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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Edi Linardic

LOCATION OF PROPOSAL: *1036 100th Avenue NE*

DESCRIPTION OF PROPOSAL: Design Review approval of a 6-story multi-family residential building with 101 units and 112 parking stalls located in a two-level underground parking garage

FILE NUMBERS: 19-119784-LD **PLANNER:** Mark Brennan, 425-452-2973

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 **12/3/2020**

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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a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

Elizabeth Stead November 19, 2020
Environmental Coordinator
Elizabeth Stead, Land Use Director

OTHERS TO RECEIVE THIS DOCUMENT:

- State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov
- State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
- Army Corps of Engineers
- Attorney General ecyolyef@atg.wa.gov
- Muckleshoot Indian Tribe glen.stamant@muckleshoot.nsn.us.; Fisheries.fileroom@muckleshoot.nsn.us

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	**Pinnacle Bellevue Development**
Proposal Address:	1036 & 1044 100th Avenue NE
Proposal Description:	The applicant requests Design Review and SEPA Threshold Determination of Nonsignificance approval for a 6-story multi-family residential building with 101 units and below-grade parking for 112 parking stalls within the Downtown Residential (DT-R) in the Perimeter A-1 overlay land use district.
File Number:	**19-119784-LD**
Applicant:	Edi Linardic, LDG Architects
Decisions Included:	Process II, Combined Design Review Decision and SEPA Determination
Planner:	Mark C. Brennan
State Environmental Policy Act Threshold Determination:	Determination of Non-significance (DNS) Elizabeth Stead Elizabeth Stead, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: Elizabeth Stead Elizabeth Stead, Land Use Director

Date of Application:	July 26, 2019
Notice of Application:	September 5, 2019
Public Meeting:	September 24, 2019
Decision:	November 19, 2020
Appeal Deadline	December 3, 2020

For information on how to appeal a proposal, visit the Development Services Center at City Hall, 450 110th Avenue NE, or call (425) 452-6800. Comments on State Environmental Act Determinations can be made with or without appealing the proposal within the noted comment period for the SEPA determination. Appeal of the decision must be received in the City Clerk's office by 5 p.m. on the date noted for appeal of the decision.

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F. Traffic Report
G. Republic Services Letter

I. Request/Proposal Description

A. Request

The applicant requests Design Review approval and Threshold Determination of Nonsignificance under the State Environmental Policy Act (SEPA) to construct a 6-story residential building on a 0.55-acre (24,125 SF) site in the DT-R (Downtown-Residential) land use district in Perimeter Overlay A-1.

The building will include 101 residential dwelling units on six floors. The ground floor will include an entrance lobby and a fitness room for building residents. The project will provide 112 parking stalls and 1 vanpool/carpool loading area in a two-level below-grade garage. Associated site improvements include streetscape improvements, a required 20-foot wide landscaped perimeter buffer along 100th Avenue NE, and an ADA accessible east-west through-block pedestrian connection.

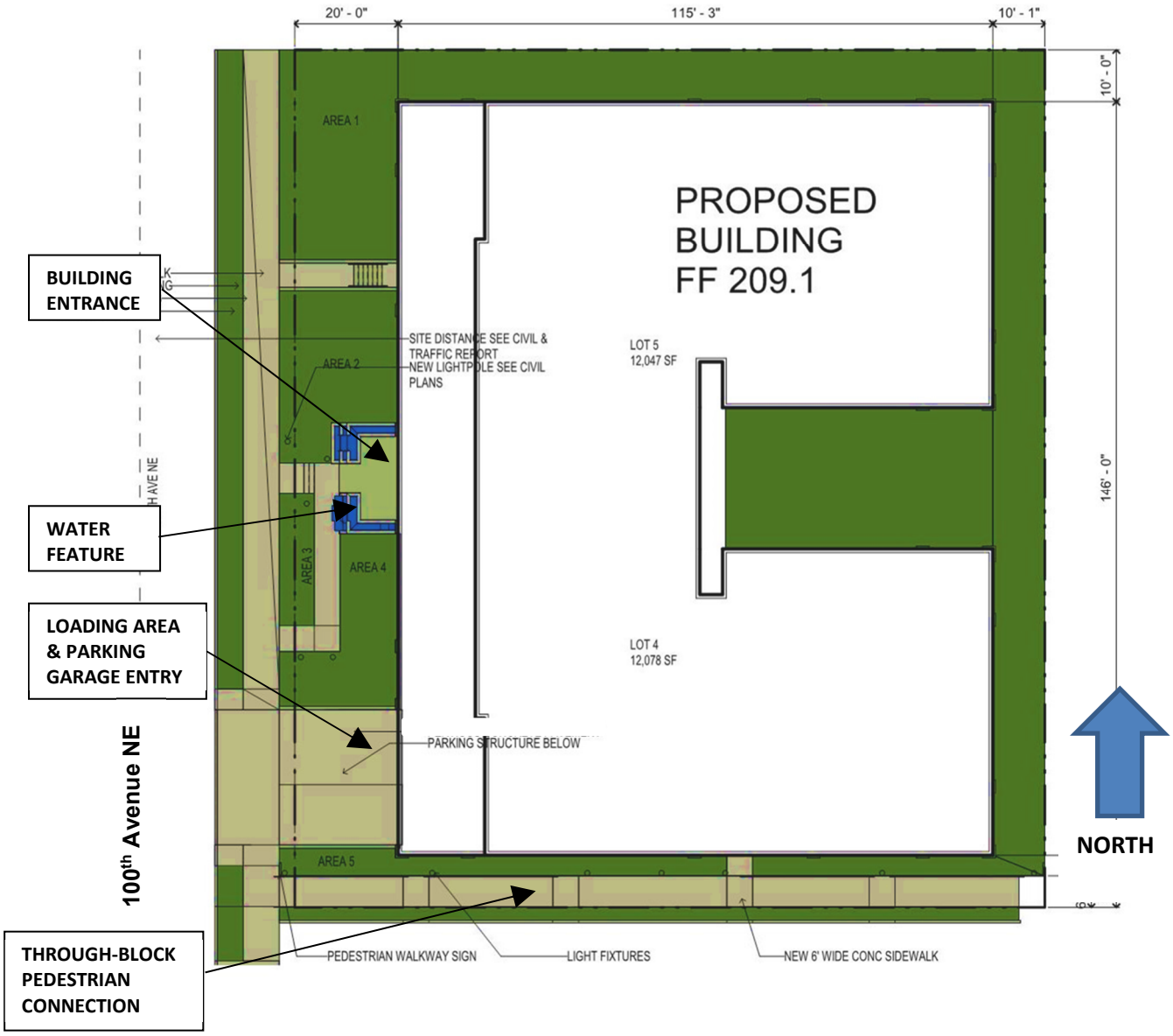
Figure 1: View to south along 100th Avenue NE

B. Site Design

Streetscape:

A 5-foot wide planting strip and 8-foot wide sidewalk will be provided in the right-of-way (ROW) along the along 100th Avenue NE. The planting strip will include street trees and additional plantings (shrubs and groundcover) as indicated in LUC 20.25A.110.A. Because the proposed code-designated street tree (Callery Pear) is prone to disease, the applicant has requested an Administrative Departure to substitute the Callery Pear with an American Hophornbeam (Ostrya virginiana). **Refer to discussion in Departure Request to Substitute Street Tree Species in Section III.E of this report. Refer to Conditions of Approval regarding Final Landscape & Irrigation Plans, Planting in Right-of-Way/Streetscape/Through-Block Pedestrian Connection, Streetscape Irrigation (Right-of-Way and Site) and Soil Volumes in Section XI.B of this report.**

Figure 2: Site Plan



Pedestrian Access:
Pedestrian access to the building will be provided by a 6' wide ADA-compliant walkway from the public sidewalk along 100th Avenue NE to the building entrance, located at the approximate mid-point of the building's west façade. The building's entry will roughly align with the sidewalk grade and will minimize the length of an ADA accessible path to the entry.

Vehicular Access:
Vehicular access to the site will be provided by a new driveway from 100th Avenue NE to the immediate north of the mid-block pedestrian connection. This driveway will be the only vehicular access into the building's below-grade parking garage. A loading area will be provided within the building at the ground floor before the vehicle access drive slopes to the parking

levels below. **Refer to Condition of Approval regarding Provisions for Loading in Section XI.A of this report.**

Linear Buffer:
The site's location in the A-1 Overlay District will require the provision of a 20-foot wide linear buffer between the public sidewalk and the face of the building per LUC 20.25A.110.C. However, due to the site's limited length of street-frontage and the provision of required vehicular and pedestrian access as described above, the resulting planting area will not meet the requirement that 75% of the linear buffer be planted. The applicant has requested an Administrative Departure to allow a reduced planting area. **Refer to discussion in Departure Request to Reduce Linear Buffer Planting in Section III.E of this report.**

Through-block Pedestrian Connection:
A through-block pedestrian connection will be required along the south edge of the site. This connection is a requirement of Land Use Code 20.25A.160.D. The through-block pedestrian connection will begin at the site's western edge at the public sidewalk on 100th Avenue NE and will terminate at the site's eastern boundary. The through-block pedestrian connection will include a 6-foot wide paved area for pedestrians and bicycles and a 4-foot wide planting area. The through-block pedestrian connection will be required to be ADA accessible per LUC 20.25A.160.D.4.k. **Refer to Conditions of Approval regarding Planting in Right-of-Way/Streetscape/Through-Block Pedestrian Connection and Pedestrian Access Easement and Signage for the Through-Block Pedestrian Connection in Sections XI.B and D of this report.**

C. Building Design

Pursuant to LUC 20.25A.075C, the upper two floor levels (floors 5 & 6) of the building's façade along 100th Avenue NE will include a 15-foot stepback of from the façade below. This shift in the building's form will reduce its scale along 100th Avenue NE. The building's cementitious panel cladding system will align with the stepback - with darker panels on the first four stories and white panels above. This differentiation in panel color, along with the stepback, will break down the scale of the building's mass. Additional scaling features will include residential decks on three sides of the building and window surrounds in light-colored panels on the lower four stories. The building entry will include overhead weather protection (canopy). To the south of the building entry, the façade area used to screen the loading area from the right-of-way and the adjacent residential (Vuecrest) neighborhood to the west will exceed the maximum 25% blank wall area allowed per LUC 20.25A.170.B.5. The applicant has submitted a request for an Administrative Departure to exceed the blank wall requirement. **Refer to discussion regarding Departure to Blank Walls in Section III.E of this report**. **Refer to Conditions of Approval regarding Design Review Modifications, Exterior Building Lighting, Mechanical Equipment and Equipment Screening, Mechanical Exhaust and Individual Sign Permits in Sections XI.A, C, and E of this report.**

Figure 3: View to north along 100th Avenue NE

Figure 4: Building Entry Detail

Building Entry

Figure 5: Pedestrian Connection

Through-block Pedestrian Connection and associated guardrails

Figure 6: Exterior Color Samples

Figure 7: West Elevation

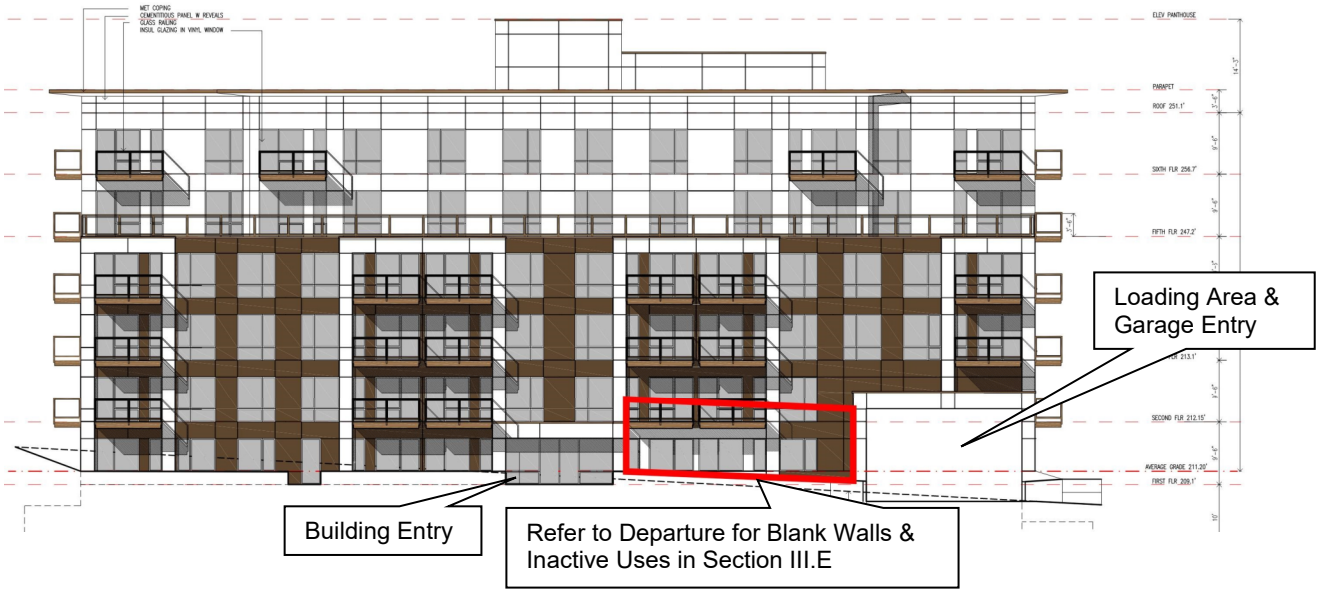


Figure 8: South Elevation

Figure 9: East Elevation

Figure 10: North Elevation

D. Administrative Departure Requests

Through the Administrative Departure process per LUC 20.25A.030.D, the applicant requests the following modifications from applicable Code standards and requirements:

- Compact Parking: (LUC 20.25A.080.F.2)
- Street Tree Species Substitution (LUC 20.25A.110.A.4)
- Linear Buffer Planting Area: (LUC 20.25A.110.C.4.g)
- Blank Walls and Inactive Uses: (LUC 20.25A.170.B.5.b.i)

Refer to Section III.E of this report for a detailed description of each Departure request and how the resulting will meet the criteria for approval in LUC 20.25A.030.D.1.b

E. Process

Design Review is required by Land Use Code (LUC) 20.25A.030.A.1. In addition to the Design Review, the project will require a threshold determination under the State Environmental Policy Act (SEPA) due to the project size. The Design Review and SEPA Threshold Determination are Process II decisions. Process II is an administrative process. The Environmental Coordinator will issue the SEPA Threshold Determination and the Director of Development Services will issue the Design Review decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

II. Site Description, Land Use Context and Zoning

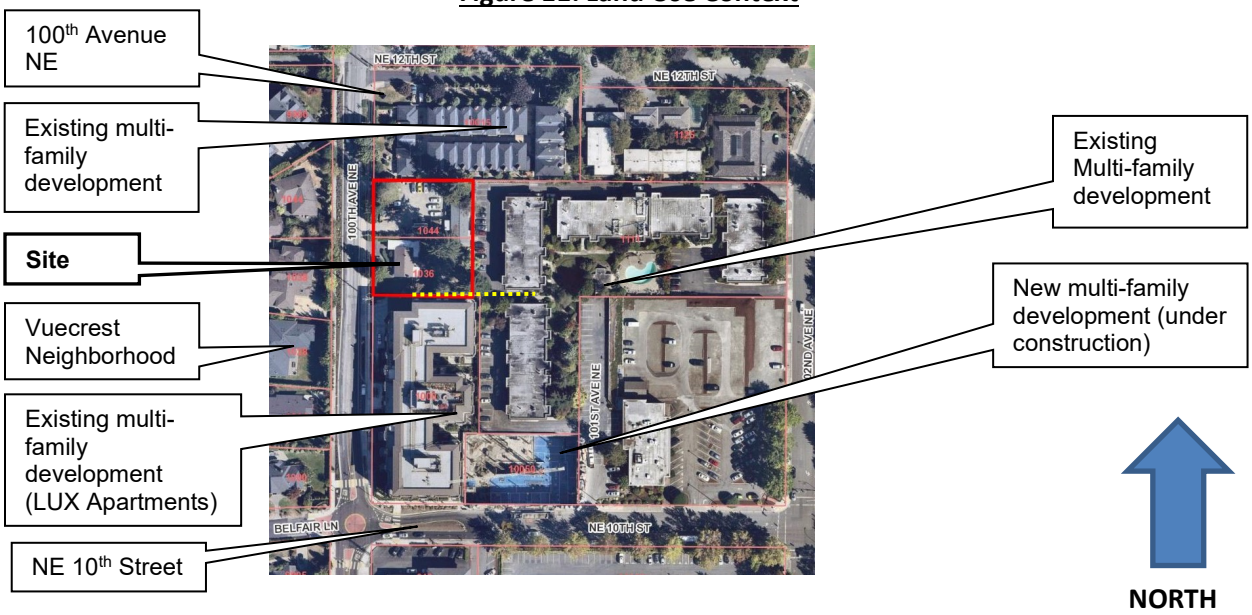
A. Site Description (Existing Conditions)

The site is located along the east side of 100th Avenue NE immediately north of the existing LUX Apartments and is comprised of 2 existing parcels: The north parcel is approximately 12,047 SF and contains an and contains an existing 250 SF storage structure. The south parcel is approximately 12,078 SF and contains an existing single-family dwelling and associated landscaping. A Boundary Line Adjustment (LW) Permit will be required to combine the two parcels into one site/project limit. The total area of the two parcels (the site/project limit) will be approximately 24,125 SF. All structures and landscaping on the site will be demolished for the proposed building. The site is roughly rectangular in shape and its topography slopes from an approximate elevation of 214.5 ft at the northwest corner to approximately 205.5 ft. at the southeast corner, resulting in a 4% slope across the site. The site is less than 40,000 SF, which qualifies it as a "Small Site" per Land Use Code (LUC) 20.25A.020A. This designation allows for some flexibility in the application of dimensional requirements required by the LUC. The site is located along the Downtown boundary with a single-family neighborhood (the Vuecrest Neighborhood) to the west across 100th Avenue NE. 100th Avenue NE is classified as a collector arterial on City maps. **Refer to Condition of Approval regarding Boundary Line Adjustment Requirement in Section XI.C of this report.**

B. Land Use Context

The site is located in the Comprehensive Plan's Downtown Subarea and within the Northwest Village neighborhood. Existing development in Northwest Village is characterized by commercial and multi-family residential uses that are typically between 2 to 3 stories tall. This existing context is gradually being replaced with new, higher density developments such as the LUX Apartments, a 5-story multi-family residential building to the site's immediate south, and by the NE 10th Street, a 7 story multi-family residential development currently under construction to the southeast of the site.

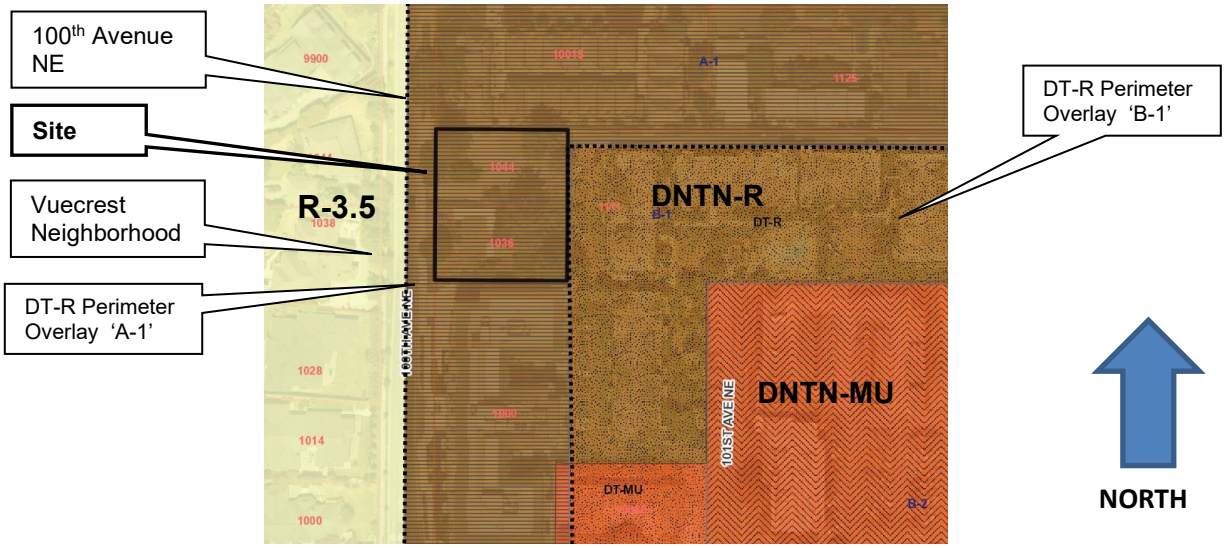
Figure 11: Land Use Context



C. Site Zoning

The site is zoned Downtown Residential (DT-R) and is also within the Perimeter A-1 Overlay District. The purpose of the DT-R District is to provide an area for predominantly urban residential uses. Limited office and retail uses are permitted as secondary to residential use, in order to provide the amenity of shopping and services within an easy walking distance of residential structures. Perimeter Overlays provide an area for lower intensity development that provides a buffer between less intense uses outside Downtown and more intensively developed properties in Downtown.

Figure 12: Site Zoning Map



Adjoining Land Uses:

North: DNTN-R, Subdistrict A-1: single-family dwellings along 100th Avenue NE and three-story multifamily (town house) development.

East: DNTN-R, Subdistrict B-1: surface parking lot for two-story multi-family development (apartment buildings).

South: DNTN-R, Subdistrict A-1: multi-family development LUX Apartments

West: (Across 100th Avenue NE) R-3.5, single-family development, Vuecrest Neighborhood.

III. Consistency with Land Use Code/Zoning Requirements

A. General Provisions of the Land Use Code

1. Use:

Uses in Downtown are regulated by LUC 20.25A.050 (Land Use Charts). The proposed residential use is permitted outright.

2. Dimensional Requirements:

All applicable dimensional requirements of the Land Use Code will be met. Refer to the following chart for specific information, as well as associated Conditions of Approval, Administrative Departures (Attachment C) and project drawings (Attachment A).

Table 1: Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit LUC 20.25A.020	24,125 SF *(Qualifies as a DT-Small Site because its area is less than 40,000 SF)*		
Land Use District LUC 20.25A.010	Downtown Residential (DT-R) within Perimeter A-1 Overlay		
Building Type per LUC 20.25A.060 Footnote (2)	Residential		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	**Permitted/Required**	**Proposed**	**Comments/Conditions**
Maximum Floor Plate Above 40 ft. *(Measured in gsf/f*)*	20,000 gsf/f	12,426 gsf/f	Meets requirement.
ADDITIONAL DIMENSIONAL REQUIREMENTS IN DOWNTOWN PERIMETER OVERLAYS			
Item	**Permitted/Required**	**Proposed**	**Comments/ Conditions**
Minimum Setback from Downtown Boundary	20-foot wide linear buffer per LUC 20.25A.110.C.4	20 feet as measured from the back of public sidewalk	Meets requirement. **Refer to Administrative Departure Request regarding Linear Buffer Planting in section III.E of this report below.**
Maximum Lot Coverage by Structure	75% = 18,094 SF	62% = 15,052 SF *(15,052 SF / 24,125 SF = 62%)*	Meets requirement.
Maximum Building Height/Maximum Building Height with Mechanical Equipment	55'/75'	55'/69'-3"	Meets requirement. Measured from average finish grade to the rooftop, an additional 20 feet allowed for mechanical equipment and is uninhabitable. LUC 20.25A.060 & LUC 20.25A.020.A.
Floor Area Ratio:	**Base:** 3.15: 75,994 SF *(24,125 x 3.15 = 75,994 SF)* **Max:** 3.5: 84,438 SF *(24,125 x 3.5 = 84,438 SF)*	3.29 *(76,597 / 24,125 = 3.286)*	Meets requirement. Participation in FAR Amenity Incentive System is required. Refer to **Table 2: FAR Bonus Amenity Points Required**, below.

STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	**Permitted/Required**	**Proposed**	**Comments/Conditions**
Sidewalk Width measured from back of curb **Overall Width: Planting Strip or Planting Pit: Sidewalk (Pavement) Width: LUC 20.25A.090**	12'-6" 5'-wide Planter Strip 7'-wide Sidewalk	12'-6" 5'-wide Planter Strip 7'-wide Sidewalk	Meets requirements. **Refer to Conditions of Approval regarding Final Landscape and Irrigation Plans, Planting in the Right-of-Way Streetscape, Streetscape Irrigation (Right-of-Way and Site), Soil Volumes, Landscape Installation Assurance Device, Landscape Maintenance Assurance Device, and Maintenance Agreement with the City of Bellevue in Section XI.B and D of this report.**
Downtown Perimeter Landscaping LUC 20.25A.110.B.2 LUC 20.25A.110.C.2	20' wide linear buffer required along Downtown perimeter boundary.	20'	Meets requirement. **Refer to Request for Administrative Departure to Linear Buffer Planting Area in Section III.E of this report.**
Landscaping - Street Tree Caliper & Species **LUC 20.25A.110 LUC 20.25A.110.A – Plate B.**	**100th Avenue NE:** Pear; *pyrus calleryana* 'Aristocrat'	:*Ostrya virginiana* 5 trees @ approx.. 29' O.C, 2 ½" caliper	Meets requirement. **Refer to Request for Administrative Departure to Substitute Street Tree Species in Section III.E of this Report.**
PARKING (LUC 20.25A.080)			
Item	**Permitted/Required**	**Proposed**	**Comments/Conditions**
Vehicular Parking **LUC 20.25A.080**	Residential Parking: 101 units Min. 1/unit: 101 Max. 2/unit: 202 Visitor Parking: Min. 1/20 units: 6 Total stalls required: 107 Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a	Residential Units 106 stalls Visitor Parking 6 stalls Total Stalls Provided **112 stalls** 41 stalls = 37%	Meets requirements. Per LUC 20.25A.080.F.2, up to 65% of the parking spaces provided may be designated as compact parking through an approved Administrative Departure request. **Refer to Request for Administrative Departure to Provide Compact Parking in Section III.E of this report.** **Refer to Conditions of Approval regarding Compact Parking Stalls in Section XI.C of this report.**

	Departure. <u>Vanpool/Carpool Loading Area</u> Min. 1	1 vanpool/carpool loading area located in the below-grade parking garage.	
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	1 space per every 10 dwelling units for residential uses = 11 spaces c. Provided on-site in a secure location. d. Covered Spaces. At least 50 percent of required parking shall be covered.	16 Provided Provided	Meets requirements.
REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	**Permitted/Required**	**Proposed**	**Comments/Conditions**
Refuse & Recycling LUC 20.20.725 & 20.25A.160 **<u>Residential</u>:** **Loading Space 20.20.590.K.4**	1.5 SF/unit @ 101 units = 151.5 (152 SF) One 10 FT wide x 55 FT long dedicated loading space	176 SF One 28 FT wide x 38 FT long loading space.	Meets requirements. The applicant has demonstrated that anticipated delivery vehicles (an SU-30 truck) meets the criteria in LUC 20.20.590K.4.b.ii, as shown in the vehicle turning diagrams on **<u>Refer to Conditions of Approval regarding Provisions for Loading in Section XI.A of this report.</u>**

3. **FAR & Amenity Bonus System (LUC 20.25A.070)**
   a. **FAR Exemptions, Special Dedications.**
   No exemptions or special dedications are proposed.
   b. **Amenity Incentive System Requirements**
   As indicated in Table 1 above, the **24,125 SF** site is located in a Downtown Land Use District (DT-R) and within a Perimeter Overlay (A-1) which, per LUC 20.25A.060, has an associated base floor area ratio (FAR) of **3.15**, or **75,994 SF** *(24,125 SF x 3.15).* The proposed building's FAR of **3.2** (*76,597 SF/24,125 SF = 3.18*) will exceed the base FAR and will be required to provide **603** amenity bonus points *(76,597 SF – 75,994 SF = 603)* per LUC 20.25A.070.D.1. Because the site qualifies as a DT-Small Site, any of the amenities in Table LUC 20.25A.070.B may be utilized to earn the required points. The proposed water feature at the building entry will earn $1,000 of appraised value and due to the site's location in the Northwest

Village neighborhood, will result in the provision of 920 points *(40 x 23= 920)* or 317 points in excess of the 603 points required.

Table 2: FAR Amenity Bonus Points Required

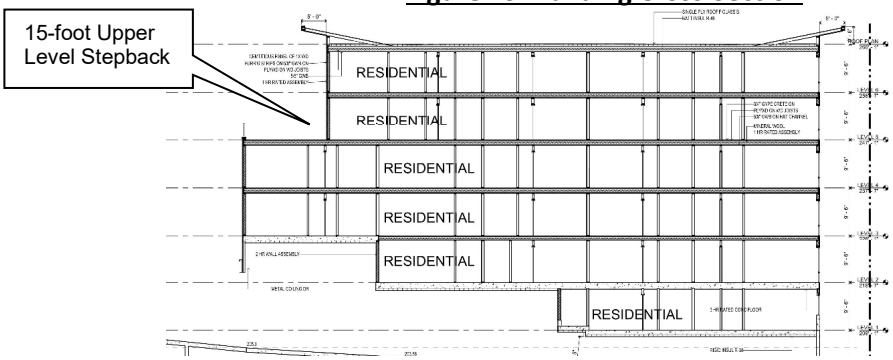
Site Area	24,125 SF		
Base FAR: 3.15	75,994 SF *(24,125 SF X 3.15 = 75,994 SF)*		
Maximum FAR Allowable 3.5	84,438 SF *(24,125 SF x 3.5 = 84,438 SF)*		
Proposed Floor Area for FAR (GFA)	76,597 SF		
Proposed FAR	3.2 *[76,597 / 24,125 = 3.175 (3.2)]*		
Bonus FAR Amenity Points Required	603 SF Proposed FAR above Base FAR *(76,597 SF – 75,994 SF = 603 SF)*		
Bonus Amenity	**Ratio**	**Value**	**Amenity Points Earned**
Water Feature *(40 points per $1,000 of assessed value)*	40:1	$23,020 *(estimated construction cost)*	920 *(40 x 23.0 = 920)*
Excess Amenity Points	317 *(920 provided – 603 required = 317 excess points)*		

4. **Recording**
   Subject to LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. **Refer to Conditions of Approval regarding Documentation of the Value of Water Feature and Recording of Bonus Amenities in section XI.D of this report.**

B. Upper Level Stepbacks (LUC 20.25A.075.C)

The building meets the requirement to incorporate a 15-foot upper level stepback between 25 feet and 40 feet LUC 20.25A.075.C.2. The 15-foot stepback is incorporated at 38 feet on levels 5 and 6 of the proposed building as shown on the Building Cross-Section below.

Figure 13: Building Cross-Section



C. Green and Sustainability Factor (LUC 20.25A.120)

1. The site is a "Downtown-Small Site" which requires a Green and Sustainability Factor score of 0.25 per LUC 20.25A.120. The proposal provides a score of 0.25. Refer to Sheets L-1 and L-2 in the Project Drawings (Attachment A) for the Green and Sustainability Factor Worksheet and associated diagrams.
2. The project will achieve the required score by providing:
   1. Landscaped areas with soil depth of 24 inches or more.
   2. Landscaped areas at sidewalk grade
   3. Trees and shrubs located in the landscaped areas above.
   4. Native or drought-tolerant landscaping.

D. Administrative Departures (LUC 20.25A.030)

The applicant is requesting four Administrative Departures to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. Below is a discussion of each Departure request made by the applicant and how it has met the Departure decision criteria in LUC 20.25A.030.D.1.b. Also refer to **Attachment C**: **2019 Administrative Departure Request Forms** for each of the applicant's Departure Requests listed below:

1. <u>Departure Request to Provide Compact Parking:</u>

Pursuant to LUC 20.25A.080.F.2 a departure is requested to designate up to 65% of parking stalls as compact stalls. This departure is necessary to increase the below-grade parking garage efficiency by designating as "compact stalls" 37% of the parking stalls provided.

Departure Decision Criteria:

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

Response: The Comprehensive Plan recognizes that parking should be engineered to meet expected demand. The Plan also recognizes that the City has an obligation to balance environmental impacts of regulatory decisions with the City's commitment to require appropriate infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the constrains of the project site and needs of users.

The design with the departure advances the following specific Comprehensive Plan policies:

- EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the City's commitment to provide for public safety, infrastructure, economic development, and other obligations.
- EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions and enhancing land use patterns to reduce vehicle dependency.
- EN-45: Implement the City-wide use of low impact development techniques and green building practices.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and
Response: The LUC allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The project proposes 37% of its parking stalls to be designated compact stalls, consistent with what the Code allows.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and
Response: The project seeks 37% compact stalls, which the code allows. The number of compact stalls proposed is the minimum necessary to right-size parking within the constrained below-grade garage floorplates.

d. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or
Response: Not applicable.

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.
Response: Not applicable. The project does not have a Development Agreement.

Finding: After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to LUC 20.25A.080.F.2 will be approved as part of this Design Review approval. **Refer to Condition of Approval regarding Compact Parking Stalls in Section XI.C of this report.**

2. Departure Request to Substitute Street Tree Species:
Pursuant to LUC 20.25A.110.A.4., a departure is requested to substitute the required street tree in the planting strip on 100th Avenue NE from Callery Pear (Pyrus calleryana 'Aristocrat') to American Hophornbeam (*Ostrya virginiana).* This change was requested by the Parks Department because they have found that the Callery Pear tree designated for this section of 100th Avenue NE in Plate B of LUC 20.25A.110.A.1 is prone to disease where it has been planted in Downtown Bellevue.

Departure Decision Criteria:

a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and
Response: The resulting design (the substitution of the Callery Pear street tree with the American Hophornbeam) will advance the Comprehensive Plan goals and policies by providing an appropriate street tree that will be more likely to survive and thrive in this urban setting.

The resulting design advances the following specific Comprehensive Plan policies:
- UD-54: Use landscape designs that are appropriate for urban and suburban settings.
- UD-55: Exemplify the Northwest character through the use of appropriate plants in new landscaping.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and
Response: The substitution of the Callery Pear street tree with the American Hophornbeam tree will be more consistent with the purpose and intent of the Land Use Code by providing a tree species with a higher likelihood of remaining disease free and able to withstand the urban conditions. The substitution will also be more compatible with other plantings in the same location: the American Hophornbeam was installed in the ROW for the LUX Apartments to the south of the subject site.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and
Response: The substitution of the designated Callery Pear street tree with the American Hophornbeam tree is the minimum reasonably necessary to achieve the Comprehensive Plan objective to ensure new ROW landscaping exemplifies Bellevue's image as a "City in the Park"

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or
Response: Not applicable.

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.
Response: Not applicable. The project does not have a Development Agreement.

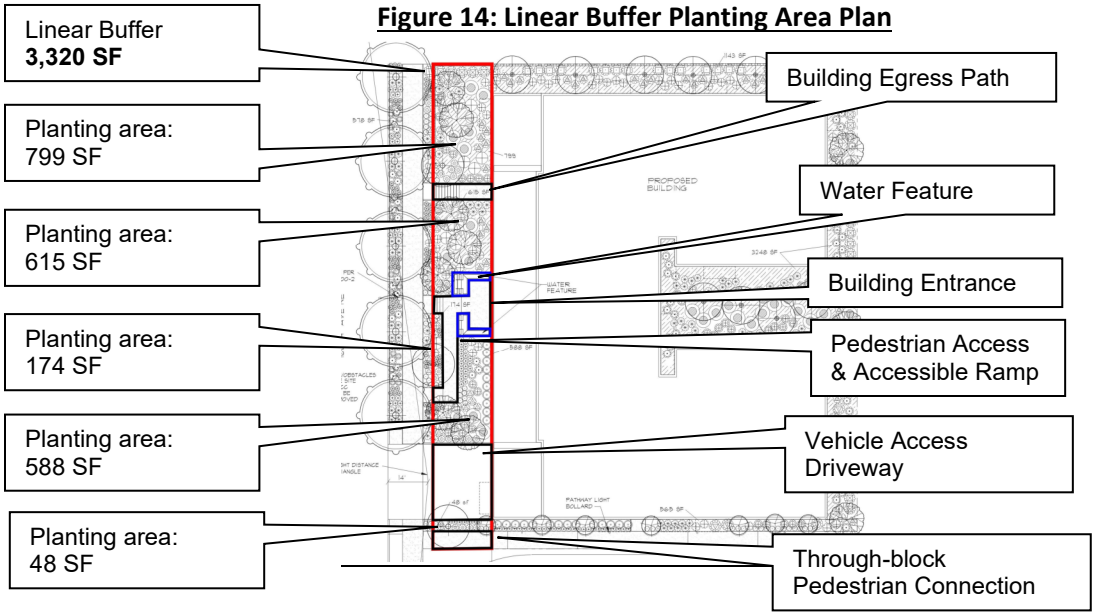
***Finding*:** After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to LUC 20.25A.110.A.1 Plate B will be approved as part of this Design Review approval.

3. <u>Departure Request to Reduce Linear Buffer Planting Area</u>:
Pursuant to LUC 20.25A.110.C.4.g, a departure is requested to reduce the requirement to plant 75% of the required 20-foot wide linear buffer. The applicant has proposed to plant approximately 64% of the linear buffer, 11% less than the required 75%.

This site is constrained by its small size and short street frontage thus necessitating increased paved areas. The required paved areas include the vehicular driveway, ADA pedestrian access to the building entry, and through-block pedestrian connection walkway. Together they account for approximately 36% of the linear buffer.

The linear buffer area required for this proposal is 3,320 SF (20' x 166' of street frontage). In order to provide the required paved areas described above, the linear buffer planting area will be reduced by 372 SF to approximately 2,118 SF (64%). However, the resulting linear buffer design will include the same number and types of trees, shrubs and groundcover that would be required to meet the 75% planted areas as required by the LUC. The resulting linear buffer will also include a water feature adjacent to the building entrance that will provide both visual and auditory interest to pedestrians on the sidewalk along 100th Avenue NE.

Figure 14: Linear Buffer Planting Area Plan



Departure Decision Criteria:

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

Response: The resulting linear buffer landscape design will advance Comprehensive Plan goals and policies. The City's Comprehensive Plan encourages the use of landscaping and other urban design elements to mitigate potential impacts to surrounding neighborhoods. The linear buffer design with the departure does this by providing an increased density of buffer planting in the smaller area by proposing to plant the same density of trees, shrubs and groundcover that would be required by Code to meet the 75% standard. Additionally, the water feature proposed at the building entrance will enhance the pedestrian environment of the streetscape by adding visual and auditory interest within the buffer.

The resulting design advances the following specific Comprehensive Plan policies:

- UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.
- UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
- UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.
- UD-38: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.
- UD-47: Mitigate potential impacts to surrounding neighborhoods using landscape, greenscape and other urban design elements.
- UD-55: Exemplify the Northwest character through the use of appropriate plants in new landscaping.

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

Response: The resulting design provides planting that meets the intent of the Land Use Code to provide a dense landscaped buffer between the proposal and the adjacent single-family neighborhood in LUC 20.25A.110.C.4. The number and type of trees, shrubs and groundcover proposed will produce a green buffer that will soften the visual impact of the building as viewed from the lower intensity Land Use Districts to the west and north of the site. Additionally, the water feature at the building entrance will enhance the visual and auditory experience of pedestrians on the adjoining sidewalk along 100th Avenue NE.

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

Response: The modification (reduction) in planting area below the 75% Code requirement is the minimum necessary to accommodate adequate and *required* pedestrian and vehicular access to the building and to provide the required through-block pedestrian connection as shown on Figure 14 above.

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

Response: Not applicable.

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

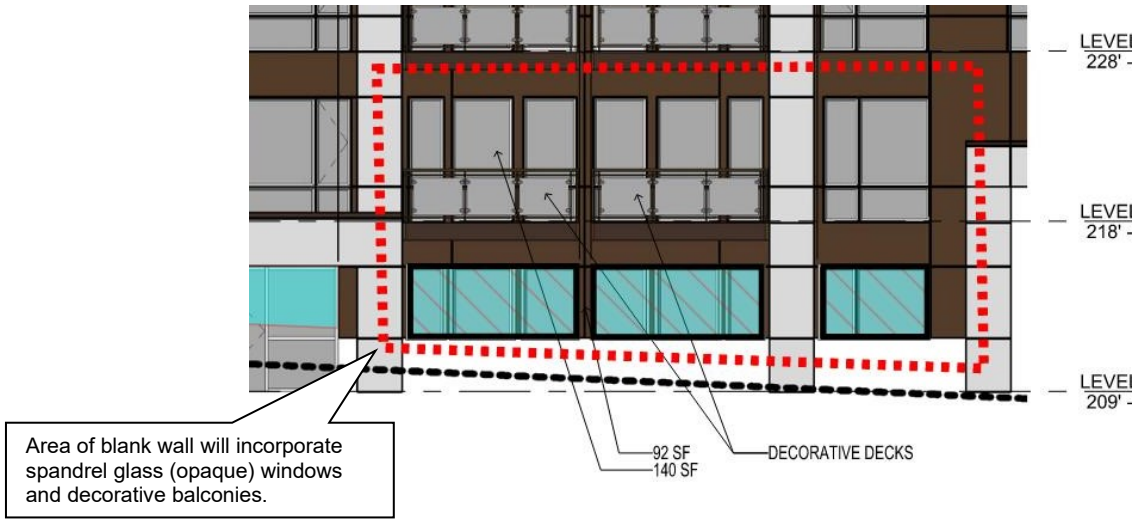
Response: Not applicable. The project does not have a Development Agreement.

Finding: After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to LUC 20.25A.110.C.4 will be approved as conditioned as part of this Design Review approval. **Refer to the Condition of Approval regarding Linear Buffer Paving in Section XI.B of this report.**

4. **Departure to Blank Walls:**
Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.170.B.5.b.i, a departure is requested from the standards and guidelines for a Perimeter Street – "E" right-of-way transparency standard. This departure would allow more than 25% of the façade area depicted in **Figure 15** below to be occupied by a blank wall due to the following conditions:

- The provision of screening to the loading area located immediately behind the wall adjacent to the garage and loading area entrance.
- The inherent limits to transparency based on the building's "traditional" façade expression of windows set within areas of solid wall. This design strategy results in a building that fits into its context of predominantly residential uses more cohesively.

Figure 15: Blank Wall Diagram



Departure Decision Criteria:

a. ***The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and***
Response: The resulting design proposed with this departure request will advance Comprehensive Plan goals and policies listed below. The City's Comprehensive Plan encourages the mitigation of the visual impact of service docks/areas through the use of architectural design. The Comprehensive Plan also encourages the use of design treatments for blank walls that are visible from the right-of-way. The proposed design to provide opaque windows and decorative residential decks on the façade to help screen the loading area extends the architectural language of the building (the pattern of windows and residential decks), thereby minimizing the visual impact of the loading area and providing a residential expression that is consistent with the style of existing residential properties in the surrounding area and with the area's evolving multi-family identity.

The resulting design will advance the following specific Comprehensive Plan policies:

- *UD-25:* Ensure that site and building design relates and connects from site to site.

- *UD-32:* Provide design treatments for blank walls that are visible from the public right of way.
- *UD-36:* Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and
Response: The resulting design will be consistent with the purpose and intent of streetscape and public realm design guidelines in the LUC, including the intent to create visual interest and a varied pedestrian experience by articulating the street level with a variety of forms, colors and cladding materials.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and
Response: The proposed area of blank walls is the minimum necessary to provide screening for the loading area.

d. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or
Response: Not applicable. There are no departure criteria required by the specific terms of the Land Use Code

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.
Response: Not applicable

***Finding*:** After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to LUC 20.25A.170.B.5.b.i will be approved as part of this Design Review approval.

IV. Design Guidelines

A. Downtown Design Guidelines (LUC 20.25A.140 - 180)

The applicant has met of all applicable Downtown Design Guidelines, as summarized below. Refer to Attachment D: 2019 Downtown Design Guidelines for additional information.

1. Context (LUC 20.25A.150)

- Relationship to height and form of other developments.
  - The building's height and form will be consistent with recent new development in the vicinity, including the LUX Apartments to the south and the NE 10th Residential building under construction.
  - The building's form will be articulated by the window surround frame elements, residential balconies, the building stepback, and by the use of materials and colors that are complementary to adjacent development.
- Relationship to Transportation elements.

- The building's loading area and below-grade parking garage will be integrated into a single entrance portal to maximize site efficiency and minimize negative impacts on adjacent land uses and the surrounding neighborhood.

- Maximize sunlight on the surrounding area.
  - Through the provision of the 20-foot wide linear buffer, the building will maximize sunlight on the 100th Avenue NE right-of-way and surrounding residential development.
  - The 15-foot deep upper level stepback will provide additional access to sunlight.

2. Site Organization (LUC 20.25A.160)

- On-Site Circulation
  - Access to the loading area and below-grade parking garage will be integrated into a single entrance off 100th Avenue NE.
  - The required through-block pedestrian connection will be provided along the site's south property boundary.
- Building Entrances
  - Pedestrian access to the building entrance will require a minimal change in grade, resulting in a shorter accessible ramp, thereby allowing more landscaping in the associated linear buffer.
- Through-block Pedestrian Connections
  - An ADA compliant through-block pedestrian connection will be provided along the site's south property boundary.

3. Streetscape and the Public Realm (LUC 20.25A.170.A)

- Define the pedestrian Environment
  - The ground floor elevation will provide visual interest through window framing elements, cladding materials, the building entrance, and adjoining water feature.
- Protect pedestrians from the elements
  - Weather protection (canopy) will be provided at the building entrance.
- Create a variety of outdoor spaces and provide places for stopping and viewing.
  - The trees, shrubs and groundcover in the linear buffer will define the site from the adjacent public sidewalk and provide visual interest.

4. Right-of-Way Designations (LUC 20.25A.170.B.5)

100th Avenue NE is designated as a Perimeter "E" Street with the following standards**:**

i. Transparency: Blank walls and inactive uses may occupy 25% of the façade.
Refer to Administrative Departure Request 3 in Section III.E of this report.

ii. Weather Protection: At entries
A canopy will be provided at the building entry.

iii. Points of Interest: Every 90 linear feet of façade, maximum
A water feature will be provided at the building entrance, which is located approximately 76 feet, or midway along the building's façade.

iv. Vehicle Parking: No surface parking or vehicle access directly between the perimeter sidewalk and main pedestrian entrance.
None proposed.

5. **Building Design (LUC 20.25A.180)**
   - Overall Building Design:
     - The building will be clad with durable and environmentally sustainable cementitious panels in two colors.
     - The top two floors of the building will be set back to provide interesting building massing and reduce the building's scale along the 100th Avenue NE streetscape.
     - Modulation of the building's façades will be provided by vertical and horizontal elements that will frame the residential decks and add interest through the use of a complementary panel color.
     - A 5-foot wide cornice will provide a horizontal element at the top of the building that will also screen roof-top mechanical (HVAC) units.
     - Roof-top mechanical equipment (elevator, elevator mechanical room and stair access for service personal) will be enclosed within a single structure that will blend into the building below through the use of the same cladding system.

V. Public Notice and Public Comment

Application Date:	July 26. 2019
Notice of Application (500 feet):	September 5, 2019
Minimum Comment Period:	September 19, 2019
Public Meeting:	October 8, 2019

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on September 5, 2019 with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. A public meeting was held at the City of Bellevue on October 8, 2019 and was attended by 5 members of the public. To date, 4 Parties of Record have submitted written comments regarding the proposal, which are summarized and shown below in bold, italicized type. A response to the concerns expressed in the comments submitted follows in standard typeface:

1. ***The proposed building will cause traffic congestion.***
   Response: The proposal will meet Transportation Department standards as described Section VI.B and VII.C of this report, below.

2. ***The proposed six story, 110-unit building seems too high and too dense for this part of Northwest Bellevue. This proposal is extreme for this plot of land*** **(site)** ***and its proximity to the residential neighborhood to the north.***
3. ***The city should reduce the size of the building to (by) half, instead of 104 (residential) units, 50 units.***
   Response: As indicated in Section III of this report, the site and building development will meet all applicable dimensional and density requirements for properties located in the Perimeter A-1 overlay of the Downtown Residential (DT-R) district per Downtown Code (LUC 20.25A.060 and LUC 20.25A.070). Note that in the LUC, there are no dimensional requirements that address the minimum or maximum number of units allowed within a building envelope.

4. ***The variance request to create fewer full-size parking spaces does not address the trend away from sales of compact vehicles, nor is the variance aligned with the Downtown Livability Project. The variance request does not address this trend, and the justification of reducing digging costs does not seem to be aligned with the goals of the Downtown Livability Project.***
   Response: No variances are requested for this proposal. As prescribed in LUC 20.25A.030.D.1 and 20.25A.080.F.2, up to a total of 65% compact parking stalls may be requested per the Administrative Departure process. The applicant is requesting 37% compact parking through this process. Refer to the request for an Administrative Departure to Provide Compact Parking in Section III.E.1 above.

5. ***There is no parking space for on-site staff, maintenance or service providers.***
   Response: The proposal meets the required parking ratios for residents and also includes six visitor/guest spaces as required in LUC 20.25A.080 and as outlined and discussed in Section III - Consistency with Land Use Code/Zoning Requirements of this report.

6. ***There is no nearby street parking, other than in the Vuecrest residential neighborhood. Note that the developer of this property owns hundreds of adjacent parking spaces, but they are private and currently allow no public usage***
   Response: The proposal is not responsible for the provision of parking in the right-of-way. The proposal meets the required parking ratios for residents and visitors per LUC 20.25A.080 and as outlined and discussed in Section III of this report - Consistency with Land Use Code/Zoning Requirements.

7. ***The request for a variance for less greenspace on the side of the property facing the Vuecrest neighborhood seems to contradict the code and the plan for Northwest Village. Squeezing more plants in a smaller area does not address the goals for streetscapes or for a buffer between high- and low-density development.***
   Response: No variances are requested for this proposal. As prescribed in LUC 20.25A.030.D, the planting of less than 75% of the linear buffer may be requested per the Administrative Departure process. The proposed landscaped buffer design meets the criteria for approval through this Administrative Departure request because of the required vehicular and pedestrian access paving (sidewalks and driveway) necessary for the proposal along a relatively short street frontage. Refer to the request for an Administrative Departure to Linear Buffer Planting Area in Section III.E.2 above.

8. ***There is still little provision for moving vans, delivery vehicles and ride-hailing vehicles. The underground space is inconvenient to reach, hard to discover and has inadequate space for multiple vehicles.***
   Response: The applicant has demonstrated that anticipated delivery vehicles (an SU-30 truck) meets the criteria in LUC 20.20.590K.4.b.ii, as shown in the vehicle turning diagrams on Sheet G0.07 in the Project Drawings attached at the end of this report. **Refer to Conditions of Approval regarding Provisions for Loading in Section XI.A of this report.**

9. ***The loading area appears to require using stairs to access, and no ramp is shown. Does this violate ADA or other accessibility requirements?***
   Response: The applicant has provided an ADA ramp at the loading area.

10. ***The autoturn diagrams don't show models for moving vans. The diagrams appear to show the trash/recycling vehicle path conflicting with the tree canopy on the landscape plan.***
    Response: Per LUC 20.20.590.K.4.b.ii, the property owner has demonstrated that known delivery vehicles can park and maneuver within the proposed loading and maneuvering space so that no part of a vehicle using or maneuvering into the loading space projects into the public right-of-way.

11. ***The plans seem to show a pedestrian corridor on the Pinnacle property immediately adjacent to this drop-off, with no protection from falls.***
    Response: Guardrails will be provided along both sides of the through-block pedestrian connection per Figure 5 Pedestrian Connection above.

12. ***The acceptance date on the plans is one day past the already twice-extended deadline.***
    Response: The applicant submitted revised documents on Tuesday, January 21, 2020, one day past the expected resubmittal date of Monday, January 20th. Per LUC 20.40.510 – the Director has the ability to cancel Land Use Applications where revisions are received past the anticipated resubmittal date, however, there is no requirement to do so. In this circumstance, the applicant was working in good faith to prepare their resubmittal package and did so just outside of the anticipated date. The Director did not choose to cancel the application as there was communication with the applicant that indicated they would resubmit in a timely manner.

VI. Technical Review

A. Land Use/Environmental Health/Noise

1. Construction Noise:
   While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Ordinance, BCC 9.18, regulates hours of construction-related noise emanating from the site. The Ordinance provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays which are not legal holidays. Therefore, no specific measures to reduce noise during this period are proposed.

   Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. The Director, as outlined in the Noise Control Ordinance, may grant an approval to expand the hours for which construction-related noise emanates from the site subject to meeting the criteria of BCC 9.18.020.C.1&2. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. **Refer to Condition of Approval regarding Construction Hours in Section XI.A of this report.**

2. Interior Noise:
   Bellevue City Code, 9.18, prohibits the approval of new residential structures where the exterior noise level exceed Ldn (day-night average sound level) of 65 dBA anywhere along the site boundary, unless the construction can achieve *interior* noise levels of 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. *Prior to the issuance of any building*

permit, the applicant must submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing a street frontage. Before any occupancy permits are issued, the noise levels must be measured inside a random sample of the residential units and the report revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report must include recommendations to modify the construction to meet the interior noise thresholds. **Refer to Conditions of Approval regarding Certification by Noise Consultant and Interior Noise Level Measurement in Sections XI.C and D of this report.**

3. Mechanical Exhaust:
   All kitchen exhaust and any other exhaust that contains smoke, odors, steam or heat must vent at least 16 feet above areas accessible to the public. Exhaust fans blowing air over a sidewalk or pedestrian connection can create noise levels exceeding that allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk prior to the issuance of any Certificate of Occupancy. **Refer to Conditions of Approval regarding Mechanical Exhaust and Certification by Noise Consultant in Section XI.C of this report.**

4. Street Trees;
   Parks Department staff have provided preliminary review and comment for the Design Review. Final landscape plan review and comment will be part of the Clear and Grade Permit review. **Refer to Conditions of Approval regarding Final Landscaping and Irrigation Plans, Planting in the Right-of-Way/Streetscape/Through-block Pedestrian Connection, Streetscape Irrigation (Right-of-Way and Site), and Soil Volumes in Section XI.B of this report.**

B. Transportation

Project Summary:
The proposed project is located on the east side of 100th Avenue NE, north of NE 10th Street and south of NE 12th Street. The nearest transit stops are located on 100th Avenue NE to the north of NE 10th Street. King County Metro Transit Route 246 provides service along 100th Avenue NE. Also, King County Metro Transit Routes 532 and 535 provide service along NE 10th Street, to the south of the site. The Bellevue Transit Center is approximately one mile from the Project site. The existing site is comprised of two land parcels located at 1036 and 1044 100th Avenue NE. The underlying zoning is DT-R, Downtown-Residential, and the existing properties are occupied by one single-family home. The existing single-family home is estimated to have generated 1 peak hour trip between 4:00 pm and 6:00 pm.

The applicant proposes to construct a mid-rise apartment building with 101 residential units and two levels of subgrade parking. Garage access is proposed off 100th Avenue NE. The new development is estimated to generate 21 peak hour trips between 4:00 pm and 6:00 pm.

Site Access and Loading
The site has two existing full access locations onto 100th Avenue NE, one for each land parcel. The proposed project will remove the existing two accesses and reconstruct one new full access onto 100th Avenue NE as shown below near the south west corner of the site.

The proposed vehicular access will be a 26 ft. wide commercial driveway approach onto the 100th Avenue NE approximately 11 ft. from the southern property line and 26 ft from the adjacent driveway. The new driveway will support all vehicular access to the site including deliveries and garbage collection and will be accommodated on-site without backing to the public street. On-street loading will not be allowed or permitted. Truck turning movements for the garbage truck were verified with Auto Turn diagrams. However, the provided diagrams shows the turning radius encroaches on the driveway curb line and planter. This will not be allowed, and it needs to be corrected on the engineering plans during the Clear and Grade permit. **Refer to Conditions of Approval regarding Vehicular Access Restrictions, Civil Engineering Plans – Transportation and Building and Site Plans - Transportation in Sections XI.A, B and C of this report.**

Pedestrian Access
Existing pedestrian access is provided to the site through the sidewalk along 100th Avenue NE on the west side of the site. The existing sidewalk is approximately 5 ft. wide adjacent to the roadway. The proposed development is required to construct a minimum 7 ft. wide sidewalk, and a minimum 5 ft. wide landscape planter between the back of curb and the sidewalk enhancing pedestrian safety with separation from the roadway. In addition, a pedestrian through-block connection will be constructed on the development along the southern property line to increase pedestrian accessibility to the site and will meet ADA requirements.

Bicycle Access
There are no existing bicycle facilities on 100th Avenue NE, but the street is listed as a high priority corridor in the City of Bellevue Ped/Bike Plan, Project B-202-E which describes adding a wide bike shoulder on the east side of 100th Avenue NE from NE 24th Street to NE 8th Street. Therefore, the new development is required to widen the paved shoulder to provide a minimum of 4 feet from the face of curb to the existing pavement to accommodate the bike lane.

Transit Service Access
The nearest transit stops are located on either side of 100th Avenue NE to the south of the project site near NE 10th Street. King County Metro Transit Route 246 provides service along 100th Avenue NE and the bus stops are located approximately 330 ft. from the site, and it can be accessed through the sidewalk. Also, King County Metro Transit Routes 532 and 535 provide service along NE 10th Street, to the south of the site. The Bellevue Transit Center is approximately one mile from the Project site. No transit improvements are required for this approval.

Sight Distance for Vehicles and Pedestrians
Sight distance for vehicles at the proposed driveway onto 100th Avenue NE was evaluated. The sight distance assessment is documented in the Transportation Impact Study, Pinnacle Apartments Bellevue - Traffic Report, dated June 2019. Sight distance for pedestrians at the proposed driveways is required to meet the City's horizontal and vertical standards and will be evaluated during the Clearing and Grading permit to ensure that any proposed landscaping, signage, walls, handrails and street furnishings are placed to avoid obstruction within the sight lines for pedestrians.

Street Lighting
Street lighting photometric calculations were evaluated by the applicant along 100th Avenue NE. A new street light pole and replacement of existing luminaire with a new LED fixtures will be required. Lighting Level for the luminaire is required to be reduced to a tertiary arterial level per the City of Bellevue current light level standards. **Refer to Conditions of Approval regarding Civil Engineering Plans – Transportation and Building and Site Plans - Transportation in Sections XI.B & C of this report.**

Transportation Infrastructure
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.

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

There is approximately an existing 5 ft. wide sidewalk along 100th Avenue NE and no curb ramps or crossing in the vicinity of the development or along its frontage. The frontage improvements will require a new driveway approach, roadway widening to accommodate bicycle facilities, curb and gutter, planter strip, and sidewalk on the 100th Avenue NE frontage of the site.

Prior to any form of occupancy, completion of the following transportation infrastructure is required:

1. Remove the existing curb, gutter, and sidewalk on the east side of 100th Avenue NE
2. Construct new standard concrete curb and gutter.
3. Constructed new sidewalk width of at least twelve feet, not including the curb. Any planters or tree wells are included in the 12 ft. width such that a minimum of 5ft. planter strip and 7 ft. sidewalk are constructed as part of the frontage improvement. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.
4. Construct a new minimum 26 ft. wide commercial driveway approach for site access onto 100th Avenue NE at the location shown on the plan as defined in standard drawing DT-100-1 or equivalent. The driveway apron design shall be consistent with standard drawing DT-100-1 or equivalent and appropriate turning radius standards be provided. This may require redesign of the driveway that is shown on the preliminary plan.
5. Construct a minimum of 4 feet of hot-mix asphalt (HMA) pavement from the face of curb to the existing pavement line to provide a wider paved shoulder.
6. Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as

needed to meet Bellevue's minimum photometric values.

7. The new landscaping planter strip within the sidewalk along 100th Avenue NE shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawing SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
8. The design and appearance of the sidewalk and landscaping on 100th Avenue NE shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with a five-foot wide planting strip, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.
9. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements. See section on Alternative Paving Materials for further details.
10. If the developer requests alternative paving materials, samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features
11. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some situations, new structure may be allowed under a new sidewalk/utility easement, provided that adequate vertical clearance (generally eight feet or more) is provided for installation of existing or future underground utilities, and provided that steps are taken to prevent differential settling. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
12. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 9 feet above the sidewalk or be removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
13. Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
14. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 ft. apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
15. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not to exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb

height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

16. ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and Washington State Department of Transportation (WSDOT) standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the City of Bellevue Transportation Department.
17. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
18. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
19. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground. **Refer to Condition of Approval regarding Street Frontage Improvements in Section XI.D of this report.**

Easements

All street frontage improvements including the sidewalk and planter strip for this development will be located within the public right of way. No easement or right of way dedication is required at this point of time based on the proposed plans. Should the scope or nature of the proposal change, the comments provided herein may no longer be valid and the applicant may need to provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks, private roads, ped and bike facilities, street lighting traffic control devices, temp construction, slope, wall, drainage, located outside the city right of way fronting this site. There are no utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

The applicant shall provide easements to the City for location of street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk, if any exists within the landscape area on the 100th Avenue NE frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. **Refer to Conditions of Approval regarding Existing Easements in Section XI.C of this report.**

Right of Way Dedication
Street frontage improvements which are reasonably necessary to mitigate the direct results of the development, are accommodated within the street right of way including the street widening described elsewhere in this document such that street surface to back of curb is accommodated within the public right of way**.** Therefore, the applicant is not required to dedicate right of way at the frontage of 100th Avenue NE.

Holiday Construction & Traffic Restrictions
From November 15th to January 5th, construction activities such as hauling, and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit. **Refer to Condition of Approval regarding Holiday Construction & Traffic Restrictions in Section XI.A of this report.**

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

Pavement Restoration
The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

100th Avenue NE: The City plans to resurface this street in the year 2021 after which a 5-year no-street-cut moratorium will be in effect. All necessary trenching and street cuts must be completed by that time. Should the street surfaces become damaged as a result of this development after the City resurfaces this street, a full grind and overlay from along the property frontage or as determined by the review engineer will be required. Coordination with

the City regarding the schedule of the overlay project will be required. **Refer to Condition of Approval regarding Pavement Restoration in Section XI.D of this report.**

Transportation Management Program
In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. As the proposed development will construct only 101 dwelling units which is below the 200 units threshold required by the BCC14.60.070. and 14.60.080 to establish a TMP. Therefore, the owner of this development is not required to sign agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. and 14.60.080. **Refer to Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program in Sections XI.C and D of this report.**

C. Utilities

Utility review has been completed on the preliminary information submitted at the time of this application. The review has no implied approvals for water, sewer and storm drainage components of the project. The side sewer connections will be reviewed, permitted and inspected under separate side sewer permits. Final civil engineering may require changes to the site layout to accommodate the utilities. Preliminary storm drainage review was completed under the codes and standards in place at the time of this application.

Storm Drainage
This project will be reviewed under the 2019 City of Bellevue Utilities Engineering Standards.

The site is located within the Meydenbauer Creek Drainage Basin. The project drains to Lake Washington via Meydenbauer Creek. The project is redevelopment as there is more than 35% existing impervious surface. Minimum Requirements MR #1-9 apply.

MR #5 On-site Stormwater Management. The applicant chose to implement MR #5 using List #2. Roof drains will be tight lined to the existing drainage system along 100th Avenue NE along with a strip drain capturing the driveway. Onsite storm management (MR #5) will be achieved using BMP T5.13 for all pervious areas.

MR #6 Runoff Treatment. Runoff treatment is not triggered because the total PGHS is 930 SF which is less than the 5,000 SF threshold.

MR #7 Flow Control. This site is within the Meydenbauer No Detention and Local Service Zone. In accordance with BCC 24.06, flow control is not required for properties within the Meydenbauer Drainage Basin to the extent provided for in Ordinance No. 3372.

MR #8 Wetland Protection. Not required as the project does not drain to a wetland.

MR #9 Operations and Maintenance. An O&M Manual will be included as a separate document with the UE permit submittal package.

Water

The water supply for this project is provided from the City of Bellevue BV 400 pressure zone water mains located in 100th Avenue NE. The project proposes to install a new domestic water service, and a private fire line. Separate landscape irrigation services are required for public and private landscape irrigation areas. Any un-used water services shall be removed and abandoned back to the water main, per COB water service abandonment requirements. Note all existing water meter sizes and meter numbers on the plans. Note on the plans whether each existing water service will be re-used or abandoned.

Sewer

The project will be required to connect to the existing 8-inch concrete sewer main in 100th Avenue NE by adding a new sanitary manhole and an 8-inch side sewer stub that extends 10 feet onto the subject property. The applicant shall request a cut and cap inspection of each existing side sewer stub **prior to demolition** of each existing building. Each stub shall be evaluated for re-use at the time of the cut and cap inspection by the City of Bellevue Wastewater Senior Engineering Technician (SET). New side sewer connection applications will be required. These are obtained through the online UA permit application process. Any un-used sewer services shall be removed back to the sewer main, per COB sewer service abandonment requirements. **Refer to Conditions of Approval regarding Utilities Conceptual Approval and Utility Permits Required in Section XI.A of this report**.

D. Clearing and Grading

The Clearing and Grading reviewer has approved this application with the following Conditions: **Refer to Condition of Approval regarding Clearing and Grading Permit Required in Section XI.B of this report.**

E. Fire Department

The Bellevue Fire Department Fire Prevention Division has reviewed the submittal in accordance with the 2015 International Fire Code, 2015 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon, and limited to, the information presented on drawings and/or materials received in our office. The Fire Department can approve the application, subject to the following conditions. **Refer to Conditions of Approval regarding Fire Department Connections, Emergency & Stand-by Generator Fuel Storage, Fire Sprinkler/Standpipe System, Fire Alarm System, Required Smoke Alarms/Carbon Monoxide Alarms, Smoke Control System and Key-Box Access System in Section XI.C of this report.**

F. Building

The plans provided for Design Review have not been sufficiently developed for a thorough review for compliance with the Building Codes. 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 codes as adopted and amended by the State of Washington and the City of Bellevue.

VII. State Environmental Policy Act (SEPA)

Environmental review is required for the proposal under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City's Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). Taken together, the A) SEPA Environmental Checklist in **Attachment B** of this report, together with B) information provided below and C) in the remainder of this report, and D) and in the official project file, adequately disclose expected environmental impacts associated with the Design Review approval. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under SEPA.

Adverse impacts which are less than significant are subject to City Codes or Standards, which are intended to mitigate those impacts. In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, will normally constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and regulations do not correspond, or where unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts associated with the project is noted below, together with any specific conditions of approval. These impacts will be mitigated to less than significant through exercise of Code authority as well as through project-specific Conditions of Approval contained in Section XI of this report.

A. Environmental Health

1. Construction Vehicle Pollution:
   To mitigate for air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of the Revised Code of Washington (RCW) 46.61.655. **Refer to Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment in section XI.A of this report.**

2. 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. **Refer to Condition of Approval regarding Use of Best Available Noise Abatement Technology In section XI.A of this report.**

3. Construction Light and Glare:
   Construction light and glare is not permitted to affect neighboring residential uses. **Refer to Condition of Approval regarding Construction Light and Glare in section XI.A of this report.**

B. Utilities

The development proposed for this application has been reviewed on a conceptual basis and can be feasibly constructed under current Utility codes and standards without requesting modifications or deviations from them. Major changes to the design or information submitted

under this permit may cause delay in approval of future construction permits. It is the applicant's responsibility to verify the accuracy all field information and data gathered for the utility design and feasibility of this project.

Storm Drainage, Water & Sewer
Adequate storm drainage, water and wastewater services can be provided to the subject site. Refer to Utility Review comments in Section VI of this report above for detailed discussion.

C. 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 101 dwelling units in MMA 3. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

In addition, transportation 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 Condition of Approval regarding Transportation Impact Fee in Section XI.C of this report.**

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 Pinnacle Bellevue Development LLC will generate only 20 new p.m. peak hour trips; therefore, concurrency is not required for this project.

Short Term Operational Impacts and Mitigation
Pinnacle Apartments Bellevue - Traffic Report, dated June 2019 and Traffic Report Addendum dated July 27, 2020, were prepared for this project by TSI Transportation Solution INC. The traffic reports included assessment of the forecasted trip generation, site access, sight distance for vehicles and pedestrian, safety, and truck turning movements. City staff analyzed the short-term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the p.m. peak hours. Issues that were

analyzed are the existing and future level of service, delay at the intersections, and volume to capacity ratios. The trip generation projection that included in the provided traffic study was prepared in 2019 using the applicable rate at that time which was 0.41 for multi-family midrise land use in the downtown area. Since then, the rate has been updated and reduced to 0.19 for the aforementioned land use resulting in 21 peak hour trips between 4:00 pm and 6:00 pm. No short-term traffic impacts are expected, and no additional traffic mitigation is required. Frontage improvements are required on 100th Avenue NE which will include the installation of new sidewalk, planter strip, new curb and gutter, shoulder widening, and street lighting to improve pedestrian safety. Refer to the Traffic Report and Traffic Report Addendum in Attachment F .

VIII. Changes to Proposal Due to Staff Review

A. Site Design

1. The change in grade from the sidewalk to the building entry was reduced by raising the building's profile on the site. This revision also reduced the height of retaining walls in the linear buffer to comply with the Code standard of less than 30" high.
2. The through-block pedestrian connection was revised to comply with ADA accessibility standards.

B. Building Design

1. The occupied roof was eliminated and the associated FAR Bonus Amenity (active recreational use) was eliminated. The FAR Bonus Amenity is now provided by a water feature at the building entry.

IX. Decision Criteria

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

A. The proposal is consistent with the Comprehensive Plan.

Finding: Staff has reviewed and evaluated the proposal for consistency with the Comprehensive Plan goals and policies, which include policies specific to the Housing, Urban Design and the Arts and the Downtown Subarea chapter. A few of the most applicable policies are discussed below.

<u>Housing Policies:</u>

- **Policy HO-2 Promote quality, community-friendly single family, multifamily and mixed-use development, through features such as enhanced open space and pedestrian connectivity.**
  Finding: The Pinnacle Residential project will promote quality, community-friendly multi-family development through the provision of the through-block pedestrian connection and linear buffer.

- **Policy HO-11 Encourage housing opportunities in mixed residential/commercial setting throughout the city.**
  Finding: The Comprehensive Plan encourages and anticipates that housing opportunities as exemplified by the Pinnacle Residential project will be developed in this area.

Urban Design and the Arts Policies:

- **Policy UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.**
  Finding: The Pinnacle project will transform an underdeveloped site with a high-quality multi-family residential building. The project will provide for new multi-family residential units, which will contribute to the image of Bellevue as an inspiring place to be. The building's form and materials palette will integrate with surrounding residential development and site features that include the linear buffer and associated water feature at the building entrance will activate the streetscape along 100th Avenue NE.

- **Policy UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.**
  Finding: An west-east accessible through-block pedestrian connection along the south edge of the Pinnacle site will provide a multi-use path (both pedestrian and bicycle) to a public sidewalk from existing land-locked multi-family development to the east of the site

- **Policy UD-45:Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.**
  Finding: The design of the Pinnacle residential building will be compatible and connect with surrounding development through its scale, massing and palette of exterior materials.

Downtown Subarea Policies:

- **Policy S-DT-3: Develop Downtown as an aesthetically attractive area.**
  Finding: The Pinnacle residential project will enhance Downtown's aesthetics by developing under-utilized parcels into a multi-family building that will be compatible and connect with surrounding development through its site and building design.

- **Policy S-DT-25. Provide for a range of Downtown urban residential types and densities.**
  Finding: The Pinnacle residential project will provide additional multi-family housing units that will comply with density requirements within the A-1 overlay district by developing an under-utilized parcels into a multi-family building that will be compatible with and connect to surrounding development through its site and building design.

- **Policy S-DT-124. Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.**
  Finding: The Pinnacle project will provide a transition from surrounding residential districts through the design of the linear buffer along 100th Avenue NE. Refer to the applicant's request for a Linear Buffer Planting Area Departure in Section III.E of this report and in Attachment C: 2019 Administrative Departure Requests.

B. The proposal complies with the applicable requirements of this Code.
Finding: The proposal will comply with all applicable requirements of this Code as documented in Sections III and IV of this report, including compliance with the following Administrative

Departures from Code requirements:

- Compact Parking
- Substitute Street Tree Species
- Linear Buffer Planting Area
- Blank walls and Inactive Uses

For a more detailed discussion of the requested Administrative Departures, refer to Section III.E of this report and Attachment C: 2019 Administrative Departure Requests.

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

Finding: Through application of the Land Use Code, the applicant has addressed the intent of all applicable design guidelines and criteria as discussed in Sections III and IV of this report – including the criteria for all requested administrative departures.

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

Finding: The proposal is compatible with and responds to the existing and intended character, appearance and quality of development in the neighborhood. The building's impact on nearby development will be minimized through its setback from 100th Avenue NE and the incorporation of a stepback on the upper two floors. The provision of the through-block pedestrian connection will increase pedestrian and bicycle access to and from existing development and will also provide enhance pedestrian mobility for the residents of the residential neighborhood to the west. Vehicular access to loading and below-grade parking will be integrated in a single entrance portal to minimize the physical and visual impact to adjacent properties, and the landscaped 20-foot wide linear buffer along the entire 100th Avenue NE frontage will provide a visually rich transition from the project site to lower density residential areas nearby.

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

Finding: The proposal will be adequately served by public facilities including streets, fire protection, and utilities. For further discussion, refer to Technical Review in Section VI in this report.

X. Decision

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

XI. Conditions of Approval

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

A. GENERAL CONDITIONS:

Compliance with Bellevue City Codes and Ordinances

Compliance with all applicable Bellevue City Codes and Ordinances including but not limited to the following is required:

Clearing and Grading Code - BCC 23.76	Savina Uzunow	425-452-7860
Bellevue Development Standards	Orooba Mohammed	425-452-4638
Transportation Code - BCC 14.60	Orooba Mohammed,	425-452-4638
Trans. Improvement Program - BCC.22.16	Orooba Mohammed	425-452-4638
Right-of-Way Use Permit - BCC 14.30	Tim Stever,	425-452-4294
Bellevue Utilities Code - BCC Title 24	Chris Brookes,	425-452-6825
Construction Codes - BCC Title 23	Nate Tilson,	425-452-6143
Land Use Code - BCC Title 20	Mark Brennan,	425-452-2973
Sign Code - BCC Title 22B	Mark Brennan,	425-452-2973
Noise Control - BCC 9.18	Mark Brennan,	425-452-2973
Uniform Fire Code - BCC 23.11	Glen Albright,	425-452-2926
Parks Department	Tom Kuykendall,	425-452-7924
Parks Department	Merryn Hearn,	425-452-4100

1. **Construction 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. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. *Requests for exemption from the Noise Control Code must be submitted in writing two weeks prior to the scheduled onset of extended hour construction activity*. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

   AUTHORITY: Bellevue City Code 9.18.040
   REVIEWER: Mark Brennan, Land Use Division

2. **Construction Light and Glare**
   During construction, all lighting must utilize cutoff shields or other appropriate measures to avoid spillover glare onto adjacent uses beyond the site.

   AUTHORITY: LUC 20.20.522 & Bellevue City Code 9.10
   REVIEWER: Mark Brennan, Land Use Division

3. **Design Review Modifications**
   Any modification to this approval shall be processed as either 1) a new decision, or 2) an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Any modification of the project design must be reviewed for

consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project.

AUTHORITY: LUC 20.30F.175
REVIEWER: Mark Brennan, Land Use Division

4. **Holiday Construction & Traffic Restrictions**
Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this moratorium accordingly.

AUTHORITY: Bellevue City Code 14.30.060
REVIEWER: Tim Stever, Transportation Department

5. **Vehicular Access Restrictions**
Access to this site from 100th Avenue NE will be full access with no turn restrictions as specified in the final civil engineering plans for the development.

AUTHORITY: BCC 14.60.150
REVIEWER: Orooba Mohammed, Transportation Department

6. **Provisions for Loading**
The property owner shall provide an off-street loading space 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 will not be permitted. No on-street garbage pickup will be allowed. The backing of trucks in any street or across any public sidewalk in order to access this site is prohibited.

AUTHORITY: Land Use Code 20.20.590.K.4 & Bellevue City Code 14.60.180
REVIEWER: Mark Brennan, Land Use Division
Orooba Mohammed, Transportation 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 9.18.020F
REVIEWER: Mark Brennan, Land Use Division

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

AUTHORITY: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655

REVIEWER: Mark Brennan, Land Use Division

9. **Utilities Conceptual Approval**
Utility Department approval of the design review application is based on the final conceptual design submitted with this application. Final utility design and construction approval is not given under this permit. Small changes to the site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Utilities Permit Processes. All connection charges will be due prior to issuance of the respective permits. Easements will be required as necessary for new publicly owned facilities, and easement modifications will be required for areas where public utilities and easements are no longer existing.

AUTHORITY: BCC Title 24.02, 24.04, 24.06
REVIEWER: Chris Brookes, Utilities Department

10. **Utility Permits Required**
All and any unused existing services must be abandoned back to the main.
- UA permits will be required for each sanitary side sewer connection/modification.
- UC permits required for domestic and irrigation water services 2-inch and smaller.
- UE permit required for water, sewer, and storm drainage improvements within the Right-of Way.

AUTHORITY: BCC Title 24.02, 24.04, 24.06
REVIEWER: Chris Brookes, Utilities Department

B. PRIOR TO CLEARING AND GRADING PERMIT:
The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the <u>Clearing & Grading or Demolition permit application</u>:

11. **Clearing and Grading Permit Required:**
Approval of this Design Review does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application shall be consistent with the activity permitted under this approval.

AUTHORITY: Land Use Code 20.30P.140, Clearing & Grading Code 23.76.035
REVIEWER: Savina Uzunow, Development Services Department, Clearing & Grading Section

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) 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: Bellevue City Code 11.70 & 14.30
REVIEWER: Tim Stever, Transportation Department

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) Traffic signs and markings for the 100th Avenue NE
b) Curb, gutter, sidewalk, and driveway approach design for the frontage on 100th Avenue NE. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons. **Reference ADA compliance or provision of a Design Justification Form.**
d) Installation or relocation of streetlights and related equipment.
e) 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.
f) LANDSCAPING REQUIREMENTS (IN THESE PLANS OR SEPARATE LANDSCAPING PLANS). NOTE THAT THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTENANCE UNLESS

ACCEPTED BY THE CITY.

g) Traffic Signal Communication Equipment – **Coordinate with 7th floor Intelligent Transportation System (ITS) for the project's frontage requirements.** The project may need to install conduit along the public road frontage with 25TA vaults on both ends.
h) 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.
i) Location of fixed objects in the sidewalk or near the driveway approach.
j) Trench restoration within any right of way or access easement.

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

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
REVIEWER: Orooba Mohammed, Transportation Department

14. Final Landscape and Irrigation Plans

General: Final Landscape and Irrigation Plans shall be submitted with the Clearing and Grading Permit application for review by the Land Use Division, the Parks Department, and the Utilities Department. Also see Condition of Approval regarding the streetscape irrigation (right-of-way and site) below.

- Any significant modification of these plans will require additional review and approval.
- Final Landscape and Irrigation Plans approved under the Clearing and Grading Permit shall be included in the building permit set for reference only. Each sheet shall be labeled "**FOR REFERENCE ONLY – REFER TO CLEARING AND GRADING PERMIT NUMBER XX-XXXXXX-GD FOR APPROVED LANDSCAPE AND IRRIGATION PLANS**".
- Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection.
- Electrical components shall not create a tripping hazard in the sidewalk.

AUTHORITY: LUC 20.25A.110, 20.20.520
REVIEWERS: Tom Kuykendall, Parks Department
Mark Brennan, Land Use Division

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

- Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction.
- The landscape planter shall include soil preparation, spray irrigation, and root barriers.

- Prior to ordering, confirm cultivars of all street trees with City of Bellevue Parks Department. Contacts are:
- Tom Kuykendall, tkuykendall@bellevuewa.gov, 425-452-7924, or
- Merryn Hearn, MHearn@Bellevuewa.gov , 425-452-4100
- A Parks Department representative shall be on-site to inspect street trees **prior to planting** *AND* **at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

AUTHORITY: LUC 20.25A.110.A.3, 20.20.520.K
REVIEWERS: Tom Kuykendall, Parks Department
Mark Brennan, Land Use Division

16. Streetscape Irrigation (Right-of-Way and Site)

- The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter and controller that can be accessed 24 hours a day by the City of Bellevue. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.
- No drip irrigation will be allowed within any City right-of-way.
- Schedule 40 irrigation pipe is required.
- There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.
- If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the section of the Water Code applies.
- Parks Department Contacts:
  - Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
  - Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

AUTHORITY: LUC 20.25A.110, 20.20.520
REVIEWERS: Tom Kuykendall, Parks Department
Mark Brennan, Land Use Division

17. Soil Volumes

Trees proposed within the site and streetscape planter areas shall be provided the required soil volume, as described within the City of Bellevue Parks Department, Environmental Best Management Practices and Design Standards
Manual: https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf Soil volume calculations shall be shown on the plans submitted for a clearing and grading permit.

AUTHORITY: Environmental BMP's and Design Standards Manual
REVIEWERS: Tom Kuykendall, Parks Department
Mark Brennan, Land Use Division

18. Linear Buffer Paving Type

On the Final Landscape Plan, indicate that the paving for pedestrian access to the building

entry, the building egress walkway and through-block pedestrian corridor in the linear buffer will be comprised of pervious paving, brick, stone or tile in a pattern and texture that is level and slip-resistant.

AUTHORITY: LUC 20.25A.110.C.4.g
REVIEWERS: Mark Brennan, Land Use Division

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

19. 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. Removal of existing buildings will be eligible for impact fee credit. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: Bellevue City Code 22.16
REVIEWER: Orooba Mohammed, Transportation Department

20. 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: Bellevue City Code 14.60.060, 110, 120, 150, 180, 181, 190, 241
REVIEWER: Orooba Mohammed, Transportation Department

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

AUTHORITY: Bellevue City Code 14.60.100
REVIEWER: Tim Stever, Transportation Department

22. Transportation Management Program
If required, the owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080.

AUTHORITY: BCC 14.60.070

REVIEWER: Orooba Mohammed, Transportation Department

23. Boundary Line Adjustment

A Boundary Line Adjustment (LW permit) will be required to be reviewed, approved, and recorded prior to any construction to create one lot. A link to Bellevue's Boundary Line Adjustment permit information is the following: http://development.bellevuewa.gov/permits-and-inspections/permits-and-forms/land-use-permits

AUTHORITY: Land Use Code 20.45B.260
REVIEWER: Mark Brennan, Land Use Division

24. Exterior Building Lighting

All exterior building lighting shall include cut-off shields that prevent spill-over to adjacent sites. All exterior building lighting shall be adjustable/dimmable.

AUTHORITY: Land Use Code 20.25A.160, 20.25A.170
REVIEWER: Mark Brennan, Land Use Division

25. Mechanical Exhaust

All kitchen exhaust and any other exhaust that contains smoke, odors, steam or heat must vent at least 16 feet above areas accessible to the public.

AUTHORITY: Land Use Code 20.25A.130 and Bellevue City Code 9.18
REVIEWER: Mark Brennan, Land Use Division

26. Certification by Noise Consultant

The applicant shall provide certification by a certified noise consultant that the noise from mechanical exhaust fans will not exceed 60 dBA anywhere along public sidewalks or other public spaces prior to the issuance of any mechanical permits.

AUTHORITY: Bellevue City Code 9.18
REVIEWER: Mark Brennan, Land Use Division

27. Compact Parking Stalls

All compact stalls shall be shown on the building plans and shall be marked as such on each stall. Compact stalls may not exceed 65% of the total number of stalls. The applicant has requested that 37% of the proposed parking stalls will be compact stalls. **Refer to Administration Departure Request to Provide Compact Parking in Section III.D.1 of this report.**

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Mark Brennan, Land Use Division

28. Mechanical Equipment and Equipment Screening

- Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that

these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND

- No mechanical equipment (including power, telephone, traffic control, etc.) shall be located in above ground cabinets in sidewalk areas within pedestrian pathways and walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of Land Use/DSD, AND
- Meet the screening requirements in LUC 20.25A.130.C including screening from above.

AUTHORITY: Land Use Code 20.20.525,20.20.650 20.25A.130
REVIEWER: Mark Brennan, Land Use Division

29. Fire Department Connections

Fire department connections shall be located no less than 100' from a fire hydrant.

AUTHORITY: NFPA 14, 6.4.5.4
REVIEWER: Glen Albright, Fire Review

30. Emergency & Stand-by Generator Fuel Storage

The fill pipe for emergency & standby generator fuel storage shall terminate outside of a building at a point not less than 2 feet from any building opening at the same or lower level. A fill pipe shall terminate in a manner designed to minimize spilling when the filling hose is disconnected. Fill opening shall be equipped with a tight metal cover designed to discourage tampering.

AUTHORITY: IMC 1305.6
REVIEWER: Glen Albright, Fire Review

31. Fire Sprinkler/Standpipe System

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.

The building shall be protected by an automatic standpipe system.

AUTHORITY: IFC 903, IFC 905
REVIEWER: Glen Albright, Fire Review

32. Fire Alarm System

A fire alarm system installed in accordance with the International Fire Code and NFPA 72 is required for this structure.

AUTHORITY: IFC 907
REVIEWER: Glen Albright, Fire Review

33. Required Smoke Alarms/Carbon Monoxide Alarms

Smoke alarms are required per the International Fire Code in all sleeping rooms and in the area immediately adjacent to the sleeping rooms.

Carbon monoxide alarms are required in immediately adjacent to all sleeping rooms. Provide carbon monoxide alarms in all dwelling units.

AUTHORITY: IFC 907
REVIEWER: Glen Albright, Fire Review

34. Smoke Control System

A smoke control system is required for this project.

a. The Smoke Control Concept (see number sheet 42A) must be approved prior to submittal of the garage building permit (BB for the garage).
b. The Smoke control Detailed Design (see number sheet 42B) must be submitted prior to issuance of the garage building permit (BB for garage).
c. The Smoke Control Permit (FH Detailed Design see number sheet 42B) must be approved before the above grade building permit (BB for podium/tower) will be issued.
d. Work associated with the smoke control permit, except for a slab-only pre-wire, cannot occur until the Smoke Control permit (FH) is issued. An electrical Pre-construction meeting is required before garage slab-only permit is issued.

AUTHORITY: IBC Chapter 4, Bellevue Fire Department Smoke Control Guidelines Manual
REVIEWER: Glen Albright, Fire Review

35. Key-Box Access System

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 revised plans indicating that a Knox box will be provided.

AUTHORITY: IFC
REVIEWER: Glen Albright, Fire Review

D. PRIOR TO *ANY* CERTIFICATE OF OCCUPANCY: The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with prior to issuance of the Temporary Certificate of Occupancy (TCO):

36. Street Frontage Improvements

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

AUTHORITY: Bellevue City Code 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings.
REVIEWER: Orooba Mohammed, Transportation Department

37. Pavement Restoration

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

a) 100th Avenue NE: The City plans to resurface this street in the year 2021 after which a 5-year no-street-cut moratorium will be in effect. All necessary trenching and street cuts must be completed by that time. Should the street surfaces become damaged as a result of this development after the City resurfaces this street, a full grind and overlay from along the property frontage or as determined by the review engineer will be required. Coordination with the City regarding the schedule of the overlay project will be required.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Tim Stever (425) 452-4294

38. Implement the Traffic Management Program

The Transportation Management Program required by Bellevue City Code Sections 14.60.070 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

AUTHORITY: BCC 14.60.070
REVIEWER: Orooba Mohammed, Transportation Department

39. Documentation of the Value of Water Feature

Prior to Certificate of Occupancy, the applicant shall provide documentation of the cost or appraised value of the water feature as shown on **Table 2: FAR Amenity Bonus Points Required** in Section III of this report.

AUTHORITY: Land Use Code 20.25A.070.D
REVIEWER: Mark C. Brennan, Land Use

40. Recording of Bonus Amenities

After final review and approval by Land Use, the applicant shall record a copy of the following with the King County Office of Records and Elections:

- Final, approved bonus point calculations (Tables 1 and 2 in Section III of this report), including any modifications made during building permit review and building construction.
- Building plans identifying all amenities and square footage.
- The Conditions of Approval for this Design Review.

AUTHORITY: Land Use Code 20.25A.070.E and 20.30F.145
REVIEWER: Mark Brennan, Land Use Division

41. Interior Noise Level Measurement
Interior noise levels inside residential units shall not to exceed 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. The project acoustical engineer shall document noise levels inside a random sample of the rooms and submit his/her findings to the City for review. If the noise levels exceed the required maximums, the City will require additional noise mitigation as necessary to achieve the maximum allowable levels prior to the issuance of any Occupancy Permit.

AUTHORITY: Bellevue City Code 9.18.045
REVIEWER: Mark Brennan, Land Use Division

42. Landscape Installation Assurance Device
All site landscaping shall be 100% complete per the plan approved by the City prior to TCO. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) an executed surety device (Assignment of Savings, Letter of Credit, or Bond) dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation and inspection approval.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Mark Brennan, Land Use Division

43. Landscape Maintenance Assurance Device
The applicant shall file with the Development Services Department an executed landscape maintenance assurance device (Assignment of Savings, Letter of Credit, or Bond) for a one-year period equivalent to 20% of the cost of labor and materials for all of the required landscaping. The assurance device will be released upon inspection by Land Use at the end of the one-year period.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Mark Brennan, Land Use Division

44. Pedestrian Access Easement and Signage for the Through-Block Pedestrian Connection
The applicant shall record a pedestrian access easement for the east-west through-block pedestrian connection to allow for 24-hour public pedestrian access. This written agreement must meet the satisfaction of the Development Services Department Director. In addition, public access signage is required as depicted in the Bellevue Wayfinding Manual and shall be placed at the terminus of the connection at NE 2nd Street. The signage will clearly convey the message that the public is welcome. Signage design and locations shall be reviewed by Land Use prior to fabrication and installation

AUTHORITY: Land Use Code 20.25A.160.D, BCC 22B
REVIEWER: Mark Brennan, Land Use Division

45. Maintenance Agreement with the City of Bellevue

After one-year, the landscape shall be inspected by Land Use and the Parks Department. Prior to the release of the Landscape Maintenance Assurance Device, the applicant and the City of Bellevue shall enter into an agreement to determine future maintenance responsibilities for the streetscape and streetscape plantings.

AUTHORITY: Land Use Code 20.20.520.K and 20.40.490
REVIEWER: Mark Brennan, Land Use Division

E. PRIOR TO ISSUANCE OF SIGN PERMITS

46. Individual Sign Permits

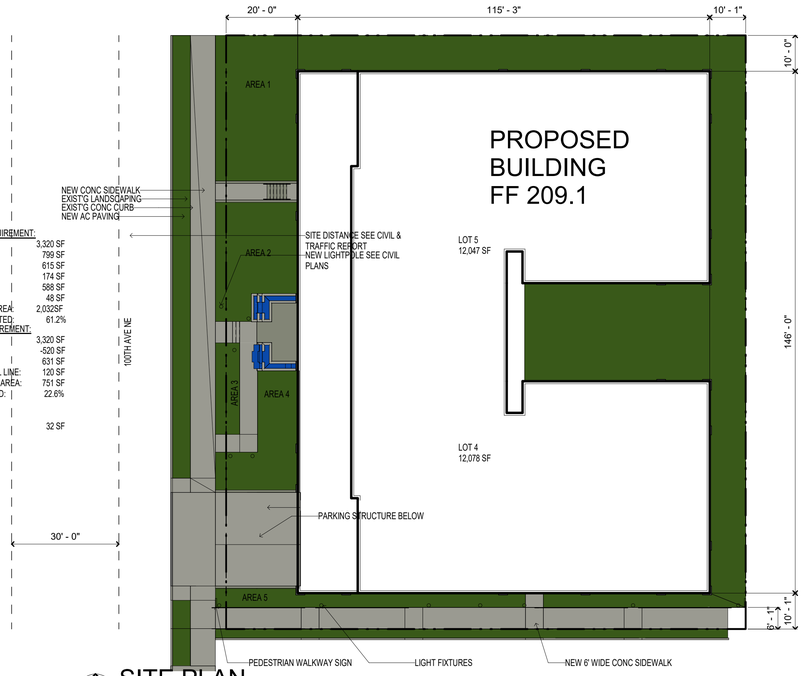
All signage shall be pedestrian oriented. Design review of individual signs for the building with the approved sign package will occur through review of each sign permit application. The sign permit submittal plans, elevations, and/or sketches shall include but are not limited to:

- Location
- Illumination
- Color and Materials
- Design/Dimensions

AUTHORITY: BCC 22B.10.025.B.4
REVIEWER: Mark Brennan, Land Use Division

ATTACHMENT A

Project Drawings



BUFFER AREA REQUIREMENT:

BUFFER AREA:	3,320 SF
AREA 1:	799 SF
AREA 2:	615 SF
AREA 3:	174 SF
AREA 4:	588 SF
AREA 5:	48 SF
TOTAL PREVIOUS AREA:	2,032SF
% OF BUFFER PLANTED:	61.2%

PAVED AREA REQUIREMENT:

BUFFER AREA:	3,320 SF
DRIVEWAY AREA	-520 SF
WALK AREA:	631 SF
6' WALKWAY AT S PL LINE:	120 SF
TOTAL IMPERVIOUS AREA:	751 SF
% OF BUFFER PAVED:	22.6%

WATER FEATURE:

AREA 1:	32 SF

SITE PLAN
1" = 20'-0"

PROJECT STATISTICS:

PROJECT ADDRESS:	1044 & 1036 100TH AVE NE
PARCEL NUMBER:	2925059050, 2925059154
SITE AREA:	24,125
ZONING:	DT-R SUB DISTRICT A-1

CONSTRUCTION TYPE:

TYPE IA	LEVEL 1,A,B
TYPE VA	LEVEL 2,3,4,5,6

BUILDING AREA:	OCCUPANCY:	GROSS AREA:	FAR AREA:	UNITS
LEVEL 6:	R-2	12,426	11,974	16
LEVEL 5:	R-2	12,426	11,974	16
LEVEL 4:	R-2	14,709	14,235	20
LEVEL 3:	R-2	14,709	14,235	20
LEVEL 2:	R-2	12,993	12,523	17
LEVEL 1:	R-2	12,016	11,656	12
TOTAL:		79,279	76,597	101
LEVEL A:	S-2	20,142		
LEVEL B:	S-2	20,142		
TOTAL		40,284		

BASE FAR ALLOWED:	75,994 (3.15)
FAR BONUS AMENITY:	1,264 SF (632*2)
TOTAL FAR ALLOWED:	77,258 SF
FAR PROPOSED:	76,597 SF (SEE SHEET A2.9.0)
MAX LOT COVERAGE:	75%
PROPOSED COVERAGE:	62% (15052/24125)

PARKING:

UNITS:	101
PARKING REQUIRED:	101+(101/20)=106
PARKING PROVIDED:	113
STANDARD:	72
COMPACT:	41
ADA STALLS REQUIRED:	7=2(101X.02) + 6(101X.05)
ADA VAN STALLS REQUIRED:	2
BICYCLE REQUIRED:	101/10=10
BICYCLE PROVIDED:	16
VANPOOL STALL	1
VANPOOL STALL PROVIDED:	1

LEGAL DESCRIPTIONS

TPN 2925059154:

THE SOUTH 83.14 FEET OF THE WEST 175.31 FEET OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLIAMETTE MERIDIAN IN KING COUNTY,

EXCEPT THE WEST 30 FEET FOR ROAD

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TPN 2925059050:

THE WEST 175.31 FEET OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLIAMETTE MERIDIAN IN KING COUNTY, LESS THE SOUTH 83.14 FEET.

EXCEPT THE WEST 30 FEET FOR ROAD

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

FIRE CODE SUMMARY:

1. PROVIDE FIRE DEPARTMENT CONNECTION WITHIN 100' OF FH
2. STANDBY GENERATOR FUEL STORAGE SHALL TERMINATE OUTSIDE OF A BLDG NOT LESS THAN 2' FROM BLDG OPEN'G . FILL PIPE TO BE DESIGNED TO MIN. SPILL. PROVIDE TEMPER PROOF TIGHT METAL COVER
3. PROVIDE AUTOMATIC FIRE SPRINKLER SYSTEM PER IFC AND CITY OF BELLEVUE.
4. PROVIDE FIRE ALARM PER IFC AND NFPA 72
5. PROVIDE SMOKE ALARM PER IFC
6. PROVIDE AUTOMATIC STANDPIPE SYSTEM
7. SMOKE CONTROL SYSTEM IS REQUIRED AND APPROVED PRIOR TO SUBMITTING FOR BUILDING PERMIT
8. PROVIDE KEY-BOX SYSTEM PER IFC
9. PROVIDE CARBON MONOXIDE ALARMS IN DWELLING UNITS AND ADJACENT TO ALL SLEEPING ROOMS

BUILDING CODE SUMMARY:

TYPE IA SPRINKLERED
=237,000*56,180

TYPE VA SPRINKLERED
Aa=(At + (NS*If)/'Sa
=(56000+12000*.028)*3
=108,336>69,956

If=(F/P-.25)W/30
=(146/522-.25) 30 / 30
= .028

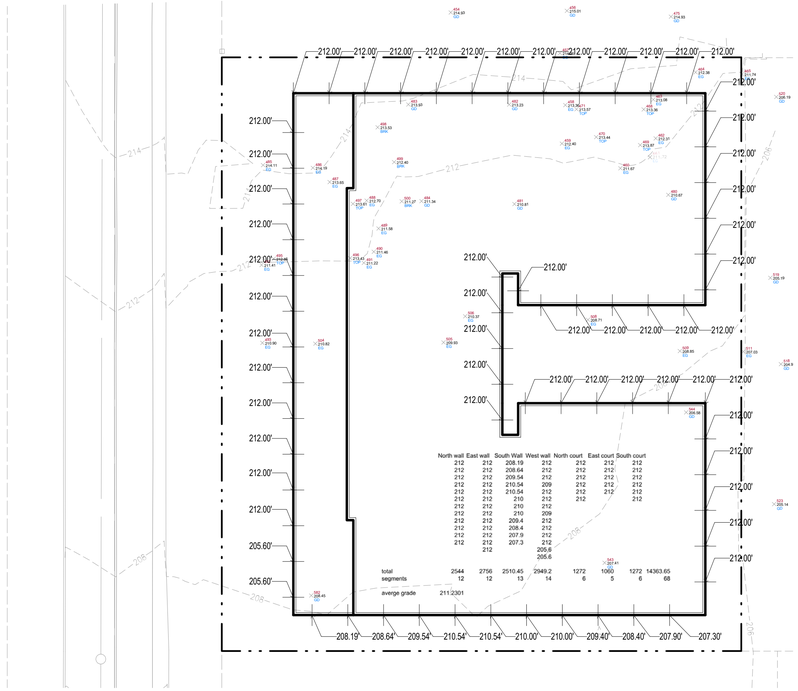
ADA CODE SUMMARY:

1. PROVIDE 5 ADA DWELLING UNITS WITHOUT ROLL-IN SHOWERS PER TABLE 1107.6.1.1
2. PROVIDE 2 ADA DWELLING UNITS WITH ROLL-IN SHOWERS TABLE 1107.6.

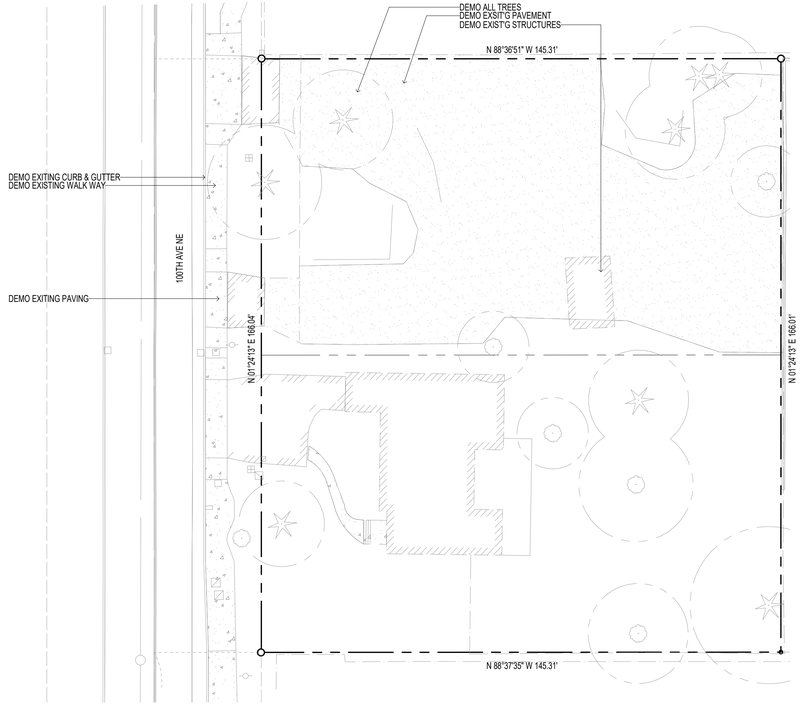
ZONING CODE SUMMARY:

SETBACKS:

FRONT:	20', 15' ADDITIONAL SETBACK OVER 40'
SIDE:	0
REAR:	0
COVERAGE:	75%
HEIGHT:	55'
FAR:	3.15/3.5
PARKING:	1/UNIT
VISITOR PARKING:	1/20 UNITS
BICYCLE:	1/10 UNITS



HEIGHT PLAN
1" = 20'-0"



DEMO PLAN
1" = 20'-0"

LDG
ARCHITECTS
LINARDIC DESIGN GROUP
6525 15TH AVE. NW. ▲ SUITE 220 ▲ SEATTLE, WA 98117
TELEPHONE ▲ 206-283-4764

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

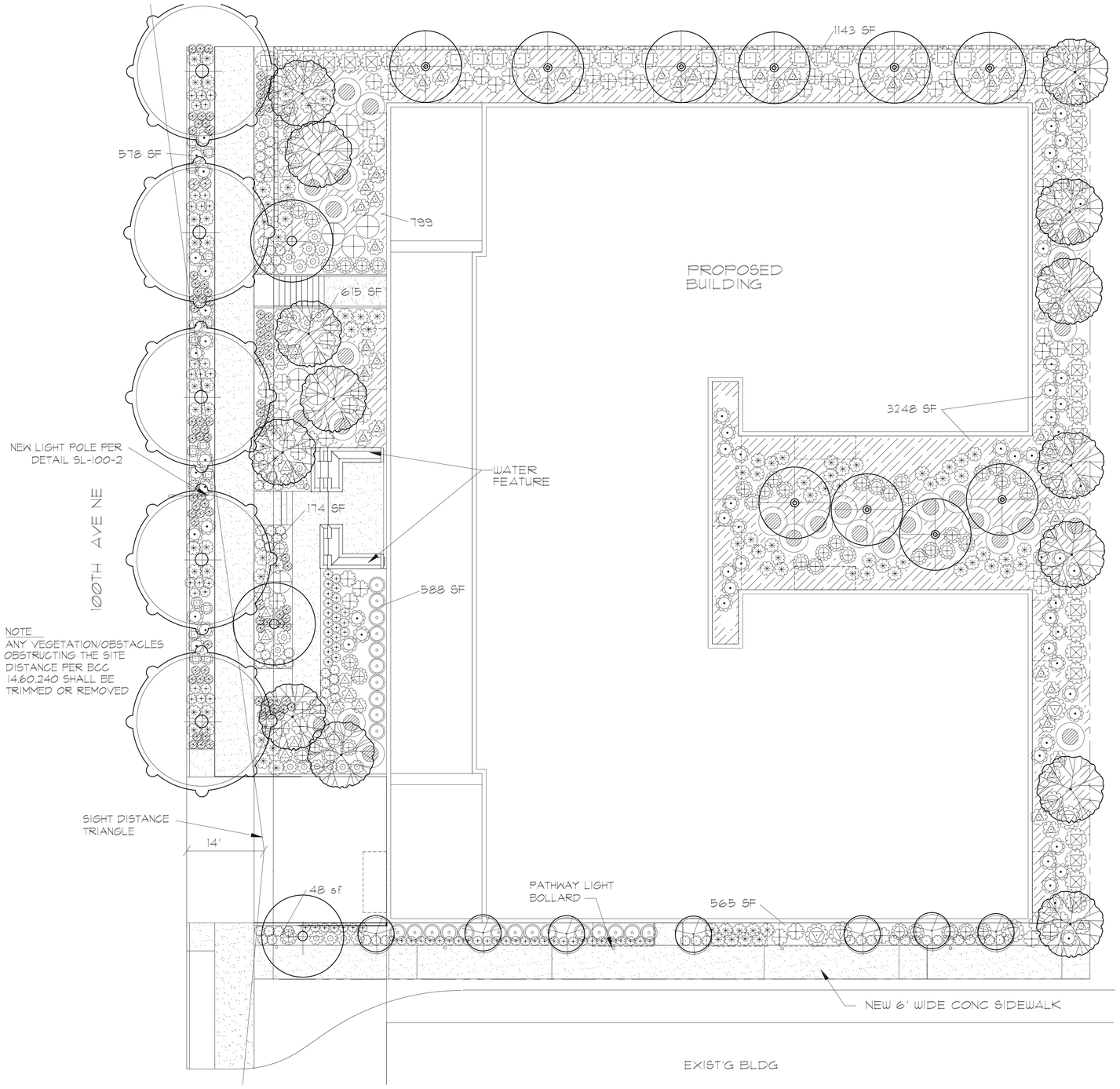
BELLEVUE, WA

sheet title:
SITE PLAN

No:	Description:	Date:

Project Number	
Drawn By	
Checked By	
Date	05/20/20

A1.0.0



NOTE
ALL LANDSCAPED AREAS WILL HAVE AN AUTOMATIC IRRIGATION SYSTEM.

NORTH

LANDSCAPE PLAN

SCALE: 1"=10'

0 5' 10' 20'

LANDSCAPE DATA

BUFFER AREA REQUIREMENT:

BUFFER AREA:	3,320SF
AREA 1:	794SF
AREA 2:	615SF
AREA 3:	24SF
AREA 4:	48SF
TOTAL PERVIOUS AREA:	2,032SF
% OF BUFFER PLANTED:	61.2%

PAVED AREA REQUIREMENT:

BUFFER AREA:	3,320SF
WALK AREA:	631SF
DRIVEWAY AREA	-520SF
6' WALKWAY AT S PL LINE:	120SF
TOTAL IMPERVIOUS AREA:	751SF
% OF BUFFER PAVED:	22.6%

PLANTING REQUIREMENT:

STREET BUFFER AREA REQUIRED.....3,320 SF
STREET BUFFER AREA PROVIDED.....2,032 SF

STREET BUFFER AREA TREES REQUIRED.....10 @ 2 1/2" CAL.
STREET BUFFER AREA PROVIDED.....10 @ 2 1/2" CAL

STREET BUFFER AREA SHRUBS REQUIRED.....33
STREET BUFFER AREA PROVIDED.....190

PLANT LIST

SYMBOL	BOTANICAL / COMMON	*QUANTITY	SIZE	CONDITION
	Ostrya virginiana / American hop hornbeam	5	2-1/2" cal.	B&B
	Styrax japonicus 'Pink Chimes' / Pink Chimes Japanese Snowbell	4	2-1/2" cal.	B&B
	Fagus sylvatica 'Dawyck Gold' / European Beech	14	2-1/2" cal.	B&B
	Liquidanbar styraciflua 'Clygesform'/ Emerald Sentinel Sweetgum	12	2-1/2" cal.	B&B
	Prunus x hilliori 'Spire' / Spire Cherry	7	2-1/2" cal.	B&B
	Viburnum tinus 'Spring Bouquet' / Spring Bouquet Viburnum	47	5 gallon	full & bushy
	Hydrangea m. 'Glowering Embers' / Hydrangea	28	5 gallon	full & bushy
	Pieris japonica 'Mountain Fire' / Mountain Fire Pieris	10	5 gallon	full & bushy
	Perovskia A. 'Blue Spires' / Russian Sage	15	2 gallon	full & bushy
	Hydrangea pee wee / Pée Wée Hydrangea	47	5 gallon	full & bushy
	Rhododendron impedium	58	2 gallon	full & bushy
	Taxus x media 'Hicksii' / Hicks Yew	29	4' min.	full & bushy
	Azalea Gumpo Pink / Azalea	90	2 gallon	full & bushy
	Pieris 'Spring Snow ' / Spring Snow pieris	26	5 gallon	full & bushy
	Choisa Ternata 'Aztec Pearl' / Aztec Pearl Mexican Orange	12	5 gallon	full & bushy
	Pennisetum a 'Little Bunny" / Little Bunny Fountain Grass	86	1 gallon	full & bushy
	Calluna v. 'Aurea' / Heath	16	1 gallon	full & bushy
	Liriope muscari 'Big Blue / Ping Spangles Heather	86	1 gallon	full & bushy
	Iris pallida 'Variegata / Varigated Sweet Iris	58	1 gallon	full
	Hosta sieboldiana 'Elegans'/ Sieboldiana Elegans Hosta	32	2 gallon	full
	Lavendula a. 'Hidcote' / Hidecote English lavender	24	2 gallon	full
	Arctostaphylos uva-ursi / kinnickinnik		4" pots 18" o.c.	full

*Confirm all plant quantities

NOTE
ALL ABOVE PLANT MATERIAL USED IN GREEN FACTOR CALCULATIONS.

LDG architects
linardic design group . architects
6525 15TH AVE NW, suite 220
seattle, wa 98117 (206)283-4764

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consultants:

MAIN STREET DESIGN
LANDSCAPE ARCHITECTURE
9402 Tidal Court (206) 842-7886
Bainbridge Is., WA 98110

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
KEN LONEY
CERTIFICATE No. 363

project title:

PINNACLE APTS

For
Pinnacle Bellevue Developemnt LLC

BELLEVUE, WA

sheet title:

LANDSCAPE PLAN

no:	revisions	date:
3	SITE PLAN REVISIONS	8/26/20
2	SITE PLAN REVISIONS	5-27-20
1	SITE PLAN REVISIONS	1-16-20

job no:

draw:

checked:

date: 7-15-19

sheet no:

GREEN AND SUSTAINABILITY FACTOR
DT-SMALL SITES WORKSHEET (For sites under 40,000 ft²)

5/27/2020

Bellevue Land Use Code 20.25A.120	MINIMUM REQUIRED SCORE	0.25
Project:		
PROJECT LIMIT (Enter sq. ft. of project limit)	24,125	**SCORE** #DIV/0!
Total Factor points needed based on Project Limit		6,031

			Factor	Total
A Landscape Elements				
1 Bioretention Facilities and/or Soil Cells. Bioretention facilities shall be calculated in horizontal square feet. Soil cell systems shall be calculated in cubic feet. The volume of the soil cell system shall be calculated using 3 feet of depth or the depth of the facility, whichever is less. Green roofs do not qualify as bioretention facilities. (These must comply with Bellevue Storm and Surface Water Engineering Standards.)	Enter sq. ft. or volume (if soil cells).		1.2	0.0
2 Structural Soil Systems. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using 3 feet of depth or the depth of the facility, whichever is less.	Enter volume.		0.2	0.0
3 Landscaped Areas with Soil Depth Less Than 24 Inches. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft.		0.1	0.0
4 Landscaped Areas with Soil Depth of 24 Inches or More. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft.	6991	0.6	4194.6
5 Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 sq. ft. per inch d.b.h. Trees must have a minimum diameter of 6 inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	Enter inches d.b.h.	0	1.0	0.0
6 Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 sq. ft. per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	Enter inches d.b.h.	0	0.1	0.0
7 Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 sq. ft. per plant.	Enter number of shrubs.	348	0.4	1670.4
8 Small Trees. Small trees shall be calculated at 90 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees.	35	0.3	945.0
9 Medium Trees. Medium trees shall be calculated at 230 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees.	9	0.3	621.0
10 Large Trees. Large trees shall be calculated at 360 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees.	0	0.4	0.0
B Green Roofs				
1 Green Roof, two to four Inches of Growth Medium. Roof area planted with at least 2 inches of growth medium, but less than 4 inches of growth medium.	Enter sq. ft.		0.4	0.0

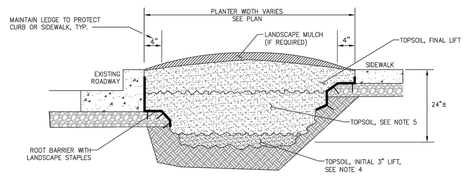
GREEN AND SUSTAINABILITY FACTOR
DT-SMALL SITES WORKSHEET (For sites under 40,000 ft²)

5/27/2020

Bellevue Land Use Code 20.25A.120	MINIMUM REQUIRED SCORE	0.25

			Factor	Total
2 Green Roof, At Least 4 Inches of Growth Medium. Roof area planted with at least 4 inches of growth medium.	Enter sq. ft.		0.7	0.0
C Green Walls				
1 Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of 3 years' growth. A year-round irrigation and maintenance plan shall be provided.	Enter sq. ft.		0.2	0.0
2 Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.	Enter sq. ft.		0.7	0.0
D Landscape Bonuses				
1 Food Cultivation. Landscaped areas for food cultivation.	Enter sq. ft.		0.2	0.0
2 Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	Enter sq. ft.	1548	0.1	154.8
3 Landscape Areas at Sidewalk Grade.	Enter sq. ft.	2610	0.1	261.0
4 Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.	Enter total projected gallons harvested.	#DIV/0!	0.2	#DIV/0!
If using Rainwater Harvesting, enter total annual irrigation budget for development (if not utilyzing - enter '1' into field).	Enter total gallons.			
E Permeable Paving				
1 Permeable Paving, Over 6 to 24 Inches of Soil or Gravel. Permeable pavement or pavers over at least 6 inches but not more than 24 inches of soil or gravel.	Enter sq. ft.		0.2	0.0
2 Permeable Paving, Over More than 24 Inches of Soil or Gravel. Permeable pavement or pavers over more than 24 inches of soil or gravel.	Enter sq. ft.		0.5	0.0
F Publicly Accessible Bicycle Parking				
1 Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at 9 sq. ft. per bike locking space and shall be visible from sidewalk or public area.	Enter total bike spaces.	0	1.0	0.0
2 Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 sq. ft. per locker, and shall be visible from public areas and open for public use.	Enter total bike lockers.	0	1.0	0.0

NOTE
ALL PLANT MATERIAL AND PLANTING AREA SQUARE FOOTAGES SHOWN ON DRAWING USED IN CALCULATING GREEN FACTOR.



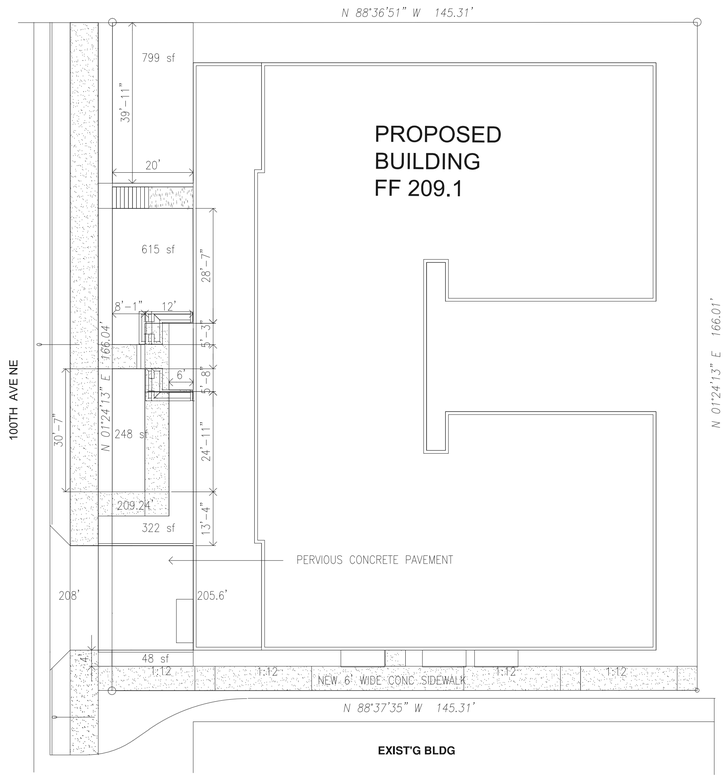
SOIL PREPARATION NOTES

1. EXCAVATE EXISTING SOIL TO 24"± DEPTH FROM TOP OF ADJACENT CURB OR SIDEWALK. AVOID UNDERMINING ADJACENT CURB OR SIDEWALK.
2. ROOT BARRIER SHALL BE FLEXIBLE MESH MATERIAL, 100% NYLON, RASCHEL KNIT CONSTRUCTION, MIN. 10 OZ/SQ. YD., TRIMMED SELVAGE, FIRM/EXTRA FIRM ACRYLIC TOPICAL RESIN FINISH, MINIMUM BURST STRENGTH 250 LBF (ASTM D 3787–B9 BURST OF KNIT GOODS). QB99 WITH EXTRA FIRM FINISH BY JASON MILLS IS PRE–APPROVED.
3. INSTALL ROOT BARRIER WITH A MINIMUM WIDTH OF 18" AND OVERLAP ROOT BARRIER PIECES BY A MINIMUM OF 12". SECURE WITH LANDSCAPE STAPLES AS NECESSARY. THE ROOT BARRIER SHALL BE INSTALLED NO HIGHER THAN 2" BELOW THE TOP OF CURB OR SIDEWALK, SHALL BE CONTINUOUS AROUND THE BED PERIMETER, AND SHALL EXTEND 5' ON EITHER SIDE OF THE TREE TRUNK.
4. PLACE 3"± OF TOPSOIL TYPE A AND INCORPORATE TO A DEPTH OF 6" (3" TO 4" INTO THE SUBGRADE).
5. INSTALL 12"± LIFT OF TOPSOIL TYPE A AND COMPACT TO 85%.
6. INSTALL FINAL LIFT OF TOPSOIL TYPE A TO ACHIEVE FINISH GRADE, FLUSH WITH THE TOP OF CURB OR SIDEWALK WITH A MOUND IN THE CENTER OF 6:1, AND COMPACT TO 85%.
7. INSTALL 2"± LANDSCAPE MULCH, FULL DEPTH IN THE CENTER AND FEATHERED AT THE EDGES TO BECOME FLUSH WITH CURB OR SIDEWALK.

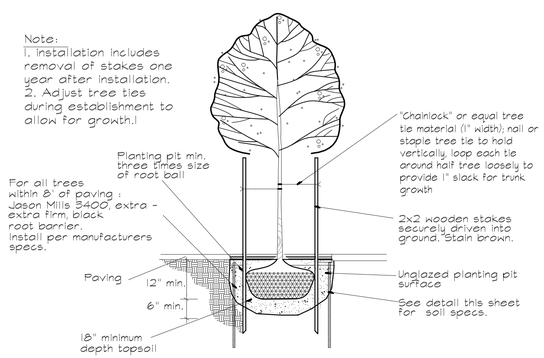
City of Bellevue

SOIL PREPARATION FOR LANDSCAPE STRIPS

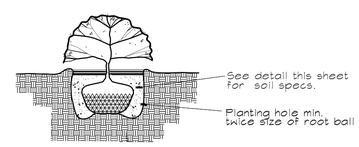
DRAWING NUMBER	SW-130-1
SCALE	NONE
REVISION DATE	12/17
DEPARTMENT	TRANS



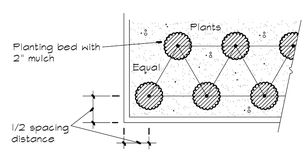
DIMENSION PLAN
No Scale



TREE PLANTING DETAIL
No Scale



SHRUB PLANTING DETAIL
No Scale



GROUND COVER SPACING DETAIL
No Scale- Triangular Spacing

NOTES

1. Subgrades, including berms, to within 1 1/10th foot provided by General Contractor unless otherwise noted.
2. Subgrade shall be scarified or rototilled if conditions require.
3. Type A topsoil per detail this sheet
4. 2" landscape mulch from Cedar Grove
5. All plant material shall be healthy, full and conform to USA standard nursery stock, latest edition.
6. Plant material or size or kind not available may be substituted only with approval of Landscape Architect or Owner.
7. All mass plantings shall have triangular spacing.
8. All tree pits shall be inspected to insure proper drainage.
9. Positive drainage shall be maintained. Mound planting areas minimum 6".
10. Trees and all landscape material shall be inspected prior to installation by COB.
11. Layout approval by COB required before installation.
12. Contact COB before soil, plants and trees are delivered.
13. Landscape Contractor shall maintain site until final inspection and acceptance by Owner.

LDG architects
linardic design group . architects
6525 15TH AVE NW, suite 220
seattle, wa 98117 (206)283–4764

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job no:
draw:
checked:
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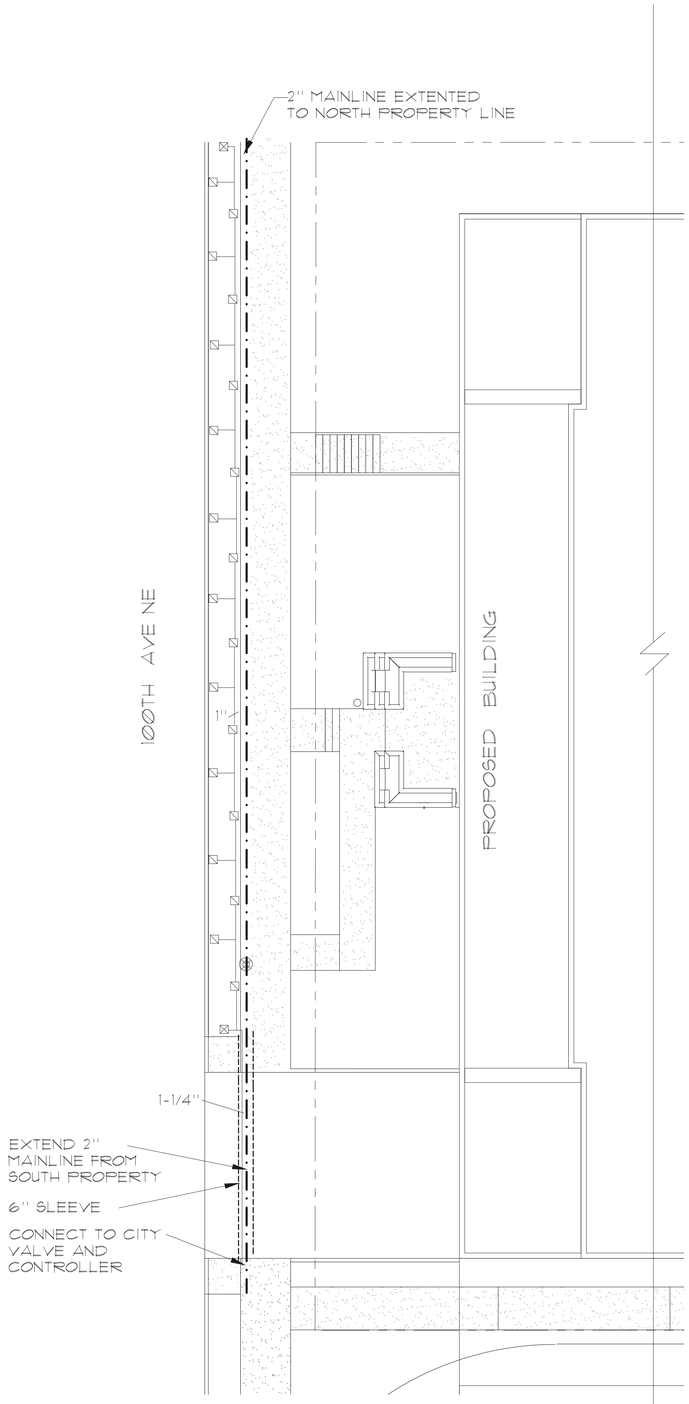
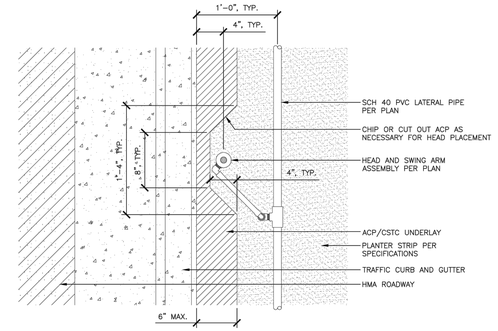


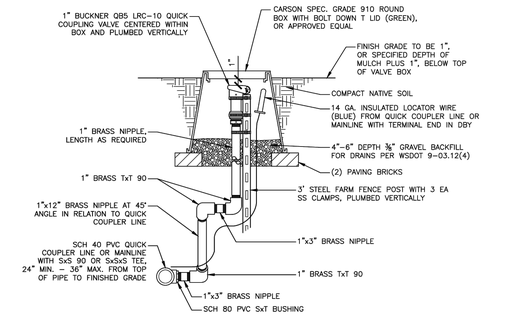
STREET IRRIGATION PLAN

SCALE: 1"=10'

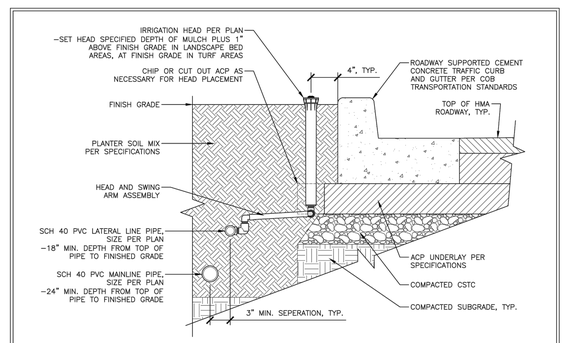
NORTH 0 5' 10' 20'



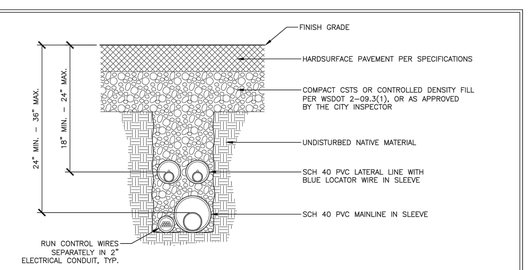
City of Bellevue	TITLE: IRRIGATION - HEAD & SWING ARM ASSEMBLY - SPRAY - FLEX TUBING - AT ACP SUPPORTED CURB - PLAN	DRAWING #: PK.dR.10F
		SCALE: N.T.S.
		REVISION DATE: 12-2018
		DEPARTMENT: PARKS



City of Bellevue	TITLE: QUICK COUPLER VALVE ASSEMBLY	DRAWING #: PK.dR.2S
		SCALE: 1/2" = 1'
		REVISION DATE: 02-2015
		DEPARTMENT: PARKS



City of Bellevue	TITLE: IRRIGATION - HEAD & SWING ARM ASSEMBLY - SPRAY - FLEX TUBING - AT ACP SUPPORTED CURB - SECTION	DRAWING #: PK.dR.10E
		SCALE: N.T.S.
		REVISION DATE: 12-2018
		DEPARTMENT: PARKS



NOTES:
1. SLEEVING MATERIAL SHALL BE SCH 40 PVC PIPE AND SHALL BE LARGE ENOUGH TO ALLOW IRRIGATION PIPE AND ASSOCIATED COUPLINGS TO EASILY SLIP THROUGH SLEEVING MATERIAL, TYPICALLY 2x DIAMETER OF IRRIGATION PIPE.
2. ONLY 1 IRRIGATION PIPE PER SLEEVE, TYP.
3. USE DUCTILE IRON WHEN CROSSING UNDER HEAVILY TRAVELED ARTERIAL ROADWAYS.
4. EXTEND SLEEVING MATERIAL 18" BEYOND EDGE OF PAVEMENT.
5. PROVIDE 48" COILED SLACK WHERE CONTROL WIRES ENTER AND EXIT THE SLEEVE.

City of Bellevue	TITLE: IRRIGATION - TYPICAL TRENCH SECTION UNDER PAVEMENT	DRAWING #: PK.dR.13B
		SCALE: N.T.S.
		REVISION DATE: 12-2018
		DEPARTMENT: PARKS

IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION	RADIUS	GPM	PSI
⊠	HUNTER PRS-40-12 6" POP UP SPRAY HEADS SS-530 SIDE STRIP NOZZLE	5'X30'	1.3	30
⊠	HUNTER PRS-40-12 6" POP UP SPRAY HEADS ES-515 END STRIP NOZZLE	5'X15'	.65	30
⊗	1" BUCKNER QBS-LRC10 QUICK COUPLER VALVE			
—·—	2" MAINLINE, PVC SCHEDULE 40			
———	LATERAL LINE, 1" PVC SCHEDULE 40			
- - - - -	SLEEVING, PVC SCHEDULE 40, MINIMUM 2X LINE SIZE.			

- ALL VALVES IN 'AMETEK' OR 'CARSON' BOXES SET AT FINISHED GRADE.
- ALL WORK PER PLANS, LOCAL CODES AND MANUFACTURER'S SPECS.
- PLAN IS DIAGRAMMATIC. ADJUST LINE AND HEAD LOCATIONS AS NECESSARY TO ASSURE PROPER COVERAGE AND CONFORM WITH ACCEPTED CONSTRUCTION PRACTICES.
- PRESSURE TEST BEFORE BACKFILLING.

NOTE:
AN AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED FOR REMAINDER OF SITE ON AN SEPARATE PRIVATE METER

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linardic design group . architects
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BELLEVUE, WA

sheet title:

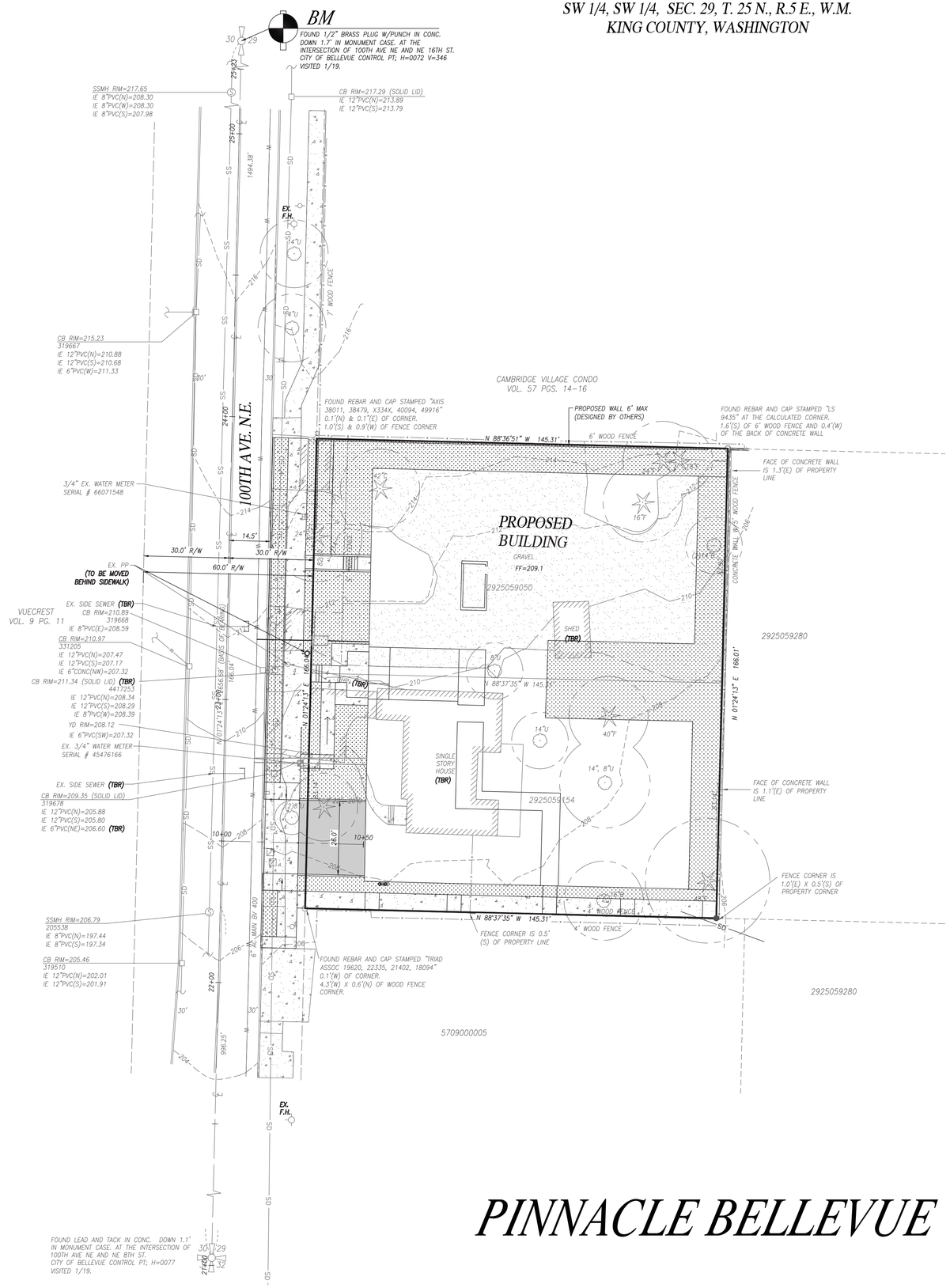
STREET IRRIGATION PLAN

no:	revisions	date:

job no:
draw:
checked:
date: 8/26/20

sheet no: L-2

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON



PINNACLE BELLEVUE

VICINITY MAP
SCALE: 1"=2000'

SCALE: 1" = 20'

20 10 0 20 40

LEGEND

- EXISTING MONUMENT (AS SHOWN)
- SECTION 1/4 CORNER NOT FOUND
- SECTION CORNER NOT FOUND
- FOUND REBAR/CAP OR I.P. (IRON PIPE)
- (C) CALCULATED
- (P) PLAT
- (M) MEASURED
- TBR TO BE REMOVED
- R.O.W. RIGHT-OF-WAY
- P.O.B. POINT OF BEGINNING
- ℄ CENTERLINE
- CLF CHAIN LINK FENCE
- WDF WOOD FENCE
- W.S. WATER SURFACE
- EOP EDGE OF PAVEMENT
- BOW BACK OF WALK
- CB STORM DRAIN CATCH BASIN (CB)
- SD STORM DRAIN MANHOLE (SDMH)
- SS SANITARY SEWER MANHOLE (SSMH)
- CO SANITARY SEWER CLEAN OUT (CO)
- P POWER POLE
- GP GUY POLE
- WM WATER METER
- WV WATER VALVE
- MB MAILBOX
- UTILITY POLE ANCHOR
- FIRE HYDRANT (2 NOZZLE)
- TYPE I NGPA SIGN
- PROPOSED WATER
- PROPOSED SANITARY SEWER
- PROPOSED STORM DRAINAGE
- PROPERTY LINE
- X X EXISTING FENCE LINE
- EDGE OF PAVEMENT
- EXISTING CONTOURS
- XXX PROPOSED CONTOURS
- PRE-EXISTING DRAINAGE PATTERN
- FIRE DEPARTMENT CONNECTION

EQUIPMENT AND PROCEDURE

METHOD OF SURVEY:
SURVEY PERFORMED BY FIELD TRAVERSE

INSTRUMENTAM TION:
LEICA TS15 ROBOTIC ELECTRONIC TOTAL STATION

PRECISION:
MEETS OR EXCEEDS STATE STANDARDS WAC 332-130-090

BASIS OF BEARING:
PER CITY OF BELLEVUE CONTROL POINTS, 0072 & 0077 AS THE BEARING OF N 01°24'13" E.

BM
FOUND 1/2" BRASS PLUG W/PUNCH IN CONC. DOWN 1.7' IN MONUMENT CASE. AT THE INTERSECTION OF 100TH AVE NE AND NE 16TH ST. CITY OF BELLEVUE CONTROL PT; H=0072 V=346, ELEV.=235.36' VISITED 1/19.

DATUM:
NAVD 88

ENGINEER

INSIGHT ENGINEERING COMPANY
P.O. BOX 1478
EVERETT, WA 98206
CONTACT: BRIAN R. KALAB, P.E.
PH: (425) 303-9363
FAX: (425) 303-9362
EMAIL: INFO@INSIGHTENGINEERING.NET

SURVEYOR

PACIFIC COAST SURVEYS, INC.
P.O. BOX 13619
MILLCREEK, WA 98082
CONTACT: DARREN J. RIDDLE, PLS
PHONE: (425) 512-7099
FAX: (425) 357-3577

ARCHITECT / CONTACT

LINARDIC DESIGN GROUP
6525 15TH AVE NW, SUITE 220
SEATTLE, WA 98117
CONTACT: TOM LINARDIC
PH: (206) 283-4764

APPLICANT / OWNERS

PINNACLE BELLEVUE DEV LLC
11235 SE 6TH ST. SUITE 200
BELLEVUE, WA 98004

LEGAL DESCRIPTION

TPN 2925059154:

THE SOUTH 83.14 FEET OF THE WEST 175.31 FEET OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLIAMETTE MERIDIAN IN KING COUNTY,EXCEPT THE WEST 30 FEET FOR ROAD

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TPN 2925059050:

THE WEST 175.31 FEET OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLIAMETTE MERIDIAN IN KING COUNTY, LESS THE SOUTH 83.14 FEET. EXCEPT THE WEST 30 FEET FOR ROAD

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IECO
INSIGHT ENGINEERING CO.
P.O. BOX - 1478
EVERETT, WA 98206
(425) 303-9363 (425) 303-9362 FAX
INFO@INSIGHTENGINEERING.NET

REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

BRIAN R. KALAB
STATE OF WASHINGTON
36499
REGISTERED PROFESSIONAL ENGINEER
09/10/2020

SITE ADDRESS: 1044 & 1036 100TH AVE NE BELLEVUE, WA 98004

TAX ACCOUNT NO.'S: 2925059050, 2925059154

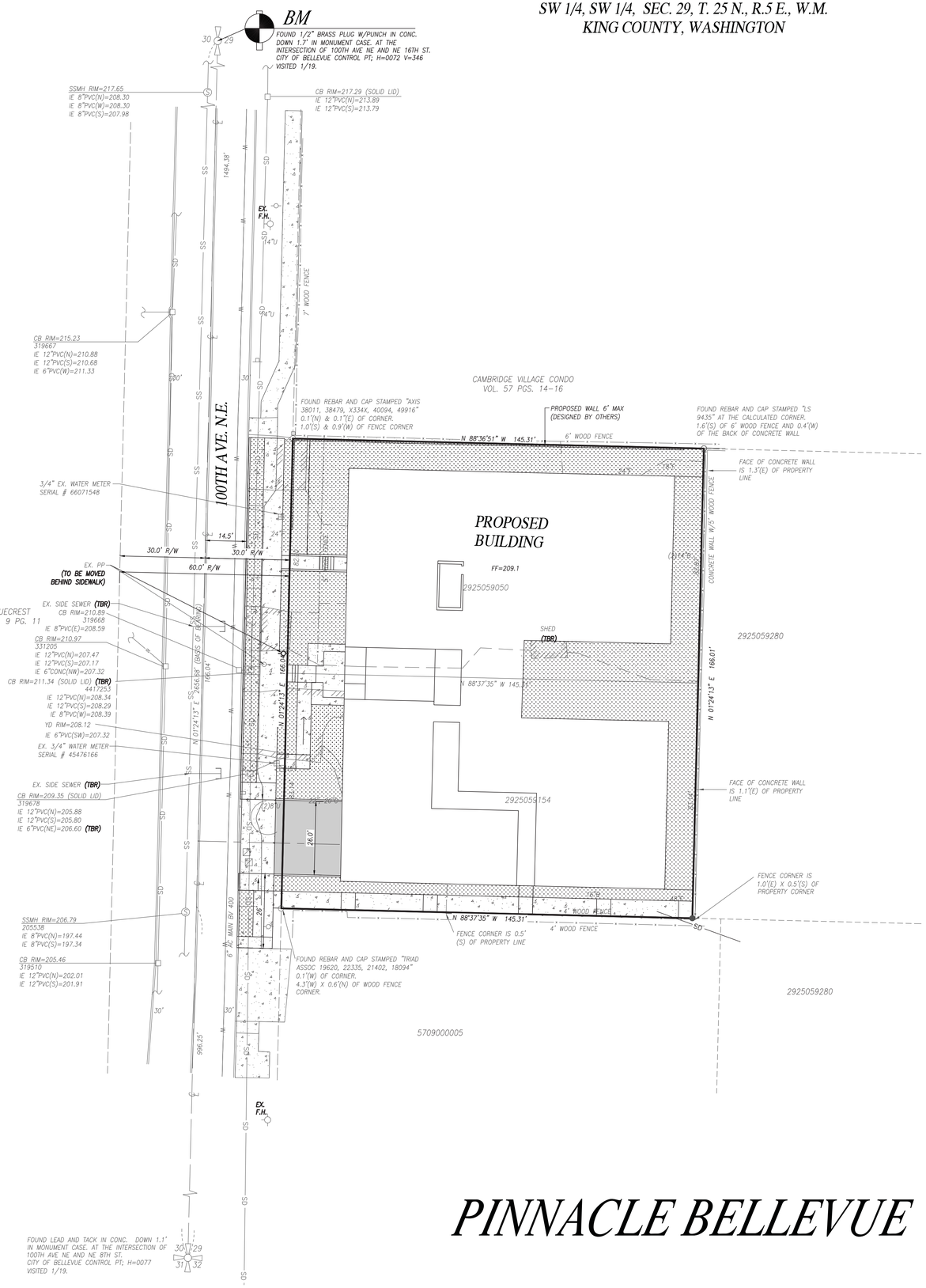
SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
PINNACLE BELLEVUE

DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	1"=20'	19-1033

SITE PLAN

SHEET S1

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON



PINNACLE BELLEVUE

VICINITY MAP
SCALE: 1"=2000'

SCALE: 1" = 20'

20 10 0 20 40

LEGEND

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- XXX EXISTING CONTOURS
- XXX PROPOSED CONTOURS
- PRE-EXISTING DRAINAGE PATTERN
- LANDSCAPING AREA

EQUIPMENT AND PROCEDURE

METHOD OF SURVEY:
SURVEY PERFORMED BY FIELD TRAVERSE

INSTRUMENTAM TION:
LEICA TS15 ROBOTIC ELECTRONIC TOTAL STATION

PRECISION:
MEETS OR EXCEEDS STATE STANDARDS WAC 332-130-090

BASIS OF BEARING:
PER CITY OF BELLEVUE CONTROL POINTS, 0072 & 0077 AS THE BEARING OF N 01°24'13" E.

BM
FOUND 1/2" BRASS PLUG W/PUNCH IN CONC. DOWN 1.7' IN MONUMENT CASE. AT THE INTERSECTION OF 100TH AVE NE AND NE 16TH ST.
DATUM: NAVD 88
CITY OF BELLEVUE CONTROL PT; H=0072 V=346, ELEV.=235.36' VISITED 1/19.

ENGINEER

INSIGHT ENGINEERING COMPANY
P.O. BOX 1478
EVERETT, WA 98206
CONTACT: BRIAN R. KALAB, P.E.
PH: (425) 303-9363
FAX: (425) 303-9362
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SURVEYOR

PACIFIC COAST SURVEYS, INC.
P.O. BOX 13619
MILLCREEK, WA 98082
CONTACT: DARREN J. RIDDLE, PLS
PHONE: (425) 512-7099
FAX: (425) 357-3577

ARCHITECT / CONTACT

LINARDIC DESIGN GROUP
6525 15TH AVE NW, SUITE 220
SEATTLE, WA 98117
CONTACT: TOM LINARDIC
PH: (206) 283-4764

APPLICANT / OWNERS

PINNACLE BELLEVUE DEV LLC
11235 SE 6TH ST. SUITE 200
BELLEVUE, WA 98004

LEGAL DESCRIPTION

TPN 2925059154:

THE SOUTH 83.14 FEET OF THE WEST 175.31 FEET OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLIAMETTE MERIDIAN IN KING COUNTY,EXCEPT THE WEST 30 FEET FOR ROAD

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TPN 2925059050:

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REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

SITE ADDRESS: 1044 & 1036 100TH AVE NE BELLEVUE, WA 98004

TAX ACCOUNT NO.'S: 2925059050, 2925059154

BRIAN R. KALAB — STATE OF WASHINGTON — 36499 — REGISTERED PROFESSIONAL ENGINEER
09/10/2020

SHEET INDEX

S1 SITE PLAN

C1.0 COVER SHEET
C1.1 TOPOGRAPHIC SURVEY
C2.0 TESC AND EXCAVATION PLAN
C3.0 PRELIMINARY DRAINAGE, UTILITY AND GRADING PLAN
C3.1 GENERAL NOTES AND DETAILS
C4.0 PRELIMINARY FRONTAGE IMPROVEMENTS
C5.0 PRELIMINARY SIGHT DISTANCE PLAN
C6.0 TURNING PLAN
C7.0 LIGHTING PLAN

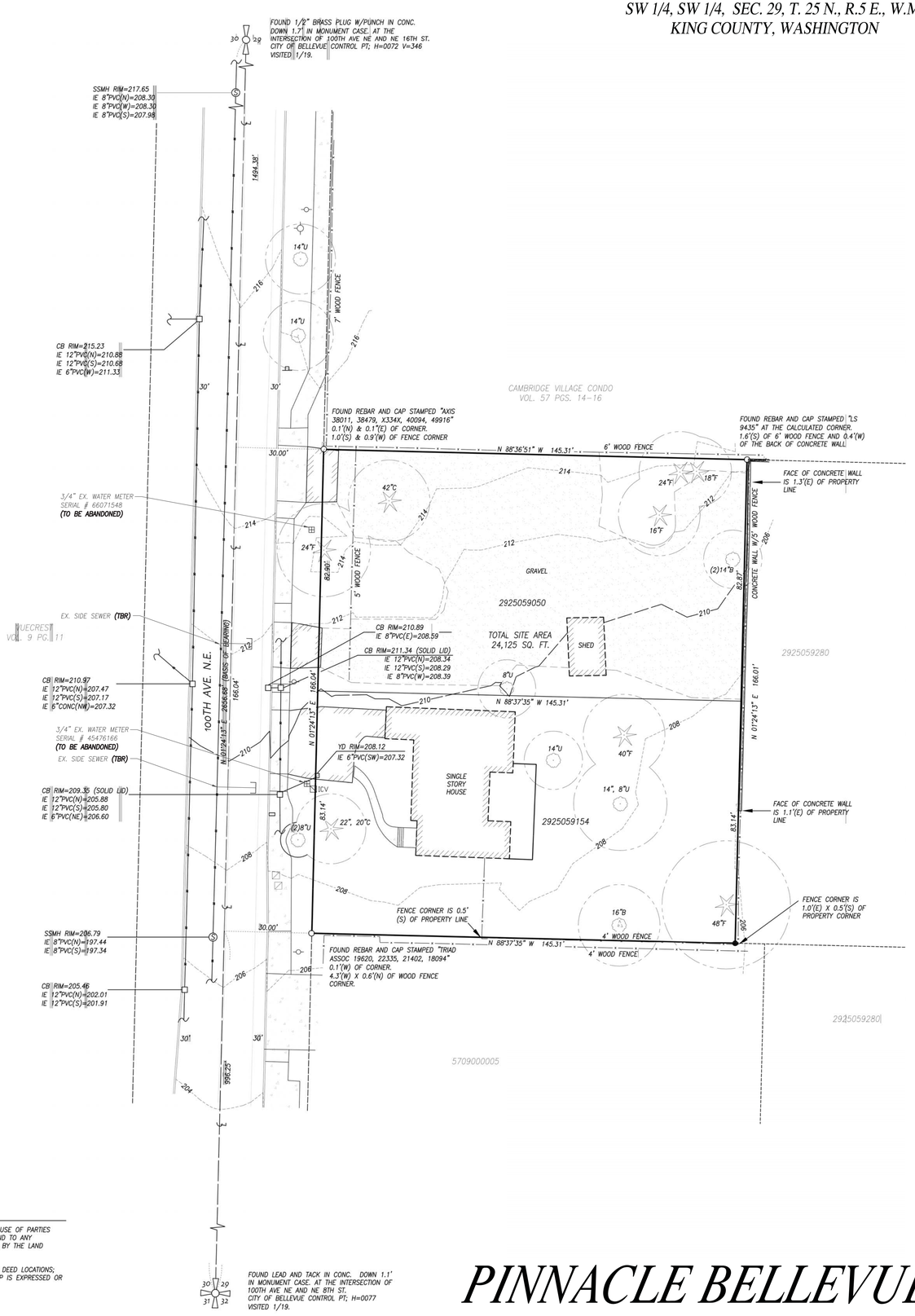
SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
PINNACLE BELLEVUE

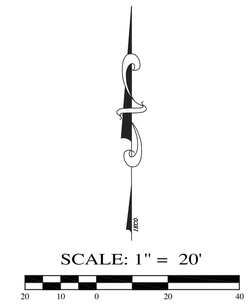
DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	1"=20'	19-1033

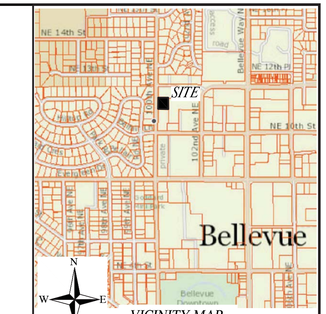
COVER SHEET

SHEET C1.0

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON







VICINITY MAP
SCALE: 1"=2000'

LEGEND

- SET 1/2" X 24" REBAR W/CAP STAMPED "PCS 37536"
- EXISTING REBAR W/CAP, AS NOTED
- SET NAIL AND WASHER STAMPED "PCS 37536"
- EXISTING NAIL AND WASHER AS NOTED
- FOUND CONCRETE MONUMENT AS NOTED
- RIGHT OF WAY CENTERLINE
- STORM DRAIN MANHOLE
- INVERT/CULVERT
- CATCH BASIN
- WATER VALVE
- FIRE HYDRANT
- WATER METER
- SANITARY SEWER MANHOLE
- MAILBOX
- SIGN POST
- UTILITY/POWER POLE
- GUY ANCHOR
- POWER VAULT
- CONIFEROUS TREE
- DECIDUOUS TREE
- F FIR
- C CEDAR
- P PINE
- S SPRUCE
- CW COTTONWOOD
- A ALDER

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NOTES

1.) THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF PARTIES WHOSE NAMES APPEAR HEREON ONLY, AND DOES NOT EXTEND TO ANY UNNAMED THIRD PARTIES WITHOUT EXPRESS RECERTIFICATION BY THE LAND SURVEYOR.

2.) BOUNDARY LINES SHOWN AND CORNERS SET REPRESENT DEED LOCATIONS; OWNERSHIP LINES MAY VARY. NO GUARANTEE OF OWNERSHIP IS EXPRESSED OR IMPLIED.

PINNACLE BELLEVUE

Pacific Coast Surveys, Inc.
LAND SURVEYING & MAPPING
P.O. BOX 13619
MILL CREEK, WA 98082
PH. 425.512.7099 FAX 425.357.3577
www.PCSurveys.net

DARREN J. RIDDLE
STATE OF WASHINGTON
36
REGISTERED
PROFESSIONAL LAND SURVEYOR

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.

PINNACLE BELLEVUE

DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
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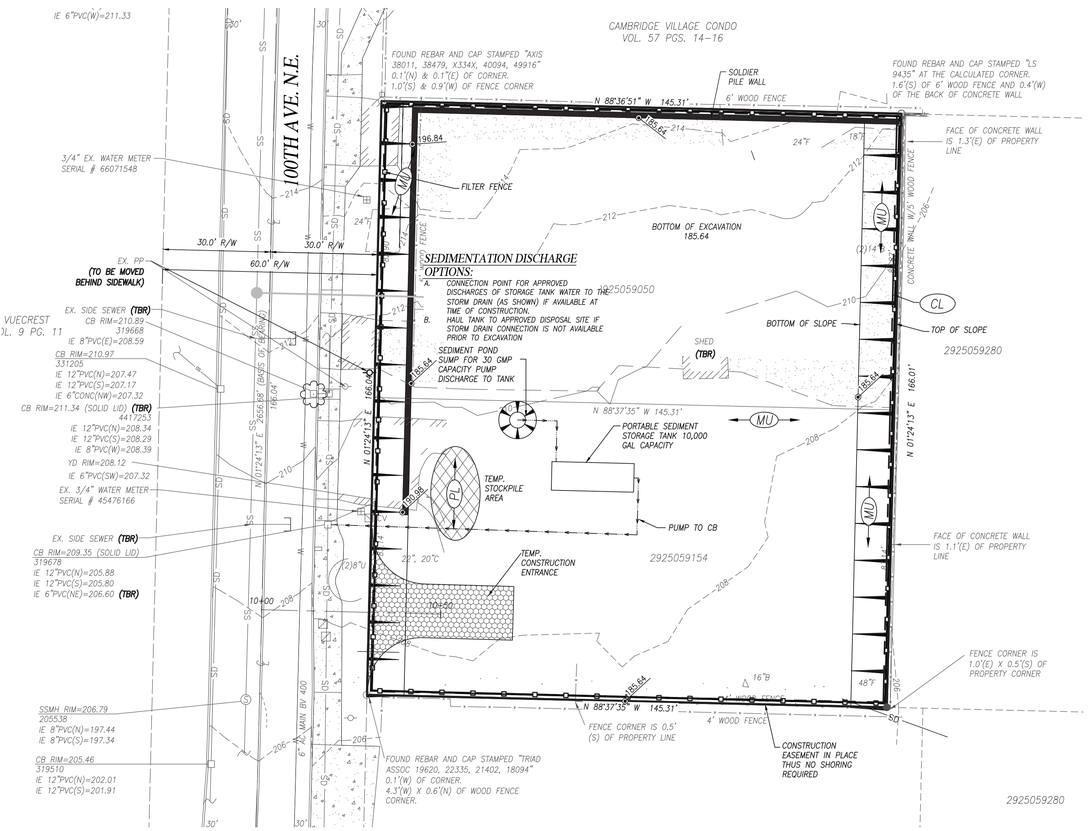
TOPOGRAPHIC SURVEY

SHEET C1.1

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON



SPECIAL TESC NOTES:

COVER ALL DISTURBED AREAS WITH 2 TO 3 INCHES OF STRAW MULCH IF NOT TO BE DISTURBED AGAIN FOR MORE THAN 7 DAYS BETWEEN MAY 1 AND SEPTEMBER 30 OR TWO CONSECUTIVE WORKING DAYS FOR ANY OTHER PERIOD OF THE YEAR. AS AN ALTERNATE, PLASTIC SHEETING HAVING A THICKNESS OF AT LEAST 0.06 MILLIMETERS IS ACCETABLE.

COVER AREAS SUBJECT TO VEHICULAR TRAVEL OR UNDER PROPOSED PAVEMENT OR CONCRETE SURFACING BY A MINIMUM OF 3 INCHES OF GRAVELLY, SANDY SOIL HAVING NO MORE THAN 5% FINE MATERIAL (PASSING THE #200 SIEVE).

AREAS BROUGHT TO FINISHED GRADE AND NOT TO BE USED DURING CONSTRUCTION CAN BE LANDSCAPED WITH BARK OR OTHER MULCH USED TO COVER AREAS BETWEEN PLANTINGS.

SILT FENCE SHALL BE SUFFICIENT FOR SEDIMENT CONTROL IF RUNOFF CONSISTS OF SHEET FLOW. DO NOT ALLOW CONCENTRATED FLOWS TO REACH THE SILT FENCE.

CLEARING LIMITS AND SILT FENCE CONSTRUCTION SHALL BE COORDINATED WITH RIGHT-OF-WAY WORK DONE UNDER THE WORK ORDER PERMIT.
PROTECT PERMANENT INFILTRATION AREAS FROM COMPACTION. ALLOW NO SILT LADEN WATER TO ENTER TRENCHES

CONSTRUCTION SEQUENCE:

1. CONDUCT PRE-CONSTRUCTION MEETING.
2. FLAG OR FENCE CLEARING LIMITS.
3. POST SIGN WITH NAME AND PHONE NUMBER OF ESC SUPERVISOR.
4. INSTALL CATCH BASIN PROTECTION IF REQUIRED.
5. GRADE AND INSTALL CONSTRUCTION ENTRANCE(S).
6. INSTALL PERIMETER PROTECTION (SILT FENCE, ETC.). INSTALLATION MUST BE INSPECTED & ACCEPTED BY CITY CONSTRUCTION INSPECTOR BEFORE NEXT PHASE CAN BEGIN.
7. CONSTRUCT SEDIMENT PONDS AND TRAPS.(NOT USED)
8. GRADE AND STABILIZE CONSTRUCTION ROADS.
9. CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKES, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING (INCLUDING TEMPORARY STOCKPILES) FOR PROJECT DEVELOPMENT.
10. MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH CITY OF BELLEVUE STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
11. RELOCATE SURFACE WATER CONTROLS AND EROSION CONTROL MEASURES OR INSTALL NEW MEASURES SO THAT AS SITE CONDITIONS CHANGE THE EROSION AND SEDIMENT CONTROL IS ALWAYS IN ACCORDANCE WITH THE CITY EROSION AND SEDIMENT CONTROL STANDARDS.
12. COVER ALL AREAS THAT WILL BE UNWORKED FOR MORE THAN SEVEN DAYS DURING THE DRY SEASON OR TWO DAYS DURING THE WET SEASON WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING OR EQUIVALENT.
13. STABILIZE ALL AREAS THAT REACH FINAL GRADE WITHIN SEVEN DAYS.
14. SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.

EXST FEATURES NOTES:

1. VERIFY EXISTING TOPOGRAPHY IN AREA OF PROPOSED CONSTRUCTION PRIOR TO ANY WORK. NOTIFY ENGINEER IF CONFLICTS ARE IDENTIFIED.
2. VERIFY DEPTH AND LOCATION OF ALL EXISTING UTILITIES (WHETHER OR NOT SHOWN) IN POTENTIAL CONFLICT W/ PROPOSED CONSTRUCTION PRIOR TO ANY WORK.

TESC STANDARD NOTES:

APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G. SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).

THE IMPLEMENTATION OF THESE ESE PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND
UPGRADING OF THESE ESE FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION AND LANDSCAPING IS ESTABLISHED.

THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.

THE ESE FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM OR ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.

THE ESE FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESE FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT LEAVE THE SITE.

THE ESE FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.

THE ESE FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 48 HOURS FOLLOWING A MAJOR STORM EVENT.

AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN SEDIMENT TRAP. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

STANDARD NOTES FOR EROSION CONTROL PLANS

ALL CLEARING & GRADING CONSTRUCTION MUST BE IN ACCORDANCE WITH CITY OF BELLEVUE (COB) CLEARING & GRADING CODE, CLEARING & GRADING DEVELOPMENT STANDARDS, LAND USE CODE, UNIFORM BUILDING CODE, PERMIT CONDITIONS AND ALL OTHER APPLICABLE CODES, ORDINANCES AND STANDARDS. THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THESE REQUIREMENTS. ANY VARIANCE FROM ADOPTED EROSION CONTROL STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY OF BELLEVUE DEVELOPMENT SERVICES DEPARTMENT PRIOR TO CONSTRUCTION. IT SHALL BE THE SOLE RESPONSIBILITY OF THE APPLICANT AND THE PROFESSIONAL CIVIL ENGINEER TO CORRECT ANY ERROR, OMISSION OR VARIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS SHALL BE AT NO ADDITIONAL COST OR LIABILITY TO THE CITY OF BELLEVUE.

APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G. SIZE AND LOCATION OF ROADS, PIPES, RESTRICTERS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).

A COPY OF THE APPROVED PLANS AND DRAWINGS MUST BE ON SITE DURING CONSTRUCTION. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ANY OTHER REQUIRED OR RELATED PERMITS PRIOR TO BEGINNING CONSTRUCTION.

THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.

THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM OR ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.

THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT LEAVE THE SITE.

THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.

ANY EXCAVATED MATERIAL REMOVED FROM THE CONSTRUCTION SITE AND DEPOSITED ON PROPERTY WITHIN THE CITY LIMITS MUST BE DONE IN COMPLIANCE WITH A VALID CLEARING & GRADING PERMIT. LOCATIONS FOR THE MOBILIZATION AREA AND STOCKPILED MATERIAL MUST BE APPROVED BY THE CLEARING & GRADING INSPECTOR AT LEAST 24 HOURS IN ADVANCE OF ANY STOCKPILING.

THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 48 HOURS FOLLOWING A MAJOR STORM EVENT.

FINAL SITE GRADING MUST DIRECT DRAINAGE AWAY FROM ALL BUILDING STRUCTURES AT A MINIMUM FIVE PERCENT SLOPE, PER THE INTERNATIONAL RESIDENTIAL CODE (IRC) R401.3.

THE 13 ELEMENTS OF TESC BMP

ELEMENT #1 – MARK CLEARING LIMITS:
LIMIT OF CONSTRUCTION ARE CLEARLY MARKED.

ELEMENT #2 – ESTABLISH CONSTRUCTION ACCESS:
A STABILIZED CONSTRUCTION ENTRANCE IS SHOWN.

ELEMENT #3 – CONTROL FLOW RATES:
A PORTABLE SEDIMENT TANK PROPOSED.

ELEMENT #4 – INSTALL SEDIMENT CONTROLS:
SILT FENCE, INLET PROTECTION, MULCH AND INTERCEPTOR SWALES ARE PROPOSED.

ELEMENT #5 – STABILIZE SOILS:
SOIL STABILIZATION IS ACHIEVED BY MULCHING, PLASTIC COVERING AND SEEDS.

ELEMENT #6 – PROTECT SLOPES:
SLOPES ARE PROTECTED BY PLASTIC COVERING, MULCHING AND SEEDS.

ELEMENT #7– PROTECT DRAIN INLETS:
INLET PROTECTIONS ARE PROPOSED FOR THE STORM DRAINS.

ELEMENT#8 – STABILIZE CHANNELS AND OUTLETS:
N/A

ELEMENT #9 – CONTROL POLLUTANTS:
ALL VEHICLES, EQUIPMENT AND PETROLEUM PRODUCT STORAGE/DISPERSING AREAS WILL BE INSPECTED REGULARLY TO DETECT ANY LEAKS OF SPILLS, AND TO IDENTIFY MAINTENANCE NEEDS AND PREVENT LEAKS OF SPILLS.

ELEMENT #10 – CONTROL DEWATERING:
ANY DEWATERING WILL BE PUMPED TO A BAKER TANK PRIOR TO DISCHARGE.

ELEMENT #11– MAINTAIN BMP'S:
ALL TEST BMPs SHALL BE MAINTAINED AND REPAIRED AS NEEDED.

ELEMENT #12 – MANAGE THE PROJECT:
THIS COULD BE ACHIEVED BY MINIMIZING THE EXTENT AND DURATION OF THE AREA EXPOSED AND BY EMPHASIZING EROSION CONTROL THEN SEDIMENT CONTROL.

ELEMENT #13 – PROTECT ON-SITE STORMWATER MANAGEMENT BMP'S FOR RUNOFF FROM ROOFS AND OTHER HARD SURFACES: PROTECT PERFORATED STUBOUT CONNECTION DURING CONSTRUCTION. HIGH VISIBILITY FENCE SHALL BE USED TO PREVENT COMPACTION OF AREA WHERE THE PERFORATED STUB-OUT CONNECTIONS WILL BE PLACED.

SCALE: 1" = 20'

20 10 0 20 40

EQUIPMENT AND PROCEDURE

METHOD OF SURVEY:
SURVEY PERFORMED BY FIELD TRAVERSE

INSTRUMENTAM TION:
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BASIS OF BEARING:
PER CITY OF BELLEVUE CONTROL POINTS, 0072 & 0077 AS THE BEARING OF N 01°24'13" E.

VEGETATIVE COVER

BEFORE DEVELOPMENT
RESIDENTIAL LANDSCAPING

AFTER DEVELOPMENT
RESIDENTIAL LANDSCAPING

BM

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CITY OF BELLEVUE CONTROL PT; H=0072 V=346, ELEV.=235.36' VISITED 1/19.

DATUM: NAVD 88

SOIL TYPE

ALDERWOOD SOILS

GRADING QUANTITIES:

CUT: 13,176 Cu.Yds.
FILL: 697 Cu.Yds.

(GRADING QUANTITIES WERE CALCULATED USING THE LAND DEVELOPMENT DESKTOP COMPOSITE METHOD. CALCULATIONS DO NOT ACCOUNT FOR SOIL SWELLING AND SHRINKAGE.)

NOTE:

1. EXCESS CUT MAY BE SPREAD ON SITE.
2. ANY SOIL REMOVED FROM THE SITE MUST BE HAULED TO A COUNTY APPROVED SITE.
3. BEFORE CONSTRUCTION ACCEPTANCE BY THE COUNTY, THE APPLICANT SHALL ESTABLISHED A PERMANENT VEGETATIVE GROUND COVER.

T.E.S.C. LEGEND

SF — SF — SILT FENCE
TEMPORARY CONSTRUCTION ENTRANCE
CATCH BASIN INSERT PROTECTION (TYP.)
CLEARING LIMITS
CL
MU — MULCH &/OR STRAW MATTING
PL — PLASTIC COVER
FILTER FENCE

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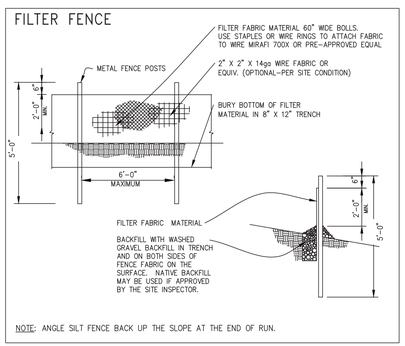
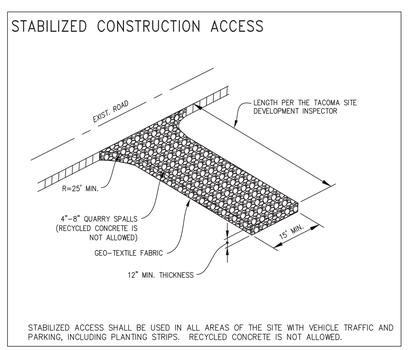
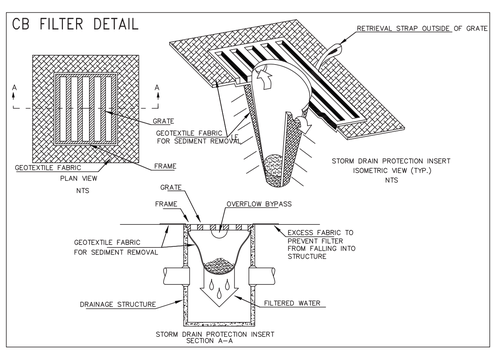


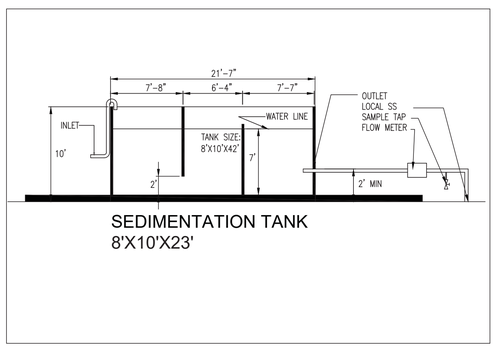
1 C2.0 FILTER FENCE
NOT TO SCALE



2 C2.0 STABLILIZED CONSTRUCTION ACCESS
NOT TO SCALE



3 C2.0 CB FILTER DETAL
NOT TO SCALE



4 C2.0 BAKER TANK DETAIL
NOT TO SCALE

REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

BRIAN R. KALAB — STATE OF WASHINGTON — 36495 — REGISTERED PROFESSIONAL ENGINEER
09/10/2020

IECO
INSIGHT ENGINEERING CO.
P.O. BOX - 1478
EVERETT, WA 98206
(425) 303-9363 (425) 303-9362 FAX
INFO@INSIGHTENGINEERING.NET

SITE ADDRESS: 1044 & 1036 100TH AVE NE BELLEVUE, WA 98004

TAX ACCOUNT NO.'S: 2925059050, 2925059154

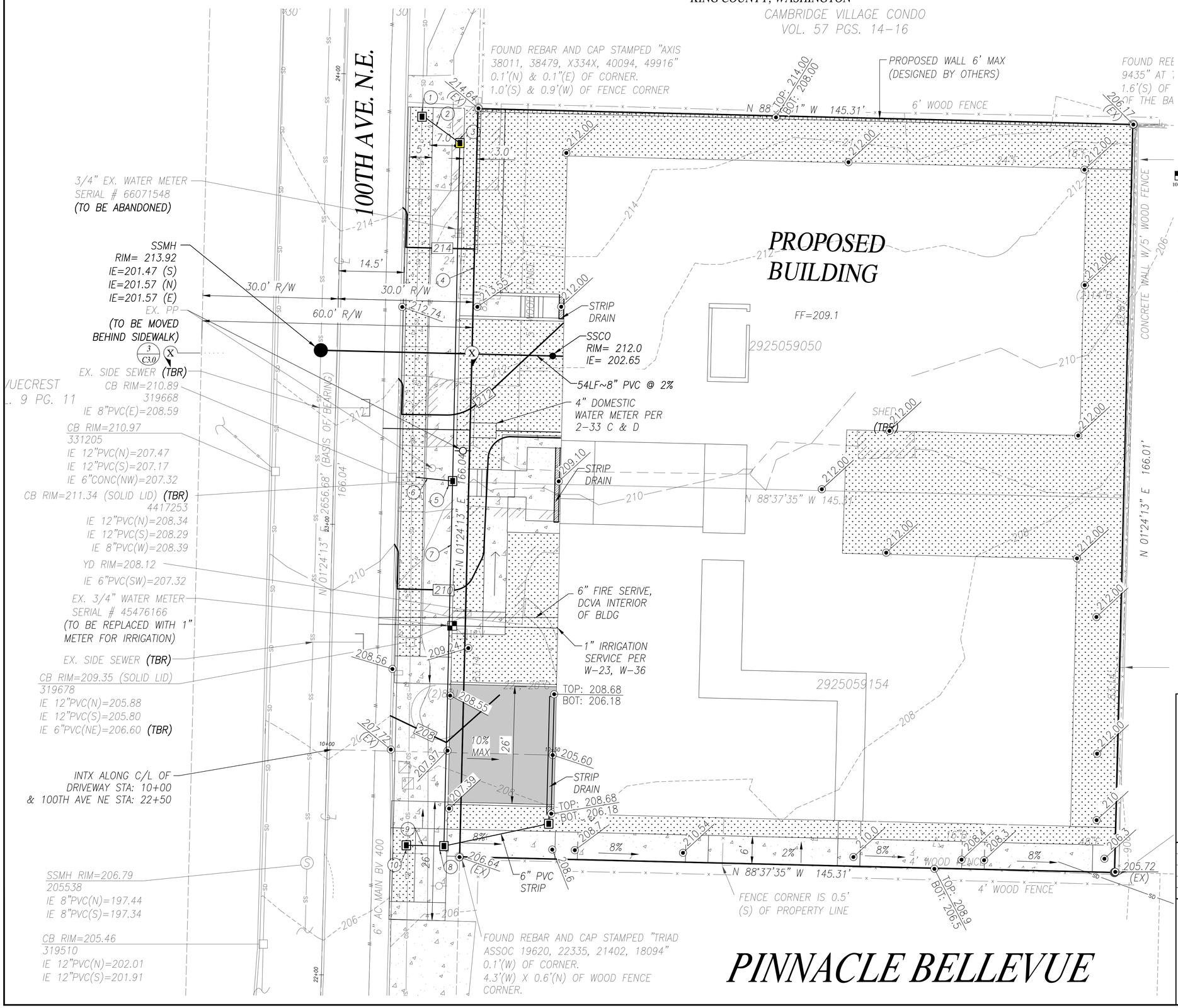
SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
PINNACLE BELLEVUE

DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	1"=20'	19-1033

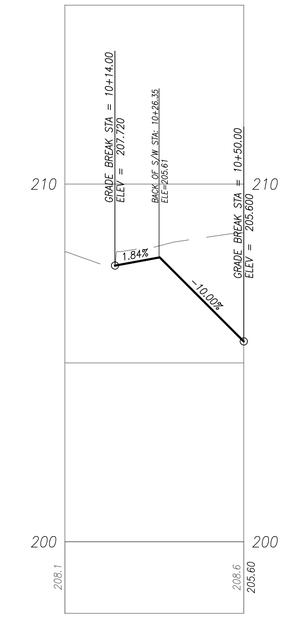
TESC AND EXCAVATION PLAN — SHEET C2.0

PINNACLE BELLEVUE

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON



SCALE: 1" = 10'



DRIVEWAY PROFILE
SCALE: 1"=20' HORIZ, 1"=2' VERT
DESIGN SPEED = 25 MPH

DRAINAGE NOTES:

1. CB TYPE-1 W/SOLID COVER
   RIM: 215.00
   IE: 210.48
   CONSTRUCT OVER EX. LINE. ABANDON LINE SOUTH OF CB
2. 8LF~12" PVC @ 2%
3. CB TYPE-1 W/SOLID LOCKING LID
   RIM: 215.14
   IE: 210.22
4. 75LF~12" PVC @ 2.77%
5. CB TYPE-1 W/SOLID LID COVER
   RIM: 211.78
   IE: 208.14
6. 12LF~18" PVC @
7. 81LF~12" PVC @ 3.94%
8. CB TYPE-1 W/SOLID LID
   RIM: 207.56
   IE: 204.95
9. 8LF~12" PVC @ 2%
10. CB TYPE-1 W/SOLID COVER
    RIM: 207.50
    IE: 204.69
    CONSTRUCT OVER EX. LINE. ABANDON LINE TO NORTH OF CB

SPECIAL NOTES:

1. VERIFY EXISTING TOPOGRAPHY IN AREA OF PROPOSED CONSTRUCTION PRIOR TO ANY WORK. NOTIFY ENGINEER IF CONFLICTS ARE IDENTIFIED.
2. VERIFY DEPTH AND LOCATION OF ALL EXISTING UTILITIES (WHETHER OR NOT SHOWN) IN POTENTIAL CONFLICT W/ PROPOSED CONSTRUCTION PRIOR TO ANY WORK.

SURFACE AREAS:

PERVIOUS (LANDSCAPING):	7,789 SF
IMPERVIOUS (ROOF):	15,137 SF
IMPERVIOUS PGIS (PAVING):	930 SF
IMPERVIOUS (WALKWAYS):	2,844 SF

GENERAL NOTES:

1. NEW DRIVEWAY PER COB DETAIL SW-170.1
2. NEW SIDEWALK PER SW-110-1.
3. NEW CURB AND GUTTER PER COB SW-100-1.
4. PAVEMENT RESTORATION PER COB RC-210-1.
5. GRIND AND OVERLAY PER COB RC 200-1.
6. REPLACE ALL DISTURBED PAVEMENT MARKINGS IN KIND OF COB STDS, TYP.

EQUIPMENT AND PROCEDURE

METHOD OF SURVEY:
SURVEY PERFORMED BY FIELD TRAVERSE

INSTRUMENTAM TION:
LEICA TS15 ROBOTIC ELECTRONIC TOTAL STATION

PRECISION:
MEETS OR EXCEEDS STATE STANDARDS WAC 332-130-090

BASIS OF BEARING:
PER CITY OF BELLEVUE CONTROL POINTS, 0072 & 0077 AS THE BEARING OF N 01°24'13" E.

DATUM: NAVD 88

BM
FOUND 1/2" BRASS PLUG W/PUNCH IN CONC. DOWN 1.7' IN MONUMENT CASE AT THE INTERSECTION OF 100TH AVE NE AND NE 16TH ST.
CITY OF BELLEVUE CONTROL PT; H=0072 V=346, ELEV.=235.36' VISITED 1/19.

REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

BRIAN R. KALAB, STATE OF WASHINGTON, 36499, REGISTERED PROFESSIONAL ENGINEER
09-15-2020

ENGINEER
INSIGHT ENGINEERING COMPANY
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MILLCREEK, WA 98082
CONTACT: DARREN J. RIDDLE, PLS
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FAX: (425) 357-3577

APPLICANT / OWNERS
PINNACLE BELLEVUE DEV LLC
11235 SE 6TH ST. SUITE 200
BELLEVUE, WA 98004

ARCHITET / CONTACT
LINARDIC DESIGN GROUP
6525 15TH AVE NW, SUITE 220
SEATTLE, WA 98117
CONTACT: TOM LINARDIC
PH: (206) 283-4764

LEGAL DESCRIPTION

TPN 2925059154:

THE SOUTH 83.14 FEET OF THE WEST 175.31 FEET OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLIAMETTE MERIDIAN IN KING COUNTY,EXCEPT THE WEST 30 FEET FOR ROAD

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TPN 2925059050:

THE WEST 175.31 FEET OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLIAMETTE MERIDIAN IN KING COUNTY, LESS THE SOUTH 83.14 FEET. EXCEPT THE WEST 30 FEET FOR ROAD

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

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SITE ADDRESS: 1044 & 1036 100TH AVE NE BELLEVUE, WA 98004

TAX ACCOUNT NO.'S: 2925059050, 2925059154

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.

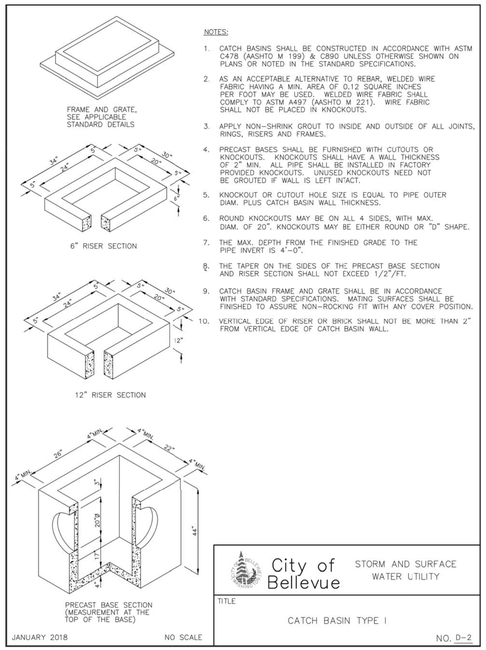
PINNACLE BELLEVUE

DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	1"=10'	19-1033

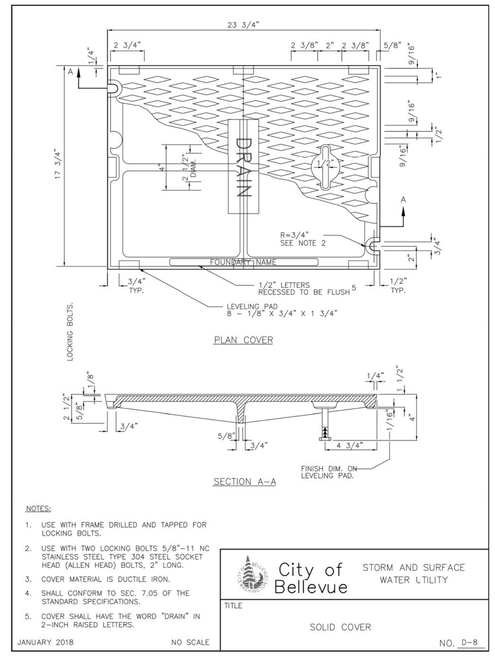
PRELIMINARY
DRAINAGE, UTILITY AND GRADING PLAN

SHEET C3.0

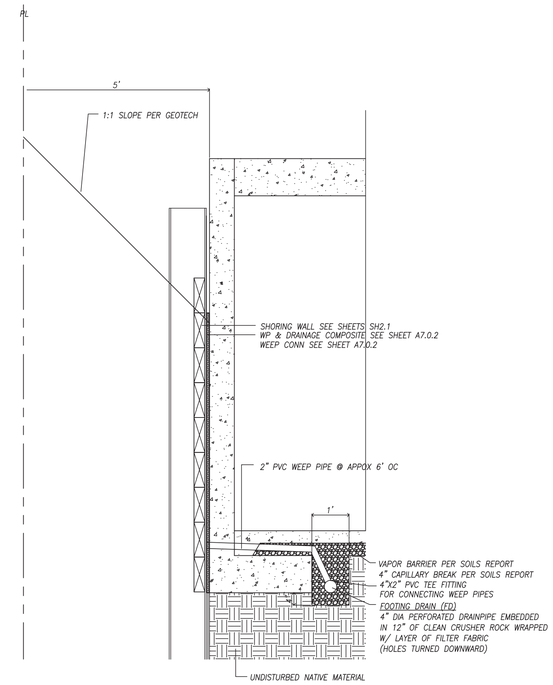
SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON



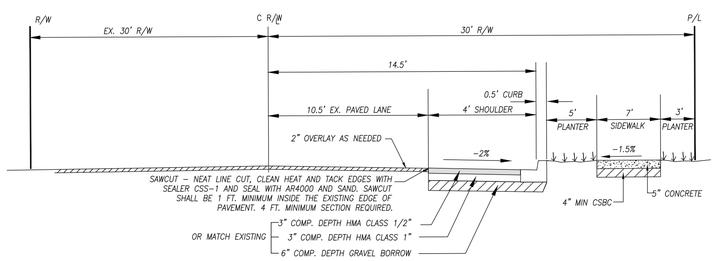
1 / C3.1 CATCH BASIN TYPE 1
NOT TO SCALE



2 / C3.1 SOLID COVER
NOT TO SCALE



3 / C3.1 FOOTING DRAIN DEAIL
NOT TO SCALE



4 / C3.1 100TH AVE N.E. (SECTION X-X)
NOT TO SCALE DESIGN SPEED = 25 MPH

PINNACLE BELLEVUE

EQUIPMENT AND PROCEDURE

METHOD OF SURVEY:
SURVEY PERFORMED BY FIELD TRAVERSE

INSTRUMENTAM TION:
LEICA TS15 ROBOTIC ELECTRONIC TOTAL STATION

PRECISION:
MEETS OR EXCEEDS STATE STANDARDS WAC 332-130-090

BASIS OF BEARING:
PER CITY OF BELLEVUE CONTROL POINTS, 0072 & 0077
AS THE BEARING OF N 01°24'13" E.

BM
FOUND 1/2" BRASS PLUG W/PUNCH IN CONC. DOWN 1.7' IN MONUMENT CASE. AT THE INTERSECTION OF 100TH AVE NE AND NE 16TH ST.
CITY OF BELLEVUE CONTROL PT; H=0072 V=346, ELEV.=235.36' VISITED 1/19.

DATUM:
NAVD 88

REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

BRIAN R. KALAB
STATE OF WASHINGTON
36459
REGISTERED PROFESSIONAL ENGINEER
09/10/2020

ENGINEER
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P.O. BOX 1478
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APPLICANT / OWNERS
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11235 SE 6TH ST. SUITE 200
BELLEVUE, WA 98004

ARCHITET / CONTACT
LINARDIC DESIGN GROUP
6525 15TH AVE NW, SUITE 220
SEATTLE, WA 98117
CONTACT: TOM LINARDIC
PH: (206) 283-4764

LEGAL DESCRIPTION

TPN 2925059154:

THE SOUTH 83.14 FEET OF THE WEST 175.31 FEET OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLIAMETTE MERIDIAN IN KING COUNTY,EXCEPT THE WEST 30 FEET FOR ROAD

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TPN 2925059050:

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SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

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SITE ADDRESS: 1044 & 1036 100TH AVE NE BELLEVUE, WA 98004

TAX ACCOUNT NO.'S: 2925059050, 2925059154

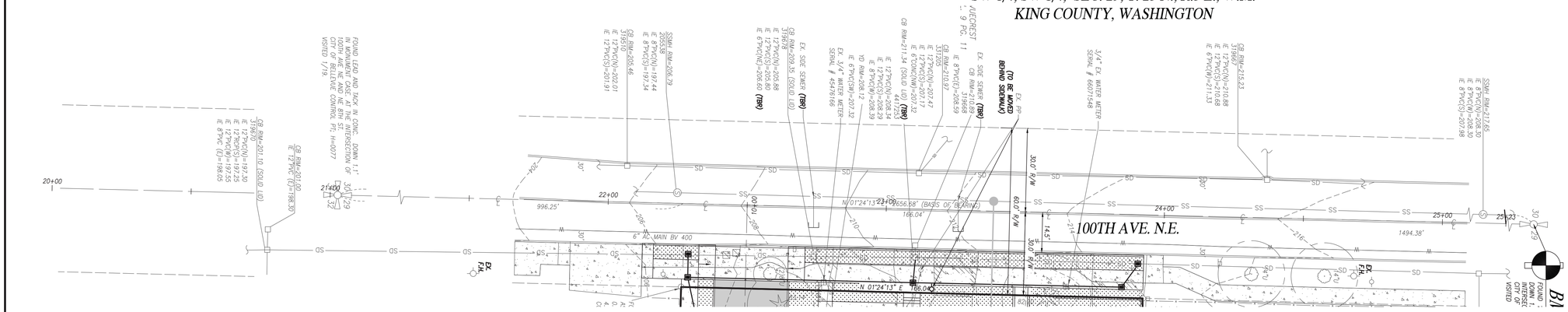
SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
PINNACLE BELLEVUE

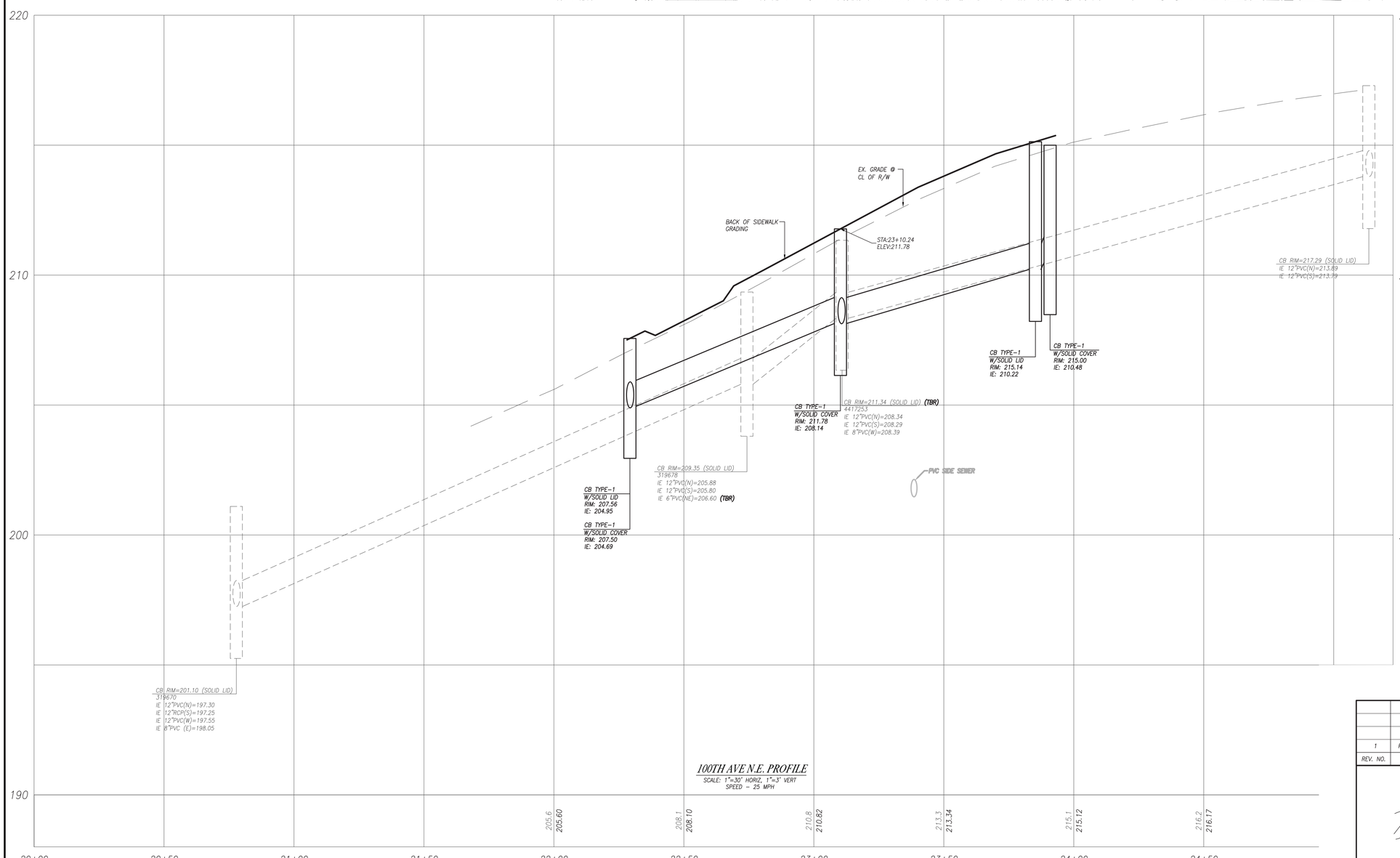
DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	1"=20'	19-1033

PRELIMINARY
GENERAL NOTES AND DETAILS

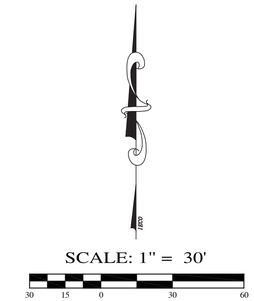
SHEET C3.1

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON





100TH AVE N.E. PROFILE
SCALE: 1"=30' HORIZ, 1"=3' VERT
SPEED – 25 MPH



EQUIPMENT AND PROCEDURE

METHOD OF SURVEY:
SURVEY PERFORMED BY FIELD TRAVERSE

INSTRUMENTAM TION:
LEICA TS15 ROBOTIC ELECTRONIC TOTAL STATION

PRECISION:
MEETS OR EXCEEDS STATE STANDARDS WAC 332-130-090

BASIS OF BEARING:
PER CITY OF BELLEVUE CONTROL POINTS, 0072 & 0077 AS THE BEARING OF N 01°24'13" E.

BM
FOUND 1/2" BRASS PLUG W/PUNCH IN CONC. DOWN 1.7' IN MONUMENT CASE. AT THE INTERSECTION OF 100TH AVE NE AND NE 16TH ST. CITY OF BELLEVUE CONTROL PT; H=0072 V=346, ELEV.=235.36' VISITED 1/19.

DATUM:
NAVD 88

ENGINEER

INSIGHT ENGINEERING COMPANY
P.O. BOX 1478
EVERETT, WA 98206
CONTACT: BRIAN R. KALAB, P.E.
PH: (425) 303-9363
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SURVEYOR

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APPLICANT / OWNERS

PINNACLE BELLEVUE DEV LLC
11235 SE 6TH ST. SUITE 200
BELLEVUE, WA 98004

ARCHITET / CONTACT

LINARDIC DESIGN GROUP
6525 151H AVE NW, SUITE 220
SEATTLE, WA 98117
CONTACT: TOM LINARDIC
PH: (206) 283-4764

LEGAL DESCRIPTION

TPN 2925059154:

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SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

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SITE ADDRESS: 1044 & 1036 100TH AVE NE
BELLEVUE, WA 98004

TAX ACCOUNT NO.'S: 2925059050, 2925059154

REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

BRIAN R. KALAB — STATE OF WASHINGTON — 36499 — REGISTERED PROFESSIONAL ENGINEER
09/10/2020

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.

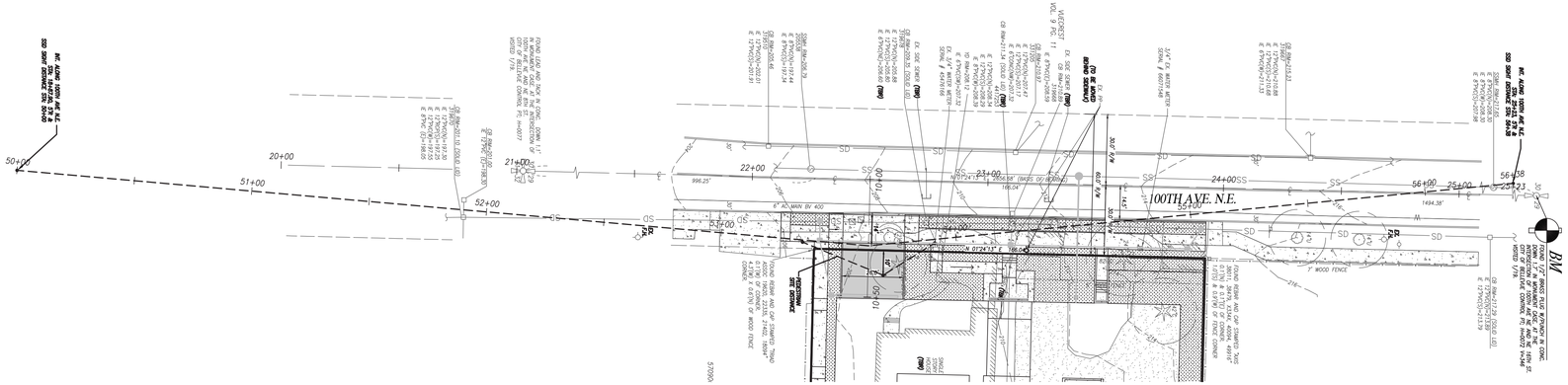
PINNACLE BELLEVUE

DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	1"=30'	19-1033

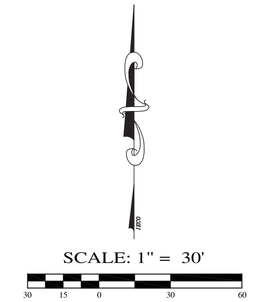
PRELIMINARY
FRONTAGE IMPROVEMENTS

SHEET C4.0

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON



STOPPING SIGHT DISTANCE PROFILE
SCALE: 1"=30' HORIZ, 1"=3' VERT
SPEED – 25 MPH



EQUIPMENT AND PROCEDURE

METHOD OF SURVEY:
SURVEY PERFORMED BY FIELD TRAVERSE

INSTRUMENTAM TION:
LEICA TS15 ROBOTIC ELECTRONIC TOTAL STATION

PRECISION:
MEETS OR EXCEEDS STATE STANDARDS WAC 332-130-090

BASIS OF BEARING:
PER CITY OF BELLEVUE CONTROL POINTS, 0072 & 0077
AS THE BEARING OF N 01°24'13" E.

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DATUM:
NAVD 88

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SITE ADDRESS: *1044 & 1036 100TH AVE NE BELLEVUE, WA 98004*

TAX ACCOUNT NO.'S: *2925059050, 2925059154*

REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

BRIAN R. KALAB — STATE OF WASHINGTON — 36499 — REGISTERED PROFESSIONAL ENGINEER
09/10/2020

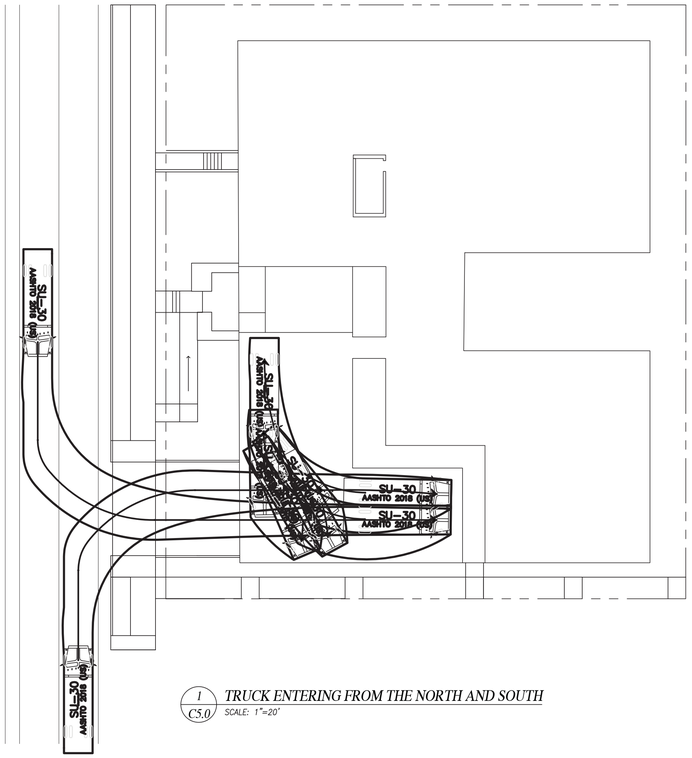
SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
PINNACLE BELLEVUE

DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	1"=30'	19-1033

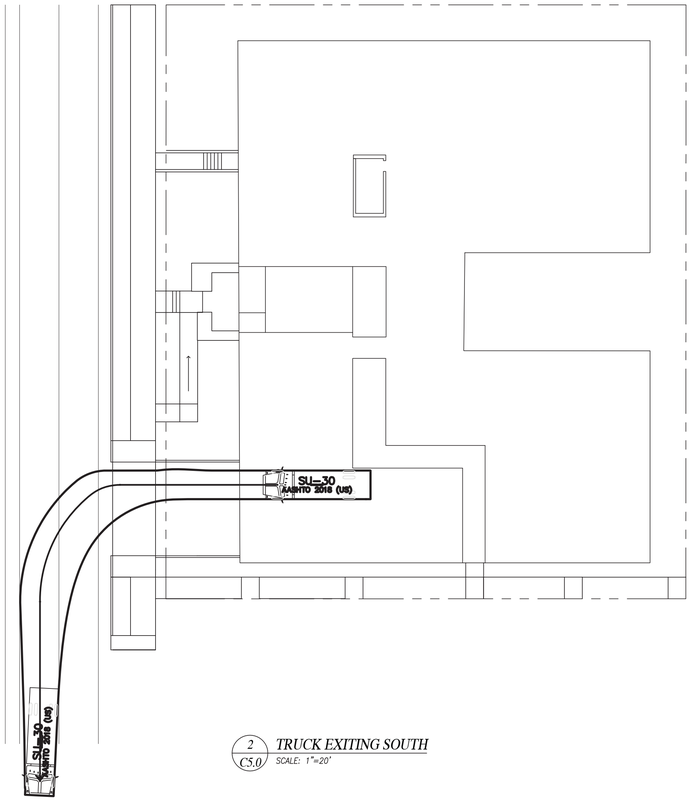
PRELIMINARY
SIGHT DISTANCE PLAN

SHEET
C5.0

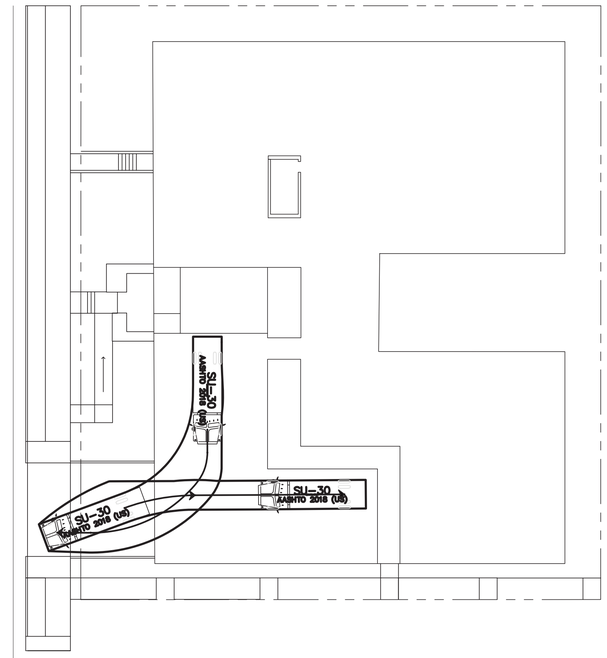
SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON



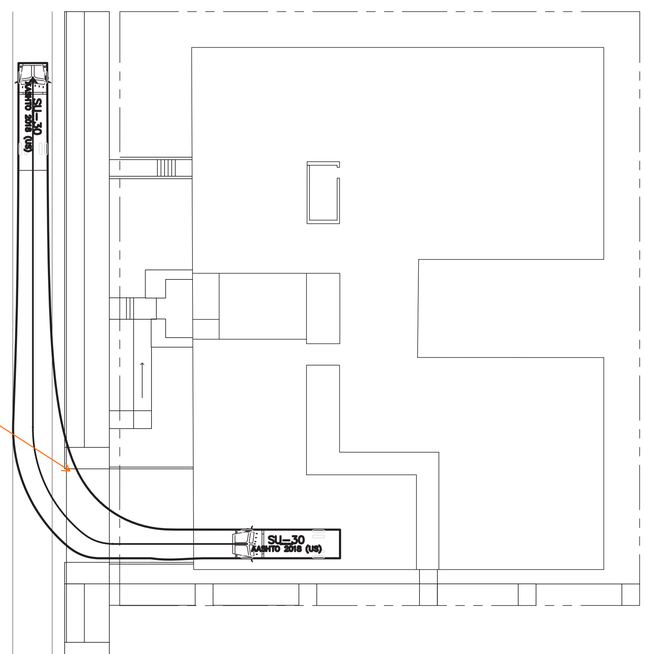
1 / C5.0 TRUCK ENTERING FROM THE NORTH AND SOUTH
SCALE: 1"=20'



2 / C5.0 TRUCK EXITING SOUTH
SCALE: 1"=20'

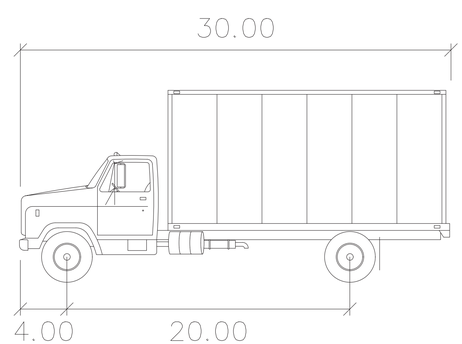


3 / C5.0 TRUCK EXITING
SCALE: 1"=20'



Truck should not encroach on sidewalk or planter.Please correct the turning path.

4 / C5.0 TRUCK EXITING NORTH
SCALE: 1"=20'



SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

BRIAN R. KALLAN
STATE OF WASHINGTON
36499
REGISTERED PROFESSIONAL ENGINEER
09/10/2020

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INSIGHT ENGINEERING CO.
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EVERETT, WA 98206
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INFO@INSIGHTENGINEERING.NET

SITE ADDRESS: 1044 & 1036 100TH AVE NE BELLEVUE, WA 98004

TAX ACCOUNT NO.'S: 2925059050, 2925059154

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
PINNACLE BELLEVUE

DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	N.T.S.	19-1033

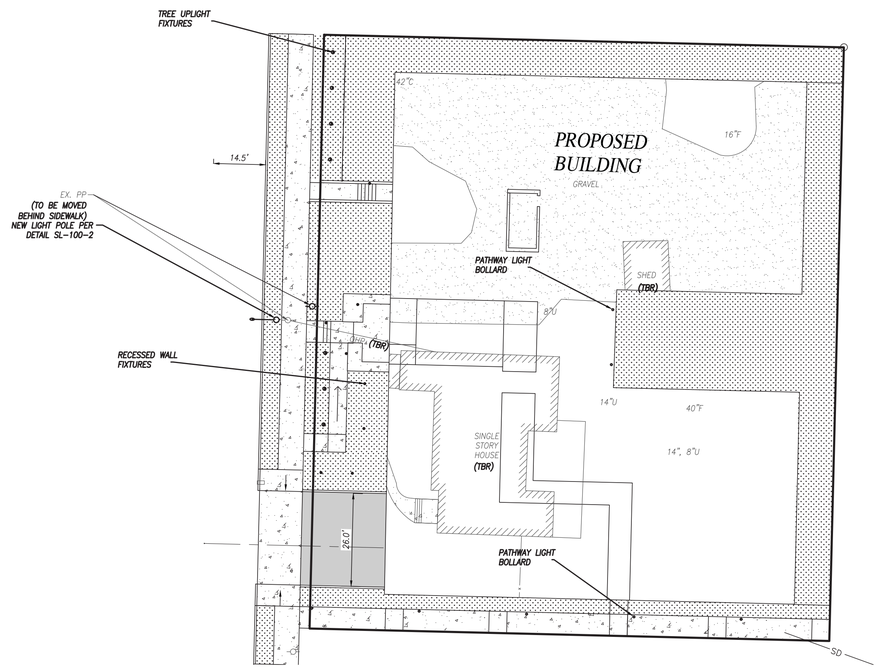
TURNING PLAN

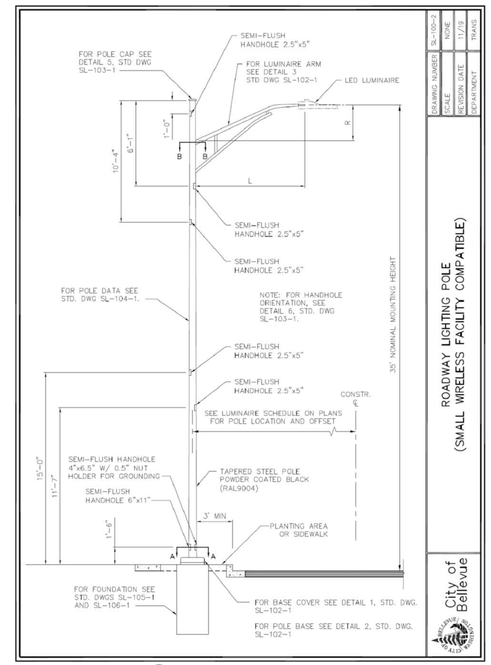
SHEET C6.0

SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.
KING COUNTY, WASHINGTON

SCALE: 1" = 20'

20 10 0 20 40





1 / C6.0 *ROADWAY LIGHTING POLE*
NOT TO SCALE

REV. NO.	DESCRIPTION	INITIALS	DATE
1	PER CITY COMMENTS	BRK	09-03-2020

BRIAN R. KALAN — STATE OF WASHINGTON — 36499 — REGISTERED PROFESSIONAL ENGINEER

09/10/2020

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SW 1/4, SW 1/4, SEC. 29, T. 25 N., R.5 E., W.M.

PINNACLE BELLEVUE

DWG FILENAME	DESIGNED BY:	DATE:	SCALE:	JOB NO.:
191033-PRELIM.DWG	JRC	11-15-2019	1"=20'	19-1033

LIGHTING PLAN

SHEET *C7.0*

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	LAMPS	MOUNTING	MANUFACTURER	VA
OUTDOOR					
S	14.2"W X 5.47"H X 25.6"L POLE MOUNTED LED STREET LIGHT LUMINAIRE, 20F LED CODE, 120/277V 350mA DRIVE CURRENT, TYPE 2 DISTRIBUTION, , HOUSE-SIDE SHIELD, WET LISTED AND INTERNATIONAL DARK SKY COMPLIANT.	2700 LUMENS, 4000K LED	POLE 35'-0"/ 8'-0" ARM AFG	LEOTEK LITE ON GROUP: GC1-20F-MV-NW-2-350	25

CALCULATION SUMMARY					
LABEL	CALCTYPE	UNITS	LLF	AVG	AVG/MIN
STREET	ILLUMINANCE	LUX	0.8	5.15	3.68

CALCULATION'S MEET CITY OF BELLEVUE STREET LIGHTING DESIGN GUIDE 2018 APPENDIX A. SEE TERTIARY PHOTOMETRIC DESIGN CLASSIFICATION LISTED IN TABLE 2: ILLUMINANCE METHOD PHOTOMETRIC DESIGN VALUES.

DETAIL NOTES

1. EXISTING PSE LUMINAIRIE MOUNTED ON PSE POWER POLES +25'-0"AVG.
2. SEE ROADWAY LIGHTING POLE BASE DETAIL THIS SHEET.
3. LIGHT POLE RELOCATED PER CITY OF BELLEVUE COMMENTS SHEET L-1, DOCUMENT #19-119784-LD PINNACLE BELLEVUE DEVELOPMENT.

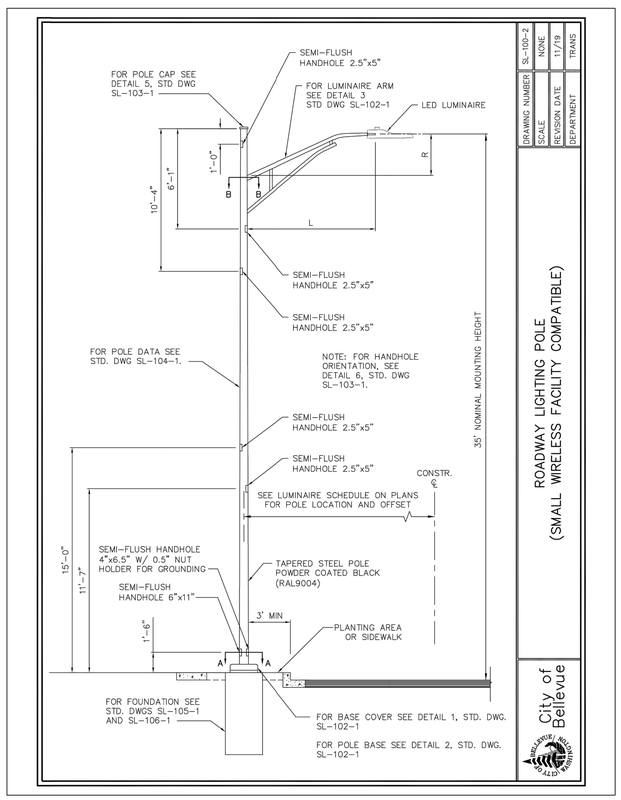
SYMBOL LEGEND

LIGHTING FIXTURES

POLE MOUNTED AREA

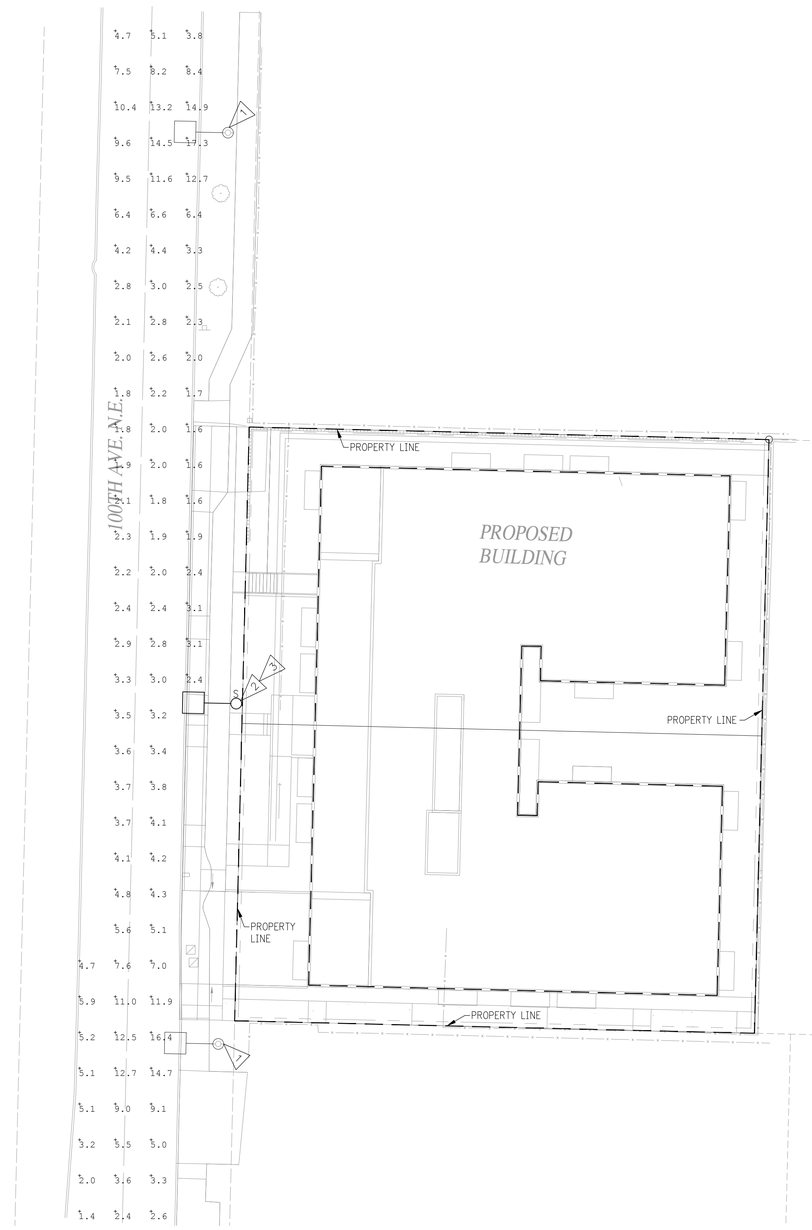
CALL OUTS

DETAIL NOTE



ROADWAY LIGHTING POLE DETAIL

NTS



PHOTOMETRIC ROADWAY PLAN

SCALE: 1" = 20'-0"

ELECTRICAL PHOTOMETRICS - ROADWAY REV01 07-30-2020

LDG ARCHITECTS
LINARDIC DESIGN GROUP
6525 15TH AVE. NW. SUITE 220 SEATTLE, WA 98117
TELEPHONE 206-283-4764

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BRADLEY A. ADCOCK — STATE OF WASHINGTON — 38419 — REGISTERED PROFESSIONAL ENGINEER

consultants:

Electrical Consultants, Inc.
19015 36th Avenue West, Suite E
Lynnwood, Washington 98036
Phone (425) 775-1799 FAX (425) 774-9870

project title:

sheet title:

PHOTOMETRIC
ROADWAY
PLAN

No:	Description:	Date:

Project Number

Drawn By MC

Checked By BA

Date 07/30/2020

EP1.0

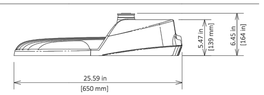
LEOTEK LITE-ON GROUP

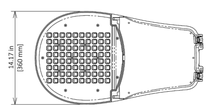
GreenCobra™ LED Street Light
GC1 F-Series Specification Data Sheet

Project
Type S
Catalog No.

Luminaire Data

Weight 21 lbs [9.5 kg]
EPA 0.67 ft²





Ordering Information
Sample Catalog No. GC1-60F-MV-NW-2-GY-FDC350

Product	No. & Type of LEDs	Voltage	Color Temperature	Distribution	Finish[1]	Drive Current[2]	Options
GC1	**20F** **30F** **40F** **60F** **80F**	**MV** 120-277V **HV** 347-480V	**WW** 3000K **NW** 4000K **CW** 5000K	**2** Type 2 **3** Type 3	**GY** Gray **DB** Dark Bronze **BK** Black	**350** 350mA **530** 530mA **700** 700mA **1A**[3] 1A	**HSS**[4] House Side Shield (Factory Installed) **FDC**[5] Fixed Drive Current **FFA**[6] Full Field Adjustability **LPCR** Less Photocontrol Receptacle **PCR7** ANSI 7-wire Photocontrol Receptacle **PCR7-CR**[7] Control Ready 7-wire Photocontrol Receptacle **SC** PCR Shorting Cap **WL** Utility Wattage Label

Notes:
1 Gray, Black and Dark Bronze standard, consult factory for other finishes.
2 Specified drive current code is the factory set maximum drive current. Field adjustable current selector enables standard dimming to lower wattage drive currents only. Consult factory if wattage limits require a special drive current
3 1A drive current only available with 40F. Specify 1A maximum at time of order.
4 Flush mounted house side shield factory installed. Shield cuts light off at 1/2 mounting height behind luminaire.
5 Non-field adjustable, fixed drive current. Specify required drive current. Not available with PCR7-CR option.
6 The FFA option enables full field adjustability from the specified drive current code to all drive currents available. This option is not DLC qualified.
7 Control-ready wired at factory for wireless node dimming. Supplied at maximum drive current. If lower drive current is required, consult factory.
8 Flush mounted house side shield. Shield cuts light off at 1/2 mounting height behind luminaire. Specify Model and Color.
9 Specify Color (GY, DB, BK)
10 Specify MV (120-277V) or HV (347V-480V)

Accessories*	
HSSGC1[8]	House Side Shield
SPB[9]	Square Pole Horizontal Arm Bracket
RPB[9]	Round Pole Horizontal Arm Bracket
PTB[9]	Pole Top Tenon Horizontal Arm Bracket
PTB2[9]	Pole Top Tenon Horizontal Arm Bracket (2@180°)
WB[9]	Wall Horizontal Arm Bracket
BSK	Bird Deterrent Spider Kit
LLPC[10]	Long-Life Twist Lock Photocontrol
SC	Twist Lock Shorting Cap

*Accessories are ordered separately and not to be included in the catalog number

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LEOTEK LITE-ON GROUP

GreenCobra™ LED Street Light
GC1 F-Series Specification Data Sheet

Luminaire Specifications

Housing
Die cast aluminum housing with universal four-bolt slip fitter mounts to 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter mast arm. Aluminum housing provides passive heat-sinking of the LEDs and has upper surfaces that shed precipitation. Mounting provisions meet 3G vibration per ANSI C136.31-2010 Normal Application, Bridge & Overpass. Mounting has leveling adjustment from + 10° to -5° in 2.5° steps and integral bubble level standard. Electrical components are accessed without tools and are mounted on removable power door with stainless steel latches. Standard rubber wildlife guard conforms to mast arm with no gaps.

Light Emitting Diodes
Hi-flux/Hi-power white LEDs produce a minimum of 90% of initial intensity at 100,000 hours of life based on IES TM-21. LEDs are tested in accordance with IES LM-80 testing procedures. LEDs have correlated color temperature of 3000K (WW), 4000K (NW), or 5000K (CW) and 70 CRI minimum. LEDs are 100% mercury and lead free.

Field Adjustability
LED drive current can be changed in the field to adjust light output for local conditions (not available with PCR7-CR option). The specified drive current code will be the factory set maximum drive current and field adjustments can only be made to available lower wattage drive currents. Select the FFA option if full field adjustability to all available drive currents (700mA max or 1A max) is desired. The FFA option is not DLC qualified.

Quality Control
Every luminaire is performance tested before and after a 2-hour burn-in period. Assembled in the USA.

Optical Systems
Micro-lens optical systems produce IESNA Type 2 or Type 3 distributions and are fully sealed to maintain an IP66 rating. Luminaire produces 0% total lumens above 90° (BUG Rating, U=0). Optional house side shield cuts light off at 1/2 mounting height behind luminaire.

Electrical
Rated life of electrical components is 100,000 hours. Uses isolated power supply that is 1-10V dimmable. Power supply is wired with quick-disconnect terminals. Power supply features a minimum power factor of .90 and <20% Total Harmonic Distortion (THD). EMC meets or exceeds FCC CFR Part 15. Terminal block accommodates 6 to 14 gauge wire and is aligned for strait wire entry. Surge protection complies with IEEE/ANSI C62.41 Category C High, 20kV/10kA.

Controls
3-Wire photocontrol receptacle is standard. ANSI C136.41 7-wire (PCR7) photocontrol receptacles are available. All photocontrol receptacles have tool-less rotatable bases. Wireless control module is provided by others.

Finish
Housing receives a fade and abrasion resistant polyester powder coat finish. Finish tested to withstand 3000 hours in salt spray exposure per ASTM B117. Finish tested 500 hours in UV exposure per ASTM G154 and meets ASTM D523 gloss retention.

Listings/Ratings/Labels
Luminaires are UL listed for use in wet locations in the United States and Canada. DesignLights Consortium™ qualified 120-277V 4000K product. Refer to DLC web site for specific DLC listed models. International Dark Sky Association listed. Luminaire is qualified to operate at ambient temperatures of -40°C to 40°C.

Photometry
Luminaires photometrics are tested by certified independent testing laboratories in accordance with IES LM-79 testing procedures. IES files for all CCTs are available at leotek.com.

Warranty
10-year limited warranty is standard on luminaire and components.

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LEOTEK LITE-ON GROUP

GreenCobra™ LED Street Light
GC1 F-Series Specification Data Sheet

Performance Data
All data nominal. IES files for all CCTs are available at leotek.com.

No. of LEDs & Type	Drive Current (mA)	System Wattage (W)	Delivered Lumens (Lm)[1]	Efficacy (Lm/W)	Type 2 BUG Rating	Type 3 BUG Rating
20F	350	25	2700	108	B1 U0 G1	B1 U0 G1
	530	35	3650	104	B1 U0 G1	B1 U0 G1
	700	47	4800	102	B1 U0 G1	B1 U0 G1
30F	350	35	3800	109	B1 U0 G1	B1 U0 G1
	530	53	5400	102	B1 U0 G1	B2 U0 G1
	700	70	7000	100	B2 U0 G2	B2 U0 G2
40F	350	45	5050	112	B1 U0 G1	B2 U0 G1
	530	70	7200	103	B2 U0 G2	B2 U0 G2
	700	92	9300	101	B2 U0 G2	B2 U0 G2
40F (1A Maximum)	530	70	7200	103	B2 U0 G2	B2 U0 G2
	700	92	9300	101	B2 U0 G2	B2 U0 G2
	1000	132	12300	93	B3 U0 G3	B3 U0 G3
60F	350	70	7600	109	B2 U0 G2	B2 U0 G2
	530	101	10400	103	B2 U0 G2	B2 U0 G2
	700	133	13400	101	B3 U0 G3	B3 U0 G3
80F	350	85	9500	112	B2 U0 G2	B2 U0 G2
	530	133	14200	107	B3 U0 G3	B3 U0 G3
	700	180	17700	98	B3 U0 G3	B3 U0 G3

Notes:
1 All data nominal lumens for 4000K (NW) and 5000K (CW). For 3000K (WW) apply a LLF of 0.93. Normal tolerance ± 10% due to factors including distribution type, LED bin variance, and ambient temperatures.

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consultants:

AWA Electrical Consultants, Inc.
19015 36th Avenue West, Suite E
Lynnwood, Washington 98036
Phone (425) 775-1799 FAX (425) 774-9870

project title:

sheet title:

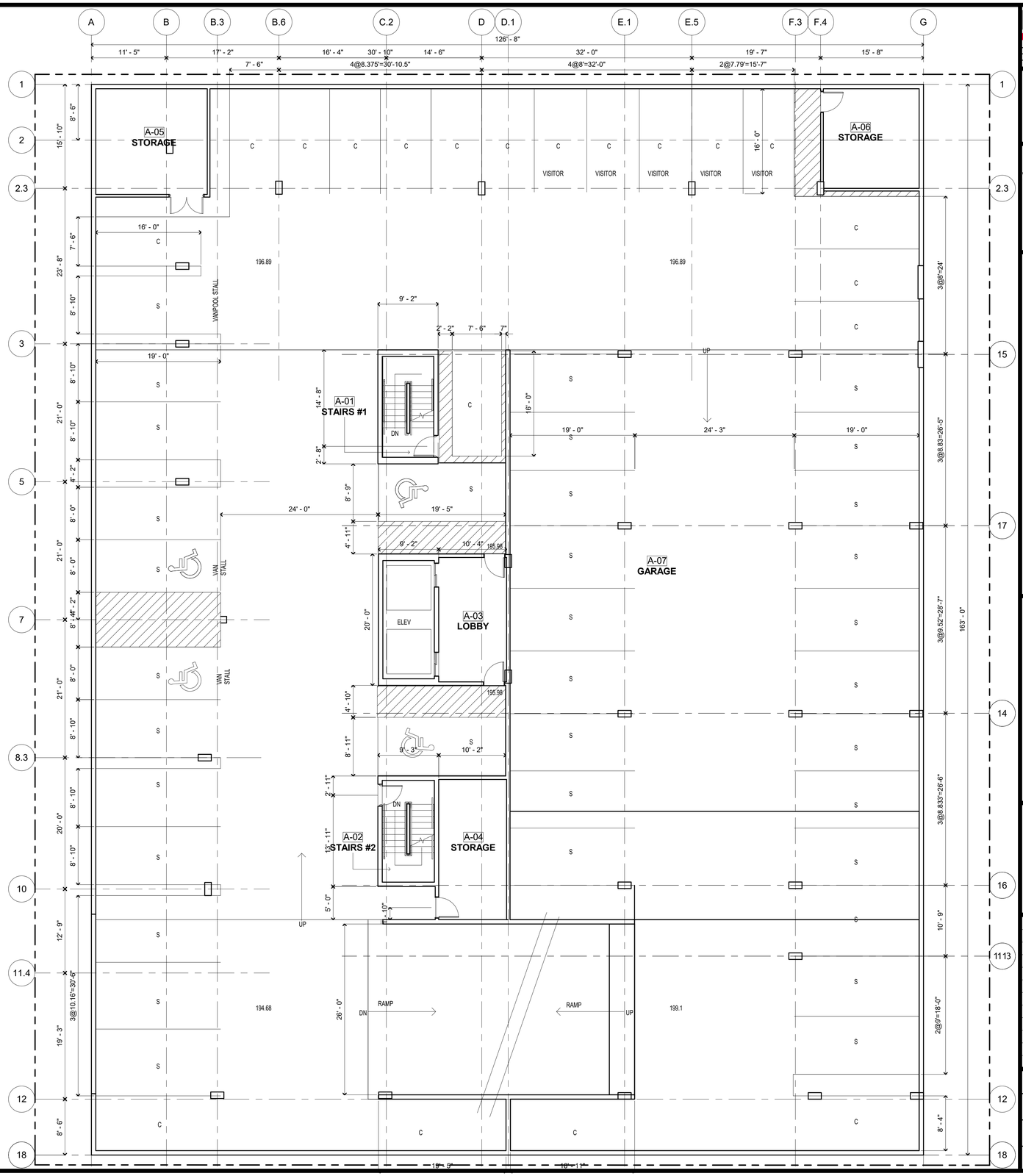
PHOTOMETRIC
ROADWAY
PLAN

No:	Description:	Date:

ELECTRICAL PERMIT SET 07-30-2020
PROJECT NO. 2020-06 REV 01 07-30-2020

Project Number	
Drawn By	MC
Checked By	BA
Date	07/30/2020

EP1.0



STANDARD STALLS	35
COMPACT STALLS	20
TOTAL	55

STANDARD STALLS

STALL WIDTH	8'10"
PARKING BAY WIDTH	62'0"
AISLE WIDTH	24'0"
STALL DEPTH	19'0"

COMPACT STALLS

STALL WIDTH	7'6"
PARKING BAY WIDTH	51'6"
AISLE	24'

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

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
LEVEL A FLOOR PLAN

No:	Description:	Date:

Project Number	
Drawn By	
Checked By	
Date	03/09/20

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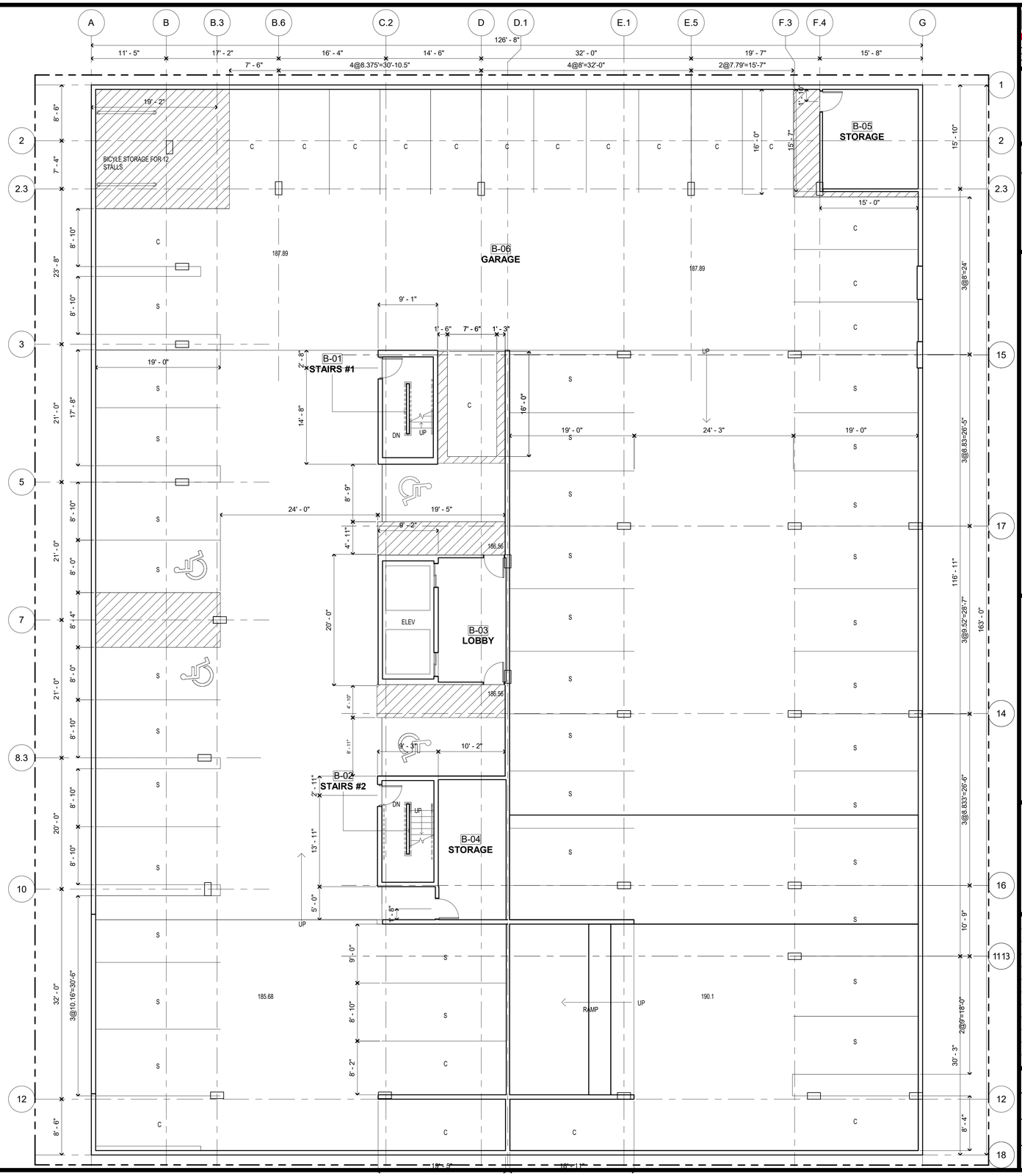

STANDARD STALLS	37
COMPACT STALLS	21
TOTAL	58

STANDARD STALLS	
STALL WIDTH	8'10"
PARKING BAY WIDTH	62'0"
AISLE WIDTH	24'0"
STALL DEPTH	19'0"
COMPACT STALLS	
STALL WIDTH	7'6"
PARKING BAY WIDTH	51'6"
AISLE	24'

LEVEL B FLOOR PLAN

1/8" = 1'-0"

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EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
LEVEL B FLOOR PLAN

No:	Description:	Date:

Project Number	
Drawn By	
Checked By	
Date	03/09/20

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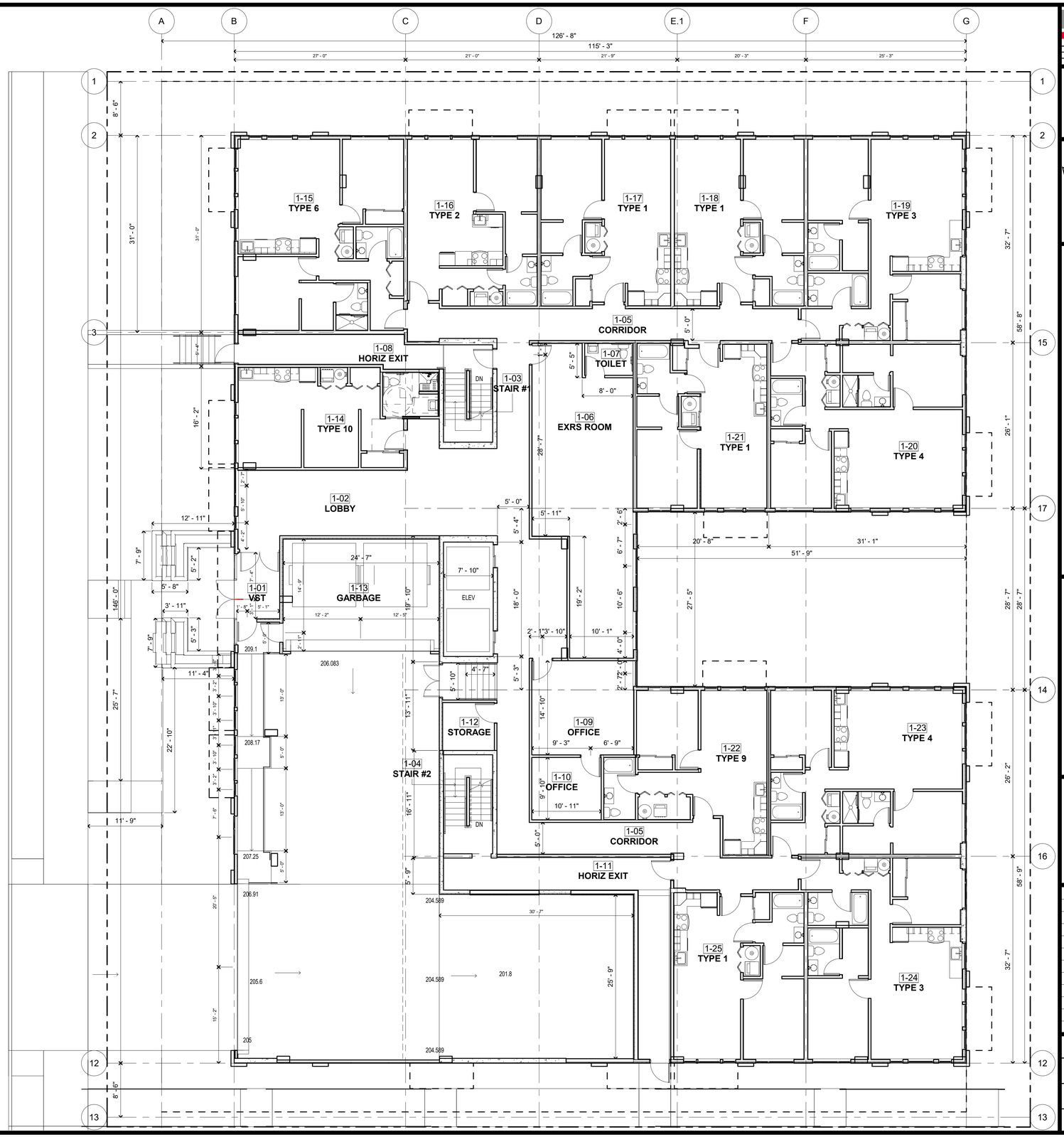

LEVEL 1 FLOOR PLAN
1/8" = 1'-0"

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EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
LEVEL 1 FLOOR PLAN

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 03/09/20

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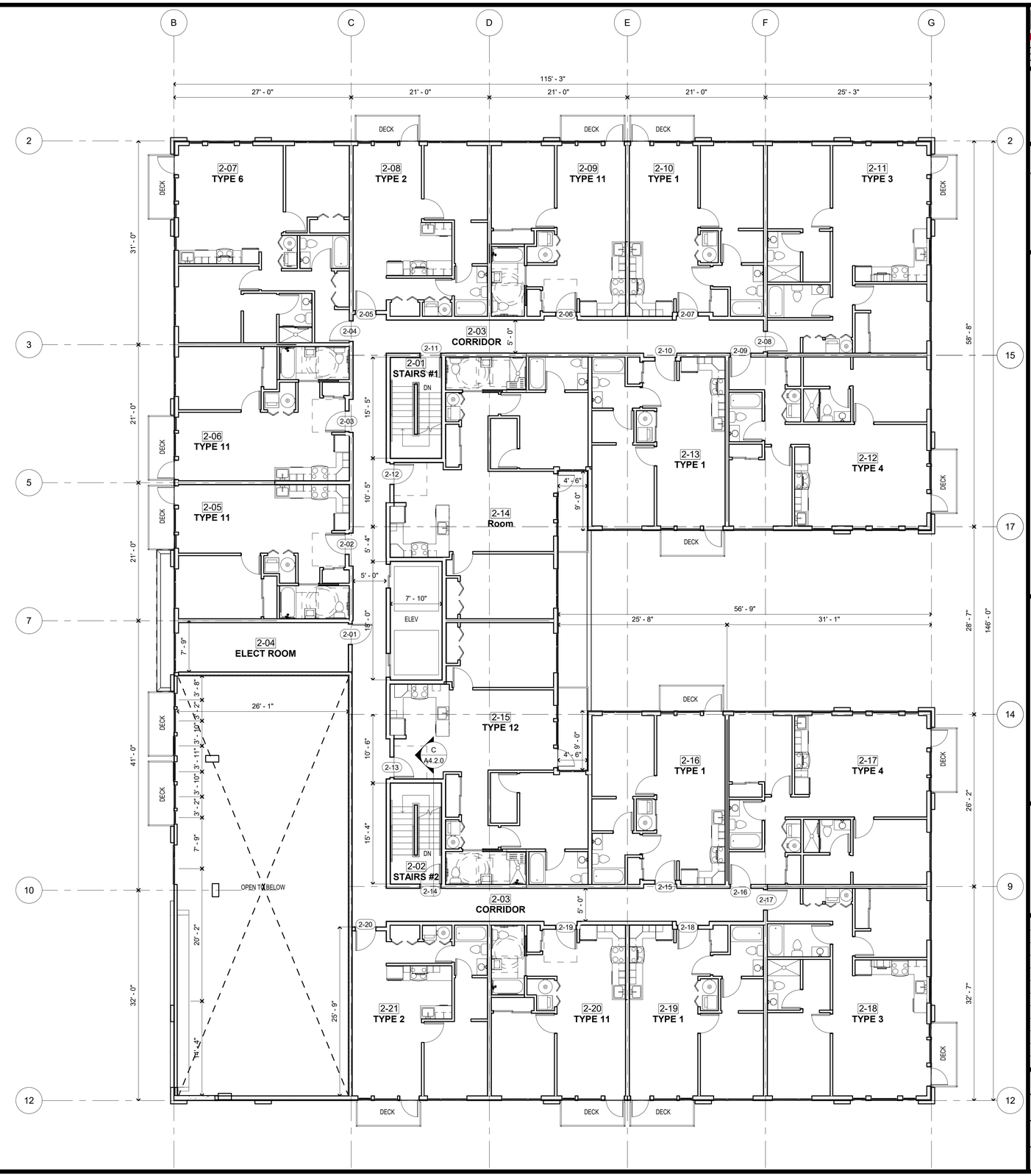

LEVEL 2 FLOOR PLAN
1/8" = 1'-0"

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EDI LINARDIC
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consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
LEVEL 2 FLOOR PLAN

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 03/09/20

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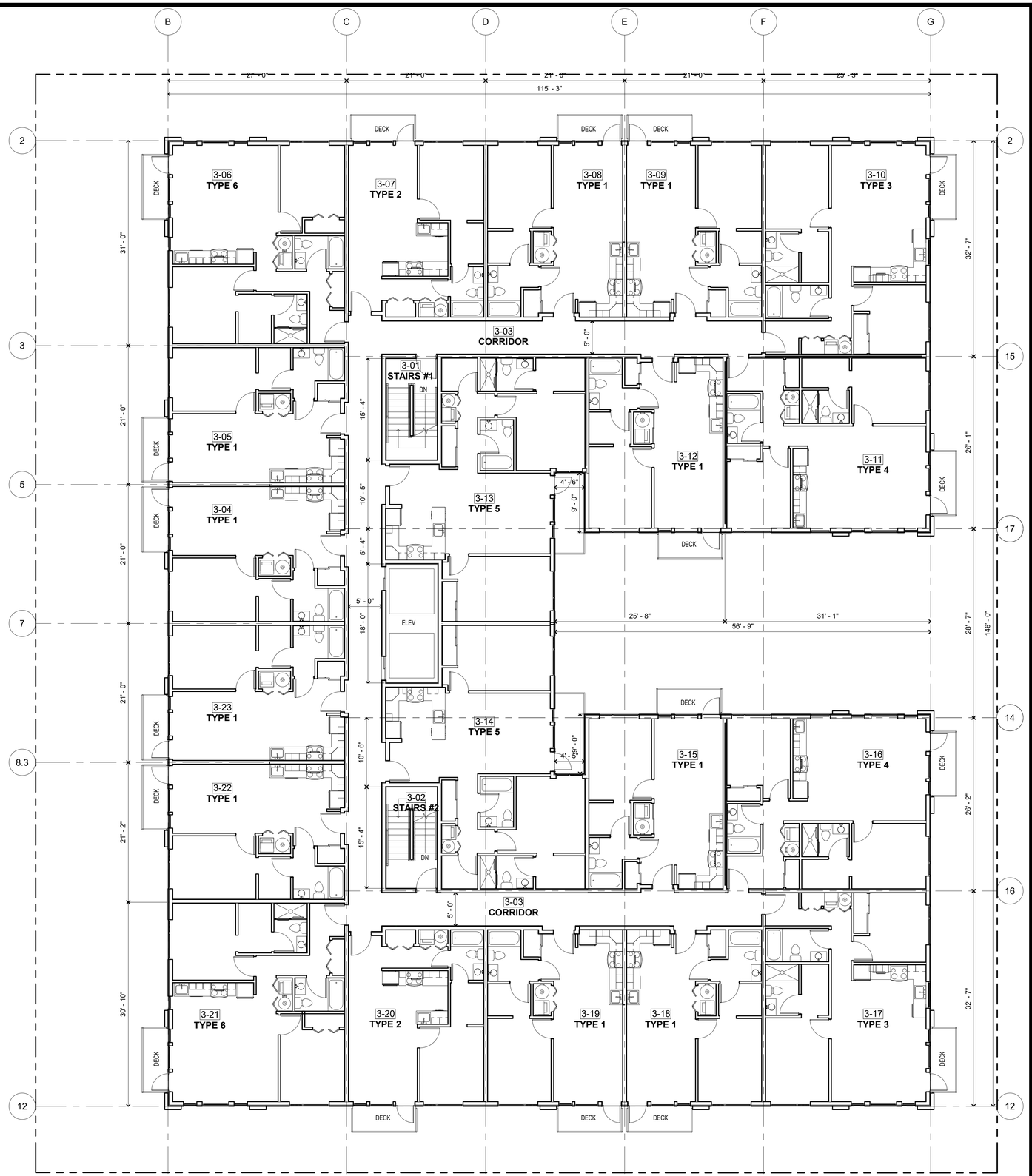

LEVEL 3 FLOOR PLAN
1/8" = 1'-0"

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
LEVEL 3 FLOOR PLAN

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 03/09/20

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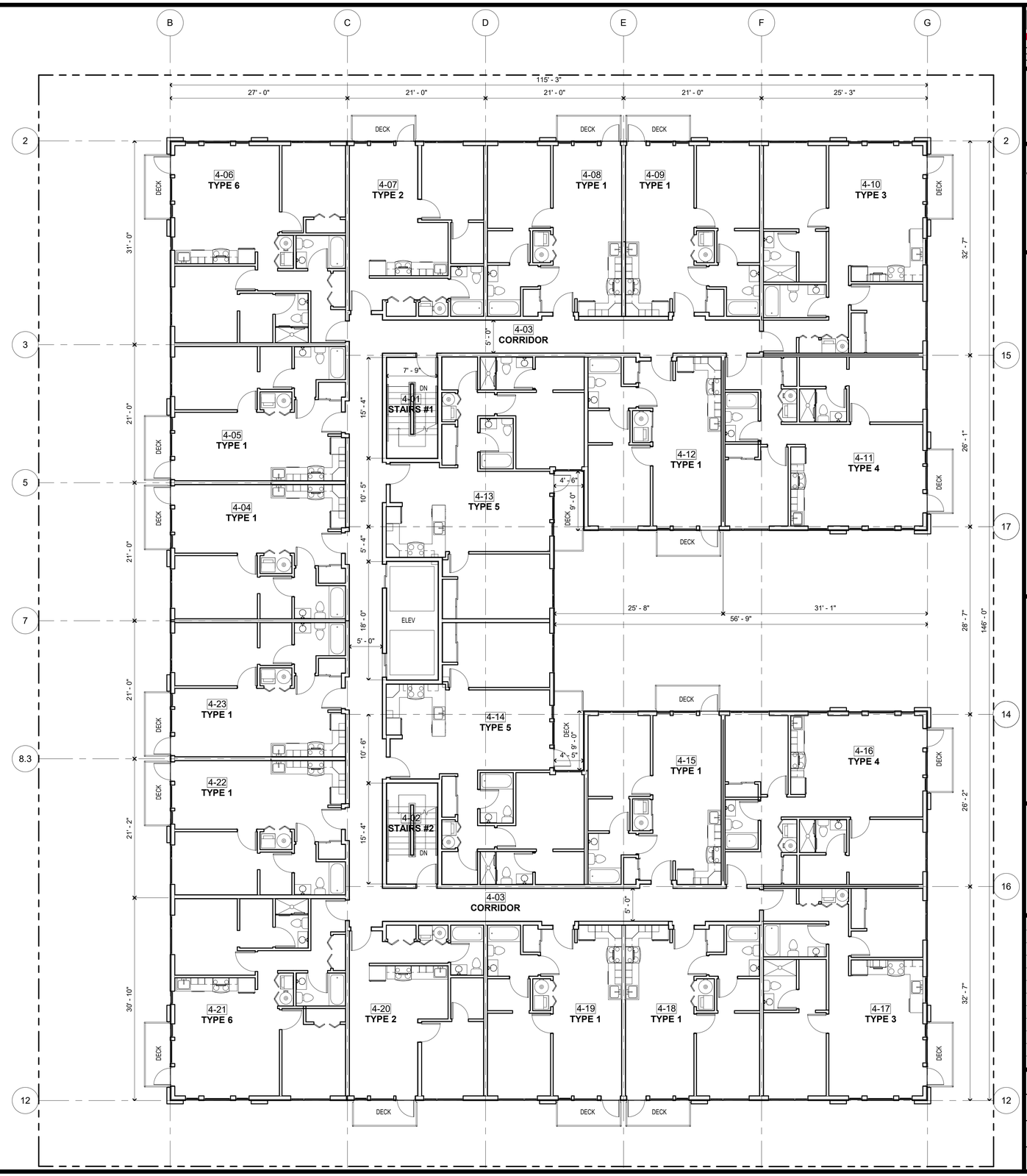

LEVEL 4 FLOOR PLAN
1/8" = 1'-0"

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

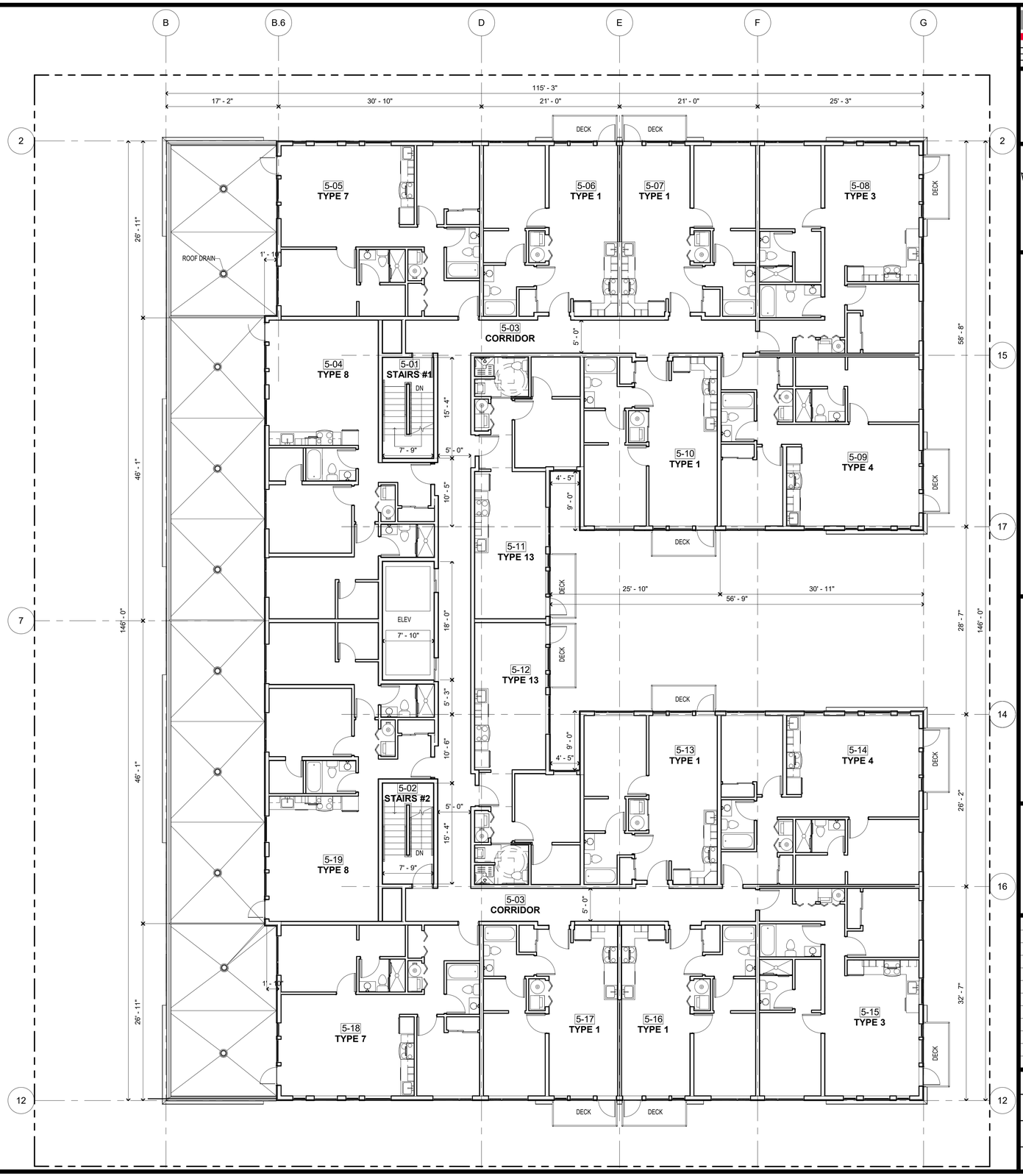
BELLEVUE, WA

sheet title:
LEVEL 4 FLOOR PLAN

No:	Description:	Date:

Project Number	
Drawn By	
Checked By	
Date	03/09/20

A2.0.5



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

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ARCHITECTS
LINARDIC DESIGN GROUP
6525 15TH AVE. NW. ▲ SUITE 220 ▲ SEATTLE, WA 98117
TELEPHONE ▲ 206-283-4764

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4423
REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

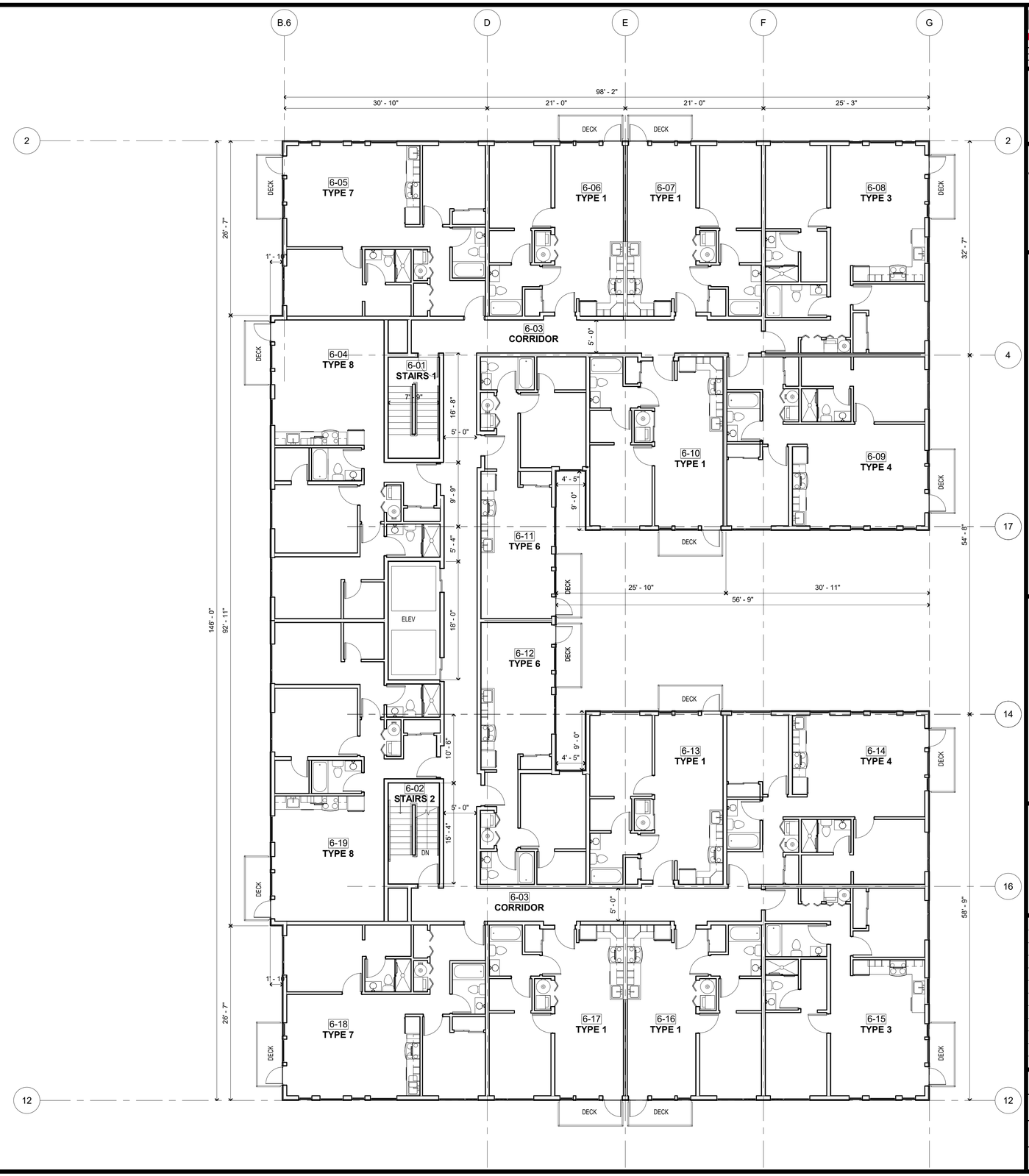
BELLEVUE, WA

sheet title:
LEVEL 5 FLOOR PLAN

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 03/09/20

A2.0.6



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

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

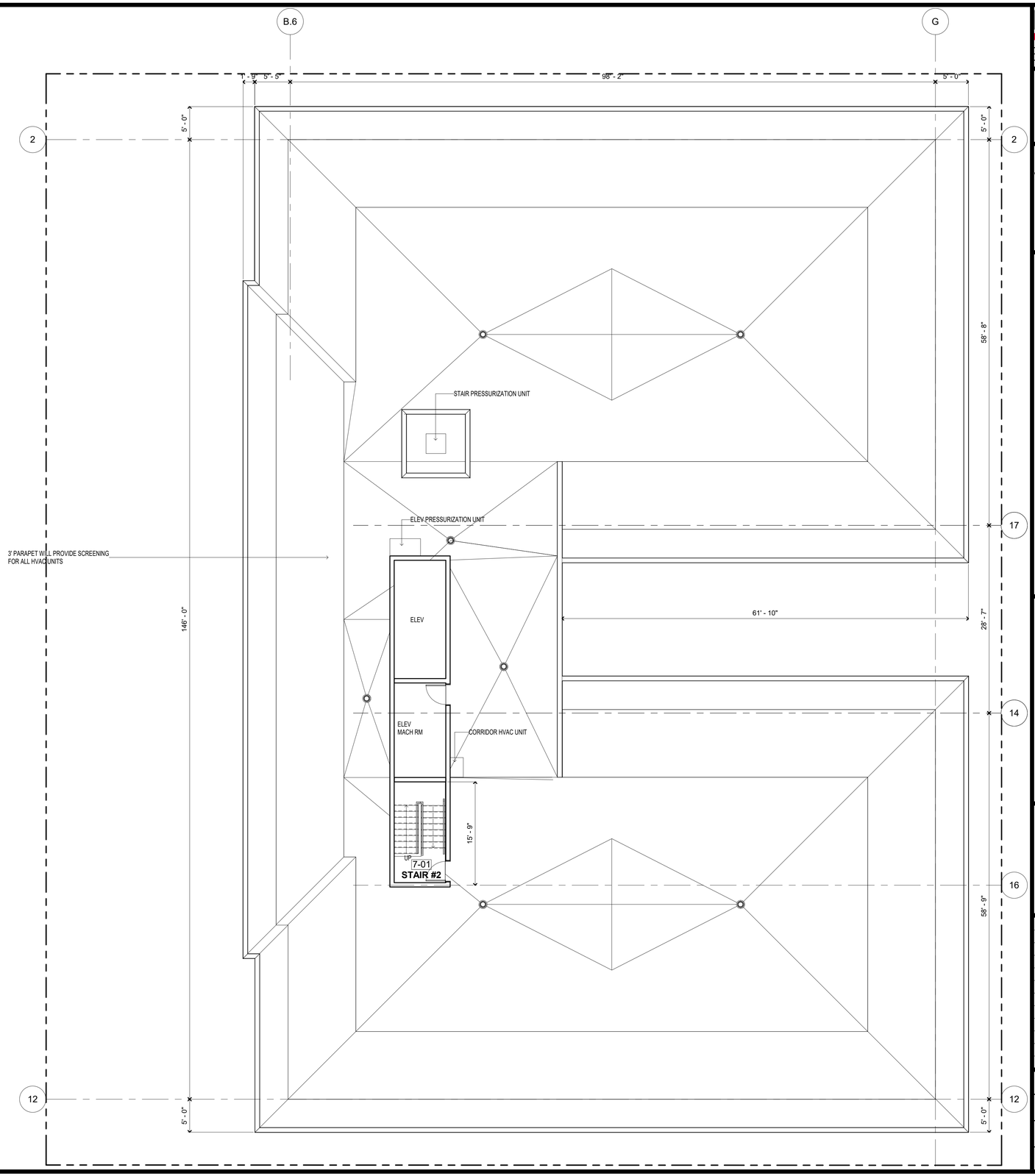
BELLEVUE, WA

sheet title:
LEVEL 6 FLOOR PLAN

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 03/09/20

A2.0.7



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

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LINARDIC DESIGN GROUP
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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

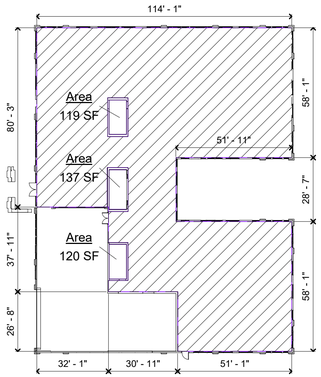
BELLEVUE, WA

sheet title:
ROOF PLAN

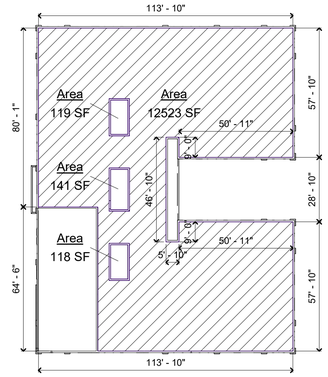
No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 03/10/20

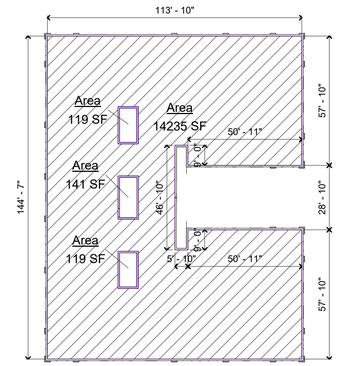
A2.0.8



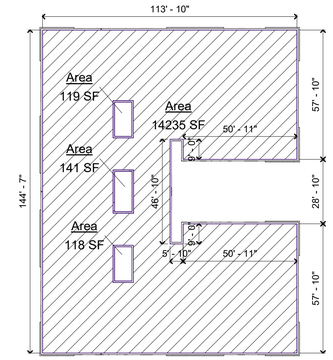
LEVEL 1 FAR PLAN 11,656 SF
1/32" = 1'-0"



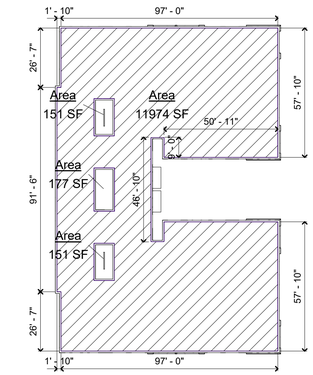
LEVEL 2 FAR PLAN 12,523 SF
1/32" = 1'-0"



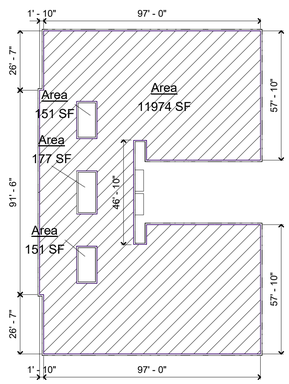
LEVEL 3 FAR PLAN 14,235 SF
1/32" = 1'-0"



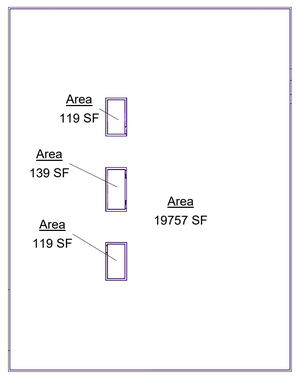
LEVEL 4 FAR PLAN 14,235
1/32" = 1'-0"



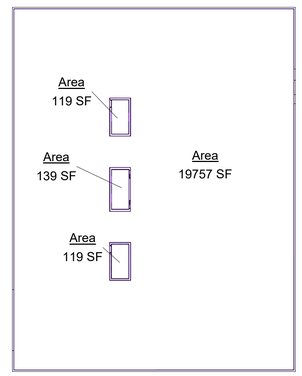
LEVEL 5 FAR PLAN 11,974 SF
1/32" = 1'-0"



LEVEL 6 FAR PLAN 11,974 SF
1/32" = 1'-0"



LEVEL A PLAN 20,142 SF
1/32" = 1'-0"



LEVEL B PLAN 20,142 SF
1/32" = 1'-0"

LEVEL	GROSS AREA	FAR AREA
1	12,019	11,656
2	12,993	12,523
3	14,709	14,235
4	14,709	14,235
5	12,426	11,974
6	12,426	11,974
A	20,142	
B	20,142	
TOTAL	119,560	76597

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4423
REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
FAR CALCS

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 05/19/20

A2.0.9

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

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
NORTH ELEVATION

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 04/03/20

A3.0.0

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

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

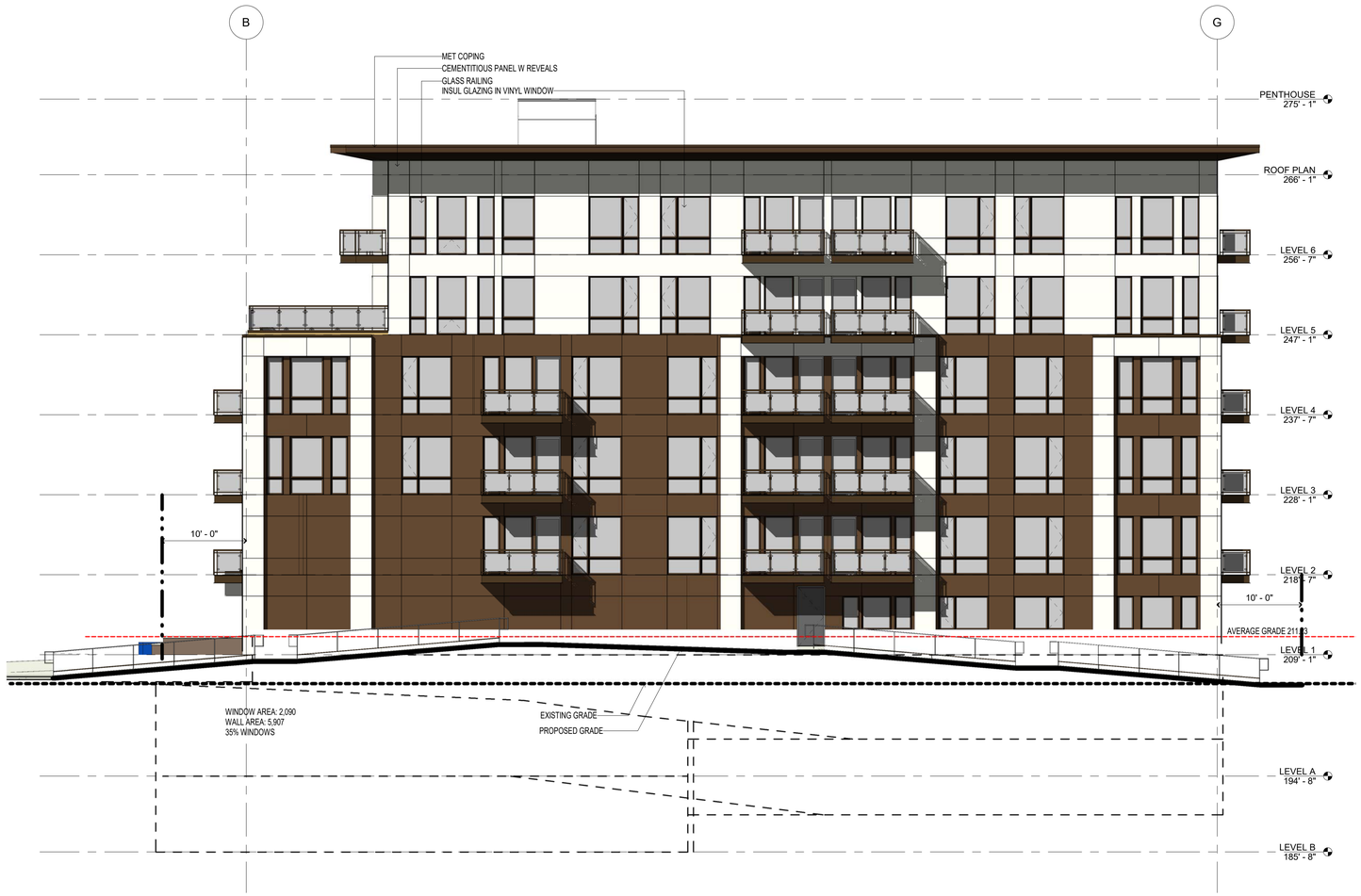
BELLEVUE, WA

sheet title:
EAST ELEVATION

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 04/03/20

A3.0.1



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

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

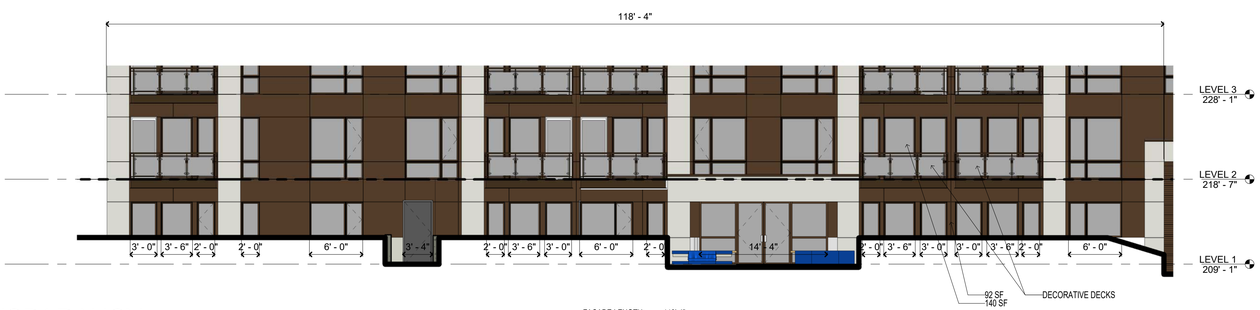
sheet title:
SOUTH ELEVATION

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 04/03/20

A3.0.2

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



FACADE LENGTH: 118'-4"
BLANK WALLS: 44'-8"
% OF BLANK WALLS: 37.8%

TRANSPARANCY
1/8" = 1'-0"

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
WEST ELEVATION

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 04/03/20

A3.0.3

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

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

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

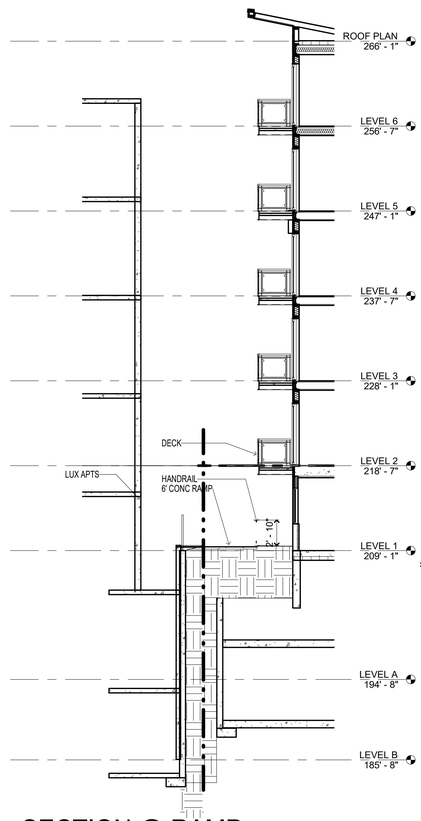
BELLEVUE, WA

sheet title:
NORTH + SOUTH COURTYARD ELEVATION

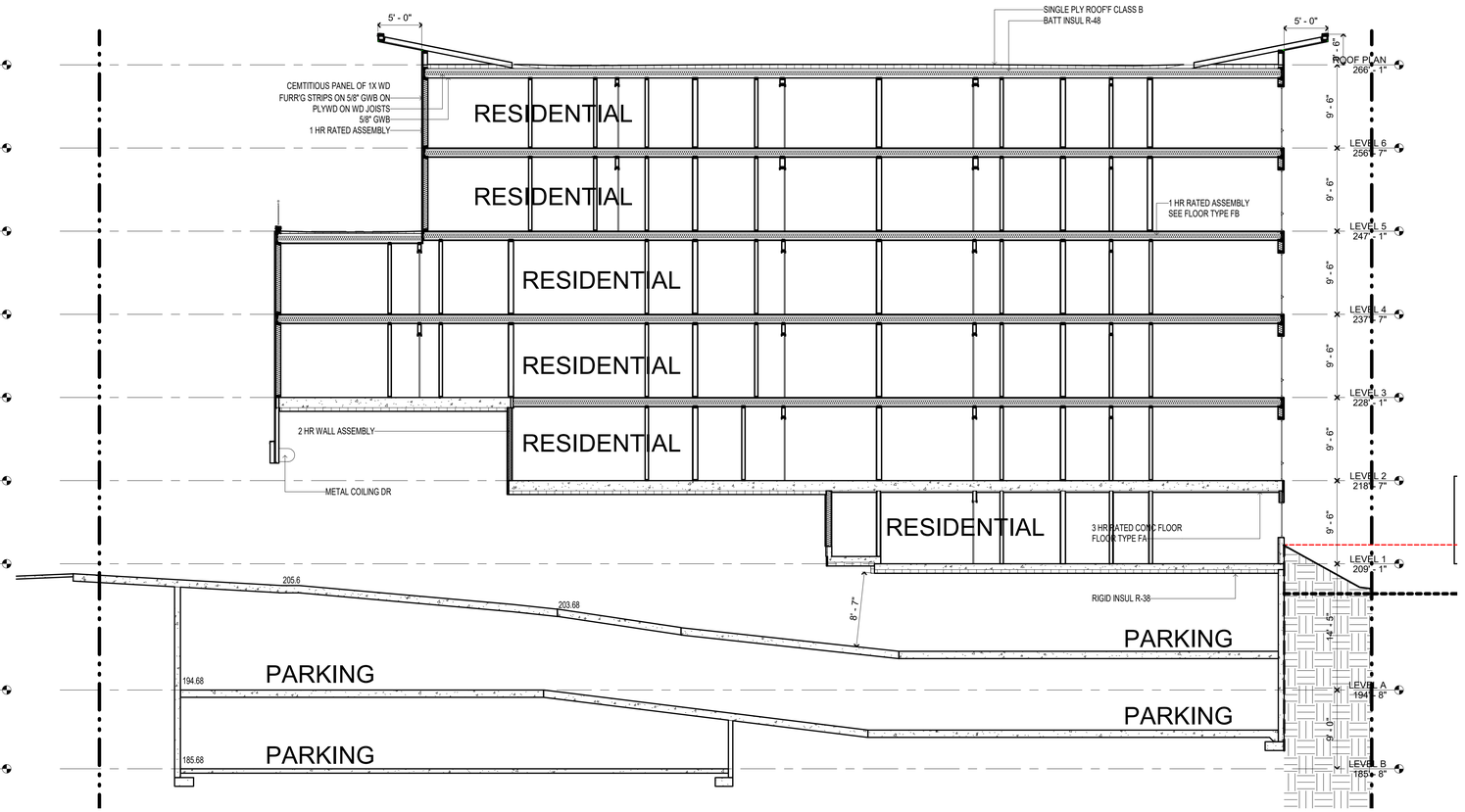
No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 06/05/20

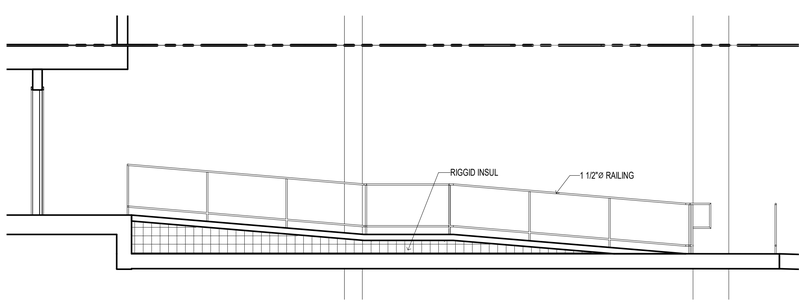
A3.0.4



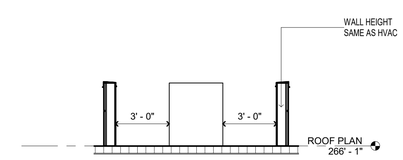
2 SECTION @ RAMP
1/8" = 1'-0"



A-A CROSS SECTION
1/8" = 1'-0"



1 ADA RAMP
1/4" = 1'-0"



3 HVAC SCREEN
1/4" = 1'-0"

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
CROSS SECTION A-A

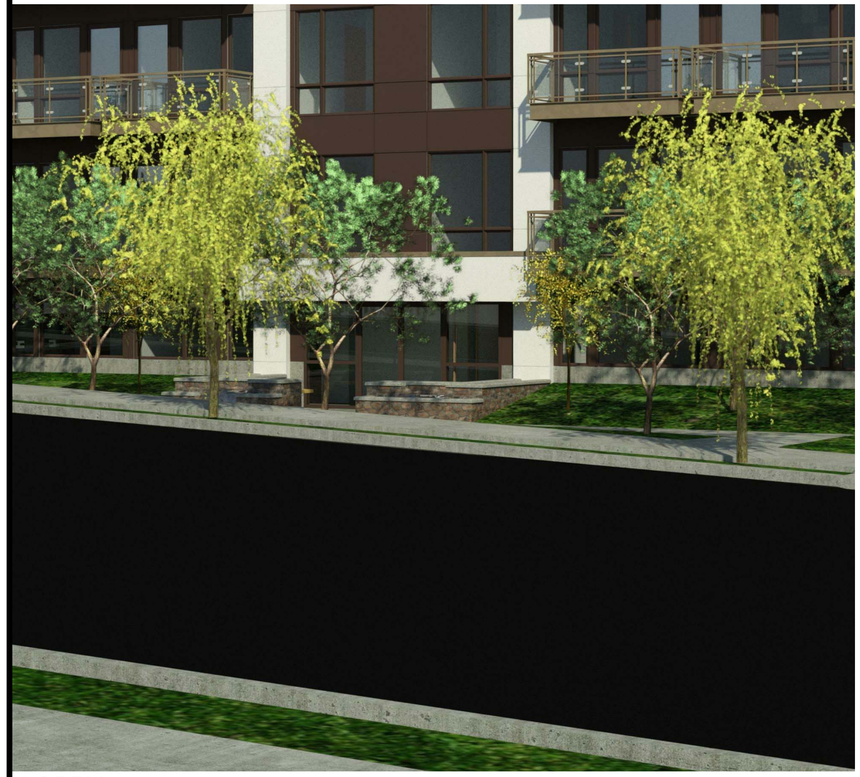
No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 04/08/20

A3.1.0

VIEW FROM NORTH

WALKWAY



LOBBY

VIEW FROM SOUTH

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4423 REGISTERED ARCHITECT
EDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:
PINNACLE BELLEVUE DEVELOPMENT LLC

BELLEVUE, WA

sheet title:
RENDERINGS

No:	Description:	Date:

Project Number
Drawn By
Checked By
Date 09/04/20

A3.2.0

ATTACHMENT B

SEPA Environmental Checklist

Development Services

SEPA Environmental Checklist

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

Instructions

The checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully and to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions.

You may respond with "Not Applicable" or "Does Not Apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays. For assistance, see SEPA Checklist Guidance on the Washington State Department of Ecology website.

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

Background

1. Name of proposed project, if applicable Pinnacle International Developement Inc ✓
2. Name of applicant Edi Linardic ✓
3. Contact person Edi Linardic ✓ Phone 206 283 4764
4. Contact person address 6525 15th Ave NW suite 220, Seattle, WA 98117 ✓
5. Date this checklist was prepared 7/19/2019 ✓
6. Agency requesting the checklist city of Bellevue ✓

Received
JUL 26 2019

Reviewed by Mark C. Brennan (MCB) on August 29, 2019.

7. Proposed timing or schedule (including phasing, if applicable) ✓

Summer of 2020 and to be completed by end of 2021

8. Do you have any plans for future additions, expansion or further activity related to or connected with this proposal? If yes, explain. ✓

No

9. List any environmental information you know about that has been prepared or will be prepared, that is directly related to this proposal. ✓

Soils report - Geotechnical Report by Pangeo Inc., January 31, 2019

10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. ✓

No

11. List any government approvals or permits that will be needed for your proposal, if known. ✓

Design review
Building permit
Electrical permit
HVAC permit

Boundary Line Adjustment
Clear and Grade Permit
Smoke Control Permit
Utility Extensions
Environmental Review (SEPA) included with Design Review decision
Shoring/Right-of-Way

12. Give a 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.) ✓

Demolish existing dwelling and garage. Construct 6 story multi-family structure housing 104 apartments with 2 floors of below grade parking for 110 stalls.

13. 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 the 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. ✓

Street address: 1036 100th Ave NE
parcel #: 2925059050, 2925059154
Two existing parcels must be combined through Boundary Line Adjustment or single site agreement prior start of construction activity

Environmental Elements

Earth

1. General description of the site: ✓

- ☑ Flat — Site slopes from approx. elevation of 214.5' at northwest corner to approx. elevation 205.7 at southeast corner
- ☐ Rolling
- ☐ Hilly
- ☐ Steep Slopes
- ☐ Mountainous
- ☐ Other _____

2. What is the steepest slope on the site (approximate percent slope)? 4.8% ✓

3. 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. ✓

Vashon Glacial till (silt,sand and gravel)

4. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. ✓

No

5. Describe the purpose, type, total area and approximate quantities and total affected area of any filling, excavation and grading proposed. Indicate the source of the fill. ✓

export: 13,176 cubic yards
import: 696 cubic yards
Source of fill unknown at this time

Geotechnical report states "structural fill (if needed) should consist of WSDOT CSBC or Gravel Borrow, or approved equivalent. WSDOT Gravel Borrow may also be uses as wall backfill. On-site soils are not appropriate for use as structural fill or wall backfill."

6. Could erosion occur as a result of clearing, construction or use? If so, generally describe. ✓

No. See civil plans for proposed erosion control

Erosion control per Clearing and Grading inspection
& BCC 23.76

7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? 77% ✓

(MCB)
8--29-19

8. Proposed measures to reduce or control erosion, or other impacts to the earth, if any. ✓

An Erosion Control plan will be submitted as part of the building permit

Erosion control per Clearing and Grading inspection
& BCC 23.76

Air

1. 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. ✓

There will be some dust during construction. The type of emissions that could be emitted would be from automobile/trucks, both during and after construction.

Construction dust suppresion measures per BCC
23.76

2. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. ✓

No

3. Proposed measures to reduce or control emissions or other impacts to air, if any. ✓

There are no measures proposed at this time to mitigate automobile emissions since it will be minimal.

Water

1. Surface Water
   a. 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. ✓

   No

   b. 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. ✓

   No

   c. 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 the fill material. ✓

   None

   d. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose and approximate quantities, if known. ✓

   No

   e. Does the proposal lie within a 100-year floodplain? No ✓
   If so, note the location on the site plan.

f. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. ✓

No

2. Ground Water

a. 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. ✓

No

b. 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. ✓

None

3. Water Runoff (including stormwater)
   a. 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.

      The project will convey storm run off by means of ctach basins and storm drain pipe to municipal drainage facility

   b. Could waste materials enter ground or surface waters? If so, generally describe.

      No

   c. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

      No

Indicate any proposed measures to reduce or control surface, ground and runoff water, and drainage pattern impacts, if any.

Install storm drain system that meets regulatory standards

Per Utilities Code 24.06 Storm and Surface Water

Plants

1. Check the types of vegetation found on the site: ✓

   - ☑ deciduous tree: alder, maple, aspen, other _____
   - ☑ evergreen tree: fir, cedar, pine, other _____
   - ☐ shrubs
   - ☐ grass

     Also found on site
   - ☐ pasture
   - ☐ crop or grain
   - ☐ orchards, vineyards or other permanent crops
   - ☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other _____
   - ☐ water plants: water lily eelgrass, milfoil, other _____
   - ☐ other types of vegetation _____

2. What kind and amount of vegetation will be removed or altered? ✓

   Trees (12)

3. List any threatened and endangered species known to be on or near the site. ✓

   None

4. Proposed landscaping, use of native plants or other measures to preserve or enhance vegetation on the site, if any. ✓

   See attached landscape plan

   Landscape Plan is included in drawings submitted with the application.

   Per Utilities Code 24.06 Storm and Surface Water

5. List all noxious weeds and invasive species known to be on or near the site. ✓

None

Animals

1. 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. Examples include: ✓

Site is within Pacific flyway, which encompasses the entire Puget Sound region.

Birds: ☐ hawk, ☐ heron, ☐ eagle, ☑ songbirds, ☐ other ___

Mammals: ☐ deer, ☐ bear, ☐ elk, ☐ beaver, ☐ other _____

Fish: ☐ bass, ☐ salmon, ☐ trout, ☐ herring, ☐ shellfish, ☐ other _____

2. List any threatened and endangered species known to be on or near the site. ✓

None

3. Is the site part of a migration route? If so, explain. ✓

No

Site is within Pacific flyway, which encompasses the entire Puget Sound region.

4. Proposed measures to preserve or enhance wildlife, if any. ✓

None

5. List any invasive animal species known to be on or near the site. ✓

None

Energy and Natural Resources

1. 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. ✓

Electric heating for proposed building

2. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. ✓

No

3. 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. ✓

Energy efficient lighting and heating would be installed per the Wahingtone Energy code

Environmental Health

1. 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.

None

a. Describe any known or possible contamination at the site from present or past uses.

None. See attached phase 1 No phase 1 attachment found.

b. 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.

None

c. 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.

None

d. Describe special emergency services that might be required.

None

e. Proposed measures to reduce or control environmental health hazards, if any.

None

Clear & Grade Code BCC 23.76

DOE chapters in WAC

2. Noise

a. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Traffic from 100th Ave NE

b. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short term noise would be construction related, expected hours of operation would be 7:00am to 3:30pm. Long term noise would be general car and truck noise during business hours.

Noise Control per BCC 9.18

c. Proposed measures to reduce or control noise impacts, if any.

Any noise generating equipment will be housed in proposed ~~or existing~~ buildings~~s~~

Conditions of Approval to use noise suppression techniques throughout construction.

Land and Shoreline Uses

1. 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.

Single family dwelling and associated landscaping on parcel at 1036 100th Avenue

Garage, parking area (impervious surface) and landscaping on parcel at 1044 100th Avenue

2. 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 non-farm or non-forest use?

No

a. 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?

No

3. Describe any structures on the site.

single family dwelling with detached garage at 1036 100th Avenue

Residential garage at 1044 100th Avenue

4. Will any structures be demolished? If so, what?

Yes All existing structures are to be demolished.

5. What is the current zoning classification of the site? DT-R sub district A-1

6. What is the current comprehensive plan designation of the site? resindential Downtown

7. If applicable, what is the current shoreline master program designation of the site?

No

8. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

9. Approximately how many people would reside or work in the completed project? 200

10. Approximately how many people would the completed project displace? 1

11. Proposed measures to avoid or reduce displacement impacts, if any.

None

12. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

The project will use similar materials and modulation patterns found in the adjacent projects.

Residential garage at 1044 100th Avenue

13. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any. ✓

None

Housing

1. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. ✓

104, middle

2. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. ✓

1 middle

3. Proposed measures to reduce or control housing impacts, if any. ✓

None

Aesthetics

1. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? ✓

70'

Dimension shown is the height of the mechanical equipment on the roof of the building - - maximum height of mechanical equipment is 75'. LUC 20.25A.060.A.4

2. What views in the immediate vicinity would be altered or obstructed? ✓

None

The Land Use Code does not protect views.

3. Proposed measures to reduce or control aesthetic impacts, if any

The project will meet current zoning requirements such landscape buffer along ROW, building modulation and use of materials to compliment adjacent structures.

Light and Glare

1. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None

2. Could light or glare from the finished project be a safety hazard or interfere with views?

No

3. What existing off-site sources of light or glare may affect your proposal?

None.

4. Proposed measures to reduce or control light and glare impacts, if any.

All new site lighting will be shielded

LUC 20.20.522 Light & Glare

Recreation

1. What designated and informal recreational opportunities are in the immediate vicinity?

Clyde Hill Playground , Zumdieck Park and Hidden Valley Sports Park

Not in Bellevue Over a half mile away. Almost a mile away

2. Would the proposed project displace any existing recreational uses? If so, describe.

No

3. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

Fitness facility at first floor

Historic and Cultural Preservation

1. 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.

No

2. 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.

No.

3. 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.

WISAARD dose not show any landmarks in the vicinity of the site

4. 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.

If any artifacts were found during construction Indian tribe would be contacted.

Transportation

1. 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.

100th Ave NE

Proposed access to 100th Avenue NE by a driveway at the south edge of the site.

2. 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?

Yes

Public transit stop at 100th Avenue NE and NE 10th Street, one block from site.

3. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

110 new, 1 existing

1 existing parking stall will be eliminated.

4. 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).

Yes widening of 100th Ave NW, new planter and sidewalk per city of Bellevue requirements.

5. Will the project or proposal use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe. ✓

No

6. 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 non-passenger vehicles). What data or transportation models were used to make these estimates? ✓

see attached traffic report	Traffic report not attached and was not included in Design Review submittal.

7. 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. ✓

No

8. Proposed measures to reduce or control transportation impacts, if any. ✓

See attached traffic report	Traffic report not attached and was not included in Design Review submittal.

Public Service

1. 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.

No

2. Proposed measures to reduce or control direct impacts on public services, if any.

None

Utilities

1. Check the utilities currently available at the site:

- ☑ Electricity
- ☑ natural gas
- ☑ water
- ☑ refuse service
- ☑ telephone
- ☑ sanitary sewer
- ☐ septic system
- ☐ other

2. 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.

Water, electric and gas service to be connected from the existing main found in the ROW

Signature

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 Edi Linardic

Position and Agency/Organization LDG architects

Date Submitted 7/25/2019

ATTACHMENT C

Administrative Departure Request Forms

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-119784-LD

Project Name: Pinnacle Bellevue Deveopement LLC

Administrative Departure requested for LUC: 20.25A.110.C.4.g

Received
JAN 21 2020
Permit Processing

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form <u>for each Departure requested.</u>
Response sections below will expand to fit your answers as more space is needed.

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

Written Description of Departure Being Requested:

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

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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

Per 20.25.080.f.2 up to 65% of required stalls can be designed as compacts. Due to shape of the site additional half level of below grade parking would need to be provided to accomdate required parking. This will reduce the amount of excavation required to provided additional level if compact stalls were not proposed for this project.

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

The proposed project will meet the intent of the code and provide required parking as required per code.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or

Land Use Code intent; ***and***
This modification will reduce amount of trips that dump truck would otherwise undertake since there will be less excavation required and still provide parking as required by the code.
iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR*** v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).
This modification to provide up to 65% of compact stalls is reasonably necessary to provide required parking with minimum dirt disturbance.

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:Insert Permit # here

Project Name: Insert Project Name

Administrative Departure requested for LUC: Insert Code Section here

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form <u>for each Departure requested.</u>
Response sections below will expand to fit your answers as more space is needed.

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

Written Description of Departure Being Requested:

Pursuant to LUC 20.25A.110.A.4., a departure is requested to substitute the proposed street tree (Pear: Pyrus calleryana 'Aristocrat') with American hop hornbeam: Ostrya virginiana. This departure is necessary because the Callery Pear tree designated for this section of 100th Avenue NE in Plate B of LUC 20.25A.110.A.1 has been found by the Parks Department to be prone to disease where it has been planted in Downtown Bellevue.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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

- UD-54: Use landscape designs that are appropriate for urban and suburban settings.
- UD-55: Exemplify the Northwest character through the use of appropriate plants in new landscaping.

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

The substitution of the Callery Pear street tree with the American hop hornbeam tree will be more consistent with the purpose and intent of the Land Use Code by providing a tree species with a higher likelihood of remaining disease free and able to withstand the urban conditions. The substitution will also be more compatible with other plantiings in the same location: the American hop hornbeam was installed in the ROW for the LUX Apartments to the south of the subject site.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***and***
The substitution of the Callery Pear street tree with the American hop hornbeam tree will be more consistent with the purpose and intent of the Land Use Code by providing a tree species with a higher likelihood of remaining disease free and able to withstand the urban conditions. The substitution will also be more compatible with other plantiings in the same location: the American hop hornbeam was installed in the ROW for the LUX Apartments to the south of the subject site.
iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR*** v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).
The substitution of the designated Callery Pear street tree with the American hop hornbeam tree is the minimum reasonably necessary to achieve the Comprehensive Plan objective to ensure new ROW landscaping exemplifies Bellevue's image as a "City in the Park"

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-119784-LD

Project Name: Pinnacle Bellevue Deveopement LLC

Administrative Departure requested for LUC: 20.25A.110.C.4.g

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form <u>for each Departure requested.</u>
Response sections below will expand to fit your answers as more space is needed.

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

Written Description of Departure Being Requested:

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

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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

Per code 25% of linear buffer must be planted. Due to mid block location of the site driveway, ADA ramp, required walkway for mid-block connection and walkway providing access to exit passageway can only be located in this buffer. Thus this project can only provided 61.2% of this buffer to be planted. We are providing same number of trees as would be required by the code and we exceed the number shurbs by about 157.

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

The proposed project will meet the intent of the code since we are meeting or exceeding the planting required under the code

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or

Land Use Code intent; ***and***
Due to site constraints and building code requiremets this is the maximum amount of planting coverage we can provide.
iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR*** v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).
This modification to reduced the planting required in the buffer is necessary to provide access to the proposed project and by exceeding planting required per code meets the intendent of the code

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-119784-LD

Project Name: Pinnacle Bellevue Development LLC
Administrative Departure requested for LUC: LUC 20.25A.170.B.5.b.i

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form <u>for each Departure requested.</u>
Response sections below will expand to fit your answers as more space is needed.

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

Written Description of Departure Being Requested:

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

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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

Transparency. Blank wall and inactive uses may occupy 25% of façade. Due to sloping site this project will not meet the requirement of this portion of the code section. The project will provide 92 SF of opening that will be located 3' above grade at level 1 and 140 SF of opening at level 2. In addition we are also proposing two decks to provide additional elements to reduce the the blank wall appreance of the laod/unload area.

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

The proposed project will meet the intent of the code since the proposed elements will reduce the blank wall affect along the load/unload area visible to the pedestrians.

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

Due to the sloping site and one point access for load/unload area meeting the blank wall requitement at the grade level parallel to the sidewalk located in the ROW, the proposed additional openings and decks will more then make up for having not having opeing at the grade level
iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR*** v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).
This modification to provide openings and decks in lieu of providing opening at grade level as required per code meets the intent of the code.

ATTACHMENT D

Downtown Design Guidelines

2019 DOWNTOWN DESIGN GUIDELINES

Permit #_19-119784-LDa

Provide a written response to each Standard/Guideline.

Refer to Land Use Code (LUC) for complete wording and requirements at:

http://www.codepublishing.com/WA/Bellevue/#!/LUC/BellevueLUCNT.html

LUC GUIDELINE	NARRATIVE REGARDING HOW EACH APPLICABLE STANDARD and/or GUIDELINE HAS BEEN MET

LUC 20.25A.150 - CONTEXT

Relationship to Height and Form of Other Development – LUC 20.25A.150.A

2. Guidelines

a. Architectural elements enhance area's overall character
b. Locate building away from lower intensity land us districts
c. Minimize off-site impacts
d. Incorporate architectural elements proportionate to size of building
e. Use forms, proportions, etc. that are suggested by and complement adjacent buildings.

Response:

a. Vertical pilaster, balconies and contrasting colors will provide modulation which will reduce overall bulkiness of the building.
b. The building is set 20' from the ROW and 10' along the other property lines
c. One driveway is proposed for this project and all functions will be located inside the building and screen from the public
d. Vertical pilaster, balconies and contrasting colors will provide modulation which will reduce overall bulkiness of the building.
e. The proposed building vertical elements such as pilaster framing the balconies, also located at the corners of the building complement the LUX building which uses similar elements to frame their balconies.

Relationship to Publicly Accessible Open Spaces – LUC 20.25A.150.B

2. Guidelines

a. Preserve & maximize solar access
b. Enhance user's experience of adjacent public open space

Response:

a. The proposed building is set back same distance from the ROW as adjacent thus preserving their solar access.
b. No public open space is within the vicinity of this building

Relationship to Transportation Elements – LUC 20.25A.150.C

2. Guidelines

a. Create logical connections
b. Coordinate service and parking access

Response:

a. Proposed ADA ramp that will connect to proposed sidewalk that will be located in the ROW will create logical connection to transportation element
b. Both will be service with one proposed driveway.

Emphasize Gateways – LUC 20.25A.150.D

2. Guideline

a. Use architectural & landscape elements to emphasize gateways

Response:

a. Required mid-block connection located at the south end of property will be ADA accessible and landscaped

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E

2. Guidelines

a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view

b. Maximize sunlight and sky view in adjacent developments/streetscape

c. Maximize size of shadows & length of time cast on pedestrians

Response:

a. Due to site constraints and no outdoor public space that are proposed the proposed placement of the building was the best option for this site.

b. The proposed building is set back 20' from the ROW which will reduce impact of shadows on the streetscapes. Since the adjacent property to the south driveway is located along their northerly property line the shadows from the proposed building will have minimum impact to the adjacent building.

LUC 20.25A.160 - SITE ORGANIZATION

On-Site Circulation – LUC 20.25A.160.B

2. Guidelines

a. Site Circulation for Servicing & Parking

b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands

c. Pedestrian & Cycling Connections

Response:

a. One driveway is proposed for both service and parking

b. The load/unload area will be provide inside the building that will also be shared with garbage service that will occur one a week. The area will be able to accommodate up to 4 parking space that can be used for drop-off or pick up by taxi or similar type of services

c. Pedestrian entrance will be provided by means of ADA ramp which will provide connection from street sidewalk to building lobby. Cycling connection will be provided in the same way or they can access cycle parking by means of ramp.

Building Entrances – LUC 20.25A.160.C

2. Guidelines

a. Ensure primary building entrance front onto major public streets & are visible, defined & accessible.

Response:
a. Primary entrance is visible and ADA accessible

Through-Block Connections – LUC 20.25A.160.C

3. Standards

a. Location
b. Proportionate Share
c. Hours
d. Legal Agreement
e. Signage

Response:
a. adjacent to south property line
b. Constructed by the owner
c.24hr
d. Easement granted to city
e. signage will be provide

4. Guidelines

a. Form logical routes
b. Offer diversity in activities & pedestrian amenities
c. Incorporate design elements to identify through-block pedestrian connection as public space
d. Accentuate & enhance access to through-block pedestrian connection
e. Identify the connection as public space
f. Provide pedestrian-scaled lighting
g. Provide high-quality design & materials
h. Provide landscape to define/animate the space
i. Incorporate trees & landscaping to provide enclosure & soften
j. Use artistic elements & water features
k. Provide ADA access
l. Provide weather protection
m. Develop as walkway or a combination walkway & vehicular lane
n. Incorporate decorative lighting/seating areas
o. Be visible from surrounding spaces & uses

Response:
a. Route designated by the city
b. The proposed width of the easement is 10' which about 145' long thus 6' wide walkway is proposed
c. Will provide signs to designate this area as a through-block pedestrian connection
d. The proposed sidewalk will be connected to the one located in the ROW
e. Will provide space
f. Will provide wall mounted recessed lighting
g. The proposed surface will be concrete
h. Landscaping will be provided.
I. Trees and shrubs will be provide to define the walkway
j. No area to provide these elements
k. ADA compliant walk will be provided
l. No key intersection or points of interest to be located near the proposed walkway thus no weather protection is proposed

m. Due to size of easement only pedestrian access is proposed
n. Surface mounted lights will be mounted on the wall abutting this property
o. The walkway will be visibly from the ROW.

Open Space – LUC 20.25A.160.E

2. Guidelines

a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space
b. Orient gathering places & walkways toward parks & open space
c. Include elements that engage the natural environment
d. Locate building to take advantage of adjacent open spaces
e. Create attractive views & focal points
f. Use open space to provide through-block pedestrian connections
g. Encourage year-round use
h. Define and animate the edges of public open space
i. Provide ADA access
j. Provide weather protection
k. Use artistic elements & water features
l. Use high quality, function, & environmentally sustainable design element
m. Maximize safety and comfort
n. Provide electrical hookups & areas for staging events
o. Avoid vehicular activities in open space
p. Employ decorative lighting

Response:
a. non provided
b. Non provided
c. Provided buffer and perimeter landscaping
d. No open space adjacent to this project
e. N/A
f. N/A
g. N/A
h. N/A
I. N/A
j. N/A
k. N/A
l. N/A
m. N/A
n. N/A
o. N/A
p. N/A

Guidelines

a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space
b. Orient gathering places & walkways toward parks & open space
c. Include elements that engage the natural environment
d. Locate building to take advantage of adjacent open spaces
e. Create attractive views & focal points
f. Use open space to provide through-block pedestrian connections

g. Encourage year-round use
h. Define and animate the edges of public open space
i. Provide ADA access
j. Provide weather protection
k. Use artistic elements & water features
l. Use high quality, function, & environmentally sustainable design element
m. Maximize safety and comfort
n. Provide electrical hookups & areas for staging events
o. Avoid vehicular activities in open space
p. Employ decorative lighting

Response:
N/A

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines
i. Provide sense of enclosure & comfortable/continuous street edge
ii. Provide transparent windows
iii. Create visual interest on walls
iv. Provide varied pedestrian experience on facades
v. Provide weather protection.
vi. Signs & lighting should complement pedestrian scale
vii. Building edges shall maintain visual & physical connections to the sidewalk

Response:
The proposed project will meet the transparency requirement s and by the use of color and pilasters will provide visual interest on walls. The lobby entrance will have weather protection. The street address will be located on the face of the entrance canopy. No building lighting is proposed.

2. Protect Pedestrians from the Elements

Guidelines
i. Provide weather protection
ii. Weather protection shall be integral component of façade
iii. Weather protection shall be in proportion to building & sidewalk
*iv. Weather protection shall provide sense of **enclosure** for pedestrians*
v. Use durable materials
vi. Awnings & marquees coordinated with building design
vii. Minimum height of awnings & marquees
viii. Maximum height of awnings & marquees
ix. Pavement below weather protection to provide drainage
x. Weather protection to have horizontal orientation
xi. Weather protection to follow pattern of storefronts

Response:
The project is set 20' from the ROW thus weather protection cannot be provide at the sidewalk located in the ROW

3. Create a Variety of Outdoor Spaces

Guidelines

i. *Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;*
ii. *All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;*
iii. *Provide courtyards, squares, and plazas to enhance adjacent ground floor uses;*
iv. *Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;*
v. *Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;*
vi. *vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;*
vii. *vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and*
viii. *viii. Provide pedestrian walkways and courtyards in residential or office development areas.*
ix.

Response:

Pedestrian walkway is provide as connection from the ROW

4. Provide Places for Stopping and Viewing

Guidelines

i. *Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;*
ii. *Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;*
iii. *Provide seating adjacent to sidewalks and pedestrian walkways;*
iv. *Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;*
v. *Create a sense of separation from vehicular traffic; and*
vi. *Provide comfortable and inviting places where people can stop to sit, rest and visit.*

Response:

N/A

5. Integrate Artistic Elements

Guidelines

i. *Use art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;*
ii. *Use art to mark entryways, corners, gateways and view termini;*
iii. *Integrate art into building elements, including but not limited to: façades, canopies, lighting, etc.;*
iv. *Designate a location for the artwork that activates the public realm and is in scale with its location; and*
v. *Use materials and methods that will withstand public use and weathering if sited outdoors.*

Response:

N/A

6. Orient Lighting toward Sidewalks & Public Spaces

Guidelines

i. *Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;*
ii. *Lighting should be compatible among projects within neighborhoods to accentuate their unique character;*
iii. *Fixtures should be visually compatible so as not to overpower or dominate the streetscape;*
iv. *Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas and to create an inviting and safe ambiance;*
v. *Use lighting to highlight landscape areas;*
vi. *Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;*
vii. *Install foot lighting that illuminates walkways and stairs;*
viii. *Use energy-efficient lighting, such as LED;*
ix. *Direct bollard lighting downward toward walking surfaces;*
x. *Provide festive lighting along signature streets on buildings and trees; and*
xi. *Decorative lighting may be used in open spaces to make the area more welcoming.*
xii.

Response:
Street light will be provided and bollard will illuminated ADA ramp.

7. Orient Hanging and Blade Signs to Pedestrians

Guidelines

i. *Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;*
ii. *Sign lighting should be integrated into the façade of the building;*
iii. *Signs should be constructed of high-quality materials and finishes;*
iv. *Signs should be attached to the building in a durable fashion; and*
v. *Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.*

Response:

N/A

8. Build Compatible Parking Structures

Standards & Guidelines

i. *Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:*
   (1) 114th Ave NE;
   (2) Through-block pedestrian connections;
   (3) Main Street between 112th Ave NE and 114th Ave NE;
   (4) NE 2nd Street between 112th Ave NE and 114th Ave NE;
   (5) NE 4th Street between 112th Ave NE and 114th Ave NE; and
   (6) NE 6th Street between 112th Ave NE and 114th Ave NE;
ii. *Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;*
iii. *On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block pedestrian connections above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;*
iv. *Openings shall be provided adjacent to interior property lines to avoid blank walls and shall be glazed to function as windows;*
v. *Parking garage floors shall be horizontal to accommodate adaptive reuse;*
vi. *Stairways, elevators, and parking entries and exits shall occur at mid-block;*

vii. *Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;*
viii. *Design shall include vertical expression of building structure that provides continuity with the surrounding development;*
ix. *Profiles of parking structure floors shall be concealed and not visible to the public through façade treatments and materiality while providing openings consistent with residential and nonresidential buildings;*
x. *Parking garages and structured parking should be designed to be compatible with the urban streetscape;*
xi. *Sill heights and parapets shall be sufficient to screen view of automobiles;*
xii. *Rhythm and spacing of openings should reflect a typical commercial or residential development; and*
xiii. *Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International Building Code Section 406.5.2, as amended by the Bellevue Building Code, whichever is greater, to ensure the natural ventilation of the garage.*

Response:

N/A since parking is provide in the below grade parking garage.

Right-of-Way (ROW) Designations – LUC 20.25A.170.B

1. Pedestrian Corridor/High Streets – ***"A" ROW***

Standards & Guidelines

i. *Transparency: 75 percent minimum;*
ii. *Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest. Every 30 linear feet of the façade, maximum;*
iv. *Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and*
v. *One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.*

Response:

N/A

2. Commercial Streets – ***"B" ROW***

Standards & Guidelines

i. *Transparency: 75 percent minimum;*
ii. *Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest: Every 60 linear feet of the façade, maximum;*
iv. *Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and*
V . *One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.*

Response:

N/A

3. Mixed Streets – ***"C" ROW***

Standards & Guidelines

i. *Transparency. 75 percent;*
ii. *Weather Protection:. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest. Every 75 linear feet of façade, maximum;*
iv. *Vehicular Parking:. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and*
v. *Fifty percent of street wall shall incorporate Active Uses or Service Uses.*

Response:

N/A

4. Neighborhood Streets – ***"D" ROW***

Standards & Guidelines

i. *Transparency. Blank walls and inactive uses may occupy no more than 25 percent of the façade;*
ii. *Weather Protection. 50 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest. Every 90 linear feet of façade, maximum; and*
iv. *Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.*

Response:
N/A

5. Perimeter Streets – ***"E" ROW***

Standards & Guidelines

i. *Transparency. Blank walls and inactive uses may occupy 25 percent of the façade;*
ii. *Weather Protection. At entries;*
iii. *Points of Interest. Every 90 linear feet of façade, maximum; and*
iv. *Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.*

Response:
Less than 25% of building facade facing ROW will be blank. Entry will have weather protection. Vertical elements will provide point of interest at intervals of less than 90'

Alleys with Addresses – LUC 20.25A.170.C

Standards

a. *At least one entire side of the Alley with an Address shall comply with guidelines i. through v. for Pedestrian Corridor/High Streets – "A" rights-of-way found in subsection B of this section.*
b. *Minimum dimension for an alley with an address shall be 20 feet wide exclusive of drive lane widths.*
c. *Alleys with addresses shall be open to the public 24 hours a day and seven days a week. Signs shall be posted in clear view*

stating the Alley with an Address is open to the public during these hours.

d. *Each tenant space shall have an exterior entrance facing the alley and be addressed off the alley.*

Response:
N/A

Guidelines

a. *Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way to identify it as part of the public realm.*
b. *An Alley with an Address may be covered in some areas but should not be predominantly enclosed.*
c. *Access from the public right-of-way should be encouraged and enhanced by multiple clear points of entry that identify the alley as a public space. Access through the site should form clear circulation logic with the street grid.*
d. *Wayfinding, signage, symbols, and lighting should identify the alley as a public space.*
e. *Design of the ground-level and upper-level retail should relate to the alley and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color.*
f. *Variation should be incorporated into the design by including dimensional and level changes at both the ground plane and building walls.*
g. *Pedestrian-oriented lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare. Design should be high quality, and materials should be durable and convey a sense of permanence.*
h. *Landscaping should be used to animate and soften the space. The use of art and water is also encouraged.*
i. *Alley design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an Alley when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours.*
j. *Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.*

Response:

Upper-Level Active Uses – LUC 20.25A.170.D

Standards

a. *Points of physical vertical access between the ground level and upper levels shall be located no more than 150 feet apart to facilitate frequent pedestrian access to upper-level active uses.*
b. *Each tenant space shall have an exterior entrance.*
c. *Floor area and building façades directly below upper-level active uses shall comply with standards and guidelines b.i. through b.v. for Pedestrian Corridor/High Streets – "A" rights-of-way found in subsection B.1 of this section.*
d. *Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.*

Response:

N/A

Guidelines

a. *Architectural treatment of the upper-level active use space should read as part of the ground level and be distinct from the architectural treatment of the building above.*
b. *Extensive visual access into the upper-level retail space should be available from the sidewalk or the alley with an address with frequent clear lines of sight from grade.*

c. *Lighting and signage should be used to enliven and draw attention to upper-level arcade or balcony, or directly through ground level retail for a multilevel single tenant.*

Response:
N/A

LUC 20.25A.180 - BUILDING DESIGN

Overall Building Design – LUC 20.25A.180.B

1. Encourage High-Quality Materials

Guidelines

i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;
ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;
iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and
iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

Response:
Modulation will be provided by means of pilasters. The proposed exterior cladding is cement board. The window mullions will match the color of the adjacent siding

2. Provide Interesting Building Massing

Guidelines

i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;
ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;
iii. Reduce the scale of elevations both horizontally and vertically;
iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and
v. Design should feature vertical articulation of windows, columns, and bays.

Response:

The proposed project use of pilasters, decks and horizontal projects as well upper floor setback will break the overall mass of the building into smaller modules. N/A

Connected Floor Plates – LUC 20.25A.180.C

Guidelines

a. From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and
b. The connection should appear to be distinct from the adjacent masses.

Response:
N/A

Building Base (Podium) – LUC 20.25A.180.D

2. Articulate Building Base

Guidelines

i. *Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;*
ii. *Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and*
iii. *A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.*

Response:

N/A

3. Provide Clear, Unobstructed views/ground floor uses

Guidelines

i. *Transparent windows should be provided on façades facing streets, parks, and open spaces;*
ii. *Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;*
iii. *Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.*

Response:

N/A

4. Design Inviting Retail & Commercial Entries

Guidelines

i. *Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;*
ii. *Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;*
iii. *Building lighting should emphasize entrances;*
iv. *Provide transom, side lights, or other combinations of transparency to create visual interest;*
v. *Provide double or multiple door entries; and*
vi. *Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.*

Response:

N/A

6. Encourage Retail Corner Entries

Guidelines

i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;
ii. Locate primary building entrance at the corner;
iii. Use weather protection, special paving, and lighting, to emphasize corner entry;
iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and
v. Use doors with areas of transparency and adjacent windows.

Response:

N/A

7. Encourage Inviting Ground Floor Retail & Commercial Windows

Guidelines

i. Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;
ii. Use clear window glazing;
iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;
iv. Install transom windows or other glazing combinations that promote visual interest.

Response:
N/A

8. Provide Multiple Entrances

Guideline

Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

Middle (Tower) – LUC 20.25A.180.E

1. Tower Placement

b. Guidelines

i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.

Response:
N/A

2. Maximize Energy Efficiency

b. Guidelines

i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view

is maintained and adverse wind and shadow impacts are minimized;

ii. *Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;*

iii. *Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and*

iv. *When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.*

Response:

3. Design Tower to Provide Visual Interest & Articulation

b. *Guidelines*

i. *Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and*

ii. *Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.*

Response:

N/A

4. Promote Visually Interesting Upper Floor Residential Windows

b. *Guidelines*

i. *The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows;*

ii. *Windows should be residential in character;*

iii. *Windows should be operable; and*

iv. *Windows should have trim round framed openings and be recessed from the building façade, not flush.*

Response:

The propose building will have window that are operable and the sill will located at the each floor and head will be 8' above floor. The color of the window mullions will match the siding color and will be of residential character.

Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

b. *Guidelines*

i. *Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;*

ii. *Include towers or similar vertical architectural expressions of important building functions such as entries;*

iii. *Vary roof line heights; and*

iv. *Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.*

Response:
The proposed building will have a corner to frame the top of the building

2. Foster Attractive Rooftops

b. Guidelines

i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;

ii. Provide rooftop terraces, gardens, and open spaces;

iii. Incorporate green roofs that reduce stormwater runoff;

iv. Consolidate and screen mechanical units; and

v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.

Response:

N/A

Design Guidelines narrative

LUC 20.25A.180.D

i: The top two floors will be recessed as required per code and the building roof line will have tapered 5' wide cornice to provide horizontal element at the top of the building. This element will also provide most of the HVAC unit screening. The modulation will be provided by means of vertical and horizontal elements that will be framed around the proposed decks. The two tone scheme will also reduce the massing of the building. The window mullions will match the adjacent color of the siding. The covered entry is located approximately in the middle of the proposed building that will be access by means of ramp and stairs. Since this is single purpose building a more appropriate design would be to express this use outward. The proposed project will provide different color for the top and one for the middle.

ii: The proposed materials will be cementitious panel with reveals in two tone scheme. All of the project materials will be of sustainable type.

iii: The entry is centrally located along the west facade and connected to the street by means of ADA ramp, stair and courtyard. The entry will have canopy to empathize the building entry location.

LUC 20.25A.180.F.2

i: The penthouse will be of same color as top two floor thus blending with the rest of the building.

ii: None proposed

iii: None proposed or required.

iv: The elevator, elevator mechanical room and stair with the required venting will be all enclosed within one roof structure.

v: None proposed.

ATTACHMENT E

Comprehensive Plan Matrix

2019 COMPREHENSIVE PLAN POLICIES
Comprehensive Plan - Volumes 1 and 2

Permit #19-119784-LD

Provide a written response to each applicable Comprehensive Plan Policy.
Refer to Comprehensive Plan for complete wording and requirements at:

https://planning.bellevuewa.gov/planning/comprehensive-plan/

VOLUME I – HOUSING (HO) AND URBAN DESIGN (UD) POLICIES

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Housing (HO) Policies	
HO-2: Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.	**The project will be located within walking distance of the downtown core and will provide mid-block connection to the development to the east to provide additional pedestrian access.**
HO-13: Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	**The proposed project will complement existing project to the south of similar size and scale.**
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	The proposed building façade is variation of the other projects recently build in DT and along with other similar building will make this area inspiring place to be
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	The linear buffer along the ROW will provide 10 trees along with shrubs and the rest of the site will able be planted with trees to retain the image
UD-3: Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this Plan.	The proposed building vertical and horizontal elements are consistent with surrounding development.

UD-4: Ensure that development relates, connects, and continues design quality and site functions from site to site.	The proposed project relates and functions in same manner as the adjacent project to the south
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	The proposed project incorporates cornice at the roof line
UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.	The project is similar in size to the adjacent property to the south and building scale, through-traffic have all been addressed through design to minimize the impact to the neighborhood.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	Mid-block connection and well as new sidewalk will provide pedestrian access to this project
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	None is provided.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	Providing mid0block connection
UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.	All project materials are of high quality
UD-25: Ensure that site and building design relates and connects from site to site.	The building set back both horizontal and vertical relates to the adjacent building to the south

UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	N/A
UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.	No public area are proposed
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	The roof parapet will screen all mechanical equipment
UD-31: Utilize green roofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.	On grade landscaping in lieu of green roofs.
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	All blank walls have reveals to reduce the appearance of blank walls. Additional windows and decorative decks will be provide on the West façade to reduce the amount of blank walls in the laod/unload area
UD-33: Encourage public and private development to incorporate access to sunlight.	The project is set back from the ROW and will have full westerly exposure
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	Weather protection is provided at the building entrance
UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	ADA walkway is provided

UD-36: **Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.**	All parking is provided in the underground parking structure
UD-37: **Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.**	The driveway surface will be pervious concrete
UD-39: **Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.**	The project does not incorporate reflective material or outdoor lighting.
UD-40: **Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.**	The building does not meet designation for large building
UD-41: **Design context appropriate storm water management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated.**	The project meets the latest code requirements
UD-42: **Use low impact development principles early in the site design and development process.**	The site is part of regional detention facility
DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS	
UD-44: **Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.**	The proposed building will have 20' landscape buffer and modulation found in nearby buildings
UD-45: **Ensure that perimeter areas of more intense developments use site and building designs that are compatible**	The proposed project meets both building and landscape setback.

with and connect to surrounding development where appropriate.	
UD-46: **Encourage site and building designs that support and connect with existing or planned transit facilities.**	The project will provide through-block as well as sidewalk access to transit facilties
UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.	The project meet the code requirements
UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.	Providing though-block connection
UD-49: **Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.**	N/A
UD-50: **Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.**	N/A
SIGNS and WAYFINDING	
UD-51: **Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.**	Through-block access sign will be provided.
VEGETATION and LANDSCAPING	
UD-55: **Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.**	The project meets the code requirements
PUBLIC SPACE	
UD-58: **Provide a system of public places of various sizes and types throughout**	**N/A**

the community with a variety of experiences and accommodations.	
UD-59: **Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.**	**N/A**
UD-60: **Incorporate weather protected areas into major public places.**	**N/A**
UD-61: **Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.**	**Landscape buffer is provided that will not interfere with security or visual access**
<u>SIDEWALKS, WALKWAYS, and TRAILS</u>	
UD-65: **Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.**	**New sidewalk is proposed per code**
<u>STREET CORRIDORS</u>	
UD-73: **Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)**	**N/A**
UD-74: **Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key intersections. (See Map UD-1)**	**N/A**

VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)	
Comprehensive Plan Policies	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
DOWNTOWN (SD-T) POLICIES	
POLICY S-DT-1. **Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.**	
POLICY S-DT-3. **Develop Downtown as an aesthetically attractive area.**	**The proposed project incorporates both horizontal and vertical modulation, different siding colors and attractive landscaping to make this project aesthetically attractive area**
POLIY S-DT-16. **Restrict the location of drive-in and drive-through activities within the Downtown Subarea.**	**None proposed**
POLICY S-DT-38. **Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.**	**The project meets the bulk zoning requirements.**
POLICY S-DT-41. Minimize disruption of vehicular flow on auto-bias streets.	**One access point is proposed for this project for both parking, load/unload and taxi type of service.**

ATTACHMENT F
Traffic Report

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8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
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1036 & 1044 100th Avenue NE

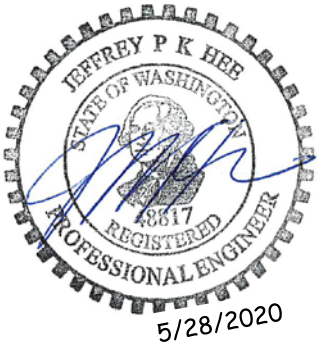
Project #: 19-119784-LD

Level-Two
Traffic Report

Bellevue, WA

June 2019

Revision No. 1: May 2020



Prepared for:

Pinnacle Bellevue Development LLC

&

City of Bellevue

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EXECUTIVE SUMMARY

This Traffic Report summarizes the traffic impacts associated with development of 1036 & 1044 100th, the "Project", a proposed mid-rise multifamily development with 109 apartment units.

With the Project, study intersections are forecast to operate at an acceptable level within the City of Bellevue's thresholds. And no offsite improvements are required to mitigate Project-generated LOS impacts.

The Applicant will be responsible for frontage improvements and payment of traffic impact fees.

INTRODUCTION

This report documents the traffic impacts associated with development and occupancy of 1036 & 1044 100th, the "Project". The purpose of this report is to identify potentially significant and adverse Project-generated traffic impacts and, where appropriate, outline programmatic and/or physical improvements to minimize or eliminate those impacts.

This report is organized to generally follow the Level-Two Traffic Report outline from the City of Bellevue and staff comments from the February 27, 2019 Preapplication Conference.

Project Location and Existing Use

Pinnacle Bellevue Development LLC, the "Applicant", is proposing to redevelop two existing parcels at 1036 100th Ave NE (parcel no. 292505-9154) and at 1044 100th Ave NE (parcel no. 292505-9050). The existing site is occupied by one single-family home which will removed with redevelopment of the site. The property is zoned "Downtown-Residential".

Figure 1 shows a vicinity map highlighting the Project's location.

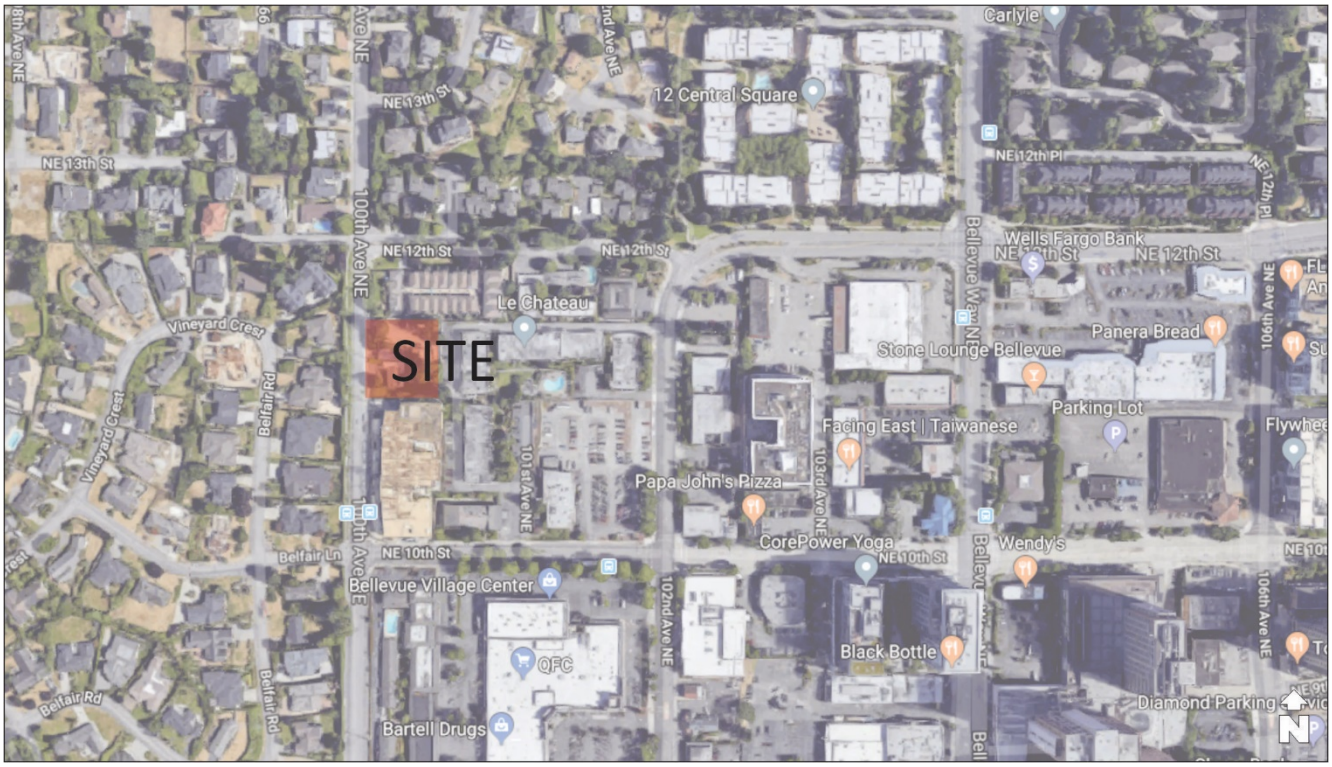


Figure 1: Vicinity Map

Project Description

The Applicant is proposing a mid-rise apartment building with 109 units and two levels of subgrade parking. Garage access is proposed off 100th Ave NE.

A conceptual site plan included as Figure 2.

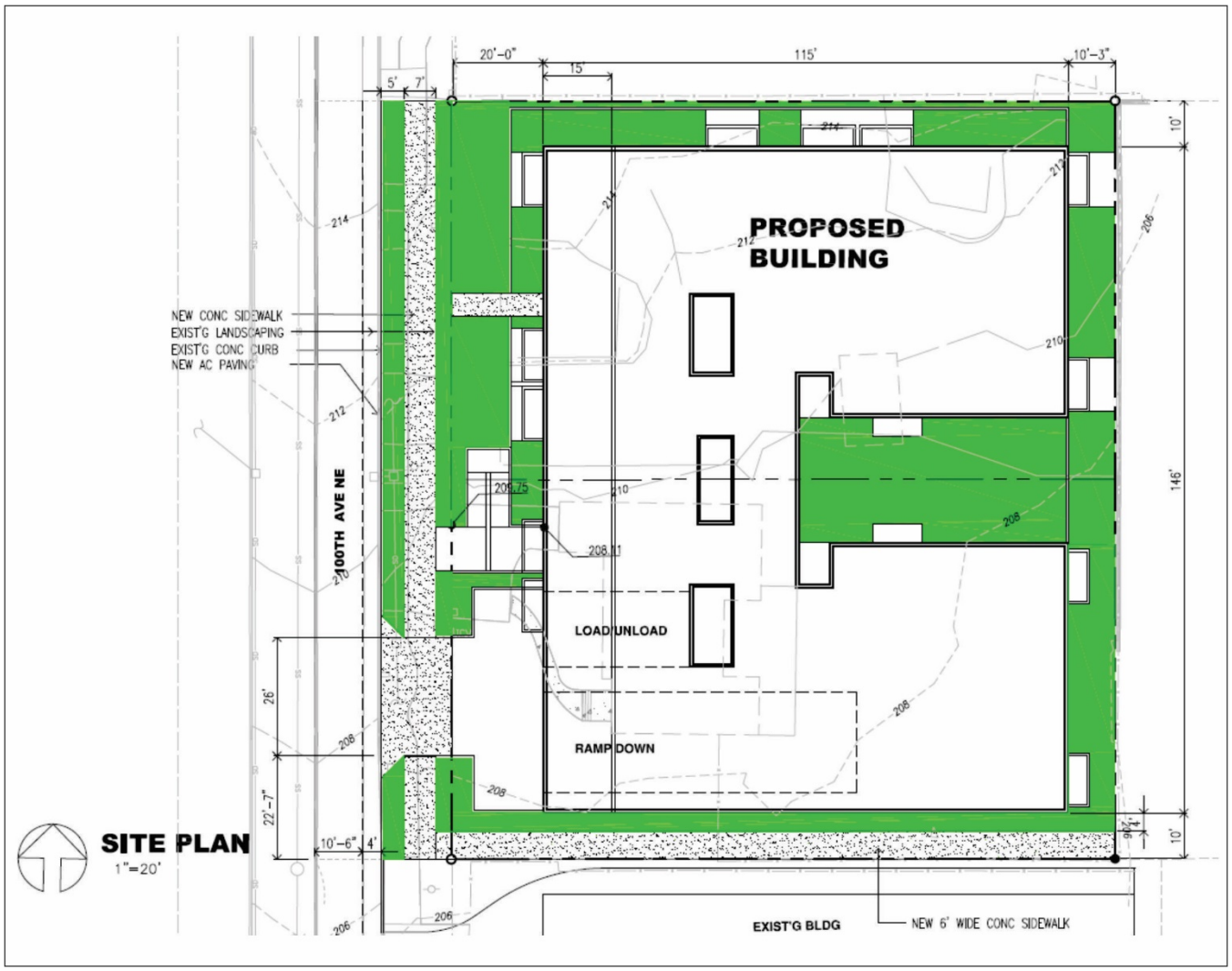


Figure 2: Conceptual Site Plan

Study Area

The following intersections make up the study area for this traffic analysis:

- 100th Ave NE and NE 10th Street
- 102nd Ave NE and NE 10th Street
- 100th Ave NE and NE 8th Street
- 100th Ave NE and Site Access

In general, the study area includes major intersections forecast to be impacted by 20 or more peak hour Project-generated trips. Trip generation and trip assignment are discussed later in this document.

EXISTING TRAFFIC CONDITIONS

The following describes the existing transportation system and its operational characteristics.

Primary Roadways

- 100th Ave NE is classified as a Collector Arterial north of NE 10th Street and as a Minor Arterial south of NE 10th Street. North of NE 10th Street, the roadway includes one-lane northbound and one-lane southbound and a wide shoulder on the east side of the roadway. Between NE 8th Street and NE 10th Street, the roadway includes two-lanes northbound and widens from one to two-lanes in the southbound direction approaching NE 8th Street. 100th Ave NE currently intersects NE 10th Street at an all-way stop-sign controlled intersection.
- NE 10th Street is classified as a local street west of 100th Ave NE and as a Minor Arterial east of 100th Ave NE. West of 100th Ave NE, the roadway has a two-lane cross-section with no centerline. The roadway includes two westbound lanes approaching 100th Ave NE from the east and one lane eastbound departing 100th Ave NE.
- NE 8th Street is classified as a Minor Arterial west of 100th Ave NE and as a Principal Arterial east of 100th Ave NE. NE 8th Street includes access to I-405 and fronts Bellevue Square Mall. To the west of 100th Ave NE, the roadway has a three-lane cross-section with the center turn lane. East of 100th Ave NE, the roadway cross-section is between five and seven lanes wide.

The study area roadways include curb, gutter and sidewalk. The posted speed limit in Bellevue's downtown core is 30 mph. In the periphery of the downtown, in the single-family residential neighborhoods, the posted speed reduces to 25-mph.

Traffic Volumes

Year 2018 traffic volumes were provided by the City of Bellevue for the study area. Figure 3 illustrates the existing PM peak hour traffic volumes at the study intersections. To account for the day-to-day variation in the intersection volumes, the BKR volumes were rounded to the nearest multiple of 5.

Level of Service

Study intersections were evaluated for traffic operations using the Synchro, version 10, computer program and HCM 6 methodology. Roundabout intersections are evaluated using the Sidra computer program with the WSDOT analysis policy. For this study the City of Bellevue Synchro network with current lane configurations and signal timings.

Table 1 summarizes the V/C, LOS and delay categories for signal roundabout, and unsignalized intersections.

Table 1: Intersection Level-of-Service and Delay Categories

LOS by V/C Ratio		Control Delay (seconds/vehicle)	
V/C ≤ 1.0	V/C > 1.0	Signals and Roundabouts	Stop-Controlled Intersections
A	F	≤ 10	≤ 10
B	F	> 10-20	> 10-15
C	F	> 20-35	> 15-25
D	F	> 35-55	> 25-35
E	F	> 55-80	> 35-50
F	F	> 80	> 50

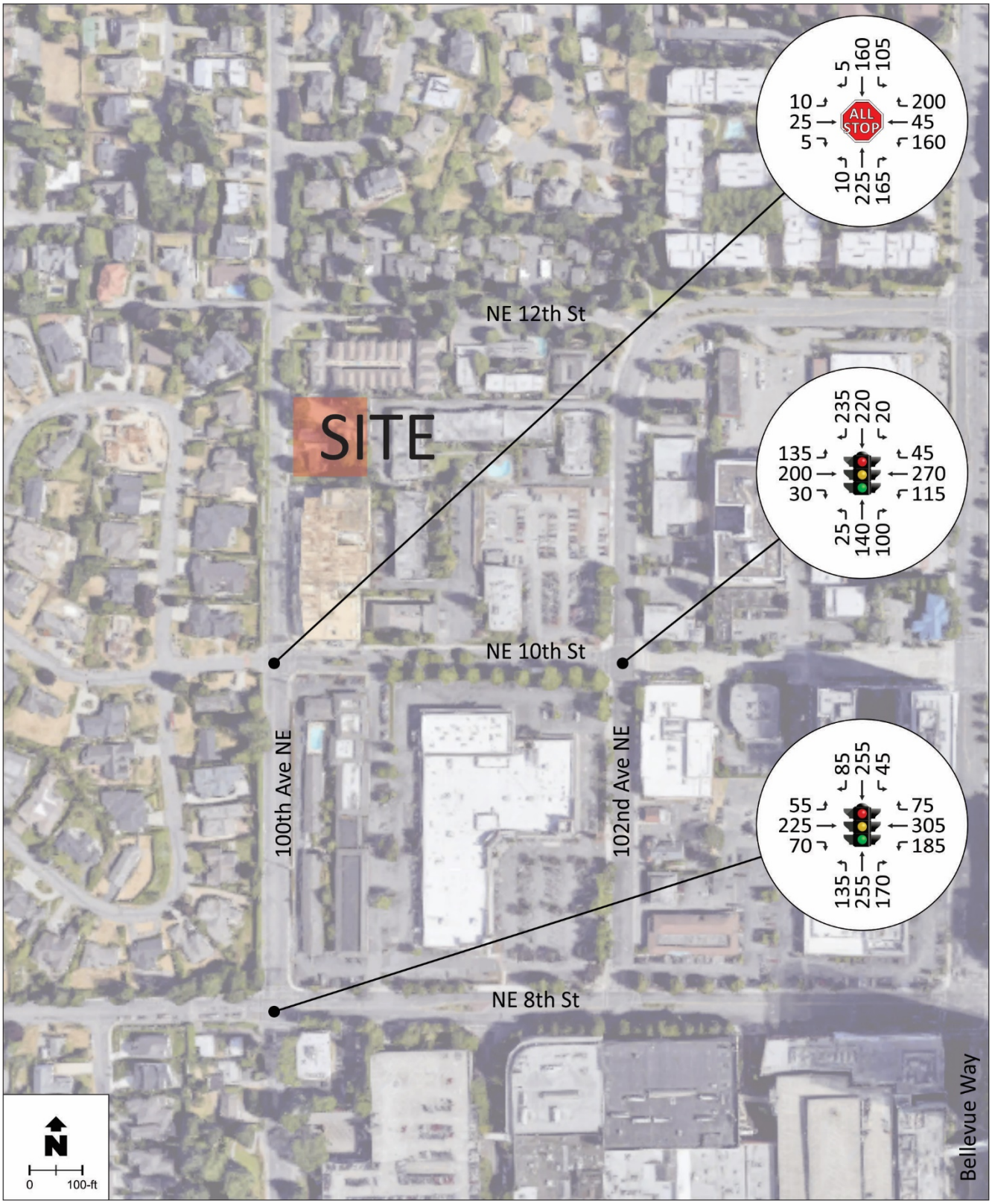


Figure 3: Existing Traffic Volumes

The City of Bellevue uses an area-average LOS standard for its Mobility Management Areas (MMAs). The average LOS of system intersections in the Downtown MMA is defined as an average maximum V/C ratio of 0.950. Also, the Downtown MMA allows up to 9 intersections to exceed the LOS standard. Furthermore, the City of Bellevue's Comprehensive Plan lists the LOS standard for the Downtown MMA as "E+".

Table 2 summarizes the existing intersection LOS, and calculation worksheets are included in the Appendix.

Table 2: Existing Intersection Level-of-Service

Intersection	Control	LOS	Delay[1]	V/C[2]
100th Ave / 8th St	Signal	C	27.5	0.84
100th Ave / 10th St	All-Stop	B	12.7	0.44
102nd Ave / 10th St	Signal	C	20.3	0.76

1. Seconds of control delay
2. Maximum V/C ratio

The study intersections are forecast to operate better than LOS "E" and are computed with maximum V/C ratios less than 0.95. The computed traffic operations show no LOS, delay, or V/C deficiencies.

Crash History

A crash history was requested from the City of Bellevue. At the time of this report, no information was provided. Subsequently, a 3-year crash history was provided by WSDOT along 100 Ave NE between NE 12th Street and NE 8th Street and along NE 10th Street between 100th Ave NE and 102nd Ave NE. During this period there were 22 total collisions report and no fatalities. The collision history is summarized in Table 3.

Table 3: Crash History (2016-2018)

	Number of Crashes per Year				Number of Crashes by Collision Type			
	2016	2017	2018	Avg.	At Angle	Turning	Sideswipe	Other
Intersection								
100th Ave / 10th St	1	1	1	1.00	3	0	0	0
100th Ave / 8th St	5	3	1	3.00	5	2	1	1
102nd Ave / 10th St	0	0	1	0.33	0	1	0	0
Segment								
100th Ave north of 10th St	0	1	0	0.33	1	0	0	0
100th Ave 8th to 10th St	4	2	0	2.00	3	0	1	2
10th St east of 100th Ave	0	0	1	0.33	0	0	0	1
10th St east of 100th Ave	0	0	1	0.33	1	0	0	0

Overall, the number of crashes reported in the study area are decreasing from 2016 to 2018.

There were 13 entering at angle crash types were reported, 3 other turn related crash types were report, 2 sideswipes, and one each of rear-end, vehicle leaving parking, signpost, and a pedestrian.

Non-Motorized and Transit Conditions

Downtown Bellevue roadways include curb, gutter and sidewalk and landscaping. A bicycle lane is also on the east side of 100th Ave NE, north of NE 10th Street and fronting the Project site.

The nearest transit stops are located on 100th Ave NE to the north of NE 10th Street. King County Metro Transit Route 246 provides service along 100th Ave NE.

Also, King County Metro Transit Routes 532 and 535 provide service along NE 10th Street, to the south of the site. The Bellevue Transit Center is also roughly 1-mile from the Project site.

FUTURE CONDITIONS WITHOUT THE PROJECT

This section summarizes the future traffic conditions prior to build-out and occupancy of the Project. Future conditions represent a baseline condition against which to measure Project-specific impacts.

For this study year 2023 represents future horizon year for evaluating without-Project and with-Project conditions. The horizon year assumes the Project is built and fully occupied.

Planned Improvements

Planned transportation facility improvements identified in vicinity of the study area include:

- 100th Avenue NE and NE 10th Street Roundabout
- 100th Avenue NE and NE 12th Street Crosswalk and Trail Connection Improvements
- 100th Avenue NE and NE 8th Street Traffic Signal Modification (add northbound right turn overlap)
- 100th Avenue NE Channelization revision between NE 8th Street and NE 10th Street

These improvements are funded and are anticipated to be completed by the City of Bellevue in 2020. The improvements were incorporated into the analysis of future without- and with-Project conditions.

Traffic Volumes

Future traffic volumes without the Project were provided by the City of Bellevue and are based on output from the Bellevue-Kirkland-Redmond (BKR) model.

Future conditions include, known facility improvements and background traffic growth between now and build-out of the Project. Figure 4 illustrates the future without-Project traffic volumes which are based on forecasts from the BKR model. As appropriate, the BKR output was adjusted to show growth in the local area. To account for the day-to-day variation in the intersection volumes, the future without-Project volumes were rounded to the nearest multiple of 5.

Level of Service

Table 4 summarizes the future without-Project study intersection LOS.

Table 4: Future Without-Project Intersection Level-of-Service

Intersection	Existing Conditions				Future Without-Project			
	Control	LOS	Delay[1]	V/C[2]	Control	LOS	Delay[1]	V/C[2]
100th Ave / 8th St	Signal	C	27.5	0.84	Signal	C	26.0	0.85
100th Ave / 10th St	All-Stop	B	12.7	0.44	RAB	A	7.3	0.45
102nd Ave / 10th St	Signal	C	20.3	0.76	Signal	C	20.7	0.76

1. Seconds of control delay
2. Maximum intersection V/C ratio

The study intersections are forecast to operate better than LOS “E” and are computed with maximum V/C ratios less than 0.95. The computed traffic operations show no LOS, delay, or V/C deficiencies.

The signal phasing improvement at 100th Ave NE and NE 8th Street reduces delay the intersection compared to existing conditions.

The new roundabout at NE 10th Street is forecast to improve traffic operations compared to the existing all-way stop-sign controlled intersection. The roundabout is computed with a maximum approach volume-to-capacity ratio of 0.45 which is acceptable.

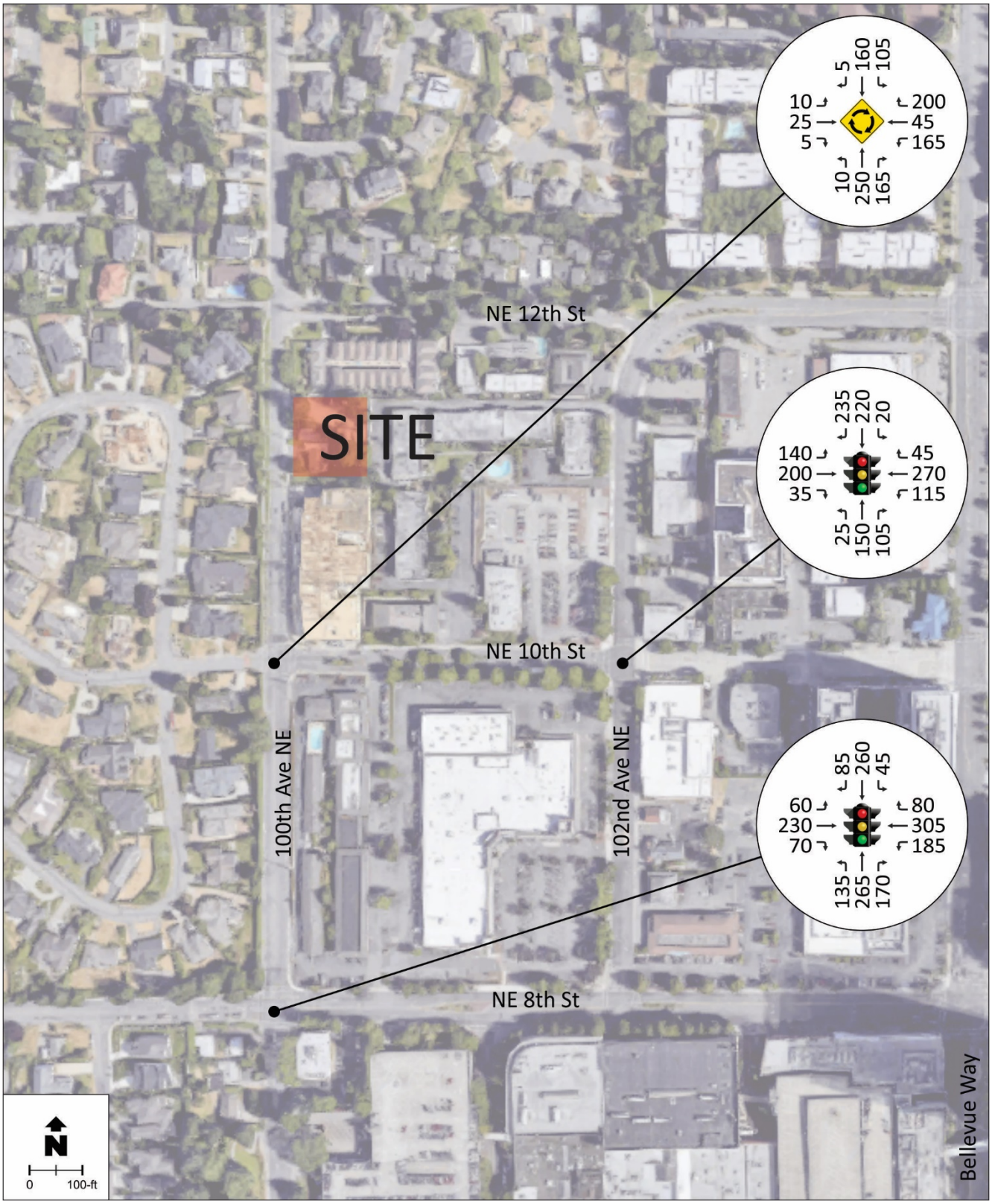


Figure 4: Future Without-Project Traffic Volumes

TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

This section describes the trip generation and PM peak hour trip distribution and travel assignment forecasts for the Project. The following analysis is consistent with the trip generation methodology from the traffic concurrency request and concurrency findings output.

Trip Generation

The ITE Trip Generation Manual, 10th Edition, and the City of Bellevue's Traffic Impact Fee Rates ("Current Trip Rates") were used to forecast the weekday trips and PM peak hour trip generation for the proposed development. Data from ITE Land Use 221, "Multifamily Housing (Mid-Rise)" and Land Use 210, "Single-Family Detached Housing" were used to forecast the number of net new trips generated by Pinnacle Apartments.

Table 5 summarizes the trip generation forecast and is consistent with the May 7, 2019 Trip Generation Analysis prepared for the Project and submitted for the City of Bellevue's Transportation Concurrency analysis.

Table 5: Trip Generation Forecast

Time- Period	Units	Trip Rate [1,2]	Total Trips	Credit [3]	New Trips-In	New Trips-Out	New Trips
PM Peak	109	0.41	45	(1)	26	18	44
Weekday	109	5.07	553	(9)	272	272	544

1. The PM Peak Hour Trip Rate is from the City of Bellevue's published rates for Downtown Land Uses
2. The weekday daily rate was computed from the weekday-to-PM ratio of ITE trip rates and City of Bellevue PM rate
3. Trip credit for one existing single-family home, with trip rate based on ITE data

Concurrency

On June 6, 2019, the City of Bellevue provided the results of the transportation concurrency analysis for the Project. The staff report confirms that the Project is eligible for a Certificate of Concurrency per the requirement from the Bellevue City Code Chapter 14.10. A copy of the staff report is included in the Appendix.

Trip Distribution and PM Peak Hour Travel Assignment

The Bellevue-Kirkland-Redmond (BKR) Traffic Model was used to distribute Project-generated trips to the local road network. Figure 5 illustrates the trip distribution and assignment from the BKR model.

Table 6 tabulates the PM peak hour trip assignment. In general intersection impacted by 20 or more new PM peak hour trips are evaluated for Project-generated traffic impacts. This study expands the trip-analysis threshold to include 100th Ave NE and NE 8th Street and 102nd Ave NE and NE 12th Street NE.

Table 6: Trip Generation – General Urban/Suburban Setting

Intersection	Northbound			Southbound			Eastbound			Westbound			Total	Study
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Trips	I/S?
100th Ave / Site Access	0	0	21	5	0	0	0	0	0	15	0	3	44	Yes
100th Ave / 12th St	0	3	0	0	5	0	0	0	0	0	0	0	8	No
100th Ave / 10th St	0	9	0	6	9	0	0	0	0	0	0	12	36	Yes
102nd Ave / 10th St	0	0	0	0	0	3	2	4	0	0	9	0	18	Yes
100th Ave / 8th St	0	8	0	3	6	0	0	0	0	0	0	1	18	Yes

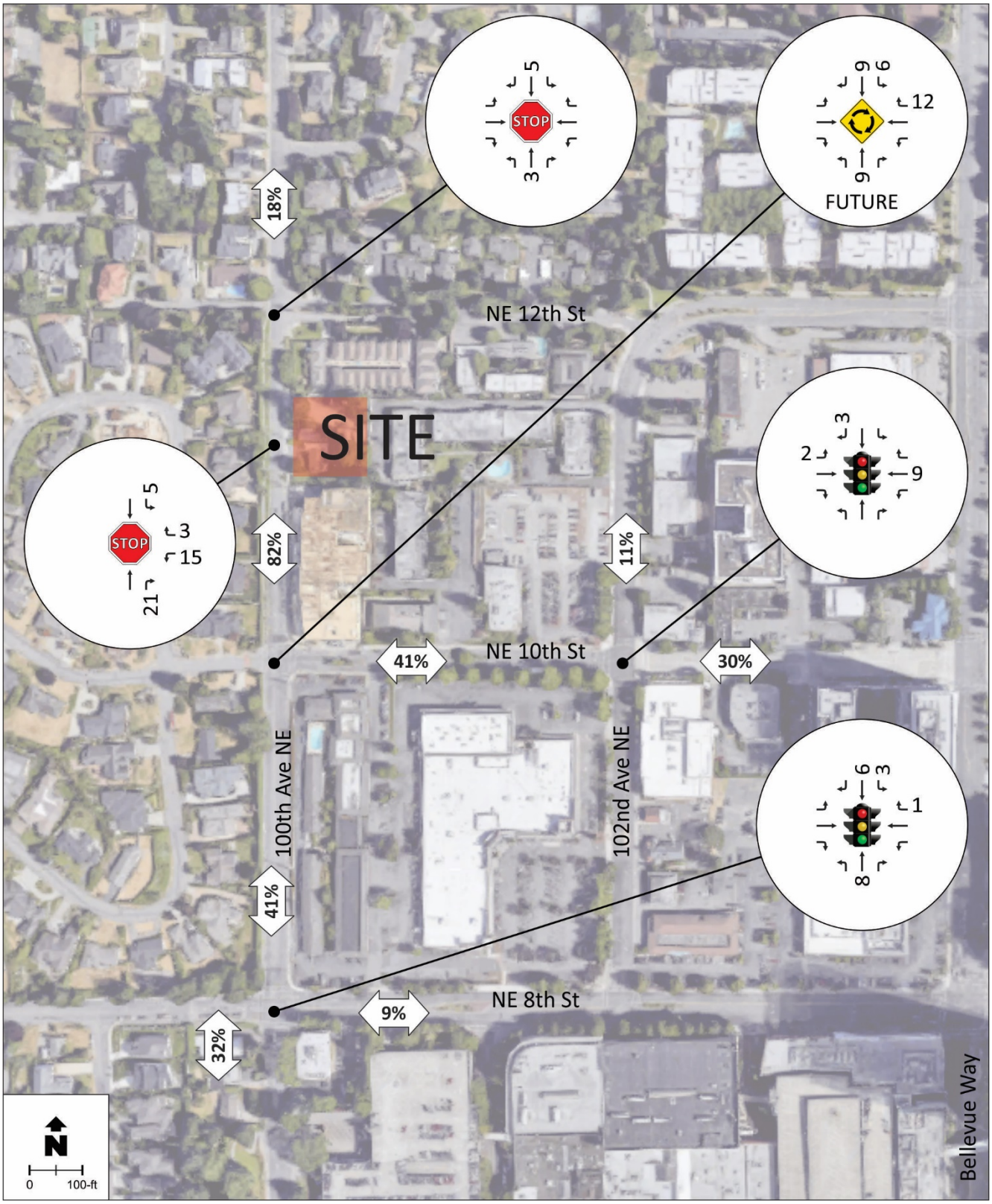


Figure 5: PM Peak Hour Trip Distribution and Assignment

FUTURE CONDITIONS WITH THE PROJECT

This section summarizes the future traffic conditions with the Project built-out and occupied.

Traffic Volumes

For this analysis, future with-Project traffic volumes, were forecast by adding the PM peak hour Project-generated trips (Figure 3) to the future without-Project traffic volumes (Figure 5). Figure 6 illustrates the future with-Project traffic volumes.

Level of Service

Future with-Project study intersection LOS is summarized in Table 7.

Table 7: Future With-Project Intersection Level-of-Service

Intersection	Future Without-Project				Future With-Project			
	Control	LOS	Delay[1]	V/C[2]	Control	LOS	Delay[1]	V/C[2]
100th Ave / 8th St	Signal	C	26.0	0.85	Signal	C	28.4	0.85
100th Ave / 10th St	RAB	A	7.3	0.45	RAB	A	7.6	0.51
102nd Ave / 10th St	Signal	C	20.7	0.76	Signal	C	21.4	0.78
100th Ave / Site Access	-	-	-	-	WB Stop	B	14.9	0.05

3. Seconds of control delay
4. Maximum intersection V/C ratio

The study intersections are forecast to operate better than LOS "E" and are computed with maximum V/C ratios less than 0.95. The computed traffic operations show no LOS, delay, or V/C deficiencies.

With the Project, the new roundabout at NE 10th Street is computed with a maximum approach volume-to-capacity ratio of 0.51 which is acceptable.

Safety

The Project is anticipated impact local crash rates proportionally to the forecasted Project trips.

As a roundabout, collisions at 100th Ave NE and NE 10th Street are anticipated to decrease in their severity.

Signal timing improvements planned at 100th Ave NE and NE 8th Street are also anticipated to improvement traffic flow, such that the potential for collisions may also decrease.

Bicycle lane improvements and, Project related frontage improvement, would also support improved conditions.

Non-Motorized and Transit Conditions

The Applicant is required to provide frontage improvements along public roadways to meet City of Bellevue standards. Frontage improvements on 100th Ave NE and a new east-west public roadway, programmed int eh subarea plan, and on the south side of the Project would improve non-motorized conditions in the immediate vicinity of the site.

A future crossing improvement is planned on 100th Ave NE at NE 12th Street. This improvement, which is planned by 2020, includes a raised crosswalk, rectangular flashing beacons and trail connection enhancements. The Project is forecast to generate only 8 new PM peak hour trips to and from the north of the site, and these are not anticipated to significantly impact the future crossing.

The Project is not forecast to adversely impact the local transit network.

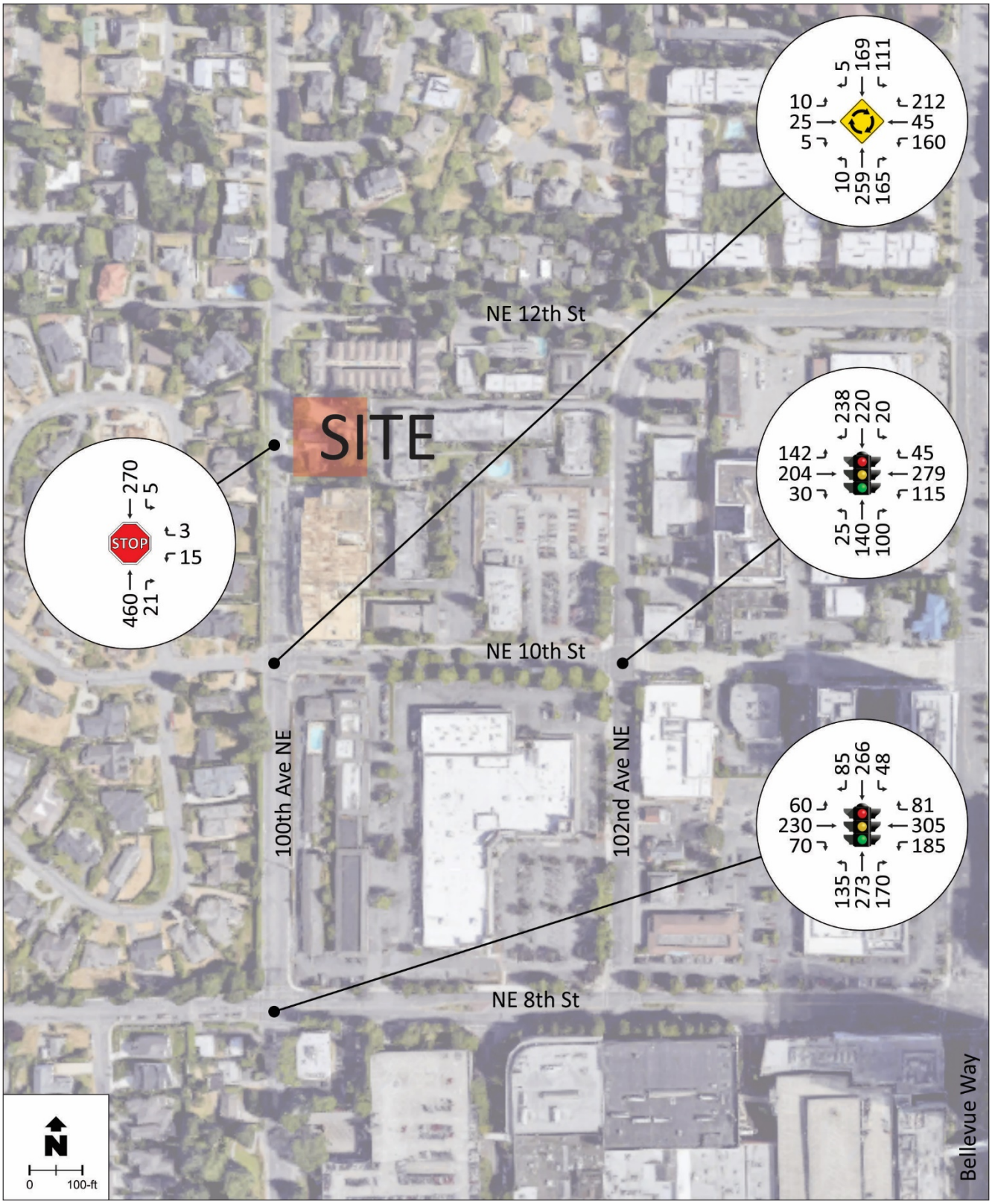


Figure 6: Future With-Project Traffic Volumes

SITE ACCESS

Level of Service

Table 7, above, shows the proposed site access forecast to operate at well at LOS B. Using HCM 2010 methodology, the 95th-percentile vehicle queue at the site access was computed as 0.2 vehicles, which would not adversely impact onsite traffic operations. Project generated vehicle queues are not anticipated to adversely impact the public transportation network.

Sight Distance

Vehicle and pedestrian sight distance triangles are shown as Figures 7 and 8. The posted speed on 100th Ave NE north of NE 10th Street is 25 mph. The City of Bellevue Design Manual was used to assess the sight distance requirements:

- Vehicle sight distance was reviewed via Design Manual Drawing RL-100-1. The decision point was offset represents an exiting vehicle, with the driver's eye 14-feet from the curb line. The sight distance triangle is measured to points 360-feet away from the exiting vehicle centerline to the centerline of the both approaching lanes.
- Pedestrian sight distance was reviewed via Design Manual Drawing RL-120-1 The decision point represents an exiting vehicle, with the driver's eye 14-feet from the back of sidewalk. The sight distance triangle is measured to one-foot-high objects 15 feet away from the edges of the driveway.

Garbage Truck and Onsite Loading

Republic Services reviewed and approved the onsite garbage truck circulation. Turning templates are shown in Figure 9 and the approval letter from Republic Services is included in the Appendix. The turning templates show the design vehicle turning into the site and backing to the refuse area inside the building. The movements exiting the site show a minor southbound lane encroachment for a right turn out of the site and show the vehicle using the west shoulder on 100th Ave NE for a left turn out of the site.

Loading onsite will access the site and share the same area as the garbage service vehicle. The garbage vehicle dimensions and turning radii are similar to a single-unit delivery vehicle. Site management will work with deliveries to be scheduled outside of the garbage pickup time.

MITIGATION

The study intersections are forecast to operate within the City of Bellevue's level of service requirements and the Project is not required to provide offsite mitigation.

The City of Bellevue will compute the Applicant's traffic impact fee, which is due at the time of building permit issuance. Table 8 includes an estimate of the Project's impact fee based on the current fee schedule.

Table 8: Traffic Impact Fee Estimate

Land Use	No. Units	2020 Impact Fee		2021 Impact Fee	
		Rate	Estimate	Rate	Estimate
Existing Single-Family (Credit)	(1) dwelling	$6,854/unit	$(6,854)	$7,060/unit	(7,060)
Proposed Multifamily	109 dwelling	$3,016/unit	$328,744	$3,106/unit	338,554
Total			$321,890		331,494

In addition to traffic impact fees, the Applicant will also provide frontage improvements consistent with the City of Bellevue's requirements.

Figure 7: Sight Distance Vehicles

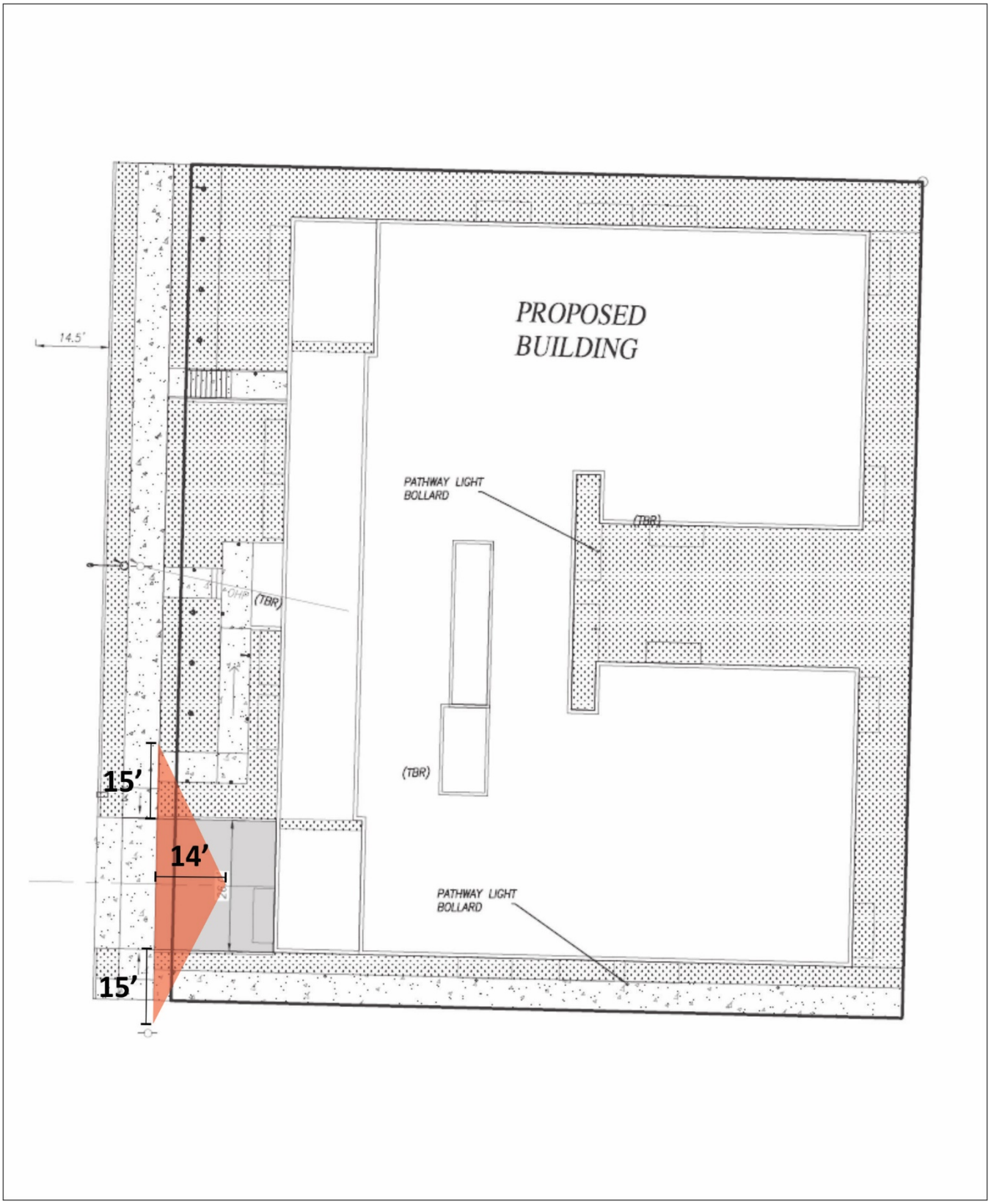
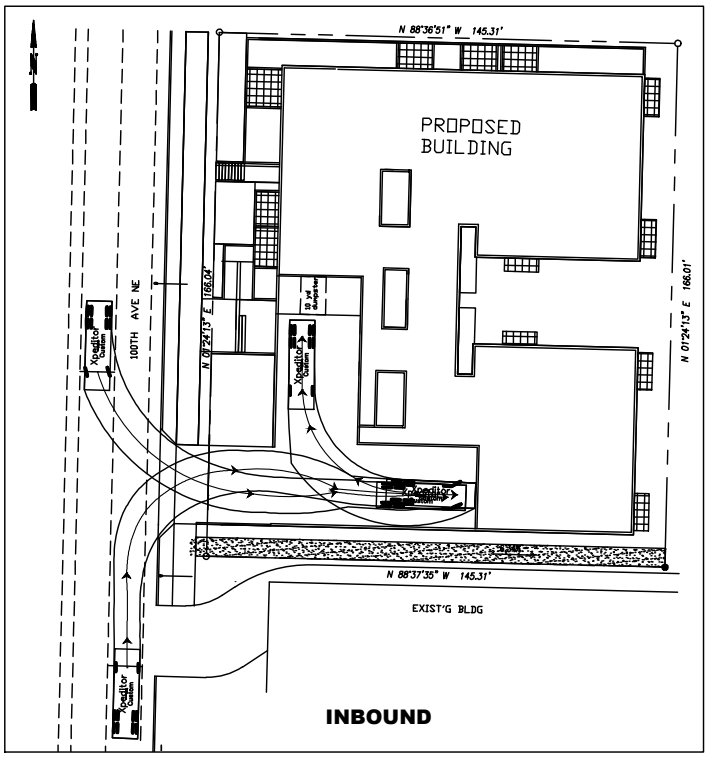
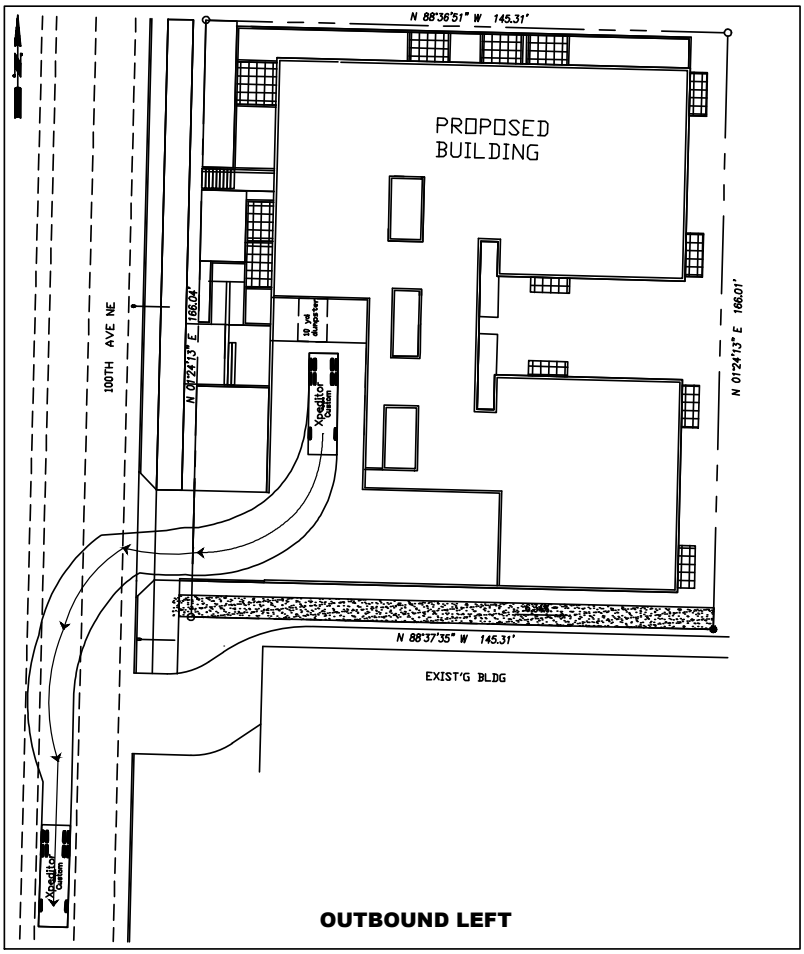
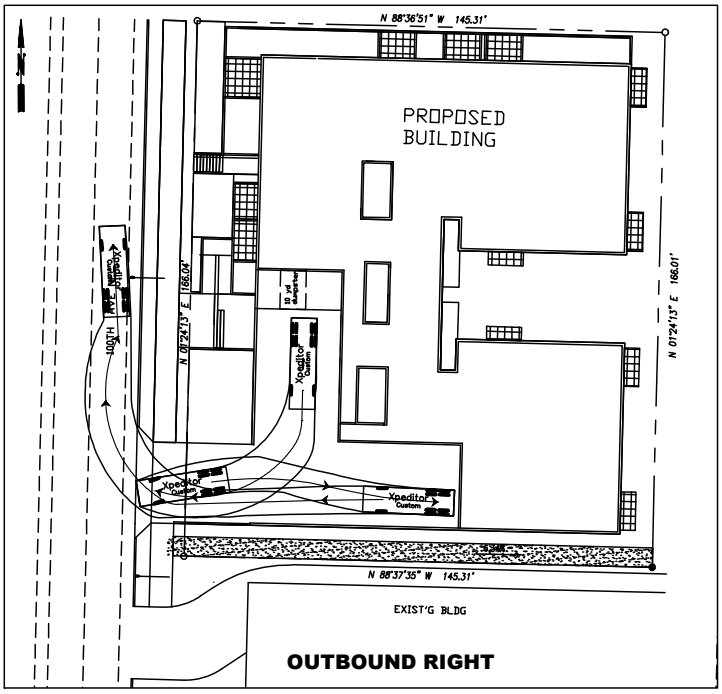
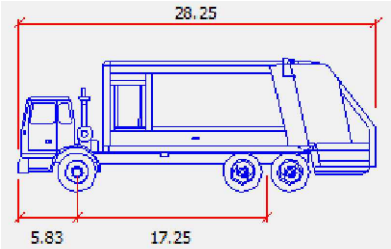


Figure 8: Sight Distance Pedestrians









XPEDITOR - VEHICLE

FIGURE 9: REAR LOAD GARBAGE TRUCK AUTOTURN TEMPLATE

Appendix

Trip Generation Memorandum for Concurrency Analysis

TSI
Transportation Solutions, Inc.
8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
F 425-867-0898
www.tsinw.com

May 7, 2019

To: Randa Awad Kiriakos, PE
Senior Transportation Engineer, Development Review
Transportation Department | City of Bellevue

From: Jeff Hee, TSI

Subject: Pinnacle Apartments; Trip Generation Analysis
File No. 19-104022-BD

This memorandum replaces the April 29, 2019 memorandum and updates the trip generation analysis for Pinnacle Apartments.

Pinnacle Apartments is a multifamily development proposed at 1036 100th Ave NE and 1044 100th Ave NE. The site includes 109 apartment units and two levels of levels of subgrade parking. The proposed includes redevelopment of two land parcels nos. 292505-9154 292505-9050. The underlying zoning is DT-R, Downtown-Residential, and the existing properties are occupied by one single-family home.

A vicinity map and a site plan are attached. The proposal is anticipated to be occupied by 2020.

Trip Generation

The ITE Trip Generation Manual, 10th Edition, and the City of Bellevue's Traffic Impact Fee Rates ("Current Trip Rates") were used to forecast the weekday trips and PM peak hour trip generation for the proposed development. Data from ITE Land Use 221, "Multifamily Housing (Mid-Rise)" and Land Use 210, "Single-Family Detached Housing" were used to forecast the number of net new trips generated by Pinnacle Apartments.

Table 1 summarizes the trip generation forecast using the "General Urban/Suburban" data set for the multifamily use. The analysis below provides the generalized trip forecast with the proposed development.

Table 1: Trip Generation – General Urban/Suburban Setting

Time-Period	No. Units	Trip Rate	Total Trips	Existing Use Credit [c]	New Trips-In	New Trips-Out	New Trips
PM Peak	109	0.41 [a]	45	(1)	26	18	44
Weekday	109	5.07 [b]	553	(9)	272	272	544

a. PM Peak Hour Trip Rate published by the City of Bellevue for Downtown Land Uses
b. Computed from the weekday-to-PM peak hour ratio of the ITE trip rates multiplied by the City of Bellevue PM Trip Rate
c. ITE Trip Rate

The concurrency analysis and subsequent traffic impact study would be based on a site generating 44 new PM peak hour trips.

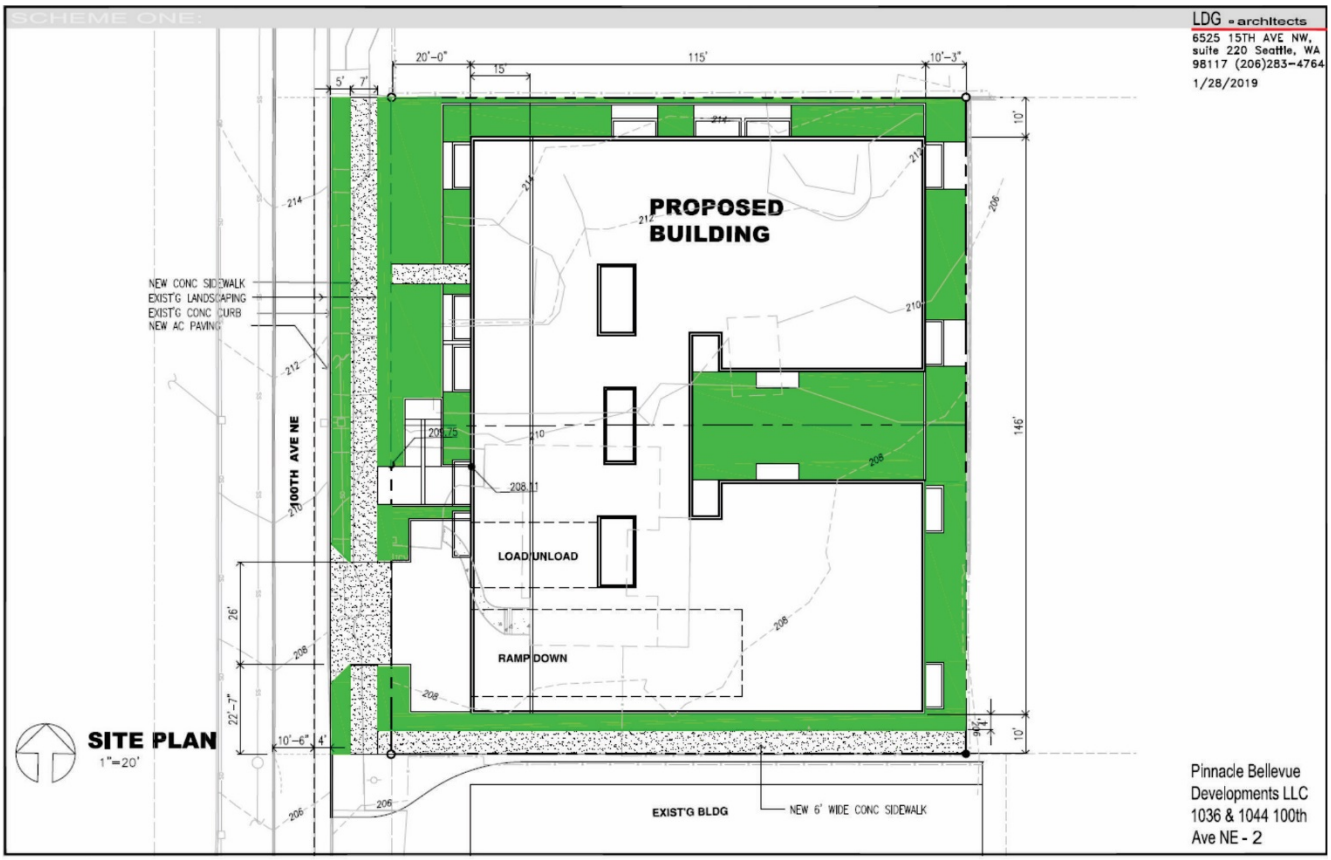
Traffic Analysis Scope

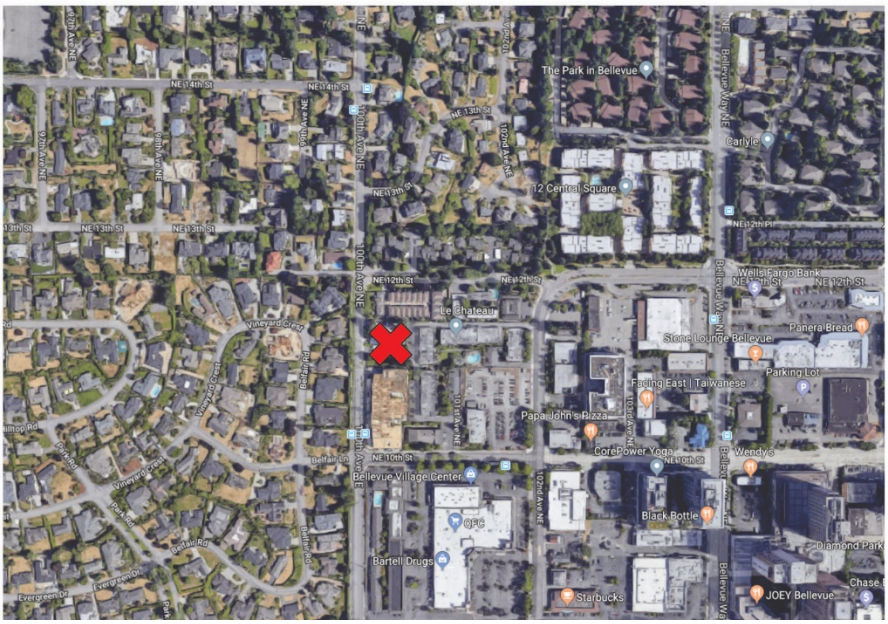
For the traffic analysis, in addition evaluating impacts at the proposed site access, we are proposing to evaluate PM peak hour level of service analyses at:

- 100th Ave NE / NE 10th Street – a future planned roundabout
- 100th Ave NE / NE 12th Street – planned with future pedestrian crossing improvements
- 100th Ave NE / NE 8th Street – planned with future traffic signal modifications

If you have any questions, please contact me at your earliest convenience.

5/7/2019





VICINITY MAP

Transportation Impact Fee Rates (effective 01/01/2019) & Trip Rates*

	Land Use	ITE Land Use Code	Unit of Measure	Current Trip Rates	Impact Fee Rates Effective 1/1/2019 to 12/31/2019	Impact Fee Rates Effective 1/1/2020 to 12/31/2020 (3% Administrative Increase)
	Cost Per Trip End				$5,139	$5,293
	Residential					
1	Single Family	210	dwelling	1.00	$5,139	$5,293
2	Multi-Family	220-232	dwelling	0.55	$2,826	$2,911
3	Senior Citizen Dwelling	252	dwelling	0.25	$1,285	$1,323
	Commercial - Services					
4	Bank/ S&L without Window	911	sf/GFA	7.28	$29.66	$30.55
5	Bank/ S&L with Window	912	sf/GFA	15.80	$64.38	$66.31
6	Hotel/Motel	310, 320	room	0.54	$2,775	$2,858
7	Day Care Center	565	sf/GFA	12.34	$50.29	$51.80
8	Service Station w or wo Convenience Mkt	944, 945	VFP	5.13	$20,924	$21,552
9	Quick Lubrication Vehicle Shop	941	serv pos	3.63	$14,807	$15,251
10	Car Wash - Self Service	947	stall	3.60	$14,677	$15,117
11	Movie Theater w/ Matinee	444	screen	17.19	$88,324	$90,974
	Commercial - Institutional					
12	Elementary/ Middle School	520, 522	student	0.12	$617	$635
13	High School	530	student	0.10	$534	$550
14	Junior College	540	student	0.11	$555	$572
15	Religious Institution	560	sf/GFA	0.55	$2.83	$2.91
16	Nursing Home	620	bed	0.22	$1,131	$1,164
17	Congregate Care/Assisted Living	253	dwelling	0.17	$874	$900
18	Medical Clinic	630	sf/GFA	3.89	$22.72	$23.40
19	Hospital	610	sf/GFA	0.74	$4.35	$4.48
	Commercial - Restaurant					
20	Quality Restaurant	931	sf/GFA	4.19	$20.07	$20.67
21	High Turnover Restaurant	932	sf/GFA	5.61	$22.88	$23.57
22	Fast Food Restaurant without Window	933	sf/GFA	13.08	$53.29	$54.89
23	Fast Food Restaurant with Window	934	sf/GFA	16.33	$66.54	$68.53
	Commercial - Retail Shopping					
24	Shopping Center	820	sf/GLA	2.45	$11.72	$12.07
25	Supermarket	850	sf/GFA	6.07	$29.03	$29.90
26	Convenience Market	851	sf/GFA	25.68	$104.67	$107.81
27	Convenience Market with Gas Pumps	853	sf/GFA	17.31	$70.56	$72.68
28	Discount Supermarket	854	sf/GFA	6.59	$26.85	$27.66
29	Discount Store	815	sf/GFA	4.13	$16.85	$17.35
30	Discount Superstore	813	sf/GFA	3.18	$12.94	$13.33
31	Miscellaneous Retail	814, 820	sf/GFA	2.45	$9.98	$10.28
32	Retail Warehouse (Hardware)	862	sf/GFA	1.35	$6.47	$6.66
33	Retail Warehouse (General Merchandise)	857	sf/GFA	2.63	$12.60	$12.98
34	Furniture Store	890	sf/GFA	0.21	$1.01	$1.04
35	Pharmacy with or without Drive-Through	880, 881	sf/GFA	4.20	$17.12	$17.63
36	Auto Parts Store	943	sf/GFA	2.54	$12.16	$12.53
37	Car Sales -New/ Used	841	sf/GFA	2.10	$12.26	$12.62
	Commercial - Office					
38	Office	710	sf/GFA	1.34	$7.84	$8.08
39	Medical/ Dental Office	720	sf/GFA	2.68	$15.66	$16.13
	Industrial					
40	Light Industry/Manufacturing	110	sf/GFA	0.97	$5.67	$5.84
41	Industrial Park	130	sf/GFA	0.85	$4.97	$5.12
42	Warehousing	150	sf/GFA	0.32	$1.87	$1.93
43	Mini-Warehouse	151	sf/GFA	0.26	$1.52	$1.57
	Downtown Land Uses					
44	Multi-Family	220-232	dwelling	0.41	$2,107	$2,170
45	Hotel/Motel	310, 320	room	0.33	$1,686	$1,736
46	Office	710	sf/GFA	1.01	$5.89	$6.07

Notes:
- sf/GFA = square feet Gross Floor Area
- sf/GLA = square feet Gross Leasable Area
- For uses with Unit of Measure given in sf, trip rate is given as trips per 1,000 sf
- VFP = Vehicle Fueling Station (Maximum number of vehicles that can be fueled simultaneously)
- serv pos = Service Position
- The Impact Fee Rates are based on the current fees in effect at the time of building permit issuance. Exception per BCC 22.19.030.B.
- The Current Trip Rates include adjustments for Pass-By Trips and Trip Length.

*** Current and future rates are based on the 2015 Transportation Impact Fee Report, which is based on the 2016-2027 Transportation Facilities Plan (TFP). The 2016-2027 TFP is currently being updated with adoption anticipated in quarter 1, 2019, which may result in a change to the fees.**

AVERAGE TRIP RATE USED TO COMPUTE THE WEEKDAY TRIPS BASED ON CITY OF BELLEVUE PM PEAK HOUR TRIP RATE

Multifamily Housing (Mid-Rise)
(221)

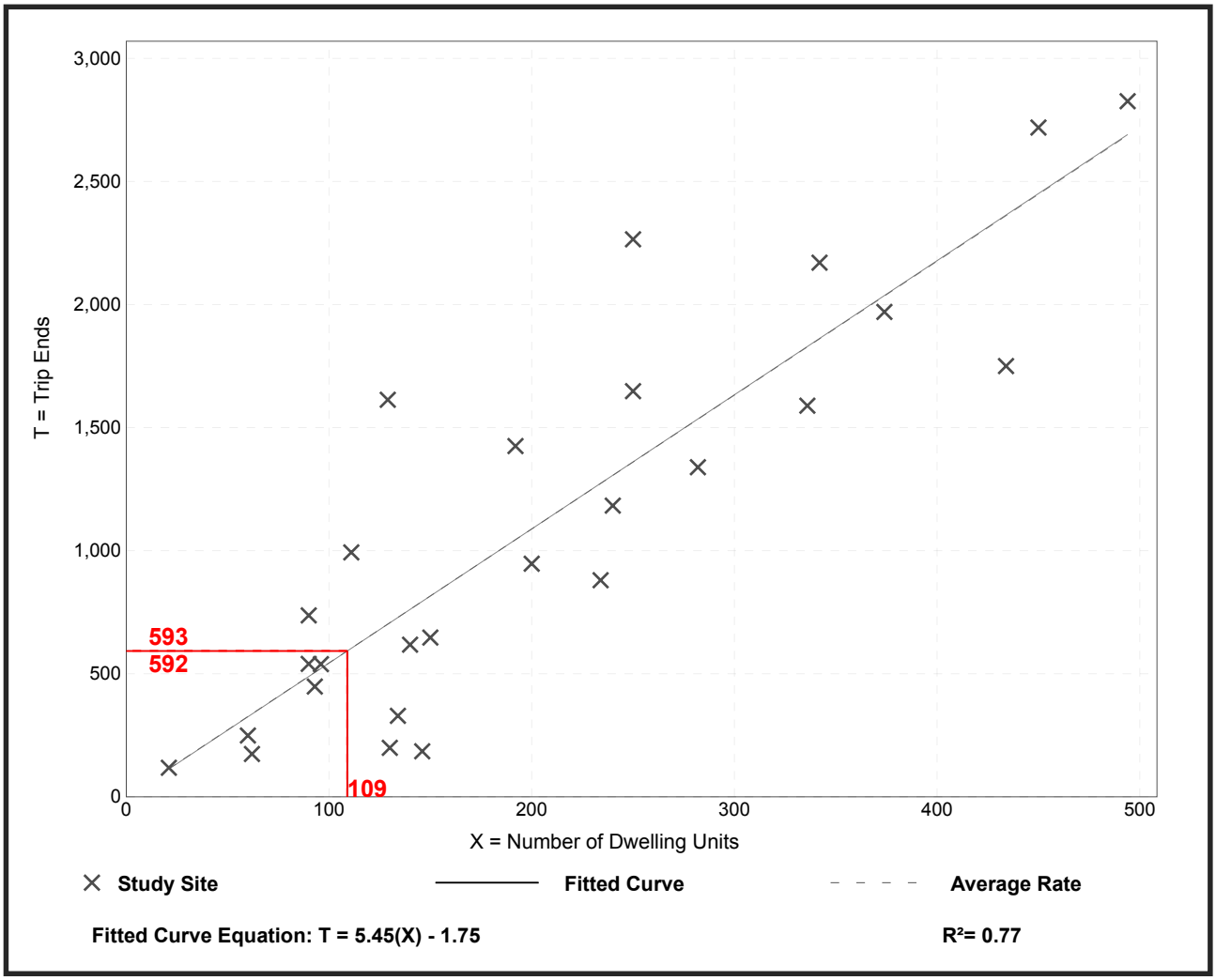
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

AVERAGE TRIP RATE USED TO COMPUTE THE WEEKDAY TRIPS BASED ON CITY OF BELLEVUE PM PEAK HOUR TRIP RATE

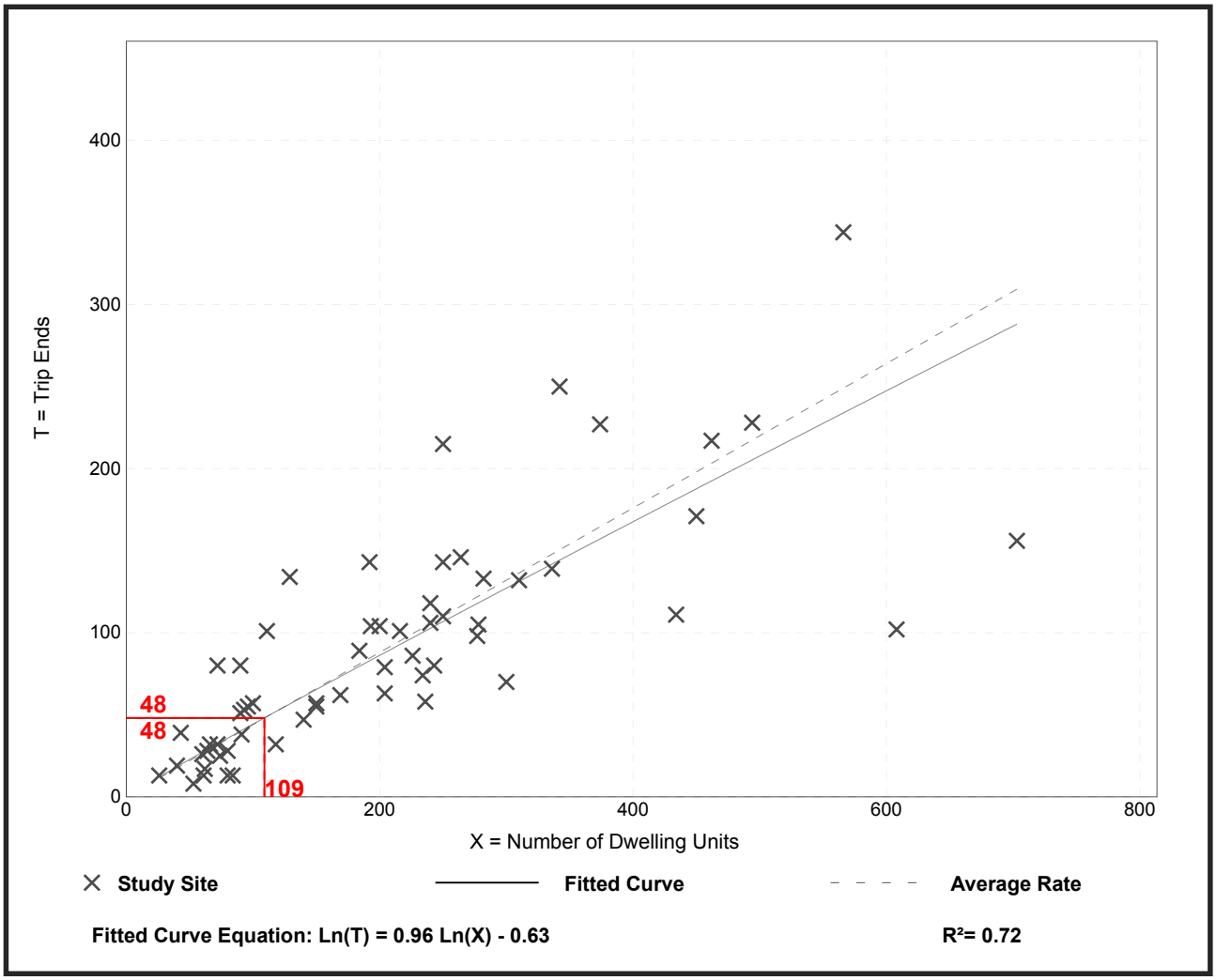
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



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NOT USED

Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

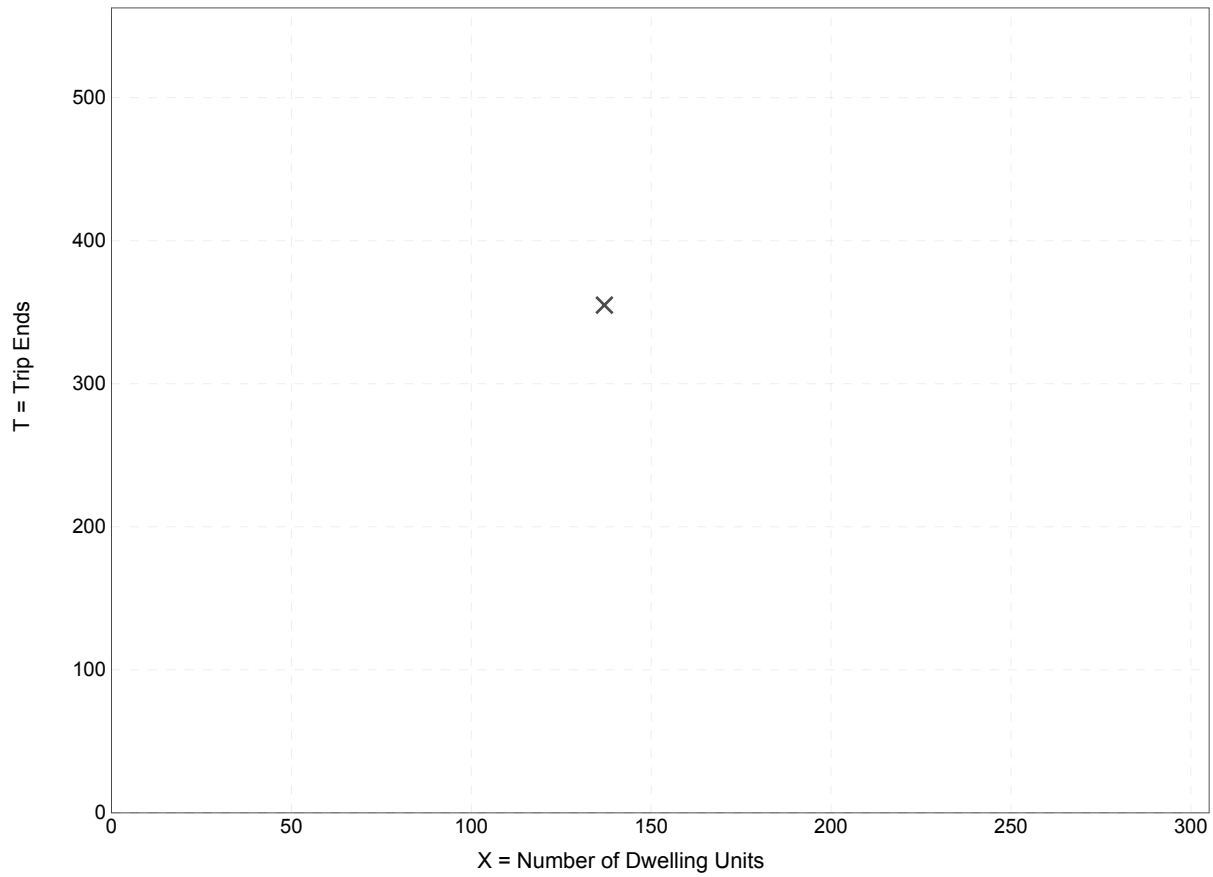
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 1
Avg. Num. of Dwelling Units: 137
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.59	2.59 - 2.59	*

Data Plot and Equation

Caution – Small Sample Size



× **Study Site** - - - - **Average Rate**

Fitted Curve Equation: Not Given **R^2= ******

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NOT USED

Multifamily Housing (Mid-Rise)
(221)

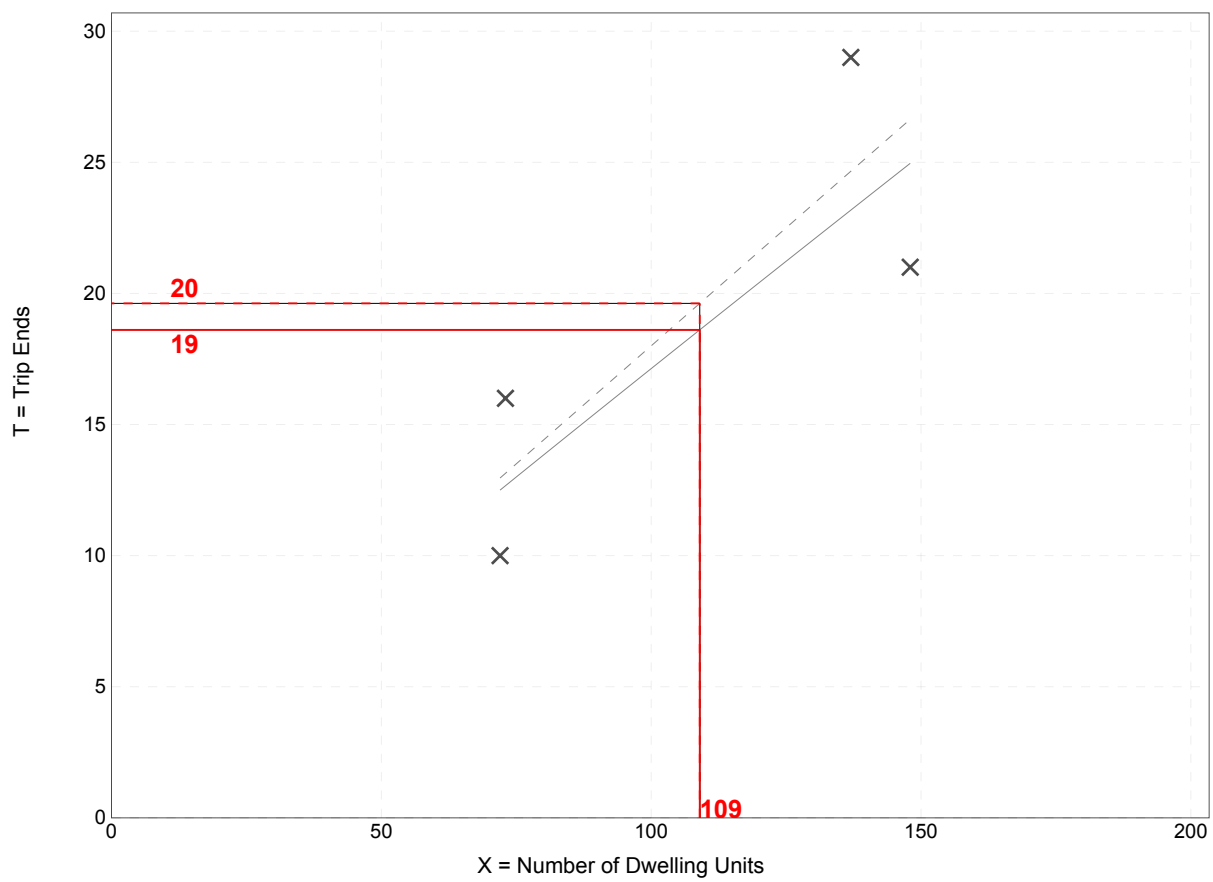
Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**Dense Multi-Use Urban**
Number of Studies:	4
Avg. Num. of Dwelling Units:	108
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.14 - 0.22	0.04

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Ln(T) = 0.96 Ln(X) - 1.58 **R^2= 0.70**

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Concurrency Test Results

May 22, 2019

Site Review: *19-109373 DC*

Proposed Pinnacle Bellevue Dev LLC

Project Description

The Pinnacle Bellevue Dev LLC is a proposed multifamily development located at 1036 & 1044 100 Ave NE. The site is estimated to generate 44 net new PM peak hour vehicle trips (26 in and 18 out).

Transportation Assumptions

- Background: Concurrency Model Platform (MP6) Release 15, as of August 2018, including 2017-2023 CIP capacity projects. Please refer to the "Concurrency Update Report – Performance Snapshot as of December 31, 2017" for CIP project details.
- Project Condition: Scenario 5010 network was coded to reflect site access to the arterial road network. The site has one full access point to 100th Ave NE.

Land Use Assumptions

The land use estimates used in this analysis include existing on-the-ground land use (as of December 2017) in the BKR (Bellevue, Kirkland and Redmond) modeling area plus any land development applications with valid design approval or building permit issued by the City of Bellevue as of 12/31/2017. Outside the BKR area, the Baseyear PSRC (Puget Sound Regional Council) trip productions and attractions were used in the model.

Traffic Forecasts

The Background (Concurrency) and Project intersection turning movement volumes were forecast from the BKR EMME Travel Demand Model and then post-processed (adjusted) using the most recent available traffic counts to account for model validation errors.

Traffic Analysis

The method found in the 2010 Highway Capacity Manual (HCM) was used for intersection volume to capacity ratio (v/c) analysis. This method refers to the City's adopted traffic analysis method as described in the Traffic Standard Code (TSC Chapter 14.10, revised June 2009).

Conclusion: This project is eligible for a Certificate of Concurrency per the requirements of B.C.C. 14.10.

Attachments

- Attachment 1: Proposed Pinnacle Bellevue Dev LLC application and Model run request
- Attachment 2: Scenario 5010 Project Auto Trip Plot – Proposed Pinnacle Bellevue Dev LLC PM peak hour auto trip assignment to nearby streets
- Attachment 3: Scenario 5010 Project Auto Turns: Proposed Pinnacle Bellevue Dev LLC PM peak hour auto trips assigned to the City's intersections
- Attachment 4: Intersection LOS Comparisons: 2023 Background (Concurrency) vs. 2023 Background + Proposed Pinnacle Bellevue Dev LLC PM peak 2-hour average intersection LOS analysis results by MMA

CITY OF BELLEVUE
Transportation Department
Modeling Group

REQUEST FOR (EMME-2 MODEL RUN) ZONE ASSIGNMENT / TRIP DISTRIBUTION CONCURRENCY TEST

Date Requested 5/9/19 Date Needed 5/23/19 Priority: Super High / High / Medium

Review Engineer Randa Kiriakos Phone Number 425-452-2569

Development Pinnacle Bellevue Dev. LLC Permit # 19-109373 DC AMANDA Row _____

Address of Proposal 1036 & 1044-100th Ave NE Land Use Type Multifamily

Square Footage _____ # of Units 109 Trip Rate 0.41 In 26 Out 18 Total PM Trips 44 (Net)

Zone# TAZ 8 Trip Table & Platform _____ Date Modeled _____ Scenario # _____

Modeled By _____ (LOS Methodology: HCM 209/2-hours)

N

Credit existing Use = 1 trip
45 - 1 = 44 Net.

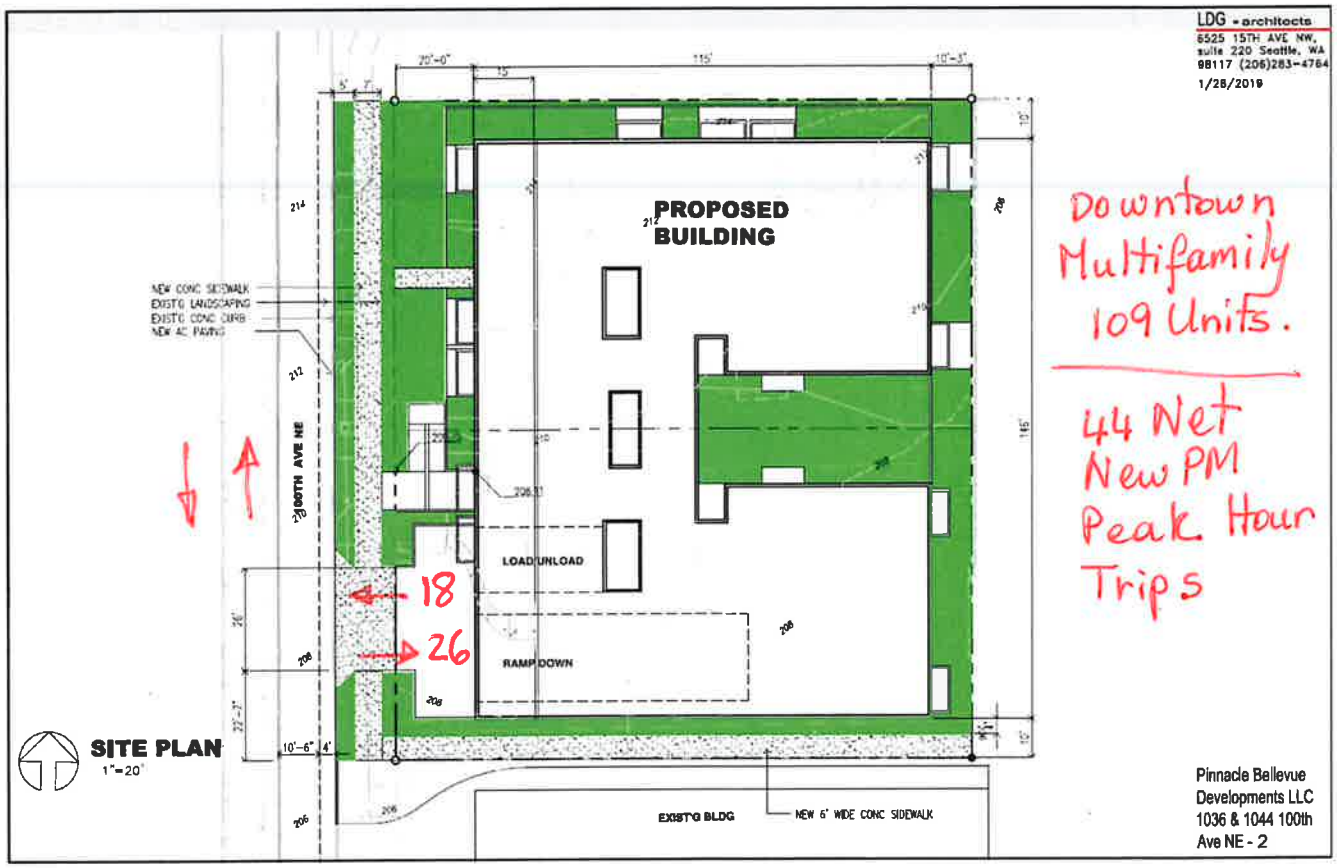
* Please provide the PM Peak 1 hour average in addition to the 2 hour average.

* See attached figures.

1/3

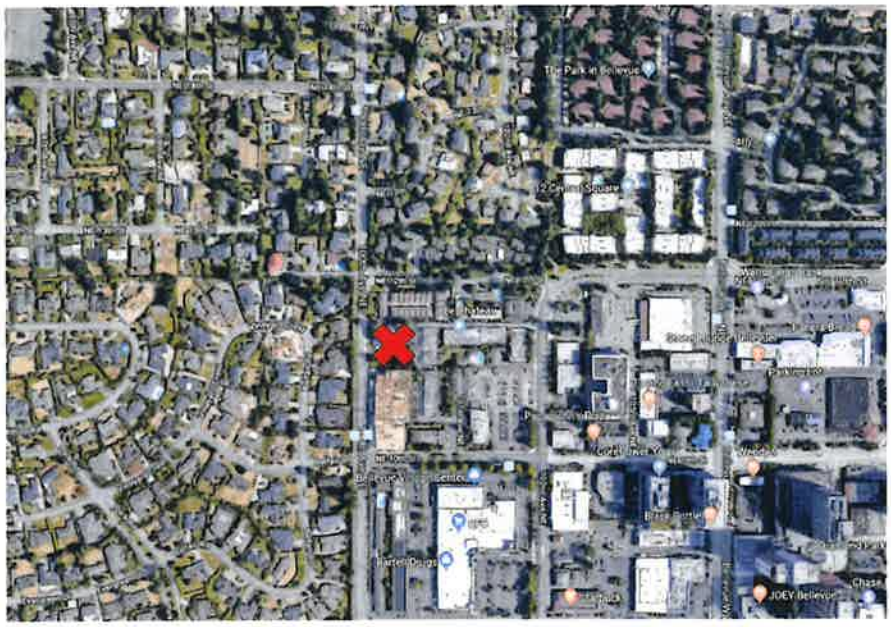
VICINITY MAP	(1) Attach a vicinity map and mark with an "X" where the proposed development is to be located. (2) In the box below provide a sketch map of the proposed site and include the following details: (i) All streets surrounding the site (label them). (ii) Show all connections (driveways) to street system. (iii) Indicate any turn prohibitions relating to ingress and egress. (iv) Note any comments or special circumstances relating to this development.

FORM NO. 0633



Downtown Multifamily 109 Units.

44 Net New PM Peak Hour Trips



VICINITY MAP

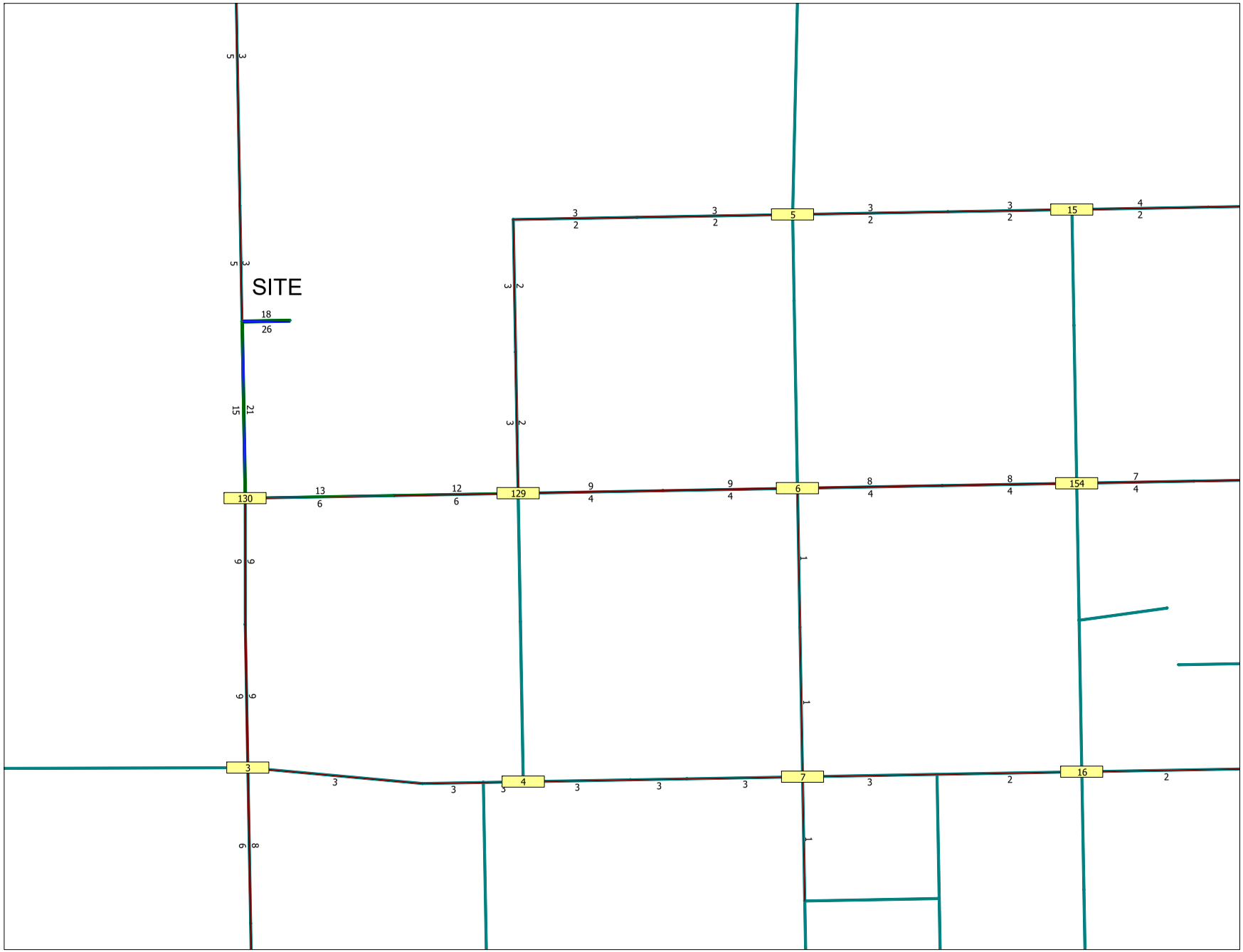
2/3

Pinnacle Bellevue Development

Map Generated on: 05/09/2019

3/3

Attachment 2 - PMPK Total Site Traffic Volumes



<NEWVDF> DRAFT MP0R19 2017 baseyear
Scenario 5010: MP6R15 DEVREV Pinnacle Bellevue PMPK 5/10/19
2019-05-21 06:40
Transportation Department
Modeling and Analysis Group

Proposed Pinnacle Bellevue Dev LLC Development
PM Peak Hour auto trips assigned to the City's intersections

Attachment 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
MONITORED INTERSECTIONS													
3		8		3	6							1	18
5								2			3		5
7		1						3					4
8	4							1			2		7
9		2						1	3			1	7
14								2			2		4
20								2			4		6
21		1						1					2
22											1		1
24								1			1		2
25								2			4		6
26		1							1			1	3
29								2			3		5
30				1		1						1	3
32								1			2		3
34								1			2		3
35											1		1
36								1			1		2
37								1			2		3
39						1							1
40								1			1		2
41													
42													
43													
44													
45													
47													
48								1			1		2
49													
50													
51													
52													
55													
56													
58					1								1
59					1								1
60													
61													
62													
63													
64													
65													
68											1		1
69					3		1						4
71		1											1
72											1		1
73	1								1				2
74		1			1					2			4

Proposed Pinnacle Bellevue Dev LLC Development
PM Peak Hour auto trips assigned to the City's intersections

Attachment 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
75													
76													
78	1												1
79													
81													
82													
83													
85													
86													
87													
88										1			1
89													
92													
93													
98													
99													
101													
102													
105													
111													
114													
116													
117													
118													
123													
131		1											1
133													
134	1												1
139													
171													
174													
188													
189													
202													
203													
204													
219													
220													
221													
222													
226													
227													
228													
229													
233								1			1		2
242													
257													
272													
280													
284													

Proposed Pinnacle Bellevue Dev LLC Development
PM Peak Hour auto trips assigned to the City's intersections

Attachment 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
UNMONITORED INTERSECTIONS													
1				4									4
2								4					4
4								3			1		4
6	1							4			8		13
10		2			3								5
11		2			2								4
12		2			2								4
13								2			2		4
15								2		1	3		6
16	1							2					3
17											2		2
18	1										1		2
19								1			1	1	3
23													
27		1						1					2
28		1											1
31		3										2	5
33								1			1		2
38								1			2		3
46													
53													
54													
57													
66													
67													
70													
77													
80													
84													
90													
91													
94													
95					1								1
96				1	4							6	11
97													
100													
103								1			1		2
104													
106													
107				1							1	1	3
108		2			2								4
109													
110													
112													
113													
115													
119													
120													
121					1								1

Proposed Pinnacle Bellevue Dev LLC Development
PM Peak Hour auto trips assigned to the City's intersections

Attachment 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
122		2			2								4
124												1	1
125											1		1
126		1											1
127													
128													
129						3	2	4			9		18
130		9		6	9							13	37
132													
135		2			2								4
136		1			3								4
137						3							3
138													
140													
141					4								4
142		7			6								13
143													
144													
145								1			6		7
146													
147								4					4
148													
149													
150								1			1		2
151											2		2
152								1			2		3
153													
154						1		4			7		12
155								1			1		2
156											1		1
157								1			1		2
158													
159											1		1
160													
161													
162								2			4		6
163													
164								2			1		3
165	1								2				3
166													
167													
168													
169													
170													
172													
173													
175								1			1		2
176											1		1
177													
178											1		1

Proposed Pinnacle Bellevue Dev LLC Development
PM Peak Hour auto trips assigned to the City's intersections

Attachment 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
179													
180													
181													
182													
183													
184		1											1
185											1		1
186													
187													
190	1							4			6		11
191	1					1							2
192		2			2								4
193		2			2								4
194													
195													
196													
197													
198													
199													
200													
201													
205													
206													
207													
208													
209													
210													
211													
212		1			3								4
213		1			3								4
214												1	1
215													
216	1		1						1				3
217													
218													
223													
224											1		1
225	1												1
230		1			1								2
231													
232													
234	2							3			2		7
235	2							3			4		9
236		2			1								3
237													
238													
239													
240													
241													
243													

Proposed Pinnacle Bellevue Dev LLC Development
PM Peak Hour auto trips assigned to the City's intersections

Attachment 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
244													
245													
246													
247													
248													
249													
250													
251													
252											1		1
253													
254													
255													
256													
258								3			2		5
259							1	2			2		5
260													
261													
262													
263													
264													
265													
266													
267													
268													
269													
270													
271													
273													
274													
275													
276													
277													
278													
279													
281													
282													
283													
285													
286													
287													
288											1		1
289													
290													
291													
292													
293													
294													
295													
296													
297													

Proposed Pinnacle Bellevue Dev LLC Development
PM Peak Hour auto trips assigned to the City's intersections

Attachment 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
298													
299													
300													

MMA 1	North Bellevue		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
69	Bellevue Way NE	NE 24th Street	0.56		0.56	
74	Bellevue Way NE	Northup Way NE	0.63		0.63	
78	108th Ave NE	Northup Way NE	0.61		0.61	
93	Lk Washington B	NE 1st/NE 10 St.	0.56		0.56	
	Areawide Average >		**0.59**		**0.59**	
LOS Threshold	0.85					
Int Allowance	3			0		0

MMA 2	Bridle Trails		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
64	140th Ave NE	NE 24th Street	0.80	1	0.80	1
79	148th Ave NE	NE 40th Street	0.65		0.65	
114	116th Ave NE	Northup Way NE	0.63		0.63	
116	115th Place NE	Northup Way	0.76		0.76	
118	Northup Way	NE 24th Street	0.49		0.49	
123	140th Ave NE	NE 40th Street	-----		-----	
188	148th Ave NE	NE 29th Place	0.88	1	0.88	1
189	NE 29th Place	NE 24th Street	0.37		0.37	
	Areawide Average >		**0.65**		**0.65**	
LOS Threshold	0.80					
Int Allowance	3			2		2

MMA 3	Downtown		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
3	100th Ave NE	NE 8th Street	0.62		0.63	
5	Bellevue Way NE	NE 12th Street	0.70		0.70	
7	Bellevue Way NE	NE 8th Street	0.76		0.76	
8	Bellevue Way NE	NE 4th Street	0.70		0.71	
9	Bellevue Way	Main Street	1.00	1	1.00	1
20	108th Ave NE	NE 12th Street	0.43		0.43	
21	108th Ave NE	NE 8th Street	0.58		0.58	
22	108th Ave NE	NE 4th Street	0.74		0.74	
24	108th Ave	Main Street	0.36		0.36	
25	112th Ave NE	NE 12th Street	0.76		0.76	
26	112th Ave NE	NE 8th Street	1.06	1	1.06	1
36	112th Ave	Main Street	0.96	1	0.96	1
72	112th Ave NE	NE 4th Street	0.63		0.63	
	Areawide Average >		**0.71**		**0.71**	
LOS Threshold	0.95					
Int Allowance	9			3		3

MMA 4	Wilburton		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
30	116th Ave NE	NE 8th Street	0.67		0.67	
73	116th Ave	Main Street	0.65		0.65	
131	116th Ave SE	SE 1st Street	0.78		0.78	
139	116th Ave NE	NE 4th Street	0.84		0.84	
233	120th Ave NE	NE 8th Street	0.61		0.61	
	Areawide Average >		**0.71**		**0.71**	
LOS Threshold	0.90					
Int Allowance	3			0		0

MMA 5	Crossroads		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
58	Bellevue-Redmond	NE 20th Street	0.64		0.64	
62	156th Ave NE	Northup Way	0.85		0.85	
63	156th Ave NE	NE 8th Street	0.72		0.72	
	Areawide Average >		**0.73**		**0.73**	
LOS Threshold	0.90					
Int Allowance	2			0		0

MMA 6	North-East Bellevue		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
75	164th Ave NE	NE 24th Street	0.69		0.69	
76	164th Ave NE	Northup Way	0.71		0.71	
87	164th Ave NE	NE 8th Street	0.68		0.68	
111	Northup Way	NE 8th Street	-----		-----	
	Areawide Average >		**0.69**		**0.69**	
LOS Threshold	0.80					
Int Allowance	2			0		0

MMA 7	South-Bellevue		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
14	112th Ave SE	Bellevue Way SE	0.71		0.71	
89	112th Ave SE	SE 8th Street	0.62		0.62	
102	118th Ave SE	SE 8th Street	0.89	1	0.89	1
219	I-405 NB Ramps	SE 8th Street	0.75		0.75	
226	I-405 SB Ramps	SE 8th Street	0.99	1	0.99	1
	Areawide Average >		**0.79**		**0.79**	
LOS Threshold	0.85					
Int Allowance	4			2		2

MMA 8	Richards Valley		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
35	124th Ave NE	NE 8th Street	0.69		0.69	
43	140th Ave SE	SE 8th Street	0.79		0.79	
44	145th Place SE	Lake Hills Blvd	0.64		0.64	
45	145th Place SE	SE 16th Street	0.71		0.71	
71	Lk Hills Connec	SE 8th St/7t	1.00	1	1.00	1
82	Richards Rd	Kamber Rd	0.87	1	0.87	1
85	Richards Rd	SE 32nd Street	0.55		0.55	
134	Richards Rd	Lk Hills Connec	0.59		0.59	
280	139th Ave SE	Kamber Road	0.59		0.59	
	Areawide Average >		**0.71**		**0.71**	
LOS Threshold	0.85					
Int Allowance	5			2		2

MMA 9	East Bellevue		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
41	140th Ave NE	NE 8th Street	0.80		0.80	
42	140th Ave	Main Street	0.61		0.61	
49	148th Ave NE	NE 8th Street	0.97	1	0.97	1
50	148th Ave	Main Street	0.92	1	0.92	1
51	148th Ave SE	Lake Hills Blvd	0.88	1	0.88	1
52	148th Ave SE	SE 16th Street	0.83		0.83	
55	148th Ave SE	SE 24th Street	0.74		0.74	
65	148th Ave SE	SE 8th Street	0.73		0.73	
83	156th Ave	Main Street	0.66		0.66	
	Areawide Average >		**0.79**		**0.79**	
LOS Threshold	0.85					
Int Allowance	5			3		3

MMA 10	Eastgate		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
56	148th Ave SE	SE 27th Street	0.62		0.62	
86	156th Ave SE	SE Eastgate Way	0.43		0.43	
92	161st Ave SE	SE Eastgate Way	0.54		0.54	
101	150th Ave SE	SE Eastgate Way	0.82		0.82	
171	142nd Ave SE	SE 36th Street	0.80		0.80	
227	150th Ave SE	I-90 EB Off-Ram	0.58		0.58	
272	139th Ave SE	SE Eastgate Way	0.44		0.44	
	Areawide Average >		**0.60**		**0.60**	
LOS Threshold	0.90					
Int Allowance	4			0		0

MMA 11	Southeast Bellevue		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
99	Somerset Blvd	SE Newport Way	0.69		0.69	
133	150th Ave SE	SE Newport Way	0.83	1	0.83	1
174	150th Ave SE	SE 38th Street	0.93	1	0.93	1
218	Lakemont Blvd S	SE 63rd St (Cou	0.64		0.64	
228	Lakemont Blvd (	SE Newport Way	0.62		0.62	
242	164th Ave SE	Lakemont Blvd	0.55		0.55	
257	164th Ave SE	SE Newport Way	-----		-----	
274	Village Park Dr	Lakemont Blvd S	0.46		0.46	
	Areawide Average >		**0.67**		**0.67**	
LOS Threshold	0.80					
Int Allowance	3			2		2

MMA 12	Bel-Red/Northup		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
29	116th Ave NE	NE 12th Street	0.77		0.77	
32	120th Ave NE	NE 12th Street	0.63		0.63	
34	124th Ave NE	Bellevue-Redmond	0.77		0.78	
37	130th Ave NE	Bellevue-Redmond	0.59		0.59	
39	140th Ave NE	NE 20th Street	0.69		0.69	
40	140th Ave NE	Bellevue-Redmond	0.65		0.65	
47	148th Ave NE	NE 20th Street	0.91		0.91	
48	148th Ave NE	Bellevue-Redmond	0.90		0.90	
59	Bellevue-Redmond	NE 24th Street	0.55		0.55	
60	156th Ave NE	Bellevue-Redmond	0.66		0.66	
61	156th Ave NE	NE 24th Street	0.84		0.85	
68	130th Ave NE	NE 20th Street	0.66		0.67	
81	148th Ave NE	NE 24th Street	0.89		0.89	
88	124th Ave NE	Northup Way NE	0.80		0.80	
117	120th Ave NE	NE 20th Street	0.32		0.32	
	Areawide Average >		**0.71**		**0.71**	
LOS Threshold	0.95					
Int Allowance	7			0		0

MMA 13	Factoria		MP6R15		MP6R15+Project	
Int			Intersection v/c		Intersection v/c	
98	Coal Creek Park	Forest Drive	0.87		0.87	
105	Richards Rd	SE Eastgate Way	0.78		0.78	
202	128th Ave SE/Ne	SE Newport Way	0.76		0.76	
203	SE Newport Way	Coal Creek Pkwy	0.79		0.79	
204	128th Ave SE	SE 36th Street	0.96	1	0.96	1
220	I-405 NB Ramps	Coal Creek Park	0.89		0.90	
221	I-405 SB Ramps	Coal Creek Park	0.80		0.80	
222	128th Ave SE	SE 38th Place	1.01	1	1.01	1
284	124th Ave SE	Coal Creek Park	0.83		0.84	
	Areawide Average >		**0.85**		**0.85**	
LOS Threshold	0.95					
Int Allowance	5			2		2

SUMMARY BY MMA

		Standards	MP6R15		MP6R15+Project	
		Intersection v/c	Intersection v/c	Int	Intersection v/c	Int
Area 1	**North Bellevue**	0.85	**0.59**	**0**	**0.59**	**0**
Area 2	**Bridle Trails**	0.80	**0.65**	**2**	**0.65**	**2**
Area 3	**Downtown**	0.95	**0.71**	**3**	**0.71**	**3**
Area 4	**Wilburton**	0.90	**0.71**	**0**	**0.71**	**0**
Area 5	**Crossroads**	0.90	**0.73**	**0**	**0.73**	**0**
Area 6	**North-East Bellevue**	0.80	**0.69**	**0**	**0.69**	**0**
Area 7	**South-Bellevue**	0.85	**0.79**	**2**	**0.79**	**2**
Area 8	**Richards Valley**	0.85	**0.71**	**2**	**0.71**	**2**
Area 9	**East Bellevue**	0.85	**0.79**	**3**	**0.79**	**3**
Area 10	**Eastgate**	0.90	**0.60**	**0**	**0.60**	**0**
Area 11	**Southeast Bellevue**	0.80	**0.67**	**2**	**0.67**	**2**
Area 12	**Bel-Red/Northup**	0.95	**0.71**	**0**	**0.71**	**0**
Area 13	**Factoria**	0.95	**0.85**	**2**	**0.85**	**2**

Notes: MMA 14 Newport Hills has no signalized intersections, and is therefore not considered here.
Intersection LOS by UFOSNET using HCM 2000 Operation Method

Intersection Level of Service

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	225	70	185	305	75	135	255	170	45	255	85
Future Volume (veh/h)	55	225	70	185	305	75	135	255	170	45	255	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1616	1683	1751	1751
Adj Flow Rate, veh/h	58	237	74	195	321	79	142	268	179	47	268	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	383	119	537	747	633	295	554	358	326	318	106
Arrive On Green	0.06	0.31	0.30	0.20	0.44	0.44	0.11	0.30	0.30	0.06	0.25	0.24
Sat Flow, veh/h	1603	1230	384	1603	1683	1427	1603	1862	1204	1603	1258	418
Grp Volume(v), veh/h	58	0	311	195	321	79	142	229	218	47	0	357
Grp Sat Flow(s),veh/h/ln	1603	0	1614	1603	1683	1427	1603	1599	1467	1603	0	1675
Q Serve(g_s), s	1.7	0.0	14.8	0.0	11.8	2.9	5.6	10.6	11.0	1.7	0.0	18.2
Cycle Q Clear(g_c), s	1.7	0.0	14.8	0.0	11.8	2.9	5.6	10.6	11.0	1.7	0.0	18.2
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.82	1.00		0.25
Lane Grp Cap(c), veh/h	461	0	502	537	747	633	295	476	437	326	0	424
V/C Ratio(X)	0.13	0.00	0.62	0.36	0.43	0.12	0.48	0.48	0.50	0.14	0.00	0.84
Avail Cap(c_a), veh/h	535	0	502	537	747	633	340	476	437	442	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	0.0	26.6	24.2	17.2	14.7	22.5	25.9	26.1	19.8	0.0	32.0
Incr Delay (d2), s/veh	0.0	0.0	5.6	0.2	1.8	0.4	0.5	0.3	0.3	0.1	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	10.5	6.0	8.3	1.8	3.7	7.1	6.8	1.2	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	0.0	32.2	24.4	19.0	15.2	23.0	26.2	26.4	19.9	0.0	42.3
LnGrp LOS	B	A	C	C	B	B	C	C	C	B	A	D
Approach Vol, veh/h		369			595			589			404	
Approach Delay, s/veh		29.1			20.3			25.5			39.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	42.9	8.5	29.8	20.8	31.0	12.5	25.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	28.0	10.0	24.0	10.0	26.0	10.0	24.0
Max Q Clear Time (g_c+I1), s	3.7	13.8	3.7	13.0	2.0	16.8	7.6	20.2
Green Ext Time (p_c), s	0.0	1.4	0.0	1.4	0.4	0.8	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	200	30	115	270	45	25	140	100	20	220	235
Future Volume (veh/h)	135	200	30	115	270	45	25	140	100	20	220	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1616	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	142	211	32	121	284	47	26	147	105	21	232	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	556	1310	196	672	652	108	238	212	152	263	365	325
Arrive On Green	0.09	0.47	0.46	0.09	0.46	0.45	0.05	0.23	0.22	0.05	0.23	0.21
Sat Flow, veh/h	1603	2790	417	1603	1408	233	1603	913	652	1603	1599	1427
Grp Volume(v), veh/h	142	120	123	121	0	331	26	0	252	21	232	247
Grp Sat Flow(s),veh/h/ln	1603	1599	1608	1603	0	1641	1603	0	1566	1603	1599	1427
Q Serve(g_s), s	3.2	3.2	3.3	2.7	0.0	10.2	0.9	0.0	11.1	0.7	9.8	12.2
Cycle Q Clear(g_c), s	3.2	3.2	3.3	2.7	0.0	10.2	0.9	0.0	11.1	0.7	9.8	12.2
Prop In Lane	1.00		0.26	1.00		0.14	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	556	751	755	672	0	760	238	0	364	263	365	325
V/C Ratio(X)	0.26	0.16	0.16	0.18	0.00	0.44	0.11	0.00	0.69	0.08	0.64	0.76
Avail Cap(c_a), veh/h	640	751	755	766	0	760	385	0	438	417	448	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	11.4	11.5	8.0	0.0	13.6	20.6	0.0	26.5	20.4	26.1	27.5
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	0.0	1.8	0.1	0.0	2.4	0.0	1.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	2.1	2.2	1.5	0.0	6.9	0.6	0.0	7.6	0.5	6.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	11.9	12.0	8.1	0.0	15.4	20.7	0.0	28.9	20.4	27.1	32.5
LnGrp LOS	A	B	B	A	A	B	C	A	C	C	C	C
Approach Vol, veh/h		385			452			278			500	
Approach Delay, s/veh		10.8			13.5			28.2			29.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	37.7	6.8	20.4	9.6	38.2	7.1	20.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	9.0	18.0	9.0	19.0	9.0	18.0	9.0	19.0
Max Q Clear Time (g_c+I1), s	5.2	12.2	2.7	13.1	4.7	5.3	2.9	14.2
Green Ext Time (p_c), s	0.1	0.7	0.0	0.5	0.1	0.7	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	25	5	160	45	200	10	225	165	105	160	5
Future Vol, veh/h	10	25	5	160	45	200	10	225	165	105	160	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	26	5	168	47	211	11	237	174	111	168	5
Number of Lanes	0	1	0	0	1	1	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	11	13.1	12.8	12.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	4%	0%	25%	78%	0%	100%	0%
Vol Thru, %	96%	0%	62%	22%	0%	0%	97%
Vol Right, %	0%	100%	12%	0%	100%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	165	40	205	200	105	165
LT Vol	10	0	10	160	0	105	0
Through Vol	225	0	25	45	0	0	160
RT Vol	0	165	5	0	200	0	5
Lane Flow Rate	247	174	42	216	211	111	174
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.443	0.276	0.085	0.417	0.342	0.218	0.317
Departure Headway (Hd)	6.445	5.711	7.271	6.95	5.845	7.094	6.563
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	557	625	490	516	613	504	545
Service Time	4.209	3.475	5.361	4.711	3.605	4.864	4.332
HCM Lane V/C Ratio	0.443	0.278	0.086	0.419	0.344	0.22	0.319
HCM Control Delay	14.3	10.7	11	14.6	11.6	11.8	12.4
HCM Lane LOS	B	B	B	B	B	B	B
HCM 95th-tile Q	2.3	1.1	0.3	2	1.5	0.8	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	230	70	185	305	75	135	265	170	45	260	85
Future Volume (veh/h)	60	230	70	185	305	75	135	265	170	45	260	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1616	1683	1751	1751
Adj Flow Rate, veh/h	63	242	74	195	321	79	142	279	179	47	274	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	385	118	529	739	627	295	506	678	313	324	105
Arrive On Green	0.07	0.31	0.30	0.19	0.44	0.44	0.11	0.30	0.30	0.06	0.26	0.24
Sat Flow, veh/h	1603	1237	378	1603	1683	1427	1603	1683	1369	1603	1266	411
Grp Volume(v), veh/h	63	0	316	195	321	79	142	279	179	47	0	363
Grp Sat Flow(s),veh/h/ln	1603	0	1615	1603	1683	1427	1603	1683	1369	1603	0	1677
Q Serve(g_s), s	1.8	0.0	15.1	0.0	11.9	3.0	5.6	12.5	1.0	1.7	0.0	18.5
Cycle Q Clear(g_c), s	1.8	0.0	15.1	0.0	11.9	3.0	5.6	12.5	1.0	1.7	0.0	18.5
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	459	0	503	529	739	627	295	506	678	313	0	429
V/C Ratio(X)	0.14	0.00	0.63	0.37	0.43	0.13	0.48	0.55	0.26	0.15	0.00	0.85
Avail Cap(c_a), veh/h	530	0	503	529	739	627	340	506	678	429	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	26.7	24.7	17.5	15.0	22.4	26.4	5.6	19.8	0.0	31.9
Incr Delay (d2), s/veh	0.1	0.0	5.9	0.2	1.9	0.4	0.5	0.8	0.1	0.1	0.0	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	6.5	3.4	4.8	1.0	2.1	5.0	1.1	0.6	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	32.5	24.8	19.3	15.4	22.9	27.2	5.7	19.9	0.0	42.7
LnGrp LOS	B	A	C	C	B	B	C	C	A	B	A	D
Approach Vol, veh/h		379			595			600			410	
Approach Delay, s/veh		29.2			20.6			19.7			40.1	
Approach LOS		C			C			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.5	8.5	30.0	20.5	31.0	12.5	26.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	28.0	10.0	24.0	10.0	26.0	10.0	24.0
Max Q Clear Time (g_c+I1), s	3.8	13.9	3.7	14.5	2.0	17.1	7.6	20.5
Green Ext Time (p_c), s	0.0	1.4	0.0	1.3	0.4	0.8	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	200	30	115	270	45	25	150	105	20	220	235
Future Volume (veh/h)	140	200	30	115	270	45	25	150	105	20	220	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1616	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	147	211	32	121	284	47	26	158	111	21	232	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	557	1310	196	672	649	107	238	214	150	250	365	325
Arrive On Green	0.10	0.47	0.46	0.09	0.46	0.45	0.05	0.23	0.22	0.05	0.23	0.21
Sat Flow, veh/h	1603	2790	417	1603	1408	233	1603	920	647	1603	1599	1427
Grp Volume(v), veh/h	147	120	123	121	0	331	26	0	269	21	232	247
Grp Sat Flow(s),veh/h/ln	1603	1599	1608	1603	0	1641	1603	0	1567	1603	1599	1427
Q Serve(g_s), s	3.4	3.2	3.3	2.7	0.0	10.2	0.9	0.0	12.0	0.7	9.8	12.2
Cycle Q Clear(g_c), s	3.4	3.2	3.3	2.7	0.0	10.2	0.9	0.0	12.0	0.7	9.8	12.2
Prop In Lane	1.00		0.26	1.00		0.14	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	557	751	755	672	0	756	238	0	364	250	365	325
V/C Ratio(X)	0.26	0.16	0.16	0.18	0.00	0.44	0.11	0.00	0.74	0.08	0.64	0.76
Avail Cap(c_a), veh/h	637	751	755	766	0	756	385	0	439	404	448	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	11.4	11.5	8.0	0.0	13.7	20.6	0.0	26.9	20.5	26.1	27.5
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	0.0	1.8	0.1	0.0	3.9	0.1	1.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	1.2	0.8	0.0	3.9	0.3	0.0	4.7	0.3	3.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	11.9	12.0	8.1	0.0	15.6	20.7	0.0	30.8	20.6	27.1	32.5
LnGrp LOS	A	B	B	A	A	B	C	A	C	C	C	C
Approach Vol, veh/h		390			452			295			500	
Approach Delay, s/veh		10.8			13.6			29.9			29.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	37.6	6.8	20.4	9.6	38.2	7.1	20.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	9.0	18.0	9.0	19.0	9.0	18.0	9.0	19.0
Max Q Clear Time (g_c+I1), s	5.4	12.2	2.7	14.0	4.7	5.3	2.9	14.2
Green Ext Time (p_c), s	0.1	0.7	0.0	0.5	0.1	0.7	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	42	432	448	284
Demand Flow Rate, veh/h	43	440	456	289
Vehicles Circulating, veh/h	461	290	151	236
Vehicles Exiting, veh/h	64	317	353	494
Ped Vol Crossing Leg, #/h	10	10	10	10
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.7	8.4	7.0	5.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	43	440	456	289
Cap Entry Lane, veh/h	862	1027	1183	1085
Entry HV Adj Factor	0.988	0.982	0.982	0.981
Flow Entry, veh/h	42	432	448	284
Cap Entry, veh/h	850	1007	1160	1063
V/C Ratio	0.050	0.429	0.386	0.267
Control Delay, s/veh	4.7	8.4	7.0	5.9
LOS	A	A	A	A
95th %tile Queue, veh	0	2	2	1

MOVEMENT SUMMARY

Site: 101 [100th Ave & NE 10th/Belfair Ln w/o Project]

100th Ave & NE 10th St
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: 100th Ave												
3	L2	11	2.0	0.417	10.2	LOS B	2.6	67.2	0.42	0.55	0.42	35.5
8	T1	263	2.0	0.417	5.7	LOS A	2.6	67.2	0.42	0.55	0.42	35.6
18	R2	174	2.0	0.417	5.5	LOS A	2.6	67.2	0.42	0.55	0.42	34.8
Approach		447	2.0	0.417	5.7	LOS A	2.6	67.2	0.42	0.55	0.42	35.3
East: NE 10th St												
1	L2	174	2.0	0.451	11.2	LOS B	2.9	73.5	0.58	0.71	0.58	34.4
6	T1	47	2.0	0.451	6.7	LOS A	2.9	73.5	0.58	0.71	0.58	34.6
16	R2	211	2.0	0.451	6.5	LOS A	2.9	73.5	0.58	0.71	0.58	33.8
Approach		432	2.0	0.451	8.4	LOS A	2.9	73.5	0.58	0.71	0.58	34.2
North: 100th Ave												
7	L2	111	2.0	0.287	10.5	LOS B	1.6	41.4	0.47	0.63	0.47	34.5
4	T1	168	2.0	0.287	6.0	LOS A	1.6	41.4	0.47	0.63	0.47	34.7
14	R2	5	2.0	0.287	5.8	LOS A	1.6	41.4	0.47	0.63	0.47	33.9
Approach		284	2.0	0.287	7.8	LOS A	1.6	41.4	0.47	0.63	0.47	34.6
West: Belfair Ln												
5	L2	11	2.0	0.050	11.4	LOS B	0.2	5.9	0.51	0.63	0.51	34.6
2	T1	26	2.0	0.050	6.9	LOS A	0.2	5.9	0.51	0.63	0.51	34.8
12	R2	5	2.0	0.050	6.7	LOS A	0.2	5.9	0.51	0.63	0.51	34.0
Approach		42	2.0	0.050	8.0	LOS A	0.2	5.9	0.51	0.63	0.51	34.6
All Vehicles		1205	2.0	0.451	7.3	LOS A	2.9	73.5	0.49	0.63	0.49	34.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	230	70	185	305	81	273	265	170	48	266	85
Future Volume (veh/h)	60	230	70	185	305	81	273	265	170	48	266	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1616	1683	1751	1751
Adj Flow Rate, veh/h	63	242	74	195	321	85	287	279	179	51	280	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	423	385	118	479	687	582	339	556	676	345	330	105
Arrive On Green	0.07	0.31	0.30	0.16	0.41	0.41	0.13	0.33	0.33	0.06	0.26	0.25
Sat Flow, veh/h	1603	1237	378	1603	1683	1427	1603	1683	1369	1603	1273	405
Grp Volume(v), veh/h	63	0	316	195	321	85	287	279	179	51	0	369
Grp Sat Flow(s),veh/h/ln	1603	0	1615	1603	1683	1427	1603	1683	1369	1603	0	1678
Q Serve(g_s), s	1.9	0.0	15.1	0.0	12.6	3.4	11.9	12.0	1.0	1.8	0.0	18.8
Cycle Q Clear(g_c), s	1.9	0.0	15.1	0.0	12.6	3.4	11.9	12.0	1.0	1.8	0.0	18.8
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	423	0	503	479	687	582	339	556	676	345	0	434
V/C Ratio(X)	0.15	0.00	0.63	0.41	0.47	0.15	0.85	0.50	0.26	0.15	0.00	0.85
Avail Cap(c_a), veh/h	495	0	503	479	687	582	339	556	676	459	0	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	26.7	27.0	19.5	16.8	22.9	24.2	5.7	18.0	0.0	31.8
Incr Delay (d2), s/veh	0.1	0.0	5.9	0.2	2.3	0.5	16.8	0.3	0.1	0.1	0.0	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	6.5	3.5	5.2	1.2	5.9	4.7	1.1	0.7	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	32.5	27.2	21.8	17.3	39.7	24.5	5.7	18.1	0.0	43.0
LnGrp LOS	B	A	C	C	C	B	D	C	A	B	A	D
Approach Vol, veh/h		379			601			745			420	
Approach Delay, s/veh		29.4			22.9			25.9			40.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	39.7	8.6	32.7	17.7	31.0	15.0	26.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	28.0	10.0	24.0	10.0	26.0	10.0	24.0
Max Q Clear Time (g_c+I1), s	3.9	14.6	3.8	14.0	2.0	17.1	13.9	20.8
Green Ext Time (p_c), s	0.0	1.4	0.0	1.4	0.4	0.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	204	30	115	279	45	25	150	105	238	220	235
Future Volume (veh/h)	142	204	30	115	279	45	25	150	105	238	220	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1616	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	149	215	32	121	294	47	26	158	111	251	232	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	453	1063	156	578	519	83	322	204	143	391	501	447
Arrive On Green	0.11	0.38	0.37	0.09	0.37	0.35	0.05	0.22	0.21	0.15	0.31	0.30
Sat Flow, veh/h	1603	2798	411	1603	1416	226	1603	920	647	1603	1599	1427
Grp Volume(v), veh/h	149	122	125	121	0	341	26	0	269	251	232	247
Grp Sat Flow(s),veh/h/ln	1603	1599	1609	1603	0	1643	1603	0	1567	1603	1599	1427
Q Serve(g_s), s	4.1	3.8	3.9	3.2	0.0	12.5	0.8	0.0	12.1	8.8	8.7	10.9
Cycle Q Clear(g_c), s	4.1	3.8	3.9	3.2	0.0	12.5	0.8	0.0	12.1	8.8	8.7	10.9
Prop In Lane	1.00		0.26	1.00		0.14	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	453	608	612	578	0	602	322	0	347	391	501	447
V/C Ratio(X)	0.33	0.20	0.21	0.21	0.00	0.57	0.08	0.00	0.78	0.64	0.46	0.55
Avail Cap(c_a), veh/h	519	608	612	665	0	602	470	0	439	391	501	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	15.6	15.7	11.4	0.0	19.0	16.1	0.0	27.7	19.1	20.7	21.8
Incr Delay (d2), s/veh	0.2	0.7	0.8	0.1	0.0	3.8	0.0	0.0	5.0	2.8	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	1.5	1.1	0.0	5.1	0.3	0.0	4.8	3.4	3.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	16.3	16.5	11.5	0.0	22.9	16.1	0.0	32.6	21.9	20.9	22.7
LnGrp LOS	B	B	B	B	A	C	B	A	C	C	C	C
Approach Vol, veh/h		396			462			295			730	
Approach Delay, s/veh		15.1			19.9			31.2			21.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	30.5	14.0	19.6	9.9	31.5	7.1	26.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	9.0	18.0	9.0	19.0	9.0	18.0	9.0	19.0
Max Q Clear Time (g_c+I1), s	6.1	14.5	10.8	14.1	5.2	5.9	2.8	12.9
Green Ext Time (p_c), s	0.1	0.5	0.0	0.5	0.1	0.7	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	42	481	458	300
Demand Flow Rate, veh/h	43	490	466	306
Vehicles Circulating, veh/h	528	300	157	286
Vehicles Exiting, veh/h	64	323	414	504
Ped Vol Crossing Leg, #/h	10	10	10	10
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.1	9.4	7.1	6.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	43	490	466	306
Cap Entry Lane, veh/h	805	1016	1176	1031
Entry HV Adj Factor	0.988	0.982	0.982	0.982
Flow Entry, veh/h	42	481	458	300
Cap Entry, veh/h	794	996	1153	1011
V/C Ratio	0.053	0.483	0.397	0.297
Control Delay, s/veh	5.1	9.4	7.1	6.5
LOS	A	A	A	A
95th %tile Queue, veh	0	3	2	1

MOVEMENT SUMMARY

Site: 101 [100th Ave & NE 10th/Belfair Ln w Project]

100th Ave & NE 10th St
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: 100th Ave												
3	L2	11	2.0	0.430	10.2	LOS B	2.8	70.8	0.44	0.56	0.44	35.4
8	T1	273	2.0	0.430	5.8	LOS A	2.8	70.8	0.44	0.56	0.44	35.6
18	R2	174	2.0	0.430	5.6	LOS A	2.8	70.8	0.44	0.56	0.44	34.7
Approach		457	2.0	0.430	5.8	LOS A	2.8	70.8	0.44	0.56	0.44	35.3
East: NE 10th St												
1	L2	223	2.0	0.509	11.4	LOS B	3.5	88.1	0.62	0.73	0.62	34.2
6	T1	47	2.0	0.509	7.0	LOS A	3.5	88.1	0.62	0.73	0.62	34.4
16	R2	211	2.0	0.509	6.7	LOS A	3.5	88.1	0.62	0.73	0.62	33.6
Approach		481	2.0	0.509	8.9	LOS A	3.5	88.1	0.62	0.73	0.62	33.9
North: 100th Ave												
7	L2	117	2.0	0.318	10.9	LOS B	1.9	47.3	0.53	0.67	0.53	34.4
4	T1	178	2.0	0.318	6.4	LOS A	1.9	47.3	0.53	0.67	0.53	34.5
14	R2	5	2.0	0.318	6.2	LOS A	1.9	47.3	0.53	0.67	0.53	33.7
Approach		300	2.0	0.318	8.1	LOS A	1.9	47.3	0.53	0.67	0.53	34.4
West: Belfair Ln												
5	L2	11	2.0	0.053	11.8	LOS B	0.3	6.4	0.55	0.65	0.55	34.4
2	T1	26	2.0	0.053	7.3	LOS A	0.3	6.4	0.55	0.65	0.55	34.6
12	R2	5	2.0	0.053	7.1	LOS A	0.3	6.4	0.55	0.65	0.55	33.8
Approach		42	2.0	0.053	8.4	LOS A	0.3	6.4	0.55	0.65	0.55	34.5
All Vehicles		1280	2.0	0.509	7.6	LOS A	3.5	88.1	0.53	0.65	0.53	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	3	460	21	5	270
Future Vol, veh/h	15	3	460	21	5	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	3	484	22	5	284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	789	495	0	0	506	0
Stage 1	495	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	359	575	-	-	1059	-
Stage 1	613	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	357	575	-	-	1059	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	381	1059	-
HCM Lane V/C Ratio	-	-	0.05	0.005	-
HCM Control Delay (s)	-	-	14.9	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Republic Services Letter and Garbage Truck Turn Templates

1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

To: Ed Linardic
c/o: LDG Architects
6525 15th Ave NE, suite 220
Seattle, WA 98117

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 January 9th, 2020 for the property known as: Pinnacle Apartments, 19-119784-LD Pinnacle 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 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.

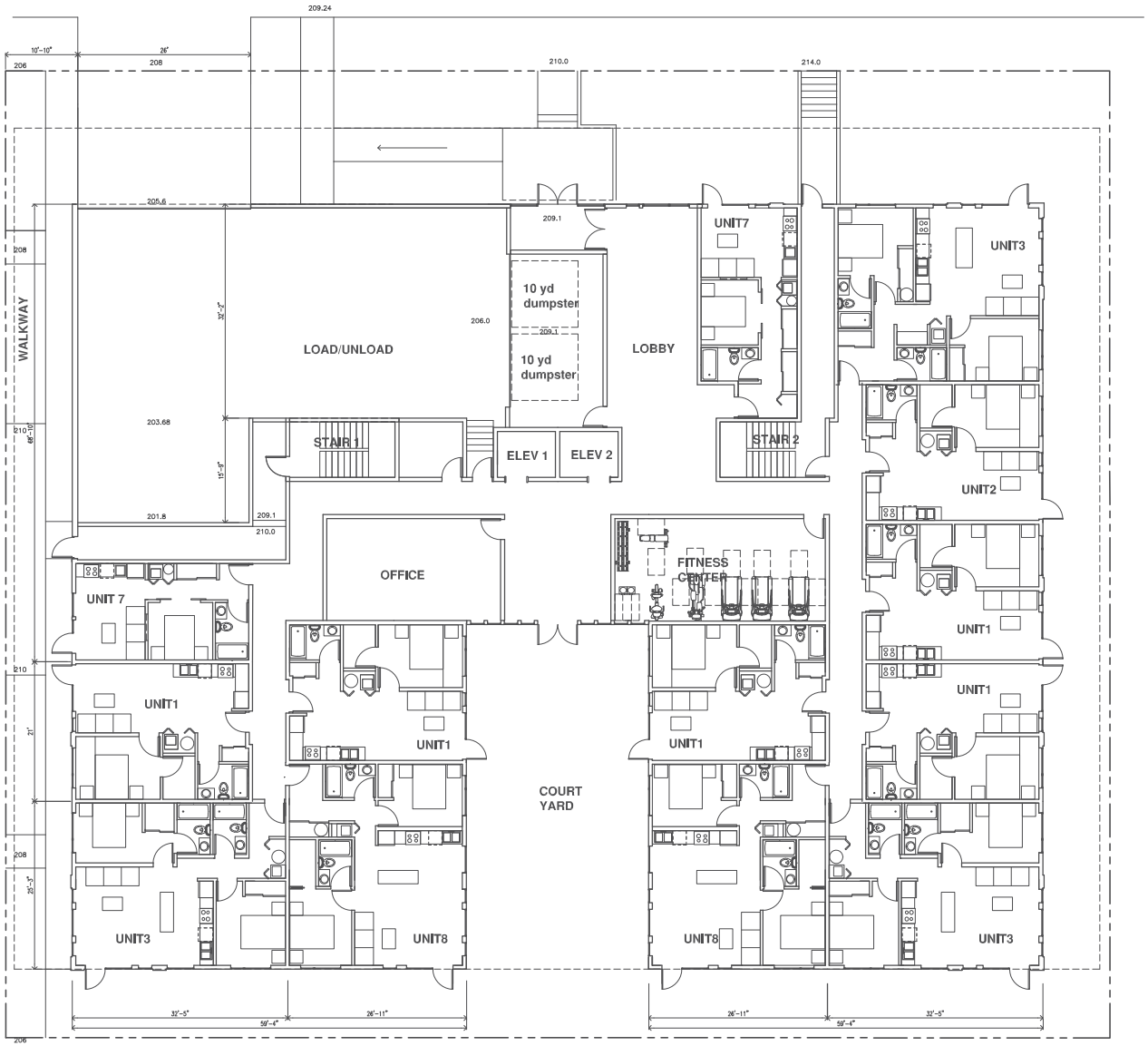
Thank you, if you have any questions please contact Republic Services.

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.



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

LDG architects
linardic design group . architects
6525 15TH AVE NW, suite 220
seattle, wa 98117 (206)283-4764

NOT PUBLISHED. ALL RIGHTS RESERVED. THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS DESIGNS AND ARRANGEMENTS REPRESENT THEREBY ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT. NO PART THEREOF SHALL BE REPRODUCED, SOLD, PUBLISHED, OR OTHERWISE USED WITHOUT THE PRIOR WRITTEN CONSENT OF AND APPROPRIATE COMPENSATION TO THE ARCHITECT. VISUAL CONTACT WITH THE ABOVE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS

REGISTERED ARCHITECTS
CDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:

PINNACLE APTS
For
Pinnacle Bellevue Development LLC

BELLEVUE, WA

sheet title:

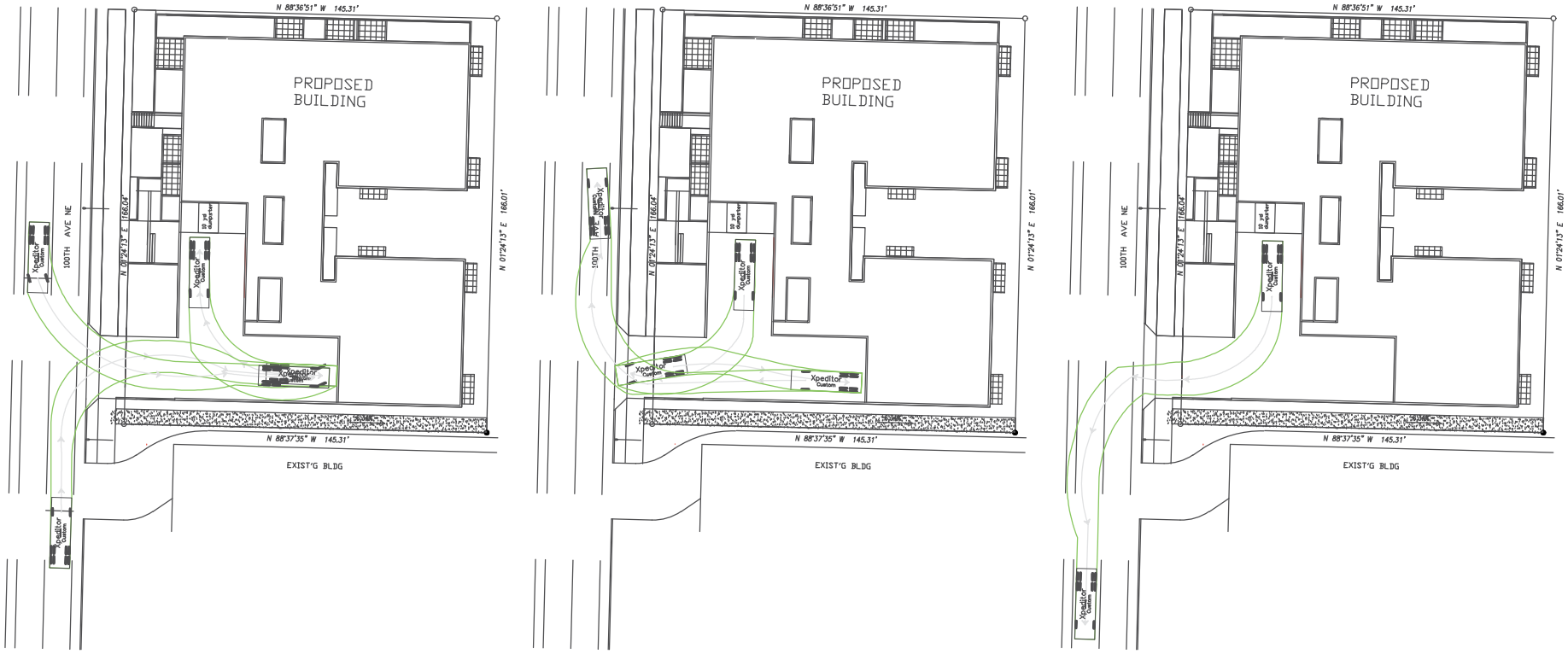
1ST FLOOR PLAN

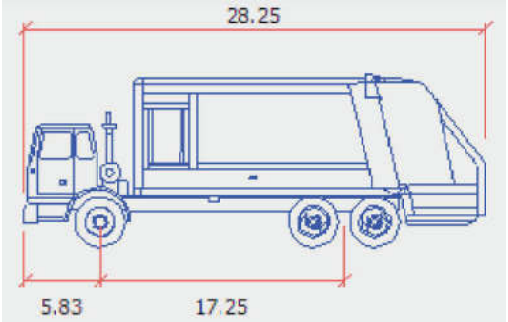
no:	revisions	date:

job no:
draw:
checked:
date: 7-15-19

sheet no:

A2.2





XPEDITOR - VEHICLE

DRAFT REAR LOAD GARBAGE TRUCK AUTO TURN EXHIBIT

PINNACLE BELLEVUE DEVELOPMENT LLC

2020-01-09

July 27, 2020

To: Edi Linardic, LDG Architects

From: Jeff Hee, Transportation Solutions

Subject: Pinnacle Bellevue Development
1036 & 1044 100th Avenue NE
Addendum to Respond to City of Bellevue Comments

Project: No. 19-119787-LD

JEFFREY P K HEE
STATE OF WASHINGTON
48617
REGISTERED
PROFESSIONAL ENGINEER
7/27/2020

This addendum responds to comments on the Traffic Report from Orooba Mohammed, City of Bellevue Transportation Department, provided in the July 17, 2020 Revision Request Letter 3.

Traffic Report (comments):

1.a) The traffic analysis utilized traffic volume from 2018, has a growth rate been added to account for 2019 when the existing analysis was done?
1.b) Crash history: Safety analysis using WADOT Safety Analysis Guide is required to confirm that crash rate is decreasing, and it is below the critical crash rate.

These are new comments, not included in Revision Request #2, dated April 1, 2020.

Response 1.a). Without-Project traffic volumes in the Traffic Report were provided by the City of Bellevue for years 2018 and 2023. Peak hour traffic growth between year 2018 and the 2023 forecast computed at the study intersections is as follows:

- 100th Ave/8th St. 0.53% per year
- 100th Ave/10th St. 0.32% per year
- 102nd Ave/10th St. 0.32% per year

Typically, growth rates are applied to existing traffic volumes to forecast future volume conditions. A 0.53% increase at the study intersections shows very negligible changes in traffic volumes. Table A provides the math. With negligible growth in the study area, the level-of-service analysis in the Traffic Report, for the existing conditions does not change and no new analysis is warranted.

Table A. 2019 Intersection Volumes

Intersection	2018 Intersection Volume [1]	2023 Intersection Volume [2]	Computed Annual Growth Rate	2019 Volume (0.53% growth) [3]
100th Ave/8th St	1,115	1,145	0.53%	1,115
100th Ave/10th St	1,535	1,560	0.32%	1,535
102nd Ave/10th St	1,860	1,890	0.32%	1,860

1. From the City of Bellevue, rounded to the nearest multiple of 5. See Traffic Report Page 3.
2. From the City of Bellevue BKR Model, rounded to the nearest multiple of 5. See Traffic Report Page 6.
3. Year 2018 volumes increased by 0.53%, rounded to the nearest multiple of 5.

Response 1.b). For the Traffic Report crash trends were reviewed on 100th Ave NE from NE 12th Street to NE 8th Street and on NE 10th Street NE from 100th Ave NE to 102nd Ave NE. Annual crashes in this area decreased between from 2016 to 2018 and no fatalities were reported.

To supplement these conclusions, the WSDOT Safety Analysis Guide/Highway Safety Manual was used to predict potential impacts near the site. Table B summarizes the analysis.

Table B. Crash Analysis Results - Total Crashes pea Year

Location	Predicted Average Crash Frequency	Expected Average Crash Frequency	Potential for Improvement
Individual Segments			
100th Ave NE from 12th to NE 10th St	0.3	0.3	0.0
100th Ave NE from 10th to NE 8th St	0.3	0.7	0.4
NE 10th ST from 100th to 102nd Ave NE	0.4	0.3	0.0
Intersection			
100th Ave NE at NE 10th St	1.8	1.4	0.0
100th Ave NE at NE 8th St	1.5	2.2	0.7
102nd Ave NE at NE 10th St	1.9	1.1	0.0
Combined	6.1	6.0	0.0

Overall, the “study area” does not suggest the potential need for a safety improvement, consistent with the conclusions from the Traffic Report. We note that the roundabout at 100th Ave NE and NE 8th Street was not completed during the time when the crash data was compiled; however, roundabouts, typically, reduce the severity of collisions, which is expected in the study area.

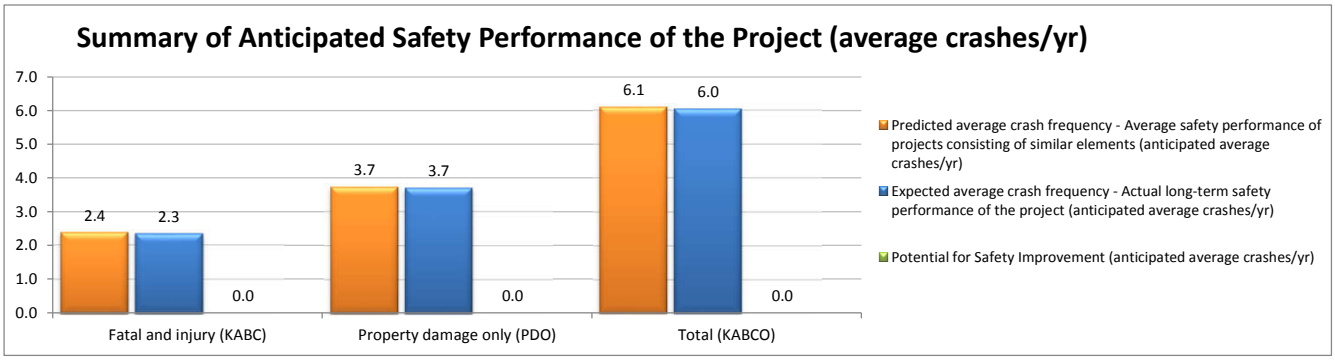
The crash analysis above shows some potential for improvements on 100th Ave NE from NE 10th Street to NE 8th Street and at 100th Ave NE and NE 8th Street. The segment and intersection do not front the project and are indirectly impacted by project generated trips. The roundabout, recently installed at 100th Ave NE and NE 8th Street, may alleviate some of the collision frequency on 100th Ave NE since an existing residential driveway, on 100th Ave NE, is location directly south of NE 8th Street. The project is not anticipated to trigger the need to improve 100th Ave NE and NE 10th Street.

I trust that this addendum will satisfy the City of Bellevue’s review of the Traffic Report.

PROJECT SAFETY PERFORMANCE SUMMARY REPORT

General Information		
Project Name	Pinnacle 1036 and 1044 100 AVE NE	
Project Description	109 multifamily units	
Reference Number	19-119784-LD	
Analyst	Jeff Hee	
Agency/Company	Bellevue	
Contact Email	jeffH@tsinw.com	
Contact Phone	(425) 883-4134	
Date Completed	05/12/11	Years of crash data incorporated into the analysis: 3

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	Expected average crash frequency $N_{expected\ (KABCO)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (KABC)}$	Expected average crash frequency $N_{expected\ (KABC)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (O)}$	Expected average crash frequency $N_{expected\ (O)}$	Potential for Improvement
INDIVIDUAL SEGMENTS									
Segment 1	0.3	0.3	0.0	0.1	0.1	0.0	0.2	0.2	0.0
Segment 2	0.3	0.7	0.4	0.1	0.2	0.1	0.2	0.5	0.3
Segment 3	0.4	0.3	0.0	0.1	0.1	0.0	0.3	0.2	0.0
INDIVIDUAL INTERSECTIONS									
Intersection 1	1.8	1.4	0.0	0.7	0.5	0.0	1.1	0.9	0.0
Intersection 2	1.5	2.2	0.7	0.6	0.9	0.3	0.9	1.3	0.4
Intersection 3	1.9	1.1	0.0	0.8	0.5	0.0	1.1	0.7	0.0
COMBINED (sum of column)	6.1	6.0	0.0	2.4	2.3	0.0	3.7	3.7	0.0

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Urban and Suburban Arterial Project

Crash severity level	$N_{predicted(PROJECT)}$ Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	$N_{expected\ (PROJECT)}$ Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	$N_{potential\ for\ improvement\ (PROJECT)}$ Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	2.4	2.3	N/A
Property damage only (PDO)	3.7	3.7	N/A
Total (KABCO)	6.1	6.0	N/A

HSM1 Extended Spreadsheet for Part C Chapter 12 v.9

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

1. It is anticipated that the project will, on average, experience 6 crashes per year (2.3 fatal and injury crashes per year; and 3.7 property damage only crashes per year).

2. A similar project is anticipated, on average, to experience 6.1 crashes per year (2.4 fatal and injury crashes per year; and 3.7 property damage only crashes per year).

#VALUE!

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

ATTACHMENT G
Republic Services Letter

1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

To: Ed Linardic
c/o: LDG Architects
6525 15th Ave NE, suite 220
Seattle, WA 98117

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 January 9th, 2020 for the property known as: Pinnacle Apartments, 19-119784-LD Pinnacle 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 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.

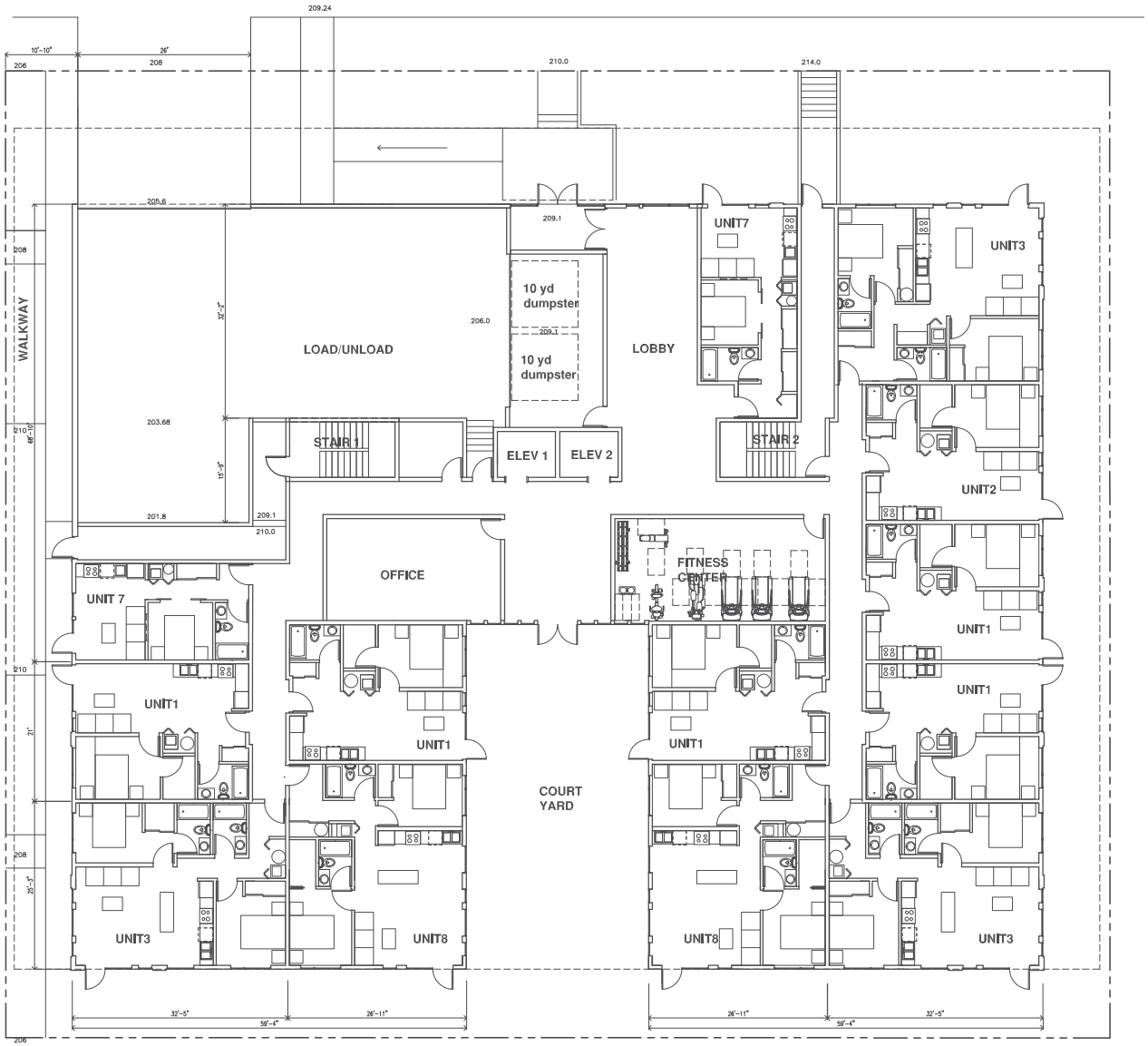
Thank you, if you have any questions please contact Republic Services.

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.



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

LDG architects
linardic design group . architects
6525 15TH AVE NW, suite 220
seattle, wa 98117 (206)283-4764

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REGISTERED ARCHITECTS
CDI LINARDIC
STATE OF WASHINGTON

consultants:

project title:

PINNACLE APTS
For
Pinnacle Bellevue Development LLC

BELLEVUE, WA

sheet title:

1ST FLOOR PLAN

no:	revisions	date:

job no:
draw:
checked:
date: 7-15-19

sheet no:

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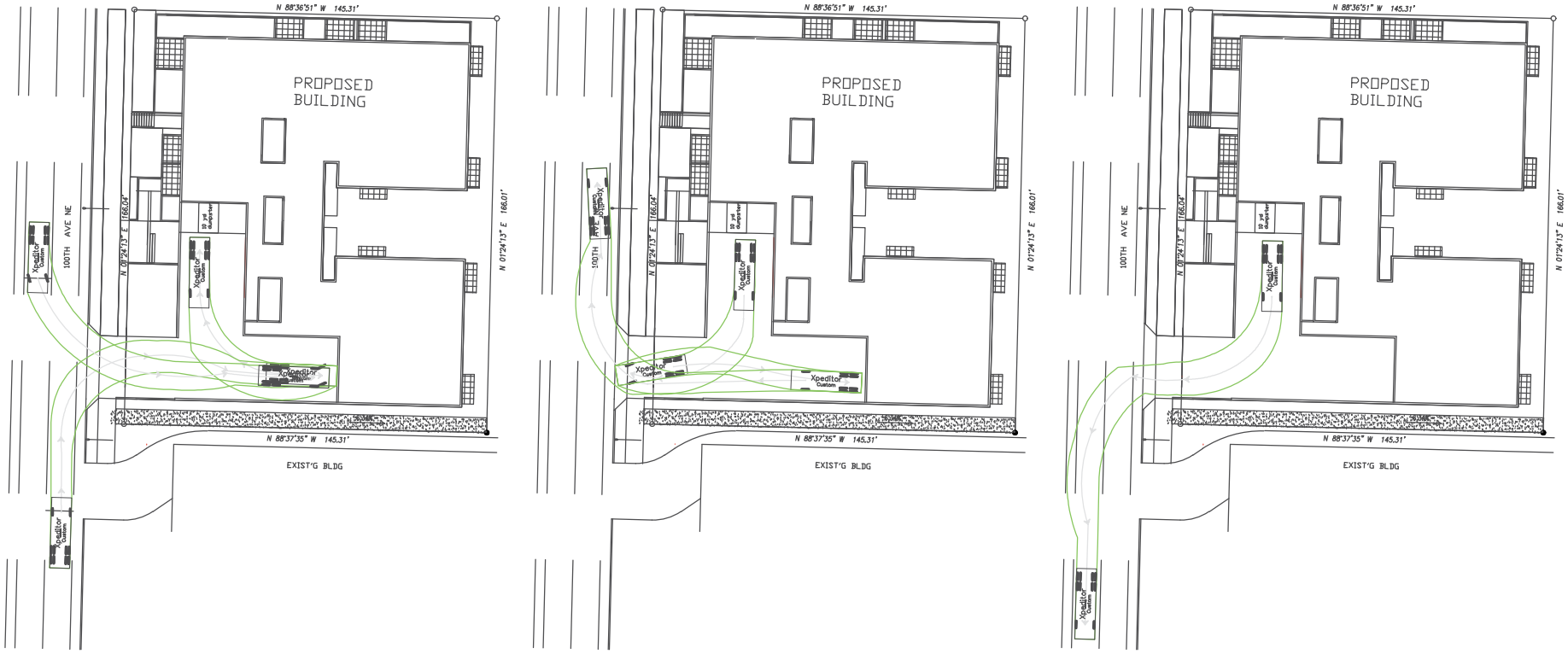

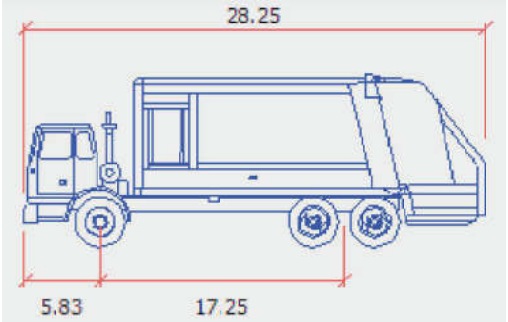

XPEDITOR - VEHICLE

DRAFT REAR LOAD GARBAGE TRUCK AUTO TURN EXHIBIT

PINNACLE BELLEVUE DEVELOPMENT LLC

2020-01-09