORTH 00°33'07" EAST, 19.82 FEET TO SAID TERMINUS POINT AND THE POINT OF BEGINNING.
CONTAINING 11,548 SQUARE FEET, MORE OR LESS.