Map Title

Legend

Core

City Limits

City Parks

Other Parks

9/08/2026

0 500 1000 ft

North

Notes

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

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

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

The attached materials are being sent to you pursuant to the requirements for the Optional DNS Process (WAC 197-11-355). A DNS on the attached proposal is likely. This may be the only opportunity to comment on environmental impacts of the proposal. Mitigation measures from standard codes will apply. Project review may require mitigation regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for this proposal may be obtained upon request.

File No. 26-120531-LP

Project Name/Address: Spring District MDP Rev 12 – North Blocks Multifamily: 1209 124th Ave NE

Planner: Jim Harris
(425) 452-5278
JAHarris@bellevuewa.gov

Minimum Comment Period: 14 days: September 30, 2026

Materials included in this Notice:

- ☑ Blue Bulletin
- ☑ Checklist
- ☑ Vicinity Map
- ☑ Plans
- ☐ Other:

OTHERS TO RECEIVE THIS DOCUMENT:

- ☑ State Department of Fish and Wildlife
- ☑ State Department of Ecology, Shoreline Planner N.W. Region
- ☑ Army Corps of Engineers
- ☑ Attorney General
- ☑ Muckleshoot Indian Tribe

Annotated 9/3/2026
Jim Harris - Land Use Planner

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: The Spring District Master Development Plan
2. Name of applicant: Wright Runstad & Company
3. Contact person: Carolyn Wennblom Phone: 206-805-5830
4. Contact person address: 1201 Third Avenue, Suite 2700, Seattle, WA 98101
5. Date this checklist was prepared: October 27, 2021, revised 08/06/2026
6. Agency requesting the checklist: City of Bellevue

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

Phase 1 is expected to begin as early as the first quarter 2012 with full build-out expected in the next 15 years.

Updated response: Phase 1 began in 2012 with full build-out of all phases originally expected over a 15-year period. The applicant is changing the development allocation and configuration of parcels in the "North Blocks" (those north of the Sound Transit LRT alignment). These parcels lie within Phase 5 (Parcels 1, 2, 5B) and Phase 6 (Parcel 3B). The anticipated completion schedule for these buildings and associated infrastructure is within the next five years, which complies with the Development Agreement.

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

The development will be completed in seven distinct phases, as described generally next.

- Phase 1a includes the first residential buildings along the south end of the property, two office buildings with ground-floor retail, and an interim park to meet park space requirements per the Development Agreement.
- Phase 1b includes the addition of more office development and ground-floor retail space;
- Phase 2 includes City roadway improvements, the arrival of the Sound Transit Light Rail Transit (LRT) station, and the permanent placement of the active and passive park spaces;
- Phase 3 includes additional office and retail space;
- Phase 4 adds a landmark hotel that will provide an additional entry to the LRT station;
- Phase 5 adds development north of NE 16th Street including residential and office/retail space; and
- Phase 6 adds the final office building and residential complex.

Each phase of development will go through administrative design review and will be subject to applicable regulations and policies in effect at the time of application.

Additional response: This MDP amendment affects Parcels 1, 2, 3B, 4B, and 5B in the North Blocks. Within these parcels for Phases 5 and 6 of the development, this revision reduces the number and square footage of commercial buildings and increases the

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square footage of residential use with three new residential buildings. It also specifies a park/open space use on Tract Q.

Since the original MDP, the development's phasing has been adjusted through a series of approved MDP Amendments, and the number of buildings has been reduced from 29 to 23. These amendments to the original MDP are reflected in the revised phasing below.

- *Phase 1a includes the first residential buildings along the south end of the property, a commercial/office building with ground-floor retail, and a park/open space.*
- *Phase 1b included the addition of two commercial/office buildings with ground-floor retail, additional residential as well as park space to meet park space requirements per the Development Agreement.*
- *Phase 1c was added and included one residential building.*
- *Phase 1d was added and initially included a commercial/office building with ground floor retail. Through a previous land use exemption, the retail was removed and now includes only commercial/office use.*
- *Phase 1e was added and included an additional commercial/office building with retail as well as park/open space.*
- *Phase 2 includes City roadway improvements, the arrival of the Sound Transit Light Rail Transit (LRT) station, and the permanent placement of the active and passive park spaces.*
- *Phase 3 includes five buildings with associated retail space and park/open space. Four of the buildings are commercial/office use and one building, Block 15, which was previously commercial/office use will be modified to residential use through a separate land use code exemption (LUX) application.*
- *Phase 4 was revised to include two commercial/office buildings and the hotel was removed.*
- *Phase 5 adds development north of NE 16th Street including two multifamily residential buildings. The originally planned three commercial/office buildings were consolidated into two buildings and their use has been changed to residential. In addition, a linear park/open space is created on new Tract Q, along with a pedestrian connection that links the north blocks with the light rail station, the southern portion of the Spring District, and 120th Ave NE*
- *Phase 6 adds the final two buildings - one with residential and retail and a second with hotel and retail.*

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

An FEIS for the BelRed Corridor Project was issued by the City of Bellevue in July of 2007. The FEIS designates a Preferred Alternative, identified by the BelRed Steering Committee in May 2007, which would increase density in the western half of the BelRed Corridor by including three closely spaced development nodes in the vicinity of Overlake Hospital Medical Center (OHMC), 122nd, and 130th Avenues NE.

An FEIS for the Sound Transit East Link project through BelRed, and specifically the Spring District site, was completed in 2011. The FEIS was prepared by the Federal Transit Administration, Sound Transit and the Washington State Department of Transportation and identified the preferred alternative for Segment D, which bisects the Spring District property. The study evaluated the environmental impacts and identified mitigation measures for the rail and station alignments. The selected alignment is the below-grade station (120th Station, later named Spring Station), which is under construction.

The FEIS for the City of Bellevue's 2024–2044 Comprehensive Plan periodic update, including the BelRed Subarea Plan, was issued on February 1, 2024. This updated analysis captures the development patterns and forecasted growth as a result of the City's long-range planning. Each phase or project within the Spring District has built on the City's comprehensive environmental analysis and has been issued individual Determinations of Non-Significance by the City of Bellevue State Environmental Policy Act (SEPA) official.

Geotechnical Engineering Report by GeoEngineers dated 6/2026

Traffic Impact Analysis by TENW dated 8/2026

Phase I Environmental Site Assessment with Technical Memo by GeoEngineers dated 6/4/2026

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.

The Sound Transit East Link project will affect this proposal. The light rail alignment will transect the project site between NE 15th Street and NE 16th Street.

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The East Link project adjacent to the site has been completed. This MDP amendment does not affect this response, and there are no other pending government approvals, except for the other pending approvals for this phase of the project.

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

In addition to the Administration Design Approval in accordance with the Master Development Plan, each phase of development will require local permits, including building, clearing and grading, and utilities as well as coverage under Ecology's stormwater general NPDES permit.

This MDP amendment does not affect this response, and these other approvals will be obtained for the proposal.

Binding Site Plan 26-120532-LF and Design Review 26-115221-LD

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.)

The Spring District development encompasses 36.01 acres in the BelRed Subarea. The proposed redevelopment of the industrial complex will transform the area into a transit-oriented, mixed use development containing office space, neighborhood retail space, and housing units.

Additional response: This MDP amendment is for the North Blocks of the Spring District, which includes the northernmost five acres of the Spring District development. The North Blocks will be developed in two distinct phases: Phase 5 will include two residential buildings totaling approximately 496,591SF. This phase will also complete the roadway and utility infrastructure, including private roadways NE 16th Street and the extension of 123rd Avenue NE to the north. Phase 5 will also include a pedestrian connection to the Sound Transit Link Light Rail through to 120th Ave NE. Phase 6 of development includes the construction of an interim condition private NE 16th Street connecting to 120th Avenue NE, one mixed use residential building on Parcel 3-B, which is approximately 251,472 SF. Parcel 4-A will include a mixed use hotel and is south of the North Blocks.

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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.

The proposal area is a 36-acre site and can be accessed from 124th Avenue NE/NE District Way intersection. The site is generally bounded by:

- 120th Avenue NE on the west
- 124th Avenue NE on the east
- NE 12th Street to the south
- The site extends north of the Sound Transit light rail station (Spring Station)

See attached documentation showing the location (map) and its vicinity.
Quarter Section Township Range: SW-28-25-5.

Additional response: The North Blocks are defined by the Spring District property located north of the Sound Transit East Link alignment. The North Blocks are bounded by:

- *The Sound Transit East Link alignment to the south*
- *A private property (not the applicant's) lies to the west with an access from the west at NE 16th Street*
- *A private property (not the applicant's) to the north*
- *A private property/driveway (not the applicant's) to the east, accessed from 124th Avenue NE*

Environmental Elements

Earth

1. General description of the site:

X **Flat**
☐ Rolling
☐ Hilly
☐ Steep Slopes
☐ Mountainous
☐ Other _____

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Like the overall Spring District development, the North Blocks are generally flat as the site was previously developed with warehouse structures. The warehouses were removed for Sound Transit to utilize the site while constructing the light rail station and line. With that construction substantially complete, Sound Transit has finished its use of the site.

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

There was a 50% slope along 120th Avenue NE that was mitigated with previous proposals. The remaining site to be redeveloped is flat.

This MDP amendment does not affect this response.

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.

A geotechnical engineering report dated November 11, 2005, and updated in 2012, found significant fill exists on site consisting of medium dense sand to silty sand and medium stiff to hard sandy silt with varying amounts of gravel and organics. Glacial till was encountered at depths of about 13 feet.

Additional response: Additional geotechnical engineering design reports have been produced for sites within the Spring District, including Parcels 7, 9, 11 (Hart Crowser, March 2017); Block 6 (Hart Crowser, August 2019); and Block 5 (Hart Crowser, November 2019 draft). Geotechnical design reports have also been prepared for Block 1 and 2 (GeoEngineers, June 2026). These reports show consistency with previous reports stating a layer of fill on-site over native, dense glacial soils.

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

There are no surface indications or history of unstable soils.

This MDP amendment does not affect this response.

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.

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Proposed earthwork includes the excavation of approximately 1.5 million CY of material for construction of underground parking garages. Of this material 130,000 CY will be used for fill within the site, if suitable. Fill trucked in from off-site will come from approved suppliers.

Additional response: The reconfiguration of the parcels, tracts and buildings in the North Blocks will reduce the total amount of filling, excavation, and grading on-site. The total amount of earthwork movement across the Spring District with this proposal is estimated by the engineer at 1.4 million CY, a reduction of 0.1 million CY. There are no changes to the procedures to source and place suitable fill on-site from approved suppliers.

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

The possibility for erosion will be minimized or eliminated through the use of Best Management Practices (BMPs), including an erosion control plan prepared in accordance with City of Bellevue standards and the Stormwater Management Manual for Western Washington. In addition, construction timing, erosion control fencing, and other devices and methods will be employed to ensure erosion potential is minimized.

This MDP amendment does not affect this response.

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

At full build-out, the Spring District development will be covered with no more than 75% impervious surfaces, such as asphalt and buildings, per code.

This MDP amendment does not affect this response.

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

An erosion control plan will be prepared in accordance with City of Bellevue standards and the Stormwater Management Manual for Western Washington. In addition, construction timing, erosion control fencing, recommendations per geotechnical engineer of record, and other devices and methods will be employed to ensure erosion potential is minimized.

This MDP amendment does not affect this response.

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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.

During construction, emissions to the air will be released by construction vehicles and heavy equipment. Following construction, emissions from residents' vehicles will be released. Construction would temporarily increase dust and vehicle emissions near the construction area. Mitigation would include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off. The BelRed Corridor FEIS predicts that as a result of increased traffic in the study area, carbon monoxide emissions would increase by about 40 percent over No-Action Alternative, and emissions of particulates would increase by about 30 percent. It also states these emissions are not expected to violate air quality standards. The greenhouse gas emissions calculations and mitigation options are described in the Technical Memorandum at the end of this checklist. *Additional response: This MDP amendment lowers the overall greenhouse gas emissions associated with the development as the square footage of building development will decrease. This subsequently decreases the number of workers, visitors and vehicles anticipated to access the site. See the updated Technical Memorandum (JMJ TEAM, 2026). Air quality regulation is under the jurisdiction of the State Department of Ecology and regional agencies.*

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

There are no known off-site sources of emissions or odor that would affect this proposal. *This MDP amendment does not affect this response.*

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

Proposed measures to reduce or control emissions or other impacts to air, if any: Construction vehicles will be fitted with required, factory-installed emission control devices. To reduce the potential of dust, construction accesses will be covered with rock or aggregate. Dust emissions will also be reduced during construction through the use of

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spray water as necessary during dry weather conditions and planting disturbed areas with erosion control seed mix as soon as is practical. Material stockpiles will also be covered or watered as necessary to control dust, and dust suppressant measures per BCC 23.76 as imposed on Clearing & Grading Permit.

This MDP amendment does not affect this response.

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.

The Spring District development area is approximately 400 feet northeast of Lake Bellevue. There is one Category III wetland located directly to the southwest of the property along 120th Avenue NE. This is an area of work for the 120th Avenue NE Phases 2 & 3 road widening project. The wetland flows to Lake Bellevue, which flows to Sturtevant Creek to the southwest. Kelsey Creek is located approximately 300 feet northeast of the site.

This MDP amendment does not affect this response. Phase 2 & 3 road widening is complete.

   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.

The development will not require any work over, in, or adjacent to any body of water.

This MDP amendment does not affect this response.

   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.

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No fill or dredge material will be placed in or removed from surface waters or wetlands as a result of the proposal. The wetland noted above will be filled and mitigated as part of the City's 120th Avenue NE Phases 2 and 3 widening project.

This MDP amendment does not affect this response. Phase 2 & 3 road widening is complete.

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

The proposal will not require surface water withdrawals or diversions. A 2005 geotechnical engineering report did not encounter groundwater during boring explorations and concluded the site has a relatively deep groundwater table.

This MDP amendment does not affect this response.

e. Does the proposal lie within a 100-year floodplain?
If so, note the location on the site plan.

According to FEMA Flood Insurance Rate Maps, Community Panel numbers 53033C0368F and 53033C0656F (eff. May 16, 1995), the affected geographic area is not within the 100-year floodplain.

This MDP amendment does not affect this response. Updated FEMA Flood Insurance Rate Maps, Community Panel Number 53033C0656G and 53033C0368G (eff. August 19, 2020), confirm the geographic area remains outside the 100-year floodplain.

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.

Stormwater from rooftops and roadways will be collected, treated, and conveyed through approved systems that eventually discharge to Lake Bellevue.

This MDP amendment does not affect this response.

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

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withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

This Proposal does not involve withdrawals of or discharges to groundwater. *This MDP amendment does not affect this response.*

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.

This Proposal does not include the discharge of waste materials into the ground from septic tanks or other sources. The residences, offices, and commercial/retail space within the development will be served by the City's public sewer system. *This MDP amendment does not affect this response.*

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.

Stormwater runoff will be generated by rooftops, driveways, and roadways. This runoff will be collected, treated, and will outfall to Lake Bellevue by means of an approved drainage system designed in accordance with the Stormwater Management Manual for Western Washington and City of Bellevue regulations. *This MDP amendment does not affect this response.*

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

It is not anticipated that waste materials will enter ground or surface waters associated with this proposal. *This MDP amendment does not affect this response.*

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

Drainage patterns will not be altered in the vicinity of the site as stormwater from the site will still flow to the same stormwater basin which flows to Lake Bellevue. Stormwater from the original industrial site was completely untreated, the proposed project stormwater from pollution generating surfaces, such as roadways, is treated in bioretention cells then released to the stormwater system that flows to the lake. The treatment cells also provide flow control during heavy rainfall events without impeding flow to the lake.

This is a new element of the city's SEPA Environmental Checklist, so it is the first time this response has appeared. The response aligns with the original MDP and this MDP amendment does not change the project's approach to drainage patterns.

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

The proposal will comply with all applicable requirements of the Drainage Design & Erosion Control manual and applicable stormwater manual. In addition, the project will include preparation of an IPMP for additional protection against ground and surface water contamination or pollution.

To reduce the amount of stormwater runoff, natural drainage practices will be implemented, including rain gardens and pervious concrete where appropriate. Internal, private roadways are narrower than standard street sections, reducing the use of asphalt pavement and therefore reducing runoff. During construction, contractors will be required to have a Spill Prevention Control and Countermeasure plans and a Stormwater Pollution Prevention Plan (SWPPP) in place. Stormwater systems will be designed and operated in accordance with relevant standards and requirements and will be treated prior to discharge into an approved system. (The City's utility codes and engineering standards will be imposed with Developer Extension Agreements, BCC 24.02, BCC 24.04, BCC 24.06.)

Additional response: Stormwater runoff, once treated from pollution-generating surfaces, will continue its existing drainage pattern and flow to Lake Bellevue through pipe conveyance or infiltration into the ground. The applicant participates in the Lake

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Bellevue water quality association, which monitors the water quality and quantity in the lake.

Plants

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

Additional response: There is no vegetation on the MDP site. The previous buildings were removed to accommodate Sound Transit's use of the site for light rail construction. The site is currently covered in asphalt and a building slab foundation.

- ☐ deciduous tree: alder, maple, aspen, other cotton wood trees, purple beech_____
- ☐ evergreen tree: fir, cedar, pine, other arborvitae_____
- ☐ shrubs
- ☐ grass
- ☐ 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?

The majority of the existing vegetation on site, which includes deciduous trees and shrubs, will be removed.

Invasive blackberry at the east side of the site will be removed. Cottonwood trees and weeds across the site will be removed. Ornamental shrubs and small deciduous and coniferous trees at the west side of the site will be removed.

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

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There are no threatened or endangered species known to occur on or near the site.

This MDP amendment does not affect this response.

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

There is limited vegetation currently on the site. While future development of the site will require the removal of deciduous trees and shrubs, the development includes significant landscaping, including mature street trees, open spaces, and parks. Landscaping is required per the Land Use Code 20.25D.

This MDP amendment does not affect this response. Open space in new Tract Q is incorporated in this proposal. This project proposes new deciduous trees along the proposed NE 16th St and 123rd Ave NE, with low shrubs and groundcover in the planting strips. Distributed throughout the rest of the site, a combination of native and adaptive deciduous and coniferous trees, shrubs, and groundcover are proposed on the ground level.

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

There are no known noxious weeds or invasive species on or near the project site.

Himalayan blackberry is prevalent along the east edge of the site.

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:

   Birds: ☐hawk, ☐heron, ☐eagle, X **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.

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There are no threatened or endangered species known to occur on or near the site.

This MDP amendment does not affect this response.

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

Yes, however, most of Western Washington is generally located in the Pacific Flyway for migratory waterfowl.

This MDP amendment does not affect this response.

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

As there is no known wildlife on the site, no preservation measures are needed. Future landscaping will provide opportunities for small urban animals, such as squirrels, moles, and native birds.

This MDP amendment does not affect this response.

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

There are no known invasive animal species on or near the proposal site. *This MDP amendment does not affect this response.*

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.

The development will require electricity and natural gas energy for heating/cooling associated with residential, office, and commercial/retail development needs. *This MDP amendment does not affect this response.*

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

It is not likely the development will affect the potential use of solar energy by adjacent properties. The proposal will not produce shadows to the north nor shade other adjacent properties. *This MDP amendment does not affect this response.*

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.

This proposal is being designed to encourage multimodal transportation, which should reduce the amount of fossil fuels used for transportation. Residential structures will be constructed in accordance with International Building Codes and Washington State Energy Code standards. *This MDP amendment does not affect this response.*

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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.

There is an ammonia tank on-site for use associated with the cold storage facility. This tank will remain on-site until the demolition of the cold storage facility. Several underground storage sites have been removed and no groundwater contamination was identified. The site received a No Further Action determination from Ecology in 2009.

As with all sites, there may be a risk of spills during construction.

Additional response: Petroleum-diesel was remediated from the site during the construction of Building 16. The discovery of the soils prompted a Site Discovery/Release Report to the Department of Ecology. Other soil and groundwater contaminants were evaluated and found to be below cleanup levels. The site was issued a subsequent No Further Action (NFA) determination in 2020.

A review of Washington State Department of Ecology (Ecology) cleanup sites database indicates no sites in the immediate vicinity pose a risk to the proposal. A property in proximity to the proposal, located at 1533 120th Avenue NE, received a No Further Action determination from Ecology in 2011 for its voluntary cleanup. These NFAs are attached for reference.

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

The former light industrial use of the site was a distribution warehouse, truck repair shop and cold storage facility. As the site contained underground storage tanks, encountering contaminants during construction is possible. Any contamination encountered during construction will be contained and mitigated according to Department of Ecology guidelines, and the applicant has a successful track record in this regard. This is a new element of the city's SEPA Environmental Checklist, so it is the first time this response has appeared. The response aligns with the original MDP and this MDP amendment does not affect the response.

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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.

There are no known hazardous chemicals/conditions that will affect the project development and design.

This MDP amendment does not affect this response.

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.

The proposal will not store, use, or produce toxic or hazardous chemicals during construction or operation of the proposal.

This MDP amendment does not affect this response.

d. Describe special emergency services that might be required.

The need for special emergency services is not anticipated. Non-residential buildings are limited to offices and retail/hotel usage. Facilities storing or processing toxic chemicals are not part of this proposal.

This MDP amendment does not affect this response. Prior construction phases have included institutional buildings in addition to the non-residential uses above, but such uses similarly do not warrant special emergency services.

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

Spill Prevention and Control Plans will be utilized by contractors working on-site during construction.

Additional response: Any contaminants discovered during construction will be contained and mitigated according to Ecology standards and guidelines.

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

Noise from nearby roadways exists, including freeways I-405 and SR-520 and minor arterial 124th Avenue NE and major arterial NE 12th Street. Noise from these facilities and other surrounding uses is standard roadway noise and will not affect the proposal. *This MDP amendment does not affect this response.*

   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.

During the phasing of development, the site will produce short-term construction noise. The BelRed Corridor FEIS states that long-term noise impacts would be similar to the No-Action Alternative (70 to 72 dBA) in areas proposed for residential development, per Noise Control BCC 9.18. *This MDP amendment does not affect this response.*

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

Motorized construction equipment will be properly fitted with mufflers to reduce engine noise associated with short-term construction noise, per Noise Control BCC 9.18. For long-term noise control, the site could employ building and site design measures, including landscaped buffers and other sound-proofing techniques. In addition, the development is designed and oriented for pedestrians and the use of public transit. This focus will reduce the number of vehicles in The Spring District and noise associated with vehicular traffic. *This MDP amendment does not affect this response.*

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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.

The development area currently contains warehouse and storage buildings. The uses on-site include manufacturing, warehouse, distribution, and accessory uses. Adjacent properties include warehouse, office, commercial, and residential uses and will not be affected by the proposal. To the north is the Safeway factory. To the south is the Spring District with high-rise office buildings directly south. Proposal will not affect land uses on adjacent properties. *While construction activities have changed the existing site conditions since the original MDP, this MDP amendment does not affect the response.*

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?

Prior to the 1960's when Safeway became the first urban user, the BelRed Corridor area was used for agricultural production. Since that time, the site has been used for light industrial uses. *This MDP amendment does not affect this response.*

   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?

The surrounding properties do not include working farms or forest land. *This MDP amendment does not affect this response.*

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3. Describe any structures on the site.

There are currently six structures on site, totaling 700,000 SF. The structures are utilized for a mixture of manufacturing, warehouse, distribution, and accessory uses.

Construction activities have changed the existing site conditions since the original MDP, however, this MDP amendment does not cause a change in the response. All structures referenced above have been demolished with earlier phases of the proposal. A concrete slab building foundation from the previously demolished warehouse remains in place at block 1 and 2 and is used as a parking lot.

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

All existing buildings on the site will eventually be demolished as part of the site development. The buildings will remain operational until demolition.

Construction activities have changed the existing site conditions since the original MDP, however, this MDP amendment does not cause a change in the response. All structures referenced above have been demolished with earlier phases of the proposal.

5. What is the current zoning classification of the site?

As of 2009, the site was rezoned from light industrial to office/residential, BR-OR-1, BR-OR-2.

This MDP amendment does not affect this response.

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

The current Comprehensive Plan designation is mixed-use office/residential.

Additional response: This MDP amendment falls under the same Comprehensive Plan designation as the rest of the Spring District property and includes Office/Residential zoning. The last Comprehensive Plan changes affecting this MDP amendment were completed in 2009 and then in 2024. The proposal is consistent with long range planning for the area.

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

Not applicable.

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This MDP amendment does not affect this response.

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

No, other than a potentially steep slope in the vicinity and a wetland adjacent to 120th Avenue NE as described earlier in this checklist.

Construction activities have changed the existing site conditions since the original MDP, however, this MDP amendment does not cause the change in the response. The steep slope and wetland along 120th Avenue NE have been mitigated for impacts during construction previous project phases.

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

The Spring District will house approximately 3,000 residents and employ approximately 200 retail and hotel workers and 18,560 office workers within the project.

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

The Proposal will not displace any residents as the current use of the site is industrial with no residences. The current tenants of the site currently employ approximately 350 workers. These workers will be displaced as the buildings are demolished.

This MDP amendment does not affect this response. All structures referenced above have been demolished with earlier phases of the proposal and none of the prior tenants remain.

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

The applicant is not proposing any measures to avoid displacement impacts. The Spring District's site and utility design will support the continued use of the industrial buildings until such time as each building is demolished. In the BelRed Corridor FEIS, the city considers potential mitigation for the displacement of industrial workers to include city assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue.

This MDP amendment does not affect this response.

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

This Proposal is compatible with the City's existing comprehensive plan, the FEIS for the BelRed Corridor Project. Alignment with these plans ensures compatibility with existing and projected land use plans. Any future development that may be proposed within the BelRed Corridor and/or the affected geographic area would be reviewed for compliance with existing regulations in place at the time of the application.

This MDP amendment does not affect this response.

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

There are not nearby agricultural or forest lands of long-term commercial significance, therefore no mitigation measures are proposed.

This MDP amendment does not affect this response.

Housing

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

The development will construct up to approximately 1,200,000 square feet of multifamily housing. Using as assumption that units will average 1,000 square feet each, this calls for up to 1,200 units and generally priced at levels consistent with current market. The Amenity Incentive System requires the first 1.25 FAR above the base of 1.0 be earned through affordable housing. If rental, affordable housing will be provided at the 80 percent median income, if ownership, affordable housing will be provided at 100 percent median income. Actual number of units will depend on how the Incentive System is used.

Additional response: Residential, multi-family development constructed and proposed within the Spring District totals 1,858,242 SF, which meets and exceeds the 784,000 SF residential development requirement of the Developer Agreement. This is an increase from the original Master Development Plan estimate of residential development and approved in prior MDP amendments.

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

This Proposal will not eliminate any existing housing units as none are currently on-site. *This MDP amendment does not affect this response.*

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

The Proposal will not have an impact on existing housing units, and therefore no housing impact reduction or control is necessary. *This MDP amendment does not affect this response.*

Aesthetics

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

The building design for the Spring District is not complete. However, land use zoning within the project site allows buildings up to 150 feet tall. The project will follow existing Bellevue Land Use Code along with any future code amendments. There is no proposed building material proposed to date. The development permits will be issued by administrative design review, at which time the exterior building materials will be evaluated for alignment with current regulations and Comprehensive Plan requirements. *This MDP amendment does not affect this response.*

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

The BelRed Corridor FEIS included a view/visual analysis component. The analysis found that taller buildings on the ridgetop location of The Spring District would be prominently visible from several public vantage points. From City Hall and the western terminus of the SR-520 Trail at NE 24th Street, these buildings would intersect the distant ridge lines but would not block significant views, such as of Mount Rainier. Closer to the transit node, at the public vantage points on BelRed Road and on 124th Avenue NE, the buildings would be prominent but would not block significant views. *This MDP amendment does not affect this response.*

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

Streetscapes, buildings, and accesses to and views of specific natural environments on the site have been carefully considered. Approximately 25% of the overall project area will be dedicated to active and passive open space and landscaping. *This MDP amendment does not affect this response.*

Light and Glare

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

New residences and businesses along with street lighting and traffic on the roadway network will increase light and glare at night. *This MDP amendment does not affect this response.*

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

It is not anticipated that light or glare from this project will be a safety hazard or interfere with views. *This MDP amendment does not affect this response.*

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

There are no known off-site sources of light or glare that would affect the development. *This MDP amendment does not affect this response.*

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

Exterior lighting will meet City design standards and cast light downward. Future development proposals will be subject to review under applicable regulations and Comprehensive Plan policies in effect at the time of application. Light and glare are subject to LUC 20.20.522. *This MDP amendment does not affect this response.*

Recreation

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

Wilburton Hill Park and Botanical Gardens and Kelsey Creek Park are located approximately ¾-mile to 1 mile from the Spring District site. *This MDP amendment does not affect this response.*

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

The development will not displace any existing recreational uses. *This MDP amendment does not affect this response.*

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

The project will create approximately 1.74 acres of active and passive open space and parks within the development, which exceeds the City's requirements in accordance with the Development Agreement. *Additional Response: This MDP amendment increases the overall area of active and passive open space and parks within the district to 2.60 acres. Internal pedestrian*

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pathways are provided that connect the north-east portion of the site to the Sound Transit Link Light Rail Station and through to 120th.

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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. *This MDP amendment does not affect this response.*

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.

The Washington State Department of Archaeology and Historic Preservation online GIS map tool does not indicate there are any places or objects listed on any registers within the immediate vicinity of the project site. *This MDP amendment does not affect this response.*

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.

The applicant reviewed available GIS data from the Washington State Department of Archaeology and Historic Preservation. *This MDP amendment does not affect this response.*

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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.

The development is not anticipated to encounter or have any impact on historical or cultural landmarks.

Additional response: If evidence of materials of cultural significance is discovered during construction, the Department of Archaeology and Historic Preservation and required agencies will be notified and appropriate procedures will be followed.

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.

The project site is generally served by NE 12th Street, 124th Avenue NE, and 120th Avenue NE. At full build-out the streets providing access to the site will include 120th Avenue NE, 124th Avenue NE, the future NE 15th Street, and NE 16th Street. These local streets are shown on the site plan and accompanying Master Development Plan documents. Freeway access includes SR-520 located north of the site and I-405 to the west.

Additional response: Access to the Spring District development includes the following locations based on permitted projects and development to-date:

- *120th Avenue NE signalized garage entry to residential (Parcel 17).*
- *120th Avenue NE garage entry to commercial (Parcel 7).*
- *NE Spring Boulevard access to 121st Avenue NE to the south, as well as 122nd and 123rd Avenues NE to the north. The extensions of 122nd and 123rd Avenue NE to the south of NE Spring Boulevard were removed with previous MDP Amendments.*
- *124th Avenue NE garage entry to commercial (Building 16).*
- *124th Avenue NE signalized intersection at NE District Way.*
- *NE 12th Street parking garage entrance to residential (Parcels 18-20).*
- *Proposed new access to 120th Ave NE will be provided with Phases 5 and 6. In Phase 5, access will be provided via an existing parking lot curb cut located north of the light rail alignment. In Phase 6, an interim roadway connection would be provided along the northern boundary of Block 3B.*

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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?

The project site is not served by public transit, but public transit, King County Metro, serves the vicinity with bus service, including:

- Route MT 226-O: - approximately 0.1 miles from the project site
- Route MT 249-O: approximately 0.3 miles from the project site
- Route MT 672-O, MT 889-O: approximately 0.3 miles from the project site
- King County Rapid Ride B-Line: approximately 0.3 miles from the project site

Additional response: Sound Transit's Line 2 Link Light Rail has a stop at the Spring District Station which is located adjacent to the site and provides service to Redmond and the greater Seattle area. A pedestrian connection will be made from the North Blocks to the northeast corner of the pedestrian plaza at this station, in addition to the pedestrian access that already exists on the south side and northwest corner of the station.

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

At full build-out, The Spring District will have up to approximately 10,034 parking spaces. The current parking is directly associated with the current uses of the site. As the buildings are taken out of operation and demolished, the need for associated parking for those buildings will also be eliminated. Parking requirements are per LUC 20.25D.

Additional response: The reduction of building square footage, compared to the original MDP, will subsequently reduce the number of required parking stalls. The estimated number of parking stalls for the completed proposal has been reduced to 9,260 to meet LUC 20.25D requirements. Additionally, the site is served by the Sound Transit Link Light Rail station, which further reduces parking needs.

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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).

The development of The Spring District will include the addition of public and private roads classified as local streets internal to the development. The development will also coordinate with planned improvements to 120th Avenue NE and 124th Avenue NE to provide frontage improvements at access points. One tract will be conveyed to the city for a public street (NE 15th Street). It is anticipated the construction of NE 15th Street will also be a city-led project.

Additional response: Based on previous MDP Amendments, some traffic mitigation measures proposed in the original MDP have been revised or substituted. The Traffic Impact Analysis supporting this MDP amendment (TENW, 8/2026), recommends new roads supporting the full buildout of the North Blocks, including the extension of 123rd Ave NE to the north property line via an off-set alignment at NE 16th Street with Phase 5. Also with Phase 5, NE 16th Street would be constructed along the southern frontage of Blocks 1 and 2. With Phase 6, NE 16th Street would be extended west to 120th Ave NE with an interim roadway. Full buildout of the NE 16th Street roadway would be completed in the future by others when the Safeway property to the north develops.

A new pedestrian connection is also required to the light rail station at the northeast corner of the station's pedestrian plaza in Phase 5. This connection will also provide pedestrian connectivity from the North Blocks all the way to 120th Ave NE.
The existing RRFB pedestrian crossing on 120th Ave NE will also be relocated with Phase 6.

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

The development does not use or occur in the immediate vicinity of current water, rail, or air transportation.

This MDP amendment does not affect this response.

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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?

The development at build out is forecasted to generate up to 37,000 vehicle trips on a weekday and up to approximately 3,721 trips during the PM peak hour when commuter traffic volumes peak and the potential for congestion is at its greatest. The long-term impacts of development projected to occur in the City by 2020 have been addressed in the City's Final Environmental Impact Statement (TFP EIS) 2009-2020 Transportation Facilities Plan published March 5, 2009, and through the future payment of traffic impact fees.

Additional response:
With significant land use changes from commercial office to residential uses on many of the blocks, the full buildout of the MDP would be estimated to generate approximately 24,000 weekday vehicle trips, with approximately 2,400 during the weekday PM peak hour. For the remaining unpermitted blocks in the MDP which include those in this MDP Amendment, 3,482 new weekday vehicle trips are estimated, with 331 during the weekday PM peak hour. Peak volumes are estimated to occur 7-9 AM and 4-6 PM. Truck traffic is anticipated to be minimal (less than 3%). The trip generation estimates were based on methodology documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition with standard City of Bellevue adjustments. It should be noted that the trip generation from the remaining unpermitted blocks with the proposed land use changes are approximately 75% lower than the trip generation estimates for the approved commercial land uses that were assumed on the same blocks in the most recent MDP amendment. Therefore, the current MDP Amendment fits well within (under) the original MDP traffic assumptions and is actually less impactful than the currently approved MDP land uses.

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.

The proposal does not affect the movement of agricultural or forest products in the area.

This MDP amendment does not affect this response.

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

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The Bellevue City Code (14.60.070) establishes transportation management program requirements that will apply to development within The Spring District. Specific plan elements will be developed as part of the administrative design review for each development. As a transit-oriented development, there will be additional measures such as signage for non-motorized travel modes and marketing activities to promote vehicle trip reduction within the District.

The City's BelRed Corridor FEIS proposes King County Metro Route 233 be routed along NE 15th Street through The Spring District, further increasing public transit options. With the addition of the Sound Transit LRT in Phase 2 of the development, vehicle trips are expected to decline as residents, employees, and visitors take advantage of the proximity of light rail. The development focuses on pedestrian connections to increase accessibility to the station.

The non-motorized experience will include a comprehensive sidewalk and trail system, including wide sidewalks, pedestrian plazas, shared use lanes, bicycle lanes, and through-block pedestrian connections. The pedestrian/bicycle trail that currently terminates near the project site will be extended along NE 16th Street, further increasing non-motorized options for residents and employees within the district.

New traffic associated with the development is expected to impact offsite transportation facilities during the AM and PM weekday peak hours. The City of Bellevue has identified roadway improvements needed to support the BelRed Corridor Plan vision and to accommodate the Sound Transit East Link project.

Roadway improvements adjacent to The Spring District include:

1. 120th Avenue NE project - currently in the design stage, this project will widen the roadway along the west side of the project site. This widening project, identified in the City's BelRed Corridor FEIS, will accommodate increased density and vehicle trips associated with new development nodes in the corridor, including The Spring District.
2. 124th Avenue NE project - the project includes improvements to 124th Ave NE between the planned NE 15th/16th Street and Northup Way by widening to a four-lane arterial with a two-way left-turn lane, sidewalks, and landscaping. The Spring District will coordinate with this City-led project to provide site access points along the roadway as well as curb, gutter, and sidewalk along The Spring

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District site. This project is also expected to be complete during Phase 2 of The Spring District development.

Additional response: This MDP amendment does not affect the original traffic mitigation. Each project within the district will continue to contribute traffic impact fees, per Bellevue City Code, to fund their share of city improvements to the transportation network as a result of development.

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.

   There will be an increase in demand for all public services including additional students for local schools.

   This MDP amendment does not affect this response.

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

   Increased tax base for the district will offset additional public services needed for the district. Future development proposals will be subject to review under applicable regulations and Comprehensive Plan policies in effect at the time of application.

   This MDP amendment does not affect this response.

Utilities

1. Check the utilities currently available at the site:

   X <u>Electricity</u>
   X <u>natural gas</u>
   X <u>water</u>
   X <u>refuse service</u>
   X <u>telephone</u>
   X <u>sanitary sewer</u>
   ☐ septic system
   ☐ other

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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.

City sewer and water will be extended to serve the demands of the proposal. Telephone service will be provided by CenturyLink Communications and electricity will be provided by Puget Sound Energy. The BelRed Corridor FEIS predicts that demand for utilities would increase substantially over the No-Action Alternative; however, the increases are not expected to result in the need for significant capacity increases by utility providers. A city review of utilities indicated the ability to extend onto and through the proposal site with water, sewer and stormwater utilities. The development proposes to meet all stormwater minimum requirements for the site.

Additional response: The reduction in building square footage and use versus the original MDP will reduce the overall utility needs of the Spring District, even with the increased square footage in this proposal. The proposal will continue to meet utility code and engineering standards and city connection fees will apply.

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 Michael Yellam Digitally signed by Michael Yellam DN: C=US, E=yellamm@gmail.com, CN=Michael Yellam Date: 2026.09.10 14:36:19-07'00'

Name of signee Michael Yellam

Position and Agency Vice President of Development - Wright Runstad & Company

Date Submitted 8/6/2026

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TECHNICAL MEMORANDUM

Project:	The Spring District	From:	Jusitn Jones, PE JMJ TEAM
Reviewer:	City of Bellevue	Date:	August 6, 2026

Purpose

The purpose of this memorandum is to update a 2012 Technical Memorandum evaluating the greenhouse gas emissions associated with the Spring District Master Development Plan (MDP) to reflect the MDP Revision. The information in this memorandum is intended to satisfy draft guidance for lead agencies for use when evaluating proposals under the State Environmental Policy Act (SEPA) that will result in GHG emissions.

The Spring District development includes 27 buildings, (a reduction of 2 buildings since the time of the original MDP in 2012), parks, and roadways within a 36.01-acre site. The district began its phased construction in 2012 and will continue through the next 5-10 years. Since the SEPA review considers potential environmental impacts project-wide, we are also calculating the GHG emissions on a project-wide basis. However, it should be noted that individually the proposed buildings will be below the 25,000 MTCO2e per year threshold set by Ecology.

Qualitative Disclosure

Ecology guidance suggests projects expected to produce an average estimate of 10,000 to 25,000 MTCO2e annually should provide a qualitative disclosure of emissions associated with the project. The expected sources of emissions for the Spring District include embodied emissions created through the manufacturing, transportation, construction, and disposal of building materials as well as emissions created through landscape disturbance.

Emissions associated with the operation of the project include building energy usage and maintenance, vehicle trips accessing the site.

The mitigation measures proposed for the development include transit-oriented development (light rail station, walkable community, multi-use path with regional connection, and mixed-use development), low impact development techniques, which may include rain gardens, bioretention, porous concrete, and LEED® certified buildings. These techniques can reduce the emissions by at least 11% compared to the no-mitigation option.

GHG Screening Table

Ecology provides a GHG Screening Table to determine the level of additional greenhouse gas emissions analysis that may be needed. For each category, the table estimates the size of a project that would be expected to produce emissions at annual levels of 10,000 and 25,000 MTCO2e during operation. Projects with new emissions that are near or exceed the 25,000 MTCO2e threshold may require additional project-specific analysis to determine if emissions may trigger GHG analysis. “New” emissions are described by Ecology as emissions that result from a project that are “above and beyond” existing emissions levels. Therefore, the existing uses of the site are considered in this analysis as a baseline.

Using the GHG Screening Table, the Spring District team evaluated the project's estimated GHG emissions annually (including transportation and operation) based on the proposed building uses. The results of the screening are shown below:

Ecology GHG Screening Table (2012 MDP)

Building Type	Units or SF	10,000 MTCO2e Annually	25,000 MTCO2e Annually
Multi-family housing	1,200 units	575 Units	1,438 Units
General Retail	166,000 SF	185,000 SF	463,000 SF
Office Space	3,715,000 SF	399,000 SF	998,000 SF
Hotel	200 Units	565 Units	1,411 Units

Ecology GHG Screening Table (2026 MDP Revision + Comparison to 2012)

Building Type	Units or SF	10,000 MTCO2e Annually	25,000 MTCO2e Annually
Multi-family housing	1,750 units 550-unit addition	575 Units	1,438 Units
General Retail	84,600 SF 81,400 SF reduction	185,000 SF	463,000 SF
Office Space	2,014,000 1,701,400 SF reduction	399,000 SF	998,000 SF
Hotel	380 Units 180-unit addition	565 Units	1,411 Units

Screening Results

The proposed project uses exceed the 25,000 MTCO2e annual emissions threshold set by Ecology. Ecology states in its *Guidance for Ecology including Greenhouse Gas Emissions in SEPA Review* document that projects exceeding the 25,000 MTCO2e threshold are required to perform a quantitative analysis and implement mitigation measures to reduce CO2 emissions by 11%. This analysis and mitigation measures are described next.

Quantitative Analysis

Using the King County Department of Development and Environmental Services Greenhouse Gas Emissions Calculator (King County GHG Calculator), updated in March 2011, we have estimated the quantity of "new" greenhouse gases that will be emitted during the lifespan of this project. These calculations encompass both construction as well as ongoing maintenance and operations of these facilities. The building lifespans assumed in the King County GHG Calculator are as follows:

Lodging	62.5 years
Retail	62.5 years
Office	62.5 years
Multi-family housing	80.5 years
Industrial	62.5 years

Based on the type of use of each building and its square footage, the spreadsheet makes assumptions regarding the occupancy of the buildings and their Embodied, Energy, and Transportation emissions.

The lifespan greenhouse gas emissions using the King County GHG Calculator are shown in the worksheet below:

King County Dept. of Development and Environmental Services
SEPA GHG Emissions Worksheet

2012 Analysis

Section I: Buildings						
			Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			
Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Embodied	Energy	Transportation	**Lifespan Emissions (MTCO2e)**
Single-Family Home	0		98	672	792	**0**
Multi-Family Unit in Large Building	1200		33	357	766	**1,386,833**
Multi-Family Unit in Small Building	0		54	681	766	**0**
Mobile Home	0		41	475	709	**0**
Education		0.0	39	646	361	**0**
Food Sales		0.0	39	1,541	282	**0**
Food Service		0.0	39	1,994	561	**0**
Health Care Inpatient		0.0	39	1,938	582	**0**
Health Care Outpatient		0.0	39	737	571	**0**
Lodging		198.0	39	777	117	**184,759**
Retail (Other Than Mall)		166.0	39	577	247	**143,217**
Office		3,715.0	39	723	588	**5,012,818**
Public Assembly		0.0	39	733	150	**0**
Public Order and Safety		0.0	39	899	374	**0**
Religious Worship		0.0	39	339	129	**0**
Service		0.0	39	599	266	**0**
Warehouse and Storage		0.0	39	352	181	**0**
Other Cold Storage/Warehouse/Bus Depot		0.0	39	1,500	600	**0**
Vacant		0.0	39	162	800	**0**
Section II: Pavement						
Pavement		225.00				**11,250**
	Total Project Emissions:					**6,738,878**

2026 Analysis

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e) Embodied	Energy	Transportation	Lifespan Emissions (MTCO2e)
Single-Family Home	0		98	672	792	0
Multi-Family Unit in Large Building	1,750		33	357	766	2,022,465
Multi-Family Unit in Small Building	0		54	681	766	0
Mobile Home	0		41	475	709	0
Education		0.0	39	646	361	0
Food Sales		0.0	39	1,541	282	0
Food Service		0.0	39	1,994	561	0
Health Care Inpatient		0.0	39	1,938	582	0
Health Care Outpatient		0.0	39	737	571	0
Lodging		169.0	39	777	117	157,699
Retail (Other Than Mall)		85.0	39	577	247	73,334
Office		2,014.0	39	723	588	2,717,581
Public Assembly		0.0	39	733	150	0
Public Order and Safety		0.0	39	899	374	0
Religious Worship		0.0	39	339	129	0
Service		0.0	39	599	266	0
Warehouse and Storage		0.0	39	352	181	0
Other Cold Storage/Warehouse/Bus Depot		0.0	39	1,500	600	0
Vacant		0.0	39	162	800	0

Section II: Pavement

Pavement		225.00				11,250

Total Project Emissions: 4,982,330

Calculating New Emissions

The King County GHG Calculator estimates lifespan MTCo2e emissions of the MDP Revision at 4,982,330 MTCO2e. **This is a lifespan reduction of 1,756,600 MTCO2e.** Factoring the building lifespans assumed and discussed above, the emissions for the Revised MDP project are 72,600 MTCO2e per year.

Using the same King County GHG Calculator for the existing site uses, the existing site emits 17,900 MTCO2e annually. To find the "new" emissions associated with this project, we subtracted the existing site uses from the proposed site uses, as follows:

New Emissions Summary (2012 MDP)

Existing Site Uses (MTCO2e/year)	Proposed Site Uses (MTCO2e/year)	Net Increase (MTCO2e/year)
17,900	103,100	**85,200**

New Emission Summary (2021 Revision + Comparison to 2012)

Existing Site Uses (MTCO2e/year)	Proposed Site Uses (MTCO2e/year)	Net Increase (MTCO2e/year)
17,900	72,600	**54,700** (reduction of 30,500)

GHG Emissions Mitigation Options

The Spring District is committed to providing environmentally responsible, low impact development techniques as a standard practice. In order to conform to Ecology's requirement to require CO2e by 11%, the Spring District has identified several low impact development techniques it is using that will also qualify as mitigation options to reduce project emissions. The mitigation measures are described next, as well as the approximate percent reduction in new emissions that each option can achieve.

Mitigation #1: Transit-Oriented Development
The Spring District will be a transit-oriented developed with a future light rail station, bus lines, a walkable community layout and mixed use development. The estimated MTCO2 reduction associated with the reduction of vehicle dependency in a transit-oriented development is 25%*. The elements of a transit oriented development that result in reductions of CO2 emissions include the following:

- High employment concentrations
- Mixed-use development (retail, office, residential)
- Significant public transportation accessibility

A 25% MTCO2 reduction for transit-oriented development equates to approximately 9,000 MTCO2e annually. This equates to a CO2e reduction of approximately 11% annually for the project.

** Source: The Transportation Research Board, Special Report 298: Driving and the Built Environment – The Effects of Compact Development on Motorized Travel, Energy Use, and CO2 Emissions, 2009*

Mitigation #2: Building Lifespan
While the GHG Calculator used in this evaluation has lifespan estimates for buildings based on use, the developer (Wright Runstad & Company) has a large portfolio of built work that shows their commitment to ecological construction, green building management and a practice of energy conservation. By employing adaptive building reuse, sustainably grown and regionally produced products and high-performance systems, Wright Runstad & Company promotes waste reduction as well as reuse and recycling in all of their new and existing projects. By selecting durable and less energy consuming building components, they have a proven history of sustainable 100-year buildings.

Using the GHG Calculator with the 100-year lifespan for just the new Office buildings, this mitigation is able to reduce the greenhouse gas emissions associated with the project. Annual emissions can be reduced by an additional 16,149 MTCO2e per year, or 22%, with the building lifespan mitigation.

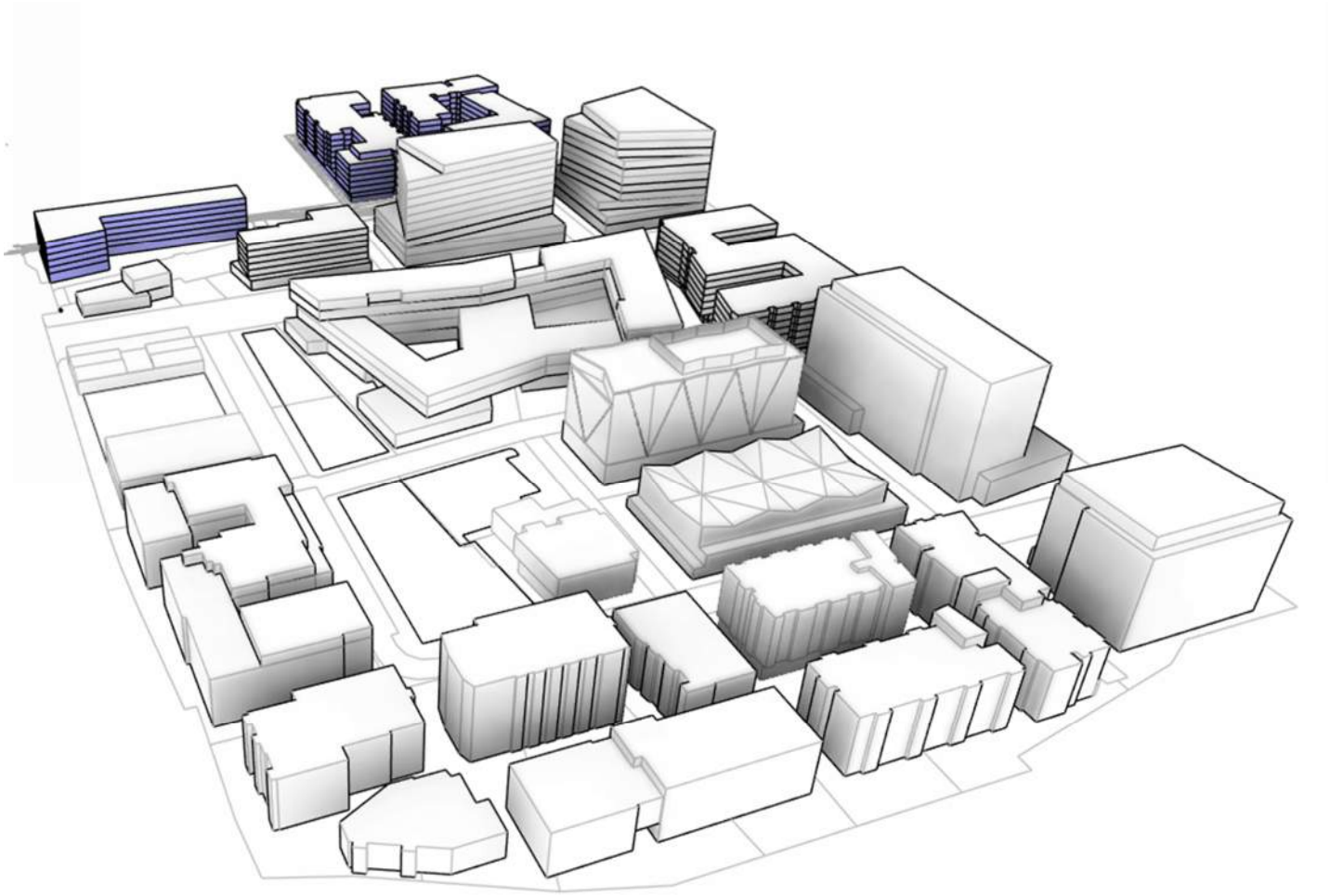
Other Mitigation Measures
While it is difficult to quantify the MTCO2e reductions of many low impact development techniques, these features will certainly provide additional emissions reductions. The Spring District is considering the following measures for this project:

> *Bike and Pedestrian Facilities* – bike and pedestrian facilities throughout the Spring District will encourage non-motorized transportation that will further reduce the number of vehicle miles trips.

LEED®-ND Building Design – buildings and site design will be designed to LEED-ND standards resulting in energy efficiencies and possible water reuse. During construction, materials will be recycled where possible. This mitigation reduces stationary combustion emission sources.

Low Impact Development (LID) – the site will include several low impact development techniques to reduce land use change impacts. These techniques may include, but are not limited to:

- Rain gardens
- Bioretention
- Porous surfaces
- Roof gardens



THE SPRING DISTRICT

AMENDMENT #12
TO PREVIOUSLY APPROVED
SPRING DISTRICT MASTER DEVELOPMENT PLAN

Date of application: August 6, 2026

File Number: 11-125943-LP

Applicant: Wright Runstad & Company

Master Development Plan and SEPA Determination dated May 3, 2012

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I. MDP Revision Request

A. Narrative

The Spring District Master Development Plan revision proposal is intended to maximize potential residential development in the north lots to respond to the current market conditions and demand for housing. The proposal intends to use the FAR remaining from the Spring District parcels south of the retained cut for the Sound Transit system.

In the North Blocks, the original MDP assumed the northeast portion would have an office building with above-grade parking garage and a residential building. A subsequent amendment modified the use of the residential building to commercial office with retail and modified the boundary lines of the parcels. This amendment proposes changing both buildings to residential with below grade parking.

In the north-west portion of the site, a building that was previously designated as commercial office will now be residential with retail and below-grade parking.

This amendment proposes minor site revisions, which includes road and sidewalk revisions, along with added permeable areas created by extraneous “sliver” parcels along the Sound Transit light rail alignment; the result is a new linear private park following the alignment. An internal pedestrian pathway is provided that connects the north blocks to the Sound Transit Link Light Rail Station; through to 120th Ave NE; and to the parcels to the south of the Sound Transit cut.

To meet the block frontage improvements along the east, west, and north property lines of Blocks 1 and 2, we are proposing to provide a 14’ pedestrian facility with a pedestrian path, landscape zone, site retaining and fencing, and pedestrian-scale lighting. In the future, there could be an opportunity to coordinate with those developments and provide an adjacent duplicate pedestrian facility. The proposed pedestrian path and amenities will provide a rich pedestrian environment and will improve mobility for local pedestrian traffic.

The updated traffic analysis indicates that this proposal will reduce trip generation from what was originally approved for the commercial land uses. Therefore, this amendment fits well within (under) the original traffic assumptions and is less impactful than the current approved MDP uses.

Additionally, the MDP condition for a multi-purpose path east-west through the Spring District has been completed with this facility being provided on Spring Blvd. This path on Spring Blvd was previously determined to be the preferred location for bikeways because of superior connectivity to the Light Rail and for wayfinding. As part of this application, we are requesting that this MDP condition be amended to confirm the built condition and that the local roads within the District are not required to include bicycle facilities.

This revision reduces the overall square footage of the Spring District development compared to the original Master Development Plan, while the site remains consistent with overall Development Agreement requirements.

B. Consistency with Master Development Plan

To remain in compliance with the Master Development Plan Conditions of Approval (11-125943-LP), the applicant can request the modification or removal of conditions. These modifications are allowed under Bellevue LUC 20.30V.160.

As development of Spring District, City of Bellevue, and Sound Transit projects progress in and around the proposal site, original MDP conditions of approval may be irrelevant or no longer needed based on changing conditions and designs. As a result, the applicant is requesting modifications to Condition of Approval #4 and #7, which are discussed in the table below.

See attached document for complete listing of original conditions of approval with proposed modifications noted.

Condition of Approval	Modification Request
X.A.4. Phasing Plan: The Phasing Plan shall be followed per the Conceptual Phasing Plan (Attachment F). Modifications to the phasing plan may occur, per LUC 20.30V.160.	The request is to modify the Phasing Plan to accommodate the revised parcel layout and development plan. See revised Phasing Plan Diagrams on A-series plan sheets as well as the Phasing Plan Graphic Representation in Subsection E., below.
X.A.7.a) Multi-purpose trail: A multi-purpose trail (12-14 feet in width) provided along the entire length of The Spring District's property along 124th Avenue NE beginning on Parcel 24 and running to the northern edge of the 124th Sound Transit Bridge. The path will connect to the multi-purpose trail on NE 16th Street as shown on the MDP Plans.	The request is to modify this condition as the multi-purpose trail has been constructed along NE Spring Boulevard, instead of NE 16th Street as previously planned and was done in coordination with the City of Bellevue. *"A multi-purpose trail (12-14 feet in width) provided along the entire length of The Spring District's property along 124th Avenue NE beginning on Parcel 24 and running to the northern edge of the 124th Sound Transit Bridge. The path connects to the multi-purpose trail on NE Spring Boulevard as shown on the MDP Plans."*

X.C.2.b.15) a. CIVIL ENGINEERING PLANS – TRANSPORTATION (specific requirements) 15)The applicant is responsible to design and construct: a. The multi-purpose trail along the entire length of 124th Avenue NE (i.e., between NE 16th Street and the site's most southern property line) and NE 16th Street between 120th Avenue NE and 124th Avenue NE;	The request is to remove this condition as the multi-purpose trail has been constructed along NE Spring Boulevard, instead of NE 16th Street as previously planned. *"The multi-purpose trail along the entire length of 124th Avenue NE (i.e., between NE* 16th Street *and the site's most southern property line) and NE Spring Boulevard between 120th Avenue NE and 124th Avenue NE;"* The city's Mobility Implementation Plan recognizes the built multi-purpose trail along NE Spring Boulevard as a Level 1 bicycle facility meets the intent of the original MDP condition. This path location was determined to be the preferred location for the bikeway because it allows for straightforward wayfinding and superior connectivity. See attached Multi-Purpose Path Memo in the Supplemental Reports section dated 8/6/2026.

C. Consistency with Development Agreement

The original MDP (2011) Conditions of Approval require the Spring District development to comply with the 2009 Development Agreement (King County Recording No. 20090911000269) between the City and the applicant.

The requested MDP revision is consistent with the Development Agreement as follows:

- Residential Property– The Development Agreement requires a minimum of 784,000 SF of residential property within the Spring District. Parcels 17 – 23 have been constructed as residential properties (total 786,554 SF) and have fully met this requirement of the Development Agreement. There is no similar requirement for a minimum amount of non-residential space.

- Park Space – The Development Agreement requires park space within the Spring District as follows:
  - Provide 30,000 contiguous square feet of active park space
  - Provide a one-acre park space

  The Spring District has constructed Tracts C, K, G, and J totaling 88,274 square feet of park space to date. The addition of Tract Q as a park space exceeds the park space minimum requirements for the Development Agreement, thus the development has fully met the park requirements of the Development Agreement. See Parcels and Tracts Plan.

- Minimum FAR – The Development Agreement requires that the Spring District meet a minimum FAR of 2.5, and the development continues to comply with this requirement. See Conceptual Phasing Plan, below.

D. Consistency with Master Development Plan Decision Criteria

Bellevue Land Use Code Section 20.30V.150 outlines the criteria for approval of a Master Development plan. This modification request complies with the stipulated criteria as follows:

A. The proposed Master Development Plan is consistent with the Comprehensive Plan

The original MDP and the MDP amendment are consistent with the City's prior and current Comprehensive Plan.

The original MDP was found to be consistent with the overall Land Use Goal for Bel-Red to "develop a land use pattern that is environmentally sustainable and economically vibrant, and that creates distinctive new commercial and residential neighborhoods for the Eastside" and Policy S-BR-6 and S-BR-8, and S-BR-87 because it provides a distinctive urban village and mixed-use neighborhood with significant density in a transit node.

The proposed MDP amendment continues to meet the identified Goal and Policies because the North Blocks changes will add additional residential density appropriate to the node location. The Spring District will continue to be a vibrant mixed-use neighborhood. The proposed amendment is consistent with the prior and current Comprehensive Plan.

The original MDP was also found to be consistent with Urban Design Goals S-BR-14, S-BR-15, S-BR-16, S-BR-18, S-BR-23, S-BR-24, and S-BR-25 because each building in The Spring District undergoes design review separate from the MDP to ensure consistency with design guidelines for the subarea incorporated into the Land Use Code. Construction within The Spring District to date maintains a high level of design, quality building materials, and interesting building massing and rooflines; this will continue with approval of this MDP amendment.

The proposal continues to be consistent with the Urban Design and Housing Goals, by providing additional housing units for a diverse range of unit types and will support affordable housing through the Amenity Incentive System.

The Open Space Goal "to create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs of Bel-Red and the broader community" is enhanced with this MDP amendment. The MDP amendment proposes to create a new pedestrian facility through and around the north blocks and will also create a new open space area at Tract Q, all of which provide pedestrian connectivity through and outside of the Spring District.

These changes are consistent with the goals for Streets S-BR-80 and S-BR-81, to provide continuity, connectivity and pedestrian-oriented design. Street frontages are enhanced through the incorporation of generous open space, landscaping, and vegetation, supporting a high-quality pedestrian experience. These pathways further strengthen connectivity within the BelRed subarea and improve access to other parts of the city.

B. The Master Development Plan complies with the applicable requirements of the Bellevue City Code

The MDP amendment remains consistent with all applicable City codes as vested per the Development Agreement, including Land Use Code Chapter 20.25D for Bel-Red and the Transportation Development Code Chapter 14.60. Each reconfigured development site within this MDP amendment will be required to obtain design review approval, and compliance with specific design guidelines will be further evaluated as specific buildings are proposed and approved via the ADR process. Specific utility designs and compliance with utility requirements will similarly continue to be evaluated along with Utility Developer Extension Agreements supporting individual building proposals.

C. The proposed Master Development Plan addresses all applicable standards, guidelines or criteria of this Code in a manner which fulfills their purpose and intent

The purpose of an MDP is to serve as a mechanism by which the City can ensure compliance with site development standards, vehicular and pedestrian mobility standards, and necessary amenities. See

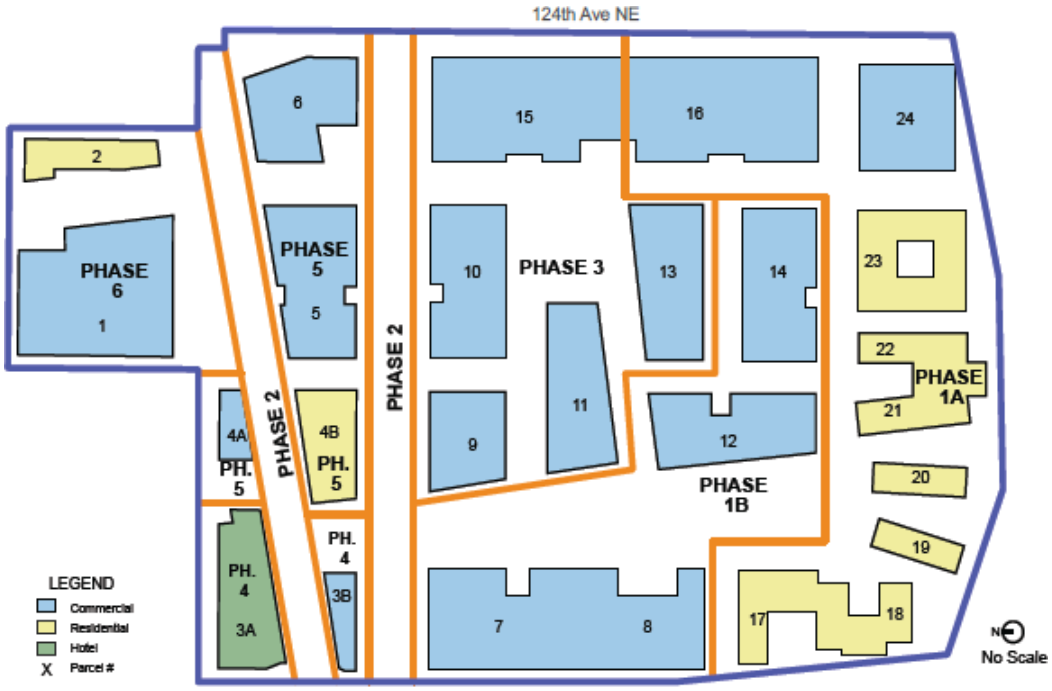
LUC 20.30V.120. The MDP amendment continues to meet this criterion. This amendment for the North Block reconfigures the development sites to allow for feasible residential use in compliance with all applicable site development standards, road standards, and to provide supporting amenities. As a result, building areas on Blocks 2, 3B, and 5B will increase by more than 20% from the original approved MDP (see revised phasing plan on page 8). Since this change cannot be accomplished through the LUX process, this MDP amendment is required. The new linear open space in Tract Q will provide a new passive recreation opportunity. All new street connections required per vested standards will be constructed with individual site developments.

D. The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying Land Use District.

The subject zoning of the site is BR-OR-1 and BR-OR-2. The North Blocks that are the subject of this MDP amendment are in the BR-OR-1 zone. The MDP amendment continues The Spring District's pattern of orienting development around the light rail station, while providing pedestrian and vehicular access to the site. This provides the requisite relationships and connectivity between site features prioritized in this zone. Specifically, the MDP amendment continues the pattern of connectivity established in the original MDP with construction of portions of NE 16th Street and 123rd Avenue NE to provide site connectivity, in addition to pedestrian sidewalks and through-ways, and a linear open space in Tract Q.

E. Phasing Plan Graphic Representation

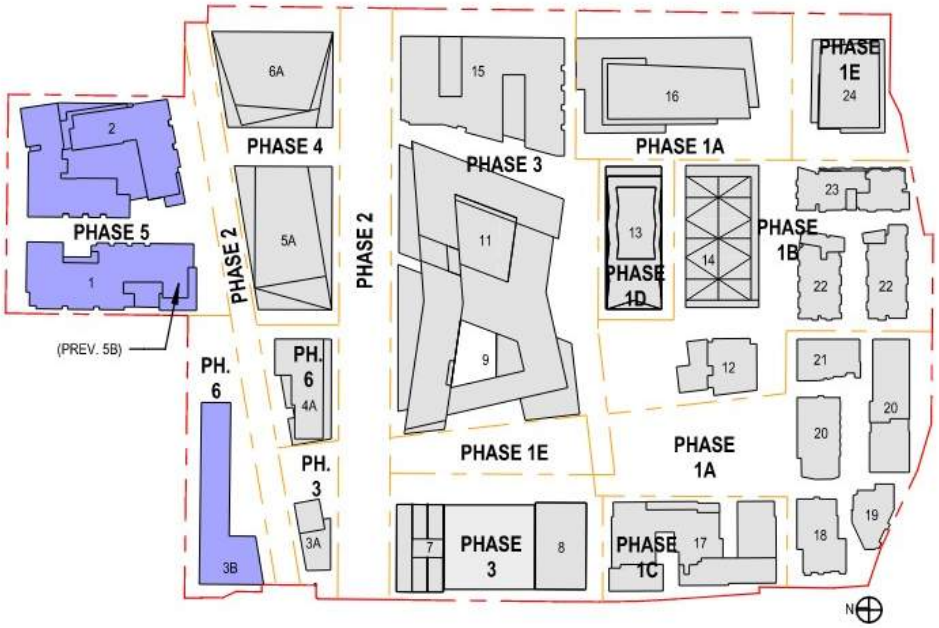
Approved Phasing Plan in original MDP:



Original Phasing Plan

PARCEL #	TOTAL SF
1	303,916
2	169,854
3A	208,898
3B	17,021
4A	18,906
4B	182,558
5	306,222
6	262,455
7	273,805
8	254,294
9	210,800
10	313,922
11	298,239
12	290,196
13	290,533
14	303,622
15	264,525
16	265,260
17	184,078
18	68,782
19	74,840
20	88,001
21	117,626
22	97,013
23	253,587
24	174,805
	5,293,758

Revised Phasing Plan:



PROPOSED PHASING PLAN

PARCELS INCLUDED IN PROPOSED UPDATE

PARCEL #	BUILDING SF	RETAIL SF	TOTAL BSF
1	**225,000**	**-**	**225,000**
2	**300,343**	**-**	**300,343**
3A	10,353	6,668	17,021
3B	**246,472**	**5,000**	**251,472**
4A	169,252	13,306	182,558
4B	-	-	Deleted
5A	337,296	3,847	341,143
5B	**-**	**-**	**Deleted**
6	312,377	2,205	314,582
7-8	29,000	12,000	41,000
9-11	275,379	6,855	282,234
12	18,446	12,200	30,646
13	227,830	-	227,830
14	93,863	3,473	97,336
15	331,625	1,776	333,401
16	360,128	-	360,128
17	219,789	8,000	227,789
18-21	260,455	-	260,455
22-23	306,310	-	306,310
24	179,605	1,242	180,847
		TOTAL SF	**3,951,343**

LEGEND

- Building, updated this revision
- Deleted, updated this revision
- No Change

NOTES:

1. Proposed change greater than 20% from original approved MDP.
2. Parcels 3A and 3B have exchanged naming designations since original MDP.
3. Parcel 5B deleted.

F. Phasing Narrative

The table below, the conceptual phasing plan, and the phasing chart attached illustrate the multiple phases and revisions to the MDP which have occurred during The Spring District development:

Phase	Dates	Description	Blocks included (Use)	Current Status
1A	2015 – 2019	• Demolition of existing structures. • Construction of new residential, commercial, and office buildings with retail and associated parking. • Park space. • Associated roadways and infrastructure.	• Block 16 (Office / Retail) • Blocks 18 – 21 (Residential) • Tract C (Park)	Construction complete.
1B	2016 - 2019	• New commercial buildings with retail and associated parking (including BrewPub). • New residential buildings. • Park space. • Associated roadways and infrastructure.	• Block 14 (Office / Retail) • Block 12 (BrewPub) • Blocks 22 & 23 (Residential) • Tract K (Park)	Construction complete.
1C	2016 - 2019	• New residential building with retail and associated parking.	• Block 17 (Residential)	Construction complete.
1D	2017 - 2023	• New office building with retail and associated parking.	• Block 13 (Office / Retail)	Construction complete.
1E	2017 - 2023	• New office building with retail and associated parking. • Park space.	• Block 24 (Office / Retail) • Tracts G and J (Park)	Construction complete.
2	2017 - 2023	• NE Spring Boulevard. • Sound Transit LRT Station.	• not applicable	Spring Boulevard complete; LRT Station complete.
3	2018 - 2024	• New office buildings with retail and associated parking. • Park space.	• Blocks 7, 8, 9, 11, 15 (Office / Retail) • Block 3-A (Retail) • Tract 3-C (Park)	Block 15 under design with ADR submitted and under review. Blocks 7, 9, 11 and 3-A complete. Tract 3 plaza complete.
4	2022 - 2024	• New office buildings with retail and associated parking. • Associated roadways and infrastructure.	• Blocks 5-A and 6-A (Office / Retail)	Complete.
5	2024 - 2026	• New multifamily residential associated parking. • Park space. • Associated roadways and infrastructure, including pedestrian pathways.	• Blocks 1 and 2 (Residential) • Tract Q (Park)	Blocks 1 and 2 submitted for ADR on 7/1/2026 and are under review.
6 - Interim	2025	• Interim parking	• Parking Lot adjacent to Block 3-B and Tract Q	Completed.
6	2026 – 2027* *or later, with an extension to the Development Agreement	• New commercial building with retail and associated parking. • New residential building with retail and associated parking. • Additional entry to Sound Transit LRT Station. • Associated roadways and infrastructure, including pedestrian pathways.	• Block 3-B (Residential / Retail) • Block 4-A (Office / Retail)	Blocks 3-B and 4-A are in planning stages.

G. Conceptual Phasing Plan

ATTACHMENT C - CONCEPTUAL PHASING PLAN

Table 1, below, provides details about each phase, based upon maximum development potential. During the phasing of this project and through submitted Design Review applications for individual buildings, the applicant may choose to build at less than the maximum development potential.

Item	Phase 1a[1]	Phase 1b[2]	Phase 1c	Phase 1d	Phase 1e	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Totals
Demolition	3 Buildings	1 Building	Buildings	Buildings	Buildings	2 Buildings	Buildings	Buildings	Buildings	Buildings	6 Buildings
	358,310 GSF	18,575 GSF	GSF	GSF	GSF	323,263 GSF	GSF	GSF	GSF	GSF	700,148 GSF
New Residential Max Height **125' - 150'** Max FAR 4.0	5 Buildings	3 Buildings	1 Building	Buildings	Buildings	Buildings	1 Building	Buildings	2 Buildings	1 Building	13 Buildings
	260,455 GSF	306,310 GSF	219,789 GSF	GSF	GSF	GSF	328,625 GSF	GSF	496,591 GSF	246,472 GSF	1,858,242 GSF
Resi Building Lot Area (SF)	108,634 SF	83,369 SF	62,809 SF	SF	SF	SF	88,438 SF	SF	121,653 SF	64,392 SF	529,295 SF
New Office Max Height **150'** Max FAR 4.0	1 Building	2 Buildings	Buildings	1 Building	1 Building	Buildings	4 Buildings	2 Buildings	Buildings	Buildings	10 Buildings
	360,128 GSF	112,309 GSF	GSF	212,298 GSF	179,605 GSF	GSF	304,379 GSF	649,673 GSF	GSF	GSF	1,818,392 GSF
Office Building Lot Area (SF)	80,528 SF	68,825 SF	SF	40,972 SF	44,306 SF	SF	250,652 SF	106,269 SF	SF	SF	591,552 SF
Parks (SF Improved)[2]	34,607	22,208			32,136					15,265	104,216
Private Streets		7,660			5,007			11,260	23,599	15,443	62,969
New Residential FAR	2.40	3.67	3.50				3.72		3.15	3.83	2.67
New Office FAR	3.13	1.14		5.18			1.21	5.53			2.40
Cumulative FAR	2.20	2.56	2.69	2.89		2.79	2.42	2.80	2.88	2.83	2.83
New Retail Max Height **150'** Max FAR 4.0	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	0 Buildings
	GSF	15,673 GSF	8,000 GSF	GSF	1,242 GSF	GSF	1,776 GSF	6,052 GSF	GSF	18,306 GSF	51,049 GSF
Hotel Max Height **150'** Max FAR 4.0	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	Buildings	1 Building	1 Building
	GSF	GSF	GSF	GSF	GSF	GSF	GSF	GSF	GSF	169,252	169,252 GSF
Hotel Lot Area (SF) FAR										22,414 SF	22,414 SF
Sound Transit 120th LRT Station	SF	SF	SF	SF	SF	53,428 SF	SF	SF	SF	SF	53,428 SF
Net Impervious Surface Increase (Decrease)[3] %	(44,500) SF -22.3%	(10,900) SF -6.4%	(6,500) SF -11.6%	(10,500) SF -35.1%	(21,200) SF -13.4%	SF	(52,521) SF -14.9%	(15,100) SF -27.3%	(29,412) SF -20.2%	(4,575) SF -4.8%	(195,208) SF -14.9%
Parking Stalls	1,283	3,450		340	301		950	1,025	1,200	800	9,349
New Public Streets	58,166 SF	SF	SF	SF	SF	102,084 SF	14,212 SF	SF	SF	SF	174,462 SF
FAR Acres	6.47	4.18	1.44	0.94	1.87	0.00	8.11	2.70	3.33	2.70	31.75
Total Acres	6.47	4.18	1.44	0.94	1.87	3.57	8.11	2.70	3.33	2.70	35.32
Estimated Time Range[4] (+/-)	2015-2019	2016-2019	2016-2019	2017-2023	2017-2023	2017-2023	2018-2020	2020-2023	2026-2028	2028-2030	15 years

1: 120th Avenue NE City of Bellevue ROW take has decreased lot size.
2: Tract K has been transferred to Phase 1B.
3: Compared to 89% impervious surfaces on-site prior to redevelopment.
4: Dependent on Market Timing

H. Impervious Surfaces and Lot Coverage (attached separately)

See attached documents.

II. Index of Supplemental Reports (attached separately)

SEPA Environmental Checklist, revised 8/6/2026

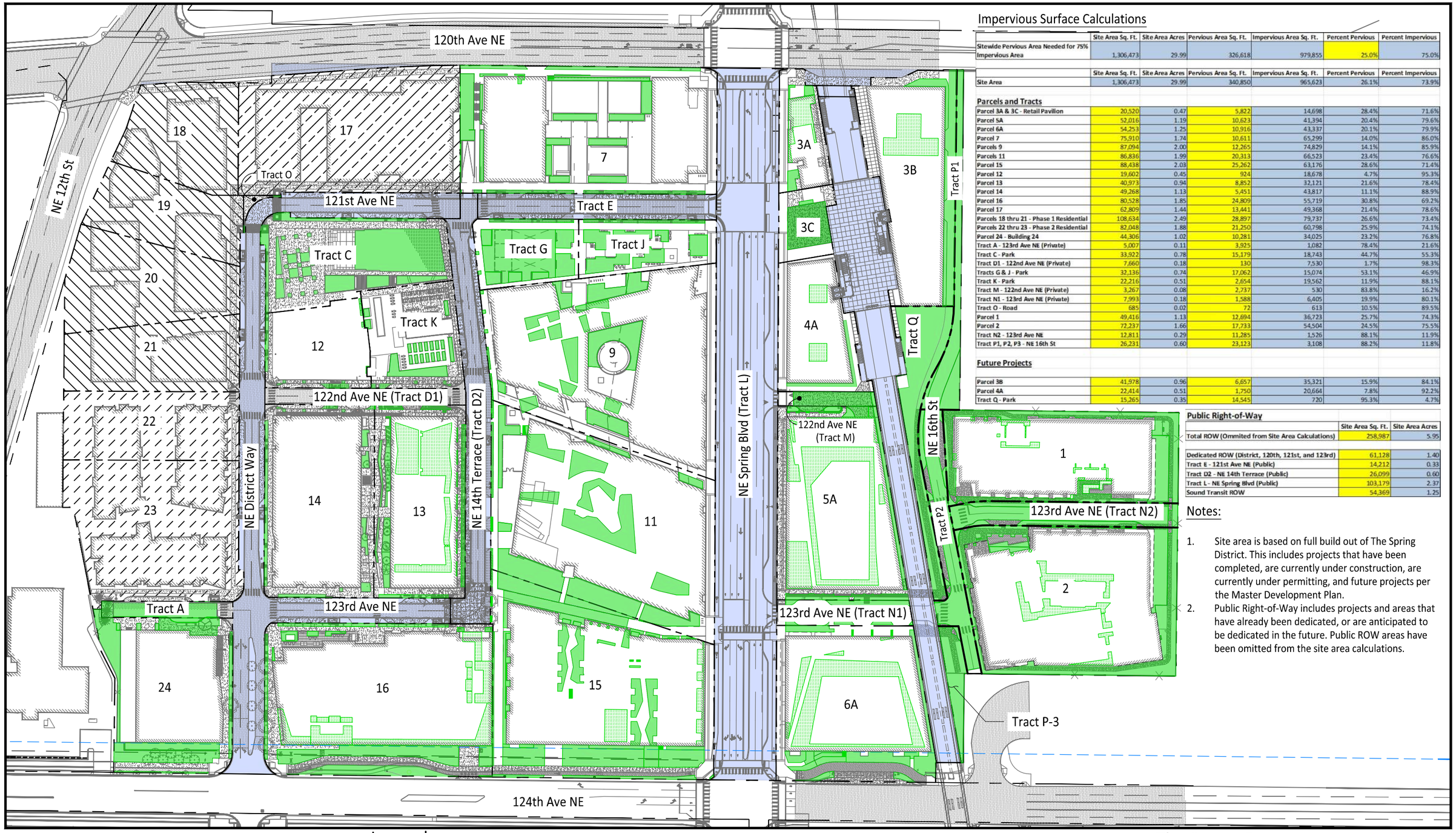
Traffic Impact Analysis Update, revised 8/6/2026

North Blocks Utilities Design, revised 8/6/2026

Memo Greenhouse Gas Emissions Memo, revised 8/6/2026

Multimodal Path Memo, revised 8/6/2026

Impervious Surface Calculations Lot Coverage Calculations, revised 8/6/2026



Impervious Surface Calculations

	Site Area Sq. Ft.	Site Area Acres	Pervious Area Sq. Ft.	Impervious Area Sq. Ft.	Percent Pervious	Percent Impervious
Sitewide Pervious Area Needed for 75% Impervious Area	1,306,473	29.99	326,618	979,855	25.0%	75.0%

	Site Area Sq. Ft.	Site Area Acres	Pervious Area Sq. Ft.	Impervious Area Sq. Ft.	Percent Pervious	Percent Impervious
Site Area	1,306,473	29.99	340,850	965,623	26.1%	73.9%
Parcels and Tracts						
Parcel 3A & 3C - Retail Pavilion	20,520	0.47	5,822	14,698	28.4%	71.6%
Parcel 5A	52,016	1.19	10,623	41,394	20.4%	79.6%
Parcel 6A	54,253	1.25	10,916	43,337	20.1%	79.9%
Parcel 7	75,910	1.74	10,611	65,299	14.0%	86.0%
Parcels 9	87,094	2.00	12,265	74,829	14.1%	85.9%
Parcels 11	86,836	1.99	20,313	66,523	23.4%	76.6%
Parcel 15	88,438	2.03	25,262	63,176	28.6%	71.4%
Parcel 12	19,602	0.45	924	18,678	4.7%	95.3%
Parcel 13	40,973	0.94	8,852	32,121	21.6%	78.4%
Parcel 14	49,268	1.13	5,451	43,817	11.1%	88.9%
Parcel 16	80,528	1.85	24,809	55,719	30.8%	69.2%
Parcel 17	62,809	1.44	13,441	49,368	21.4%	78.6%
Parcels 18 thru 21 - Phase 1 Residential	108,634	2.49	28,897	79,737	26.6%	73.4%
Parcels 22 thru 23 - Phase 2 Residential	82,048	1.88	21,250	60,798	25.9%	74.1%
Parcel 24 - Building 24	44,306	1.02	10,281	34,025	23.2%	76.8%
Tract A - 123rd Ave NE (Private)	5,007	0.11	3,925	1,082	78.4%	21.6%
Tract C - Park	33,922	0.78	15,179	18,743	44.7%	55.3%
Tract D1 - 122nd Ave NE (Private)	7,660	0.18	130	7,530	1.7%	98.3%
Tracts G & J - Park	32,136	0.74	17,062	15,074	53.1%	46.9%
Tract K - Park	22,216	0.51	2,654	19,562	11.9%	88.1%
Tract M - 122nd Ave NE (Private)	3,267	0.08	2,737	530	83.8%	16.2%
Tract N1 - 123rd Ave NE (Private)	7,993	0.18	1,588	6,405	19.9%	80.1%
Tract O - Road	685	0.02	72	613	10.5%	89.5%
Parcel 1	49,416	1.13	12,694	36,723	25.7%	74.3%
Parcel 2	72,237	1.66	17,733	54,504	24.5%	75.5%
Tract N2 - 123rd Ave NE	12,811	0.29	11,285	1,526	88.1%	11.9%
Tract P1, P2, P3 - NE 16th St	26,231	0.60	23,123	3,108	88.2%	11.8%
Future Projects						
Parcel 3B	41,978	0.96	6,657	35,321	15.9%	84.1%
Parcel 4A	22,414	0.51	1,750	20,664	7.8%	92.2%
Tract Q - Park	15,265	0.35	14,545	720	95.3%	4.7%

Public Right-of-Way

	Site Area Sq. Ft.	Site Area Acres
Total ROW (Ommited from Site Area Calculations)	258,987	5.95
Dedicated ROW (District, 120th, 121st, and 123rd)	61,128	1.40
Tract E - 121st Ave NE (Public)	14,212	0.33
Tract D2 - NE 14th Terrace (Public)	26,099	0.60
Tract L - NE Spring Blvd (Public)	103,179	2.37
Sound Transit ROW	54,369	1.25

Notes:

1. Site area is based on full build out of The Spring District. This includes projects that have been completed, are currently under construction, are currently under permitting, and future projects per the Master Development Plan.
2. Public Right-of-Way includes projects and areas that have already been dedicated, or are anticipated to be dedicated in the future. Public ROW areas have been omitted from the site area calculations.

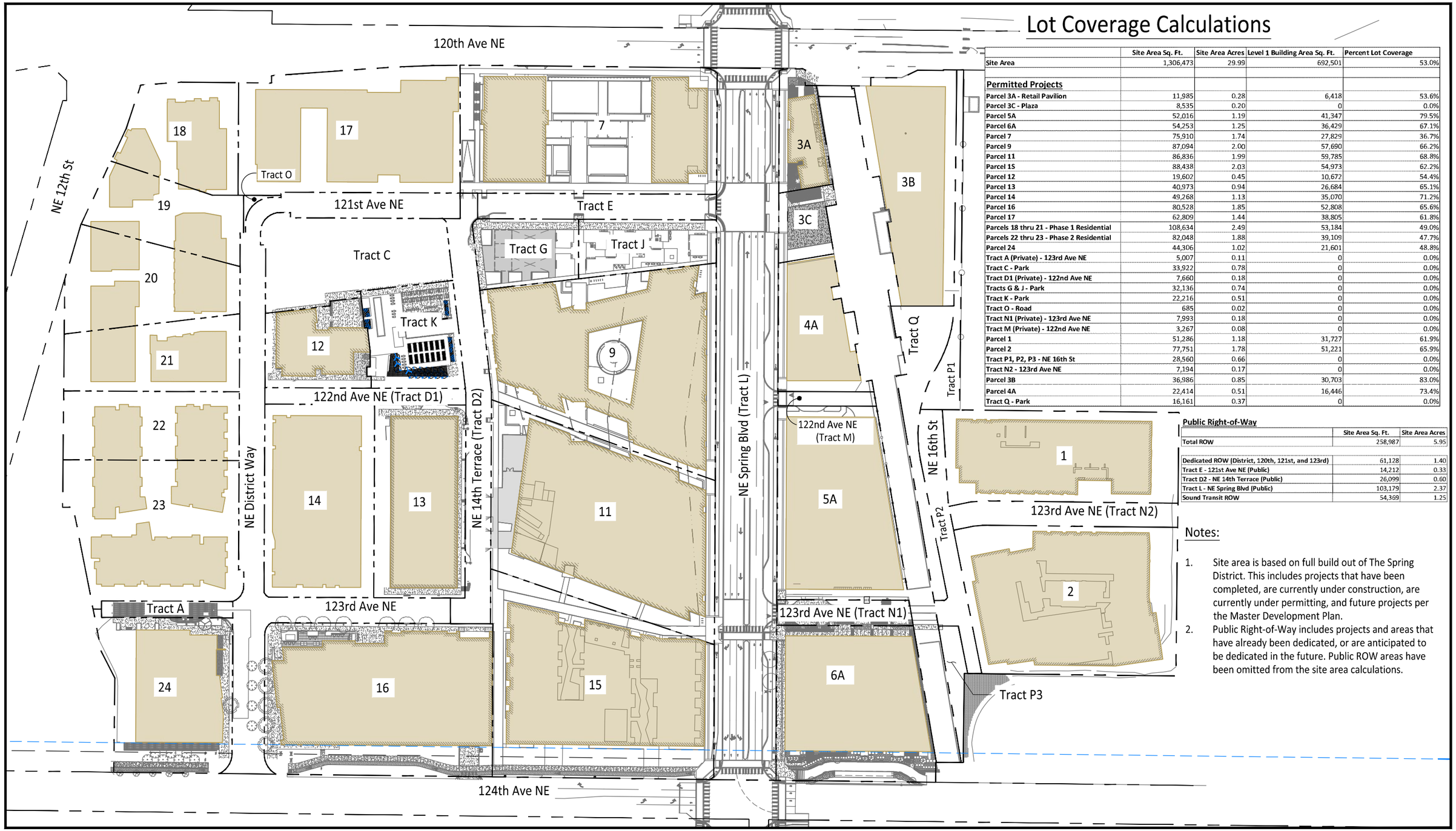
DATE: Aug 06, 2026 FILE: Impervious Surface Totals

0 70 140 FEET
1" = 140'

Legend

- Pervious Area
- Green Roof
- Site Boundary
- ROW
- Security Properties 18-21 (73.4%) Impervious
- Security Properties 22-23 (74.1%) Impervious
- AMLI: 17 (78.6%) Impervious

The Spring District Impervious Surfaces 08-06-2026



Lot Coverage Calculations

	Site Area Sq. Ft.	Site Area Acres	Level 1 Building Area Sq. Ft.	Percent Lot Coverage
Site Area	1,306,473	29.99	692,501	53.0%
Permitted Projects				
Parcel 3A - Retail Pavilion	11,985	0.28	6,418	53.6%
Parcel 3C - Plaza	8,535	0.20	0	0.0%
Parcel 5A	52,016	1.19	41,347	79.5%
Parcel 6A	54,253	1.25	36,429	67.1%
Parcel 7	75,910	1.74	27,829	36.7%
Parcel 9	87,094	2.00	57,690	66.2%
Parcel 11	86,836	1.99	59,785	68.8%
Parcel 1S	88,438	2.03	54,973	62.2%
Parcel 12	19,602	0.45	10,672	54.4%
Parcel 13	40,973	0.94	26,684	65.1%
Parcel 14	49,268	1.13	35,070	71.2%
Parcel 16	80,528	1.85	52,808	65.6%
Parcel 17	62,809	1.44	38,805	61.8%
Parcels 18 thru 21 - Phase 1 Residential	108,634	2.49	53,184	49.0%
Parcels 22 thru 23 - Phase 2 Residential	82,048	1.88	39,109	47.7%
Parcel 24	44,306	1.02	21,601	48.8%
Tract A (Private) - 123rd Ave NE	5,007	0.11	0	0.0%
Tract C - Park	33,922	0.78	0	0.0%
Tract D1 (Private) - 122nd Ave NE	7,660	0.18	0	0.0%
Tracts G & J - Park	32,136	0.74	0	0.0%
Tract K - Park	22,216	0.51	0	0.0%
Tract O - Road	685	0.02	0	0.0%
Tract N1 (Private) - 123rd Ave NE	7,993	0.18	0	0.0%
Tract M (Private) - 122nd Ave NE	3,267	0.08	0	0.0%
Parcel 1	51,286	1.18	31,727	61.9%
Parcel 2	77,751	1.78	51,221	65.9%
Tract P1, P2, P3 - NE 16th St	28,560	0.66	0	0.0%
Tract N2 - 123rd Ave NE	7,194	0.17	0	0.0%
Parcel 3B	36,986	0.85	30,703	83.0%
Parcel 4A	22,414	0.51	16,446	73.4%
Tract Q - Park	16,161	0.37	0	0.0%

Public Right-of-Way

	Site Area Sq. Ft.	Site Area Acres
Total ROW	258,987	5.95
Dedicated ROW (District, 120th, 121st, and 123rd)	61,128	1.40
Tract E - 121st Ave NE (Public)	14,212	0.33
Tract D2 - NE 14th Terrace (Public)	26,099	0.60
Tract L - NE Spring Blvd (Public)	103,179	2.37
Sound Transit ROW	54,369	1.25

Notes:

1. Site area is based on full build out of The Spring District. This includes projects that have been completed, are currently under construction, are currently under permitting, and future projects per the Master Development Plan.
2. Public Right-of-Way includes projects and areas that have already been dedicated, or are anticipated to be dedicated in the future. Public ROW areas have been omitted from the site area calculations.

DATE: Aug 06, 2026 FILE: Lot Coverage Figure

0 140 280 feet

Legend

Level 1 Building Area

The Spring District
Lot Coverage
08-06-2026

The Spring District Multimodal Facilities

This memo outlines the history of the east-west multimodal trail requirement through The Spring District which resulted in the completion of an all-levels and abilities facility through The Spring District along Spring Blvd which is considered a level of service category 1 facility by the City of Bellevue's multimodal transportation initiative.

The facility consists of directional bikeways physically separated from vehicle traffic by landscaping and grade and from the wide pedestrian sidewalks by directional wayfinding pavers.

The Spring District Original MDP – Multi-Purpose Trail

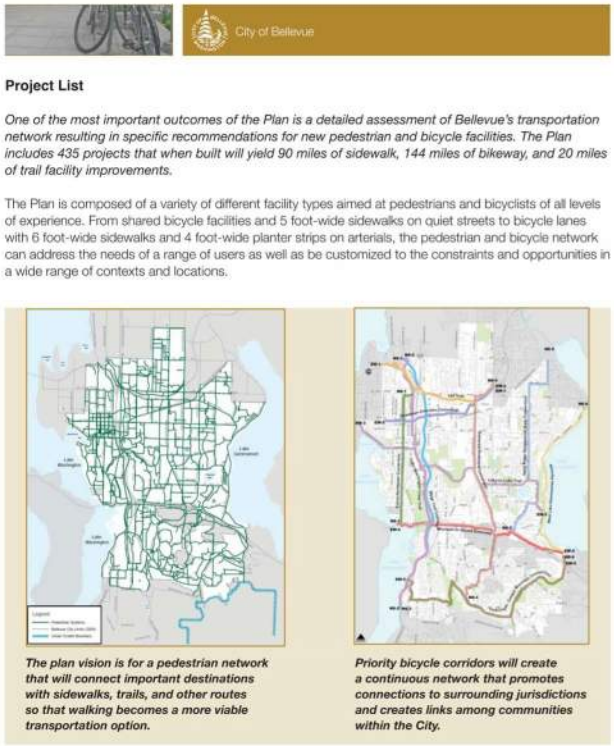
The original Spring District MDP conditions required a multipurpose trail along the frontage of 124th Avenue NE to connect to the multipurpose trail shown on NE 16th Street in the MDP Plans.

The Spring District Master Development Plan
11-125943-LP
Page **62** of **74**

7. Pedestrian Amenities:
   - **Multi-purpose trail:** A multi-purpose trail (12-14 feet in width) shall be provided along the entire length of The Spring District's property along 124th Avenue NE to connect to the multi-purpose trail on NE 16th Street as shown on the MDP plans. See Attachment A. For Phase 1a, the applicant shall design the entire trail (for both Phase 1a and Phase 1b) and construct the Phase 1a trail adjacent to any Phase 1a development. For Phase 1b, the applicant shall complete construction of the entire trail.

City of Bellevue 2009 Pedestrian & Bicycle Plan

The City had produced a pedestrian and bicycle transportation plan in 2009 (the "2009 Plan") that identified bicycle corridors though Bellevue, while recognizing that the Plan was a long-range vision, it acknowledged the projects shown were conceptual, and additional engineering and design coordination would be needed on all the projects to determine the most optimal pedestrian and bicycle facilities.



City of Bellevue

Project List

One of the most important outcomes of the Plan is a detailed assessment of Bellevue's transportation network resulting in specific recommendations for new pedestrian and bicycle facilities. The Plan includes 435 projects that when built will yield 90 miles of sidewalk, 144 miles of bikeway, and 20 miles of trail facility improvements.

The Plan is composed of a variety of different facility types aimed at pedestrians and bicyclists of all levels of experience. From shared bicycle facilities and 5 foot-wide sidewalks on quiet streets to bicycle lanes with 6 foot-wide sidewalks and 4 foot-wide planter strips on arterials, the pedestrian and bicycle network can address the needs of a range of users as well as be customized to the constraints and opportunities in a wide range of contexts and locations.

The plan vision is for a pedestrian network that will connect important destinations with sidewalks, trails, and other routes so that walking becomes a more viable transportation option.

Priority bicycle corridors will create a continuous network that promotes connections to surrounding jurisdictions and creates links among communities within the City.

2009 PEDESTRIAN & BICYCLE TRANSPORTATION PLAN

Implementation

Given that the plan represents a long range vision, all of the project descriptions in the plan are framed as "conceptual." The images on page 4 of this flyer provide a snapshot into the potential future of some of the near-term (funded) projects in the Plan. The visual concepts should be regarded as illustrative only. Much additional engineering and design will be needed on all of these projects when determining the most optimal pedestrian and bicycle facilities.

The vision for the Bel-Red Corridor emphasizes pedestrian and bicycle mobility (Ped-Bike Plan # O-110-N, S-100-N, and S-100-S).

New Tools

Creating good conditions for walking and cycling often requires adopting new and innovative designs. City staff are actively involved in evaluating different tools for improving walking and cycling conditions in Bellevue. The following are several recent examples:

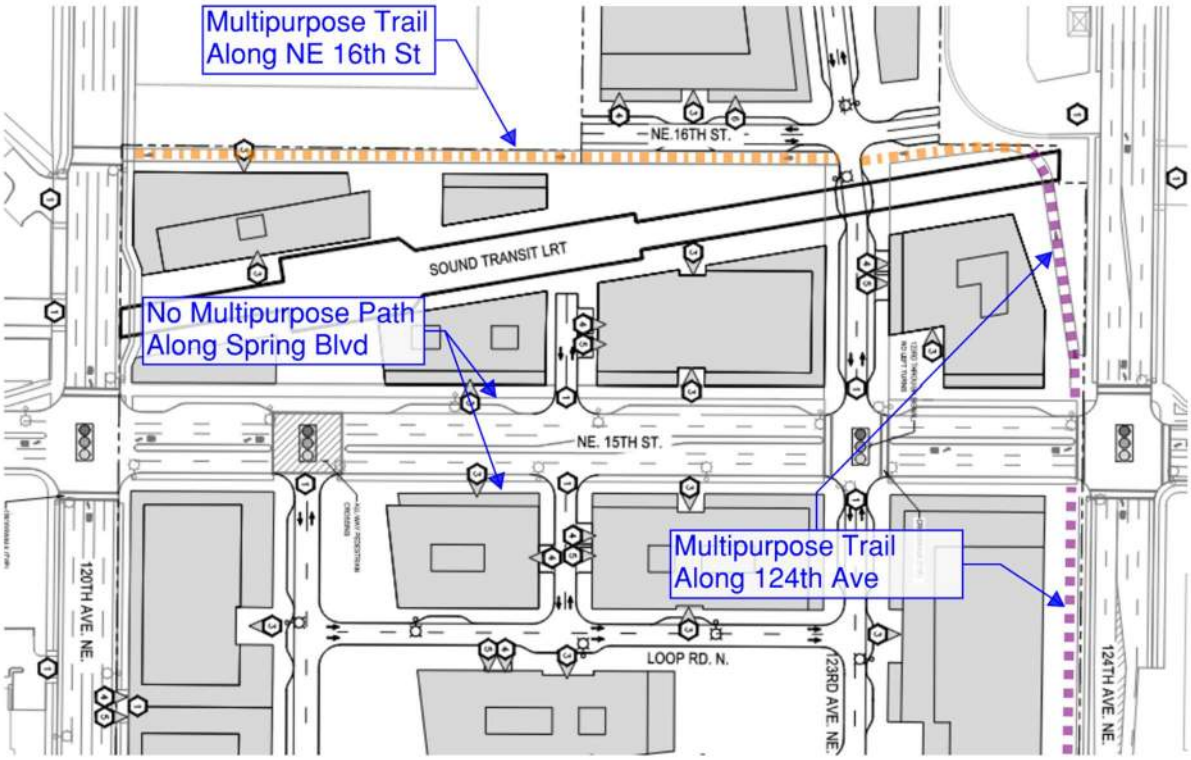
Bellevue's initial "sharrow" experiment on 161st Ave SE is shown to improve both bicycle positioning and motorist behavior.

Rubber sidewalk panels at NE 10 St west of 102 Ave NE allow tree roots to grow under the sidewalk without creating a trip hazard.

The new Plan Report is available at: http://www.bellevuewa.gov/walking_biking.htm For more information, contact Franz Loewenherz, at 425-452-4077 or FLoewenherz@bellevuewa.gov

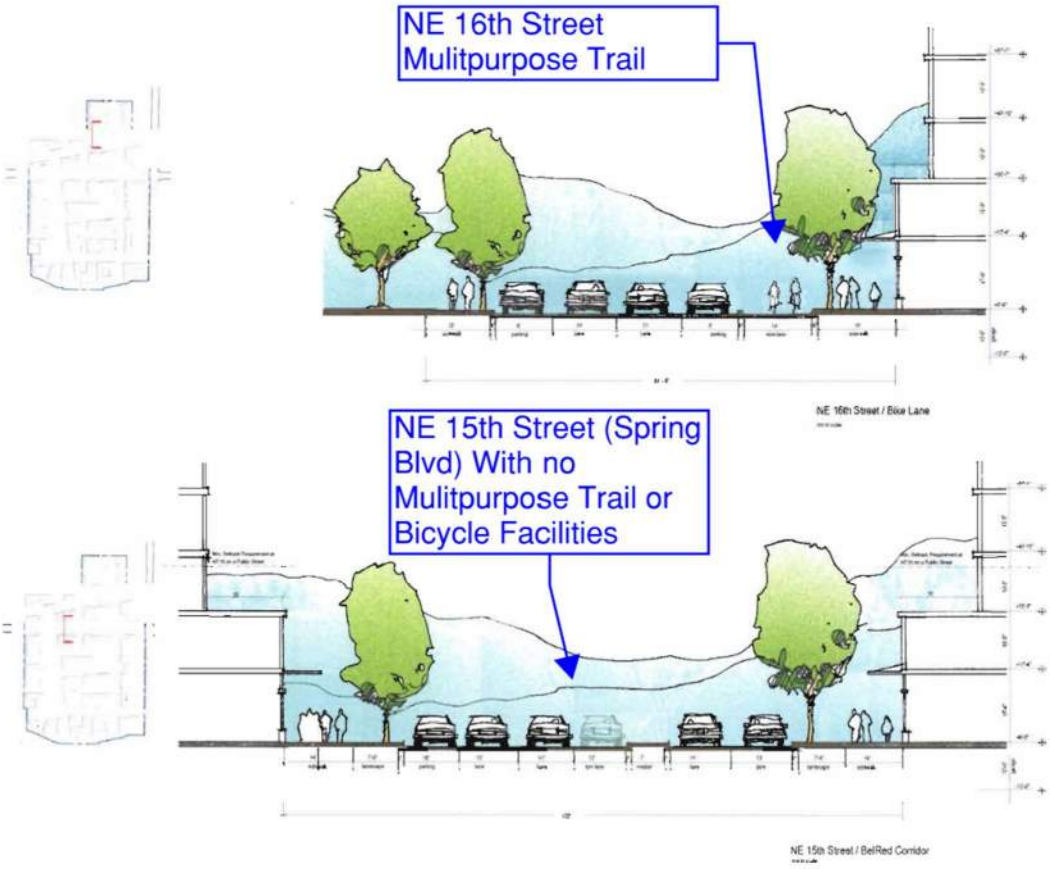
The Spring District Original MDP Multipurpose Path Plan

The 2009 Plan was used to frame the multipurpose path requirement shown in the original Spring District MDP. The trail was kept off of Spring Blvd (formerly NE 15th St) to minimize ROW widths of Spring Blvd and because construction timing and phasing of the light rail and Spring Blvd was not fully known at that time and could not be relied on to meet the requirement of multipurpose path.



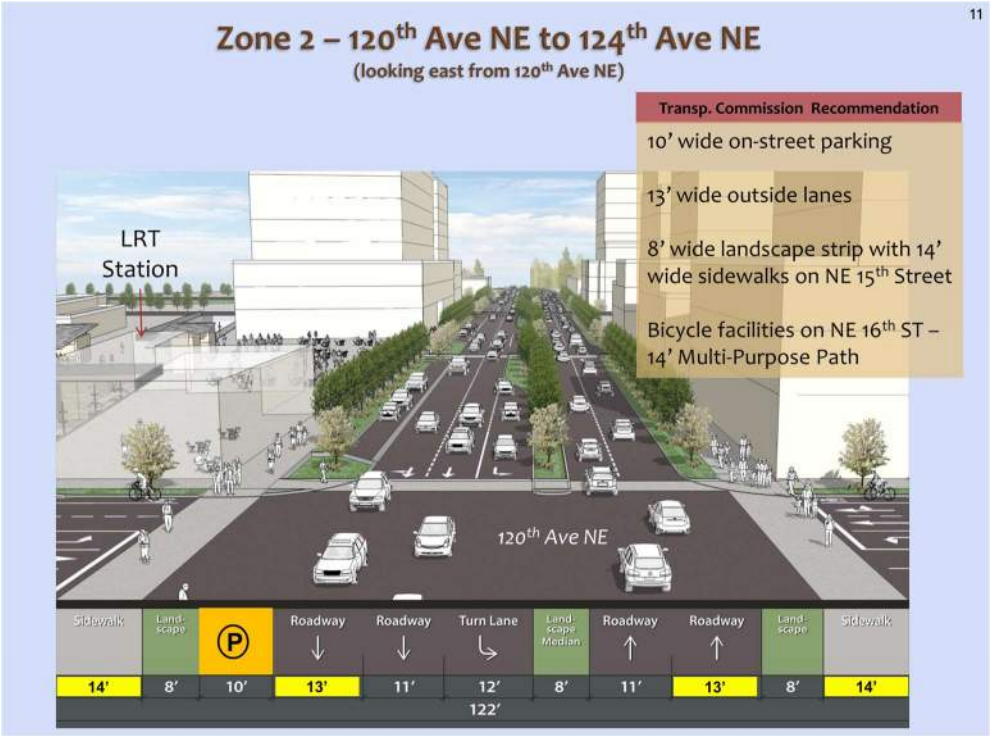
Original MDP Road Sections

The original MDP showed a roadway cross section for Spring Blvd, formerly NE 15th Street without a multipurpose path or bicycle facilities. The path was shown on NE 16th Street.

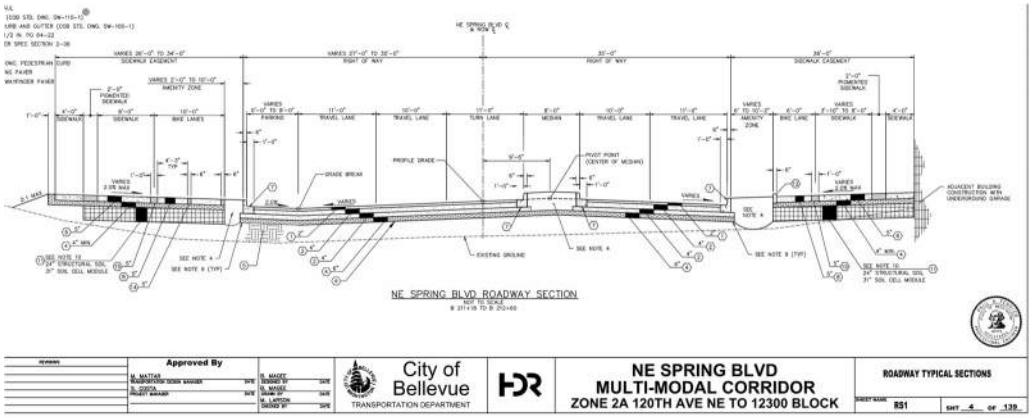


City of Bellevue Spring Blvd (formerly NE 15th St) Design and Funding

Starting in 2013 following the original MDP approval, the City of Bellevue designed, funded, and constructed Spring Blvd through a federal loan program (TIFIA) that included the multimodal facilities with a 122' section without the bike path. The 2016 design from the City shows the link between the multipurpose trail on NE 16th as the reason not to have multimodal facilities on Spring Blvd. *See* Image below from the 8/23/2016 Transportation Commission Meeting. The City Council further supported maintaining a narrow ROW along Spring Blvd through their discussion and approval of the cross section.



In 2018 the City of Bellevue, in collaboration with The Spring District owners, revised the design of Spring Blvd to include directional bikeways physically separated from vehicle traffic by landscaping and grade and from the 13.5-foot-wide pedestrian sidewalks by directional wayfinding pavers. Additional 8' of ROW and Easements for the facilities were provided by the Spring District at below-market cost to the City to subsidize this improvement. Spring Blvd was determined to be the preferred location for the bikeways because of superior connectivity to Light Rail and wayfinding.



City of Bellevue Mobility Implementation Plan

The City of Bellevue through the multi modal level of service initiative, which is planned to conclude in early 2022, has updated the nonmotorized facilities plan to show a level 1 bicycle facility on Spring Blvd and not along NE 16th Street.

Level-of-Service in Bellevue

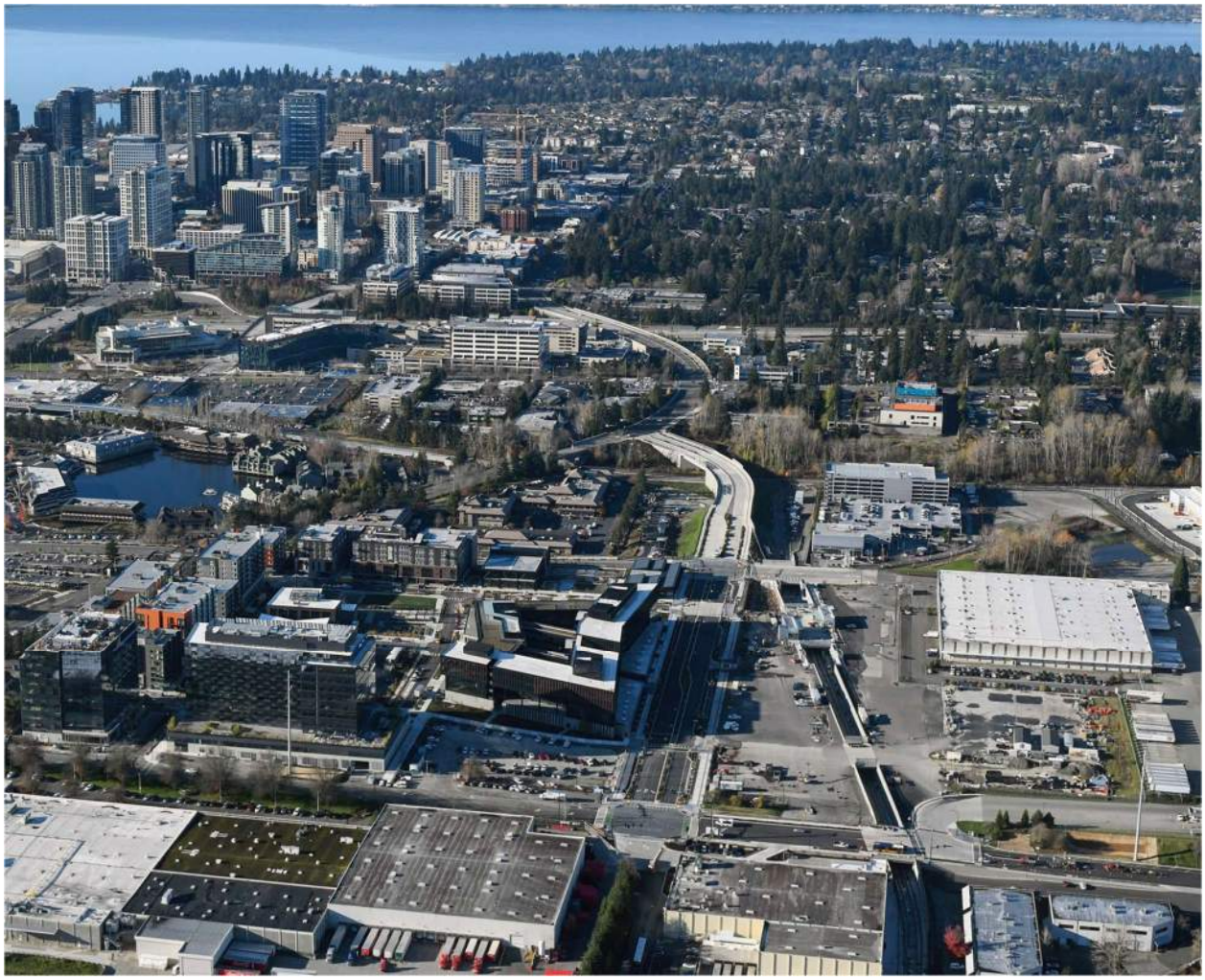
Toward a Multimodal Approach to Mobility

BICYCLE RIDER LTS/LOS

Roadway Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Service/Level of Traffic Stress					
Speed Limit (MPH)	Arterial Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
</= 25	<3k	1	1	1	1	1	1
	3-7k	3	2	2	2	1	1
	>/=7k	3	3	2	2	1	1
30	<15k	3	3	2	2	1	1
	15-25k	4	4	3	3	3	1
	>/=25k	4	4	3	3	3	1
35	<25k	4	4	3	3	3	1
	>/=25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

Conclusion

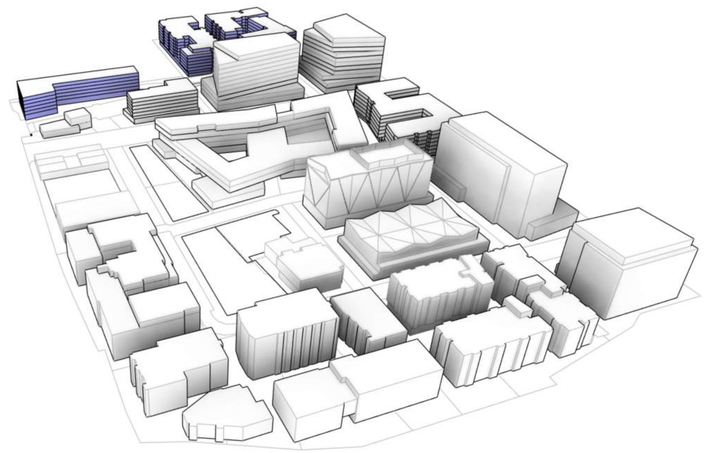
The Spring District's project history shows that the original MDP condition to build a multi-purpose path east-west through the Spring District has been satisfied with successful completion of the facility on Spring Blvd. The MDP condition should be formally amended to confirm the built condition and that the local roads within the Spring District are not required to include bicycle facilities.



SPRING DISTRICT - NORTH BLOCKS

MASTER DEVELOPMENT PLAN REVISION #12

1209 124TH AVE NE
BELLEVUE, WA 98004



PROJECT INFORMATION

PROJECT LOCATION
NORTH BLOCKS, SPRING DISTRICT, 1209 124TH AVE NE, BELLEVUE, WA 98004

PARCEL NUMBER 7933300000

LEGAL DESCRIPTION
PER TITLE REPORT FIRST AMERICAN TITLE INSURANCE COMPANY, POLICY NUMBER NCS-1287891-WA1

PARCEL B:

UNITS 1, 2, 3B, 4B, 5B AND 6B OF BELLEVUE DISTRIBUTION CENTER, A CONDOMINIUM, PER CONDOMINIUM DECLARATION THEREOF RECORDED UNDER KING COUNTY RECORDING NO. 20170926000627, AND AMENDMENTS THERETO RECORDED UNDER RECORDING NOS.
20190626000466, 20201214001708 AND 20201228002716; SAID UNITS ARE LOCATED ON SURVEY MAP AND PLANS RECORDED IN VOLUME 274 OF CONDOMINIUMS AT PAGES 96 THROUGH 98 AND AMENDED IN VOLUME 278 AT PAGES 91 THROUGH 93, AS AMENDED IN VOLUME 278 OF CONDOMINIUMS AT PAGES 91 THROUGH 93, AS AMENDED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 58 THROUGH 60, AS AMENDED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 53 AND 54, AS AMENDED IN VOLUME 304 OF CONDOMINIUMS AT PAGES 34 THROUGH 37, AS AMENDED IN VOLUME 315 OF CONDOMINIUMS AT PAGES 75 THROUGH 78 AND AS AMENDED IN VOLUME 316 OF CONDOMINIUMS AT PAGES 69 THROUGH 72, IN KING COUNTY, WASHINGTON;
TOGETHER WITH THAT PORTION OF UNIT 3B CONVEYED FROM CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, A REGIONAL TRANSIT AUTHORITY, PURSUANT TO THAT QUIT CLAIM DEED RECORDED UNDER RECORDING NO. 20211115001500.
(ALSO DESCRIBED AS LOTS 1,,2, 3B, 4B, 5B AND 6B OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED NOVEMBER 01, 2012 UNDER RECORDING NO. 20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED APRIL 23, 2014 UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280 OF CONDOMINIUMS AT PAGES 30 THROUGH 32, AS AMENDED FEBRUARY 17, 2016 UNDER RECORDING NO. 20160217000684 AND FILED IN VOLUME 286 OF CONDOMINIUMS AT PAGES 35 THROUGH 37, AS AMENDED MAY 06, 2016 UNDER RECORDING NO. 20160506000760 AND FILED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 51 THROUGH 57, AS AMENDED SEPTEMBER 26, 2017 UNDER RECORDING NO. 20170926000625 AND FILED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 47 THROUGH 52, AND AS AMENDED JUNE 11, 2019 UNDER RECORDING NO. 20190611001146 AND FILED IN VOLUME 288 OF CONDOMINIUMS AT PAGES 87 THROUGH 92, AS AMENDED DECEMBER 14, 2020 UNDER RECORDING NO. 20201214001706 AND FILED IN VOLUME 294 OF CONDOMINIUMS AT PAGES 19 THROUGH 24, AS AMENDED APRIL 29, 2021 UNDER RECORDING NO., 20210429001060 AND FILED IN VOLUME 320 OF CONDOMINIUMS AT PAGES 70 THROUGH 75, IN KING COUNTY, WASHINGTON)

PARCEL C:

TRACTS M AND N-2 OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED NOVEMBER 01, 2012 UNDER RECORDING NO.
20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED APRIL 23, 2014 UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280
OF CONDOMINIUMS AT PAGES 30 THROUGH 32, AS AMENDED FEBRUARY 17, 2016 UNDER RECORDING NO. 20160217000684 AND FILED IN VOLUME 286 OF CONDOMINIUMS AT PAGES 35 THROUGH 37, AS AMENDED MAY 06, 2016 UNDER RECORDING NO. 20160506000760 AND FILED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 51 THROUGH 57, AS AMENDED SEPTEMBER 26, 2017 UNDER RECORDING NO. 20170926000625 AND FILED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 47 THROUGH 52, AND AS AMENDED JUNE 11, 2019 UNDER RECORDING NO.
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APPLICABLE CODES	*AS AMENDED BY THE STATE OF WASHINGTON AND THE CITY OF BELLEVUE
LAND USE CODE	BELLEVUE LAND USE CODE
BUILDING CODE	2021 INTERNATIONAL BUILDING CODE
FIRE CODE	2021 INTERNATIONAL FIRE CODE WITH AMEND
MECHANICAL CODE	2021 INTERNATIONAL MECHANICAL CODE
ENERGY CODE	2021 WASHINGTON STATE COMMERCIAL ENERGY CODE
ELECTRICAL CODE	2023 NATIONAL ELECTRICAL CODE (NEC), 2023 WASHINGTON CITIES ELECTRICAL CODES
PLUMBING CODE	2021 UNIFORM PLUMBING CODE (UPC)
ACCESSIBILITY	2017 ICC A117.1 ACCESSIBLE FACILITIES
SITE AREA	1,568,435 SF
ZONE	BR-OR-1, BEL RED OFFICE RESIDENTIAL NODE 1
PROJECT NUMBERS:	MASTER DEVELOPMENT PLAN 11-125943-LP

DESCRIPTION OF PROPOSAL & DESIGN:

THIS PROPOSAL REVISES THE APPROVED MASTER DEVELOPMENT PROPOSAL AND ITS SUBSEQUENT APPROVED AMENDMENTS.

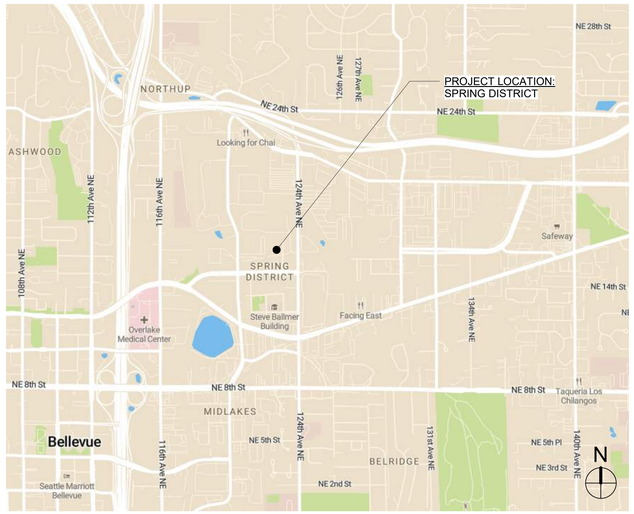
THE SPRING DISTRICT MASTER DEVELOPMENT PLAN REVISION PROPOSAL IS INTENDED TO MAXIMIZE POTENTIAL RESIDENTIAL DEVELOPMENT IN THE NORTH LOTS TO RESPOND TO THE CURRENT MARKET CONDITIONS AND DEMAND FOR HOUSING. THE PROPOSAL INTENDS TO USE THE FAR REMAINING FROM THE SPRING DISTRICT PARCELS SOUTH OF THE RETAINED CUT FOR THE SOUND TRANSIT SYSTEM.
IN THE NORTH BLOCKS, THE ORIGINAL MDP ASSUMED THE NORTHEAST PORTION WOULD HAVE AN OFFICE BUILDING WITH ABOVE-GRADE PARKING GARAGE AND A RESIDENTIAL BUILDING. A SUBSEQUENT AMENDMENT MODIFIED THE USE OF THE RESIDENTIAL BUILDING TO COMMERCIAL OFFICE WITH RETAIL AND MODIFIED THE BOUNDARY LINES OF THE PARCELS. THIS AMENDMENT PROPOSES TO CHANGE BOTH OF THESE BUILDINGS TO RESIDENTIAL WITH BELOW GRADE PARKING.
IN THE NORTH-WEST PORTION OF THE SITE, A BUILDING THAT WAS PREVIOUSLY DESIGNATED AS COMMERCIAL OFFICE WILL NOW BE RESIDENTIAL WITH RETAIL AND BELOW-GRADE PARKING.

ADDITIONALLY, THIS AMENDMENT PROPOSES MINOR SITE REVISIONS, WHICH INCLUDES ROAD AND SIDEWALK REVISIONS, ALONG WITH ADDED PERMEABLE AREAS CREATED BY EXTRANEOUS "SLIVER" PARCELS ALONG THE SOUND TRANSIT LIGHT RAIL ALIGNMENT; THE RESULT IS A NEW LINEAR PRIVATE PARK FOLLOWING THE ALIGNMENT. AN INTERNAL PEDESTRIAN PATHWAY IS PROVIDED THAT CONNECTS THE NORTH BLOCKS TO THE SOUND TRANSIT LINK LIGHT RAIL STATION; THROUGH TO 120TH AVE NE; AND TO THE PARCELS TO THE SOUTH OF THE SOUND TRANSIT CUT.

THE UPDATED TRAFFIC ANALYSIS INDICATES THAT THIS PROPOSAL WILL REDUCE TRIP GENERATION FROM WHAT WAS ORIGINALLY APPROVED FOR THE COMMERCIAL LAND USES. THEREFORE, THIS AMENDMENT FITS WELL WITHIN (UNDER) THE ORIGINAL TRAFFIC ASSUMPTIONS AND IS LESS IMPACTFUL THAN THE CURRENT APPROVED MDP USES.

THIS REVISION REDUCES THE OVERALL SQUARE FOOTAGE OF THE SPRING DISTRICT DEVELOPMENT COMPARED TO THE ORIGINAL MASTER DEVELOPMENT PLAN, WHILE THE SITE REMAINS CONSISTENT WITH OVERALL DEVELOPMENT AGREEMENT REQUIREMENTS.

VICINITY MAP



SHEET INDEX

GENERAL
CS1-BD GENERAL - BUILDING DESIGN DOCUMENTS
CS2 VICINITY MAP
CS3 EXISTING SITE PHOTOGRAPHS
CS4 PHASING DIAGRAMS

ARCHITECTURAL - CLARK / BARNES
A2.00 SITE FLOOR PLANS
A2.01 SITE ROOF PLANS
A3.01 BLOCK STUDY - BUILDING ELEVATIONS

SYMBOLS

X / AX.X	ELEVATION INDICATOR	X / AX.X	INTERIOR ELEVATION INDICATOR	FC#	FLOOR/CEILING TYPE TAG
X / AX.X	BUILDING SECTION INDICATOR	X	PLAN KEYNOTE		ROOM NUMBER
X / AX.X	WALL SECTION INDICATOR		DOOR TAG		WALL TYPE TAG
X / AX.X	DETAIL OR ENLARGED PLAN INDICATOR		UNIT DOOR TAG		DATUM / ELEVATION
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG		ACCESSIBLE PARKING STALL
EXIT	WALL OR CLG. MOUNTED EXIT SIGN		CEILING HEIGHT INDICATOR		NO PARKING ZONE
EXIT	CLG. MTD. DIRECTIONAL EXIT SIGN, VISIBLE FROM BOTH SIDES, AS REQ'D.				

PROJECT TEAM

OWNER/CLIENT:
WRIGHT RUNSTAD & COMPANY
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MEP ENGINEER:

SHORING:

ACOUSTIC CONSULTANT:

BUILDING ENVELOPE:

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EMAIL: KRISTY@PENINSULAPLS.COM

ABBREVIATIONS

ABV- ABOVE
ACOUS- ACOUSTICAL
ACT- ACCOUSTICAL CEILING TILE
ADJ- ADJACENT, ADJUSTABLE
AFF- ABOVE FINISH FLOOR
ALT- ALTERNATE
ALUM- ALUMINUM
ANOD- ANODIZED
ARCH- ARCHITECTURAL
ASPH- ASPHALT
B.O.- BOTTOM OF
BLDG- BUILDING
BLKG- BLOCKING
BLW- BELOW
BM- BEAM
BOT- BOTTOM
BRG- BEARING
CAB- CABINET
CB- CATCH BASIN
CIP- CAST-IN-PLACE
CJ- CONTROL JOINT
CL- CENTERLINE
CLG- CEILING
CLR- CLEAR
CMU- CONCRETE MASONRY UNIT
COL- COLUMN
CONC- CONCRETE
CONST- CONSTRUCTION
CONT- CONTINUOUS
CPT- CARPET
CT- CERAMIC TILE
CTR- CENTER
DET, DTL- DETAIL
DF- DRINKING FOUNTAIN
DIA- DIAMETER
DIM- DIMENSION
DN- DOWN
DS- DOWNSPOUT
DW- DISHWASHER
DWG- DRAWING
E, (E)- EXISTING
EA- EACH
EF- EXHAUST FAN
EJ, EXP JT- EXPANSION JOINT
ELEC- ELECTRIC(AL)
ELEV- ELEVATION OR ELEVATOR
EQ- EQUAL
EXP- EXPANSION, EXPOSED
EXT- EXTERIOR
F.O- FACE OF
F.O.S.-FACE OF STUD
F.O.W.- FACE OF WALL
F.T.- FIRE TREATED
FA- FIRE ALARM
FD- FLOOR DRAIN
FDC- FIRE DEPARTMENT CONNECTION
FE- FIRE EXTINGUISHER
FEC- FIRE EXTINGUISHER CABINET
FFE- FINISH FLOOR ELEVATION
FH- FIRE HYDRANT
FIN- FINISH
FLASH- FLASHING
FLR- FLOOR
FND- FOUNDATION
FR- FIRE RESISTIVE, FIRE RATED
FT- FOOT, FEET
FTG- FOOTING
FURR- FURRING
GA- GAGE
GALV- GALVANIZED
GC- GENERAL CONTRACTOR
GLS- GLASS
GRD- GRADE, GROUND
GV- GAS VALVE
GWB- GYPSUM WALLBOARD
GYP- GYPSUM
H.D.- HOT DIPPED
HB- HOSE BIB
HC- HANDICAP
HDWR- HARDWARE
HGT- HEIGHT
HM- HOLLOW METAL
HORIZ- HORIZONTAL
HPC- HIGH PERFORMANCE COATING
HR- HOUR
ID- INSIDE DIAMETER
INST- INSTALL, INSTALLER
INSUL- INSULATION
INT- INTERIOR
JAN- JANITOR
JT- JOINT
LAM- LAMINATED
LAV- LAVATORTY
LB- POUND
LG- LARGE
LOC- LOCATION
LP- LIGHT POLE
M.O.- MASONRY OPENING
MACH- MACHINE
MATL- MATERIAL
MAX- MAXIMUM
MDF- MEDIUM DENSITY FIBERBOARD
MDO- MEDIUM DENSITY OVERLAY
MECH- MECHANICAL
MED- MEDIUM
MFR- MANUFACTURER
MIN- MINIMUM
MIR- MIRROR
MISC- MISCELLANEOUS
MTD- MOUNTED
MTL- METAL
N.A.- NOT APPLICABLE
NIC- NOT IN CONTRACT
NO.- NUMBER
NOM- NOMINAL
NTS- NOT TO SCALE
O.C.- ON CENTER
O.D.- OUTSIDE DIAMETER
O.H.- OPPOSITE HAND
O/- OVER
OD- OVERFLOW DRAIN
OPNG- OPENING
OPP- OPPOSITE
P.T.- POST TENSIONED
PERP- PERPENDICULAR
PL- PLATE
PLAM- PLASTIC LAMINATE
PLT- PLATFORM
PNT- PAINT
PP- POWER POLE
PSF- POUNDS PER SQUARE FOOT
PSI- POUNDS PER SQUARE INCH
PT- PRESSURE TREATED
PTD- PAINTED
PV- PLUMBING VENT
PWD/PLYWD
RAD- RADIUS
RB- RUBBER BASE
RCP- REFLECTED CEILING PLAN
RD- ROOF DRAIN
REC- RECOMMENDED
REF- REFERENCE, REFER
REF- REFRIGERATOR
REINF- REINFORCED
REQ, REQ'D- REQUIRED
RM- ROOM
RO- ROUGH OPENING
S.S- STAINLESS STEEL
SBC- SEATTLE BUILDING CODE
SC- SOLID CORE
SCHED- SCHEDULE, SCHEDULED
SDMH- STORM DRAIN MANHOLE
SECT- SECTION
SF- SQUARE FEET
SHT- SHEET
SIM- SIMILAR
SL- STREET LIGHT
SM- SMALL
SPEC- SPECIFICATION
SQ- SQUARE
SS- SANITARY SEWER
STD- STANDARD
STL- STEEL
STRL/STRUC- STRUCTURAL
SYM- SYMMETRICAL
T.B.D.- TO BE DETERMINED
T.O.- TOP OF
TEL- TELEPHONE
TG- TEMPERED GLASS
TS- TUBE STEEL
TSP- TELEPHONE SERVICE POLE
TYP- TYPICAL
UL- UNDERWRITER'S LABORATORY
UON- UNLESS OTHERWISE NOTED
V.I.F.- VERIFY IN FIELD
VB- VINYL BASE
VCT- VINYL COMPOSITION TILE
VER- VERIFY
VERT- VERTICAL
W.R.- WEATHER RESISTANT
W/- WITH
WD- WOOD
WIN, WDW- WINDOW
WP- WATERPROOF
WT- WEIGHT

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SPRING DISTRICT - MDP REV. 12
1209 124TH AVE NE
BELLEVUE, WA 98004

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 8/6/2026
JOB NO.
PERMIT #

REVISIONS:
NO. DATE DESCRIPTION

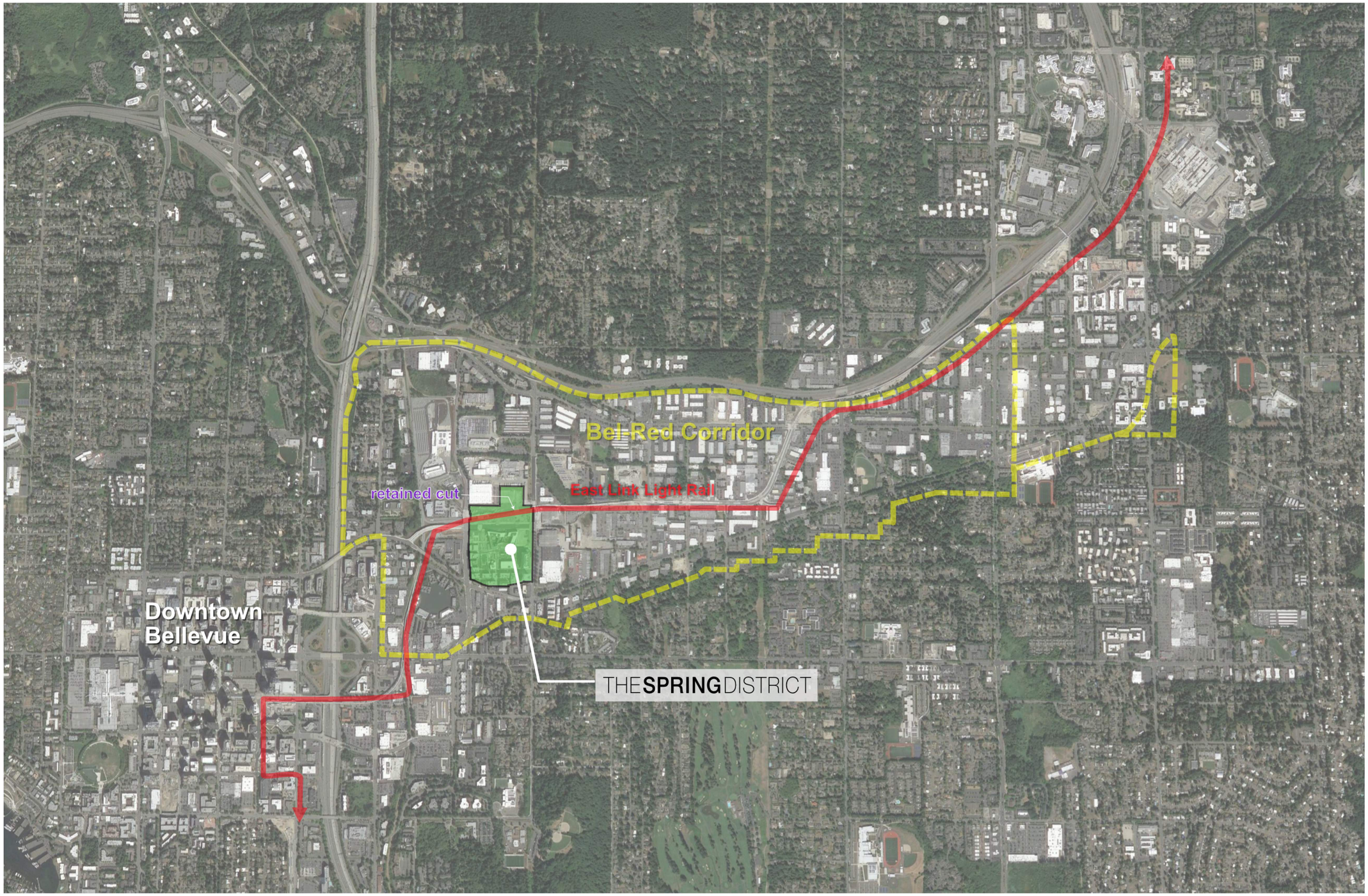
ISSUE:

GENERAL - BUILDING DESIGN DOCUMENTS

SHEET NO:

CS1-BD

VICINITY MAP



1/4 MILE

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REVISIONS:

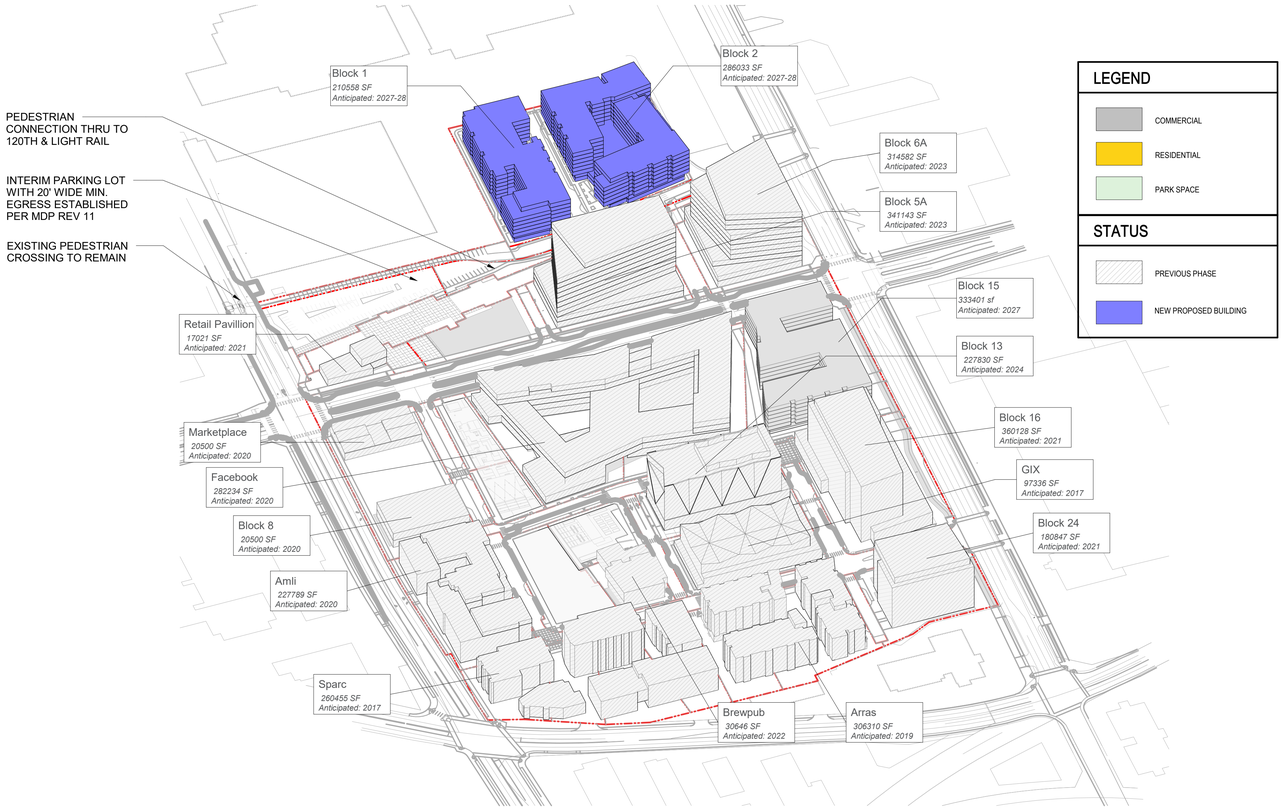
NO.	DATE	DESCRIPTION

ISSUE:

VICINITY MAP

SHEET NO:

CS2



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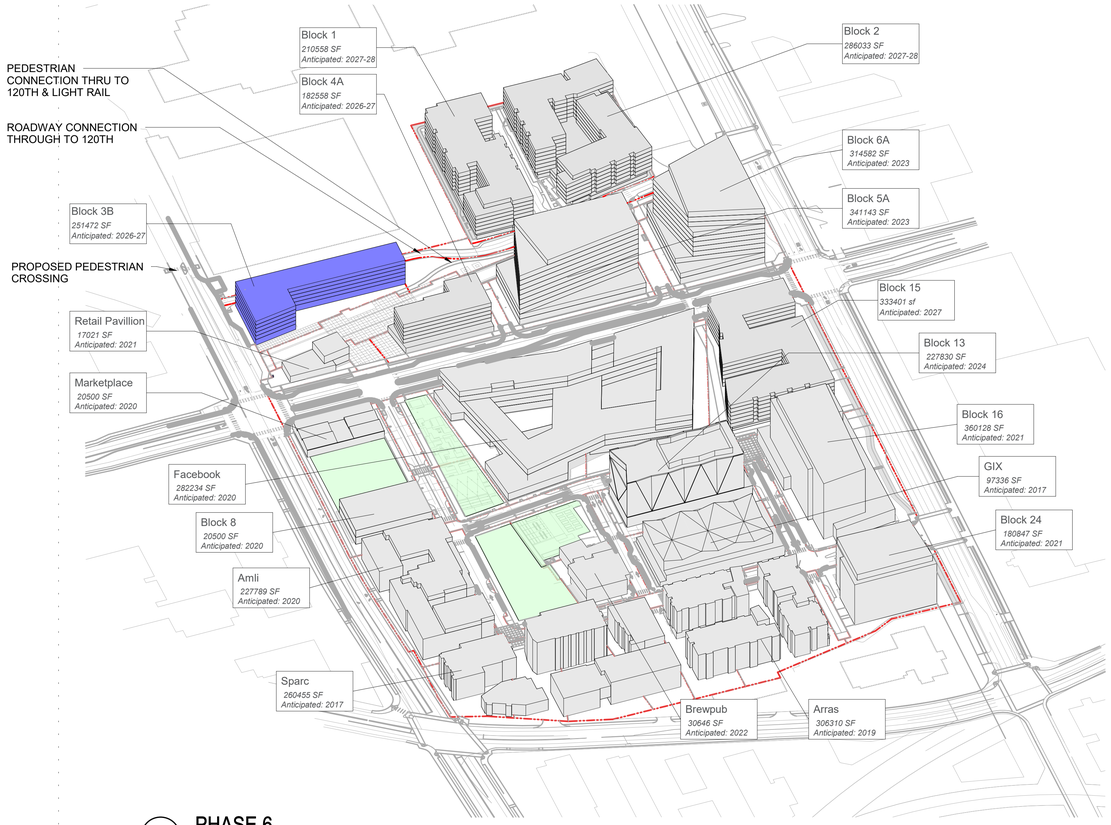

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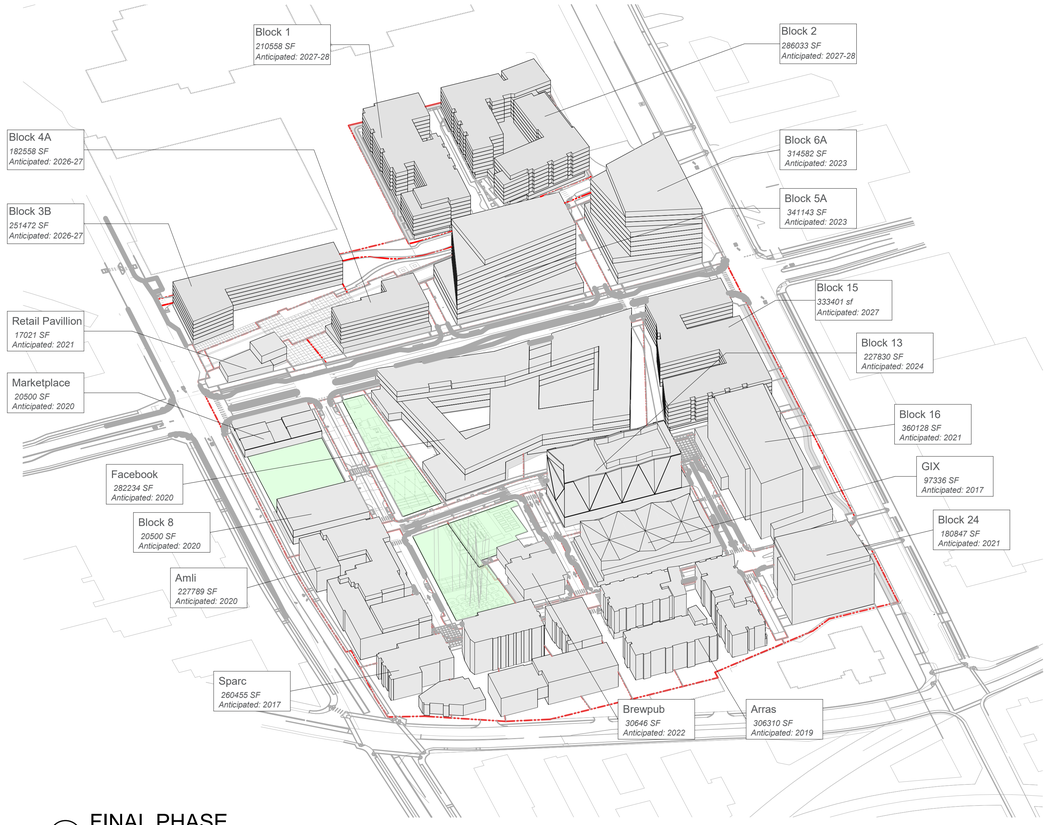

4 FINAL PHASE

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SPRING DISTRICT - MDP REV. 12

1209 124TH AVE NE
BELLEVUE, WA 98004

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

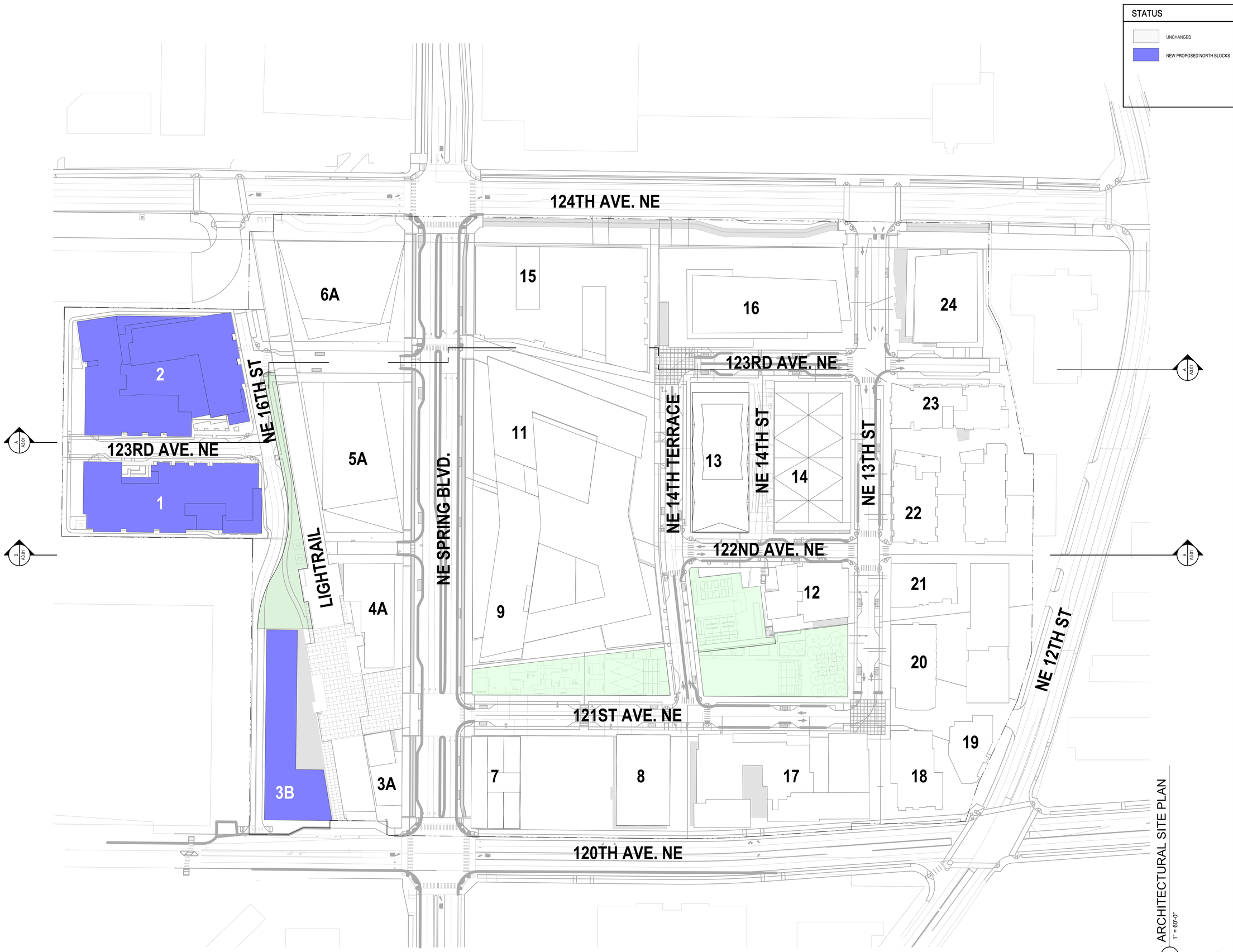
NO.	DATE	DESCRIPTION

ISSUE:

PHASING DIAGRAMS

SHEET NO:

CS4



1 ARCHITECTURAL SITE PLAN
1" = 60'-0"

STATUS

UNCHANGED

NEW PROPOSED NORTH BLOCKS

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SPRING DISTRICT - MDP REV. 12

1209 124TH AVE NE
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6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUE:

SITE FLOOR PLANS

SHEET NO:

A2.00

1 ARCHITECTURAL SITE PLAN ROOF
1" = 60'-0"

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SPRING DISTRICT - MDP REV. 12
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6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUE:

SITE ROOF PLANS

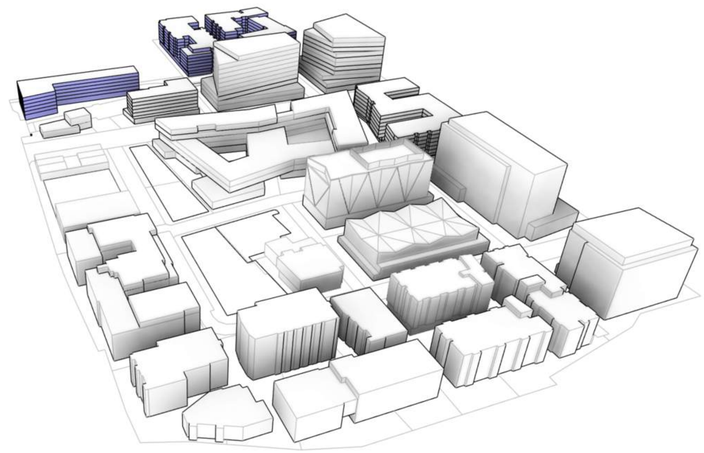
SHEET NO:

A2.01

SPRING DISTRICT - NORTH BLOCKS

MASTER DEVELOPMENT PLAN REVISION #12

1209 124TH AVE NE
BELLEVUE, WA 98004



PROJECT INFORMATION

PROJECT LOCATION
NORTH BLOCKS, SPRING DISTRICT, 1209 124TH AVE NE, BELLEVUE, WA 98004

PARCEL NUMBER 7933300000

LEGAL DESCRIPTION
PER TITLE REPORT FIRST AMERICAN TITLE INSURANCE COMPANY, POLICY NUMBER NCS-1287891-WA1

PARCEL B:

UNITS 1, 2, 3B, 4B, 5B AND 6B OF BELLEVUE DISTRIBUTION CENTER, A CONDOMINIUM, PER CONDOMINIUM DECLARATION THEREOF RECORDED UNDER KING COUNTY RECORDING NO. 20170926000627, AND AMENDMENTS THERETO RECORDED UNDER RECORDING NOS.
20190626000466, 20201214001708 AND 20201228002716; SAID UNITS ARE LOCATED ON SURVEY MAP AND PLANS RECORDED IN VOLUME 274 OF CONDOMINIUMS AT PAGES 96 THROUGH 98 AND AMENDED IN VOLUME 278 AT PAGES 91 THROUGH 93, AS AMENDED IN VOLUME 278 OF CONDOMINIUMS AT PAGES 91 THROUGH 93, AS AMENDED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 58 THROUGH 60, AS AMENDED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 53 AND 54, AS AMENDED IN VOLUME 304 OF CONDOMINIUMS AT PAGES 34 THROUGH 37, AS AMENDED IN VOLUME 315 OF CONDOMINIUMS AT PAGES 75 THROUGH 78 AND AS AMENDED IN VOLUME 316 OF CONDOMINIUMS AT PAGES 69 THROUGH 72, IN KING COUNTY, WASHINGTON;
TOGETHER WITH THAT PORTION OF UNIT 3B CONVEYED FROM CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, A REGIONAL TRANSIT AUTHORITY, PURSUANT TO THAT QUIT CLAIM DEED RECORDED UNDER RECORDING NO. 20211115001500.
(ALSO DESCRIBED AS LOTS 1,,2, 3B, 4B, 5B AND 6B OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED NOVEMBER 01, 2012 UNDER RECORDING NO. 20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED APRIL 23, 2014 UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280 OF CONDOMINIUMS AT PAGES 30 THROUGH 32, AS AMENDED FEBRUARY 17, 2016 UNDER RECORDING NO. 20160217000684 AND FILED IN VOLUME 286 OF CONDOMINIUMS AT PAGES 35 THROUGH 37, AS AMENDED MAY 06, 2016 UNDER RECORDING NO. 20160506000760 AND FILED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 51 THROUGH 57, AS AMENDED SEPTEMBER 26, 2017 UNDER RECORDING NO. 20170926000625 AND FILED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 47 THROUGH 52, AND AS AMENDED JUNE 11, 2019 UNDER RECORDING NO. 20190611001146 AND FILED IN VOLUME 288 OF CONDOMINIUMS AT PAGES 87 THROUGH 92, AS AMENDED DECEMBER 14, 2020 UNDER RECORDING NO. 20201214001706 AND FILED IN VOLUME 294 OF CONDOMINIUMS AT PAGES 19 THROUGH 24, AS AMENDED APRIL 29, 2021 UNDER RECORDING NO., 20210429001060 AND FILED IN VOLUME 320 OF CONDOMINIUMS AT PAGES 70 THROUGH 75, IN KING COUNTY, WASHINGTON)

PARCEL C:

TRACTS M AND N-2 OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED NOVEMBER 01, 2012 UNDER RECORDING NO.
20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED APRIL 23, 2014 UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280
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APPLICABLE CODES	*AS AMENDED BY THE STATE OF WASHINGTON AND THE CITY OF BELLEVUE
LAND USE CODE	BELLEVUE LAND USE CODE
BUILDING CODE	2021 INTERNATIONAL BUILDING CODE
FIRE CODE	2021 INTERNATIONAL FIRE CODE WITH AMEND
MECHANICAL CODE	2021 INTERNATIONAL MECHANICAL CODE
ENERGY CODE	2021 WASHINGTON STATE COMMERCIAL ENERGY CODE
ELECTRICAL CODE	2023 NATIONAL ELECTRICAL CODE (NEC), 2023 WASHINGTON CITIES ELECTRICAL CODES
PLUMBING CODE	2021 UNIFORM PLUMBING CODE (UPC)
ACCESSIBILITY	2017 ICC A117.1 ACCESSIBLE FACILITIES
SITE AREA	1,568,435 SF
ZONE	BR-OR-1, BEL RED OFFICE RESIDENTIAL NODE 1
PROJECT NUMBERS:	MASTER DEVELOPMENT PLAN 11-125943-LP

DESCRIPTION OF PROPOSAL & DESIGN:

THIS PROPOSAL REVISES THE APPROVED MASTER DEVELOPMENT PROPOSAL AND ITS SUBSEQUENT APPROVED AMENDMENTS.

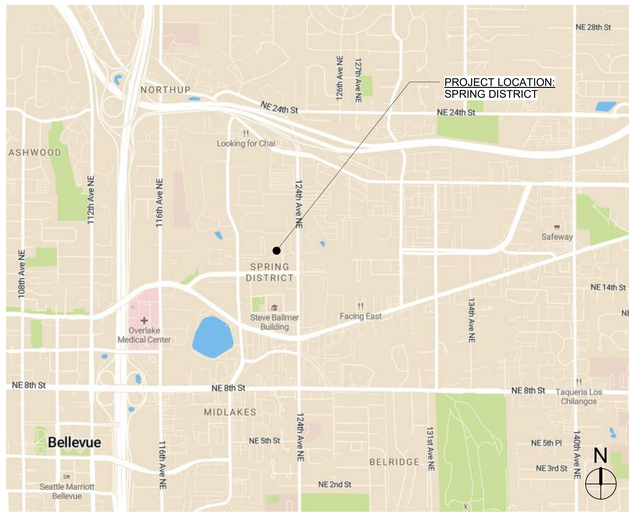
THE SPRING DISTRICT MASTER DEVELOPMENT PLAN REVISION PROPOSAL IS INTENDED TO MAXIMIZE POTENTIAL RESIDENTIAL DEVELOPMENT IN THE NORTH LOTS TO RESPOND TO THE CURRENT MARKET CONDITIONS AND DEMAND FOR HOUSING. THE PROPOSAL INTENDS TO USE THE FAR REMAINING FROM THE SPRING DISTRICT PARCELS SOUTH OF THE RETAINED CUT FOR THE SOUND TRANSIT SYSTEM.
IN THE NORTH BLOCKS, THE ORIGINAL MDP ASSUMED THE NORTHEAST PORTION WOULD HAVE AN OFFICE BUILDING WITH ABOVE-GRADE PARKING GARAGE AND A RESIDENTIAL BUILDING. A SUBSEQUENT AMENDMENT MODIFIED THE USE OF THE RESIDENTIAL BUILDING TO COMMERCIAL OFFICE WITH RETAIL AND MODIFIED THE BOUNDARY LINES OF THE PARCELS. THIS AMENDMENT PROPOSES TO CHANGE BOTH OF THESE BUILDINGS TO RESIDENTIAL WITH BELOW GRADE PARKING.
IN THE NORTH-WEST PORTION OF THE SITE, A BUILDING THAT WAS PREVIOUSLY DESIGNATED AS COMMERCIAL OFFICE WILL NOW BE RESIDENTIAL WITH RETAIL AND BELOW-GRADE PARKING.

ADDITIONALLY, THIS AMENDMENT PROPOSES MINOR SITE REVISIONS, WHICH INCLUDES ROAD AND SIDEWALK REVISIONS, ALONG WITH ADDED PERMEABLE AREAS CREATED BY EXTRANEOUS "SLIVER" PARCELS ALONG THE SOUND TRANSIT LIGHT RAIL ALIGNMENT; THE RESULT IS A NEW LINEAR PRIVATE PARK FOLLOWING THE ALIGNMENT. AN INTERNAL PEDESTRIAN PATHWAY IS PROVIDED THAT CONNECTS THE NORTH BLOCKS TO THE SOUND TRANSIT LINK LIGHT RAIL STATION; THROUGH TO 120TH AVE NE; AND TO THE PARCELS TO THE SOUTH OF THE SOUND TRANSIT CUT.

THE UPDATED TRAFFIC ANALYSIS INDICATES THAT THIS PROPOSAL WILL REDUCE TRIP GENERATION FROM WHAT WAS ORIGINALLY APPROVED FOR THE COMMERCIAL LAND USES. THEREFORE, THIS AMENDMENT FITS WELL WITHIN (UNDER) THE ORIGINAL TRAFFIC ASSUMPTIONS AND IS LESS IMPACTFUL THAN THE CURRENT APPROVED MDP USES.

THIS REVISION REDUCES THE OVERALL SQUARE FOOTAGE OF THE SPRING DISTRICT DEVELOPMENT COMPARED TO THE ORIGINAL MASTER DEVELOPMENT PLAN, WHILE THE SITE REMAINS CONSISTENT WITH OVERALL DEVELOPMENT AGREEMENT REQUIREMENTS.

VICINITY MAP



SHEET INDEX

GENERAL
CS1-SI GENERAL - SITE & INFRASTRUCTURE DESIGN DOCUMENTS

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C0.02 ORIGINAL PARCEL SURVEY
C1.01 APPROVED PARCEL & TRACT PLAN
C1.02 PROPOSED PARCEL & TRACT PLAN
C2.01 EXISTING SITE PLAN
C2.02 COMPOSITE SITE PLAN
C3.01 SITE PLAN - PHASE 5
C3.02 SITE PLAN - PHASE 6
C4.01 FIRE PLAN
C5.01 ROAD PLAN - PHASE 5
C5.02 ROAD PLAN - PHASE 6
C5.11 ROAD PLAN & PROFILE
C5.12 ROAD PLAN & PROFILE
C5.13 ROAD PLAN & PROFILE
C5.14 ROAD PLAN & PROFILE
C5.21 NE 16TH STREET ROAD ALIGNMENT PLAN
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C5.31 ROAD PLAN DETAILS - INTERSECTIONS
C5.32 ROAD PLAN DETAILS - ROAD SECTIONS
C5.33 ROAD PLAN DETAILS - ROAD SECTIONS
C5.34 ROAD PLAN DETAILS - ROAD SECTIONS
C6.01 TURNING MOVEMENTS
C6.02 TURNING MOVEMENTS
C6.03 TURNING MOVEMENTS
C7.01 CLEARING & GRADING PLAN

TRAFFIC - TENW
PC.01 PHOTOMETRIC CALCULATIONS
TR.01 ROADWAY PLAN

LANDSCAPE - FAZIO ASSOCIATES
L-1.00 SCHEMATIC LANDSCAPE PLAN - PHASE 5 & 6

SYMBOLS

X / AX.X	ELEVATION INDICATOR	X / AX.X	INTERIOR ELEVATION INDICATOR	FC#	FLOOR/CEILING TYPE TAG
X / AX.X	BUILDING SECTION INDICATOR	X	PLAN KEYNOTE		ROOM NUMBER
X / AX.X	WALL SECTION INDICATOR		DOOR TAG		WALL TYPE TAG
X / AX.X	DETAIL OR ENLARGED PLAN INDICATOR		UNIT DOOR TAG		DATUM / ELEVATION
FE	FIRE EXTINGUISHER IN CABINET	1i	WINDOW TAG		ACCESSIBLE PARKING STALL
EXIT	WALL OR CLG. MOUNTED EXIT SIGN		CEILING HEIGHT INDICATOR		NO PARKING ZONE
EXIT	CLG. MTD. DIRECTIONAL EXIT SIGN, VISIBLE FROM BOTH SIDES, AS REQ'D.				

PROJECT TEAM

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BRG- BEARING
CAB- CABINET
CB- CATCH BASIN
CIP- CAST-IN-PLACE
CJ- CONTROL JOINT
CL- CENTERLINE
CLG- CEILING
CLR- CLEAR
CMU- CONCRETE MASONRY UNIT
COL- COLUMN
CONC- CONCRETE
CONST- CONSTRUCTION
CONT- CONTINUOUS
CPT- CARPET
CT- CERAMIC TILE
CTR- CENTER
DET, DTL- DETAIL
DF- DRINKING FOUNTAIN
DIA- DIAMETER
DIM- DIMENSION
DN- DOWN
DS- DOWNSPOUT
DW- DISHWASHER
DWG- DRAWING
E, (E)- EXISTING
EA- EACH
EF- EXHAUST FAN
EJ, EXP JT- EXPANSION JOINT
ELEC- ELECTRIC(AL)
ELEV- ELEVATION OR ELEVATOR
EQ- EQUAL
EXP- EXPANSION, EXPOSED
EXT- EXTERIOR
F.O- FACE OF
F.O.S.-FACE OF STUD
F.O.W.- FACE OF WALL
F.T.- FIRE TREATED
FA- FIRE ALARM
FD- FLOOR DRAIN
FDC- FIRE DEPARTMENT CONNECTION
FE- FIRE EXTINGUISHER
FEC- FIRE EXTINGUISHER CABINET
FFE- FINISH FLOOR ELEVATION
FH- FIRE HYDRANT
FIN- FINISH
FLASH- FLASHING
FLR- FLOOR
FND- FOUNDATION
FR- FIRE RESISTIVE, FIRE RATED
FT- FOOT, FEET
FTG- FOOTING
FURR- FURRING
GA- GAGE
GALV- GALVANIZED
GC- GENERAL CONTRACTOR
GLS- GLASS
GRD- GRADE, GROUND
GV- GAS VALVE
GWB- GYPSUM WALLBOARD
GYP- GYPSUM
H.D.- HOT DIPPED
HB- HOSE BIB
HC- HANDICAP
HDWR- HARDWARE
HGT- HEIGHT
HM- HOLLOW METAL
HORIZ- HORIZONTAL
HPC- HIGH PERFORMANCE COATING
HR- HOUR
ID- INSIDE DIAMETER
INST- INSTALL, INSTALLER
INSUL- INSULATION
INT- INTERIOR
JAN- JANITOR
JT- JOINT
LAM- LAMINATED
LAV- LAVATORTY
LB- POUND
LG- LARGE
LOC- LOCATION
LP- LIGHT POLE
M.O.- MASONRY OPENING
MACH- MACHINE
MATL- MATERIAL
MAX- MAXIMUM
MDF- MEDIUM DENSITY FIBERBOARD
MDO- MEDIUM DENSITY OVERLAY
MECH- MECHANICAL
MED- MEDIUM
MFR- MANUFACTURER
MIN- MINIMUM
MIR- MIRROR
MISC- MISCELLANEOUS
MTD- MOUNTED
MTL- METAL
N.A.- NOT APPLICABLE
NIC- NOT IN CONTRACT
NO.- NUMBER
NOM- NOMINAL
NTS- NOT TO SCALE
O.C.- ON CENTER
O.D.- OUTSIDE DIAMETER
O.H.- OPPOSITE HAND
O/- OVER
OD- OVERFLOW DRAIN
OPN'G- OPENING
OPP- OPPOSITE
P.T.- POST TENSIONED
PERP- PERPENDICULAR
PL- PLATE
PLAM- PLASTIC LAMINATE
PLT- PLATFORM
PNT- PAINT
PP- POWER POLE
PSF- POUNDS PER SQUARE FOOT
PSI- POUNDS PER SQUARE INCH
PT- PRESSURE TREATED
PTD- PAINTED
PV- PLUMBING VENT
PWD/PLYWD
RAD- RADIUS
RB- RUBBER BASE
RCP- REFLECTED CEILING PLAN
RD- ROOF DRAIN
REC- RECOMMENDED
REF- REFERENCE, REFER
REF- REFRIGERATOR
REINF- REINFORCED
REQ, REQ'D- REQUIRED
RM- ROOM
RO- ROUGH OPENING
S.S- STAINLESS STEEL
SBC- SEATTLE BUILDING CODE
SC- SOLID CORE
SCHED- SCHEDULE, SCHEDULED
SDMH- STORM DRAIN MANHOLE
SECT- SECTION
SF- SQUARE FEET
SHT- SHEET
SIM- SIMILAR
SL- STREET LIGHT
SM- SMALL
SPEC- SPECIFICATION
SQ- SQUARE
SS- SANITARY SEWER
STD- STANDARD
STL- STEEL
STRL/STRUC- STRUCTURAL
SYM- SYMMETRICAL
T.B.D.- TO BE DETERMINED
T.O.- TOP OF
TEL- TELEPHONE
TG- TEMPERED GLASS
TS- TUBE STEEL
TSP- TELEPHONE SERVICE POLE
TYP- TYPICAL
UL- UNDERWRITER'S LABORATORY
UON- UNLESS OTHERWISE NOTED
V.I.F.- VERIFY IN FIELD
VB- VINYL BASE
VCT- VINYL COMPOSITION TILE
VER- VERIFY
VERT- VERTICAL
W.R.- WEATHER RESISTANT
W/- WITH
WD- WOOD
WIN, WDW- WINDOW
WP- WATERPROOF
WT- WEIGHT

CLARK / BARNES
1401 West Garfield Street
Seattle, Washington 98119
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SPRING DISTRICT - MDP REV. 12
1209 124TH AVE NE
BELLEVUE, WA 98004

6611 REGISTERED ARCHITECT
W. SCOTT CLARK
STATE OF WASHINGTON

DATE: 8/6/2026
JOB NO.
PERMIT #

REVISIONS:
NO. DATE DESCRIPTION

ISSUE:

GENERAL - SITE & INFRASTRUCTURE DESIGN DOCUMENTS

SHEET NO:

CS1-SI

TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION

PER TITLE REPORT FIRST AMERICAN TITLE INSURANCE COMPANY, POLICY NUMBER NCS-1287891-WA1

PARCEL B:

UNITS 1, 2, 3B, 4B, 5B AND 6B OF BELLEVUE DISTRIBUTION CENTER, A CONDOMINIUM, PER CONDOMINIUM DECLARATION THEREOF RECORDED UNDER KING COUNTY RECORDING NO. 20170926000627, AND AMENDMENTS THERETO RECORDED UNDER RECORDING NOS. 20190626000466, 20201214001708 AND 20201228002716; SAID UNITS ARE LOCATED ON SURVEY MAP AND PLANS RECORDED IN VOLUME 274 OF CONDOMINIUMS AT PAGES 96 THROUGH 98 AND AMENDED IN VOLUME 278 AT PAGES 91 THROUGH 93, AS AMENDED IN VOLUME 278 OF CONDOMINIUMS AT PAGES 91 THROUGH 93, AS AMENDED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 58 THROUGH 60, AS AMENDED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 53 AND 54, AS AMENDED IN VOLUME 304 OF CONDOMINIUMS AT PAGES 34 THROUGH 37, AS AMENDED IN VOLUME 315 OF CONDOMINIUMS AT PAGES 75 THROUGH 78 AND AS AMENDED IN VOLUME 316 OF CONDOMINIUMS AT PAGES 69 THROUGH 72, IN KING COUNTY, WASHINGTON;
TOGETHER WITH THAT PORTION OF UNIT 3B CONVEYED FROM CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, A REGIONAL TRANSIT AUTHORITY, PURSUANT TO THAT QUIT CLAIM DEED RECORDED UNDER RECORDING NO. 20211115001500.
(ALSO DESCRIBED AS LOTS 1, 2, 3B, 4B, 5B AND 6B OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED NOVEMBER 01, 2012 UNDER RECORDING NO. 20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED APRIL 23, 2014 UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280 OF CONDOMINIUMS AT PAGES 30 THROUGH 32, AS AMENDED FEBRUARY 17, 2016 UNDER RECORDING NO. 20160217000684 AND FILED IN VOLUME 286 OF CONDOMINIUMS AT PAGES 35 THROUGH 37, AS AMENDED MAY 06, 2016 UNDER RECORDING NO. 20160506000760 AND FILED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 51 THROUGH 57, AS AMENDED SEPTEMBER 26, 2017 UNDER RECORDING NO. 20170926000625 AND FILED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 47 THROUGH 52, AND AS AMENDED JUNE 11, 2019 UNDER RECORDING NO. 20190611001146 AND FILED IN VOLUME 288 OF CONDOMINIUMS AT PAGES 87 THROUGH 92, AS AMENDED DECEMBER 14, 2020 UNDER RECORDING NO. 20201214001706 AND FILED IN VOLUME 294 OF CONDOMINIUMS AT PAGES 19 THROUGH 24, AS AMENDED APRIL 29, 2021 UNDER RECORDING NO., 20210429001060 AND FILED IN VOLUME 320 OF CONDOMINIUMS AT PAGES 70 THROUGH 75, IN KING COUNTY, WASHINGTON)

PARCEL C:

TRACTS M AND N-2 OF CITY OF BELLEVUE BINDING SITE PLAN NO. 12-110450-LF, ACCORDING TO THAT BINDING SITE PLAN RECORDED NOVEMBER 01, 2012 UNDER RECORDING NO. 20121101000274 AND FILED IN VOLUME 276 OF CONDOMINIUMS AT PAGES 18 THROUGH 22, AS AMENDED APRIL 23, 2014 UNDER RECORDING NO. 20140423000863 AND FILED IN VOLUME 280 OF CONDOMINIUMS AT PAGES 30 THROUGH 32, AS AMENDED FEBRUARY 17, 2016 UNDER RECORDING NO. 20160217000684 AND FILED IN VOLUME 286 OF CONDOMINIUMS AT PAGES 35 THROUGH 37, AS AMENDED MAY 06, 2016 UNDER RECORDING NO. 20160506000760 AND FILED IN VOLUME 287 OF CONDOMINIUMS AT PAGES 51 THROUGH 57, AS AMENDED SEPTEMBER 26, 2017 UNDER RECORDING NO. 20170926000625 AND FILED IN VOLUME 292 OF CONDOMINIUMS AT PAGES 47 THROUGH 52, AND AS AMENDED JUNE 11, 2019 UNDER RECORDING NO. 20190611001146 AND FILED IN VOLUME 288 OF CONDOMINIUMS AT PAGES 87 THROUGH 92, AS AMENDED DECEMBER 14, 2020 UNDER RECORDING NO. 20201214001706 AND FILED IN VOLUME 294 OF CONDOMINIUMS AT PAGES 19 THROUGH 24, AS AMENDED APRIL 29, 2021 UNDER RECORDING NO., 20210429001060 AND FILED IN VOLUME 320 OF CONDOMINIUMS AT PAGES 70 THROUGH 75, IN KING COUNTY, WASHINGTON.

HORIZONTAL DATUM:

HORIZONTAL DATUM FOR THIS SURVEY IS NORTH AMERICAN DATUM 1983 EPOCH 1991 (NAD83/91), WASHINGTON PLANE NORTH ZONE COORDINATE SYSTEM, U.S. SURVEY FEET. THE HORIZONTAL DATUM IS BASED ON TIES TO THE PUBLISHED INFORMATION FROM WASHINGTON DEPARTMENT OF TRANSPORTATION (WSDOT), POINT DESIGNATIONS IS17149, GP17520-298 AND BELLWAY.

POINT DESIGNATION: IS17149 (PLS#5004)
NORTHING: 228072.670
EASTING: 1309535.268'

POINT DESIGNATION: GP17520-298
NORTHING: 232541.704'
EASTING: 1314930.054'

POINT DESIGNATION: BELLWAY
NORTHING: 237195.700'
EASTING: 1303262.282'

VERTICAL DATUM:

VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988, (NAVD88) BASED ON TIES TO PUBLISHED INFORMATION FROM CITY OF BELLEVUE BENCH MARK ID 1095 AND WSDOT MONUMENT POINT DESIGNATION GP17520-298.

CITY OF BELLEVUE HORIZONTAL STATION : 4406 (PLS #1003)
BENCHMARK ID: 1905
ELEVATION: 175.436'

WSDOT POINT DESIGNATION: GP17520-298
ELEVATION: 223.162'

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS BASED ON BELLEVUE DISTRIBUTION CENTER, AN AMENDED AND RESTATED CONDOMINIUM AMENDMENT NO. 3 AUDITOR'S FILE NUMBER 20201228002715 VOLUME 316 PAGES 69-72

SURVEY NOTES

1. THIS MAP CORRECTLY REPRESENTS CONDITIONS AND FEATURES EXISTING AT THE TIME OF THIS SURVEY IN APRIL 2026.

2. CONVENTIONAL AND GPS SURVEY EQUIPMENT WAS USED IN THE PERFORMANCE OF THIS SURVEY. ALL EQUIPMENT IS MAINTAINED IN CONFORMANCE WITH CURRENT STATE STATUTE.

3. THIS SURVEY WAS PREPARED BY FIELD TRAVERSE AS PER WAC 332-130-090, PART C. RELATIVE ACCURACY EXCEEDS 1 FOOT IN TEN THOUSAND.

4. ALL SURFACE FEATURES AND INVERT STRUCTURE ELEVATION SHOWN HEREON WERE FIELD LOCATED AND MEASURED BY PENINSULA FOR THIS SURVEY. UNDERGROUND UTILITY LINES ARE BASED UPON A COMBINATION OF SURFACE FEATURE MEASUREMENTS AND ONSITE UNDERGROUND UTILITY MARKINGS PERFORMED BY OTHERS.

5. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

6. BOUNDARY INFORMATION SHOWN HEREON IS BASED EVIDENCE CONSISTING OF A COMBINATION OF MONUMENTS FOUND DURING THE COURSE OF THIS SURVEY, ALONG WITH PUBLIC RECORD INFORMATION.

7. CONTOURS WERE DERIVED FROM DIRECT FIELD OBSERVATIONS

8. ELEVATIONS AND CONTOURS SHOWN HEREON MEET NATIONAL MAPPING ACCURACY STANDARDS, WITH VERTICAL ACCURACY WITHIN ONE-HALF OF THE CONTOUR INTERVAL.

9. THE INTENDED PURPOSE OF THIS SURVEY IS FOR CIVIL ENGINEERING DESIGN.

REFERENCES

1. CITY OF BELLEVUE SHORT PLAT NUMBER LF-06-135856, RECORDING NO. 20070319900012
2. CITY OF BELLEVUE SHORT PLAT AMENDMENT NUMBER 16-146835 LF, RECORDING NO. 20170511900005
3. BELLEVUE DISTRIBUTION CENTER, A CONDOMINIUM, RECORDING NO. 20120516000184
4. BELLEVUE DISTRIBUTION CENTER, A CONDOMINIUM, AMENDMENT NO. 1, RECORDING NO. 20160506000792
5. BELLEVUE DISTRIBUTION CENTER AMENDED AND RESTATED CONDOMINIUM AMENDMENT NO. 2, RECORDING NO. 20201214001707
6. BELLEVUE DISTRIBUTION CENTER AMENDED AND RESTATED CONDOMINIUM AMENDMENT NO. 3, RECORDING NO. 20201228002715
7. SPRING DISTRICT MASTER CONDOMINIUM RECORDING NO. 20131025000705
8. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 1, RECORDING NO. 20140625000484
9. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 2, RECORDING NO. 20160217000686
10. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 3, RECORDING NO. 20160509000525
11. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 4, RECORDING NO. 20170926000628
12. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 5, RECORDING NO. 20190626000463
13. SPRING DISTRICT MASTER CONDOMINIUM, AMENDMENT NO. 6, RECORDING NO. 20201228002713
14. BINDING SITE PLAN NO. 12-1110450 LF RECORDING NO. 20121101000274
15. BINDING SITE PLAN NO. 14-128831 LJ, FIRST AMENDMENT, RECORDING NO. 20160217000684
16. BINDING SITE PLAN NO. 15-126565 LJ, SECOND AMENDMENT, RECORDING NO. 20160217000684
17. BINDING SITE PLAN NO. 16-126082 LF, THIRD AMENDMENT, RECORDING NO. 20160506000760
18. BINDING SITE PLAN NO. 17-116109-LF, FOURTH AMENDMENT RECORDING NO. 20170926000625
19. BINDING SITE PLAN NO. 18-129991-LF, FIFTH AMENDMENT, RECORDING NO. 20190611001146
20. BINDING SITE PLAN NO. 20-102948LF, SIX AMENDMENT, RECORDING NO. 20201214001706
21. BINDING SITE PLAN NO. 21-104423 LF, SEVENTH AMENDMENT RECORDING NO. 20210429001060

SITE ADDRESS

1280 120TH AVE NE BELLEVUE, WA 98005

LEGEND

- FOUND MAG NAIL
- SET LEAD WITH TACK
- SET MAG NAIL
- FOUND CASED MONUMENT
- FOUND SURFACE MONUMENT
- TEST BORING PIT
- SIGN
- BOLLARD
- DOOR
- MONITORING WELL
- AREA DRAIN
- STORM CLEAN OUT
- MANHOLE STORM
- CATCH BASIN
- STORM CLEAN OUT
- SEWER CLEAN OUT
- MANHOLE SEWER
- TELEPHONE HAND HOLE
- TELEPHONE MANHOLE
- TR TELEPHONE RISER
- STEEL POST
- POWER JUNCTION BOX
- POWER METER
- LIGHT STANDARD
- POWER PANEL
- P POWER VAULT
- TRAFFIC SIGNAL CAB
- STREET LIGHT
- EV CHARGER
- GAS VALVE
- U UNKNOWN VAULT
- IRRIGATION VALVE
- W WATER MANHOLE
- WATER VALVE
- LEFT TURN ARROW
- STRAIGHT ARROW
- BIKE PAINT STENCIL
- HANDICAP
- ELECTRICAL VEHICLE STENCIL
- DECIDUOUS TREE AS NOTED
- ORNAMENTAL TREE 1" ø
- WHEEL STOP
- T COMMUNICATION LOCATES
- SD STORM LOCATES
- SS SEWER LOCATES
- OP OVERHEAD POWER LINE
- P POWER LOCATES
- W WATER LOCATES
- G GAS LOCATES
- CHAIN LINK FENCE
- X TEMPORARY CHAIN LINK FENCE
- EDGE OF ASPHALT
- EDGE OF CONCRETE
- RIGHT OF WAY LINE
- SECTION LINE
- TOP OF SLOPE
- TOE OF SLOPE
- ASHPALT PATCH LINE
- CENTER LINE OF RAIL ROAD TRACK
- TOP BACK CURB
- CHANNELIZATION
- CONCRETE WALL LINE
- SKIP CHANNELIZATION LINE
- FIRE LANE CHANNELIZATION LINE
- MAJOR CONTOUR LINE 5' INTERVALS
- MINOR CONTOUR LINE 1' INTERVALS
- BUILDING LINE
- FAUX BRICK STAMPING
- SIDEWALK MARKINGS
- CHANNELIZATION HATCHING

SURVEYOR'S CERTIFICATE

THIS MAP REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION IN CONFORMANCE WITH THE RULES AND REGULATIONS OF THE SURVEY RECORDING ACT AT THE REQUEST OF MIKE YELLAM WITH WRIGHT RUNSTDAD IN APRIL 2026.

KRISTY LYNN ALLINSON, PLS — DATE
CERTIFICATE NO. 22028784

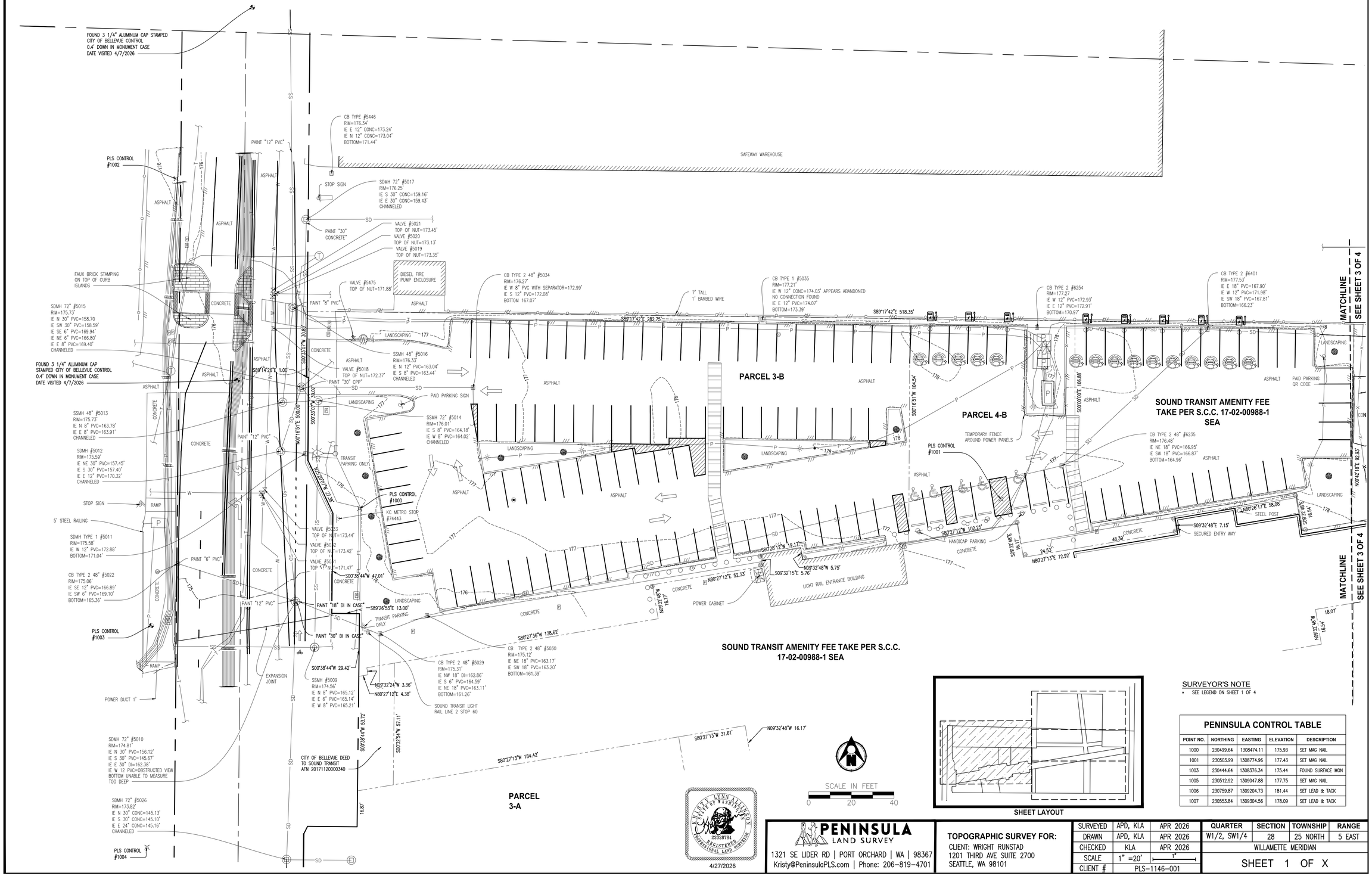
KRISTY LYNN ALLINSON — STATE OF WASHINGTON — 22028784 — REGISTERED PROFESSIONAL LAND SURVEYOR
4/27/2026

PENINSULA LAND SURVEY
1321 SE LIDER RD | PORT ORCHARD | WA | 98367
Kristy@PeninsulaPLS.com | Phone: 206-819-4701

TOPOGRAPHIC SURVEY FOR:
CLIENT: WRIGHT RUNSTAD
1201 THIRD AVE SUITE 2700
SEATTLE, WA 98101

			QUARTER	SECTION	TOWNSHIP	RANGE
SURVEYED	APD, KLA	APR 2026	W1/2, SW1/4	28	25 NORTH	5 EAST
DRAWN	APD, KLA	APR 2026	WILLAMETTE MERIDIAN			
CHECKED	KLA	APR 2026				
SCALE	1" =20'	1"	SHEET 1 OF 4			
CLIENT #	PLS-1146-001					

TOPOGRAPHIC SURVEY



SURVEYOR'S NOTE

- SEE LEGEND ON SHEET 1 OF 4

SHEET LAYOUT

PENINSULA CONTROL TABLE

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1000	230499.64	1308474.11	175.93	SET MAG NAIL
1001	230503.99	1308774.96	177.43	SET MAG NAIL
1003	230444.64	1308376.34	175.44	FOUND SURFACE MON
1005	230512.92	1309047.88	177.75	SET MAG NAIL
1006	230759.87	1309204.73	181.44	SET LEAD & TACK
1007	230553.84	1309304.56	178.09	SET LEAD & TACK

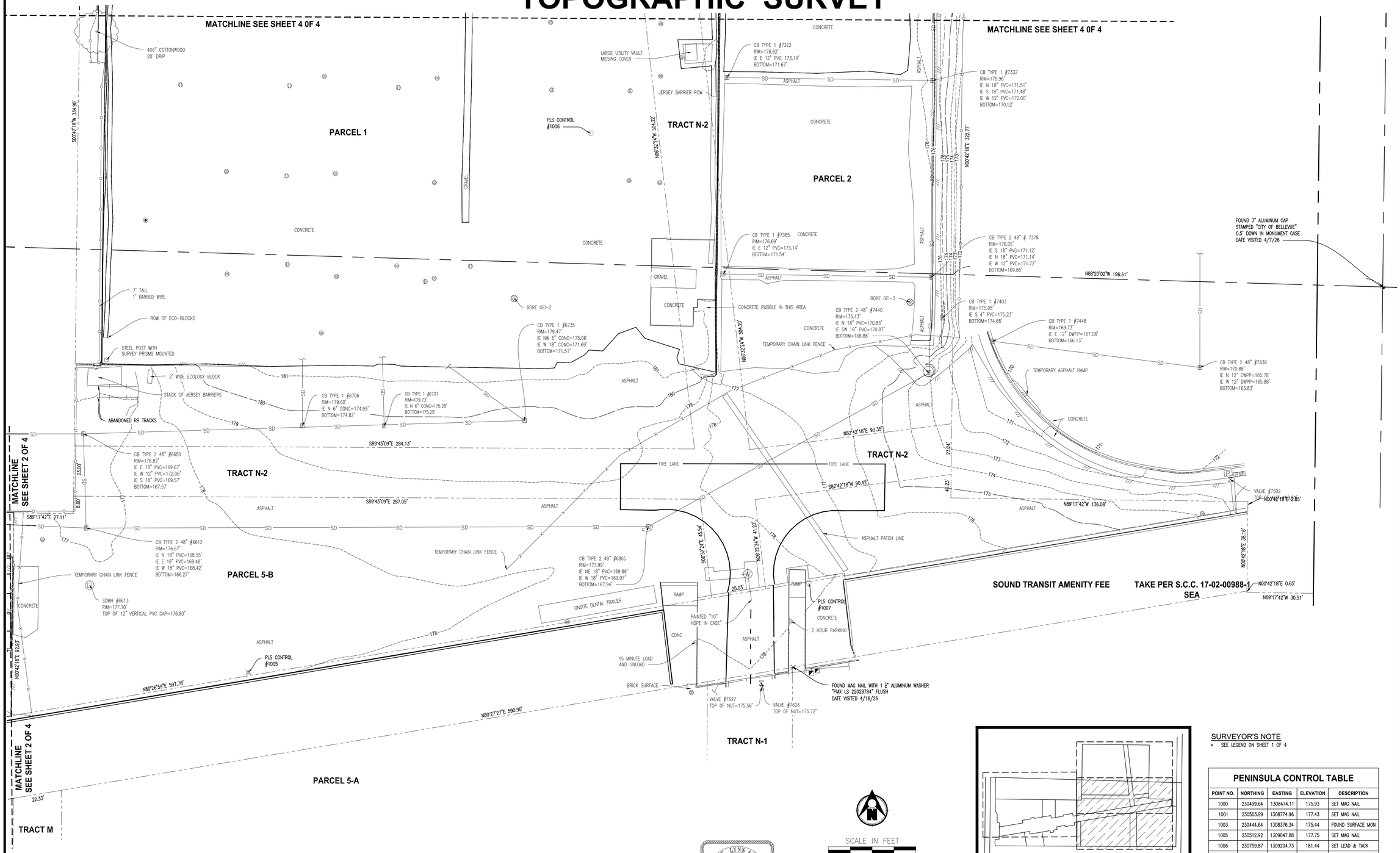
PENINSULA LAND SURVEY
1321 SE LIDER RD | PORT ORCHARD | WA | 98367
Kristy@PeninsulaPLS.com | Phone: 206-819-4701

TOPOGRAPHIC SURVEY FOR:
CLIENT: WRIGHT RUNSTAD
1201 THIRD AVE SUITE 2700
SEATTLE, WA 98101

SURVEYED	APD, KLA	APR 2026
DRAWN	APD, KLA	APR 2026
CHECKED	KLA	APR 2026
SCALE	1" =20'	1"
CLIENT #	PLS-1146-001	

QUARTER	SECTION	TOWNSHIP	RANGE
W1/2, SW1/4	28	25 NORTH	5 EAST
WILLAMETTE MERIDIAN			
SHEET 1 OF X			

TOPOGRAPHIC SURVEY



SHEET LAYOUT

SCALE IN FEET
0 20 40

SURVEYOR'S NOTE
- SEE LEGEND ON SHEET 1 OF 4

PENINSULA CONTROL TABLE

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1000	230499.64	1308474.11	175.93	SET MAG NAIL
1001	230503.99	1308774.96	177.43	SET MAG NAIL
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1005	230512.92	1309047.88	177.75	SET MAG NAIL
1006	230759.87	1309204.73	181.44	SET LEAD & TACK
1007	230553.84	1309304.56	178.09	SET LEAD & TACK

KRISTY LYNN ALLISON
STATE OF WASHINGTON
22028784
REGISTERED PROFESSIONAL LAND SURVEYOR
4/27/2026

PENINSULA LAND SURVEY
1321 SE LIDER RD | PORT ORCHARD | WA | 98367
Kristy@PeninsulaPLS.com | Phone: 206-819-4701

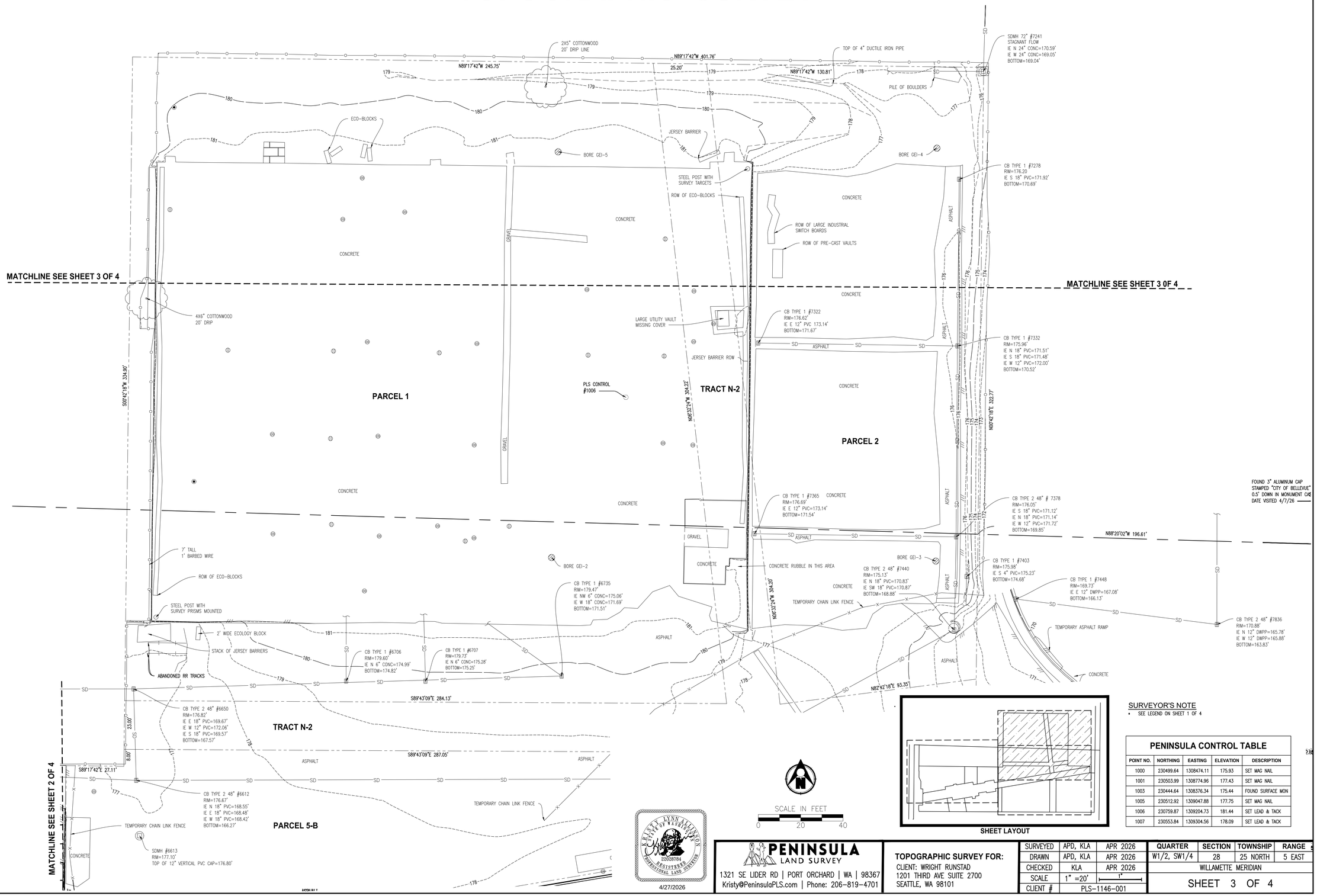
TOPOGRAPHIC SURVEY FOR:
CLIENT: WRIGHT RUNSTAD
1201 THIRD AVE SUITE 2700
SEATTLE, WA 98101

SURVEYED	APD, KLA	APR 2026
DRAWN	APD, KLA	APR 2026
CHECKED	KLA	APR 2026
SCALE	1" =20'	1"
CLIENT #	PLS-1146-001	

QUARTER	SECTION	TOWNSHIP	RANGE
W1/2, SW1/4	28	25 NORTH	5 EAST
WILLAMETTE MERIDIAN			

SHEET 3 OF 4

TOPOGRAPHIC SURVEY



SURVEYOR'S NOTE

- SEE LEGEND ON SHEET 1 OF 4

PENINSULA CONTROL TABLE

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1000	230499.64	1308474.11	175.93	SET MAG NAIL
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PENINSULA LAND SURVEY
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CLIENT: WRIGHT RUNSTAD
1201 THIRD AVE SUITE 2700
SEATTLE, WA 98101

SURVEYED	APD, KLA	APR 2026
DRAWN	APD, KLA	APR 2026
CHECKED	KLA	APR 2026
SCALE	1" =20'	1"
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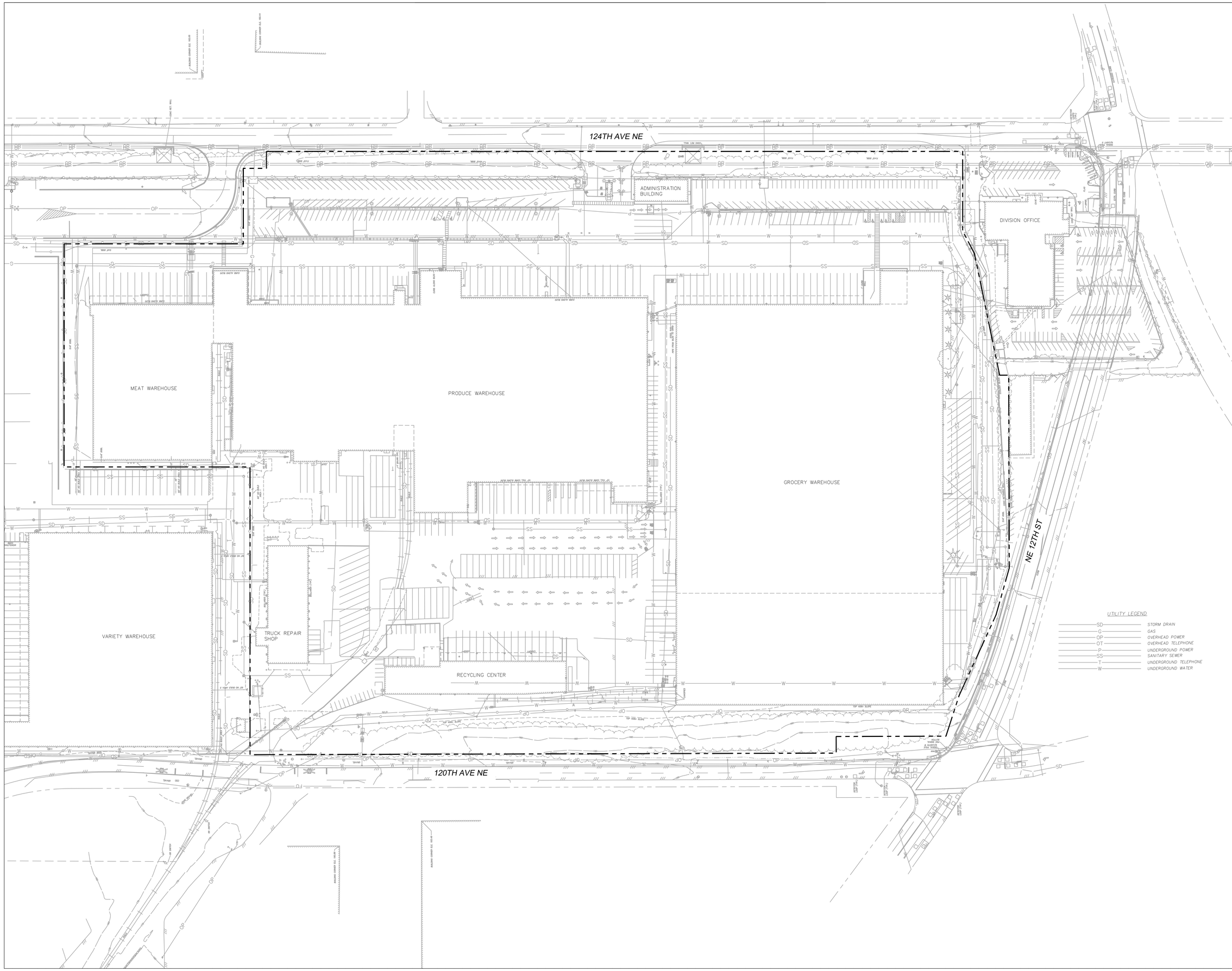
QUARTER	SECTION	TOWNSHIP	RANGE
W1/2, SW1/4	28	25 NORTH	5 EAST

WILLAMETTE MERIDIAN

SHEET 3 OF 4



JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

08-06-26

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

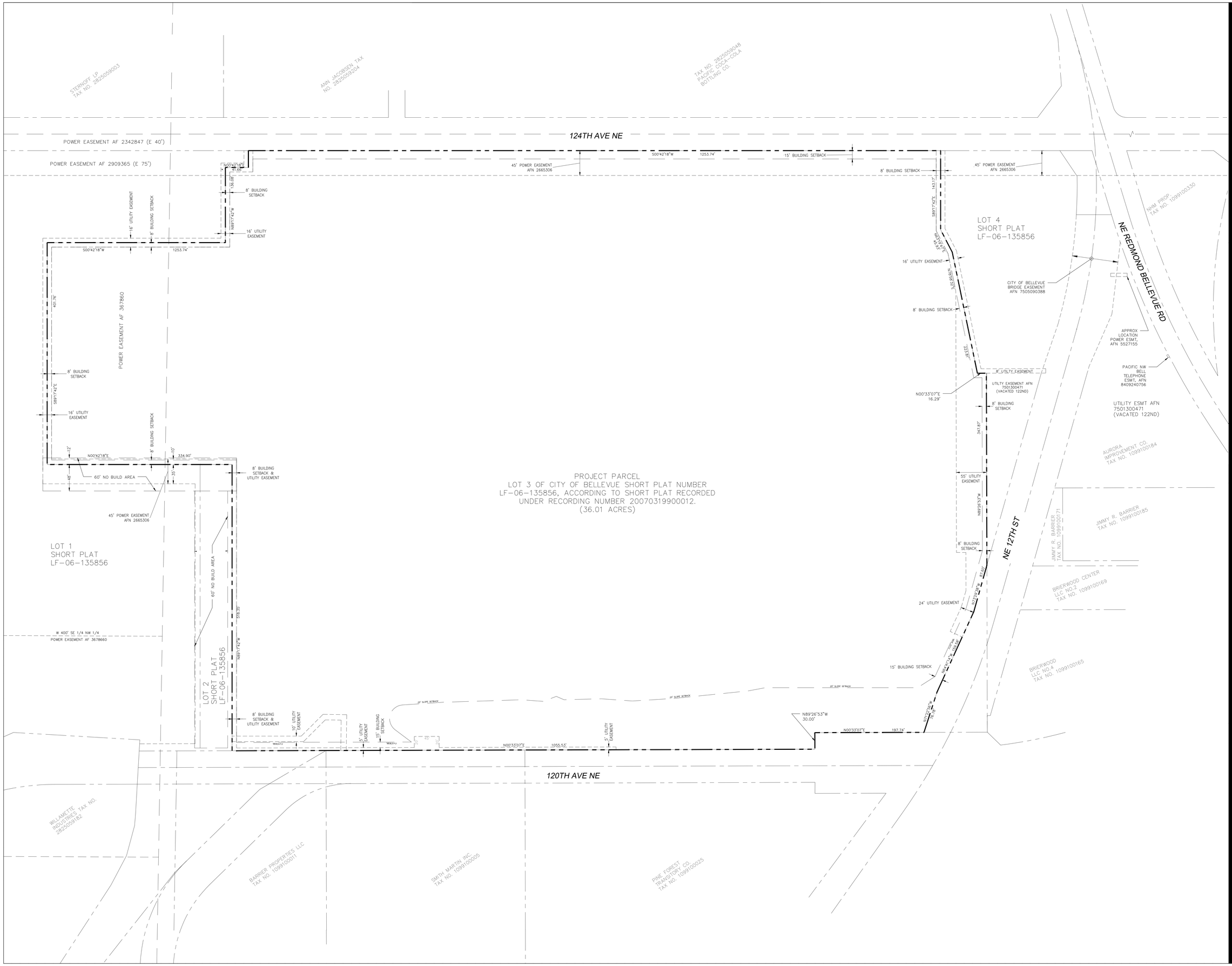
NO.	DATE	DESCRIPTION

ISSUE:
MDP REV #12 8/6/2026

ORIGINAL SITE SURVEY

SHEET NO:

C0.01



JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

08-06-26

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

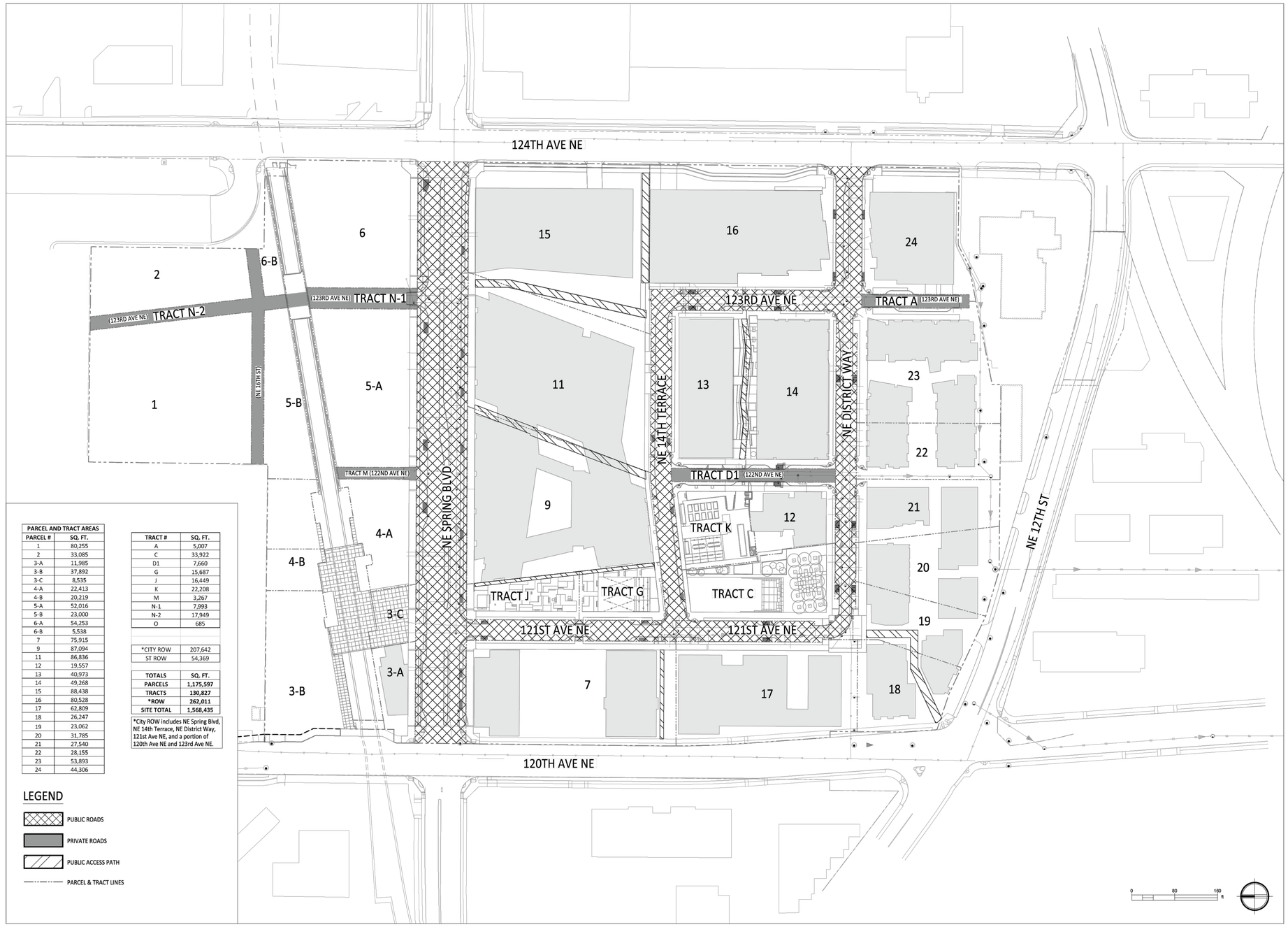
NO.	DATE	DESCRIPTION

ISSUE:
MDP REV #12 8/6/2026

ORIGINAL PARCEL SURVEY

SHEET NO:

C0.02



PARCEL AND TRACT AREAS	
PARCEL #	SQ. FT.
1	80,255
2	33,085
3-A	11,985
3-B	37,892
3-C	8,535
4-A	22,413
4-B	20,219
5-A	52,016
5-B	23,000
6-A	54,253
6-B	5,538
7	75,915
9	87,094
11	86,836
12	19,557
13	40,973
14	49,268
15	88,438
16	80,528
17	62,809
18	26,247
19	23,062
20	31,785
21	27,540
22	28,155
23	53,893
24	44,306

TRACT #	SQ. FT.
A	5,007
C	33,922
D1	7,660
G	15,687
J	16,449
K	22,208
M	3,267
N-1	7,993
N-2	17,949
O	685
*CITY ROW	207,642
ST ROW	54,369

TOTALS	SQ. FT.
PARCELS	1,175,597
TRACTS	130,827
*ROW	262,011
SITE TOTAL	1,568,435

*City ROW includes NE Spring Blvd, NE 14th Terrace, NE District Way, 121st Ave NE, and a portion of 120th Ave NE and 123rd Ave NE.

LEGEND

- PUBLIC ROADS
- PRIVATE ROADS
- PUBLIC ACCESS PATH
- PARCEL & TRACT LINES

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

JUSTIN M. JOHNSON
STATE OF WASHINGTON
11829
REGISTERED
PROFESSIONAL ENGINEER
08-06-26

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

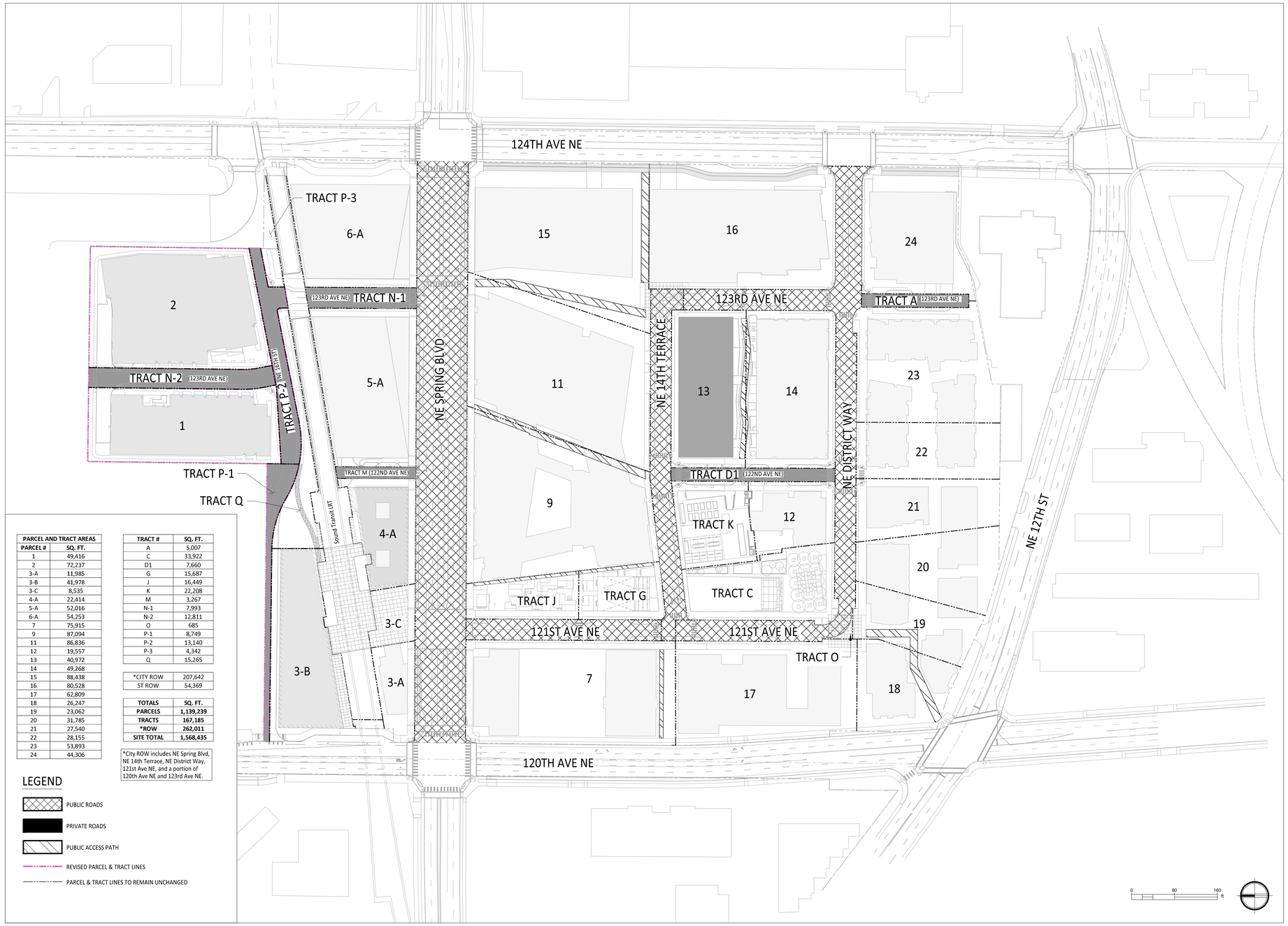
NO.	DATE	DESCRIPTION

ISSUE:
MDP REV #12 8/6/2026

APPROVED PARCEL & TRACT PLAN

SHEET NO:

C1.01



PARCEL AND TRACT AREAS	
PARCEL #	SQ. FT.
1	49,416
2	72,237
3-A	11,985
3-B	41,978
3-C	8,535
4-A	22,414
5-A	52,016
6-A	54,253
7	75,915
9	87,094
11	86,836
12	19,557
13	40,972
14	49,268
15	88,438
16	80,528
17	62,809
18	26,247
19	23,062
20	31,785
21	27,540
22	28,155
23	53,893
24	44,306

TRACT #	SQ. FT.
A	5,007
C	33,922
D1	7,660
G	15,687
J	16,449
K	22,208
M	3,267
N-1	7,993
N-2	12,811
O	685
P-1	8,749
P-2	13,140
P-3	4,342
Q	15,265

*CITY ROW	207,642
ST ROW	54,369

TOTALS	SQ. FT.
PARCELS	**1,139,239**
TRACTS	**167,185**
***ROW**	**262,011**
SITE TOTAL	**1,568,435**

*City ROW includes NE Spring Blvd, NE 14th Terrace, NE District Way, 121st Ave NE, and a portion of 120th Ave NE and 123rd Ave NE.

LEGEND

- PUBLIC ROADS
- PRIVATE ROADS
- PUBLIC ACCESS PATH
- REVISED PARCEL & TRACT LINES
- PARCEL & TRACT LINES TO REMAIN UNCHANGED

*Binding Site Plan to be Updated to Match under Separate Process

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

JUSTIN M. JOHNSON
STATE OF WASHINGTON
51829
REGISTERED
PROFESSIONAL ENGINEER
08-06-26

DATE: 08/06/2026
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REVISIONS:

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ISSUE:
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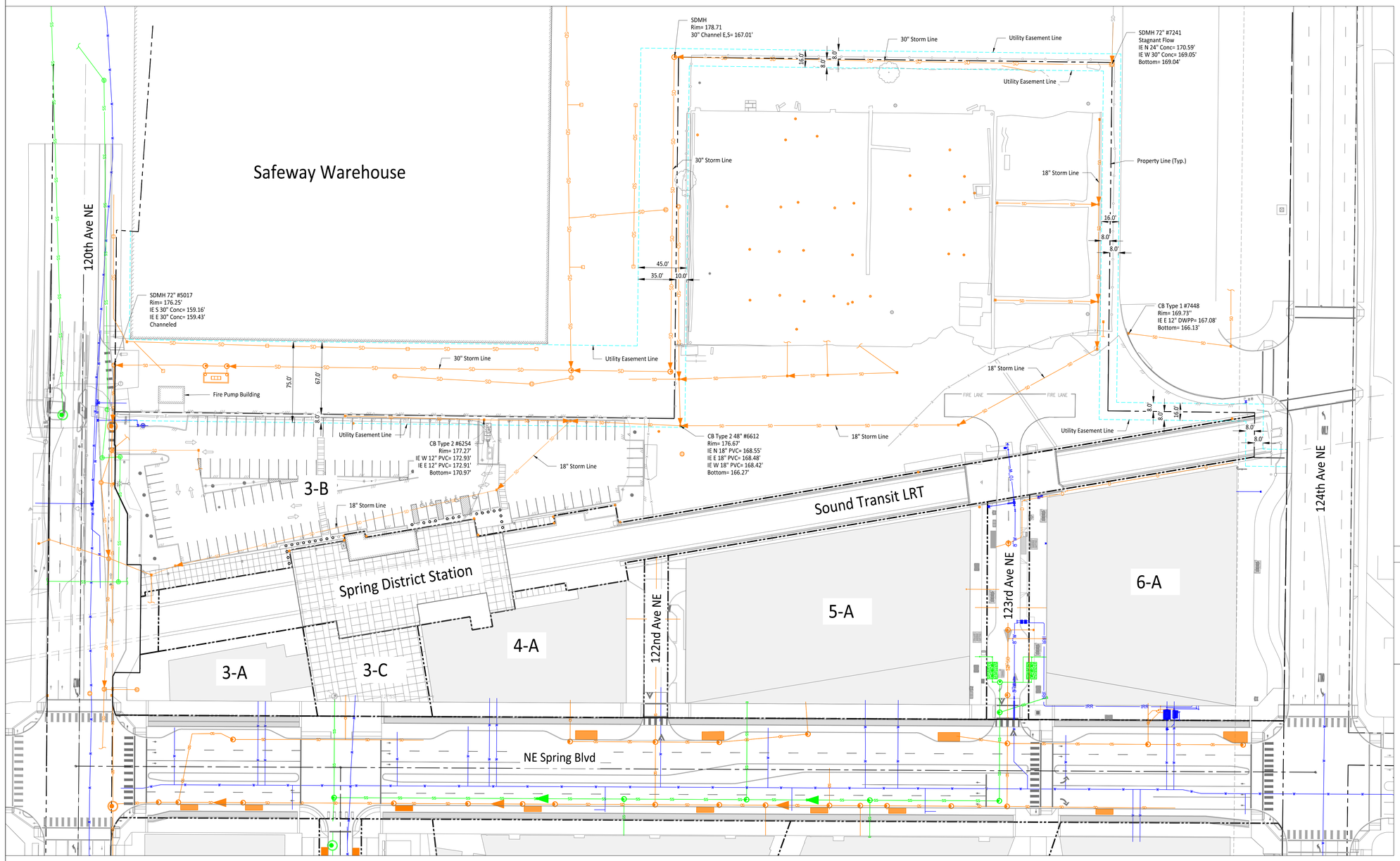
PROPOSED PARCEL & TRACT PLAN

SHEET NO:

C1.02



LEGEND

- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING FIRE HYDRANT
- EXISTING BIORETENTION CELL
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT
- UTILITY EASEMENT

0 40 80 ft

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SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

08-06-26

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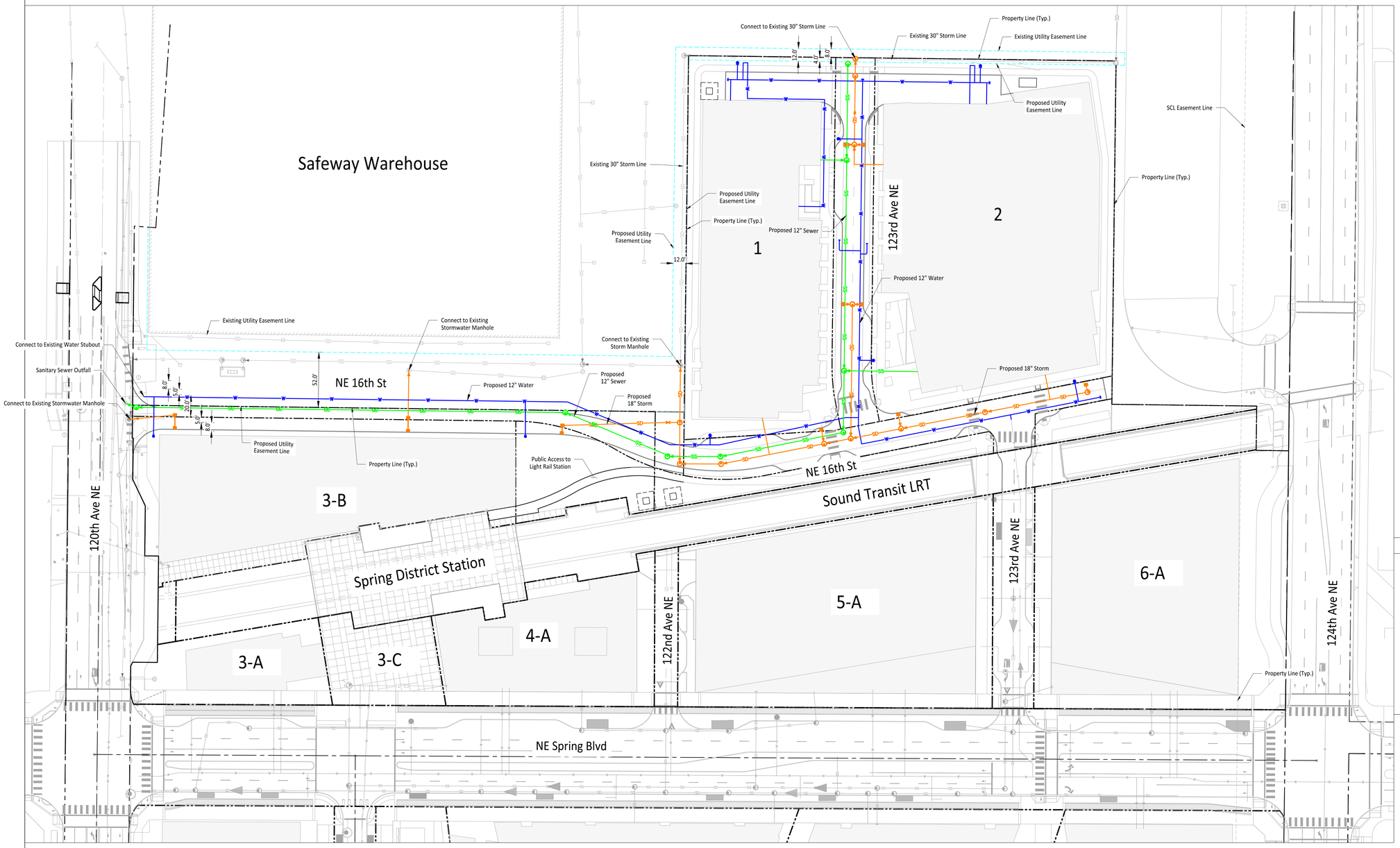
EXISTING SITE PLAN

SHEET NO:

C2.01



LEGEND

- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING SANITARY SEWER LINE
- PROPOSED SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- PROPOSED STORM SEWER LINE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- EXISTING BIORETENTION CELL
- PROPOSED BIORETENTION CELL
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT
- EXISTING UTILITY EASEMENT

0 40 80 ft

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

08-06-26

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PERMIT #

REVISIONS:

	DATE	DESCRIPTION

ISSUE:
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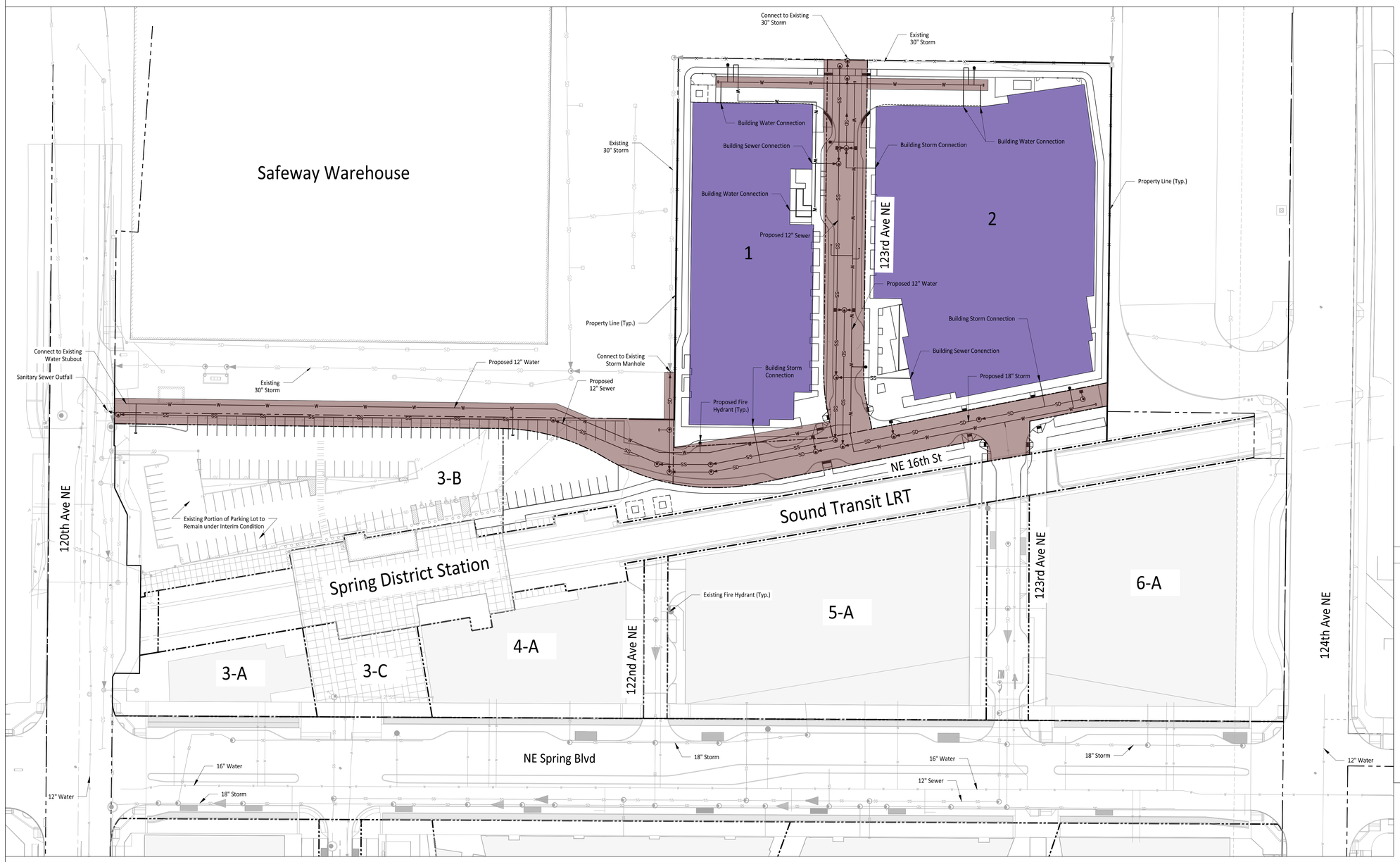
COMPOSITE SITE PLAN

SHEET NO:

C2.02



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SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

08-06-26

DATE: 08/06/2026
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REVISIONS:

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ISSUE:
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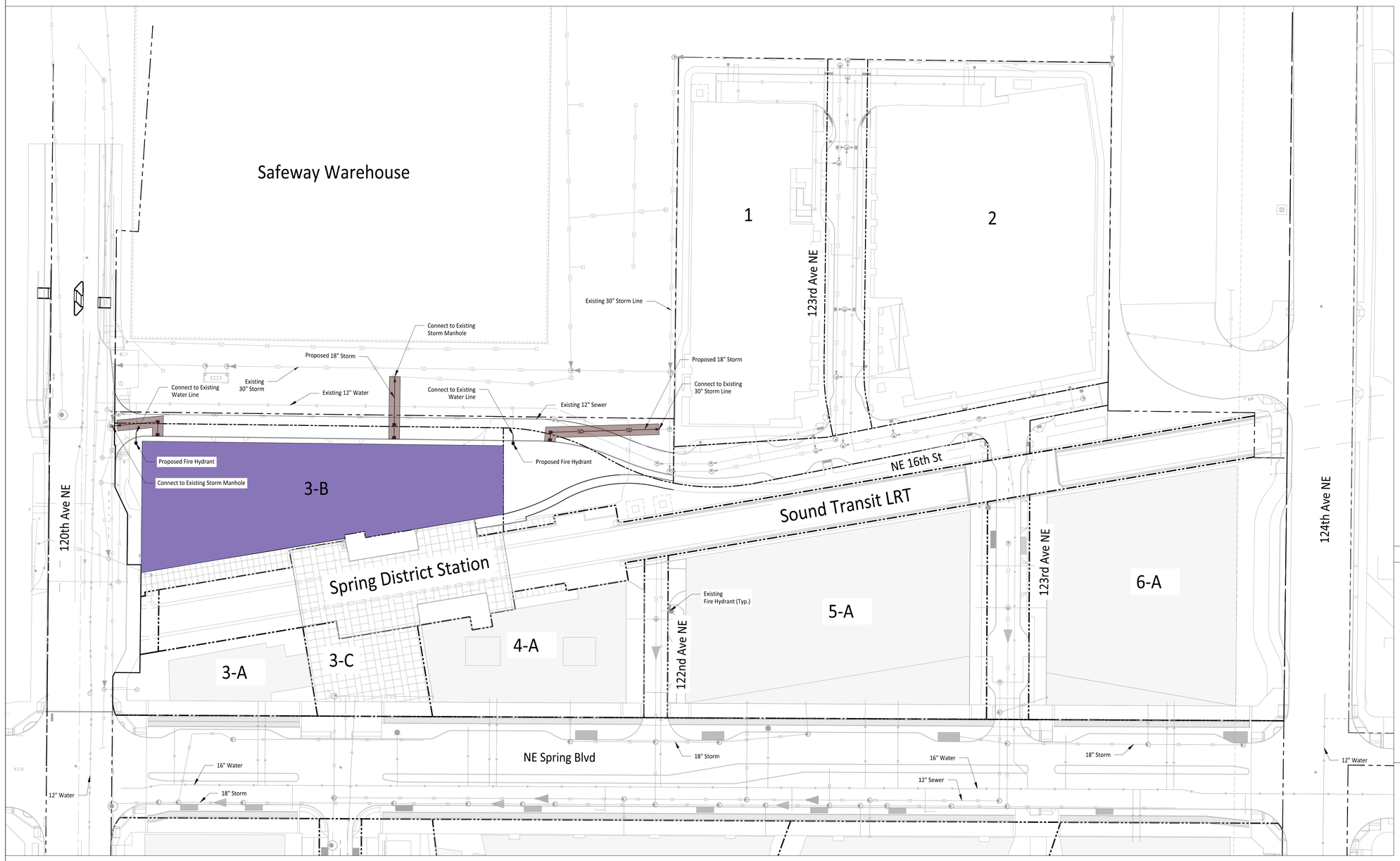
SITE PLAN - PHASE 5

SHEET NO:

C3.01



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SPRING DISTRICT - MDP REVISION 12

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BELLEVUE, WA 98004

08-06-26

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SITE PLAN - PHASE 6

SHEET NO:

C3.02

GENERAL NOTES

1. SITE DESIGN ASSUMPTIONS
   1.1. 200' MAXIMUM FIRE HOSE LENGTHS DETERMINED BY FIRE CODE SECTION 23.22.905.4
   2.1.1. "WHERE THE MOST REMOTE PORTION OF A NONSPRINKLERED FLOOR OR STORY IS MORE THAN 150 FEET (45 720 MM) OF HOSE TRAVEL DISTANCE FROM A HOSE CONNECTION OR THE MOST REMOTE PORTION OF A SPRINKLERED FLOOR OR STORY IS MORE THAN 200 FEET (60 960 MM) OF HOSE TRAVEL DISTANCE FROM A HOSE CONNECTION, ADDITIONAL HOSE CONNECTIONS SHALL BE PROVIDED IN VERTICAL EXIT ENCLOSURES OR PROTECTED LOCATIONS THAT ARE ACCESSED THROUGH PROTECTED ENCLOSURES. THE PROTECTED ENCLOSURE SHALL BE A CORRIDOR CONSTRUCTED AS A SMOKE BARRIER FROM THE EXIT ENCLOSURE TO THE STANDPIPE CONNECTION."

LEGEND

- FIRE HOSE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- SIGNALIZED INTERSECTION
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT

0 40 80 ft

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

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BELLEVUE, WA 98004

JUSTIN M. JOHNSON
STATE OF WASHINGTON
48825
REGISTERED PROFESSIONAL ENGINEER
08-06-26

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

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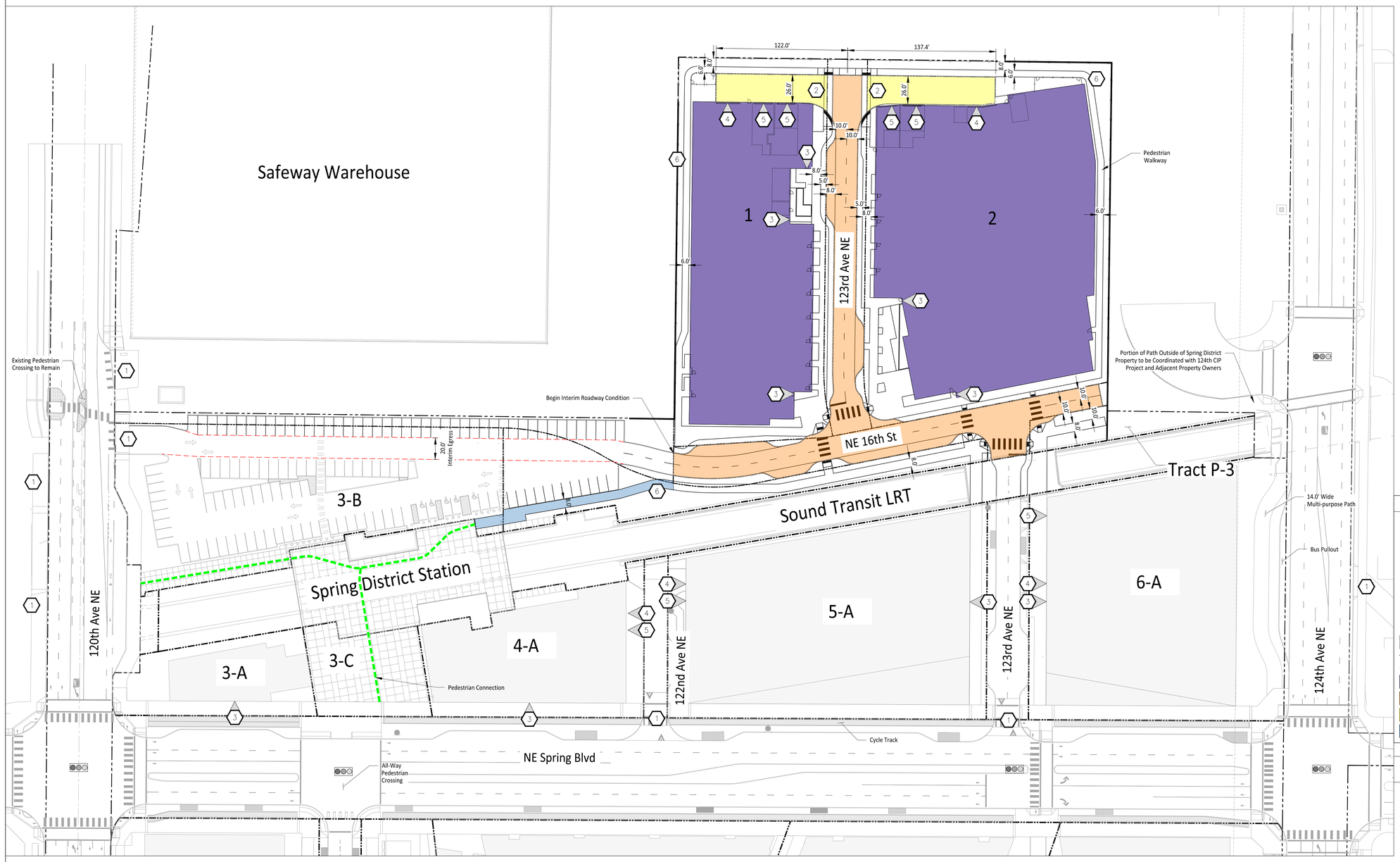
MDP REV #12 8/6/2026

FIRE PLAN

SHEET NO:

C4.01



LEGEND

- 1 EXISTING DRIVEWAY / SITE ACCESS
- 2 PROPOSED DRIVEWAY / SITE ACCESS
- 3 BUILDING PEDESTRIAN ENTRY
- 4 BUILDING PARKING ACCESS (26' MIN.)
- 5 BUILDING SERVICE / LOADING ACCESS (24' MIN.)
- 6 PUBLIC ACCESS PATH
- 7 ROLLED CURB/EMERGENCY VEHICLE ACCESS
- SIGNALIZED INTERSECTION
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT
- NEW PROPOSED RESIDENTIAL
- NEW PROPOSED ROAD
- NEW PROPOSED DRIVEWAY
- SOUND TRANSIT LIGHTRAIL STATION ACCESS

NOTES

1. SEE SHEET C1.02 FOR PROPOSED PARCEL & TRACT PLAN.
2. 120TH, 124TH, AND SPRING BLVD BY OTHERS.

JMJTEAM

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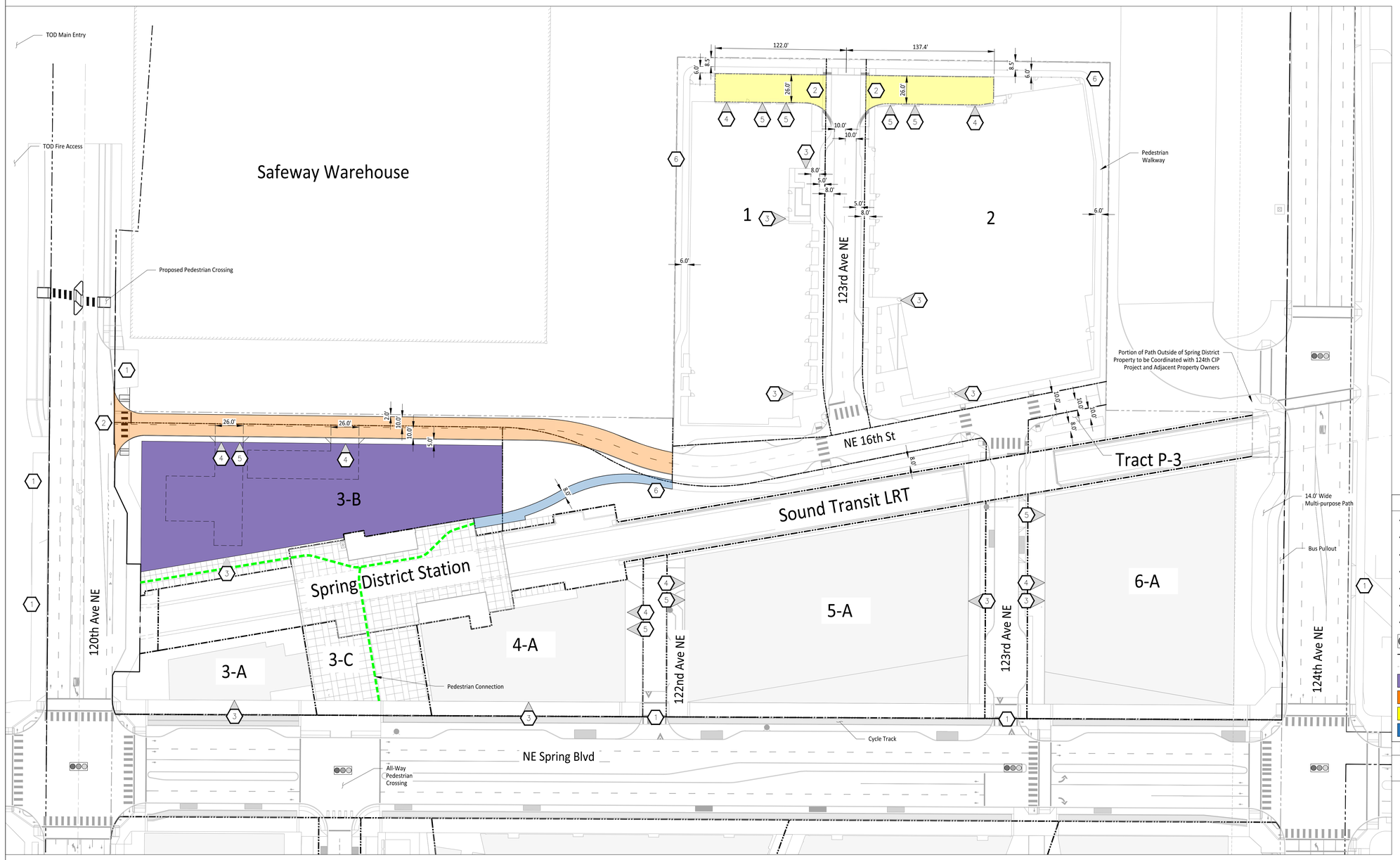
ROAD PLAN - PHASE 5

SHEET NO:

C5.01



LEGEND

- EXISTING DRIVEWAY / SITE ACCESS
- PROPOSED DRIVEWAY / SITE ACCESS
- BUILDING PEDESTRIAN ENTRY
- BUILDING PARKING ACCESS (26' MIN.)
- BUILDING SERVICE / LOADING ACCESS (24' MIN.)
- PUBLIC ACCESS PATH
- ROLLED CURB/EMERGENCY VEHICLE ACCESS
- SIGNALIZED INTERSECTION
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT
- NEW PROPOSED RESIDENTIAL
- NEW PROPOSED ROAD
- NEW PROPOSED DRIVEWAY
- SOUND TRANSIT LIGHTRAIL STATION ACCESS

NOTES

1. SEE SHEET C1.02 FOR PROPOSED PARCEL & TRACT PLAN.
2. 120TH, 124TH, AND SPRING BLVD BY OTHERS.

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

AUSTIN M. JOHNSON
STATE OF WASHINGTON
48383
REGISTERED PROFESSIONAL ENGINEER
08-06-26

DATE: 08/06/2026
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ISSUE:
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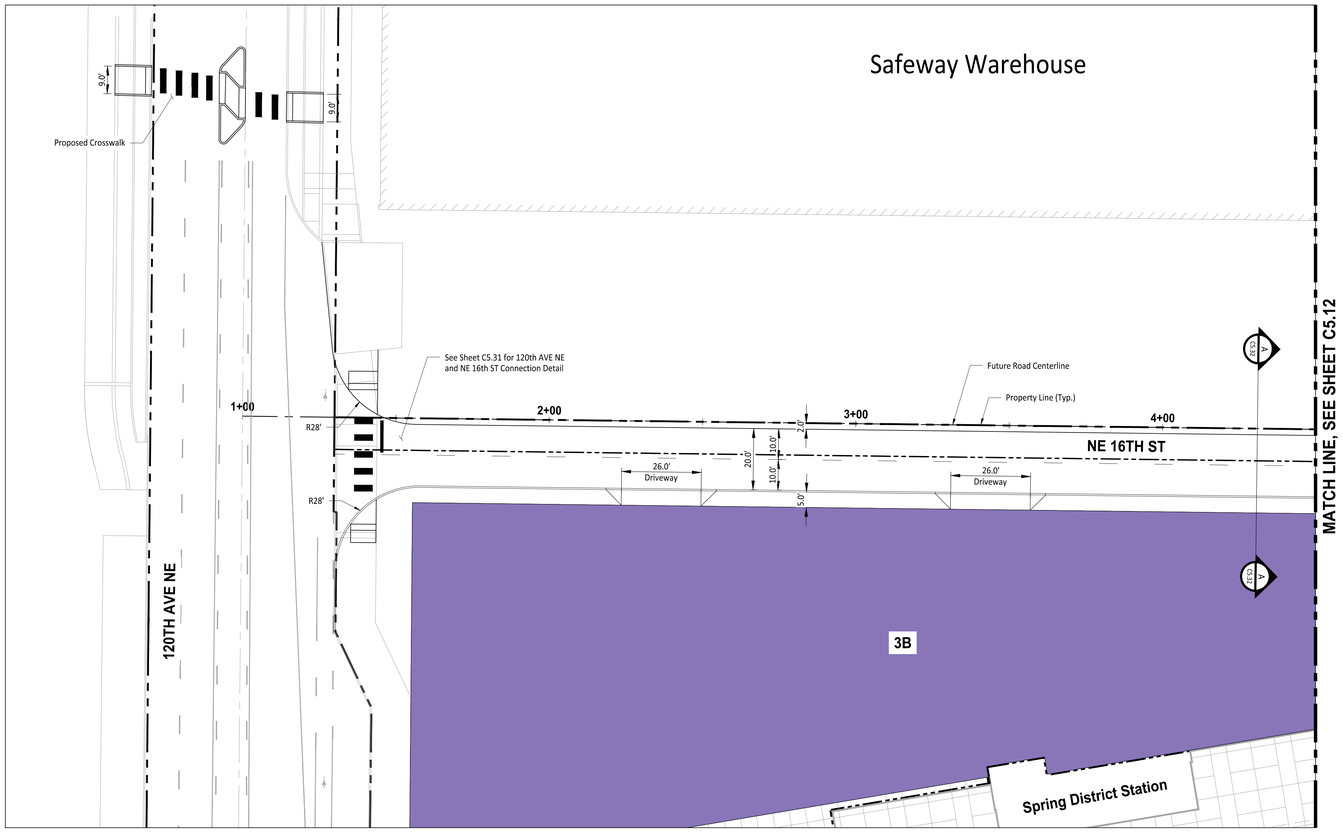
ROAD PLAN - PHASE 6

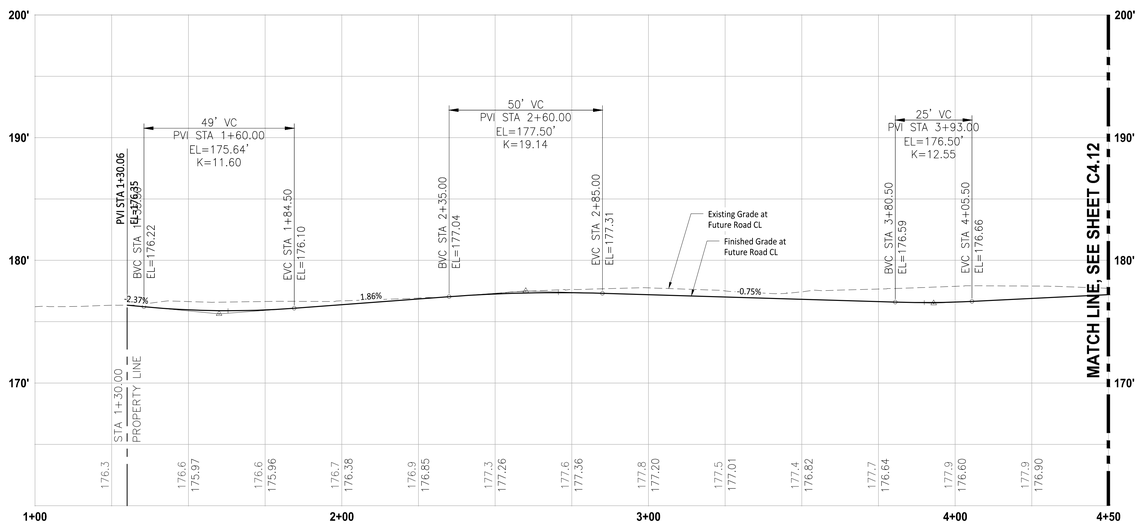
SHEET NO:

C5.02



PLAN

0 20 40 FEET
1" = 20'



JMJTEAM

SPRING DISTRICT - MDP REVISION 12

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BELLEVUE, WA 98004

08-06-26

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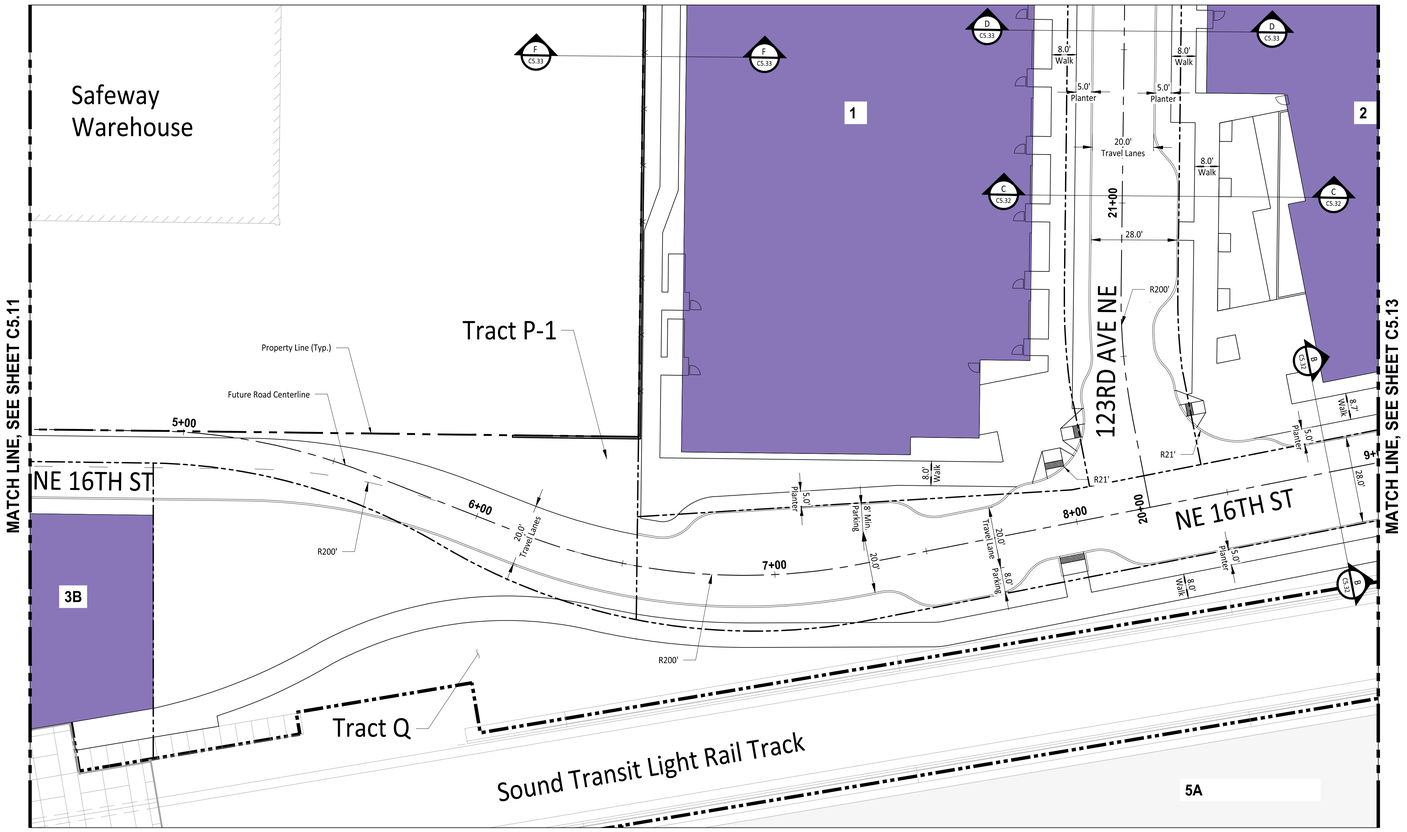
ROAD PLAN & PROFILE

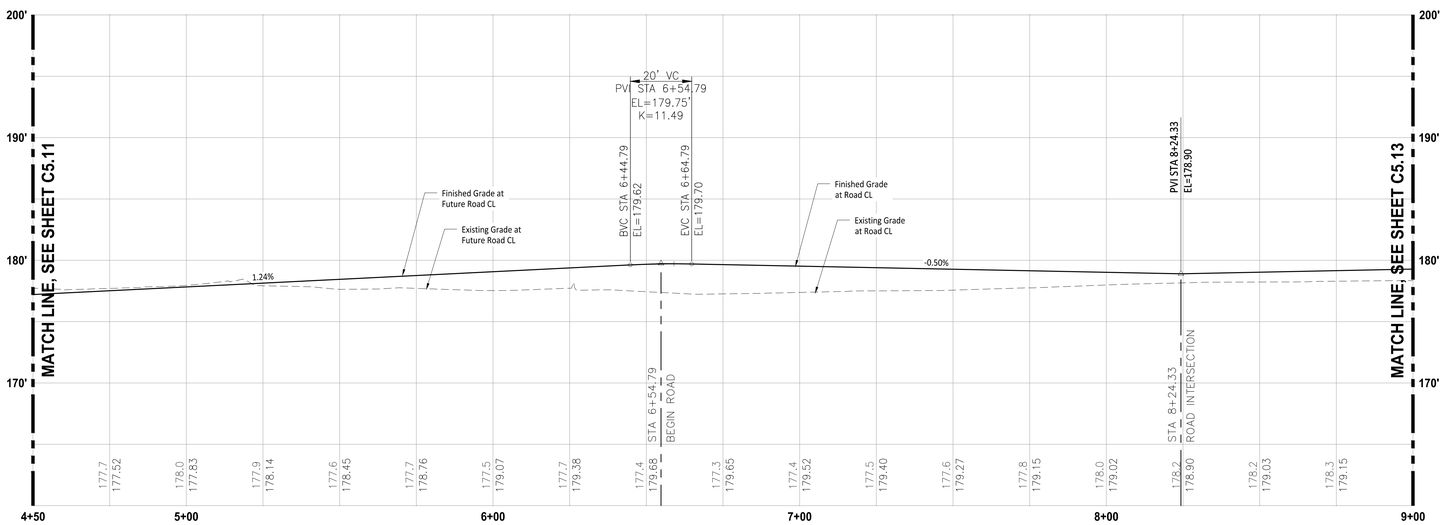
SHEET NO:

C5.11



PLAN

0 20 40 FEET
1" = 20'



PROFILE

HORIZ: 1"=20'
VERT: 1"=5'

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

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BELLEVUE, WA 98004

08-06-26

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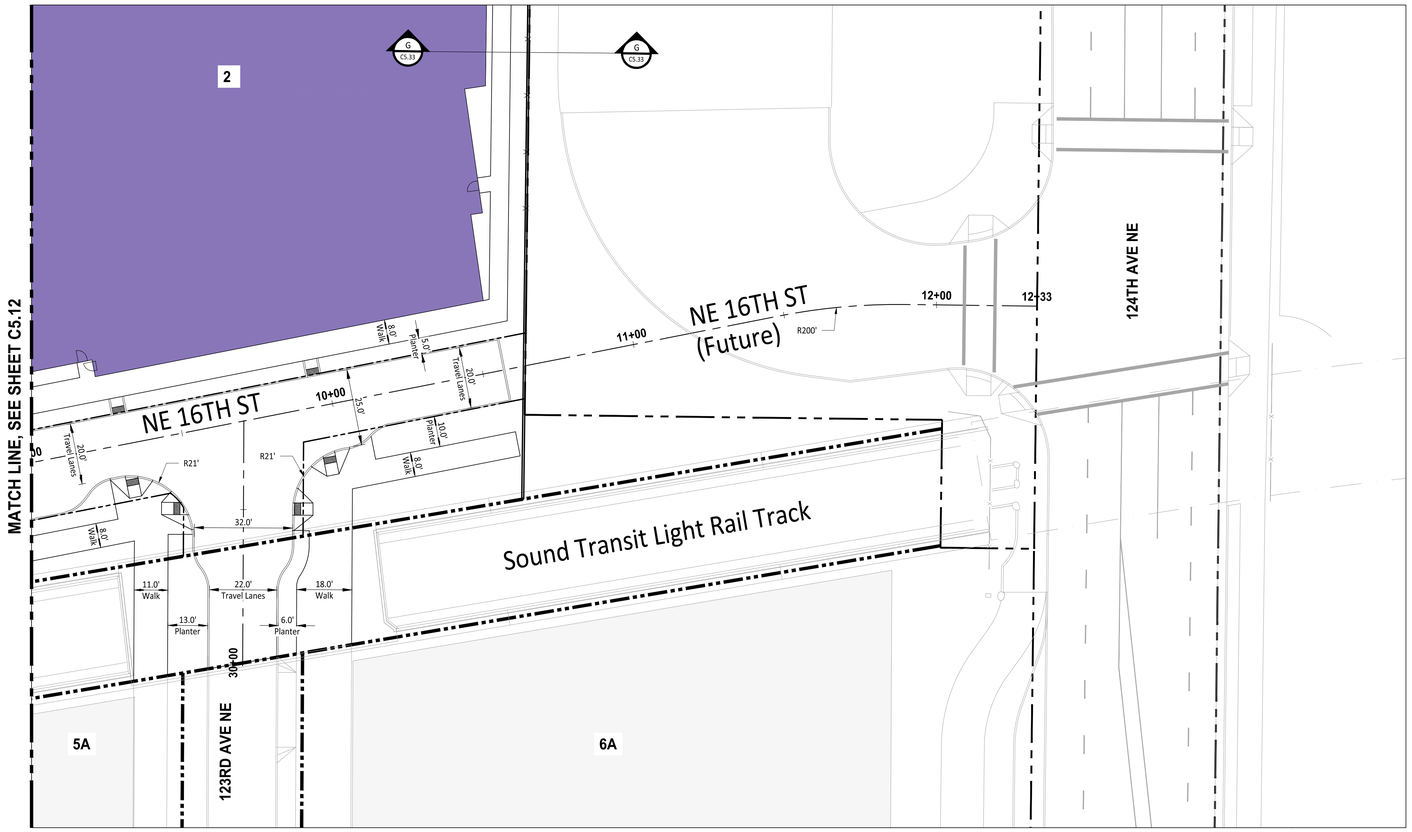
ROAD PLAN & PROFILE

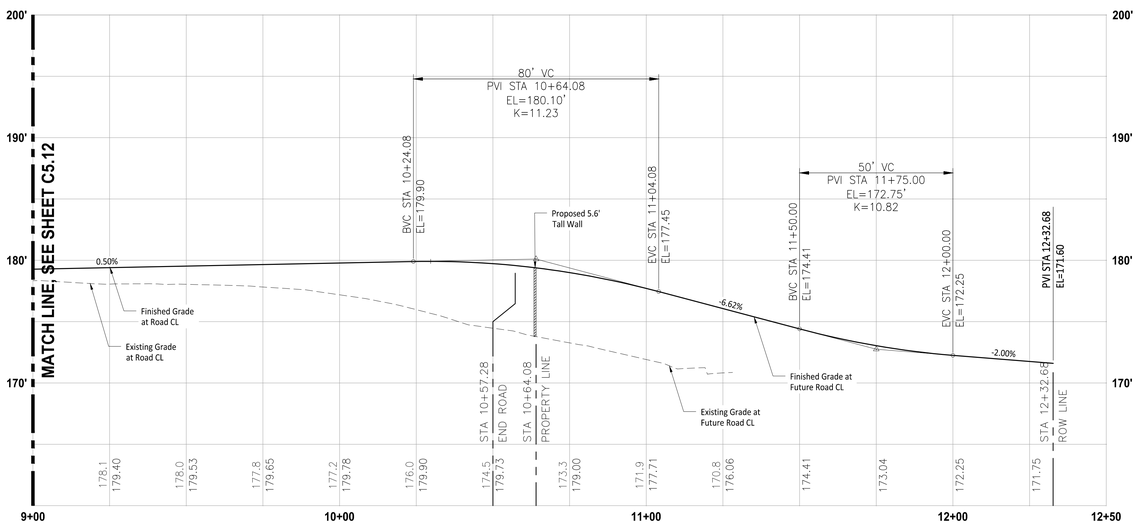
SHEET NO:

C5.12



PLAN

0 20 40 FEET
1" = 20'



PROFILE

HORIZ: 1"=20'
VERT: 1"=5'

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

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08-06-26

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ISSUE:
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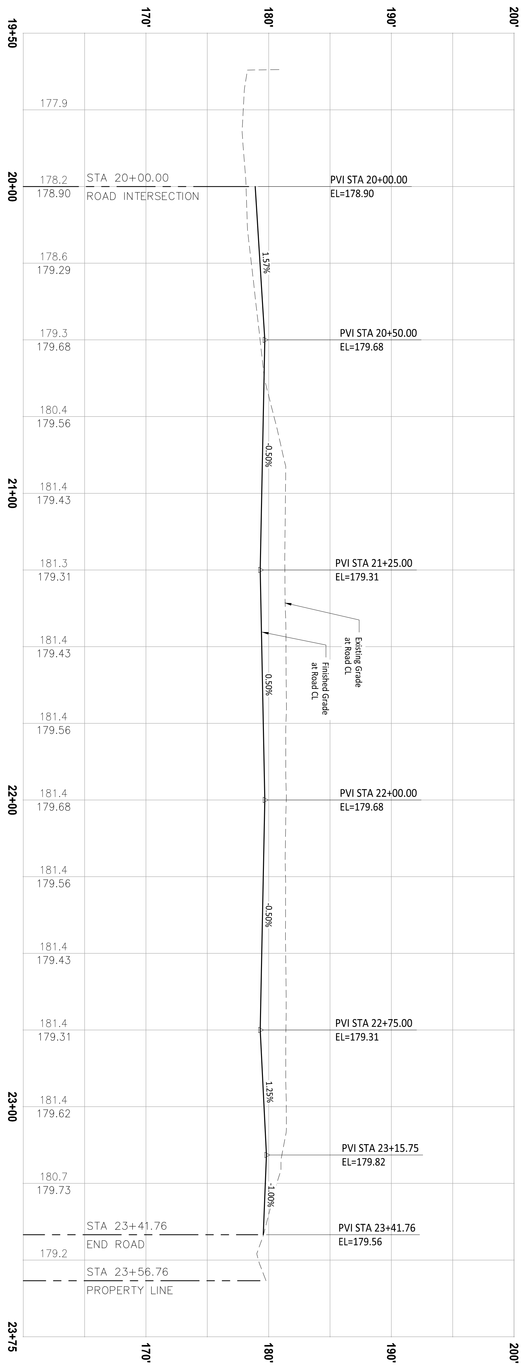
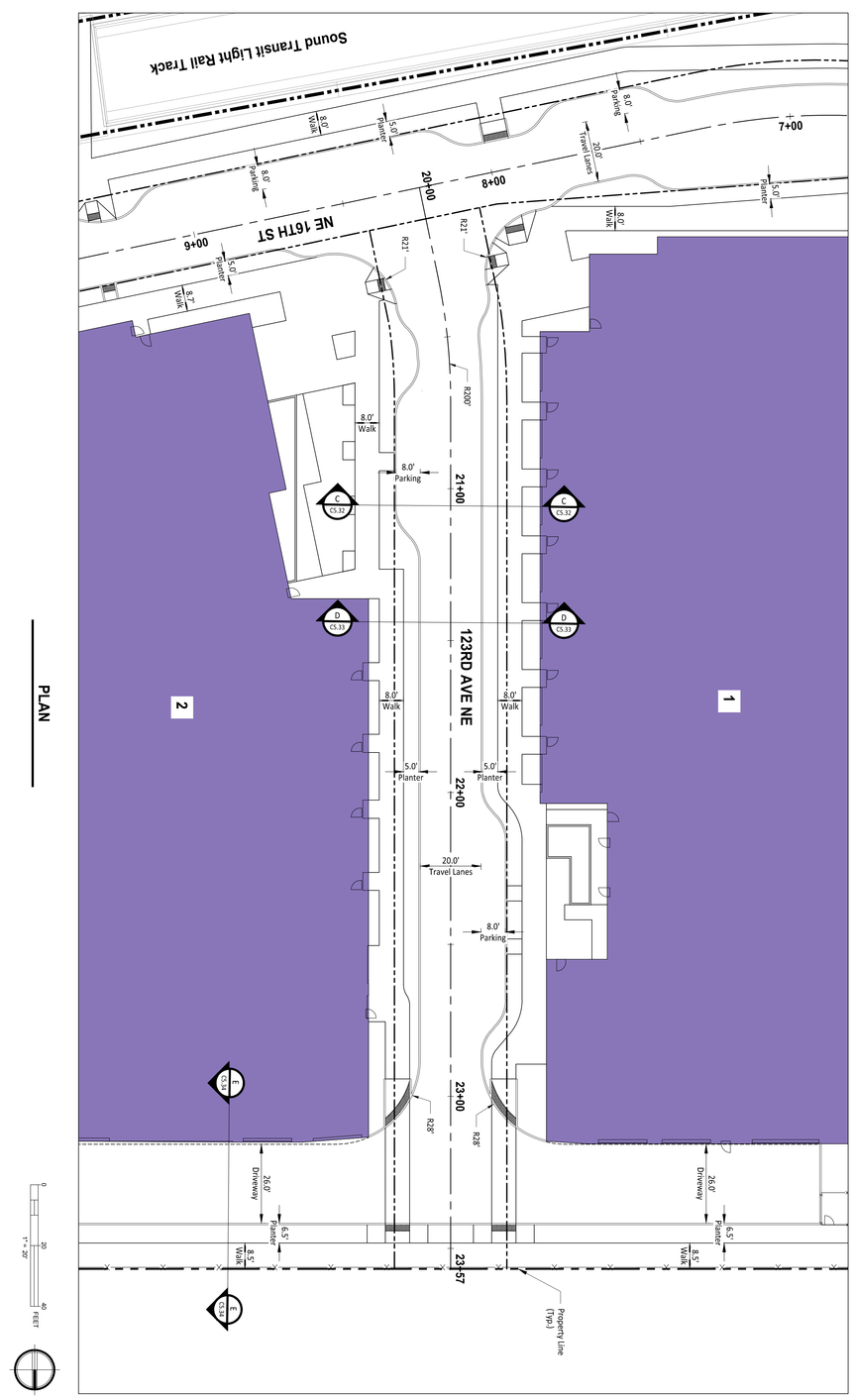
ROAD PLAN & PROFILE

SHEET NO:

C5.13



PROFILE
HORIZ: 1"=20'
VERT: 1"=5'



PLAN

SPRING DISTRICT - MDP REVISION 12

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BELLEVUE, WA 98004

JMJTEAM

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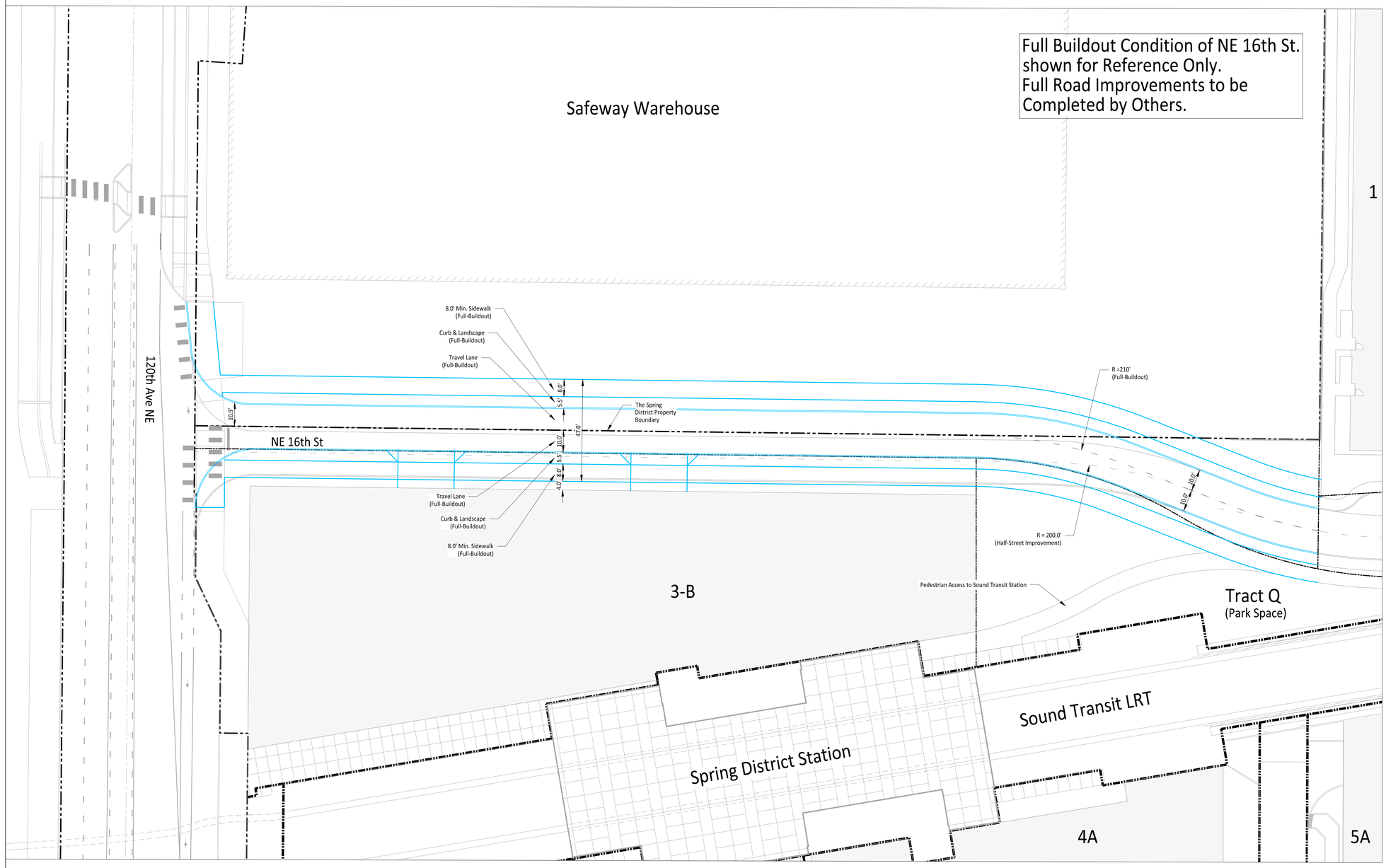
REVISIONS:
DATE DESCRIPTION

08-06-26

ROAD PLAN & PROFILE

SHEET NO:
C5.14



LEGEND

- NE 16th St Full Build Out
- SIGNALIZED INTERSECTION
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT

NOTES

1. SEE SHEET C1.02 FOR PROPOSED PARCEL & TRACT PLAN.
2. 120TH, 124TH, AND SPRING BLVD BY OTHERS.

0 20 40 ft

JMJTEAM

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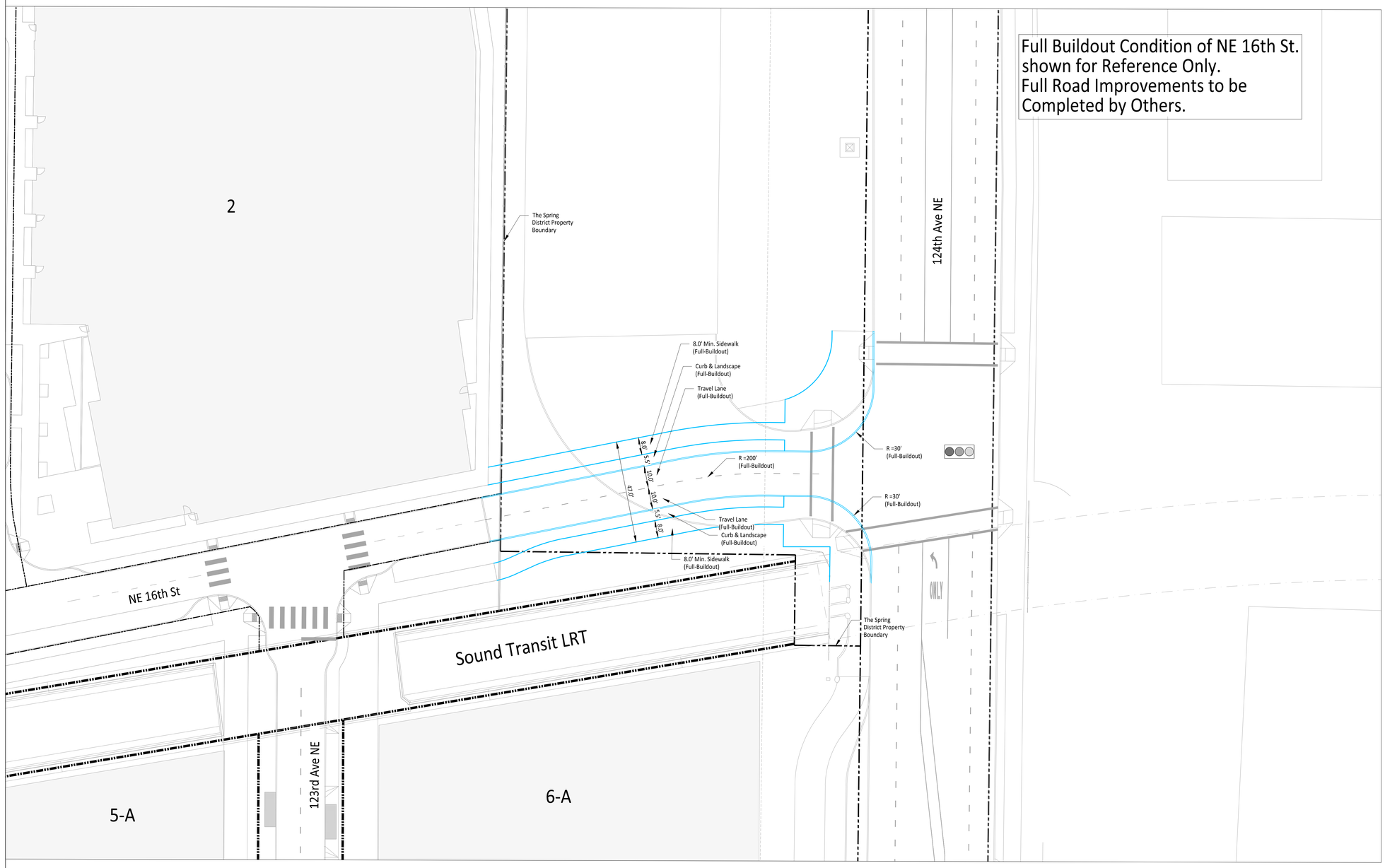
NE 16TH ST ROAD ALIGNMENT PLAN

SHEET NO:

C5.21



LEGEND

- NE 16th St Full Build Out
- SIGNALIZED INTERSECTION
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT

NOTES

1. SEE SHEET C1.02 FOR PROPOSED PARCEL & TRACT PLAN.
2. 120TH, 124TH, AND SPRING BLVD BY OTHERS.

0 20 40 ft

JMJTEAM

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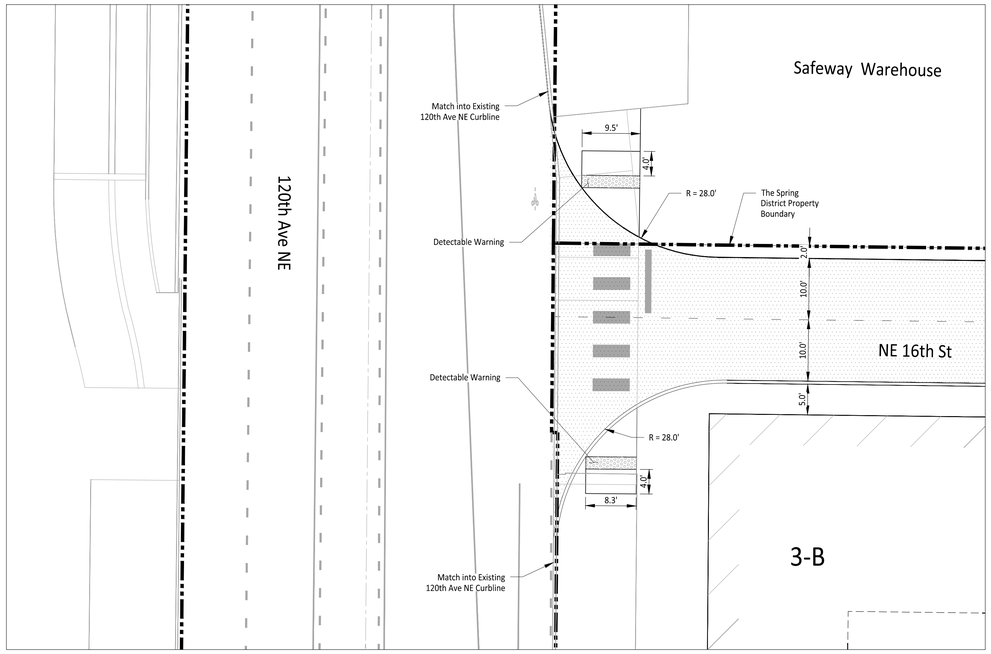
NE 16TH ST ROAD ALIGNMENT PLAN

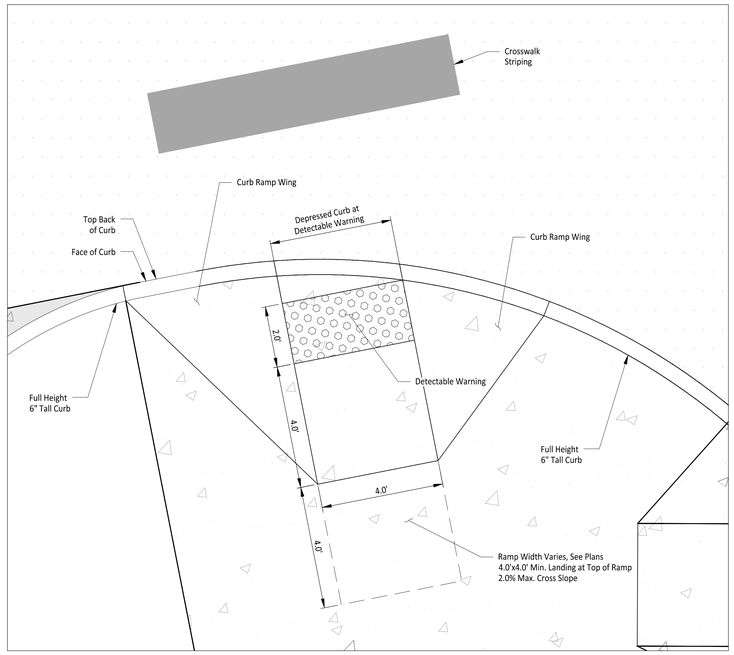
SHEET NO:

C5.22



120th Ave NE & NE 16th St

PLAN



Typical Curb Ramp

PLAN

JMJTEAM

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08-06-26

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PERMIT #

REVISIONS:

DATE	DESCRIPTION

ISSUE:
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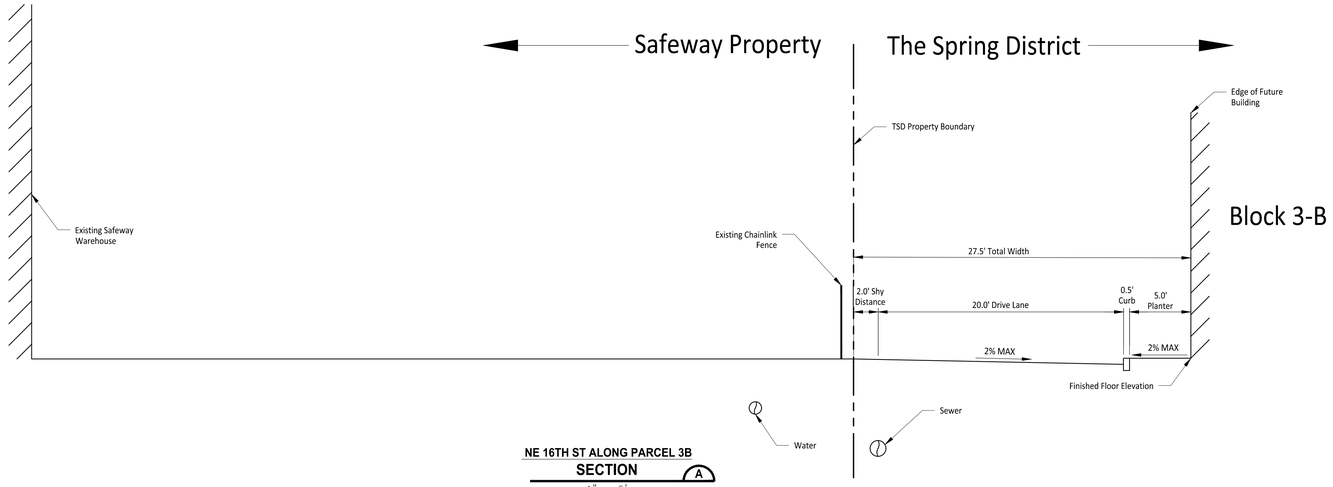
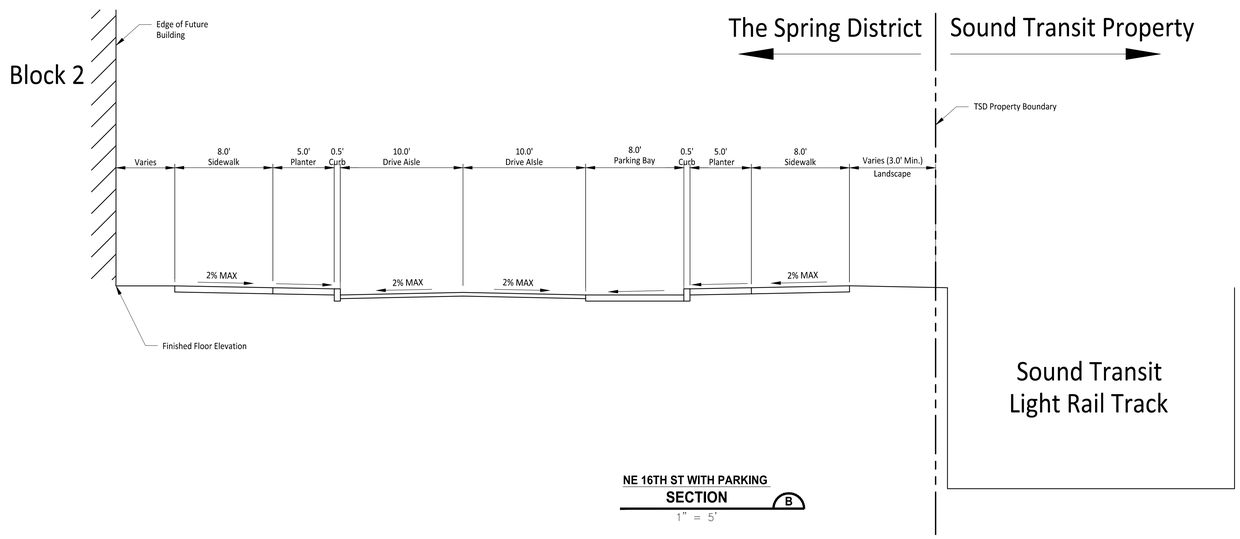
ROAD PLAN DETAILS - INTERSECTIONS

SHEET NO:

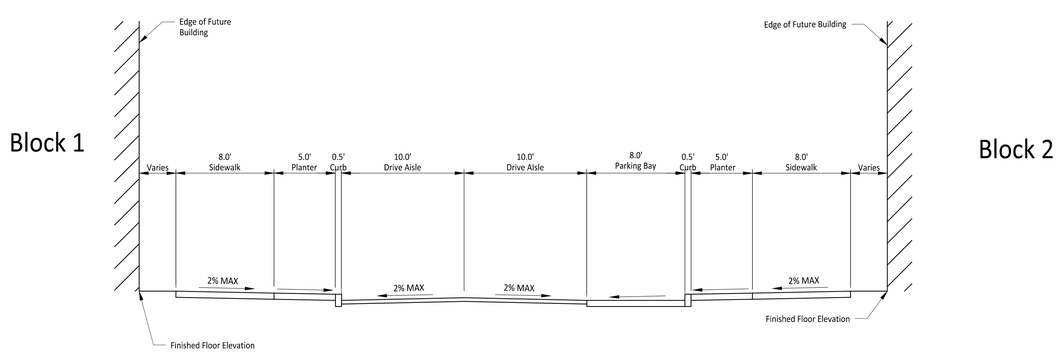
C5.31



NE 16TH ST ALONG PARCEL 3B
SECTION A
1" = 5'



NE 16TH ST WITH PARKING
SECTION B
1" = 5'



123RD AVE NE ROAD SECTION WITH PARKING
SECTION C
1" = 5'

JMJTEAM

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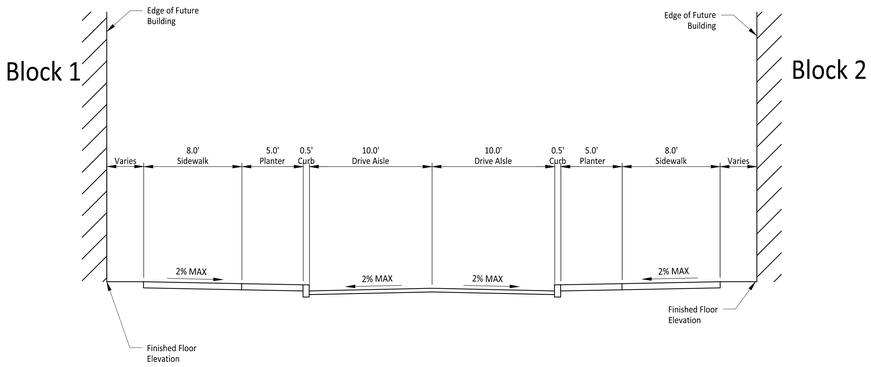
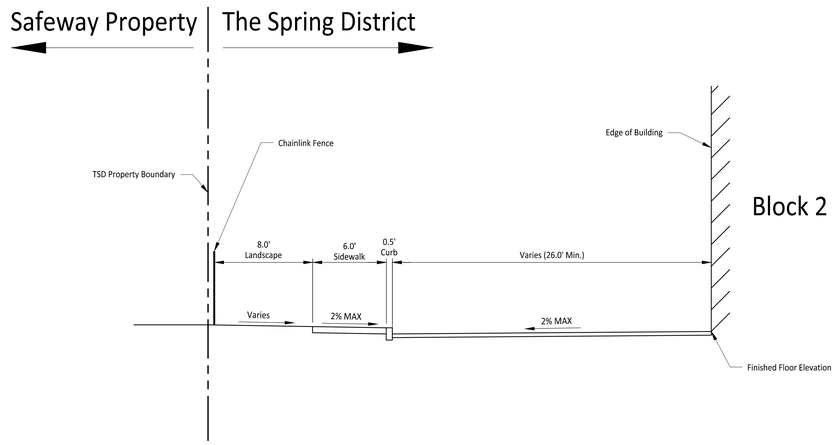
ROAD PLAN DETAILS - ROAD SECTIONS

SHEET NO:

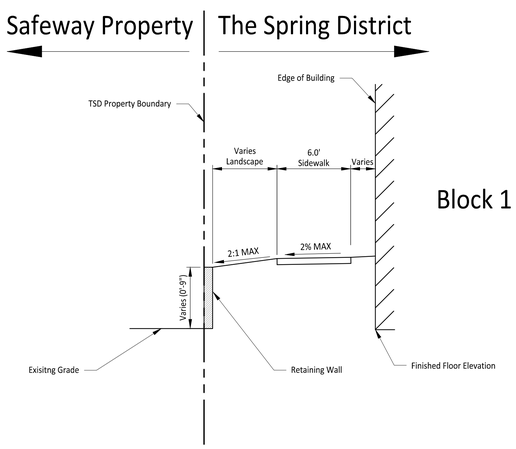
C5.32



123RD AVE NE ROAD SECTION
SECTION D
1" = 5'



BLOCKS 1 & 2 NORTH EDGE
SECTION E
1" = 5'



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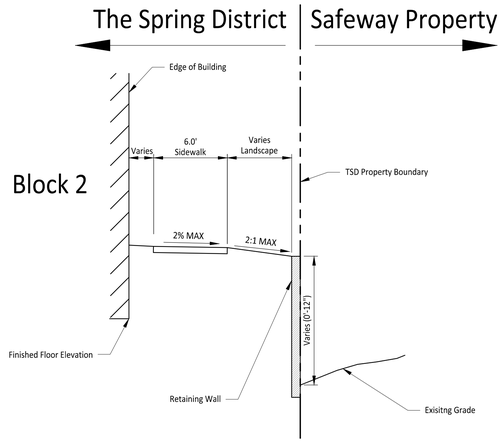
SECTION F
1" = 5'



BLOCK 2 WEST EDGE
SECTION G
1" = 5'

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08-06-26

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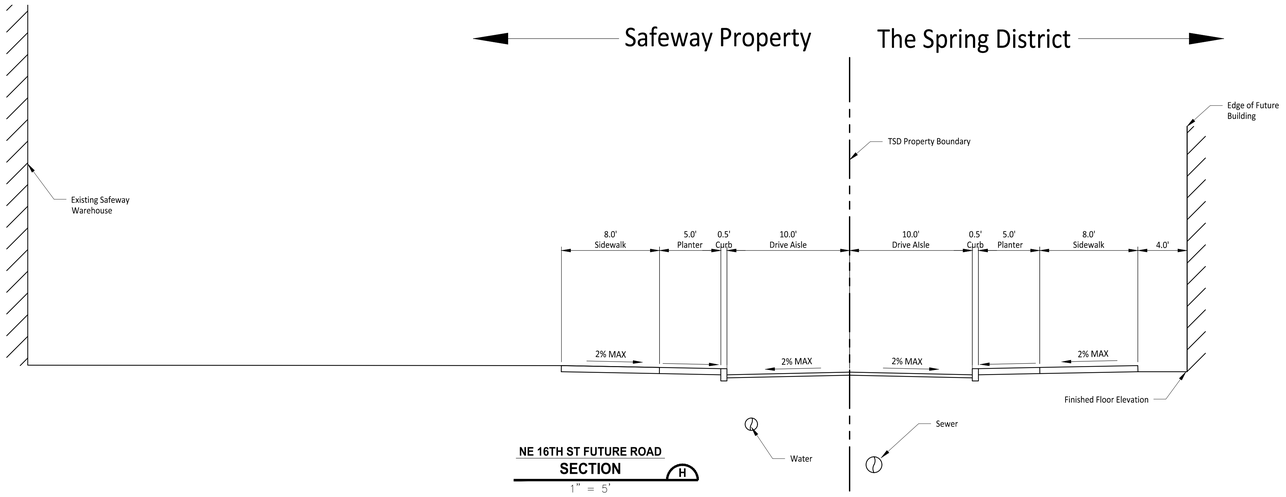
ROAD PLAN DETAILS - ROAD SECTIONS

SHEET NO:

C5.33



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ROAD PLAN DETAILS - ROAD SECTIONS

SHEET NO:

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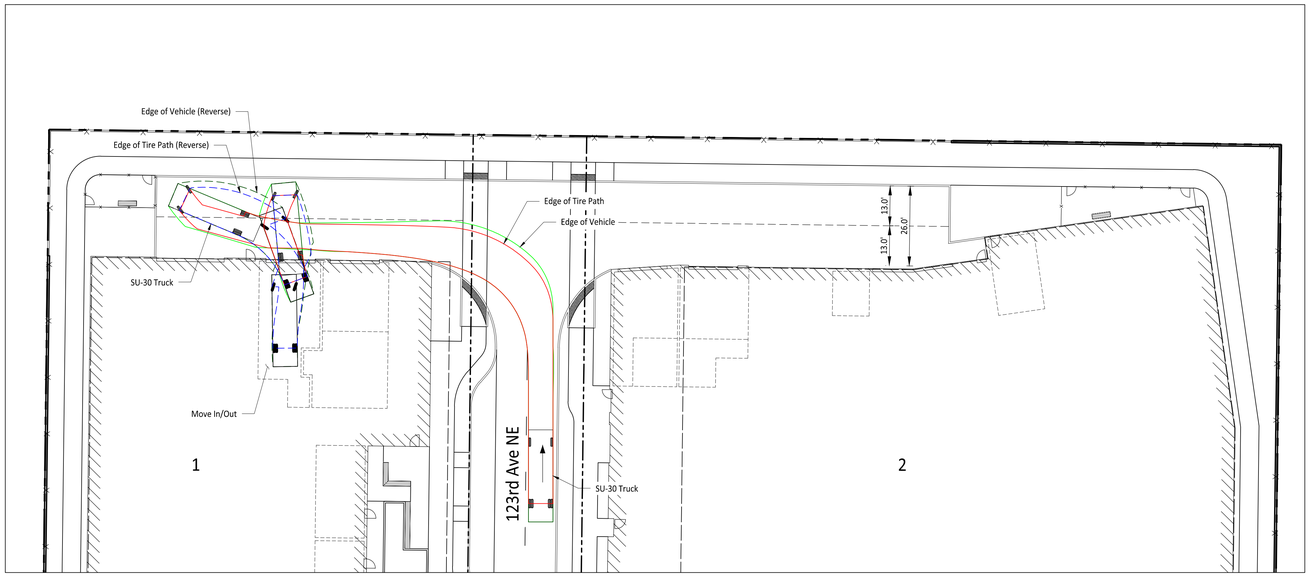

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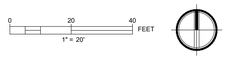

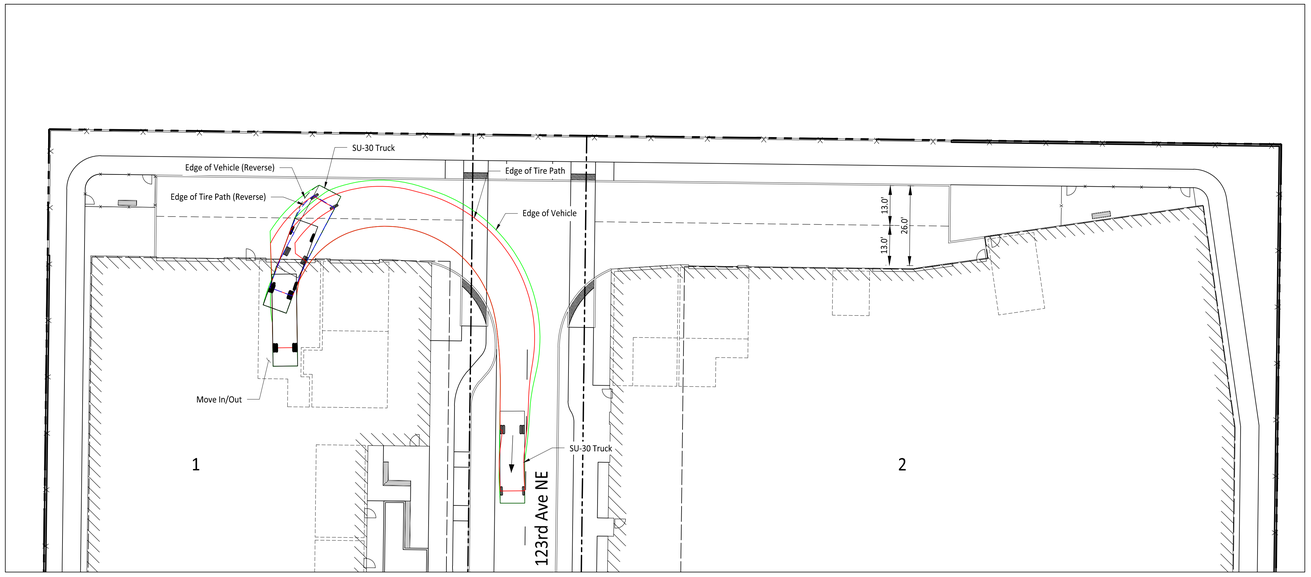

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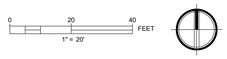

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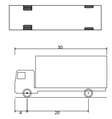

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Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Minimum Ground Clearance	0.500ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

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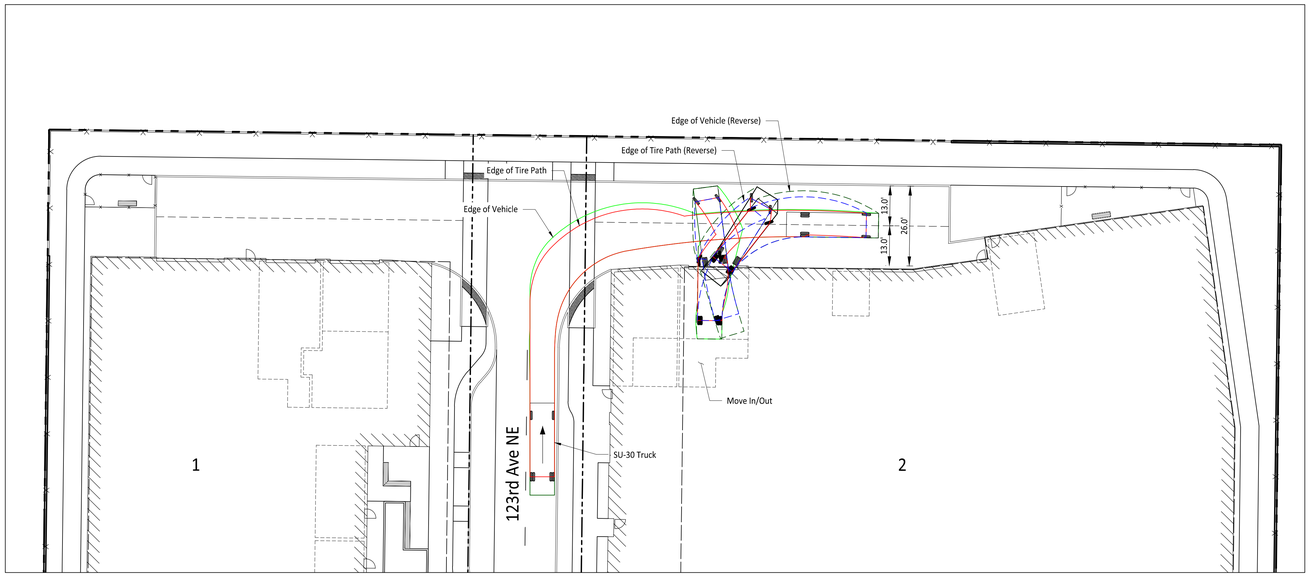
TURNING MOVEMENT

SHEET NO:

C6.01



SU-30 TRUCK ENTRY - BLOCK 2

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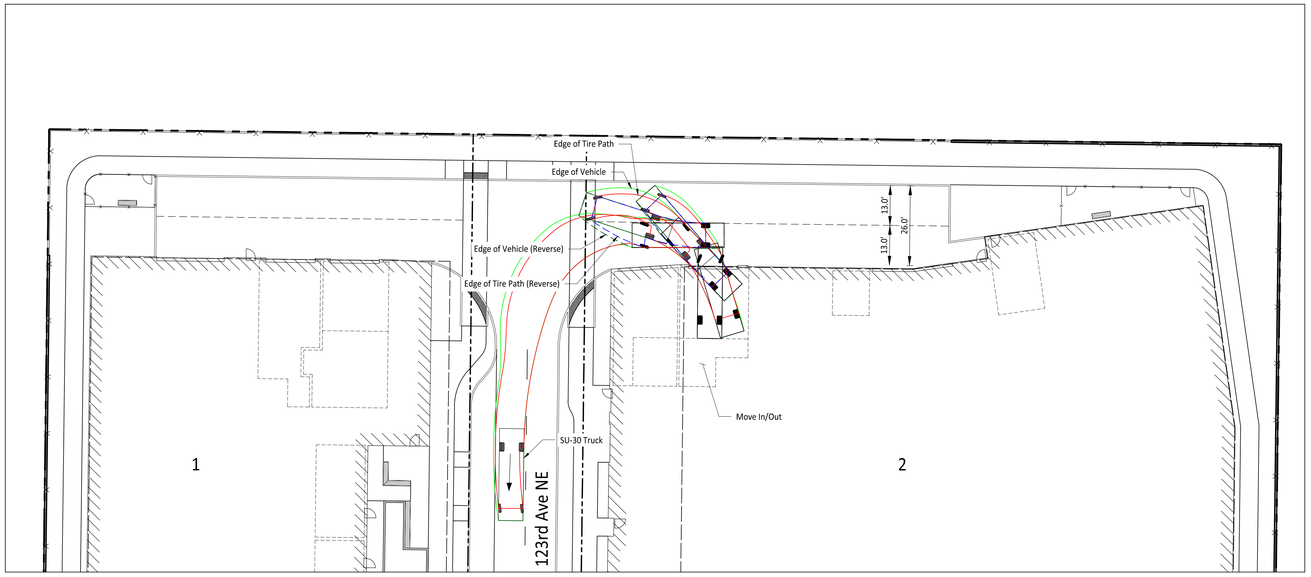
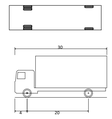
1" = 20'



SU-30 TRUCK EXIT - BLOCK 2

0 20 40 FEET
1" = 20'

LEGEND



SU-30 - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Ground Clearance	0.833ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

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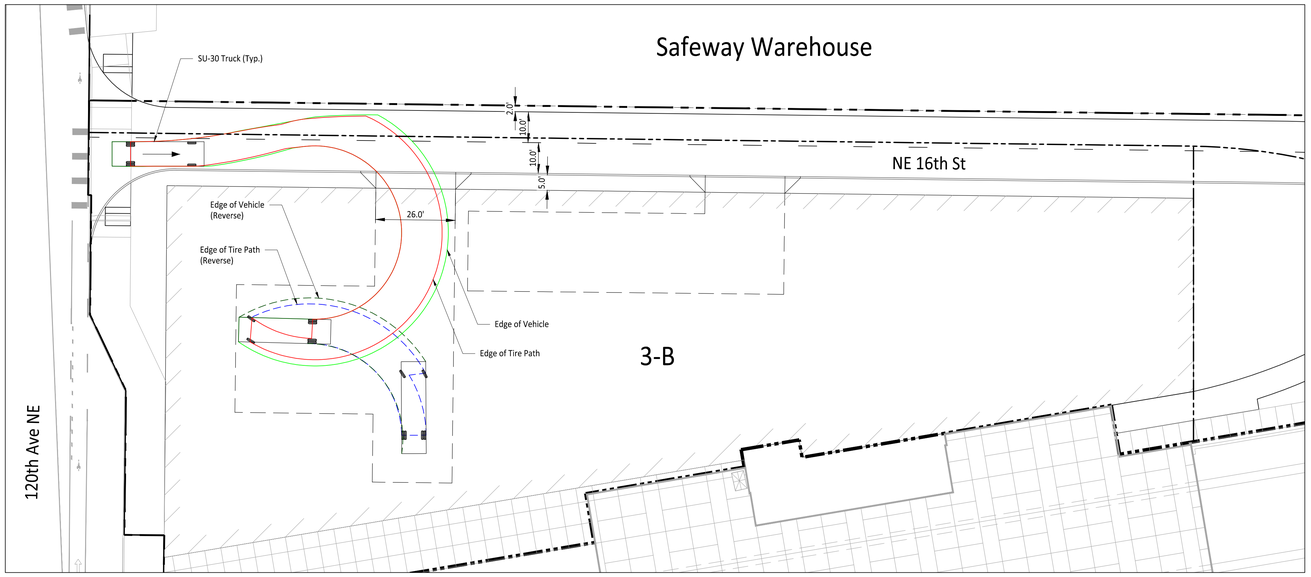
TURNING MOVEMENT

SHEET NO:

C6.02



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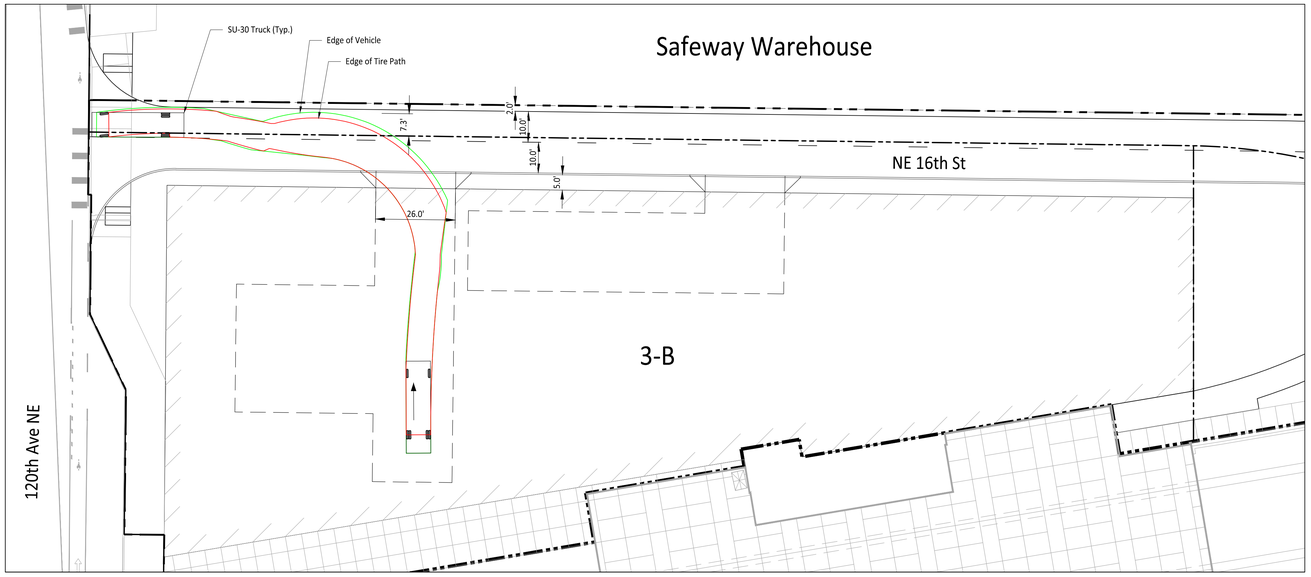
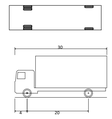
0 20 40 FEET
1" = 20'



SU-30 TRUCK EXIT - BLOCK 3-B

0 20 40 FEET
1" = 20'

LEGEND



SU-30 - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Ground Clearance	0.500ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

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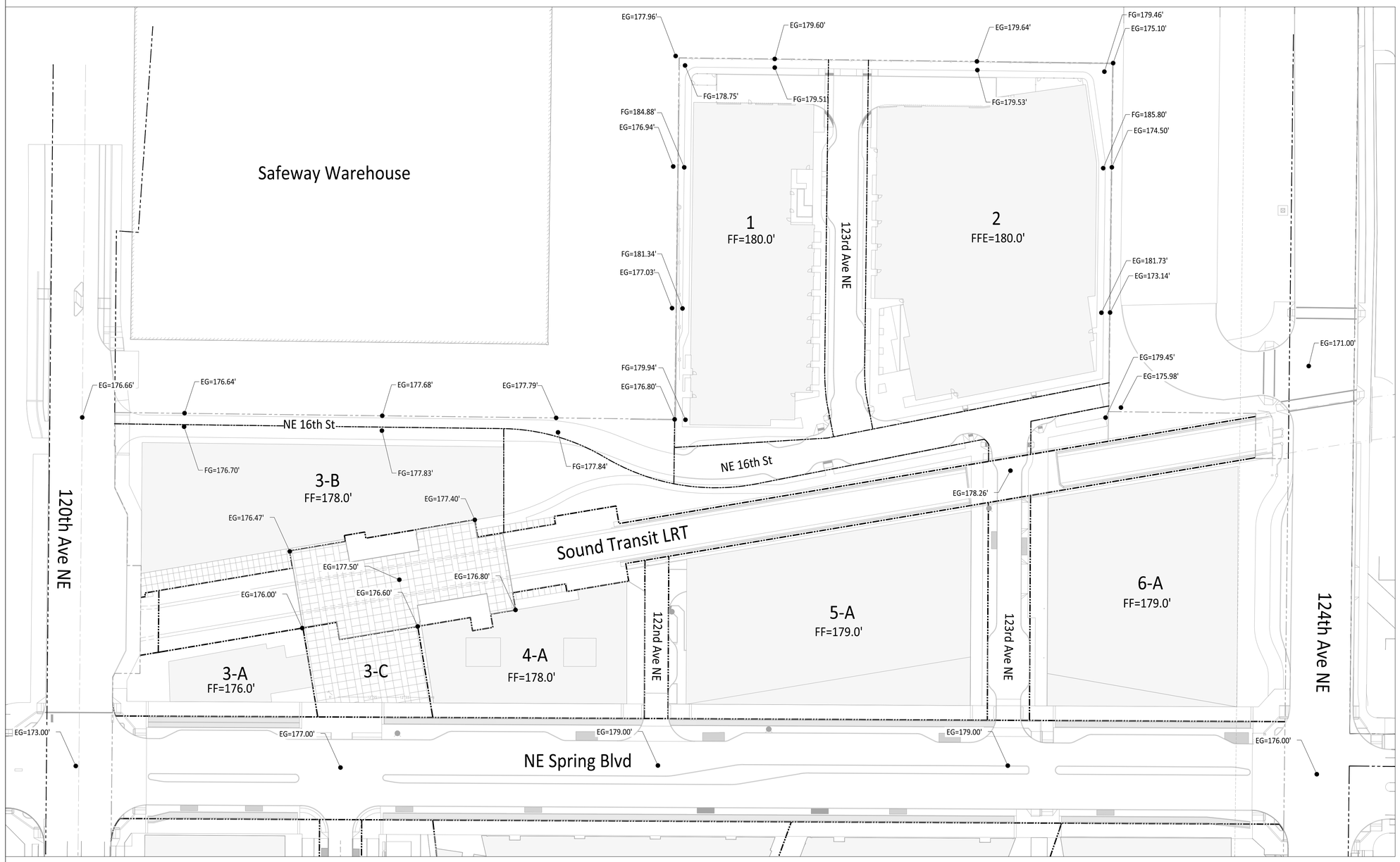
TURNING MOVEMENT

SHEET NO:

C6.03



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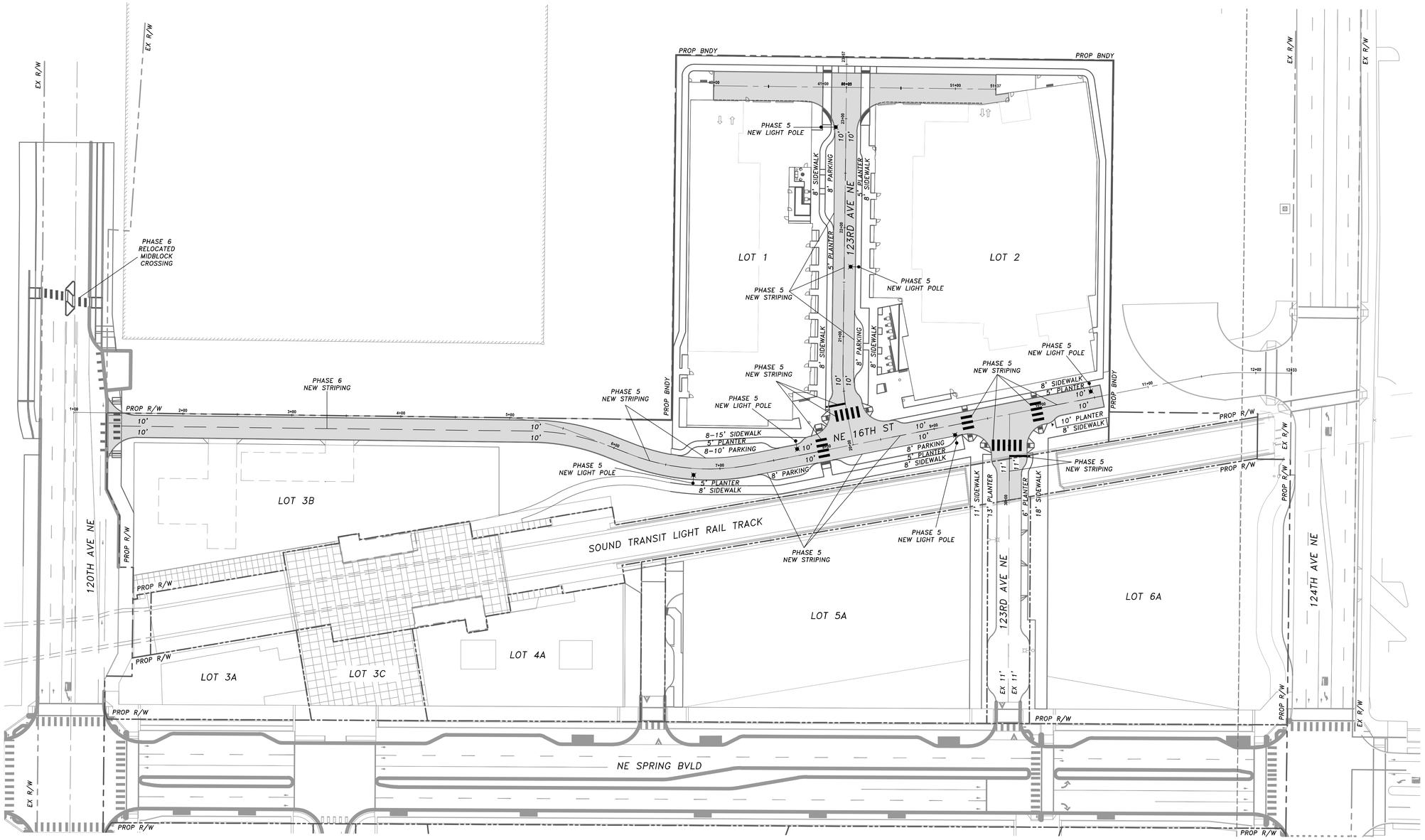
CLEARING & GRADING PLAN

SHEET NO:

C7.01



N

0 20 40 80 120

SCALE IN FEET

TENW
520 KIRKLAND WAY, SUITE 100, KIRKLAND, WA, 98033
TARA@TENW.COM | (206) 914-3843

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

TREVOR T. TAMURA
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER

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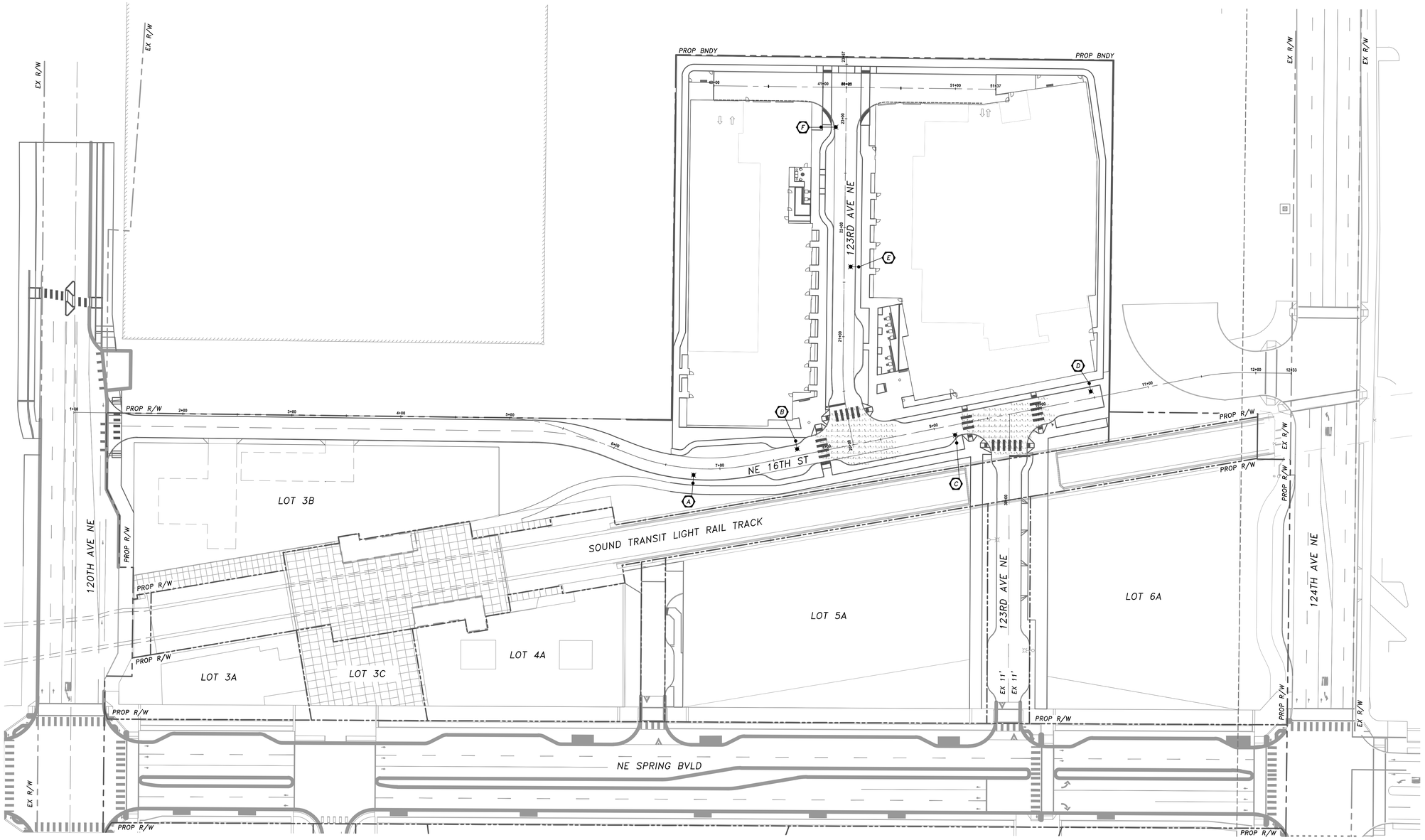
ROADWAY PLAN

SHEET NO:

TR.01



CALCULATION SUMMARY	DESIGN CRITERIA	TARGET* / ACTUAL
CALCULATION AREA	MIN. AVG. MAINTAINED (LUX)	MAX. UNIFORMITY RATIO (AVG. /MIN.)
123RD AVE NE & NE 16TH ST (EAST INTERSECTION)	10.00 / **10.32**	4.00:1 / **2.24:1**
123RD AVE NE & NE 16TH ST (WEST INTERSECTION)	10.00 / **10.26**	4.00:1 / **2.93:1**

* NE 16TH ST AND 123RD AVE NE ARE CLASSIFIED AS LOCAL ROADS. PER CITY OF BELLEVUE LIGHTING DESIGN STANDARDS, LOCAL ROADS ARE DESIGNED PER DECISION POINT; TERTIARY INTERSECTION VALUES SHOWN FOR REFERENCE ONLY.

ILLUMINATION POLE SCHEDULE

LUM. POLE NO.	STREET	STATION	OFFSET	LT.	RT.	MOUNT. HEIGHT	ARM LENGTH	WATTAGE /TYPE	LUMINAIRE TYPE – DISTRIBUTION	POLE TYPE	COMMENT
A	NE 16TH ST	06+76.0	13.5'		X	30'	6'	72W LED	LEOTEK GCM1-60J-MV-40K -2R-BK-115-PCR7-WL-SC	DAVIT	INSTALL PER BELLEVUE DRAWING NO. SL-106-1 AND SL-111-1.
B	NE 16TH ST	07+73.0	13.5'	X		30'	6'	72W LED	LEOTEK GCM1-60J-MV-40K -2R-BK-115-PCR7-WL-SC	DAVIT	INSTALL PER BELLEVUE DRAWING NO. SL-106-1 AND SL-111-1.
C	NE 16TH ST	09+18.0	16.5'		X	30'	6'	72W LED	LEOTEK GCM1-60J-MV-40K -2R-BK-115-PCR7-WL-SC	DAVIT	INSTALL PER BELLEVUE DRAWING NO. SL-106-1 AND SL-111-1.
D	NE 16TH ST	10+47.5	13.5'	X		30'	6'	72W LED	LEOTEK GCM1-60J-MV-40K -2R-BK-115-PCR7-WL-SC	DAVIT	INSTALL PER BELLEVUE DRAWING NO. SL-106-1 AND SL-111-1.
E	123RD AVE NE	21+64.0	13.5'		X	30'	6'	72W LED	LEOTEK GCM1-60J-MV-40K -2R-BK-115-PCR7-WL-SC	DAVIT	INSTALL PER BELLEVUE DRAWING NO. SL-106-1 AND SL-111-1.
F	123RD AVE NE	22+92.0	22.5'	X		30'	12'	72W LED	LEOTEK GCM1-60J-MV-40K -2R-BK-115-PCR7-WL-SC	DAVIT	INSTALL PER BELLEVUE DRAWING NO. SL-106-1 AND SL-111-1.

N

0 20 40 80 120

SCALE IN FEET

TENW
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TARA@TENW.COM | (206) 914-3843

SPRING DISTRICT - MDP REVISION 12

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TREVOR T. TARABA
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

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PHOTOMETRIC CALCULATIONS

SHEET NO:

PC.01

1 SCHEMATIC LANDSCAPE PLAN - PHASE 5 & 6
1"=40'

NORTH

0 40' 80'

LEGEND

- PHASE 5 LANDSCAPED AREA
- PHASE 6 LANDSCAPED AREA
- INTERIM LANDSCAPED AREA
- PROPOSED TREES

FAZIO ASSOCIATES INC
LANDSCAPE ARCHITECTS
7700 Rainier Ave S.
Suite 600
Seattle, WA 98118
T: 206-774-9490
www.faziolandscapearchitects.com

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1209 124TH AVE NE
BELLEVUE, WA 98004

STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
ROBERT J. FAZIO
CERTIFICATE NO. 946

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JOB NO. 26-008
PERMIT #

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SCHEMATIC LANDSCAPE PLAN - PHASE 5 & 6

SHEET NO:

L-1.00

Geotechnical Engineering Report

Spring District North Blocks 1/2/5b
Bellevue, Washington

for
Wright Runstad & Company

June 26, 2026

2104 4th Avenue, Suite 950
Seattle, Washington 98109
206.728.2674

GeoEngineers

Geotechnical Engineering Report

Spring District North Blocks 1/2/5b
Bellevue, Washington

File No. 10389-011-00
June 26, 2026

Prepared for:

Wright Runstad & Company
1201 Third Avenue, Suite 2700
Seattle, Washington 98101

Attention: Michael Yellam

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6/26/2026

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1.0 Introduction

This report presents the results of GeoEngineers, Inc.'s (GeoEngineers) geotechnical engineering services for the Spring District North Blocks 1/2/5b project in Bellevue, Washington. The site is located north of the Sound Transit East Link Spring District Station and east of 124th Avenue NE. The site is shown relative to surrounding physical features in Figure 1, Vicinity Map, and Figure 2, Site Plan.

The purpose of this report is to provide conclusions and recommendations for the design and construction of the planned development. GeoEngineers' geotechnical engineering services have been completed in general accordance with our signed agreement executed April 10, 2026.

2.0 Scope of Services

Our scope of services includes:

- Reviewing existing subsurface information available for the site and surrounding area;
- Completing explorations at the site to further characterize subsurface and groundwater information;
- Performing an evaluation of the environmentally critical areas (ECA) at the site;
- Providing seismic design recommendations in accordance with the 2021 International Building Code (IBC);
- Providing recommendations regarding appropriate foundation types and capacities, site development and earthwork, temporary shoring, and permanent below-grade walls;
- Providing recommendations for temporary dewatering and foundation drainage; and
- Preparing this geotechnical engineering report.

3.0 Project Description

Our understanding of the proposed development is based on discussions with Mike Yellam of Wright Runstad & Company and our review of conceptual sketches by Clark Barnes (project architect). The proposed development will include construction of an 8-level, multi-family residential development with over 500 units and will include two to three below-grade parking levels. The lowest finished floor elevation is anticipated to be approximately Elevation 157 feet (two below-grade levels) or 148 feet (three below-grade levels). The below-grade program is being finalized as part of project design.

4.0 Field Explorations and Laboratory Testing

4.1 FIELD EXPLORATIONS

Subsurface conditions at the site were evaluated by drilling six borings (GEI-1 through GEI-6). The borings extended to depths between 50 and 51½ feet below site grades. Borings GEI-1 and GEI-6 were converted to monitoring wells to monitor groundwater levels at the site. The approximate locations of the explorations

are shown in Figure 2. Descriptions of the field exploration program and the boring logs are presented in Appendix A.

4.2 LABORATORY TESTING

Soil samples were obtained during drilling and were taken to GeoEngineers' laboratory for further evaluation. Selected samples were tested for moisture content, percent fines (material passing the U.S. No. 200 sieve), grain size distribution (sieve analysis), and plasticity indices (Atterberg limits). A description of the laboratory testing and the test results are presented in Appendix B and on the exploration logs included in Appendix A.

4.3 PREVIOUS SITE EVALUATIONS

In addition to the explorations completed as part of this investigation, the logs of selected explorations from previous site evaluations in the project vicinity were reviewed. The previous exploration logs are presented in Appendix C.

5.0 Site Conditions

5.1 SURFACE CONDITIONS

The site is rectangular in shape, approximately 3 acres in size, and is a portion of a larger King County Parcel (parcel number 067100-0000). The site is occupied by the remnants of the former Safeway meats warehouse, which was demolished to ground floor slab level in 2017. A retaining wall intersects the site into an eastern and western portion, which generally sits above surrounding grades from the prior site use as a dock-high loading dock. The western portion of the site generally grades between approximate Elevations 178 to 180 feet. The eastern portion generally grades between approximate Elevations 174 to 176 feet. Elevations reference the 1988 North American Vertical Datum (NAVD 88) and are based on LIDAR information for the site. The north and east boundaries of the site comprise low-lying vegetation, shrubs, and trees. Asphalt-paved access lanes are located on the south portion of the site.

The Sound Transit East Link light rail (East Link) below-grade tunnel structure and Spring District Station are located south of the site. The bottom elevation of the Spring District Station platform is located at approximately Elevation 155 feet. The approximate location of the Spring District Station platform is shown relative to the project site in Figures 3 and 4. To construct the Spring District Station, a temporary sloped excavation was made and subsequently backfilled with structural fill. The extent of the temporary excavation and wedge of fill soil is shown in Figures 2, 3, and 4.

On the south side of the Spring District Station is the Spring District office campus, Block 5 and Block 6 of which are the buildings nearest to the site. The lowest finished floor level for Blocks 5 and 6 is Elevation 120 feet. These buildings were constructed using temporary soldier pile and lagging with tiebacks, a portion of which extend into the proximity of the North Blocks site. Each building also includes permanent temporary dewatering consisting of an underslab drain system with passive sump pump. Based on our understanding of these buildings' performance, the permanent drainage discharge rate ranges from 100 to 300 gallons per minute (gpm).

We anticipate numerous buried utilities are located within and near the project site and within the public right-of-way along the adjacent streets. These utilities include, but are not limited to, electrical, telecommunication, gas, overhead power, water, and combined sanitary sewer and storm drain.

5.1.1 Critical Areas Review

We reviewed Chapter 20, which is the Land Use Code (LUC), of the Bellevue City Code (BCC) and the Bellevue Map Viewer (City of Bellevue Maps and GIS) to identify critical areas on the site. Based on our review of the City of Bellevue (COB) GIS maps, there are no environmentally critical areas mapped within the project site.

5.2 SUBSURFACE SOIL CONDITIONS

GeoEngineers' understanding of the subsurface conditions is based on our review of existing geotechnical information and the results of the explorations performed as part of this study. Interpreted subsurface conditions are presented in Figures 3 and 4. Subsurface soil conditions generally consist of fill overlying glacially consolidated soils.

General descriptions of each soil unit are provided below:

- **Fill** was encountered during our investigation and in the borings reviewed. The fill generally comprises loose to very dense sand with varying amounts of silt and gravel. The fill was observed to extend to depths between 4½ to 9½ feet below existing grades. The fill underlying the existing slab-on-grade from the previous development is generally denser than the fill outside of the existing slab-on-grade footprint. As discussed above and as shown in Figures 3 and 4, the Spring District Station was constructed using cut and cover techniques and subsequently backfilled with structural fill. The engineered fill wedges do not extend beneath the project site but may be encountered during site excavation to the south of the building footprint.
- **Glacially consolidated soils** are present below the fill. The glacially consolidated soils generally consist of till-like deposits, cohesive silt and clay, and cohesionless sand and gravel. The fill is underlain by either the till-like deposits or the cohesive silt and clay deposits. These soil units are interlayered.
  - Till-like deposits were encountered in borings GEI-1 through GEI-4 and generally consist of dense to very dense sand with varying amounts of silt and gravel and hard silt with sand. Where encountered, these deposits typically underlie the fill and generally extend to depths between 10½ and 13 feet below existing site grades.
  - The cohesive silt and clay deposit consists of very stiff to hard silt and clay with varying amounts of sand and gravel. These deposits were typically encountered below the fill and till-like deposits. Where encountered, these soils extend to depths between 18 and 33 feet below existing site grades.
  - The cohesionless sand and gravel deposit consists of dense very dense sand and gravel with varying amounts of silt. Where encountered, these soils extend to the depths explored in the borings reviewed.

While not encountered during our investigation or in the borings reviewed in the site vicinity, occasional cobbles and boulders are frequently encountered in glacially consolidated soils and may be present at the site. A 6-foot-diameter boulder was encountered during construction of the nearby Block 11 project.

5.3 GROUNDWATER CONDITIONS

Groundwater conditions were evaluated by installing groundwater logging devices in the monitoring wells installed in borings GEI-1 and GEI-6 for this project. We also obtained manual readings from these wells. Table 1 summarizes the manual groundwater level readings. Monitoring wells GEI-1 and GEI-6 were completed in and screened across the cohesionless sand and gravel deposits.

Groundwater levels vary as a function of location, precipitation, season and other factors.

TABLE 1. MANUAL GROUNDWATER MONITORING DATA

WELL ID	GROUND SURFACE ELEVATION[1,3] (FEET)	TOP OF WELL CASING ELEVATION[1,3] (FEET)	WELL SCREEN ELEVATION RANGE[1] (FEET)	DEPTH TO GROUNDWATER[2] (FEET)	GROUNDWATER ELEVATION[1] (FEET)	DATE OF GROUNDWATER MEASUREMENT
GEI-1	181.6	181.2	141.2 to 131.2	48.7	132.5	4/14/2026
				48.9	132.3	5/20/2026
				44.5	136.7	6/3/2026
GEI-6	180.2	180.0	145.0 to 135.0	43.3	136.7	4/14/2026
				44.5	135.5	5/20/2026
				48.9	131.1	6/3/2026
Aspect Well	175.5	175.0	Unknown	48.7	126.3	3/9/2026

Notes:

[1] Elevations refer to NAVD 88 datum.

[2] Groundwater depths are measured from top of casing.

[3] Reference elevations obtained from the City of Bellevue LIDAR data.

6.0 Conclusions and Recommendations

A summary of the geotechnical engineering conclusions and recommendations is provided below. The summary is presented for introductory purposes only and should be used in conjunction with the complete recommendations presented in this report.

- The site is designated as Site Class C per the 2021 International Building Code (IBC).
- The lowest finished floor elevation for the planned building is anticipated to be located above the regional groundwater table in the site vicinity. Perched groundwater seepage was observed during drilling and should be anticipated during excavation for the building. Temporary dewatering by means of local sumps and pumps within the excavation is anticipated to be sufficient to remove perched groundwater seepage and surface water (rain/storm). Where perched groundwater is present, the contractor should take measures to reduce the potential for loss of ground resulting from perched groundwater seepage and face instability during shoring installation.
- Temporary shoring at the site can consist of soldier pile and tiebacks and/or soil nail shoring with full depth vertical elements. If the ground anchors will extend into the public right-of-way, these elements will be required to be temporary. The permanent below-grade building walls will be required to resist

the permanent lateral earth pressures. The COB requires that tieback anchors extending into the public right-of-way be de-stressed once the temporary shoring is no longer required, and the below-grade building walls should be designed and constructed to facilitate de-stressing of temporary tieback anchors.

- Shallow foundations (spread or mat) may be used and should bear on undisturbed glacially consolidated soils. For shallow foundations bearing directly on undisturbed dense to very dense or very stiff to hard glacially consolidated soils, an allowable bearing soil pressure of 12 kips per square foot (ksf) may be used.
- With the use of below-grade drainage, conventional slabs-on-grade are considered appropriate for this site and should be underlain by a 6-inch-thick layer of clean crushed rock (for example, City of Seattle Mineral Aggregate Type 22). The underslab drainage system is anticipated to consist of a perimeter foundation drain.

Our specific geotechnical conclusions and recommendations are presented in the following sections of this report.

6.1 EARTHQUAKE ENGINEERING

6.1.1 Liquefaction

Liquefaction refers to the condition by which vibration or shaking of the ground, usually from earthquake forces, results in the development of excess pore pressures in saturated soils with subsequent loss of strength. In general, soils that are susceptible to liquefaction include very loose to medium dense clean to silty sands that are below the water table.

Groundwater levels at the site are generally within the dense to very dense glacially consolidated soils. Our analysis indicates that the soils that underlie the proposed building areas have a low risk of liquefying because of the density and gradation of these soils.

6.1.2 Other Seismic Hazards

Due to the location of the site and the site's topography, the risk of adverse impacts resulting from seismically induced slope instability, differential settlement, surface displacement due to faulting or lateral spreading is considered to be low.

6.1.3 2021 IBC Seismic Design Information

We recommend the use of the following 2021 IBC parameters as summarized in Table 2 for Site Class, short period spectral response acceleration (S_S), 1-second period spectral response acceleration (S_1) and seismic coefficients (F_A and F_V) for the project site.

TABLE 2. RECOMMENDED 2021 IBC SEISMIC PARAMETERS

2021 IBC PARAMETER[1]	RECOMMENDED VALUE
Site Class	C
Short Period Spectral Response Acceleration, S_S (g)	1.311
1-Second Period Spectral Response Acceleration, S_1 (g)	0.457
Seismic Coefficient, F_A	1.2
Seismic Coefficient, F_V	1.5
Short-period MCE_R spectral response acceleration adjusted for site class, S_{MS} (g)	1.573
Long-period MCE_R spectral response acceleration adjusted for site class, S_{M1} (g)	0.685
Short-period design spectral response acceleration adjusted for site class, S_{DS} (g)	1.049
Long-period design spectral response acceleration adjusted for site class, S_{D1} (g)	0.457

Notes:

[1] Parameters developed based on latitude 47.624712 and longitude -122.17669 using the American Society of Civil Engineers (ASCE) online hazard tool (https://ascehazardtool.org/).

6.2 TEMPORARY DEWATERING

The regional groundwater table in the site vicinity is anticipated to be located below the base of the planned excavation. Perched groundwater is expected to be present at higher elevations and may be removed using casual dewatering by means of sumps and pumps. We anticipate flow rates of less than 5 gallons per minute (gpm). These flow rates may vary based on location, precipitation, season, and other factors.

6.3 EXCAVATION SUPPORT

The planned building will have two to three below-grade parking levels and is anticipated to extend up to 25 to 35 feet below site grades. The subsurface conditions support the use of soldier pile and tieback walls or soil nail walls with full depth vertical elements for temporary excavation support.

We recommend that the shoring walls be designed to limit deflections to 1 inch or less. Where shoring walls are located within a distance equal to the planned excavation depth of an existing building or other infrastructure, the shoring walls should be designed to limit deformations to ½ inch. The following sections include recommendations related to excavation support using both systems.

6.3.1 Excavation Considerations

The site soils may be excavated with conventional excavation equipment, such as trackhoes or dozers. It may be necessary to rip the glacially consolidated soils locally to facilitate excavation. The contractor should be prepared for cobbles and boulders in the site soils. Likewise, the surficial fill may contain foundation elements and/or utilities from previous site development, debris, rubble and/or cobbles, and boulders. We recommend that procedures be identified in the project specifications for measurement and payment of work associated with obstructions.

6.3.2 Soldier Pile and Tieback Walls

Soldier pile walls consist of steel beams that are concreted into drilled vertical holes located along the wall alignment, typically about 8 feet on-center. After excavation to specified elevations, tiebacks are installed,

if necessary. Once the tiebacks are installed, the pullout capacity of each tieback is tested, and the tieback is locked off to the soldier pile at or near the design tieback load. Tiebacks typically consist of steel strands that are installed into pre-drilled holes and then either tremie or pressure grouted. Timber lagging is typically installed behind the flanges of the steel beams to retain the soil located between the soldier piles. Geotechnical design recommendations for each of these components of the soldier pile and tieback wall system are presented in the following sections.

6.3.2.1 SOLDIER PILES

We recommend that soldier pile walls be designed using the earth pressure diagram presented in Figure 5. The earth pressures presented in Figure 5 are for full-height cantilever soldier pile walls and soldier pile walls with single or multiple levels of tiebacks and the pressures represent the estimated loads that will be applied to the wall system for various wall heights.

The earth pressures presented in Figure 5 include the loading from traffic surcharge. Typical surcharge loading behind the shoring wall should be evaluated using the methodologies presented in Figure 6. Other surcharge loads, such as cranes, construction equipment or construction staging areas, should be considered by GeoEngineers on a case-by-case basis. No seismic pressures are included because it is assumed that the shoring will be temporary.

We recommend that the embedded portion of the soldier piles be at least 2 feet in diameter and extend a minimum distance of 10 feet below the base of the excavation to resist “kick-out.” The axial capacity of the soldier piles must resist the downward component of the anchor loads and other vertical loads, as appropriate. We recommend using an allowable end bearing value of 30 ksf for piles supported on glacially consolidated soils. The allowable end bearing value should be applied to the base area of the drilled hole into which the soldier pile is concreted. This value includes a factor of safety of about 2.5. The allowable end bearing value assumes that the shaft bottom is cleaned out immediately prior to concrete placement. If necessary, an allowable pile skin friction of 1.5 ksf may be used on the embedded portion of the soldier piles in glacially consolidated soils to resist the vertical loads.

6.3.2.2 LAGGING

The following Table 3 presents recommend lagging thicknesses (roughcut) as a function of soldier pile clear span and depth.

TABLE 3. LAGGING THICKNESS

DEPTH (FEET)	RECOMMENDED LAGGING THICKNESS (ROUGHCUT) FOR CLEAR SPANS OF:					
	5 FEET	6 FEET	7 FEET	8 FEET	9 FEET	10 FEET
0 to 25	2 inches	3 inches	3 inches	3 inches	4 inches	4 inches
25 to 50	3 inches	3 inches	3 inches	4 inches	4 inches	5 inches

Lagging should be installed promptly after excavation, especially in areas where perched groundwater is present or where clean sand and gravel soils are present and caving soils conditions are likely. The workmanship associated with lagging installation is important for maintaining the integrity of the excavation.

The space behind the lagging should be backfilled as soon as practicable. The voids should be backfilled immediately or within a single shift, depending on the selected method of backfill. Placement of this material will help reduce the risk of voids developing behind the wall and damage to existing improvements located behind the wall.

At a minimum, lean concrete or controlled density fill (CDF) shall be used as backfill behind the upper 6 feet of lagging. Lean concrete and CDF will reduce the volume of voids present behind the wall and reduce the risk of voids developing behind the wall and damage to existing and future improvements located adjacent to the top of the shoring wall. The voids between each lean concrete/CDF lift are sufficient for preventing the buildup of hydrostatic pressure behind the wall.

6.3.2.3 TIEBACKS

Tieback anchors can be used for wall heights where cantilever soldier pile walls are not cost-effective. Tieback anchors should extend far enough behind the wall to develop anchorage beyond the “no-load” zone and within a stable soil mass. The anchors are typically inclined downward at 15 to 45 degrees below the horizontal. Corrosion protection will not be required for the temporary tiebacks.

Centralizers should be used to keep the tiebacks in the center of the hole during grouting. Structural grout or concrete should be used to fill the bond zone of the tiebacks. A bond breaker, such as plastic sheathing, should be placed around the portion of the tieback located within the no-load zone.

Loose soil and slough should be removed from the holes drilled for tieback anchors prior to installing the tieback. The contractor should take necessary precautions to minimize loss of ground and prevent disturbance to previously installed anchors and existing improvements in the site vicinity. Holes drilled for tiebacks should be grouted/filled promptly to reduce the potential for loss of ground.

Tieback anchors should develop anchorage in the glacially consolidated soils, if possible. We recommend that spacing between tiebacks be at least three times the diameter of the anchor hole to minimize group interaction. We recommend a preliminary design load transfer value between the anchor and soil of 1.5 kips per foot for fill and 4 kips per foot for glacially consolidated soils.

The tieback anchors should be verification- and proof-tested to confirm that the tiebacks have adequate pullout capacity. The pullout resistance of tiebacks should be designed using a factor of safety of 2. The pullout resistance should be verified by completing at least two successful verification tests in each soil type and a minimum of four total tests for the project. Each tieback should be proof-tested to 133 percent of the design load. Verification and proof tests should be completed as described in Appendix D, Ground Anchor Load Tests and Shoring Monitoring Program.

The tieback layout and inclination should be checked to confirm that the tiebacks do not interfere with adjacent buried utilities or improvements. The COB minimum clearances between ground anchors and existing utilities should be maintained.

6.3.2.4 DRAINAGE

Drainage for soldier pile and lagging walls is achieved through seepage through the timber lagging. Seepage flows at the bottom of the excavation should be contained and controlled to prevent loss of soil from behind the lagging.

6.3.3 Soil Nail Walls

The soil nail wall system consists of drilling and grouting rows of steel bars or "nails" behind the excavation face as it is excavated and then covering the face with reinforced shotcrete. The placement of soil nails reinforces the soils located behind the excavation face and increases the soil's ability to inhibit a mass of soil from sliding into the excavation. Partial or full-depth vertical elements may be required in order to assist with controlling deformations, provide clearance between the uppermost soil nails and buried utilities, and to provide face stability in the fill soils, and should be reviewed with the project team during the design phase for the project.

Soil nail walls are typically constructed using the following sequence:

1. Install vertical elements into vertical drilled holes and grout each hole with lean concrete, where necessary.
2. Excavate the soil at the wall face to between 1 and 3 feet below the row of soil nails to be installed. Depending upon the soil conditions at the wall face, the excavation may be completed with a vertical cut or with berms (native or fill).
3. Drill, install and grout soil nails.
4. Excavate berm, if present, located within about 3 feet below the elevation of the soil nail.
5. Place drainage strips, steel wire mesh and/or reinforcing bars in front of the excavated soil.
6. Install shotcrete and place steel plates and nuts over the soil nails.
7. Complete nail pullout capacity testing on approximately 1 out of every 20 nails in an installed row.
8. Repeat steps two through seven for each row of nails located below the completed row.

Vertical elements typically consist of vertical steel beams placed in drilled holes located along the wall alignment and backfilled with lean concrete. For vertical elements that act as a cantilever wall, we recommend that the vertical element be designed for the cantilever earth pressures presented in Figure 5. Face instability where clean granular soils are present can be mitigated using vertical elements, the use of a native berm of soil or by other means determined by the shoring contractor during shoring construction, as discussed below.

Soil nails typically consist of #8 to #11 threaded steel bars (1- to 1½-inch-diameter). The steel bars are placed in 6- to 8-inch-diameter holes drilled at angles typically ranging from 10 to 25 degrees below horizontal. Centralizers are used to center the steel bars in the holes. Once the steel bars are installed, the holes are grouted using cement grout or concrete.

The soils typically are required to have an adequate standup time (to allow placement of the steel wire mesh and/or reinforcing bars to be installed and the shotcrete to be placed). Soils that have short standup times are problematic for soil nailing and may require the use of vertical elements.

6.3.3.1 DESIGN RECOMMENDATIONS

We recommend the following for design purposes.

- Full depth vertical elements should be spaced 6 to 8 feet on-center and should extend a minimum of 3 feet below the base of excavation elevation.
- A soil nail grid pattern of about 6 feet by 6 feet. A tighter grid pattern may be necessary where construction-related surcharges are anticipated
- A soil nail length ranging up to the wall height (but not less than 10 feet), inclined at about 15 to 20 degrees from the horizontal.
- An allowable load transfer value of 1.5 kips per foot for fill soils and 4 kips per foot for the glacially consolidated soils for 6-inch-diameter grouted nails; and
- Strips of drainage material installed behind the shotcrete to relieve hydrostatic pressures. Additional drainage provisions may be necessary if significant groundwater is encountered during the excavation.

The fill at the site and the fill associated with utilities located behind the walls will affect the soil nail design. Typically, the soil nail spacing is tighter or the soil nails are longer, or both, where fill or looser native soils are present compared to where stiff to hard silt and clay or dense to very dense sand and gravel soils are present.

Difficulties associated with face stability and standup time may be experienced during construction in the site soils. Fill soils are often loose to medium dense and, as a result, may have a shorter standup time. Likewise face instability may be encountered where perched groundwater is present. Spalling and raveling of the cut face may occur at these locations during soil nail wall installation. Construction techniques used to mitigate spalling and raveling include the following:

- Excavating leaving a 1H:1V (horizontal to vertical) earth berm in front of the wall. The soil nails are installed by drilling through the soil berm. The native soil berm is then removed to allow for installation of the drainage material and reinforcing steel and shotcrete.
- Excavating to the planned back of shotcrete facing and then placing a 1H:1V fill berm in front of the wall. The fill berm is then removed just before placement of drainage material, reinforcement, and shotcrete.
- Shortening the length of wall drilled and shotcreted using a staggered excavation approach.

Contractors experienced in the soil nailing method should be able to mitigate significant spalling and raveling conditions. Contractors should also be prepared to use techniques to address problems that occur because of caving soils. The contractor should be made responsible for the safety of the shoring system.

6.3.3.2 RECOMMENDED SOIL PROPERTIES FOR DESIGN

Based on subsurface conditions and GeoEngineers' experience with similar projects, we recommend the soil parameters included in Table 4 be used in designing excavation support if the soil nail shoring is designed for the project:

TABLE 4. SOIL NAIL SOIL PROPERTIES

SOIL TYPE	UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)	DESIGN PULLOUT RESISTANCE (KIPS/FOOT)
Fill	120	30	50	1.5
Glacially Consolidated Soils	135	38	100	4

Notes:
pcf = pounds per cubic foot
psf = pounds per square foot

6.3.3.3 SOIL NAIL WALL PERFORMANCE

A soil nail wall is a passive shoring system that requires deflections for load to be applied to the soil nails. We recommend that the soil nail be designed such that average wall deflections are limited to 1 inch and ground surface settlements behind the wall are less than about 1 inch. Where existing structures are located behind the face of the shoring wall within a distance equal to or less than the planned height of the shoring wall, the soil nail wall should be designed to limit deflections of the structure to less than ½ inch through the use of full depth vertical elements and post-tensioned soil nails. The deflections and settlements are usually highest at the excavation face and decrease to negligible amounts beyond a distance behind the wall equal to the excavation height. Wall deflections can be reduced by post-tensioning the upper row(s) of soil nails. Localized deflections may exceed the above estimates and may reflect local variations in soil conditions (such as around abandoned side sewers) or may be the result of the workmanship used to construct the wall.

Monitoring of the shoring system should be completed as described in Appendix D.

6.3.3.4 DRAINAGE

A suitable drainage system should be installed to prevent the buildup of hydrostatic groundwater pressures behind the soil nail walls. Drainage behind soil nail walls typically consists of prefabricated geocomposite drainage strips, such as Mirafi G100™, installed vertically between the soil nails. The drainage strips are typically a minimum of 16 inches wide and extend the entire height of the wall. Horizontal drainage strips may also be used in areas where perched groundwater is observed, or for other reasons. We recommend that drainage strips be connected to a tightline pipe installed along the base of the wall and routed to a suitable discharge point as described below in the “Below-grade Walls” section of this report.

6.3.4 Construction Considerations

Shoring construction shall be completed by a qualified shoring contractor. A shoring contractor is qualified if they have successfully completed at least 10 projects of similar size and complexity in the Seattle/Bellevue area during the previous 5 years. Interested shoring contractors should prepare a submittal documenting their qualifications unless this requirement is waived by GeoEngineers. The shoring contractor’s superintendent shall have a minimum of 3 years’ experience supervising soldier pile and tieback/soil nail shoring construction and the drill operators and on-site supervisors shall have a minimum of 3 years’ experience installing soldier piles and tiebacks/soil nails. The personnel experience shall be included in the qualifications submittal.

Temporary casing or drilling fluid will be required to install the soldier piles/vertical elements and casing will be necessary for tiebacks/soil nails where:

- Loose fill is present;
- The native soils do not have adequate cementation or cohesion to prevent caving or raveling; and/or
- Groundwater is present.

GeoEngineers should be allowed to observe and document the installation and testing of the shoring to verify conformance with design assumptions and recommendations.

6.3.5 Shoring Wall Performance

Temporary shoring walls typically move up to 1 inch. Where shoring walls are located within a distance equal to the planned excavation depth of an existing building or other infrastructure, the shoring walls should be designed to limit deformations to ½ inch. Deflections and settlements are usually highest at the excavation face and decrease to negligible amounts beyond a distance behind the wall equal to the height of the excavation. Deflections of the shoring system can be affected by local variations in soil conditions (such as around side sewers) or may be the result of the workmanship of the construction for the shoring wall (completed by the shoring contractor). Given that some movement is expected, existing improvements located adjacent to the temporary shoring system will also experience movement. The deformations discussed above are not likely to cause structural damage to structurally sound existing improvements; however, cosmetic damage is possible (for instance, cracks in drywall finishes; widening of existing cracks; minor cracking of slabs on grade/hardscapes; cracking of sidewalks, curbs/gutter, and pavements/ pavement panels; etc.).

For this reason, it is important to complete pre-construction survey and photo documentation of existing buildings and nearby improvements prior to shoring construction. Refer to Appendix D for more detailed recommendations for shoring monitoring and preconstruction surveying. Shoring walls with ground anchors encroaching within the overbuild easement associated with the Spring District Station and East Link tunnel may be required to comply with Sound Transit's Earthwork and Settlement Monitoring requirements.

6.4 FOUNDATION SUPPORT

Based on review of existing subsurface information at the site and the anticipated depth of excavation, the foundation levels will extend into glacially consolidated soils. We recommend that the proposed development be supported on shallow spread or mat foundations bearing on the dense to very dense glacially consolidated soils.

Isolated and strip footings should have a minimum width of 24 and 18 inches, respectively.

6.4.1 Allowable Bearing Pressure

For foundations constructed as recommended in this report, we recommend using an allowable bearing pressure of 12 ksf for foundations bearing on very dense glacially consolidated soils. The allowable soil bearing pressure applies to the total of dead and long-term live loads and may be increased by up to one-third for wind or seismic loads. The allowable soil bearing pressures are net values.

6.4.2 Settlement

Provided that all loose soil is removed and that the subgrade is prepared as recommended under "Construction Considerations" below, we estimate that the total settlement of shallow foundations will be

about 1 inch or less. The settlements will likely occur rapidly, essentially as loads are applied. Differential settlements between footings could be half of the total settlement. Note that smaller settlements will result from lower applied loads.

6.4.3 Modulus of Subgrade Reaction

For mat foundations designed as a beam on an elastic foundation, a static modulus of subgrade reaction of 85 pounds per cubic inch (pci) may be used for structural mat foundation bearing on glacially consolidated soils. GeoEngineers should review the structural engineer's estimated deformation and applied bearing pressures to confirm that this subgrade modulus is appropriate and is consistent with our foundation design. If dynamic springs are required by the structural engineer, GeoEngineers will provide recommendations in a separate seismic design memorandum.

6.4.4 Lateral Resistance

Lateral foundations loads may be resisted by passive resistance on the sides of shallow foundations and by friction on the base of the shallow foundations. For shallow foundations supported on glacially consolidated soils, the allowable frictional resistance may be computed using a coefficient of friction of 0.5 applied to vertical dead-load forces.

The allowable passive resistance may be computed using an equivalent fluid density of 400 pcf (triangular distribution). These values are appropriate for foundations elements that are poured directly against undisturbed glacially consolidated soils.

The above coefficient of friction and passive equivalent fluid density values incorporate a factor of safety of about 1.5.

6.4.5 Construction Considerations

We recommend that the condition of subgrade areas be observed by GeoEngineers to evaluate whether the work is completed in accordance with our recommendations and whether the subsurface conditions are as anticipated.

We recommend that foundation subgrades be protected with rat slabs consisting of 2 or 3 inches of lean or structural concrete in order to prevent deterioration of the subgrade during foundation steel and concrete placement.

If soft areas are present at the footing subgrade elevation, the soft areas should be removed and replaced with lean concrete or structural concrete at the direction of GeoEngineers.

We recommend that the contractor consider leaving the subgrade for the foundations as much as 6 to 12 inches high, depending on soil and weather conditions, until excavation to final subgrade is required for foundation reinforcement. Leaving the subgrade high will help reduce damage to the subgrade resulting from construction equipment/traffic or other activities on site.

The foundation recommendations provided in this report are intended for design and construction of building foundations. These recommendations may not be appropriate for temporary construction elements such as tower cranes, mobile cranes, manlifts, or other equipment. A qualified geotechnical engineer

should be consulted to provide foundation support recommendations for tower cranes, mobile cranes, manlifts or other temporary construction equipment, as necessary.

6.5 SLAB SUPPORT

Slabs-on-grade with below slab drainage are anticipated for the project. The following sections provide design recommendations for subgrade preparation, slab-on-grade design parameters and below-slab drainage.

6.5.1 Subgrade Preparation

The exposed subgrade should be evaluated after site grading is complete. Probing should be used to evaluate the subgrade. The exposed soil should be firm and unyielding and without significant groundwater. Disturbed areas should be recompacted if possible or removed and replaced with compacted structural fill.

The site should be rough graded to approximately 1 foot above slab subgrade elevation prior to foundation construction in order to protect the slab subgrade soils from deterioration from wet weather or construction traffic. After the foundations and below-slab drainage system have been constructed, the remaining soils can be removed to final subgrade elevation followed by immediate placement of the capillary break material.

6.5.2 Slab-on-grade Design Parameters

Building slabs may be designed to bear on-grade, provided the subgrade soils are prepared as recommended in the “Subgrade Preparation” section of this report. We recommend that the slab be founded on either undisturbed glacially consolidated soils or on structural fill placed over the undisturbed glacially consolidated soils. For slabs designed as a beam on an elastic foundation, a modulus of subgrade reaction of 150 pci may be used for subgrade soils prepared as recommended.

A 6-inch-thick capillary break/underslab drainage gravel layer is recommended. The capillary break/drainage gravel layer should consist of material meeting the requirements of Mineral Aggregate Type 22 (¾-inch crushed gravel), City of Seattle Standard Specification 9-03.14. The gravel drainage layer should be underlain by a geotextile filter fabric meeting the requirements of construction geotextile for underground drainage, WSDOT Standard Specification 9-33. The purpose of the geotextile fabric is to provide separation between the native soils and the open graded gravel drainage layer material and to prevent buildup of fine soil/sediment within the gravel drainage layer material over time.

6.5.3 Below-slab Drainage

We expect the static groundwater level to be located below the slab-on-grade level for the proposed buildings, and perched groundwater may be present above the slab subgrade elevation. We recommend installing an underslab drainage system to remove water from below the slab-on-grade. The underslab drainage system should include an interior perimeter drain and one longitudinal drain. The drains should consist of perforated Schedule 40 polyvinyl chloride (PVC) pipes with a minimum diameter of 4 inches placed in a trench of at least 12 inches deep. The top of the underslab drainage system trenches should coincide with the base of the capillary break layer. The underslab drainage system should have adequate slope to allow positive drainage to the sump/gravity drain.

The drainage pipe should be perforated. Perforated pipe should have two rows of ½-inch holes spaced 120 degrees apart and at 4 inches on-center. The underslab drainage system trenches should be backfilled with Mineral Aggregate Type 22 (¾-inches Crushed Gravel), City of Seattle Standard Specification 9-03.14, or an alternative approved by GeoEngineers. The Type 22 material should be wrapped with a geotextile filter fabric meeting the requirements of construction geotextile for underground drainage, Washington State Department of Transportation (WSDOT) Standard Specification 9-33. The underslab drainage system pipes should be connected to a header pipe and routed to a sump or gravity drain. Appropriate cleanouts for drainpipe maintenance should be installed. The flow rate for the planned excavation in the below-slab drainage and below-grade wall drainage systems is anticipated to be less than 5 gpm.

If no special waterproofing measures are taken, leaks and/or seepage may occur in localized areas of the below-grade portion of the building, even if the recommended wall drainage and below-slab drainage provisions are constructed. If leaks or seepage is undesirable, below-grade waterproofing should be specified. A vapor barrier should be used below slab-on-grade floors located in occupied portions of the building. Specification of the vapor barrier requires consideration of the performance expectations of the occupied space, the type of flooring planned and other factors, and is typically completed by other members of the project team.

Although the regional groundwater table is located below the base of excavation, perched groundwater may be present at higher elevations and should be anticipated below the elevation where foundation drainage is provided for the building. Structural elements (such as vaults, elevator pits, stairwells, sumps, etc.) that extend below the foundation drainage elevation should be designed for hydrostatic pressures up to the adjacent foundation drainage elevation.

6.6 BELOW-GRADE WALLS

6.6.1 Permanent Below-grade Walls

Permanent below-grade walls should be designed for the pressures presented in Figure 7, Earth Pressure Diagram – Permanent Below Grade Walls. Below-grade walls should be designed for the greater of Case 1 (active conditions plus seismic surcharge) and Case 2 (at-rest conditions). Surcharge loads, such as from construction equipment or construction staging areas, can also be designed using the surcharge pressures presented in Figure 6.

Soil pressures recommended above assume that wall drains will be installed to prevent the buildup of hydrostatic pressure, as described below in the “Drainage” section of this report, and will be tied to permanent drains to remove the water in suitable discharge points.

6.6.2 Other Cast-in-place Walls

Conventional cast-in-place walls may be necessary for small retaining structures located on-site. The lateral soil pressures acting on conventional cast-in-place subsurface walls will depend on the nature, density, and configuration of the soil behind the wall and the amount of lateral wall movement that can occur as backfill is placed.

For walls that are free to yield at the top at least 0.1 percent of the height of the wall, soil pressures will be less than if movement is limited by such factors as wall stiffness or bracing. Assuming that the walls are backfilled and drainage is provided as outlined in the following paragraphs, we recommend that yielding

walls supporting horizontal backfill be designed using an equivalent fluid density of 35 pcf (triangular distribution), while non-yielding walls supporting horizontal backfill be designed using an equivalent fluid density of 55 pcf (triangular distribution). For seismic loading conditions, a rectangular earth pressure equal to 8H psf (where H is the height of the wall in feet) should be added to the active earth pressures. Other surcharge loading should be applied as appropriate. Lateral resistance for conventional cast-in-place walls can be provided by frictional resistance along the base of the wall and passive resistance in front of the wall in accordance with the "Lateral Resistance" discussion earlier in this report.

The above soil pressures assume that wall drains will be installed to prevent the buildup of hydrostatic pressure behind the walls, as discussed in the paragraphs below.

6.6.3 Drainage

Drainage behind the permanent below-grade walls is typically provided using prefabricated drainage board attached to the temporary shoring walls. Weep pipes that extend through the permanent below-grade wall should be installed around the perimeter of the building at the footing elevation. The weep pipes should have a minimum diameter of 4 inches. The weep pipes through the permanent below-grade wall should be spaced no more than 20 feet on-center and should be hydraulically connected to the sump. These weep pipes may be designed for a hard connection to the perimeter drains discussed above in the "Below-Slab Drainage" section of this report.

The earth pressures for permanent below-grade walls assume that adequate drainage is provided behind the wall. Prefabricated geocomposite drainage material, such as Aquadrain 15X, should be installed vertically to the face of the lagging/shotcrete. The Aquadrain 15X drainage material should terminate at the base of the shoring wall. The weep pipes that penetrate the basement wall should connect to the geocomposite drainage material by means of a prefabricated drainage grate. For soldier pile or soil nail shoring walls, the drainage material should be installed on the excavation side of the lagging/shotcrete facing, with the fabric adjacent to the lagging/shotcrete facing.

Full wall face coverage is recommended to minimize seepage and/or wet areas at the face of the permanent wall. Full wall face coverage should extend from the bottom of the foundation up to about 3 to 5 feet below the top of the wall to reduce the potential for surface water to enter the wall drainage system. Although the use of full wall face coverage will reduce the likelihood of seepage and/or wet areas at the face of the permanent wall, the potential still exists for these conditions to occur. If this is a concern, waterproofing should be specified.

For cast-in-place walls, positive drainage should be provided behind by placing a minimum 2-foot-wide zone of Mineral Aggregate Type 17 (bank run gravel), City of Seattle Standard Specification 9-03.14. A perforated drainpipe should be placed near the base of the retaining wall to provide drainage. The drainpipe should be surrounded by a minimum of 6 inches of Mineral Aggregate Type 22 (¾-inch crushed gravel), City of Seattle Standard Specification 9-03.14 or an alternative approved by GeoEngineers. The Type 22 material should be wrapped with a geotextile filter fabric meeting the requirements of construction geotextile for underground drainage, WSDOT Standard Specification 9-33. The wall drainpipe should be connected to a header pipe and routed to a sump or gravity drain. Appropriate cleanouts for drainpipe maintenance should be installed. A larger-diameter pipe will allow for easier maintenance of drainage systems.

6.7 EARTHWORK

6.7.1 Subgrade Preparation

The exposed subgrade in structure and hardscape areas should be evaluated after site excavation is complete. Disturbed areas below slabs and foundations should be recompacted if the subgrade soil consists of granular material. If the subgrade soils consist of disturbed soils, it will likely be necessary to remove and replace the disturbed soil with structural fill unless the soil can be adequately moisture-conditioned and compacted.

6.7.2 Structural Fill

Fill placed to support structures, placed behind retaining structures, and placed below pavements and sidewalks will need to be specified as structural fill as described below:

- If structural fill is necessary beneath building foundations, the fill should consist of CDF or structural concrete.
- If structural fill is necessary beneath building slabs, the fill should meet the requirements of Mineral Aggregate Type 17 (bank run gravel), City of Seattle Standard Specification 9-03.14.
- Structural fill placed behind retaining walls should meet the requirements of Mineral Aggregate Type 17 (bank run gravel), City of Seattle Standard Specification 9-03.14.
- Structural fill placed within utility trenches and below pavement and sidewalk areas should consist of CDF or fill meeting the requirements of Mineral Aggregate Type 17 (bank run gravel), City of Seattle Standard Specification 9-03.14.
- Structural fill used for capillary break/gravel drainage layer should meet the requirements of Mineral Aggregate Type 22, (¾-inch crushed gravel) City of Seattle Standard Specification 9-03.14.
- Structural fill placed around perimeter footing drains, underslab drains and cast-in-place wall drains should meet the requirements of Mineral Aggregate Type 22 (¾-inch crushed gravel), City of Seattle Standard Specification 9-03.14.
- Structural fill placed as crushed surfacing base course (CSBC) below pavements and sidewalks should meet the requirements of Mineral Aggregate Type 2 (1¼-inch-minus crushed rock), City of Seattle Standard Specification 9-03.14.

6.7.3 On-site Soils

The on-site soils are moisture-sensitive and generally have natural moisture contents higher than the anticipated optimum moisture content for compaction. As a result, the on-site soils will likely require moisture-conditioning in order to meet the required compaction criteria during dry weather conditions and will not be suitable for reuse during wet weather. The majority of the fill soils required for the project have specific gradation requirements and the on-site soils do not meet these gradation requirements (i.e., have fines content greater than 5 percent). If the contractor proposes to use on-site soils for structural fill, GeoEngineers can evaluate the on-site soils for suitability as structural fill, as required.

6.7.4 Fill Placement and Compaction Criteria

Structural fill should be mechanically compacted to a firm non-yielding condition. Structural fill should be placed in loose lifts approximately 12 inches in thickness. Each lift should be conditioned to the proper moisture content and compacted to the specified density before placing subsequent lifts. Structural fill should be compacted to the following criteria:

- Structural fill placed in building areas and in pavement and sidewalk areas (including utility trench backfill) should be compacted to at least 95 percent of the maximum dry density (MDD) estimated in general accordance with ASTM International (ASTM) D 1557.
- Structural fill placed against subgrade walls should be compacted to between 90 and 92 percent. Care should be taken when compacting fill against subsurface walls to avoid over-compaction and hence, overstressing the walls.

We recommend that GeoEngineers be present during probing of the exposed subgrade soils in building and pavement areas and during placement of structural fill. We will evaluate the adequacy of the subgrade soils and identify areas needing further work, perform in-place moisture-density tests in the fill to verify compliance with the compaction specifications, and advise on any modifications to the procedures that may be appropriate for the prevailing conditions.

6.7.5 Weather Considerations

The on-site soils contain a sufficient percentage of fines (silt and clay) to be moisture sensitive. When the moisture content of these soils is more than a few percent above the optimum moisture content, these soils become muddy and unstable and operation of equipment on these soils is difficult. Additionally, disturbance of near-surface soils should be expected if earthwork is completed during periods of wet weather. During wet weather, we recommend the following:

- The ground surface in and around the work area should be sloped so that surface water is directed away from the work area. The ground surface should be graded such that areas of ponded water do not develop. The contractor should take measures to prevent surface water from collecting in excavations and trenches. Measures should be implemented to remove surface water from the work area;
- Slopes with exposed soils should be covered with plastic sheeting or similar means;
- The site soils should not be left uncompacted and exposed to moisture. Sealing the surficial soils by rolling with a smooth-drum roller prior to periods of precipitation will reduce the extent to which these soils become wet or unstable;
- Construction traffic should be restricted to specific areas of the site, preferably areas that are surfaced with materials not susceptible to wet weather disturbance; and
- Construction activities should be scheduled so that the length of time that soils are left exposed to moisture is reduced to the extent practicable.

6.8 TEMPORARY SLOPES

Temporary slopes may be used around the site to facilitate early installation of shoring or in the transition between levels at the base of the excavation. We recommend that temporary slopes constructed in the fill

be inclined at 1½H:1V and that temporary slopes in the glacially consolidated soils be inclined at 1H:1V. Flatter slopes may be necessary if seepage is present on the face of the cut slopes or if localized sloughing occurs. For open cuts at the site, we recommend that:

- No traffic, construction equipment, stockpiles or building supplies be allowed at the top of the cut slopes within a distance of at least 5 feet from the top of the cut;
- Exposed soil along the slope be protected from surface erosion by using waterproof tarps or plastic sheeting;
- Construction activities be scheduled so that the length of time the temporary cut is left open is reduced to the extent practicable;
- Erosion control measures be implemented as appropriate such that runoff from the site is reduced to the extent practicable;
- Surface water be diverted away from the slope; and
- The general condition of the slopes be observed periodically by the geotechnical engineer to confirm adequate stability.

Because the contractor has control of the construction operations, the contractor should be made responsible for the stability of cut slopes as well as the safety of the excavations. Shoring and temporary slopes must conform to applicable local, state, and federal safety regulations.

6.9 RECOMMENDED ADDITIONAL GEOTECHNICAL SERVICES

GeoEngineers should be retained to review the project plans and specifications when complete to confirm that our design recommendations have been implemented as intended.

During construction, GeoEngineers should observe the installation of the shoring system, review/collect shoring monitoring data, evaluate the suitability of the foundation subgrades, observe installation of subsurface drainage measures, evaluate structural backfill, observe the condition of temporary cut slopes, and provide a summary letter of our construction observation services. The purposes of GeoEngineers construction phase services are to confirm that the subsurface conditions are consistent with those observed in the explorations and other reasons described in Appendix E.

7.0 Limitations

We have prepared this report for the exclusive use of Wright Runstad & Company and their authorized agents for the Spring District North Blocks 1/2/5b project in Bellevue, Washington.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the field of geotechnical engineering in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

Please refer to Appendix E for additional information pertaining to the use of this report.

8.0 References

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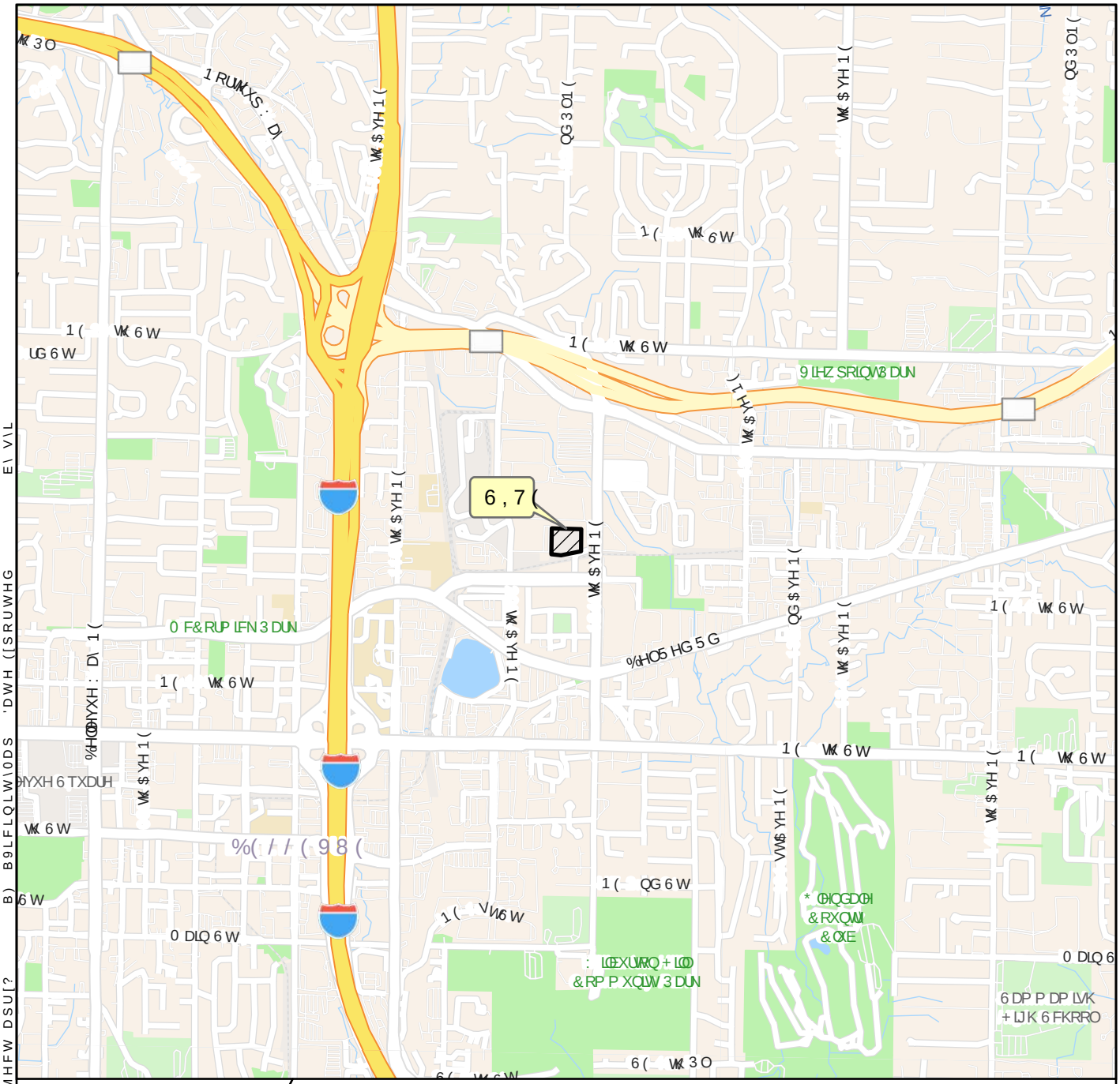
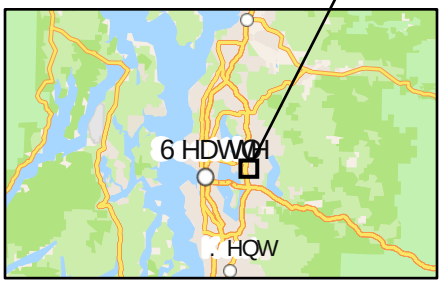
Figures





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7KH ORFDWLRQV RI IHDWXUHV VKRZQ PD\ EH DSSUR[LPDWH *HR(QJLQHHUV PDNHV QR ZDUUDQW\ RU
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WKHUHLQ 7KH ILOH FRQWDLQLQJ WKLV ILJXUH LV D FRS\ RI D PDVWHU GRFXPHQW WKH RULJLQDO RI ZKLFK LV
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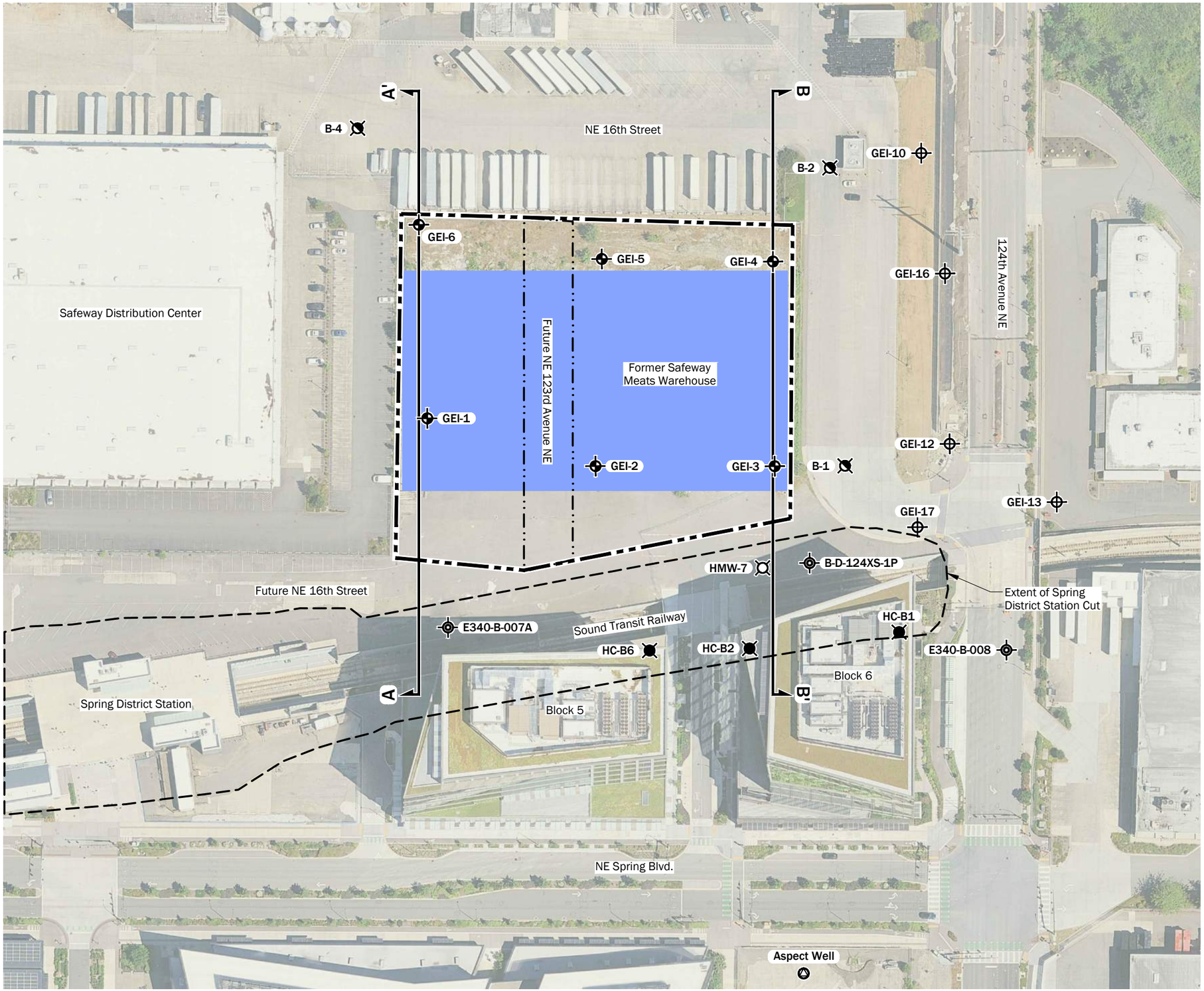

Legend

- Site Boundary
- GEI-1 — Boring by GeoEngineers, 2026
- MW-X — Well by Aspect, 2020
- HC-B1 — Boring by Hart Crowser, 2019
- HMW-7 — Boring by Hart Crowser, 2014
- E340-B-007A — Boring by Golder, 2010 - 2014
- GEI-10 — Boring by GeoEngineers, 2011 - 2013
- B-1 — Boring by Kleinfelder, 2005
- A — A' Cross Section Location

Source(s):
- Aerial from Google Earth Pro, dated 07/05/24.

Coordinate System: WA State Plane, South Zone, NAD83, US Foot

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N

0 100
Feet

Site Plan

Spring District North Blocks 1/2/5b
Bellevue, Washington

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Figure 2

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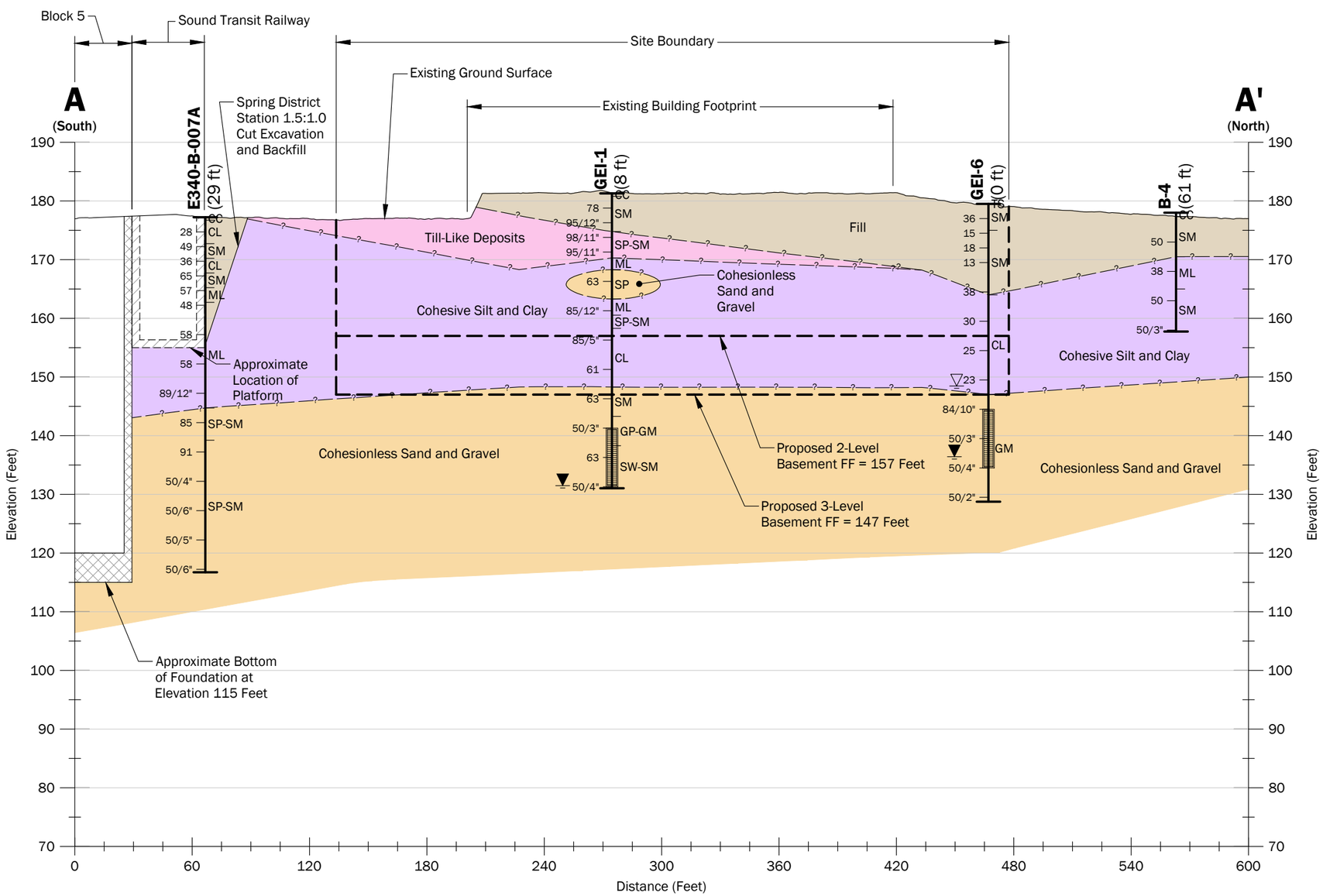

Legend

- Boring ID (Offset)
- Boring
- Inferred Soil Contact
- SM Soil Classification
- At Time of Drilling
- Monitoring Well Reading
- Well Screen
- 20 Blow Count

- Fill
- Till-Like Deposits
- Cohesive Silt and Clay
- Cohesionless Sand and Gravel

Note(s):

1. The subsurface conditions shown are based on interpolation between widely spaced explorations and should be considered approximate; actual subsurface conditions may vary from those shown.

Datum: NAVD88

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0 60 Horizontal Feet

0 20 Vertical Feet

Vertical Exaggeration = 3X

Cross Section A-A'

Spring District North Blocks 1/2/5b
Bellevue, Washington

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Figure 3

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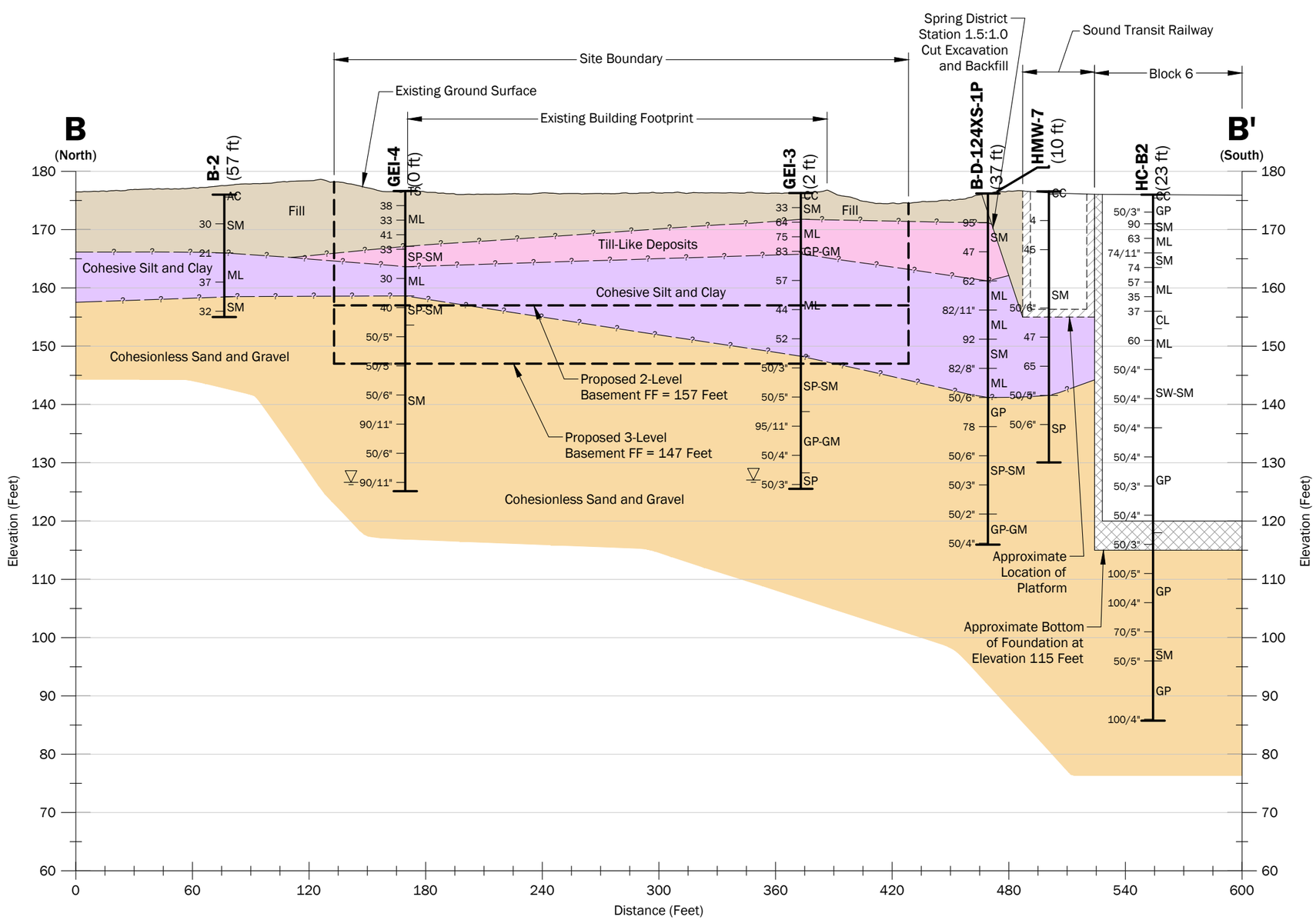

Legend

- Boring ID (Offset)
- Boring
- Inferred Soil Contact
- SM Soil Classification
- At Time of Drilling
- 20 Blow Count
- Fill
- Till-Like Deposits
- Cohesive Silt and Clay
- Cohesionless Sand and Gravel

Note(s):

1. The subsurface conditions shown are based on interpolation between widely spaced explorations and should be considered approximate; actual subsurface conditions may vary from those shown.

Datum: NAVD88

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0 60 Horizontal Feet

0 20 Vertical Feet

Vertical Exaggeration = 3X

Cross Section B-B'

Spring District North Blocks 1/2/5b
Bellevue, Washington

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Figure 4

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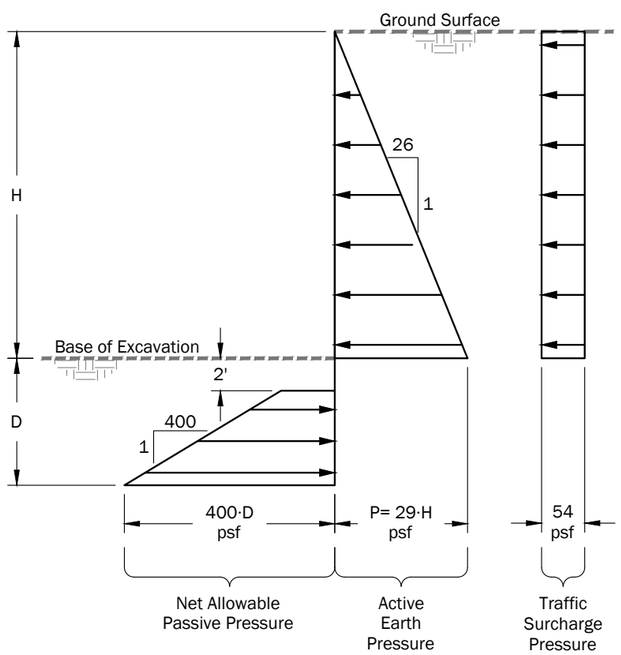
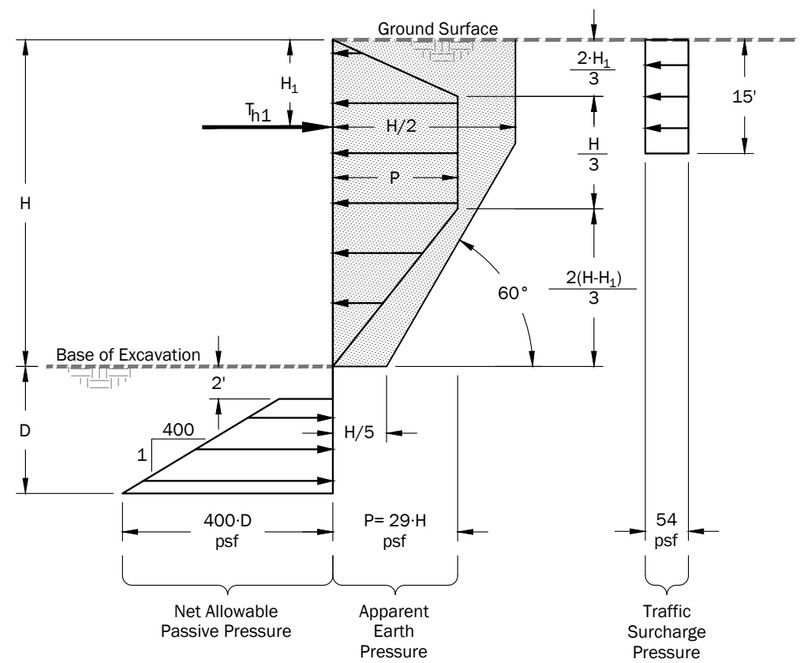
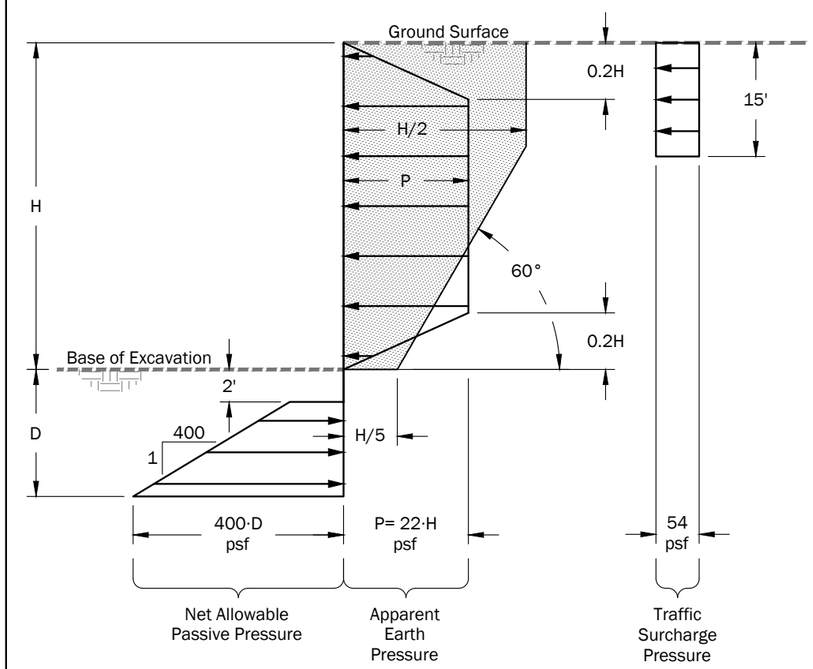
Cantilever Soldier Pile



Conventional Soldier Pile Wall with One Level of Tiebacks



Conventional Soldier Pile Wall with Multiple Levels of Tiebacks



Notes:

1. Active/apparent earth pressure and traffic surcharge pressure act over the pile spacing above the base of the excavation.
2. Passive earth pressure includes a factor of safety of 1.5 acts over 3 times the concreted diameter of the soldier pile, or the pile spacing, whichever is less.
3. Additional surcharge from footings of adjacent buildings should be included in accordance with recommendations provided on Figure 6.
4. This pressure diagram is appropriate for temporary soldier pile and tieback walls. If additional surcharge loading (such as from soil stockpiles, excavators, dumptrucks, cranes, or concrete trucks) is anticipated, GeoEngineers should be consulted to provide revised surcharge pressures.

Legend

No Load Zone

H = Height of Excavation, Feet

D = Soldier Pile Embedment Depth, Feet

H_1 = Distance From Ground Surface to Uppermost Tieback, Feet

T_{h1} = Horizontal Load in Uppermost Ground Anchor

P = Maximum Apparent Earth Pressure Pounds per Square Foot

Assumed Groundwater Elevation during Temporary Shoring.

Not To Scale

Earth Pressure Diagrams
Temporary Soldier Pile & Tieback Walls

Spring District North Blocks 1/2/5b
Bellevue, Washington

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Figure 5

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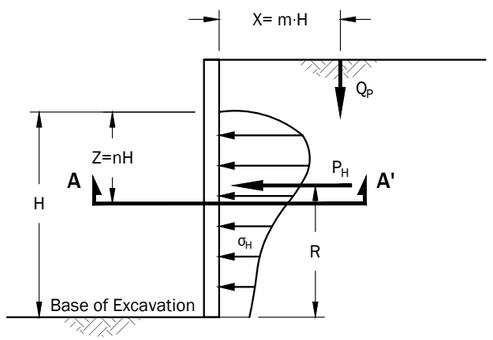
Lateral Earth Pressure from Point Load, Q_P (Spread Footing)



For $m \le 0.4$

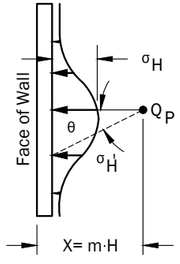
$$\sigma_H = \frac{K \cdot 0.28 Q_P n^2}{H^2(0.16+n^2)^3}$$

For $m > 0.4$

$$\sigma_H = \frac{K \cdot 1.77 Q_P m^2 n^2}{H^2(m^2+n^2)^3}$$

$$\sigma'_H = \sigma \cos^2(1.1\theta)$$

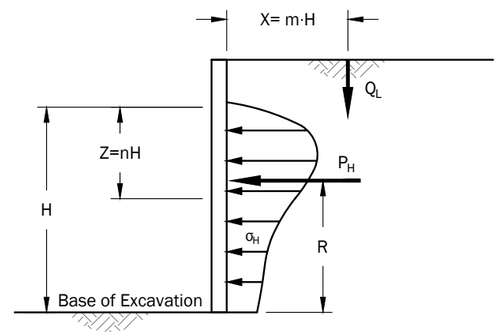
m	$P_H\left(\frac{H}{Q_P}\right)$	R
0.2	0.78	0.59H
0.4	0.78	0.59H
0.6	0.45	0.48H



Section A-A'

Pressures from Point Load Q_P

Lateral Earth Pressure from Line Load, Q_L (Continuous Wall Footing)



For $m \le 0.4$

$$\sigma_H = \frac{K \cdot 0.2n \cdot Q_L}{H(0.16+n^2)^2}$$

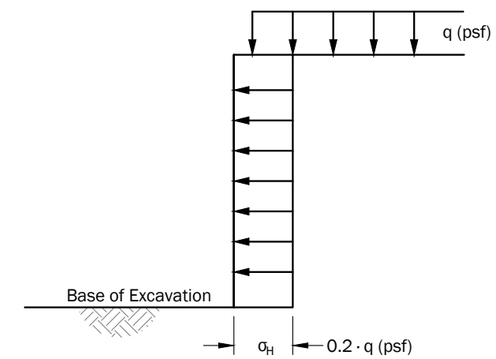
For $m > 0.4$

$$\sigma_H = \frac{K \cdot 1.28 m^2 n Q_L}{H(m^2+n^2)^2}$$

Resultant $P_H = \frac{K \cdot 0.64 Q_L}{(m^2+1)}$

m	R
0.1	0.60H
0.3	0.60H
0.5	0.56H
0.7	0.48H

Uniform Surcharges, q (Floor Loads, Large Foundation Elements or Traffic Loads)



σ_H = Lateral Surcharge Pressure from Uniform Surcharge

Wall Type	K
Rigid	1.0
Flexible	0.5

Notes:

1. Procedures for estimating surcharge pressures shown above are based on Manual 7.02 Naval Facilities Engineering Command, September 1986 (NAVFAC DM 7.02).
2. Lateral earth pressures from surcharge should be added to earth pressures presented on Figure 5.
3. See report text for where surcharge pressures are appropriate.
4. Determination of surcharge factor (k). Flexible is for a system that allows small movements (temporary shoring, retaining walls, etc.) and rigid is for a system that does not allow small movements (permanent basement walls, below grade utility structures, etc.). If permanent basement walls are cast/poured directly against temporary shoring, then the lateral surcharge factor should be assumed as flexible when analyzing lateral surcharges.

Definitions:

Q_P = Point load in pounds
Q_L = Line load in pounds/foot
H = Excavation height below footing, feet
σ_H = Lateral earth pressure from surcharge, psf
q = Surcharge pressure in psf
θ = Radians
σ'_H = Distribution of σ_H in plan view
P_H = Resultant lateral force acting on wall, pounds
R = Distance from base of excavation to resultant lateral force, feet
X = Resultant lateral force acting on wall, pounds
Z = Depth of σ_H to be evaluated below the bottom of Q_P or Q_L
m = Ratio of X to H
n = Ratio of Z to H
K = Surcharge Factor

Not To Scale

Recommended Surcharge Pressure

Spring District North Blocks 1/2/5b
Bellevue, Washington

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Figure 6

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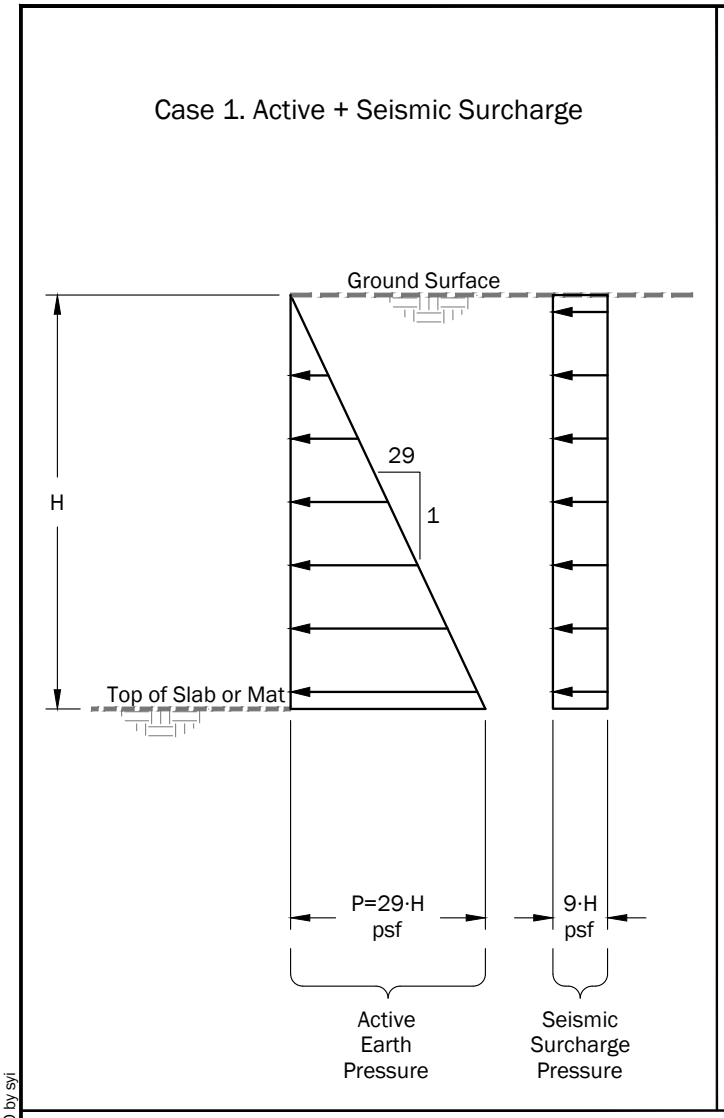

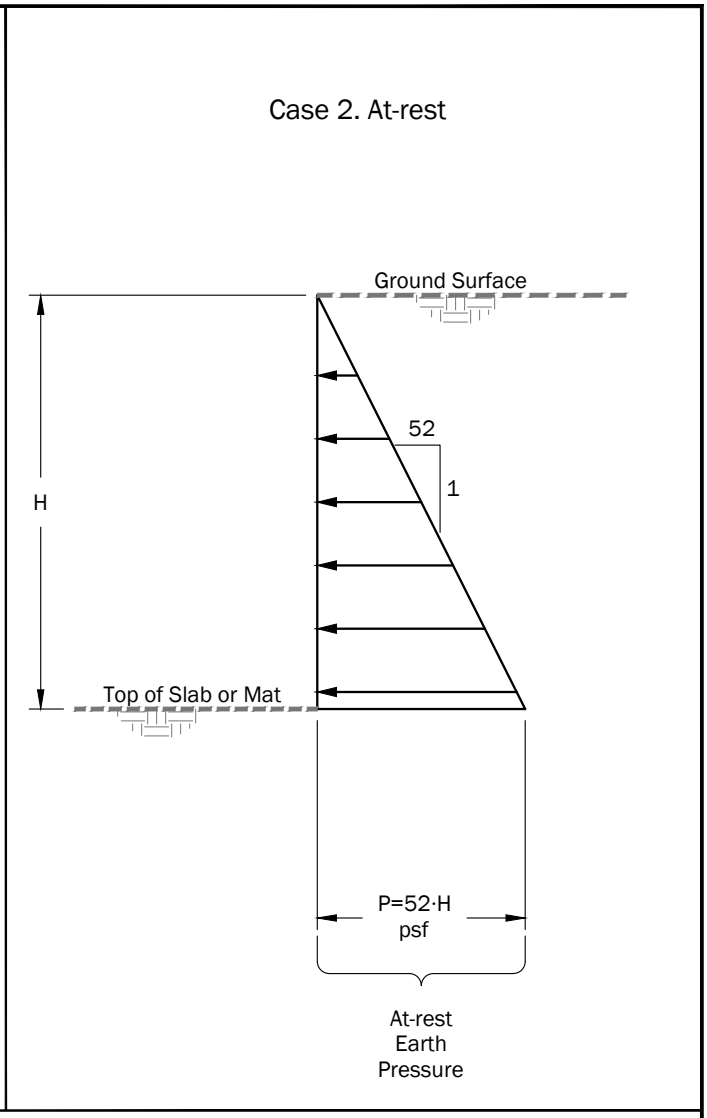

Legend

H = Height of Basement Wall, Feet

P = Maximum Earth Pressure, Pounds per Square Foot

Not To Scale

Earth Pressure Diagram - Permanent Below Grade Walls

Spring District North Blocks 1/2/5b
Bellevue, Washington

GeoEngineers

Figure 7

Notes:

1. This pressure diagram is appropriate for permanent basement walls constructed adjacent to temporary shoring walls. Additional surcharge from footings of adjacent buildings shall be included in accordance with recommendations provided on Figure 4.
2. The Active and At-rest earth pressures do not include a factor of safety.

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Appendices

Appendix A
Field Explorations

Appendix A
Field Exploration

Subsurface conditions were explored at the site by drilling six borings (GEI-1 through GEI-6). The exploration was completed to depths between 50 and 51½ feet below the existing ground surface (bgs). The borings were completed by Holt Services, Inc. on April 13 through 15, 2026.

The locations of the explorations were measured by taping in the field and with handheld GPS. The approximate exploration locations are shown in Figure 2, Site Plan.

BORINGS

The borings were completed using truck-mounted continuous-flight hollow-stem auger drilling equipment. The borings were monitored by a geotechnical engineer from our firm who observed and classified the soils encountered, obtained representative soil samples, observed groundwater conditions, and prepared logs of the explorations.

The soils encountered in the borings were generally sampled at 2½- and 5-foot vertical intervals with a 2-inch outside-diameter split-barrel standard penetration test (SPT) sampler. The disturbed samples were obtained by driving the sampler 18 inches into the soil with a 140-pound automatic hammer free-falling 30 inches. The number of blows required for each 6 inches of penetration was recorded. The blow count ("N-value") of the soil was calculated as the number of blows required for the second and third 6-inch intervals. This resistance, or N-value, provides a measure of the relative density of granular soils and the relative consistency of cohesive soils. Where very dense soil conditions precluded driving at least 18 inches, the penetration resistance for the partial penetration was entered on the logs. The blow counts are shown on the boring logs at the respective sample depths.

Soils encountered in the boring were visually classified in general accordance with the classification system described in Figure A-1, Key to Exploration Logs. A key to the boring log symbols is also presented in Figure A-1. The logs of the borings are presented in Figures A-2 through A-7, which is based on our interpretation of the field and laboratory data and indicate the various types of soils and groundwater conditions encountered. The logs also indicate the depths at which these soils or their characteristics change, although the change may actually be gradual. If the change occurred between samples, it was interpreted. The densities noted on the boring logs are based on the blow count data obtained in the borings and judgment based on the conditions encountered.

Observations of groundwater conditions were made during drilling. The groundwater conditions encountered during drilling are presented on the boring logs. Groundwater conditions observed during drilling represent a short-term condition and may or may not be representative of the long-term groundwater conditions at the site. Groundwater conditions observed during drilling should be considered approximate.

MONITORING WELL

A representative of GeoEngineers observed the installation of monitoring wells within borings GEI-1 and GEI-6. The monitoring wells were constructed using 2-inch-diameter polyvinyl chloride (PVC) casing. The depth to which the casing was installed was selected based on our understanding of subsurface soil and groundwater conditions in the project area. The lower portion of the casing is slotted to allow entry of water

into the casing. Medium sand was placed in the borehole annulus surrounding the slotted portion of the casing. A bentonite seal was placed above and below the slotted portion of the casing. The monitoring wells were protected by installing a flush-mount steel monument set in concrete. Completion details for the monitoring wells are shown on the logs presented in Figures A-2 and A-7 for GEI-1 and GEI-6, respectively.

The monitoring wells completed at the project site and others present within the project footprint will require decommissioning by a licensed well driller prior to excavation for the planned development. The decommissioning of the wells includes backfilling the monitoring wells and providing documentation of the decommissioning to the Washington State Department of Ecology (Ecology).

SOIL CLASSIFICATION CHART

PRIMARY DIVISIONS			USCS SYMBOL	USCS GROUP NAME
COARSE GRAINED SOILS MORE THAN 50% PASSES NO. 200 SIEVE	GRAVEL MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN GRAVEL LESS THAN 5% FINES	GW	Well-Graded Gravel
			GP	Poorly Graded Gravel
		GRAVEL WITH DUAL CLASSIFICATIONS 5% TO 12% FINES	GW-GM	Well-Graded Gravel with Silt
			GP-GM	Poorly Graded Gravel with Silt
			GW-GC	Well-Graded Gravel with Clay
			GP-GC	Poorly Graded Gravel with Clay
		GRAVEL WITH FINES MORE THAN 12% FINES	GM	Silty Gravel
			GC	Clayey Gravel
			GC-GM	Silty, Clayey Gravel
	SAND 50% OR MORE OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN SAND LESS THAN 5% FINES	SW	Well-Graded Sand
			SP	Poorly Graded Sand
		SAND WITH DUAL CLASSIFICATIONS 5% TO 12% FINES	SW-SM	Well-Graded Sand with Silt
			SP-SM	Poorly Graded Sand with Silt
			SW-SC	Well-Graded Sand with Clay
			SP-SC	Poorly Graded Sand with Clay
		SAND WITH FINES MORE THAN 12% FINES	SM	Silty Sand
			SC	Clayey Sand
			SC-SM	Silty, Clayey Sand
FINE GRAINED SOILS MORE THAN 50% PASSES NO. 200 SIEVE	SILT AND CLAY LIQUID LIMIT LESS THAN 50%	INORGANIC	CL	Lean Clay
			CL-ML	Silty Clay
			ML	Silt
		ORGANIC	OL	Organic Clay or Organic Clay
	SILT AND CLAY LIQUID LIMIT 50% OR MORE	INORGANIC	MH	Elastic Silt
			CH	Fat Clay
		ORGANIC	OH	Organic Silt or Organic Clay
	HIGHLY ORGANIC SOILS		PT	Peat

ADDITIONAL MATERIALS	SYMBOL	TYPICAL DESCRIPTION
	AC	Asphalt Concrete
	CC	Cement Concrete
	CR	Crushed Rock/Quarry Spalls
	SOD	Sod/Forest Duff
	TS	Topsoil

Groundwater Contact

- Measured groundwater level in exploration, well, or piezometer
- Measured free product in well or piezometer

Graphic Log Contact

- Distinct contact between soil strata
- Approximate contact between soil strata

Material Description Contact

- Contact between geologic units
- Contact between soil of the same geologic unit

Sampler Symbol Descriptions

- Modified California Sampler (6-inch Sleeve)
- Piston
- Standard Penetration Test (SPT)
- Shelby tube
- Direct-Push
- Bulk+Grab Auger
- Grab Sample
- Cont. Coring

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.
"Push" indicates sampler pushed using the weight of the drill rig.
"WOH" indicates sampler pushed using the weight of the hammer.

Well Symbol Descriptions

- PVC
- Slotted PVC
- Bentonite
- Concrete
- Cuttings
- Gravel
- Sand

Laboratory / Field Tests

%F	Percent Fines
%G	Percent Gravel
AL	Atterberg Limits
CA	Chemical Analysis
CP	Laboratory Compaction Test
CS	Consolidation Test
DD	Dry Density
DS	Direct Shear
HA	Hydrometer Analysis
MC	Moisture Content
MD	Moisture Content and Dry Density
Mohs	Mohs Hardness Scale
OC	Organic Content
PM	Permeability or Hydraulic Conductivity
PI	Plasticity Index
PL	Point Load Test
PP	Pocket Penetrometer
SA	Sieve Analysis
TX	Triaxial Compression
UC	Unconfined Compression
UU	Unconsolidated Undrained Triaxial Compression
VS	Vane Shear

Sheen Classification

NS	No Visible Sheen
SS	Slight Sheen
MS	Moderate Sheen
HS	Heavy Sheen

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions.
Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

Key to Exploration Logs - Soil

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Figure A-1

Rev. 07/2025

LOG OF BORING WITH MONITORING WELL

GEI-1
Figure A-2

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/14/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/14/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	181.61
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88
Driller	Holt Services, Inc.	**Hammer Type**	Autohammer	**Depth (ft)**	50.3
Rig Type	CME-75	**Hammer Weight**	140 lb	**Diameter (in)**	8
Method	Hollow-stem Auger	**Hammer Drop**	30 in	**Weather**	
Notes	Approx. Top of Casing Elevation: 181.21"			**Well Number**	

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks	Water Level	Well
							CC	(**CC**); 6-inch concrete slab.							
180							SM	**Silty Sand with Gravel** (**SM**), **very dense**, **gray-brown**, **moist**; fine gravel. [Fill]							
		X	18	18-33-45 (78)	1			No Sheen; Headspace Vapor (ppm) <1	9	39					
	5	X	18	19-45-50/6" (95/12")	2			No Sheen; Headspace Vapor (ppm) <1 Oxidation staining.							
175							SP-SM	**Poorly Graded Sand with Silt** (**SP-SM**), **very dense**, **gray-brown**, **moist**; trace gravel. [Till-like Deposits]							
		X	17	80-48-50/5" (98/11")	3			No Sheen; Headspace Vapor (ppm) <1							
	10	X	17	23-45-50/5" (95/11")	4A			No Sheen; Headspace Vapor (ppm) <1							
170					4B		ML	**Silt with Sand** (**ML**), **hard**, **gray**, **moist**; oxidation staining. [Cohesive Silt and Clay]							
							SP	**Poorly Graded Sand** (**SP**), **very dense**, **gray**, **moist**; fine to medium sand. [Cohesionless Sand and Gravel]							
	15	X	18	81-28-35 (63)	5			No Sheen; Headspace Vapor (ppm) <1							
165							ML	**Silt with Sand** (**ML**), **hard**, **gray**, **moist**; fine sand. [Cohesive Silt and Clay]							
	20	X	18	28-35-50/6" (85/12")	6A			No Sheen; Headspace Vapor (ppm) = 1.0							
					6B		SP-SM	**Poorly Graded Sand with Silt** (**SP-SM**), **very dense**, **dark gray**, **wet**; fine to medium sand.							
160							CL	**Lean Clay with Sand** (**CL**), **loose**, **gray**, **moist**; fine sand seams.							
	25	X	18	20-35-50/5" (85/5")	7			No Sheen; Headspace Vapor (ppm) <1	23	82					
155															
	30	X	18	18-28-33 (61)	8			No Sheen; Headspace Vapor (ppm) <1							
150							SM	Description on next page							

Reviewing logs separate from the full report increases risk of misinterpretation.

BoreDM Template: GEI Geotechnical Well Log

LOG OF BORING WITH MONITORING WELL

GEI-1
Figure A-2

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/14/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/14/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	181.61
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks	Water Level	Well
			12	13-25-38 (63)	9		SM	**Silty Sand** (**SM**), **very dense**, **gray**, **moist**; fine to medium sand. [Cohesionless Sand and Gravel] No Sheen; Headspace Vapor (ppm) <1							
145															
							GP-GM	**Poorly Graded Gravel with Silt and Sand** (**GP-GM**), **very dense**, **gray**; mostly gravel. No Sheen; Headspace Vapor (ppm) <1							
	40		8	45-50/3" (50/3")	10										
140															
							SW-SM	**Well-graded Sand with Silt and Gravel** (**SW-SM**), **very dense**, **gray**, **moist**; fine to medium sand; fine, gravel. No Sheen; Headspace Vapor (ppm) <1							
	45		5	15-25-38 (63)	11				5	9					
135															
								Headspace Vapor (ppm) <1							
	50		3	50/4" (50/4")	12			Grades to fine to coarse gravel.							

Boring terminated at approximately 50.3 ft bgs.

BoreDM Template: GEI Geotechnical Well Log

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LOG OF BORING

GEI-2
Figure A-3

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/14/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/14/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	181.56
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88
Driller	Holt Services, Inc.	**Hammer Type**	Autohammer	**Depth (ft)**	50.3
Rig Type	CME-75	**Hammer Weight**	140 lb	**Diameter (in)**	8
Method	Hollow-stem Auger	**Hammer Drop**	30 in	**Weather**	

Notes

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks
							CC	(**CC**); 6-inch concrete slab.					
180							SM	**Silty Sand with Gravel** (**SM**), **dense**, **gray**, **wet**; fine gravel. [Fill]					
		X	17	5-13-21 (34)	1								No Sheen; Headspace Vapor (ppm) <1
	5	X	18	18-36-42 (78)	2		SM	**Silty Sand with Gravel** (**SM**), **very dense**, **gray**, **moist**; fine gravel. [Till-like Deposits]	12	34			No Sheen; Headspace Vapor (ppm) <1
175													
		X	18	20-32-34 (66)	3			Grades to with fine to coarse gravel.					No Sheen; Headspace Vapor (ppm) <1
	10	X	16	20-37-50/5" (87/11")	4								No Sheen; Headspace Vapor (ppm) = 1
170													
							ML	**Silt** (**ML**), **hard**, **gray**, **moist**. [Cohesive Silt and Clay]					
	15	X	18	15-10-67 (77)	5				21	95			No Sheen; Headspace Vapor (ppm) <1
165													
	20	X	16	15-22-27 (49)	6								No Sheen
160													
							CL	**Lean Clay** (**CL**), **hard**, **gray**, **moist**; fine sand lenses.					
	25	X	18	18-20-37 (57)	7				25		46	26	No Sheen; Headspace Vapor (ppm) <1
155													
	30	X	18	9-22-43 (65)	8			With fine to medium sand.					No Sheen; Headspace Vapor (ppm) = 1
150													
							SM	Description on next page					

Reviewing logs separate from the full report increases risk of misinterpretation.

BoreDM Template: GEI Geotechnical Soil Log

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LOG OF BORING

GEI-2
Figure A-3

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/14/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/14/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	181.56
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks
			12	17-41-47 (88)	9		SM	**Silty Sand with Gravel (SM), very dense, gray, moist.** [Cohesionless Sand and Gravel]	6	13			No Sheen; Headspace Vapor (ppm) <1
145													
	40		8	38-50/4" (50/4")	10								No Sheen; Headspace Vapor (ppm) <1
140													
	45		5	50/5" (50/5")	11								No Sheen; Headspace Vapor (ppm) <1
135													
	50		3	50/3" (50/3")	12								No Sheen; Headspace Vapor (ppm) <1

Boring terminated at approximately 50.3 ft bgs.

BoreDM Template: GEI Geotechnical Soil Log

GeoEngineers

LOG OF BORING

GEI-3
Figure A-4

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/15/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/15/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	176.40
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88
Driller	Holt Services, Inc.	**Hammer Type**	Autohammer	**Depth (ft)**	50.8
Rig Type	CME-75	**Hammer Weight**	140 lb	**Diameter (in)**	8
Method	Hollow-stem Auger	**Hammer Drop**	30 in	**Weather**	

Notes

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks
							CC	(**CC**); 10-inch concrete slab.					
175							SM	**Silty Sand with Gravel** (**SM**), **dense**, **gray**; fine gravel. [Fill]					
		X	12	5-12-21 (33)	1								No Sheen; Headspace Vapor (ppm) <1
	5	X	8	11-19-45 (64)	2		ML	**Silt with Sand** (**ML**), **hard**, **gray**, **moist**; fine sand; trace gravel. [Till-like Deposits]	20	79			No Sheen; Headspace Vapor (ppm) <1
170													
		X	18	15-27-48 (75)	3B 3A								No Sheen; Headspace Vapor (ppm) <1
	10	X	18	20-35-48 (83)	4		GP-GM	**Poorly Graded Gravel with Silt and Sand** (**GP-GM**), **very dense**, **gray**, **moist**; fine gravel.					No Sheen; Headspace Vapor (ppm) <1
165							ML	**Silt with Sand** (**ML**), **hard**, **gray**, **moist**; fine sand. [Cohesive Silt and Clay]					
	15	X	18	15-23-34 (57)	5								No Sheen; Headspace Vapor (ppm) <1
160													
	20	X	18	15-16-28 (44)	6								No Sheen
155													
	25	X	18	15-22-30 (52)	7								No Sheen; Headspace Vapor (ppm) <1
150													
							SP-SM	**Poorly Graded Sand with Silt and Gravel** (**SP-SM**), **very dense**, **gray**, **moist**; fine sand; fine, gravel. [Cohesionless Sand and Gravel]					
	30	X	9	35-50/3" (50/3")	8								No Sheen; Headspace Vapor (ppm) <1
145													

Reviewing logs separate from the full report increases risk of misinterpretation.

BoreDM Template: GEI Geotechnical Soil Log

GEOENGINEERS

LOG OF BORING

GEI-3
Figure A-4

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/15/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/15/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	176.40
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks
		☒	5	50/5" (50/5")	9		SP-SM		4	10			No Sheen; Headspace Vapor (ppm) <1
140													
							GP-GM	**Poorly Graded Gravel with Silt and Sand** (**GP-GM**), **very dense**, **gray**, **moist**.					
	40	☒	10	45-50/5" (95/11")	10			Grades to with fine to coarse gravel.					No Sheen; Headspace Vapor (ppm) <1
135													
	45	☒	8	42-50/4" (50/4")	11								No Sheen; Headspace Vapor (ppm) <1
130													
							SP	**Poorly Graded Sand with Gravel** (**SP**), **very dense**, **gray**, **wet**; fine sand.					
	50	☒	9	30-50/3" (50/3")	12			Sample becomes wet. Water encountered at 49 feet.					No Sheen; Headspace Vapor

Boring terminated at approximately 50.8 ft bgs.

BoreDM Template: GEI Geotechnical Soil Log

GeoEngineers

LOG OF BORING

GEI-4
Figure A-5

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/15/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/15/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	177.03
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88
Driller	Holt Services, Inc.	**Hammer Type**	Autohammer	**Depth (ft)**	51.5
Rig Type	CME-75	**Hammer Weight**	140 lb	**Diameter (in)**	8
Method	Hollow-stem Auger	**Hammer Drop**	30 in	**Weather**	

Notes

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks
							TS	(**TS**); Topsoil.					
							ML	**Silt with Sand** (**ML**), **hard**, **gray**, **moist**; fine sand. [Fill]					
175													
		X	18	10-20-18 (38)	1				19	86			No Sheen; Headspace Vapor (ppm) = 1.1
	5	X	18	10-15-18 (33)	2			Grades to with trace fine gravel.					No Sheen; Headspace Vapor (ppm) <1
170													
		X	18	13-18-23 (41)	3			Oxidized sand lens (2.5-inches thick).					No Sheen; Headspace Vapor (ppm) <1
	10	X	18	14-14-19 (33)	4		SP-SM	**Poorly Graded Sand with Silt** (**SP-SM**), **dense**, **gray-brown**, **wet**. [Till-like Deposits]					No Sheen; Headspace Vapor (ppm) <1
165													
							ML	**Silt with Sand** (**ML**), **hard**, **light gray-brown**, **moist**; fine sand; oxidation. [Cohesive Silt and Clay]					
	15	X	18	10-13-17 (30)	5								No Sheen; Headspace Vapor (ppm) <1
160													
							SP-SM	**Poorly Graded Sand with Silt and Gravel** (**SP-SM**), **dense**, **gray**, **moist**. [Cohesionless Sand and Gravel]					
	20	X	18	10-13-27 (40)	6			Becomes gray-brown					No Sheen; Headspace Vapor (ppm) <1
155													
							SM	**Silty Sand with Gravel** (**SM**), **very dense**, **gray**, **moist**.					
	25	X	0	50/5" (50/5")	7								
150													
	30	X	6	50/5" (50/5")	8								No Sheen; Headspace Vapor (ppm) <1
145													

Reviewing logs separate from the full report increases risk of misinterpretation.

BoreDM Template: GEI Geotechnical Soil Log

GEOENGINEERS

LOG OF BORING

GEI-4
Figure A-5

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/15/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/15/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	177.03
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks
		☒	3	50/6" (50/6")	9		SM						No Sheen; Headspace Vapor (ppm) <1
140													
	40	☒	9	10-40-50/5" (90/11")	10				6	14			No Sheen; Headspace Vapor (ppm) <1
135													
	45	☒	6	50/6" (50/6")	11								No Sheen; Headspace Vapor (ppm) <1
130													
	50	☒	17	24-40-50/5" (90/11")	12								No Sheen; Headspace Vapor (ppm) <1

Boring terminated at approximately 51.5 ft bgs.

BoreDM Template: GEI Geotechnical Soil Log

LOG OF BORING

GEI-5
Figure A-6

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/13/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/13/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	182.42
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88
Driller	Holt Services, Inc.	**Hammer Type**	Autohammer	**Depth (ft)**	50.4
Rig Type	CME-75	**Hammer Weight**	140 lb	**Diameter (in)**	8
Method	Hollow-stem Auger	**Hammer Drop**	30 in	**Weather**	

Notes

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks
							TS	(**TS**); Topsoil and Gravel.					
							SP-SM	**Poorly Graded Sand with Silt** (**SP-SM**), **very dense**, **gray-brown**, **moist**; fine to medium sand; trace gravel. [Fill]					
180		X	18	8-29-31 (60)	1								No Sheen; Headspace Vapor (ppm) = 1.5
	5	X	6	50/6" (50/6")	2								No Sheen; Headspace Vapor (ppm) <1
175		X	12	24-50/6" (50/6")	3								No Sheen; Headspace Vapor (ppm) = 1.2
	10	X	6	50/6" (50/6")	4		SM	**Silty Sand with Gravel** (**SM**), **dense**, **gray**, **moist**; fine to medium sand; fine gravel.					No Sheen; Headspace Vapor (ppm) = 1.0
170							ML	**Silt with Sand** (**ML**), **hard**, **yellow-brown**, **moist**; fine sand; oxidation. [Cohesive Silt and Clay]					
	15	X	18	10-20-41 (61)	5								No Sheen; Headspace Vapor (ppm) = 1.2
165							CL	**Lean Clay** (**CL**), **hard**, **gray**, **moist**.					
	20	X	18	10-28-20 (48)	6				27		40	20	No Sheen; Headspace Vapor (ppm) = 1.0
160													
	25	X	18	15-16-30 (46)	7								No Sheen; Headspace Vapor (ppm) <1
155							ML	**Silt with Sand** (**ML**), **hard**, **moist**.					
	30	X	18	15-18-23 (41)	8				25	79			No Sheen; Headspace Vapor (ppm) <1
150							SM	Description on next page					

BoreDM Template: GEI Geotechnical Soil Log

Reviewing logs separate from the full report increases risk of misinterpretation.

GEOENGINEERS

LOG OF BORING

GEI-5
Figure A-6

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/13/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/13/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	182.42
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks
		X	12	33-50/8" (50/6")	9		SM	**Silty Sand with Gravel** (**SM**), **very dense**, **gray**, **wet**. [Cohesionless Sand and Gravel]	7	12			No Sheen; Headspace Vapor (ppm) <1
145													
							SP-SM	**Poorly Graded Sand with Silt** (**SP-SM**), **very dense**, **gray**, **moist**; few gravel.					
	40	X	6	50/6" (50/6")	10								No Sheen; Headspace Vapor (ppm) <1 Rock in sampler.
140													
							SP	**Poorly Graded Sand with Silt** (**SP**), **very dense**, **light gray**, **moist**.					
	45	X	12	45-50/6" (50/6")	11				4	6			No Sheen; Headspace Vapor (ppm) = 1.3
135													
	50	X	5	50/5" (50/5")	12								No Sheen; Headspace Vapor (ppm) <1

Boring terminated at approximately 50.5 ft bgs.

BoreDM Template: GEI Geotechnical Soil Log

LOG OF BORING WITH MONITORING WELL

GEI-6
Figure A-7

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/13/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/13/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	180.23
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88
Driller	Holt Services, Inc.	**Hammer Type**	Autohammer	**Depth (ft)**	50.7
Rig Type	CME-75	**Hammer Weight**	140 lb	**Diameter (in)**	8
Method	Hollow-stem Auger	**Hammer Drop**	30 in	**Weather**	
Notes	Approx. Top of Casing Elevation: 180.03"			**Well Number**	

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks	Water Level	Well
							TS	(**TS**); Topsoil and Gravel.							
							SM	**Silty Sand** (**SM**), **dense**, **gray**, **moist**; organics (roots). [Fill]							
		X	2	5-10-26 (36)	1			No Sheen; Headspace Vapor (ppm) = 1.0							
175	5	X	14	1-2-13 (15)	2		SM	**Silty Sand with Gravel** (**SM**), **medium dense**, **gray-brown**; fine gravel; trace organics (roots).							
								No Sheen; Headspace Vapor (ppm) = 1.4							
		X	2	3-10-8 (18)	3			No Sheen; Headspace Vapor (ppm) = 1.0	29	28					
170	10	X	18	2-4-9 (13)	4			No Sheen; Headspace Vapor (ppm) = 1.0							
165	15	X	18	46-15-23 (38)	4			No Sheen; Headspace Vapor (ppm) = 1.3 (5A), 1.1 (5B)							
							CL	**Lean Clay** (**CL**), **very stiff**, **gray**, **moist**; trace fine sand. [Cohesive Silt and Clay]							
160	20	X	18	1-8-22 (30)	5			No Sheen; Headspace Vapor (ppm) <1 Grades to with fine sand							
155	25	X	14	4-8-17 (25)	6			No Sheen; Headspace Vapor (ppm) <1							
150	30	X	12	3-5-18 (23)	7			No Sheen; Headspace Vapor (ppm) <1	28		31	10			
							GM	**Silty Gravel with Sand** (**GM**), **very dense**, **gray**, **wet**; fine gravel. [Cohesionless Sand and Gravel]							

BoreDM Template: GEI Geotechnical Well Log

Reviewing logs separate from the full report increases risk of misinterpretation.

LOG OF BORING WITH MONITORING WELL

GEI-6
Figure A-7

Project	Spring District North Blocks 1, 2, and 5b	**Date Started**	04/13/2026	**Project Number**	010389-011-00
Location	Bellevue , WA	**Date Completed**	04/13/2026	**Logged / Checked**	ADL / EMM
Northing		**Coord. System**		**Elevation (ft)**	180.23
Easting		**Horiz. Datum**	NAD83	**Vertical Datum**	NAVD88

Elevation (ft)	Depth (ft)	Sample Interval	Recovered (in)	Blow Counts (N/Refusal)	Sample ID	Graphic Log	USCS	Material Description	MC (%)	Fines (%)	LL	PI	Remarks	Water Level	Well
			8	10-34-50/4" (84/10")	8		GM	No Sheen; Headspace Vapor (ppm) = 1.0	10	23					
140	40		8	45-50/3" (50/3")	9			No Sheen; Headspace Vapor (ppm) <1							
135	45		4	50/4" (50/4")	10			No Sheen; Headspace Vapor (ppm) <1							
								No Sheen; Headspace Vapor (ppm) <1							
130	50		8	44-50/2" (50/2")	11										

Boring terminated at approximately 50.7 ft.

BoreDM Template: GEI Geotechnical Well Log

Appendix B
Laboratory Testing

Appendix B
Laboratory Testing

Soil samples obtained from the explorations were transported to GeoEngineers' laboratory and evaluated to confirm or modify field classifications as well as to evaluate engineering properties of the soil samples. Representative samples were selected for laboratory testing to determine the moisture content, percent fines (material passing the U.S. No. 200 sieve), Atterberg limits, and grain size distribution (sieve analysis). The tests were performed in general accordance with test methods of ASTM International (ASTM) or other applicable procedures.

The sieve analysis results are presented in Figure B-1. The results of the Atterberg limits testing are presented in Figure B-2. The results of the moisture content and percent fines determinations are presented at the respective sample depths on the exploration logs in Appendix A.

MOISTURE CONTENT (MC)

Moisture content tests were completed in general accordance with ASTM D 2216 for representative samples obtained from the explorations. The results of these tests are presented on the exploration logs in Appendix A at the depths at which the samples were obtained.

PERCENT PASSING U.S. NO. 200 SIEVE (%F)

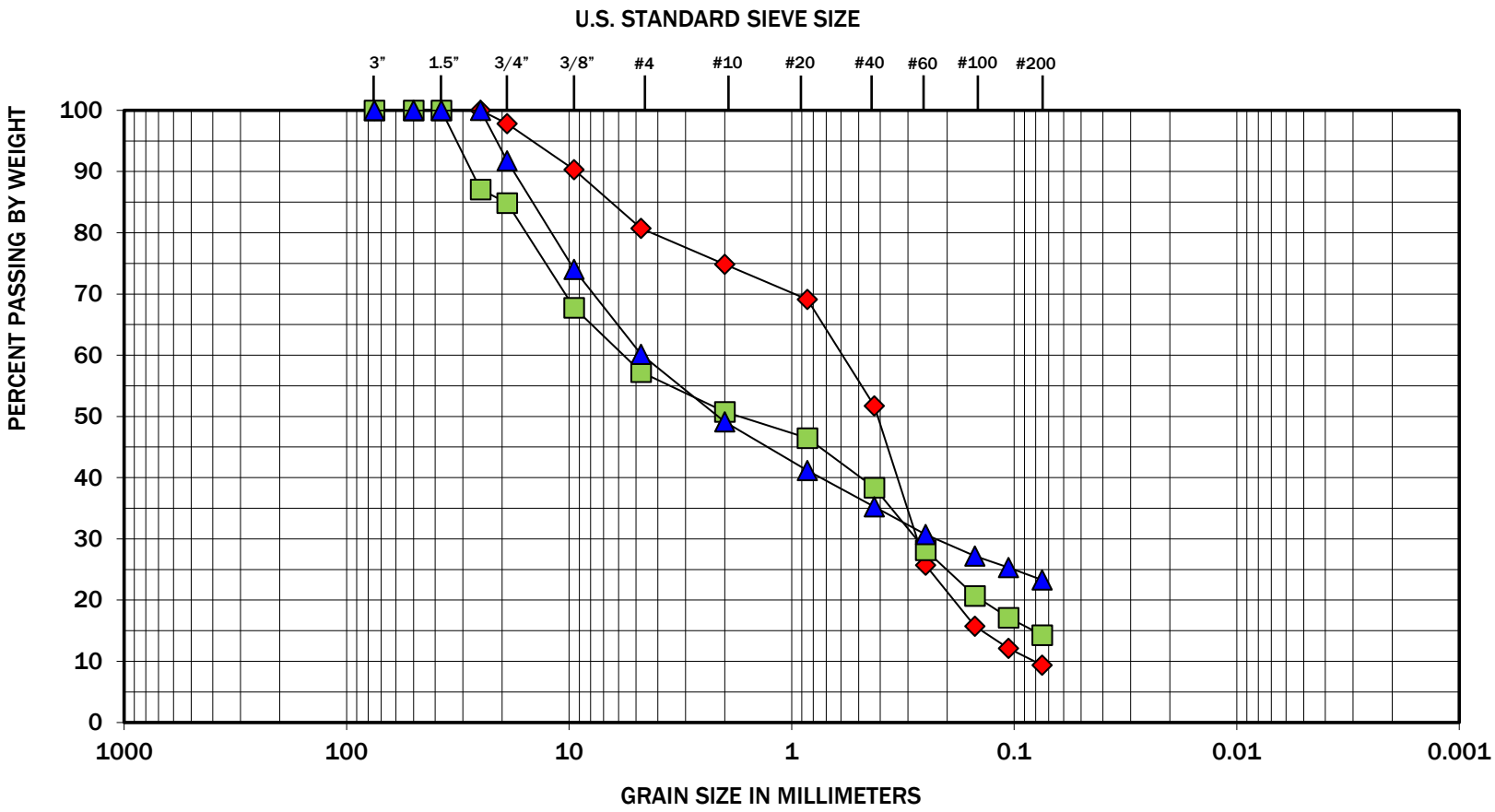
Selected samples were "washed" through the U.S. No. 200 mesh sieve to estimate the relative percentages of coarse- and fine-grained particles in the soil. The percent passing value represents the percentage by weight of the sample finer than the U.S. No. 200 sieve. These tests were conducted to verify field descriptions and to estimate the fines content for analysis purposes. The tests were conducted in accordance with ASTM D 1140 and the results are shown on the exploration logs in Appendix A at the respective sample depths.

SIEVE ANALYSIS (SA)

Sieve analysis testing was performed on selected samples in general accordance with ASTM D 422. The wet sieve analysis method was used to determine the percentage of soil passing the U.S. No. 200 mesh sieve. The results of the sieve analyses were plotted, classified in general accordance with the Unified Soil Classification System (USCS), and are presented in Figure B-1.

ATTERBERG LIMITS (AL)

Atterberg limits testing was performed on selected fine-grained soil samples. The tests were used to classify the soil as well as to evaluate index properties. The liquid limit and plastic limit were estimated through a procedure performed in general accordance with ASTM D 4318. The results of the Atterberg limits testing are summarized in Figure B-2.



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	GEI-1	45	5	Well-graded Sand with Silt and Gravel (SW-SM)
■	GEI-4	40	6	Silty Sand with Gravel (SM)
▲	GEI-6	35	10	Silty Gravel with Sand (GM)

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The grain size analysis results were obtained in general accordance with ASTM D 6913.

Sieve Analysis Results

Spring District North Blocks 1/2/5b
Bellevue, Washington

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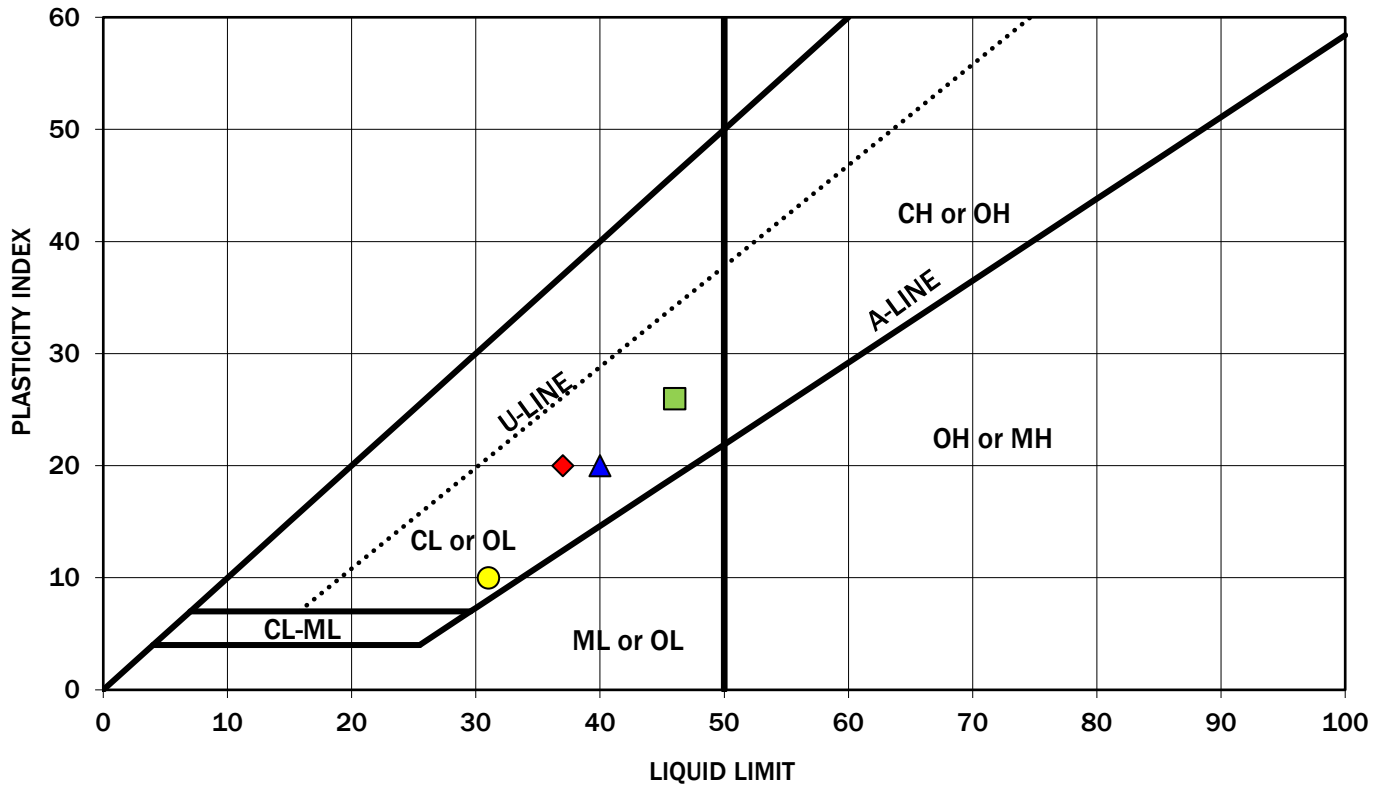
Figure B-1

PLASTICITY CHART



Symbol	Boring Number	Depth (feet)	Moisture Content (%)	Liquid Limit (%)	Plasticity Index (%)	Soil Description
◆	GEI-1	25	23	37	20	Lean Clay with Sand (CL)
■	GEI-2	25	25	46	26	Lean Clay (CL)
▲	GEI-5	20	27	40	20	Lean Clay (CL)
●	GEI-6	30	28	31	10	Lean Clay (CL)

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The liquid limit and plasticity index were obtained in general accordance with ASTM D 4318.

Atterberg Limits Test Results

Spring District North Blocks 1/2/5b
Bellevue, Washington

GEOENGINEERS

Figure B-1

00817-026-00 Date Exported: 05/26/2026

Appendix C

Boring Logs from Previous Studies

Appendix C
Boring Logs from Previous Studies

Included in this section are logs from previous studies completed in the immediate vicinity of the project site.

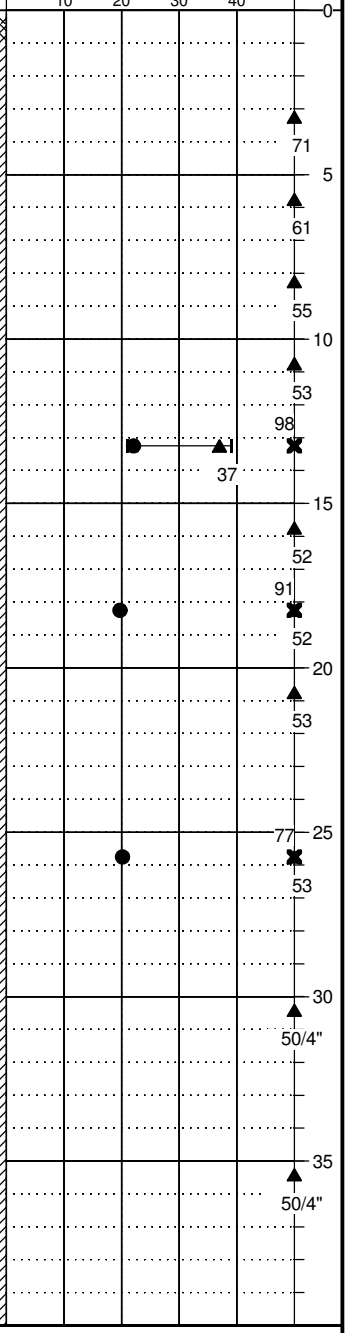
- The logs of three borings (HC-B1, HC-B2, and HC-B6) completed by Hart Crowser in 2019 for the Spring District Block 5 project.
- The log of one boring (HMW-7) completed by Hart Crowser in 2014 for the Spring District Groundwater Study project.
- The logs of three borings (E340-B-007A, E340-B-008, and B-D-124XS-1p) completed by Golder from 2010 to 2014 for the Sound Transit East Link project.
- The logs of five borings (GEI-10, GEI-12, GEI-13, GEI-16, and GEI-17) completed by GeoEngineers from 2011 to 2013 for the 124th Avenue NE Corridor Improvements project.
- The logs of three borings (B-1, B-2, and B-4) completed by Kleinfelder in 2005 for the Safeway Bellevue project.

Date Started: 6/26/19	Date Completed: 6/27/19	Drilling Contractor/Crew: Holt Services, Inc. / Rayon Darling	
Logged by: B. McDonald	Checked by: J. Jacoby	Drilling Method: Mud Rotary/Hollow Stem Auger	
Location: Long: 47.623850		Rig Model/Type: Mobile B-58 / Truck-mounted drill rig	
Ground Surface Elevation: 176 feet		Hammer Type: Auto-hammer	
Horizontal Datum: WGS 84		Hammer Weight (pounds): 140	Hammer Drop Height (inches): 30
Vertical Datum: NAVD 88		Measured Hammer Efficiency (%): NA	
Comments: Well Tag ID: BMF-658 Location and ground surface elevations are approximate.		Hole Diameter: 8.5 inches	Casing Diameter:
		Total Depth: 71.5 feet	Depth to Groundwater: 43.3 feet

Elevation (feet)	Depth (feet)	Blow Count	Type	Recovery	Length (inches)	Number / Tests	PID (ppm)	Material Description
175	0			12in.	18	S-1	<0.1	Asphalt. POORLY GRADED SAND WITH GRAVEL (SP), medium dense, gray-brown, moist. [IMPORT FILL]
		2 21 50		15in.	18	S-2	<0.1	SILTY SAND WITH GRAVEL (SM), very dense, brown-gray, moist, scattered TILL-LIKE zones. [RECESSIONAL OUTWASH DEPOSITS]
170	5	4 23 38		12in.	18	S-3	<0.1	
		3 24 31		18in.	18	S-4	0.1	Driller reports smooth drill action from 6.5 to 7.5 feet. SILTY SAND (SM), very dense, gray, moist, fine sand. [RECESSIONAL OUTWASH DEPOSITS] Occasional fine sandy silt (ML) zones.
165	10	9 19 34		18in.	18	S-5	0.2	LEAN CLAY (CL), hard, gray, moist, laminated with light gray partings. [PRE-VASHON LACUSTRINE DEPOSITS]
		6 16 21		18in.	18	S-6 AL, GS, WC	0.2	
160	15	7 24 28		18in.	18	S-7	0.1	Abundant partings and laminations.
		10 23 29		18in.	18	S-8 GS, WC	0.2	SILT (ML), hard, gray, moist, fine sand, with laminations and partings. [PRE-VASHON LACUSTRINE DEPOSITS]
155	20	14 26 27		18in.	18	S-9	<0.1	
150	25	9 20 33		18in.	18	S-10 GS, WC		Zones of silty fine sand with gravel (SM). Drill action from 25 to 30 feet indicates scattered gravel.
145	30	14 50		10in.	10	S-11		SILTY GRAVEL WITH SAND (GM), very dense, brown-gray, moist, with fine sandy silty and silt (ML) interbeds. [PRE-VASHON FLUVIAL DEPOSITS] Very gravelly drill action from 30 to 32 feet.
140	35	19 50		10in.	10	S-12		POORLY GRADED SAND WITH SILT AND GRAVEL (SP-SM), very dense, brown-gray to gray, moist. [PRE-VASHON FLUVIAL DEPOSITS] Gravelly drill action with sand interbeds.

Water Level: ▽ 6/28/2019

Well Construction



General Notes:
1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Material descriptions and stratum lines are interpretive and actual changes may be gradual. Solid stratum lines indicate distinct contact between material strata or geologic units. Dashed stratum lines indicate gradual or approximate change between material strata or geologic units.
3. USCS designations are based on visual-manual identification (ASTM D 2488) unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling/excavation (ATD) or for date specified. Level may vary with time.

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HARTCROWSER	Project: Spring District Block 6 Location: Bellevue, WA Project No.: 17860-29	Boring Log **HC-B1**	Figure **A-2** Sheet **1 of 2**

Date Started: 6/26/19	Date Completed: 6/27/19	Drilling Contractor/Crew: Holt Services, Inc. / Rayon Darling	
Logged by: B. McDonald	Checked by: J. Jacoby	Drilling Method: Mud Rotary/Hollow Stem Auger	
Location: Long: 47.623850		Rig Model/Type: Mobile B-58 / Truck-mounted drill rig	
Ground Surface Elevation: 176 feet		Hammer Type: Auto-hammer	
Horizontal Datum: WGS 84		Hammer Weight (pounds): 140	Hammer Drop Height (inches): 30
Vertical Datum: NAVD 88		Measured Hammer Efficiency (%): NA	
Comments: Well Tag ID: BMF-658 Location and ground surface elevations are approximate.		Hole Diameter: 8.5 inches	Casing Diameter:
		Total Depth: 71.5 feet	Depth to Groundwater: 43.3 feet

Elevation (feet)	Depth (feet)	Blow Count	Type	Recovery	Length (inches)	Number / Tests	PID (ppm)	Material Description	Water Level	Well Construction	PL WC (%) LL / Fines Content (%) / SPT N Value (10 20 30 40)	Depth (feet)
135	40	50		6in.	6	S-13		POORLY GRADED SAND WITH SILT AND GRAVEL (SP-SM), very dense, brown-gray to gray, moist. [PRE-VASHON FLUVIAL DEPOSITS] *(continued)*			50/1st 6"	40
								Gravelly drill action.	ATD			
130	45	12 50		8in.	8	S-14					50/2"	45
								Large gravels in cuttings.				
125	50	16 50		11in.	11	S-15 GS, WC					7 / 50/5"	50
								Drill action indicates sand.				
								POORLY GRADED SAND WITH GRAVEL (SP), very dense, gray, wet. [PRE-VASHON FLUVIAL DEPOSITS]				
120	55	6 48 50		16in.	16	S-16 GS, WC					4 / 98/10"	55
								POORLY GRADED GRAVEL WITH SAND (GP), very dense, gray, wet. [PRE-VASHON FLUVIAL DEPOSITS] Gravelly drill action from 56 feet with scattered sand layers.				
115	60	10 50		11in.	11	S-17		Gravelly drill interval from 60 to 65 feet. Large gravels in cuttings.			50/5"	60
110	65	24 75		7in.	7	S-18					75/1"	65
								Gravelly drill action. Rapid bit penetration rate indicating increased sand content.				
105	70	16 23 42		18in.	18	S-19		Top 6 inches sandier.			65	70
								Bottom of Borehole at 71.5 feet.				
100	75											75

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General Notes:
1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Material descriptions and stratum lines are interpretive and actual changes may be gradual. Solid stratum lines indicate distinct contact between material strata or geologic units. Dashed stratum lines indicate gradual or approximate change between material strata or geologic units.
3. USCS designations are based on visual-manual identification (ASTM D 2488) unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling/excavation (ATD) or for date specified. Level may vary with time.

HARTCROWSER

Project: Spring District Block 6
Location: Bellevue, WA
Project No.: 17860-29

Boring Log
HC-B1

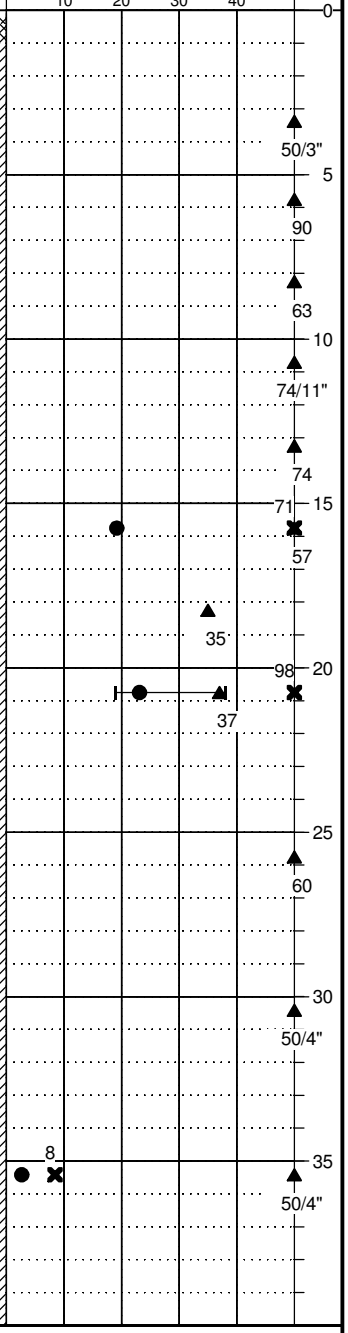
Figure **A-2**
Sheet **2 of 2**

Date Started: 6/28/19	Date Completed: 6/28/19	Drilling Contractor/Crew: Holt Services, Inc. / Rayon Darling	
Logged by: B. McDonald	Checked by: J. Jacoby	Drilling Method: Mud Rotary/Hollow Stem Auger	
Location: Long: 47.623870		Rig Model/Type: Mobile B-58 / Truck-mounted drill rig	
Ground Surface Elevation: 176 feet		Hammer Type: Auto-hammer	
Horizontal Datum: WGS 84		Hammer Weight (pounds): 140	Hammer Drop Height (inches): 30
Vertical Datum: NAVD 88		Measured Hammer Efficiency (%): NA	
Comments: Well Tag ID: BMF-659 Location and ground surface elevations are approximate.		Hole Diameter: 8.5 inches	Casing Diameter:
		Total Depth: 90.3 feet	Depth to Groundwater: 40.7 feet

Elevation (feet)	Depth (feet)	Blow Count	Type	Recovery	Length (inches)	Number / Tests	PID (ppm)	Material Description
175	0				17	S-1	3.1	7 inches of Concrete. POORLY GRADED GRAVEL WITH SAND (GP), medium dense to very dense, brown-gray, moist. [IMPORT FILL]
		40 50		9in.	9	S-2	3.5	
170	5	19 40 50		18in.	18	S-3	3.3	SILTY SAND (SM), few gravel, very dense, brown-gray, moist. SANDY SILT WITH GRAVEL (ML), very dense, gray, moist. [PRE-VASHON LACUSTRINE DEPOSITS]
		10 29 34		18in.	18	S-4	2.4	
165	10	14 24 50		17in.	17	S-5	0.9	SILTY SAND (SM), very dense, gray, moist, with fine sandy silt interbeds and scattered fine to medium sand layers. [PRE-VASHON LACUSTRINE DEPOSITS]
		11 23 51		18in.	18	S-6	2.4	SILT WITH SAND (ML), hard, gray, moist, thinly laminated with gray partings and scattered silty fine sand zones, brown oxidized laminations. [PRE-VASHON LACUSTRINE DEPOSITS]
160	15	16 24 33		18in.	18	S-7 GS, WC	3.5	
		4 12 23		18in.	18	S-8	1.0	Hard, clayey silt partings.
155	20	6 14 23		18in.	18	S-9 AL, GS, WC		LEAN CLAY (CL), hard, gray, moist, clayey with silt partings and laminations at varied angles. [PRE-VASHON LACUSTRINE DEPOSITS] Gravelly drill action from 22.5 to 25 feet. SANDY SILT (ML), hard, gray, moist, fine sand, laminated. [PRE-VASHON LACUSTRINE DEPOSITS]
150	25	8 22 38		18in.	18	S-10		Smooth drill action to 30 feet.
145	30	20 50		10in.	10	S-11		WELL-GRADED SAND WITH SILT AND GRAVEL (SW-SM), very dense, gray, moist, scattered cobbles. [PRE-VASHON FLUVIAL DEPOSITS] Very gravelly drill action. Large gravel in cuttings.
140	35	27 50		10in.	10	S-12 GS, WC		

Water Level: 7/16/2019

Well Construction



General Notes:
1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Material descriptions and stratum lines are interpretive and actual changes may be gradual. Solid stratum lines indicate distinct contact between material strata or geologic units. Dashed stratum lines indicate gradual or approximate change between material strata or geologic units.
3. USCS designations are based on visual-manual identification (ASTM D 2488) unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling/excavation (ATD) or for date specified. Level may vary with time.

DRAFT

HC BORING LOG - J:\GINT\HC_LIBRARY.GLB - 7/22/19 13:19 - L:\NOTEBOOKS\1786029_SPRING_DISTRICT_BLOCK_6_DESIGN\FIELD DATA\PERM_GINT FILES\1786029-BL.GPJ - kzl

HARTCROWSER

Project: Spring District Block 6
Location: Bellevue, WA
Project No.: 17860-29

Boring Log
HC-B2

Figure **A-3**
Sheet **1 of 3**

Date Started: 6/28/19	Date Completed: 6/28/19	Drilling Contractor/Crew: Holt Services, Inc. / Rayon Darling	
Logged by: B. McDonald	Checked by: J. Jacoby	Drilling Method: Mud Rotary/Hollow Stem Auger	
Location: Long: 47.623870		Rig Model/Type: Mobile B-58 / Truck-mounted drill rig	
Ground Surface Elevation: 176 feet		Hammer Type: Auto-hammer	
Horizontal Datum: WGS 84		Hammer Weight (pounds): 140	Hammer Drop Height (inches): 30
Vertical Datum: NAVD 88		Measured Hammer Efficiency (%): NA	
Comments: Well Tag ID: BMF-659 Location and ground surface elevations are approximate.		Hole Diameter: 8.5 inches	Casing Diameter:
		Total Depth: 90.3 feet	Depth to Groundwater: 40.7 feet

Elevation (feet)	Depth (feet)	Blow Count	Type	Recovery	Length (inches)	Number / Tests	PID (ppm)	Material Description	Water Level	Well Construction	PL WC (%) LL / Fines Content (%) / SPT N Value (10 20 30 40)	Depth (feet)
135	40	50		4in.	4	S-13		POORLY GRADED GRAVEL WITH SAND (GP), very dense, gray, moist to wet. [PRE-VASHON FLUVIAL DEPOSITS] Poor recovery. Very gravelly to 43 feet.	ATD		50/1st 4"	40
								Increased bit penetration rate with scattered gravel. Possible sand interbed.				
130	45	23 50		10in.	10	S-14					50/4"	45
								Change to mud rotary. Very gravelly drill action.				
125	50	50		3in.	3	S-15		Very poor recovery, description inferred.			50/1st 3"	50
								Gravelly drill action. Becomes wet.				
120	55	50		4in.	4	S-16 GS, WC					10; 50/1st 4"	55
								Gravelly drill action.				
115	60	50		3in.	3	S-17		POORLY GRADED GRAVEL WITH SAND (GP), very dense, gray, wet. [PRE-VASHON FLUVIAL DEPOSITS] Very poor recovery, description inferred at 60-foot sample.			50/1st 3"	60
								Drill action indicates sand lenses/interbeds within gravel deposits. Possible scattered cobbles.				
110	65	100		5in.	5	S-18					100/1st 5"	65
								Gravelly drill action.				
105	70	100		4in.	4	S-19					100/1st 4"	70
								Gravelly drill action with increased sand content in cuttings.				
100	75	70		5in.	5	S-20					70/1st 5"	75
								SILTY SAND WITH GRAVEL (SM), very dense, gray, wet, encountered cobble at 78 feet, approximately 4 to 5 inch				

General Notes:
1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Material descriptions and stratum lines are interpretive and actual changes may be gradual. Solid stratum lines indicate distinct contact between material strata or geologic units. Dashed stratum lines indicate gradual or approximate change between material strata or geologic units.
3. USCS designations are based on visual-manual identification (ASTM D 2488) unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling/excavation (ATD) or for date specified. Level may vary with time.

DRAFT

Date Started: 6/28/19	Date Completed: 6/28/19	Drilling Contractor/Crew: Holt Services, Inc. / Rayon Darling	
Logged by: B. McDonald	Checked by: J. Jacoby	Drilling Method: Mud Rotary/Hollow Stem Auger	
Location: Long: 47.623870		Rig Model/Type: Mobile B-58 / Truck-mounted drill rig	
Ground Surface Elevation: 176 feet		Hammer Type: Auto-hammer	
Horizontal Datum: WGS 84		Hammer Weight (pounds): 140	Hammer Drop Height (inches): 30
Vertical Datum: NAVD 88		Measured Hammer Efficiency (%): NA	
Comments: Well Tag ID: BMF-659 Location and ground surface elevations are approximate.		Hole Diameter: 8.5 inches	Casing Diameter:
		Total Depth: 90.3 feet	Depth to Groundwater: 40.7 feet

Elevation (feet)	Depth (feet)	Blow Count	Type	Recovery	Length (inches)	Number / Tests	PID (ppm)	Graphic Log	Material Description	Water Level	Well Construction	PL WC (%) LL / Fines Content (%) / SPT N Value	Depth (feet)
	80	50		5in.	5	S-21 GS, WC			diameter. very gravelly drill action. [PRE-VASHON FLUVIAL DEPOSITS]			14 / 50/1st 5"	80
95									POORLY GRADED GRAVEL WITH SAND (GP), very dense, gray, wet. Very gravelly drill action with possible scattered cobbles from 81 to 85 feet.				
85									Very gravelly drill action from 85 to 90 feet.				85
90									Increased sand content at approximately 88 feet.				
	90	100		4in.	4	S-22			No silt matrix observed.			100/1st 4"	90
85									Bottom of Borehole at 90.3 feet.				
95													95
80													
100													100
75													
105													105
70													
110													110
65													
115													115
60													

General Notes:
1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Material descriptions and stratum lines are interpretive and actual changes may be gradual. Solid stratum lines indicate distinct contact between material strata or geologic units. Dashed stratum lines indicate gradual or approximate change between material strata or geologic units.
3. USCS designations are based on visual-manual identification (ASTM D 2488) unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling/excavation (ATD) or for date specified. Level may vary with time.

DRAFT

HARTCROWSER	Project: Spring District Block 6 Location: Bellevue, WA Project No.: 17860-29	Boring Log **HC-B2**	Figure **A-3** Sheet **3 of 3**

Date Started: 9/23/19	Date Completed: 9/23/19	Drilling Contractor/Crew: Holt Services, Inc. / Rayon	
Logged by: C. Kroskie	Checked by: Y. Tao	Drilling Method: Hollow Stem Auger	
Location: Lat: 47.623943 Long: -122.176428 (WGS 84)		Rig Model/Type: Mobile B-58 / Truck-mounted drill rig	
Ground Surface Elevation: 176.24 feet (NAVD 88)		Hammer Type: Auto-hammer	
Comments: Well Tag ID: BMF-592		Hammer Weight (pounds): 140	Hammer Drop Height (inches): 30
		Measured Hammer Efficiency (%): NA	
		Hole Diameter: 8 inches	Casing Diameter:
		Total Depth: 70.5 feet	Depth to Groundwater: 20 feet

Elevation (feet)	Depth (feet)	Blow Count	Type	Recovery	Length (inches)	Number / Tests	PID (ppm)	Sheen	Material Description	Water Level	Well Construction	PL WC (%) LL / Fines Content (%) / SPT N Value	Depth (feet)
175	0								8 inches of Asphalt.				0
		11 10 7		12in.	18	S-1	<0.1	NS	SANDY SILT WITH GRAVEL (ML), very stiff, gray-brown, moist, asphalt and brick debris, gravelly drilling. [FILL]			17	
170	5	6 5 8		12in.	18	S-2	<0.1	NS	SANDY SILT (ML), trace gravel, stiff, gray-brown, moist to wet. [FILL] Occasional iron oxide staining from 5 to 8.5 feet.			13	5
		2 5 6		18in.	18	S-3	<0.1	NS	Scattered organics (roots) from 7.5 to 8.5 feet.			11	
165	10	4 6 6		12in.	18	S-4	<0.1	NS	Occasional layer of silty sand from 10 to 11.5 feet.			12	10
		6 30 46		12in.	18	S-5	<0.1	NS	LEAN CLAY WITH SAND AND GRAVEL (CL), hard, gray, moist, occasional layer of poorly graded, gray, moist sand. [GLACIOLACUSTRINE DEPOSITS]			76	
160	15	13 33 36		18in.	18	S-6 AL, GS, WC	<0.1	NS				79 69	15
		12 23 29		18in.	18	S-7	<0.1	NS				52	
155	20	13 19 21		18in.	18	S-8 AL, GS, WC	<0.1	NS	LEAN CLAY WITH SAND (CL), hard, gray, wet to moist, frequent pockets of silty sand. [GLACIOLACUSTRINE DEPOSITS] Switch to mud rotary.	ATD		81 40	20
150	25	17 32 42		18in.	18	S-9						74	25
									SILTY SAND (SM), few gravel, very dense, gray, wet.				
145	30	38 50		9in.	9	S-10A S-10B			SILTY GRAVEL WITH SAND (GM), very dense, gray, wet, well-graded gravel.			50/3"	30
140	35	50		3in.	3	S-11			POORLY GRADED GRAVEL WITH SAND (GP), very dense, gray, wet to moist, very gravelly drilling. [FLUVIAL/OUTWASH DEPOSITS]			50/3"	35

General Notes:
1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Material stratum lines are interpretive and actual changes may be gradual. Solid lines indicate distinct contacts and dashed lines indicate gradual or approximate contacts.
3. USCS designations are based on visual-manual identification (ASTM D 2488), unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling/excavation (ATD) or for date specified. Level may vary with time.
5. Location and ground surface elevations are approximate.

HARTCROWSER

Project: Spring District Block 5
Location: Bellevue, WA
Project No.: 17860-36

Boring Log
HC-B6

Figure **A-3**
Sheet **1 of 2**

HC BORING LOG - J:\GINT\HC_LIBRARY.GLB - 10/31/19 12:51 - L:\NOTEBOOKS\1786036_SPRING_DISTRICT_BLOCK_5\FIELD DATA\PERM_GINT FILES\1786036-BL.GPJ - kzl

Date Started: 9/23/19	Date Completed: 9/23/19	Drilling Contractor/Crew: Holt Services, Inc. / Rayon	
Logged by: C. Kroskie	Checked by: Y. Tao	Drilling Method: Hollow Stem Auger	
Location: Lat: 47.623943 Long: -122.176428 (WGS 84)		Rig Model/Type: Mobile B-58 / Truck-mounted drill rig	
Ground Surface Elevation: 176.24 feet (NAVD 88)		Hammer Type: Auto-hammer	
Comments: Well Tag ID: BMF-592		Hammer Weight (pounds): 140	Hammer Drop Height (inches): 30
		Measured Hammer Efficiency (%): NA	
		Hole Diameter: 8 inches	Casing Diameter:
		Total Depth: 70.5 feet	Depth to Groundwater: 20 feet

Elevation (feet)	Depth (feet)	Blow Count	Type	Recovery	Length (inches)	Number / Tests	PID (ppm)	Sheen	Graphic Log	Material Description	Water Level	Well Construction	PL WC (%) LL / Fines Content (%) / SPT N Value (10 20 30 40)	Depth (feet)
135	40	50		3in.	3	S-12				POORLY GRADED GRAVEL WITH SAND (GP), very dense, gray, wet to moist, very gravelly drilling. [FLUVIAL/OUTWASH DEPOSITS] *(continued)*			50/3"	40
130	45	50		3in.	3	S-13				POORLY GRADED GRAVEL WITH SAND (GP), very dense, gray, wet to moist, very gravelly drilling. [FLUVIAL DEPOSITS]			50/3"	45
125	50	50		4in.	4	S-14							50/4"	50
120	55	50		6in.	6	S-15				Becomes wet.			50/6"	55
115	60	50		5in.	5	S-16							50/5"	60
110	65	50		4in.	4	S-17							50/4"	65
105	70	50		4in.	4	S-18				POORLY GRADED SAND (SP), very dense, gray, wet, medium to coarse sand. [FLUVIAL DEPOSITS]			50/4"	70
100	75									Bottom of Borehole at 70.5 feet.				75

General Notes:
1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Material stratum lines are interpretive and actual changes may be gradual. Solid lines indicate distinct contacts and dashed lines indicate gradual or approximate contacts.
3. USCS designations are based on visual-manual identification (ASTM D 2488), unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling/excavation (ATD) or for date specified. Level may vary with time.
5. Location and ground surface elevations are approximate.

Boring Log HMW-7

Location:
Approximate Ground Surface Elevation: Feet
Horizontal Datum:
Vertical Datum:

Drill Equipment: Vac Truck, CME 85 HSA
Hammer Type: SPT w/140 lb. Autohammer
Hole Diameter: inches
Logged By: M. Smith Reviewed By: R. Jensen

USCS Class	Soil Descriptions	Depth in Feet
SM	6 inches of Concrete over very loose, damp, brown, silty, gravelly SAND.	0
	Grades to dense and becomes gray, silty SAND with trace gravel.	10
	Becomes moist.	15
	Grades to very dense.	20
	Grades to dense, silty SAND.	25
	Grades to very dense.	30
SP	Very dense, wet, gray, slightly silty, gravelly SAND.	35
		40
		45

Well Construction: Flush mount monument; Concrete; Bentonite chips; 10-20 Silica sand; Screened 2" PVC; ATD

Sample	Blows per Foot
S-1	2, 1, 3
S-2	14, 19, 26
S-3	
S-4	9, 14, 50/6"
S-5	8, 15, 32
S-6	11, 17, 48
S-7	17, 50/5"
S-8	10, 17, 50/6"

STANDARD PENETRATION RESISTANCE: ▲ Blows per Foot (0, 10, 20, 30, 40, 50+)

LAB TESTS: ● Water Content in Percent (0, 20, 40, 60, 80, 100+)

DRAFT

NEW BORING LOG 1786004-BL.GPJ HC_CORP.GDT 5/6/15

1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Soil descriptions and stratum lines are interpretive and actual changes may be gradual.
3. USCS designations are based on visual manual classification (ASTM D 2488) unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling (ATD) or for date specified. Level may vary with time.

HARTCROWSER

Boring Log HMW-7

Location:
Approximate Ground Surface Elevation: Feet
Horizontal Datum:
Vertical Datum:

Drill Equipment: Vac Truck, CME 85 HSA
Hammer Type: SPT w/140 lb. Autohammer
Hole Diameter: inches
Logged By: M. Smith Reviewed By: R. Jensen

USCS Class	Graphic Log	Soil Descriptions	Depth in Feet	Well Construction	Sample	STANDARD PENETRATION RESISTANCE ▲ Blows per Foot (0 10 20 30 40 50+)	LAB TESTS
SP			45		S-9		
		Bottom of Boring at 46.4 Feet. Started 09/15/14. Completed 09/15/14. Ecology Well Tag #BIP-965	50				
			55				
			60				
			65				
			70				
			75				
			80				
			85				
			90				

0 20 40 60 80 100+
● Water Content in Percent

DRAFT

NEW BORING LOG 1786004-BL.GPJ HC_CORP.GDT 5/6/15

1. Refer to Figure A-1 for explanation of descriptions and symbols.
2. Soil descriptions and stratum lines are interpretive and actual changes may be gradual.
3. USCS designations are based on visual manual classification (ASTM D 2488) unless otherwise supported by laboratory testing (ASTM D 2487).
4. Groundwater level, if indicated, is at time of drilling (ATD) or for date specified. Level may vary with time.

HARTCROWSER

17860-04 *9/14*
Figure A-7 *2/2*

RECORD OF BOREHOLE E340-B-007A

PROJECT: Sound Transit East Link/WA
PROJECT NUMBER: 113-93533.0320
LOCATION: 1121 124th Ave. NE

DRILLING METHOD: Hollow Stem Auger
DRILLING DATE: 7/1/2013
DRILL RIG: CME-85

DATUM: Sound Transit East Coordinate System
COORDINATES: N: 558,586.31 E: 1,637,025.7

ELEVATION: 177.23
INCLINATION: -90
WELL TAG#:BIJ693

BORING METHOD: 4.25-inch Inner Diameter Hollow Stem Auger

DEPTH (Ft)	SOIL PROFILE: DESCRIPTION	USCS	ELEV. / DEPTH (Ft)	SAMPLES: NUMBER	TYPE	BLOWS per 6 in (140 lb hammer 30 inch drop)	N	REC / ATT	PENETRATION RESISTANCE BLOWS / ft ◆ (PL–MC–LL)	NOTES WATER LEVELS / WELL INSTALLATION
0	0.0 - 0.6 Concrete Pavement, [FILL, Hf].		176.6							8-inch diameter flush mount monument, cemented to 1 ft bgs.
	0.6 - 4.5 Very stiff, gray, (CL), moist, low plasticity CLAY, little sand, thinly laminated, [RECESSIONAL LACUSTRINE DEPOSITS, Qvrl].	CL	0.6	S-1	SS	4-13-15	28	1.2 / 1.5		2-inch diameter PVC riser installed from 0.3 to 48.5 ft bgs. S-1@2.5ft %G- %S- %F-93.8
			172.7							
5	4.5 - 7.0 Dense, gray-brown, (SM), moist, silty, fine to medium SAND, interbeds of clayey silt, [RECESSIONAL LACUSTRINE DEPOSITS, Qvrl].	SM	4.5	S-2	SS	20-27-22	49	1.5 / 1.5		
			170.2							
	7.0 - 9.5 Hard, gray, (CL), moist, low plasticity, clayey SILT, laminations of silty sand, fissures at 45° from horizontal, [RECESSIONAL LACUSTRINE DEPOSITS, Qvrl].	CL	7.0	S-3	SS	7-14-22	36	1.5 / 1.5		Backfilled with 3/8-inch bentonite chips from 1 to 45 ft bgs.
			167.7							
10	9.5 - 12.0 Very dense, gray, (SM), moist, fine to coarse SAND and SILT, little fine gravel, interbedded with fine to medium sand, bedding at 15° from horizontal, [PRE-VASHON LACUSTRINE DEPOSITS, Qpnl].	SM	9.5	S-4	SS	22-35-30	>50	1.5 / 1.5	>>	S-4@10ft %G-4.7 %S-57.2 %F-38.1
			165.2							
	12.0 - 14.5 Hard, gray, (ML), moist, sandy, low plasticity SILT, thinly laminated with clayey silt, [PRE-VASHON LACUSTRINE DEPOSITS, Qpnl].	ML	12.0	S-5	SS	17-23-34	>50	1.5 / 1.5	>>	
			162.7							
15	14.5 - 32.5 Hard, gray, (ML), moist, non-plastic SILT, thinly bedded with silty clay, [PRE-VASHON LACUSTRINE DEPOSITS, Qpnl].		14.5	S-6	SS	12-17-31	48	1.5 / 1.5		
20	Discontinuous scattered organic rich layers, slightly fissured.	ML		S-7	SS	11-20-38	>50	1.5 / 1.5	>>	
25										

Log continued on next page

1 in to 3 ft
DRILLING CONTRACTOR: Holt Services Inc.
DRILLER: John Bennet

LOGGED: Dave Yonemitsu
CHECKED: David P. Findley
DATE: 5/23/2014

FINAL DESIGN PARTNERS.

ST LOG 11393533 ST PROJECT.GPJ 113.93533SOUND TRANSIT.GDT 6/23/14
ATD-07/01/2013

RECORD OF BOREHOLE E340-B-007A

PROJECT: Sound Transit East Link/WA
PROJECT NUMBER: 113-93533.0320
LOCATION: 1121 124th Ave. NE

DRILLING METHOD: Hollow Stem Auger
DRILLING DATE: 7/1/2013
DRILL RIG: CME-85

DATUM: Sound Transit East Coordinate System
COORDINATES: N: 558,586.31 E: 1,637,025.7

ELEVATION: 177.23
INCLINATION: -90
WELL TAG#:BIJ693

BORING METHOD: 4.25-inch Inner Diameter Hollow Stem Auger

DEPTH (Ft)	SOIL PROFILE: DESCRIPTION	USCS	ELEV. / DEPTH (Ft)	SAMPLES: NUMBER	TYPE	BLOWS per 6 in (140 lb hammer 30 inch drop)	N	REC / ATT	PENETRATION RESISTANCE BLOWS / ft ◆ (PL–MC–LL)	NOTES WATER LEVELS / WELL INSTALLATION
25	14.5 - 32.5 Hard, gray, (ML), moist, non-plastic SILT, thinly bedded with silty clay, [PRE-VASHON LACUSTRINE DEPOSITS, Qpnl].	ML		S-8	SS	14-22-36	>50	1.5 / 1.5	>>	S-8@25ft %G- %S- %F-98.0
30	2-inch layers of fine to medium sand and wet laminations of organic rich sandy silt and peat.			S-9	SS	27-39-50/6"	>50	1.5 / 1.5	>>	
			144.7 / 32.5							Change in drill action at 32.5 ft bgs.
	32.5 - 38.0 Very dense, gray-green, (SP-SM), moist, fine to coarse SAND, little gravel, scattered organics, [PRE-VASHON FLUVIAL DEPOSITS, Qpnf].	SP-SM								
35				S-10	SS	28-40-45	>50	1.5 / 1.5	>>	
			139.2 / 38.0							
	38.0 - 60.5 Very dense, gray, (SP-SM), wet, fine to coarse SAND and fine to coarse GRAVEL, little silt, [PRE-VASHON FLUVIAL DEPOSITS, Qpnf].	SP-SM								
40				S-11	SS	22-35-46	>50	1.2 / 1.5	>>	S-11@40ft %G-35.7 %S-55.4 %F-8.9 1 ft of heave observed at 40 ft bgs.
45				S-12	SS	37-50/4"	>50	0.8 / 0.8	>>	Backfilled with silica sand filter from 45 to 59 ft bgs.
50										

Log continued on next page

1 in to 3 ft
DRILLING CONTRACTOR: Holt Services Inc.
DRILLER: John Bennet

LOGGED: Dave Yonemitsu
CHECKED: David P. Findley
DATE: 5/23/2014

FINAL DESIGN PARTNERS.

RECORD OF BOREHOLE E340-B-007A

PROJECT: Sound Transit East Link/WA
PROJECT NUMBER: 113-93533.0320
LOCATION: 1121 124th Ave. NE

DRILLING METHOD: Hollow Stem Auger
DRILLING DATE: 7/1/2013
DRILL RIG: CME-85

DATUM: Sound Transit East Coordinate System
COORDINATES: N: 558,586.31 E: 1,637,025.7

ELEVATION: 177.23
INCLINATION: -90
WELL TAG#:BIJ693

DEPTH (Ft)	BORING METHOD	SOIL PROFILE: DESCRIPTION	USCS	GRAPHIC LOG	ELEV. / DEPTH (Ft)	SAMPLES: NUMBER	TYPE	BLOWS per 6 in (140 lb hammer 30 inch drop)	N	REC / ATT	PENETRATION RESISTANCE BLOWS / ft ◆ (10 20 30 40; PL MC LL 20 40 60 80)	NOTES WATER LEVELS / WELL INSTALLATION
50	4.25-inch Inner Diameter Hollow Stem Auger	38.0 - 60.5 Very dense, gray, (SP-SM), wet, fine to coarse SAND and fine to coarse GRAVEL, little silt, [PRE-VASHON FLUVIAL DEPOSITS, Qpnf].				S-13	SS	50/6"	>50	0.5 / 0.5	>>	2-inch diameter slotted PVC screen installed from 48.5 to 58.5 ft bgs.
55			SP-SM			S-14	SS	50/5"	>50	0.4 / 0.4	>>	
60					116.7	S-15	SS	50/6"	>50	0.5 / 0.5	>>	S-15@60ft %G-37.1 %S-54.4 %F-8.5
		Borehole completed at 60.5 ft.			60.5							
65												
70												
75												

1 in to 3 ft
DRILLING CONTRACTOR: Holt Services Inc.
DRILLER: John Bennet

LOGGED: Dave Yonemitsu
CHECKED: David P. Findley
DATE: 5/23/2014

FINAL DESIGN PARTNERS.

RECORD OF BOREHOLE E340-B-008

PROJECT: Sound Transit East Link/WA
PROJECT NUMBER: 113-93533.0320
LOCATION: 124th Ave. NE, Bellevue WA

DRILLING METHOD: Hollow Stem Auger
DRILLING DATE: 12/28/12
DRILL RIG: B-60 Mobile Drill Truck

DATUM: Sound Transit East Coordinate System
COORDINATES: not surveyed

ELEVATION: 170
INCLINATION: -90
WELL TAG#:BHU567

BORING METHOD: 4.25-inch Inner Diameter Hollow Stem Auger

DEPTH (Ft)	SOIL PROFILE DESCRIPTION	USCS	ELEV. / DEPTH (Ft)	SAMPLE NUMBER	TYPE	BLOWS per 6 in (140 lb hammer 30 inch drop)	N	REC / ATT
0	0.0 - 0.7 Asphalt Pavement, [FILL, Hf].		169.3					
	0.7 - 1.7 Compact, Light brown, (SP), dam to moist, fine to medium SAND, some fine to coarse gravel, occasional lenses (~1 inch thick) of silty fine to medium SAND , some fine to coarse gravel, [FILL, Hf].	SP	0.7 168.3	S-1	SS	14-14-11	25	1.5 / 1.5
	1.7 - 23.0 Very stiff, light gray, light yellowish brown, and white, (CL/ML), moist, low plasticity to non-plastic SILT and CLAY , rhythmic subhorizontal laminations, [LACUSTRINE DEPOSITS, Hl].		1.7	S-2	SS	5-8-12	20	0.8 / 1.5
5				S-3	SS	3-5-10	15	1.2 / 1.5
				S-4	SS	4-8-12	20	1.0 / 1.5
10				S-5	SS	5-10-12	22	1.5 / 1.5
		CL/ML		S-6	SS	4-5-16	21	1.5 / 1.5
15				S-7	SS	2-4-12	16	1.0 / 1.5
20				S-8	SS	10-13-20	33	1.5 / 1.5
	23.0 - 38.0 Very dense, brown to gray, (GP/GP-GM), moist, fine to coarse GRAVEL, some fine to coarse sand, little to trace silt, [PRE-VASHON FLUVIAL DEPOSITS, Qpnf].	GP	147.0 23.0					
25								

Log continued on next page

PENETRATION RESISTANCE BLOWS / ft ◆: 10, 20, 30, 40

PL MC LL: 20, 40, 60, 80

NOTES WATER LEVELS

GRAPHIC

8-inch diameter flush mount steel monument cemented in place to 1 ft bgs.
2 inch diameter PVC riser from 0.3 to 24 ft bgs.
Backfilled with drill cuttings from 1.5 to 2 ft bgs.
Backfilled with 3/8 inch "Holeplug" bentonite Chips from 2 to 22 ft bgs.
Soft sediment deformation observed in Sample S-2 at 2.5 ft bgs. likely slough at top of Sample S-3 at 5 ft bgs.

Backfilled with 10x20 silica sand filter

Driller's Note: Gravel encountered at about 23 ft bgs.
2 inch diameter 0.020 machine

DRAFT

1 in to 3 ft
DRILLING CONTRACTOR: Holt Services Inc
DRILLER: Todd Knipschield

LOGGED: Jeff Schwartz
CHECKED:
DATE:

FINAL DESIGN PARTNERS.

RECORD OF BOREHOLE E340-B-008

PROJECT: Sound Transit East Link/WA
PROJECT NUMBER: 113-93533.0320
LOCATION: 124th Ave. NE, Bellevue WA

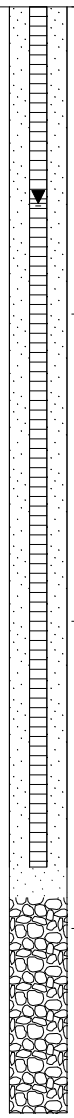
DRILLING METHOD: Hollow Stem Auger
DRILLING DATE: 12/28/12
DRILL RIG: B-60 Mobile Drill Truck

DATUM: Sound Transit East Coordinate System
COORDINATES: not surveyed

ELEVATION: 170
INCLINATION: -90
WELL TAG#:BHU567

BORING METHOD: 4.25-inch Inner Diameter Hollow Stem Auger

DEPTH (Ft)	SOIL PROFILE: DESCRIPTION	USCS	GRAPHIC LOG	ELEV. / DEPTH (Ft)	SAMPLES: NUMBER	TYPE	BLOWS per 6 in (140 lb hammer 30 inch drop)	N	REC / ATT	PENETRATION RESISTANCE BLOWS / ft ◆ (10 20 30 40; PL MC LL; 20 40 60 80)	NOTES WATER LEVELS / GRAPHIC
25	23.0 - 38.0 Very dense, brown to gray, (GP/GP-GM), moist, fine to coarse GRAVEL, some fine to coarse sand, little to trace silt, [PRE-VASHON FLUVIAL DEPOSITS, Qpnf].	GP			S-9	SS	50/5"	>50	0.4 / 0.4		>> slotted PVC from 24 to 39 ft, cap at 39 ft bgs. Faceted gravel observed in sample S-9 at 25 ft bgs.
											Driller's Note: Groundwater encountered at about 29 ft bgs.
30	Becomes gray and wet, fine to medium sand.				S-10	SS	30-50/5"	>50	0.8 / 0.9		>>
35					S-11	SS	21-50/5"	>50	0.9 / 0.9		>>
	38.0 - 43.0 Dense to very dense, gray, (SP), wet, fine to coarse SAND, trace silt, trace gravel. Sand grades coarser from 40.0 to 41.5, [PRE-VASHON FLUVIAL DEPOSITS, Qpnf].			132.0 / 38.0							Driller's Note: Smoother drilling (less gravel) at about 38 ft bgs. Slough to bottom of hole.
40		SP			S-12	SS	5-18-32	50	1.5 / 1.5		S-12@40ft %G-1.6 %S-95.3 %F-3.1
	Becomes dense, fine to medium SAND, trace silt.				S-13	SS	12-16-22	38	1.0 / 1.5		
	Boring completed at 43.0 ft.			127.0 / 43.0							
45											
50											



ATD-1123 12/28/2012

DRAFT

1 in to 3 ft
DRILLING CONTRACTOR: Holt Services Inc
DRILLER: Todd Knipschield

LOGGED: Jeff Schwartz
CHECKED:
DATE:

FINAL DESIGN PARTNERS.

PROJECT NUMBER: 393372.H3.03.04.04.01	BORING NUMBER: B-D-124XS-1p	SHEET 1 OF 3

SOIL BORING LOG

PROJECT : Sound Transit East Link

LOCATION : East side of Wright Wrunstad property, 124th Ave NE, Bellevue. (230586.6 N, 1309365.6 E, South State Pl

ELEVATION : 176.2 feet (NAVD88)

DRILLING CONTRACTOR : Gregory Drilling, Inc., Redmond, Washington

DRILLING METHOD AND EQUIPMENT : Hollow stem auger drilling, 140-lb auto hammer with 30" drop, CME 85 truck-mounted rig

WATER LEVELS : High of 34.7' bgs (12/9/2010). See graph for additional details.

START : 8/17/2010 END : 8/17/2010 LOGGER : S. Brancheau

DEPTH BELOW GROUND SURFACE (ft)	INTERVAL (ft)	RECOVERY (ft)	#TYPE	STANDARD PENETRATION TEST RESULTS 6"-6"-6" (N)	SOIL DESCRIPTION: SOIL NAME (USCS GROUP SYMBOL), COLOR, MOISTURE CONTENT, RELATIVE DENSITY OR CONSISTENCY, SOIL STRUCTURE, MINERALOGY	COMMENTS: DEPTH OF CASING, DRILLING RATE, DRILLING FLUID LOSS, TESTS, AND INSTRUMENTATION
					Surface is grass and weeds.	Began drilling at 8:56am on 8/17/2010.
5	5.0					Cuttings from ground surface to 5' are light to medium brown, dry silty sand with gravel (SM).
	6.5	1.3	SS-1	14-45-50 (95)	**SILTY SAND (SM),** brownish-gray, dry to slightly moist, very dense, fine to medium sand, predominantly fine sand, estimated 20-35% nonplastic fines.	
						Cuttings change in color to dark gray.
10	10.0					Slightly chattery drilling at 9'.
	11.5	0.8	SS-2	14-22-25 (47)	**SILTY SAND (SM),** brownish-gray, moist to slightly wet, dense, fine to medium sand, estimated 30% nonplastic fines, trace gravel, 1.5" gravel piece at 10.7', several 1/8" silt seams from 10'-10.5'.	
15	15.0					
	16.5	1.5	SS-3	14-23-39 (62)	**SILT, ML,** dark gray, dry, hard, nonplastic, trace fine sand.	**See laboratory results for SS-3.**
						Drilling rate slows from 15' to 20'.
20	20.0					
	21.4	1.5	SS-4	10-32-50/5" (82/11")	**SILT or SILT WITH SAND (ML),** similar to above, except estimated 10-20% fine to medium sand interbedded in seams 0.5" to 2" thick throughout sample.	
25	25.0					
	26.5	1.2	SS-5	19-45-47 (92)	**SILTY SAND, SM,** light gray, dry to slightly moist, very dense, predominantly fine sand, nonplastic fines.	**See laboratory results for SS-5.**
30						

PROJECT NUMBER: 393372.H3.03.04.04.01	BORING NUMBER: B-D-124XS-1p	SHEET 2 OF 3

SOIL BORING LOG

PROJECT : Sound Transit East Link

LOCATION : East side of Wright Wrunstad property, 124th Ave NE, Bellevue. (230586.6 N, 1309365.6 E, South State Pl

ELEVATION : 176.2 feet (NAVD88)

DRILLING CONTRACTOR : Gregory Drilling, Inc., Redmond, Washington

DRILLING METHOD AND EQUIPMENT : Hollow stem auger drilling, 140-lb auto hammer with 30" drop, CME 85 truck-mounted rig

WATER LEVELS : High of 34.7' bgs (12/9/2010). See graph for additional details.

START : 8/17/2010 END : 8/17/2010 LOGGER : S. Brancheau

DEPTH BELOW GROUND SURFACE (ft)	INTERVAL (ft)	RECOVERY (ft)	#TYPE	STANDARD PENETRATION TEST RESULTS 6"-6"-6" (N)	SOIL DESCRIPTION: SOIL NAME (USCS GROUP SYMBOL), COLOR, MOISTURE CONTENT, RELATIVE DENSITY OR CONSISTENCY, SOIL STRUCTURE, MINERALOGY	COMMENTS: DEPTH OF CASING, DRILLING RATE, DRILLING FLUID LOSS, TESTS, AND INSTRUMENTATION
	30.0–31.2	1.3	SS-6	13-32-50/2" (82/8")	**SILT WITH SAND, ML,** dark gray with scattered dark brown seams, dry to moist, hard, nonplastic, fine sand, 1/8" medium sand lens at 30.4', fine subrounded gravel scattered throughout sample.	**See laboratory results for SS-6.** Sampler bounced final 40 blows with no advancement.
						Very chattery drilling from 33' to 35'.
35	35.0–35.5	0.5	SS-7	50/6" (50/6")	**POORLY GRADED GRAVEL WITH SAND (GP),** dark gray, wet, very dense, fine to coarse angular to subrounded gravel, estimated 35% fine to coarse sand.	
						Slightly chattery drilling from 35' to 40'.
40	40.0–41.5	1.0	SS-8	26-39-39 (78)	**POORLY GRADED SAND WITH SILT AND GRAVEL, SP-SM,** dark gray, wet, very dense, fine to coarse sand, nonplastic fines, fine subangular gravel from 40'-40.5'.	Driller notes 3" of heave before SS-8. **See laboratory results for SS-8.**
45	45.0–46.0	0.9	SS-9	26-50/6" (50/6")	**POORLY GRADED SAND WITH SILT AND GRAVEL, SP-SM,** dark gray, wet, very dense, fine to coarse sand, nonplastic fines, fine to coarse angular to subrounded gravel.	Driller notes 8" of heave before SS-9. **See laboratory results for SS-9.**
50	50.0–50.3	0.2	SS-10	50/3" (50/3")	**POORLY GRADED SAND WITH SILT AND GRAVEL (SP-SM),** poor recovery, same as above.	8" of sand heave on top of sample.
55	55.0–55.7	0.4	SS-11	38-50/2" (50/2")	**POORLY GRADED GRAVEL WITH SILT AND SAND (GP-GM),** dark gray, wet, very dense, fine to coarse angular to subangular gravel, estimated 5-10% nonplastic fines, estimated 25-30% fine to coarse sand.	6" of sand heave on top of sample.
						Chattery drilling from 55' to 60'.
60						

PROJECT NUMBER: 393372.H3.03.04.04.01	BORING NUMBER: B-D-124XS-1p	SHEET 3 OF 3

SOIL BORING LOG

PROJECT : Sound Transit East Link

LOCATION : East side of Wright Wrunstad property, 124th Ave NE, Bellevue. (230586.6 N, 1309365.6 E, South State Pl

ELEVATION : 176.2 feet (NAVD88)

DRILLING CONTRACTOR : Gregory Drilling, Inc., Redmond, Washington

DRILLING METHOD AND EQUIPMENT : Hollow stem auger drilling, 140-lb auto hammer with 30" drop, CME 85 truck-mounted rig

WATER LEVELS : High of 34.7' bgs (12/9/2010). See graph for additional details.

START : 8/17/2010 END : 8/17/2010 LOGGER : S. Brancheau

DEPTH BELOW GROUND SURFACE (ft)	INTERVAL (ft)	RECOVERY (ft)	#TYPE	STANDARD PENETRATION TEST RESULTS 6"-6"-6" (N)	SOIL DESCRIPTION **SOIL NAME (USCS GROUP SYMBOL).** COLOR, MOISTURE CONTENT, RELATIVE DENSITY OR CONSISTENCY, SOIL STRUCTURE, MINERALOGY	COMMENTS DEPTH OF CASING, DRILLING RATE, DRILLING FLUID LOSS, TESTS, AND INSTRUMENTATION
	60.0	0.2	SS-12	50/4" (50/4")	**POORLY GRADED GRAVEL WITH SILT AND SAND (GP-GM).** same as above. Bottom of hole at 60.3 ft below ground surface.	Drilling completed at 11:38am on 8/17/2010. **PIEZOMETER INSTALLATION LOG:** **Ecology Tag: BBT 742.** Well is 1-inch diameter schedule 40 PVC with 0.01" slotted screen installed from 49' to 59'. 0' to 1' - Flush concrete monument. 1' to 46' - 3/8" Bentonite chips. 46' to 59' - Colorado silica sand.
65						
70						
75						
80						
85						
90						

Drilled	Start 9/28/2011	End 9/28/2011	Total Depth (ft) 20.5	Logged By PDR / Checked By HRP	Driller Geologic Drill, Inc.	Drilling Method Hollow-Stem Auger
Surface Elevation (ft) / Vertical Datum	160		Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop	Drilling Equipment	Trailer-mounted Deep Rock XL
Easting (X) / Northing (Y)			System Datum		Groundwater: Date Measured / Depth to Water (ft) / Elevation (ft)	See Remarks

Notes: Auger Data: 3¼-inch I.D., 7½-inch O.D.

Elevation (feet)	Depth (feet)	Interval	Recovered (in)	Blows/foot	Collected Sample	Sample Name / Testing	Water Level	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	0								GP-GM	Gray fine to coarse gravel with silt and sand (loose, moist) (fill)			
									SM	Brown silty fine to medium sand with gravel and cobbles (medium dense, moist)			
			12	50/6"		1			SM	Brown silty fine to coarse sand with gravel and cobbles (dense to very dense, moist)			
155	5		6	50/0"		2					5		
			6	64		3							
150	10		6	43		4					8		
145	15		6	50/3"		5			SM	Light brown silty fine to coarse sand with gravel (dense, wet)			Groundwater observed at 16.5 feet during drilling
									SP	Gray fine to coarse sand with gravel (very dense, wet)			
140	20		6	50/6"		6							

Note: See Figure A-1 for explanation of symbols. All samples were screened in the field for evidence of contamination (See Appendix D). Unless noted otherwise, evidence of contamination was not observed during drilling and sampling.

Log of Boring GEI-10

GeoEngineers

Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-11
Sheet 1 of 1

Redmond: Date:3/31/16 Path:W:\PROJECTS\0052617\GINT\052617701.GPJ DBTemplate/LibTemplate:GEOENGINEERS8.GDT/GEI8_GEOTECH_STANDARD

Drilled Start 9/28/2011	End 9/28/2011	Total Depth (ft) 52	Logged By PDR / Checked By HRP	Driller Geologic Drill, Inc.	Drilling Method Hollow-Stem Auger

Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop	Drilling Equipment	Trailer-mounted Deep Rock XL
Surface Elevation (ft) Vertical Datum	165	Top of Casing Elevation (ft)	
Easting (X) Northing (Y)		Horizontal Datum	

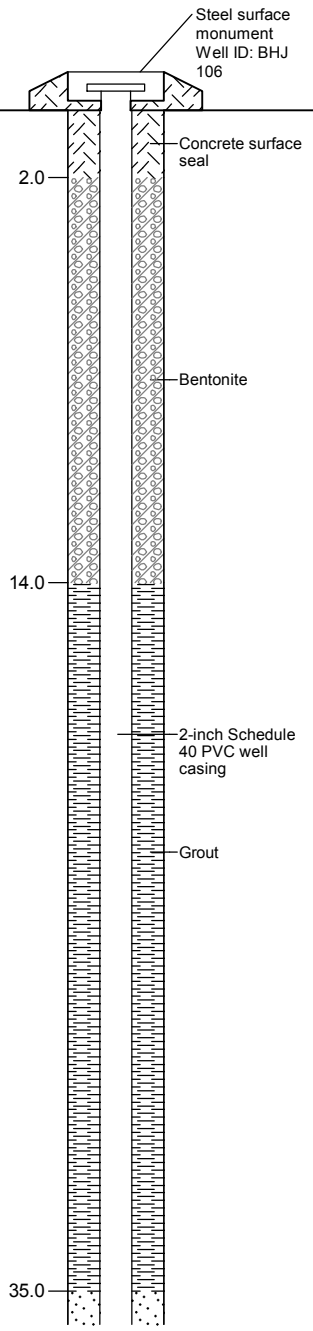
A 2 (in) well was installed on 9/28/2011 to a depth of 42 (ft).

Groundwater Date Measured	Depth to Water (ft)	Elevation (ft)
12/5/2011	23.7	141.4

Notes: Auger Data: 3¼-inch I.D., 7½-inch O.D.

Elevation (feet)	Depth (feet)	Interval	Recovered (in)	Blows/foot	Collected Sample	Sample Name	Water Level	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content, %	Dry Density, (pcf)
	0								TS	6-inches topsoil		
									ML	Brown silt with fine sand (stiff, moist)		
			18	15		1					28	
160	5		6	42		2			ML	Brown silt with sand and gravel (hard, moist)		
			18	32		3						
155	10		18	33		4						
150	15		18	52		5						
									SM	Gray silty fine to coarse sand with gravel and cobbles (very dense, moist to wet)		
145	20		5	50/5"		6						
										Driller noted cobbles		
140	25		18	84		7				Groundwater observed at time of drilling	7	
									GP	Gray fine to coarse gravel with sand (very dense, wet)		
135	30		6	50/6"		8						
130	35		12	50/5"		9						

WELL LOG



Note: See Figure A-1 for explanation of symbols. All samples were screened in the field for evidence of contamination (See Appendix D). Unless noted otherwise, evidence of contamination was not observed during drilling and sampling.

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Log of Monitoring Well GEI-12

GeoEngineers

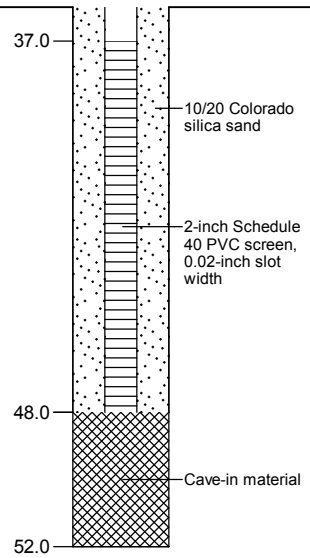
Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-13
Sheet 1 of 2

Redmond: Date:10/21/13 Path:\\RED\PROJECTS\0\0526177\00\GINT\0526177\00.GPJ DBTemplate/LibTemplate:GEOENGINEERS8.GDT/GEI8_GEOTECH_WELL

Elevation (feet)	Depth (feet)	FIELD DATA: Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name	Water Level	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content, %	Dry Density, (pcf)
125	40	6	50/6"		10			GP	Gray fine to coarse gravel with sand (very dense, wet)		
120	45	18	83		11						
115	50										

WELL LOG



Note: See Figure A-1 for explanation of symbols. All samples were screened in the field for evidence of contamination (See Appendix D). Unless noted otherwise, evidence of contamination was not observed during drilling and sampling.

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Log of Monitoring Well GEI-12 (continued)

GeoEngineers

Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-13
Sheet 2 of 2

Redmond: Date:10/21/13 Path:\\RED\PROJECTS\0526177\00\GINT\0526177\00.GPJ DBTemplate/LibTemplate:GEOENGINEERS8.GDT/GEI8_GEOTECH_WELL

Drilled Start 9/28/2011	End 9/28/2011	Total Depth (ft) 23.5	Logged By PDR / Checked By HRP	Driller Geologic Drill, Inc.	Drilling Method Hollow-Stem Auger
Surface Elevation (ft) / Vertical Datum 168		Hammer Data Rope & Cathead 140 (lbs) / 30 (in) Drop		Drilling Equipment Bobcat-mounted MT 52	
Easting (X) / Northing (Y)		System Datum		Groundwater: Date Measured / Depth to Water (ft) / Elevation (ft)	
Notes: Auger Data: 3¼-inch I.D., 6-inch O.D.					

Elevation (feet)	Depth (feet)	Interval	Recovered (in)	Blows/foot	Collected Sample	Sample Name / Testing	Water Level	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content, %	Dry Density, (pcf)	REMARKS
	0								TS	6-inches topsoil			
									SM	Brown silty fine to coarse sand with occasional gravel and cobbles (loose to medium dense, moist to wet)			
165		■	18	18		1							
	5	■	18	7		2 SA					14		SA (%F = 38)
										Grades to wet			Groundwater observed at time of drilling
160		■	18	7		3			ML	Light brown silt with fine sand (medium stiff, wet)	23		
	10	■	2	39		4			ML	Light brown silt (hard, moist)			
155													
									ML	Gray silt (very stiff, moist)			
	15	■	18	21		5							
150									SM	Gray silty fine sand (dense, moist)			
	20	■	18	57		6					19		
145		■	2	50/5"		7			GM	Gray silty fine to coarse gravel with sand (dense, moist)			Refusal at 23½ feet

Note: See Figure A-1 for explanation of symbols. All samples were screened in the field for evidence of contamination (See Appendix D). Unless noted otherwise, evidence of contamination was not observed during drilling and sampling.

DRAFT

Redmond: Date:10/21/13 Path:\\RED\PROJECTS\0\0526177\00\GINT\0526177\00.GPJ DBTemplate/LibTemplate:GEOENGINEERS8.GDT/GEI8_GEOTECH_STANDARD

Log of Boring GEI-13

GEOENGINEERS

Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-14
Sheet 1 of 1

Drilled	Start 7/31/2013	End 7/31/2013	Total Depth (ft) 91.42	Logged By CW / Checked By TDB	Driller Boretec, Inc.	Drilling Method Hollow-Stem Auger
Surface Elevation (ft) / Vertical Datum	166.5		Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop	Drilling Equipment	EC-55 Track Rig
Easting (X) / Northing (Y)	0 / 0		System Datum		See "Remarks" section for groundwater observed	

Notes:

Elevation (feet)	Depth (feet)	Interval	Recovered (in)	Blows/foot	Collected Sample	Sample Name / Testing	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
165	0						TS	Topsoil			
160	5	☒	18	24		1	ML	Brown with orange mottling sandy silt with occasional gravel (very stiff, moist)	20		Rough drilling
155	10	☒	7	50/5"		2 / AL	CL	Gray sandy clay with occasional gravel and occasional organic matter (very fine roots) (hard, wet)	25		AL (LL = 36, PI = 17) Rough drilling
150	15	☒	5	50/5"		3 / SA	GM	Gray/brown with orange mottling silty fine to coarse gravel with sand (very dense, wet)	10	25	Rough drilling
145	20	☒	5	50/5"		4			8		Groundwater observed at 22 feet during drilling
140	25	☒	10	50/4"		5 / %F			10	9	
135	30	☒	12	50/6"		6 / SA	GW-GM	Brown fine to coarse gravel with silt and sand (very dense, wet)	8	7	
130	35	☒	5	50/5"		7	SM	Brown silty fine to coarse sand with gravel (very dense, wet)			
	40										

Note: See Figure A-1 for explanation of symbols. All samples were screened in the field for evidence of contamination (See Appendix D). Unless noted otherwise, evidence of contamination was not observed during drilling and sampling.
Coordinates Data Source: Horizontal approximated based on . Vertical approximated based on .

Log of Boring GEI-16

GeoEngineers

Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-17
Sheet 1 of 3

Date:2/18/22 Path:P:\0\0526177\GINT\052617701.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Elevation (feet)	Depth (feet)	Interval	Recovered (in)	Blows/foot	Collected Sample	Sample Name / Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
125	40	☒	6	50/6"		8 / %F		SM	Brown silty fine to coarse sand with gravel (very dense, wet)	12	16	
120	45	☒	5	50/5"		9						Rough drilling
115	50	☒	5	50/5"		10 / %F		GP	Gray fine to coarse gravel with sand (very dense, moist)	8	5	
110	55	☒		63		11A / 11B / SA		ML	Gray sandy silt (hard, wet)	18	44	
								SM	Gray silty fine to coarse sand with gravel (very dense, wet)			
105	60	☒	5	50/5"		12		GP-GM	Brown fine to coarse gravel with silt and sand (very dense, wet)			
100	65	☒	5	50/5"		13 / %F			Becomes gray	14	5	
95	70	☒	10	50/4"		14						Rough drilling, driller noted gravel
90	75	☒	5	50/5"		15 / SA		SP-SM	Brown fine to coarse sand with silt and gravel (very dense, wet)	14	8	
85	80	☒	5	50/5"		16 / %F		GM	Gray silty gravel (very dense, wet)	10	13	
80	85	☒	6	50/6"		17						Rough drilling

Log of Boring GEI-16 (continued)

GEOENGINEERS

Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-17
Sheet 2 of 3

Date:2/18/22 Path:P:\0\0526177\GINT\052617701.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Elevation (feet)	Depth (feet)	FIELD DATA: Interval	Recovered (in)	Blows/foot	Collected Sample	Sample Name / Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	90	X	17	50/5"		18 / %F		SP-SM	Gray fine to medium sand with silt and gravel (very dense, wet)	11	12	

Log of Boring GEI-16 (continued)

GeoEngineers

Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-17
Sheet 3 of 3

Date:2/18/22 Path:P:\0\0526177\GINT\052617701.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Drilled	Start 7/29/2013	End 7/29/2013	Total Depth (ft)	50.5	Logged By / Checked By	CW / TDB	Driller	Boretec, Inc.	Drilling Method	Hollow-Stem Auger

Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop	Drilling Equipment	EC-55 Track Rig
Surface Elevation (ft) Vertical Datum	168.5	Top of Casing Elevation (ft)	
Easting (X) Northing (Y)		Horizontal Datum	

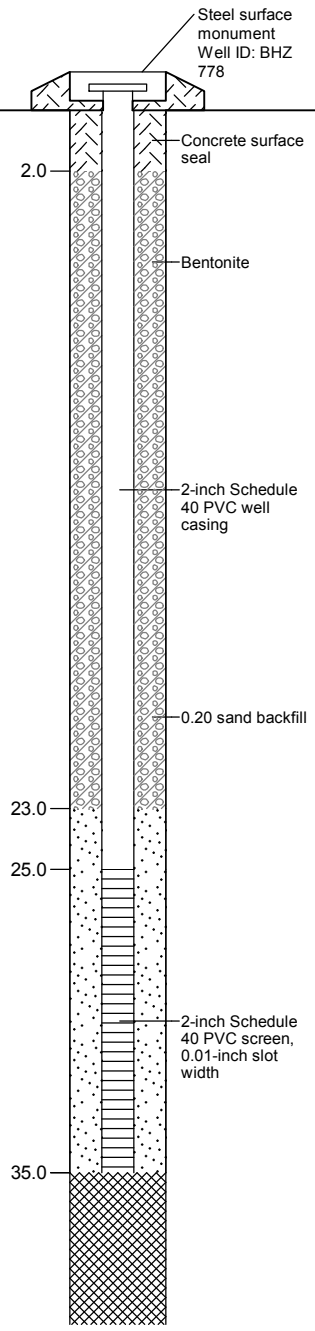
A 2 (in) well was installed on 7/29/2013 to a depth of 35 (ft).

Groundwater		
Date Measured	Depth to Water (ft)	Elevation (ft)
7/29/2013	25.6	142.9

Notes:

Elevation (feet)	Depth (feet)	Interval	Recovered (in)	Blows/foot	Collected Sample	Sample Name	Water Level	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content, %	Dry Density, (pcf)
	0								TS	Topsoil		
165									SM	Gray-brown silty fine to medium sand with occasional gravel (very dense, moist)		
	5		12	69		1					6	
160										No recovery		
	10		0	53		2						
155									CH	Gray sandy clay with gravel (hard, moist)		
	15		16	97		3 AL				AL (LL = 54, PI = 26)	14	
150									ML	Gray sandy silt (hard, moist)		
	20		18	34		4						
145									SM	Brown silty fine to medium sand with gravel and organics (very dense, moist to wet)		
	25		5	50/5"		5 SA	▼			SA (%F = 37)	9	
140									SM	Gray silt fine to coarse sand with gravel and brown sandy silt lenses (very dense, wet)		
	30		3	50/3"		6 %F				%F = 22	21	
135									GM	Brown silty fine to coarse gravel (dense, wet)		
	35		10	50/4"		7						
130												
	40											

WELL LOG



Note: See Figure A-1 for explanation of symbols. All samples were screened in the field for evidence of contamination (See Appendix D). Unless noted otherwise, evidence of contamination was not observed during drilling and sampling.

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Log of Boring GEI-17

GeoEngineers

Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-18
Sheet 1 of 2

Redmond: Date:10/21/13 Path:\\RED\PROJECTS\0\0526177\01\GINT\0526177\01.GPJ DBTemplate/LibTemplate:GEOENGINEERS8.GDT/GEI8_GEOTECH_WELL

Elevation (feet)	Depth (feet)	Interval	Recovered (in)	Blows/foot	Collected Sample	Sample Name	Water Level	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content, %	Dry Density, (pcf)	WELL LOG
	40		18	48		8 SA			SW-SM	Brown fine to coarse sand with silt and gravel (dense, wet) SA (%F = 10)	19		
125									SM	Brown silty fine to coarse sand with gravel (dense, wet)			Cave-in material
	45		18	44		9 %F				%F = 7	9		
120									GM	Brown silty fine to coarse gravel (very dense, wet)			
	50		6	50/6"		10 %F				%F = 11	7		50.5

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Note: See Figure A-1 for explanation of symbols. All samples were screened in the field for evidence of contamination (See Appendix D). Unless noted otherwise, evidence of contamination was not observed during drilling and sampling.

Log of Boring GEI-17 (continued)

GEOENGINEERS

Project: 124th Avenue NE Corridor Improvements
Project Location: Bellevue, Washington
Project Number: 0526-177-01

Figure A-18
Sheet 2 of 2

Redmond: Date:10/21/13 Path:\\RED\PROJECTS\0526177\01\GINT\0526177\01.GPJ DBTemplate/LibTemplate:GEOENGINEERS8.GDT/GEI8_GEOTECH_WELL

DEPTH (feet)	WELL/PIEZO CONSTRUCTION	WATER LEVEL	MOISTURE CONTENT(%)	PLASTIC LIMIT(%)	LIQUID LIMIT(%)	% PASSING No. 200 SIEVE	OTHER TESTS	PID (ppm)	BLOWS/6 in** (uncorrected)	SAMPLER *	SAMPLE NUMBER	U.S.C.S. NAME	U.S.C.S. SYMBOL	SOIL DESCRIPTION
														Surface conditions: asphalt
0												SM		2 inches asphalt. SILTY SAND (SM): brown, moist, medium dense, fine to medium-grained sand, some fine to coarse gravel. (FILL)
												ML		CLAYEY SILT (ML): dark gray, moist, very stiff, non-plastic, trace fine-grained sand, trace fine-grained gravel. (LACUSTRINE DEPOSITS)
5			21.8						7 10 15		1			
10			20.2	23	31				8 12 15		2			- as above, frequent seams of fine-grained sand.
												SM		SILTY SAND (SM): dark grey, moist, dense, fine-grained sand, some cross-bedding.
15			19.2						11 17 29		3			
20			22.9						8 14 27		4			- as above.
												ML		CLAYEY SILT (ML): dark gray, moist, hard, non-plastic.
21														Boring terminated at 21 feet below ground surface. No groundwater seepage observed at time of exploration.

THIS SUMMARY APPLIES ONLY AT THIS LOCATION AND AT THE TIME OF LOGGING. CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH TIME. DATA PRESENTED IS A SIMPLIFICATION.

DATE DRILLED: 11-4-05
LOGGED BY: S. Darst
REVIEWED BY: K. Roth

SURFACE ELEVATION (feet): 176.0
TOTAL DEPTH (feet): 21.0
DIAMETER OF BORING (in): 8

DRILLING METHOD: HSA
DRILLER: Cascade
CASING SIZE: N/A

APPROV: ____

BY: ____

KLEINFELDER
GEOTECHNICAL AND ENVIRONMENTAL ENGINEERS
SOILS AND MATERIALS TESTING

PROJECT NUMBER: 63172

Safeway Bellevue
Bellevue, WA

BORING LOG
B-1

Appendix
A - 2

2002 STAN. INPUT/ALL OUTPUT 63172.GPJ 2000REV.GDT 11/11/05

DEPTH (feet)	WELL/PIEZO CONSTRUCTION	WATER LEVEL	TESTING PROGRAM: LABORATORY: MOISTURE CONTENT(%)	PLASTIC LIMIT(%)	LIQUID LIMIT(%)	% PASSING No. 200 SIEVE	OTHER TESTS	FIELD: PID (ppm)	BLOWS/6 in** (uncorrected)	SAMPLER *	SAMPLE NUMBER	U.S.C.S. NAME	U.S.C.S. SYMBOL	SOIL DESCRIPTION
														Surface conditions: asphalt
0														5 inches asphalt.
												SM		SILTY SAND (SM): brown, moist, medium dense, fine to medium-grained sand, some fine to coarse-grained gravel. (FILL)
5			8.8			29			7, 13, 17	X	1			SILTY SAND (SM): dark gray, moist, dense, fine to medium-grained and, some fine to coarse-grained gravel, trace coarse-grained gravel.
10			19.8						5, 7, 14	X	2			- as above.
												ML		CLAYEY SILT (ML): dark gray, moist, very stiff, non-plastic, trace fine-grained sand. (LACUSTRINE DEPOSITS)
														- as above, grades hard.
15			19.9						8, 15, 22	X	3			
												SM		SILTY SAND (SM): dark gray, moist, dense, fine-grained sand.
20			20.2						10, 15, 17	X	4			
21														Boring termintated at 21 feet below ground surface. No groundwater seepage observed at time of exploration.

DATE DRILLED: 11-4-05
LOGGED BY: S. Darst
REVIEWED BY: K. Roth

SURFACE ELEVATION (feet): 176.0
TOTAL DEPTH (feet): 21.0
DIAMETER OF BORING (in): 8

DRILLING METHOD: HSA
DRILLER: Cascade
CASING SIZE: N/A

KLEINFELDER
GEOTECHNICAL AND ENVIRONMENTAL ENGINEERS
SOILS AND MATERIALS TESTING

PROJECT NUMBER: 63172

Safeway Bellevue
Bellevue, WA

BORING LOG
B-2

Appendix
A - 3

THIS SUMMARY APPLIES ONLY AT THIS LOCATION AND AT THE TIME OF LOGGING. CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH TIME. DATA PRESENTED IS A SIMPLIFICATION.

APPROV: ____

BY: ____

2002 STAN. INPUT/ALL OUTPUT 63172.GPJ 2000REV.GDT 11/11/05

DEPTH (feet)	WELL/PIEZO CONSTRUCTION	WATER LEVEL	TESTING PROGRAM: LABORATORY: MOISTURE CONTENT(%)	PLASTIC LIMIT(%)	LIQUID LIMIT(%)	% PASSING No. 200 SIEVE	FIELD: OTHER TESTS	PID (ppm)	BLOWS/6 in** (uncorrected)	SAMPLER *	SAMPLE NUMBER	U.S.C.S. NAME	U.S.C.S. SYMBOL	SOIL DESCRIPTION
														Surface conditions: concrete
0														8 inches concrete.
												SM		SILTY SAND (SM): olive-brown, dry, medium dense, fine to medium-grained sand, some fine- grained, subrounded gravel. (FILL)
5			6.5						50		1			- as above, very dense. NOTE: sample driven on a cobble, blow counts overstated.
												ML		CLAYEY SILT (ML): dark gray, moist, very hard, non-plastic to low plasticity. (LAUCUSTRINE DEPOSITS)
10			21.6						8 16 22		2			
												SM		SILTY SAND (SM): dark grey, wet, very dense, fine-grained sand with frequent seams of medium to coarse-grained sand. (GLACIAL TILL)
15			9.5						17 50		3			
20			4.8						27 50/3"		4			- as above, some coarse-grained gravel (subrounded) and rock fragments.
20.3														Boring terminated at 20.3 feet below ground surface. No groundwater seepage observed at time of exploration.

DATE DRILLED: 11-4-05
LOGGED BY: S. Darst
REVIEWED BY: K. Roth

SURFACE ELEVATION (feet): 178.0
TOTAL DEPTH (feet): 20.3
DIAMETER OF BORING (in): 8

DRILLING METHOD: HSA
DRILLER: Cascade
CASING SIZE: N/A

THIS SUMMARY APPLIES ONLY AT THIS LOCATION AND AT THE TIME OF LOGGING. CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH TIME. DATA PRESENTED IS A SIMPLIFICATION.

APPROV: _____

BY: _____

KLEINFELDER
GEOTECHNICAL AND ENVIRONMENTAL ENGINEERS
SOILS AND MATERIALS TESTING

PROJECT NUMBER: 63172

Safeway Bellevue
Bellevue, WA

BORING LOG
B-4

Appendix
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2002 STAN. INPUT/ALL OUTPUT 63172.GPJ 2000REV.GDT 11/11/05

Appendix D

Ground Anchor Load Tests and Shoring Monitoring Program

Appendix D
Ground Anchor Load Tests and Shoring Monitoring Program

GROUND ANCHOR LOAD TESTING

The locations of the load tests should be approved by the engineer and should be representative of the field conditions. Load tests should not be performed until the nail/tieback grout and shotcrete wall facing, where present, have attained at least 50 percent of the specified 28-day compressive strengths.

Where temporary casing of the unbonded length of test nails/tiebacks is provided, the casing should be installed to prevent interaction between the bonded length of the tieback and the casing/testing apparatus.

The testing equipment should include two dial gauges accurate to 0.001 inch, a dial gauge support, a calibrated jack and pressure gauge, a pump, and the load test reaction frame. The dial gauge should be aligned within 5 degrees of the longitudinal nail/tieback axis and should be independently supported from the load frame/jack and the shoring wall. The hydraulic jack, pressure gauge, and pump should be used to apply and measure the test loads.

The jack and pressure gauge should be calibrated by an independent testing laboratory as a unit. The pressure gauge should be graduated in 100 pounds per square inch (psi) increments or less and should have a range not exceeding twice the anticipated maximum pressure during testing unless approved by the engineer. The ram travel of the jack should be sufficient to enable the test to be performed without repositioning the jack.

The jack should be independently supported and centered over the nail/tieback so that the nail/tieback does not carry the weight of the jack. The jack, bearing plates, and stressing anchorage should be aligned with the tieback. The initial position of the jack should be such that repositioning of the jack is not necessary during the load test.

The reaction frame should be designed/sized such that excessive deflection of the test apparatus does not occur and that the testing apparatus does not need to be repositioned during the load test. If the reaction frame bears directly on the shoring wall facing, the reaction frame should be designed so as not to damage the facing.

VERIFICATION TESTS

Prior to production soil nail/tieback installation, at least two soil nails/tiebacks for each soil type should be tested to validate the design pullout value. All test nails/tiebacks should be installed by the same methods, personnel, material, and equipment as the production anchors. Changes in methods, personnel, material or equipment may require additional verification testing as determined by the engineer. At least two successful verification tests should be performed for each installation method and each soil type. The nails/tiebacks used for the verification tests may be used as production nails/tiebacks if approved by the engineer.

The allowable tieback load should not exceed 80 percent of the steel ultimate strength.

For soil nails, the unbonded length of the test nails shall be at least 3 feet unless approved otherwise by the Engineer. The bond length of the test nails shall not be less than 10 feet and shall not be longer than the bond length that would prevent testing to 200 percent of the design load while not exceeding the allowable bar load. The allowable bar load during testing shall not exceed 80 percent of the steel ultimate strength for Grade 150 bars or 90 percent of the steel ultimate strength for Grade 60 and 75 bars. The allowable tieback load should not exceed 80 percent of the steel ultimate strength.

For soil nails, the design test load shall be determined by multiplying the bond length of the nail times the design load pullout resistance (load transfer). Tieback design test loads should be the design load specified on the shoring drawings. Verification test nails/tiebacks shall be incrementally loaded and unloaded in accordance with the following schedule:

LOAD	HOLD TIME
Alignment Load	1 minute
0.25 Design Load (DL)	1 minute
0.5DL	1 minute
0.75DL	1 minute
1.0DL	1 minute
1.25 DL	1 minute
1.5DL	60 minutes
1.75DL	1 minute
2.0DL	10 minutes

The alignment load should be the minimum load required to align the testing apparatus and should not exceed 5 percent of the design load. The dial gauge should be zeroed after the alignment load is applied. Nail/tieback deflections during the 1.5DL test load should be recorded at 1, 2, 3, 5, 6, 10, 20, 30, 50, and 60 minutes.

PROOF TESTS

Proof tests shall be completed on approximately 5 percent of the production nails at locations selected by the owner's representative. Additional testing may be required where nail installation methods are substandard. Proof tests shall be completed on each production tieback.

For soil nails, the unbonded length of the test nails shall be at least 3 feet unless approved otherwise by the Engineer. The bond length of the test nails shall not be less than 10 feet and shall not be longer than the bond length that would prevent testing to 200 percent of the design load while not exceeding the allowable bar load. The allowable bar load during testing shall not exceed 80 percent of the steel ultimate strength for Grade 150 bars or 90 percent of the steel ultimate strength for Grade 60 and 75 bars. The allowable tieback load should not exceed 80 percent of the steel ultimate strength.

Proof tests should be completed on each production tieback. The allowable tieback load should not exceed 80 percent of the steel ultimate strength.

For soil nails, the design test load shall be determined by multiplying the bond length of the nail times the design load pullout resistance (load transfer). Tieback design test loads should be the design load specified on the shoring drawings. Proof test nails/tiebacks shall be incrementally loaded and unloaded in accordance with the following schedule:

LOAD	HOLD TIME
Alignment Load	1 minute
0.25 Design Load (DL)	1 minute
0.5DL	1 minute
0.75DL	1 minute
1.0DL	1 minute
1.25DL (soil nails)	1 minute
1.33DL (tiebacks)	10 minutes
1.5DL (soil nails)	

The alignment load shall be the minimum load required to align the testing apparatus and should not exceed 5 percent of the design load. The dial gauge should be zeroed after the alignment load is applied. Nail/tieback deflections during the 1.33DL and 1.5DL test loads shall be recorded at 1, 2, 3, 5, 6, and 10 minutes.

Depending upon the nail/tieback deflection performance, the load hold period at 1.33DL (tiebacks) or 1.5DL (soil nails) may be increased to 60 minutes. Nail/tieback movement shall be recorded at 1, 2, 3, 5, 6, and 10 minutes. If the nail/tieback deflection between 1 and 10 minutes is greater than 0.04 inches, the 1.33DL/1.5DL load shall be continued to be held for a total of 60 minutes and deflections recorded at 20, 30, 50, and 60 minutes.

TEST NAIL/TIEBACK ACCEPTANCE

A test nail/tieback should be considered acceptable when:

1. For verification tests, a nail/tieback is considered acceptable if the creep rate is less than 0.08 inches per log cycle of time between 6 and 60 minutes and the creep rate is linear or decreasing throughout the creep test load hold period.
2. For proof tests, a nail/tieback is considered acceptable if the creep rate is less than 0.04 inches per log cycle of time between the 1 and 10 minutes or a creep rate less than 0.08 inches per log cycle of time between 6 and 60 minutes and the creep rate is linear or decreasing throughout the creep test load hold period.
3. The total movement at the maximum test load exceeds 80 percent of the theoretical elastic elongation of the unbonded length.

4. Pullout failure does not occur. Pullout failure is defined as the load at which continued attempts to increase the test load result in continued pullout of the test nail/tieback.

Acceptable proof test nails/tiebacks may be incorporated as production nails/tiebacks provided that the unbonded test length of the nail/tieback hole has not collapsed and the test nail/tieback length and bar size/number of strands are equal to or greater than the scheduled production nail/tieback at the test location. Test nails/tiebacks meeting these criteria should be completed by grouting the unbonded length. Maintenance of the temporary unbonded length for subsequent grouting is the contractor's responsibility.

The engineer should evaluate the verification test results. Nail/tieback installation techniques that do not satisfy the nail/tieback testing requirements should be considered inadequate. In this case, the contractor should propose alternative methods and install replacement verification test nails/tiebacks.

The engineer may require that the contractor replace or install additional production nails/tiebacks in areas represented by inadequate proof tests.

PRECONSTRUCTION SURVEY

A shoring monitoring program should be established to monitor the performance of the temporary shoring walls and to provide early detection of deflections that could potentially damage nearby improvements. We recommend that a preconstruction survey of adjacent improvements, such as streets, utilities and buildings, be performed prior to commencing construction. The preconstruction survey should include a video or photographic survey of the condition of existing improvements to establish the preconstruction condition, with special attention to existing cracks in Spring District Station, East Link tunnel, streets, or buildings.

OPTICAL SURVEY

The shoring monitoring program should include an optical survey monitoring program. The recommended frequency of monitoring should vary as a function of the stage of construction as presented in the following table.

CONSTRUCTION STAGE	MONITORING FREQUENCY
During excavation and until wall movements have stabilized	Twice weekly
During excavation, lateral wall movements exceed 1 inch and until wall movements have stabilized	Daily
After excavation is complete/wall movements have stabilized and prior to the floors of the building reaching the top of the excavation	Twice monthly

Monitoring should include vertical and horizontal survey measurements accurate to at least 0.01 feet. A baseline reading of the monitoring points should be completed prior to beginning shoring installation. The survey data should be provided to GeoEngineers for review within 24 hours.

For shoring walls, we recommend that optical survey points be established: (1) along the top of the shoring walls; (2) at the curb along adjacent streets; and (3) on existing structures located within 40 feet of the site, including the Sound Transit Station and East Link tunnel. The survey points should be located at an approximate spacing of 25 feet along the wall face and the points along the curb line/existing structures

should be located at an approximate spacing of 25 feet. If lateral wall movements are observed to be in excess of ½ inch between successive readings or if total wall movements exceed 1 inch, construction of the shoring walls should be stopped to determine the cause of the movement and to establish the type and extent of remedial measures required.

Appendix E

Report Limitations and Guidelines for Use

Appendix E
Report Limitations and Guidelines for Use[1]

This appendix provides information to help you manage your risks with respect to the use of this report.

READ THESE PROVISIONS CLOSELY

It is important to recognize that the geoscience practices (geotechnical engineering, geology and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to our services, GeoEngineers includes the following explanatory "limitations" provisions in its reports. Please confer with GeoEngineers if you need to know more how these "Report Limitations and Guidelines for Use" apply to your project or site.

GEOTECHNICAL SERVICES ARE PERFORMED FOR SPECIFIC PURPOSES, PERSONS AND PROJECTS

This report has been prepared for the exclusive use of Wright Runstad & Company and other project team members for the Spring District North Blocks 1/2/5b project in Bellevue, Washington. This report is not intended for use by others, and the information contained herein is not applicable to other sites or projects.

GeoEngineers structures its services to meet the specific needs of its clients. No party other than the party to whom this report is addressed may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the Project, and its schedule and budget, our services have been executed in accordance with our agreement for consulting services with Wright Runstad & Company dated April 10, 2026 and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or projects other than those identified in the report.

A GEOTECHNICAL ENGINEERING OR GEOLOGIC REPORT IS BASED ON A UNIQUE SET OF PROJECT-SPECIFIC FACTORS

This report has been prepared for the Spring District North Blocks 1/2/5b project in Bellevue, Washington. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, do not rely on this report if it was:

- Not prepared for you,
- Not prepared for your project,
- Not prepared for the specific site explored, or
- Completed before important project changes were made.

[1] Developed based on material provided by GBA, GeoProfessional Business Association; www.geoprofessional.org.

For example, changes that can affect the applicability of this report include those that affect:

- The function of the proposed structure;
- Elevation, configuration, location, orientation or weight of the proposed structure;
- Composition of the design team; or
- Project ownership.

If changes occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations. Based on that review, we can provide written modifications or confirmation, as appropriate.

ENVIRONMENTAL CONCERNS ARE NOT COVERED

Unless environmental services were specifically included in our scope of services, this report does not provide any environmental findings, conclusions, or recommendations, including but not limited to, the likelihood of encountering underground storage tanks or regulated contaminants.

SUBSURFACE CONDITIONS CAN CHANGE

This geotechnical or geologic report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by man-made events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

GEOTECHNICAL AND GEOLOGIC FINDINGS ARE PROFESSIONAL OPINIONS

Our interpretations of subsurface conditions are based on field observations from widely spaced sampling locations at the site. Site exploration identifies the specific subsurface conditions only at those points where subsurface tests are conducted or samples are taken. GeoEngineers reviewed field and laboratory data and then applied its professional judgment to render an informed opinion about subsurface conditions at other locations. Actual subsurface conditions may differ, sometimes significantly, from the opinions presented in this report. Our report, conclusions and interpretations are not a warranty of the actual subsurface conditions.

GEOTECHNICAL ENGINEERING REPORT RECOMMENDATIONS ARE NOT FINAL

We have developed the following recommendations based on data gathered from subsurface investigation(s). These investigations sample just a small percentage of a site to create a snapshot of the subsurface conditions elsewhere on the site. Such sampling on its own cannot provide a complete and accurate view of subsurface conditions for the entire site. Therefore, the recommendations included in this report are preliminary and should not be considered final. GeoEngineers' recommendations can be finalized only by observing actual subsurface conditions revealed during construction. GeoEngineers

cannot assume responsibility or liability for the recommendations in this report if we do not perform construction observation.

We recommend that you allow sufficient monitoring, testing and consultation during construction by GeoEngineers to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes if the conditions revealed during the work differ from those anticipated, and to evaluate whether earthwork activities are completed in accordance with our recommendations. Retaining GeoEngineers for construction observation for this project is the most effective means of managing the risks associated with unanticipated conditions. If another party performs field observation and confirms our expectations, the other party must take full responsibility for both the observations and recommendations. Please note, however, that another party would lack our project-specific knowledge and resources.

A GEOTECHNICAL ENGINEERING OR GEOLOGIC REPORT COULD BE SUBJECT TO MISINTERPRETATION

Misinterpretation of this report by members of the design team or by contractors can result in costly problems. GeoEngineers can help reduce the risks of misinterpretation by conferring with appropriate members of the design team after submitting the report, reviewing pertinent elements of the design team's plans and specifications, participating in pre-bid and pre-construction conferences, and providing construction observation.

DO NOT REDRAW THE EXPLORATION LOGS

Geotechnical engineers and geologists prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. The logs included in a geotechnical engineering or geologic report should never be redrawn for inclusion in architectural or other design drawings. Photographic or electronic reproduction is acceptable, but separating logs from the report can create a risk of misinterpretation.

To help reduce the risk of problems associated with unanticipated subsurface conditions, GeoEngineers recommends giving contractors the complete geotechnical engineering or geologic report, including these "Report Limitations and Guidelines for Use." When providing the report, you should preface it with a clearly written letter of transmittal that:

- Advises contractors that the report was not prepared for purposes of bid development and that its accuracy is limited; and
- Encourages contractors to conduct additional study to obtain the specific types of information they need or prefer.

CONTRACTORS ARE RESPONSIBLE FOR SITE SAFETY ON THEIR OWN CONSTRUCTION PROJECTS

Our geotechnical recommendations are not intended to direct the contractor's procedures, methods, schedule or management of the work site. The contractor is solely responsible for job site safety and for managing construction operations to minimize risks to on-site personnel and adjacent properties.

BIOLOGICAL POLLUTANTS

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention or assessment of the presence of Biological Pollutants. Accordingly, this report does not include any interpretations, recommendations, findings or conclusions regarding the detecting, assessing, preventing or abating of Biological Pollutants, and no conclusions or inferences should be drawn regarding Biological Pollutants as they may relate to this project. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria and viruses, and/or any of their byproducts.

A Client that desires these specialized services is advised to obtain them from a consultant who offers services in this specialized field.

INFORMATION PROVIDED BY OTHERS

GeoEngineers has relied upon certain data or information provided or compiled by others in the performance of our services. Although we use sources that we reasonably believe to be trustworthy, GeoEngineers cannot warrant or guarantee the accuracy or completeness of information provided or compiled by others.

Spring District MDP Amendment #12

Bellevue, WA

Transportation Impact Analysis

August 6, 2026

Prepared for:

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EXECUTIVE SUMMARY

This Transportation Impact Analysis (TIA) has been prepared for the proposed *Spring District MDP Amendment #12* project in the City of Bellevue.

Project Proposal. The proposed *Spring District MDP Amendment #12* project will include a revised roadway network and revised land use assumptions for the remaining unpermitted blocks in the Spring District including Block 15 and the "North Blocks" 1, 2, 3B, and 4A. Blocks 1 and 2 comprise Spring District Phase 5, and Blocks 3B and 4A comprise Spring District Phase 6. Revisions to Block 15 land uses (part of Spring District Phase 3) are addressed in a separate Land Use Exemption (LUX). However, the changes to Block 15 are incorporated and addressed in this TIA along with the changes in the North Blocks. The ADR applications for Blocks 1 and 2, and Block 15 are currently in the permitting process. In this amendment Blocks 1 and 5b will be consolidated into a single block (Block 1).

As part of the proposed project, two new roadways would be provided on the north blocks site (123rd Ave NE and NE 16th St). The proposed configuration of 123rd Ave NE would bisect Blocks 1 and 2 and would be modified from the currently approved MDP to intersect NE 16th Street at an offset to the west of the existing 123rd Ave NE. The proposed offset is currently shown at approximately 120 feet (near edge to near edge) and would be no less than 100 feet. The proposed site access driveways to Blocks 1 and 2 at the north end of the new 123rd Ave NE will serve as a hammerhead turn-around. West of the site, a new connection to 120th Ave NE that was not previously shown in the approved MDP is proposed to occur in several planned phases. With the construction of Blocks 1 and 2 (Phase 5 of the Spring District MDP), an interim connection from NE 16th Street will be provided through the existing parking lot of the Spring District Link Light Rail station to 120th Ave NE. With the construction of Block 3B in Phase 6, NE 16th Street would extend to 120th Ave NE from Blocks 1 and 2 and would be configured as an interim two-lane roadway south of the Safeway property line. Finally, the future development of the Safeway property would allow the full NE 16th roadway section to be built and centered on the property line. Consistent with the currently approved MDP, the east end of NE 16th Street would terminate at the Safeway property and would only connect to 124th Ave NE with future development of that portion of the Safeway property.

The table on the next page provides a comparison of the updated land use assumptions on the unpermitted blocks in comparison to the land uses shown in the most recent previous MDP Amendment TIA (Amendment #8, 2020). The existing sites of the remaining unpermitted blocks are currently vacant.

Trip Generation. Trip generation for all remaining unpermitted blocks was compared to the trip generation assumed in the most recent MDP Amendment (Amendment #8) for those same blocks. This comparison is shown in the table on the next page. Because of the substantial changes in planned land uses on the remaining blocks, the total PM peak hour trip generation on these blocks with MDP Amendment #12 will be significantly less than previously anticipated in the previously approved MDP Amendment #8. The total trip generation of all unpermitted blocks in Amendment #12 is over 900 weekday PM peak hour trips LESS than Amendment #8 (331 vs. 1,267).

The overall Spring District MDP full buildout trip generation was also updated for comparison purposes (see 2nd table on the next page). As shown, with the latest MDP project statistics, the full buildout of the Spring District MDP will result in 756 fewer total weekday PM peak hour trips than what was analyzed in the previous 2020 MDP Amendment #8, and 2,249 fewer total weekday PM peak hour trips than what was analyzed in the original 2012 MDP.

Spring District MDP Land Use and Trip Generation Summary – Remaining Unpermitted Blocks

	MDP Amendment #8 TIA					Updated MDP Amendment #12 Analysis				
			PM Peak Hour Trip Generation					PM Peak Hour Trip Generation		
Block	Land Use Summary		In	Out	Total	Land Use Summary		In	Out	Total
1	Office	292,440 SF	37	192	229	Residential	250 DU	33	15	48
	Retail	11,500 SF	14	15	29					
5b[1]	Office	337,300 SF	42	222	264					
	Retail	3,850 SF	5	5	10					
2	Office	168,640 SF	21	111	132	Residential	365 DU	48	21	69
	Retail	1,200 SF	1	2	3					
3b	Office	198,420 SF	25	130	155	Residential	200 DU	26	12	38
	Retail	10,500 SF	13	14	27	Retail	5,000 SF	10	9	19
4a	Office	169,250 SF	21	111	132	Hotel	180 Rooms	43	42	85
	Retail	13,300 SF	16	17	33					
15	Office	314,000 SF	39	206	245	Residential	320 DU	42	19	61
	Retail	3,000 SF	4	4	8	Retail	3,000 SF	6	5	11
Previous Total Trip Generation			238	1,029	**1,267**	**Updated Total Trip Generation**		208	123	**331**

1. In this amendment Blocks 1 and 5b will be consolidated into a single block (Block 1)

Spring District MDP Overall Land Use and Trip Generation Summary – Full Buildout MDP

		Original MDP (2012)		Current MDP (Amendment #8, Oct 2020)		Proposed Changes (Amendment #12)	
Land Use	Units	Size	Trips	Size	Trips	Size	Trips
Residential	Units	1,220	451	847	387	1,982	602
Office	GFA	3,712 ksf	3,749	3,033 ksf	2,419	1,816 ksf	1,468
Retail[1]	GFA	163 ksf	366	109 ksf	347	64 ksf	242
Hotel	Rooms	248	82	0	0	180	85
Industrial	GFA	0 ksf	0	2 ksf	2	2 ksf	2
		Total Trips	**4,648**	**Total Trips**	**3,155**	**Total Trips**	**2,399**

1. Retail includes both retail and restaurant uses

Intersection Level of Service (LOS). A level of service (LOS) analysis was conducted at eight (8) existing and three (3) future off-site study intersections during the weekday PM peak hour for future 12-year conditions. Based on the results, the study intersections are estimated to operate at LOS D or better with the proposed Spring District MDP Amendment. Based on these results, no additional off-site mitigation is required with full buildout of the MDP.

Transportation Concurrency. Based on the City's multimodal concurrency analysis dated July 24, 2026, the City has issued a concurrency reservation for 373 Mobility Units for the proposed remaining unpermitted blocks in *Spring District MDP Amendment #12*.

Future Pedestrian/Bike Facilities. The existing and proposed pedestrian and bike facilities in the project vicinity are expected to adequately accommodate the additional pedestrian and bike traffic generated with the proposed project.

Future Transit Service. Future improvements to bus transit service and recent expansion of light rail service in the project vicinity are anticipated to provide adequate transit capacity to support the proposed project.

Mitigation and Recommendations

In addition mitigation measures already established and/or modified in the 2012 MDP TIA, 2016 MDP TIA Revision 4, and 2020 MDP TIA Amendment #8, the following mitigation is recommended for the buildout of the North Blocks:

Roadway, Access, and Pedestrian Improvements

- Provide two new roadways (123rd Ave NE and NE 16th St).
    - With Blocks 1 and 2 (Phase 5), the proposed configuration of 123rd Ave NE would bisect Blocks 1 and 2 and would be modified from the currently approved MDP to intersect NE 16th Street at an offset to the west of the existing 123rd Ave NE.
    - With Blocks 1 and 2 (Phase 5), NE 16th Street would be constructed along the south frontage of Blocks 1 and 2.
    - West of Blocks 1 and 2, provide a new connection to 120th Ave NE that was not previously shown in the approved MDP. This connection will be phased as follows:
        - With the construction of Blocks 1 and 2 (Phase 5), an interim connection from NE 16th Street will be provided through the existing parking lot of the Spring District Link Light Rail station to 120th Ave NE.
        - With the construction of Block 3B (Phase 6), NE 16th Street would extend to 120th Ave NE from Blocks 1 and 2 and would be configured as an interim two-lane roadway south of the Safeway property line.
        - In the future, the development of the Safeway property would allow the full NE 16th roadway section to be built and centered on the property line along the northern boundary of Block 3B.
- Provide a new minimum 8-ft wide pedestrian connection with Blocks 1 and 2 (Phase 5) on the south side of NE 16th Street and extend the connection west to the existing pedestrian plaza at the Spring District Light Rail Station. Maintain this connection with the development of Block 3B (Phase 6), which will also serve as a pedestrian connection to 120th Ave NE with Block 3B. Relocate the existing mid-block RRFB pedestrian crossing on 120th Ave NE with the development of Block 3B.

Off-Site Improvements

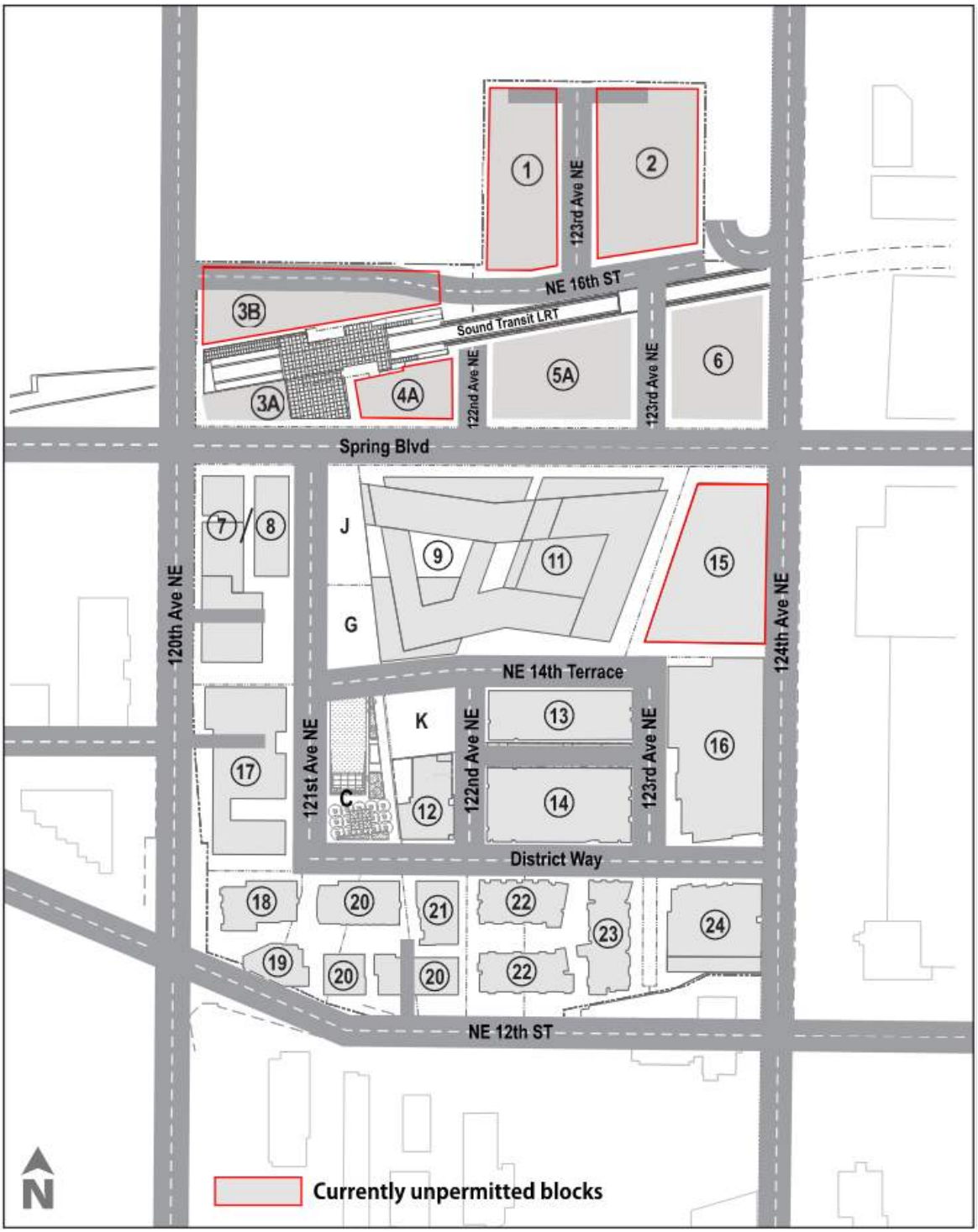
All off-site intersections operate at acceptable levels with full buildout of the MDP. No additional off-site mitigation is proposed.

Conclusions

No significant adverse transportation impacts are anticipated with the proposed project. The proposed mitigation measures outlined above would mitigate the project's transportation impacts.

INTRODUCTION

This Transportation Impact Analysis (TIA) has been prepared for the Spring District MDP Amendment #12. Amendment #12 will include revised land use and road grid assumptions to support the remaining unpermitted blocks including Block 15 and the "North Blocks" 1, 2, 3B, and 4A. The Spring District block map showing the updated conceptual roadway layout and highlighting the remaining unpermitted blocks is shown below.



Project Description

The proposed *Spring District MDP Amendment #12* project will include a revised roadway network and revised land use assumptions for the remaining unpermitted blocks in the Spring District including Block 15 and the "North Blocks" 1, 2, 3B, and 4A. Blocks 1 and 2 comprise Spring District Phase 5, and Blocks 3B and 4A comprise Spring District Phase 6. Revisions to Block 15 land uses (part of Spring District Phase 3) are addressed in a separate Land Use Exemption (LUX). However, the changes to Block 15 are incorporated and addressed in this TIA along with the changes in the North Blocks. The ADR applications for Blocks 1 and 2, and Block 15 are currently in the permitting process. In this amendment Blocks 1 and 5b will be consolidated into a single block (Block 1). The remaining unpermitted blocks in relation to the surrounding vicinity are shown in Figure 1.

As part of the proposed project, two new roadways would be provided on the north blocks site (123rd Ave NE and NE 16th St). The proposed configuration of 123rd Ave NE would bisect Blocks 1 and 2 and would be modified from the currently approved MDP to intersect NE 16th Street at an offset to the west of the existing 123rd Ave NE. The proposed offset is currently shown at approximately 120 feet (near edge to near edge) and would be no less than 100 feet. The proposed site access driveways to Blocks 1 and 2 at the north end of the new 123rd Ave NE will serve as a hammerhead turn-around. West of the site, a new connection to 120th Ave NE that was not previously shown in the approved MDP is proposed to occur in several planned phases. With the construction of Blocks 1 and 2 (Phase 5 of the Spring District MDP), an interim connection from NE 16th Street will be provided through the existing parking lot of the Spring District Link Light Rail station to 120th Ave NE. With the construction of Block 3B in Phase 6, NE 16th Street would extend to 120th Ave NE from Blocks 1 and 2 and would be configured as an interim two-lane roadway south of the Safeway property line. Finally, the future development of the Safeway property would allow the full NE 16th roadway section to be built and centered on the property line. Consistent with the currently approved MDP, the east end of NE 16th Street would terminate at the Safeway property and would only connect to 124th Ave NE with future development of that portion of the Safeway property.

Preliminary site plans are included in Appendix A and include:

1. Existing MDP Approved Parcel and Tract Plan
2. Proposed MDP Amendment #12 Parcel and Tract Plan
3. North Blocks Site Plan and Roadway Layout with Phase 5
4. North Blocks Site Plan and Roadway Layout with Phase 6
5. NE 16th Road Alignment Plan at Full Buildout and Development of Safeway Property

Table 1 provides a comparison of the updated land use assumptions on the unpermitted blocks in comparison to the land uses shown in the most recent previous MDP Amendment TIA (Amendment #8, 2020). The existing sites of the remaining unpermitted blocks are currently vacant.

Table 1
Spring District MDP Land Use Summary
(Remaining Unpermitted Blocks)

Block	Previous Land Use Assumptions (MDP Amendment #8)		Updated Land Use Assumptions (MDP Amendment #12)	
1	Office	292,440 SF	Residential	250 DU
	Retail	11,500 SF		
5b[1]	Office	337,300 SF		
	Retail	3,850 SF		
2	Office	168,640 SF	Residential	365 DU
	Retail	1,200 SF		
3b	Office	198,420 SF	Residential	200 DU
	Retail	10,500 SF	Retail	5,000 SF
4a	Office	169,250 SF	Hotel	180 Rooms
	Retail	13,300 SF		
15	Office	314,000 SF	Residential	320 DU
	Retail	3,000 SF	Retail	3,000 SF

1. In this amendment Blocks 1 and 5b will be consolidated into a single block (Block 1)

As shown in Table 1, the proposed changes to the land use assumptions in the upcoming MDP Amendment #12 are substantial, with the primary uses on all blocks being modified from office to residential or hotel.

Project Approach

The following scope of the transportation impact analysis listed below is generally consistent to the scope of the traffic studies supporting the prior Spring District MDP Amendments. Like prior Amendments, this TIA focuses on the traffic operations with full buildout of the MDP. It should be noted that prior updates have used the year 2030 as the year of project buildout. However this TIA uses a 12-year forecast from 2026 (i.e. 2038 horizon year) consistent with current City TIA guidelines for MDP projects.

To analyze the traffic impacts from the proposed *Spring District MDP Amendment #12* project, the following tasks were undertaken

- Documented future planned transportation improvements in the project vicinity.
- Developed trip generation estimates for weekday daily, AM, and PM peak hour conditions based on the proposed land uses on the remaining unpermitted blocks (Blocks 1, 2, 3-B, 4-A, 15).
- Documented trip distribution and assignment of weekday PM peak hour project-generated traffic of the remaining unpermitted blocks (Blocks 1, 2, 3-B, 4-A, 15).
- Documented traffic forecasts and assumptions for year 2038 conditions at the off-site study intersections without and with remaining unpermitted blocks (Blocks 1, 2, 3-B, 4-A, 15).
- Analyzed weekday PM peak hour LOS for future year 2038 conditions without and with the proposed project at the study intersections.
- Documented the City's concurrency determination and capacity reservation.
- Evaluated the adequacy of future pedestrian/bike/transit facilities.

- Documented proposed and revised traffic mitigation and recommendations for the proposed project.

Primary Data and Information Sources

- Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 12th Edition, 2025.
- Weekday PM peak hour traffic counts, All Traffic Data, 2026.
- City of Bellevue Transportation Impact Fee and Trip Rate Schedule, effective January 1, 2026.
- City of Bellevue 2026-2031 TIP and 2026-2045 TFP.
- City of Bellevue Model Platform (BKR4-24-D30), as of March 2026.
- Spring District Master Development Plan Amendment #8 Revised Traffic Impact Analysis, Parametrix, 2020.

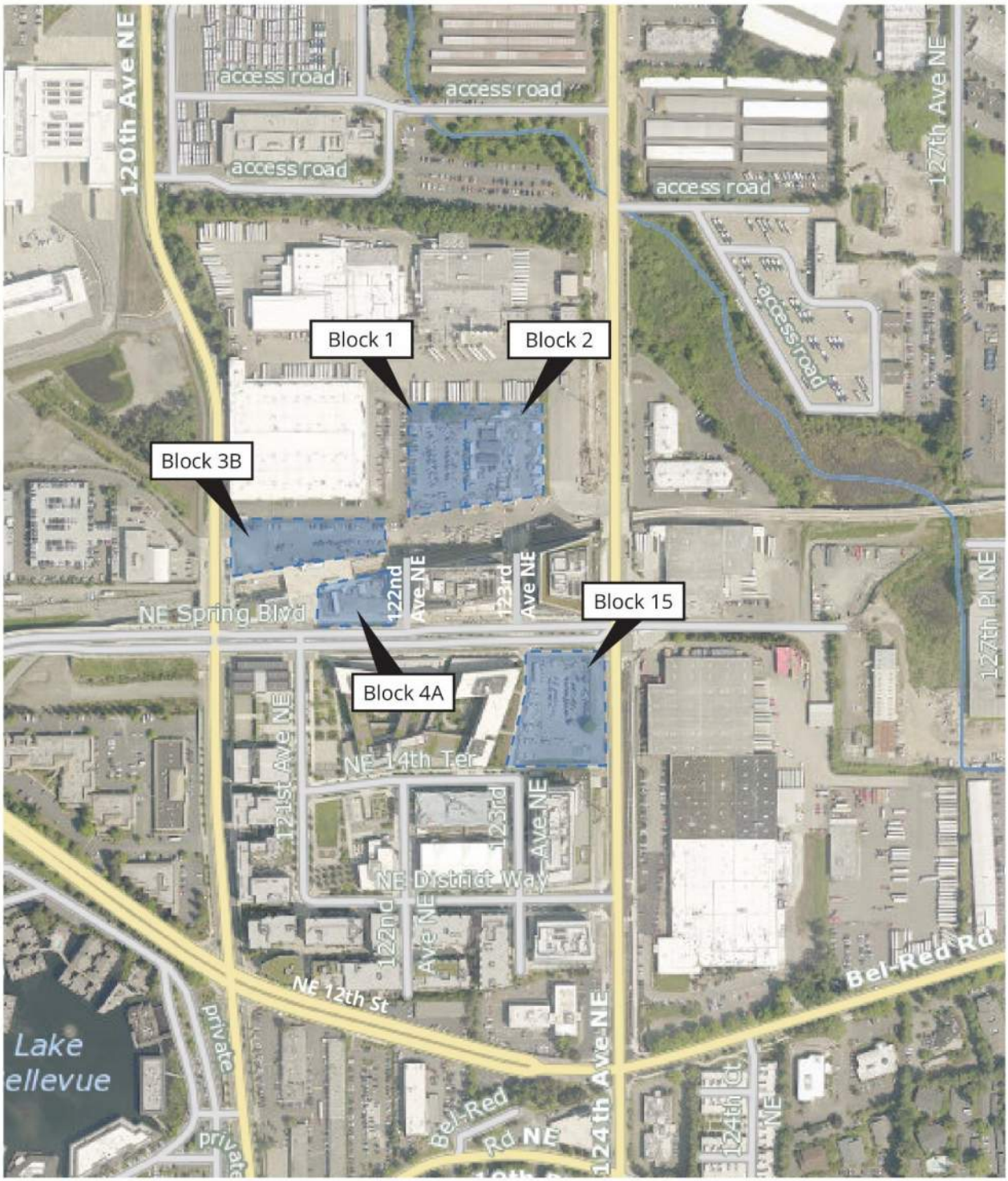


Figure 1: Site Vicinity of Remaining Unpermitted Blocks

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PLANNED TRANSPORTATION IMPROVEMENTS

This section documents the known planned transportation improvements in the immediate site vicinity. There are several planned transportation improvement projects identified in the City of Bellevue's current 2026-2031 TIP and 2026-2045 TFP.

- TIP #19 (CIP R-210 and TFP-270) – Spring Blvd – 124th Ave NE to 130th Ave NE (zone 3)

  This project will perform conceptual design work for a future segment of NE Spring Blvd providing connection between 124th Ave NE and 130th Ave NE. This proposed segment of NE Spring Blvd is a high priority east-west multi-modal connection that will improve access, circulation and mobility for all modes of transportation. This future connection will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

- TIP #25 (CIP R-219) – Vision Zero Speed Program

  This program is dedicated to reducing speeds on roads to help move Bellevue toward their 2030 goal of zero fatal and serious injury crashes. Funding would go towards implementing speed limit changes and constructing arterial speed mitigations such as radar feedback sign, raised intersection and median islands.

- TIP #111 – NE 12th Street & Bel-Red Rd/Spring Blvd to 132nd Ave NE

  This project will conduct analysis to determine options to improve bicycle safety and comfort along corridor or nearby alignment.

- TIP #112 – Bel-Red Rd/132nd Ave to 140th Ave NE

  This project will conduct analysis to determine options to improve bicycle safety and comfort along corridor or nearby alignment.

- TIP #118 – 116th Ave & NE 4th St & 120th Ave/Main St to Spring Blvd

  This project will install buffered bike lanes on 116th Ave NE from Main Street to NE 4th Street as well as upgrade existing line lanes on NE 4th Street (116th Ave to 120th Ave) to buffered bike lanes. Upgrade existing bike lanes on 120th Ave (NE 4th Street to Spring Blvd) to buffered bikes lanes.

FUTURE CONDITIONS

Project Trip Generation

The PM peak hour trips generated by full build-out of the *Spring District MDP* have been revised to reflect the following:

1. Development that has been built.
2. Updated estimates of unbuilt, unpermitted phases that reflect the most recent land use and building size assumptions.

The weekday PM peak hour new trips for the proposed uses in the unpermitted blocks were estimated based on standard City of Bellevue trip generation rates included in the current Transportation Impact Fee Rate Schedule (rates effective in 2026). Given the project's proximity to the Bellevue Spring District Light Rail Station, the City's adopted TOD trip rates were used in the trip generation estimates for the proposed multi-family uses.

Trip generation for all remaining unpermitted blocks was also compared to the trip generation assumed in the most recent MDP Amendment (Amendment #8) for those same blocks. This comparison is shown in Table 2.

Table 2
Spring District MDP Trip Generation Summary – Remaining Unpermitted Blocks

	MDP Amendment #8 TIA					Updated MDP Amendment #12 Analysis				
			PM Peak Hour Trip Generation					PM Peak Hour Trip Generation		
Block	Land Use Summary		In	Out	Total	Land Use Summary		In	Out	Total
1	Office	292,440 SF	37	192	229	Residential	250 DU	33	15	48
	Retail	11,500 SF	14	15	29					
5b[1]	Office	337,300 SF	42	222	264					
	Retail	3,850 SF	5	5	10					
2	Office	168,640 SF	21	111	132	Residential	365 DU	48	21	69
	Retail	1,200 SF	1	2	3					
3b	Office	198,420 SF	25	130	155	Residential	200 DU	26	12	38
	Retail	10,500 SF	13	14	27	Retail	5,000 SF	10	9	19
4a	Office	169,250 SF	21	111	132	Hotel	180 Rooms	43	42	85
	Retail	13,300 SF	16	17	33					
15	Office	314,000 SF	39	206	245	Residential	320 DU	42	19	61
	Retail	3,000 SF	4	4	8	Retail	3,000 SF	6	5	11
Previous Total Trip Generation			238	1,029	**1,267**	**Updated Total Trip Generation**		208	123	**331**

1. In this amendment Blocks 1 and 5b will be consolidated into a single block (Block 1)

As shown in Table 2, because of the substantial changes in planned land uses on the remaining blocks, the total PM peak hour trip generation on these blocks with MDP Amendment #12 will be significantly less than previously anticipated in the previously approved MDP Amendment #8. The total trip generation of all unpermitted blocks in Amendment #12 is over 900 weekday PM peak hour trips LESS than Amendment #8 (331 vs. 1,267).

The updated land use summary and full-buildout trip generation with Amendment #12 for the Spring District MDP is shown below. Trip generation estimates for built blocks of the Spring District Development reflect land use, building size, and trip rates approved in previously approved TIAs submitted to the City as part of the permitting process. Trip generation estimates for unpermitted blocks reflect the land use and building size provided in this MDP Amendment and the LUX permit on Block 15. For comparison, the full-buildout trip generation from the most recent prior MDP amendment traffic study (Amendment #8) is also included in Appendix B.

Spring District MDP Trip Generation Summary (Amendment #12)

Phase	Block	Status	Land Use	Size	Trip Rate[1]		PM Peak Hour Trips In	Out	Total
1A	16	Built	Office	298,969	0.78	1k GSF	40	193	233
	18-21	Built	Residential	348	0.55	unit	124	67	191
			Misc. Retail	1,754	2.45	1k GSF	2	2	4
	Tract C	Built	Park Space	37,500	---	---	---	---	---
							166	262	428
1B	12	Built	Office	16,158	0.78	1k GSF	2	11	13
			Brewpub	4,271	5.61	1k GSF	14	10	24
			Brewery	2,357	0.97	1k GSF	0	2	2
	14	Built	Office	91,100	1.34	1k GSF	21	101	122
			Misc. Retail	3,200	2.45	1k GSF	4	4	8
	22-23	Built	Residential	279	0.55	unit	100	53	153
			Misc. Retail	2,814	2.45	1k GSF	3	4	7
			Restaurant	1,099	5.61	1k GSF	4	2	6
	Tract K	Built	Park Space	17,960	---	---	---	---	---
							148	187	335
1C	17	Built	Residential	220	0.19	unit	28	14	42
			Retail	7,500	2.45	1k GSF	9	9	18
							37	23	60
1D	13	Built	Office	212,128	0.78	1k GSF	27	138	165
			Retail	0	2.51	1k GSF	0	0	0
							27	138	165
1E	24	Built	Office	196,100	0.78	1k GSF	29	124	153
			Retail	1,500	2.51	1k GSF	2	2	4
							31	126	157
3A	9 and 11	Built	Office	316,507	0.78	1k GSF	40	207	247
			Misc. Retail	4,482	2.45	1k GSF	5	6	11
			Restaurant	2,513	5.61	1k GSF	9	5	14
	Tract J	Built	Park Space	13,360	---	---	---	---	---
	Tract G	Built	Park Space	22,230	---	---	---	---	---
	7,8	Built	Office	26,414	0.78	1k GSF	3	18	21
			Retail	4,822	2.45	1k GSF	6	6	12
			Fast Casual Restaurant	7,065	8.05	1k GSF	31	26	57
	3a	Built	Retail	5,847	2.45	1k GSF	7	7	14
			Restaurant	2,850	5.61	1k GSF	9	7	16
							110	282	392
4	5a	Built	Office	332,000	0.78	1k GSF	42	217	259
			Retail	4,218	2.51	1k GSF	5	6	11
	6	Built	Office	327,153	0.78	1k GSF	41	214	255
			Retail	2,317	2.51	1k GSF	3	3	6
							91	440	531
3B	15	Unpermitted	Residential	320	0.19	unit	42	19	61
			Mixed Use Retail	3,000	3.77	1k GLA	6	5	11
5	1	Unpermitted	Residential	250	0.19	unit	33	15	48
	2	Unpermitted	Residential	365	0.19	unit	48	21	69
6	3b	Unpermitted	Residential	200	0.19	unit	26	12	38
			Mixed Use Retail	5,000	3.77	1k GLA	10	9	19
	4a	Unpermitted	Hotel	180	0.47	room	43	42	85
							208	123	331

1. Trip rates for Built blocks reflect Bellevue trips rates current at the time of TIA submittal (2015-2021)

Land Use	Total Size	Total Trips
Residential	1,982	602
Office	1,816,529	1,468
Retail	46,454	125
Restaurant	17,798	117
Park Space	91,050	0
Industrial	2,357	2
Hotel	180	85

Total PM Peak Hour Trips In	Out	Total
818	**1,581**	**2,399**

Table 3 illustrates a comparison of total trips by land use between the most recent approved MDP TIA (Amendment #8) and the proposed changes reflected in Amendment #12. A comparison to the total trips by land use from the original 2012 MDP TIA is also shown for comparison. As shown in Table 3, with the latest MDP project statistics, the full buildout of the Spring District MDP will result in 756 fewer total weekday PM peak hour trips than what was analyzed in the previous 2020 MDP Amendment #8, and 2,249 fewer total weekday PM peak hour trips than what was analyzed in the original 2012 MDP.

Table 3
Spring District MDP Overall Trip Generation Summary – Full Buildout MDP

		Original MDP (2012)		Current MDP (Amendment #8, Oct 2020)		Proposed Changes (Amendment #12)	
Land Use	Units	Size	Trips	Size	Trips	Size	Trips
Residential	Units	1,220	451	847	387	1,982	602
Office	GFA	3,712 ksf	3,749	3,033 ksf	2,419	1,816 ksf	1,468
Retail[1]	GFA	163 ksf	366	109 ksf	347	64 ksf	242
Hotel	Rooms	248	82	0	0	180	85
Industrial	GFA	0 ksf	0	2 ksf	2	2 ksf	2
		Total Trips	**4,648**	**Total Trips**	**3,155**	**Total Trips**	**2,399**

2. Retail includes both retail and restaurant uses

Future 12-Year Traffic Operations

Road Network Assumptions

PM peak hour level of service (LOS) for future 12-year conditions without and with the project was analyzed at the following study intersections:

1. 120th Ave NE / NE Spring Blvd (signal)
2. 121st Ave NE / NE Spring Blvd (signal)
3. 122nd Ave NE / NE Spring Blvd (stop-controlled)
4. 123rd Ave NE / NE Spring Blvd (signal)
5. 124th Ave NE / NE Spring Blvd (signal)
6. 124th Ave NE / NE District Way (signal)
7. 124th Ave NE / NE 12th St (signal)
8. 120th Ave NE / NE 12th St (signal)
9. 123rd Ave NE (north leg) / NE 16th St (stop-controlled – future intersection)
10. 123rd Ave NE (south leg) / NE 16th St (stop-controlled – future intersection)
11. 120th Ave NE / NE 16th St (stop-controlled – future intersection)

With MDP Amendment #12, two new roadways would be provided on the north blocks site (123rd Ave NE and NE 16th St). The proposed configuration of 123rd Ave NE would bisect Blocks 1 and 2 and would be modified from the currently approved MDP to intersect NE 16th Street at an offset to the west of the existing 123rd Ave NE. The proposed site access driveways to Blocks 1 and 2 at the north end of the new 123rd Ave NE will serve as a hammerhead turn-around. West of the site, a new connection to 120th Ave NE that was not previously shown in the approved MDP is proposed to occur in several planned phases. With the construction of Blocks 1 and 2 (Phase 5 of the Spring District MDP), an interim connection from NE 16th Street will be provided through the existing parking lot of the Spring District Link Light Rail station to

120th Ave NE (this configuration was analyzed in the Spring District Block 1 and 2 ADR TIA). With the construction of Block 3B in Phase 6, NE 16th Street would extend to 120th Ave NE from Blocks 1 and 2 and would be configured as an interim two-lane roadway south of the Safeway property line. Block 3B will provide garage and loading access on the south side of this roadway. This configuration is what is analyzed with full buildout of the Spring District MDP in this TIA. In the future, the development of the Safeway property would allow the full NE 16th roadway section to be built and centered on the property line along the northern boundary of Block 3B. Consistent with the currently approved MDP, the east end of NE 16th Street would terminate at the Safeway property and would only connect to 124th Ave NE with future development of that portion of the Safeway property.

Project Trip Distribution & Assignment

Results from the City of Bellevue's BKR traffic model were used to distribute and assign project trips from the remaining unpermitted blocks. The modeling was conducted for the baseline condition without a NE 16th St connection to 120th Ave NE. Therefore, local adjustments to the assignment of project trips were made to account for the full access at NE 16th Street and 120th Ave NE. Additionally, the assignment of project trips for Blocks 1, 2, 3B, and 4A were based on modeling results received for Blocks 1 and 2, while the assignment of project trips for Block 15 were based on separate modeling results received for its own respective block. Both BKR Modeling results are included in Appendix C. The assignment of the total weekday PM peak hour trips from the remaining unpermitted blocks at the study intersections is shown in Figure 2.

Future 12-Year Traffic Volumes

Existing weekday PM peak hour traffic volumes at the study intersections were based on counts collected by All Traffic Data in February, March, and July 2026. The PM peak hour traffic volumes represent the highest hour of traffic between 4:00 and 6:00 p.m. The traffic counts are included in Appendix D.

To estimate future 12-year traffic volumes, a 1 percent annual growth rate (confirmed by City staff) was applied to the existing 2026 traffic volumes. The growth factor is used to account for new development in the study area and growth in existing traffic. Future 12-year PM peak hour traffic volumes with the proposed *Spring District MDP Amendment #12* project were estimated by adding the project-generated trips (shown in Figure 2) to the future 12-year No Action (Baseline) PM peak hour traffic volumes (shown in Figure 3). Future 12-year PM peak hour traffic volumes with the proposed *Spring District MDP Amendment #12* project are shown in Figure 4.

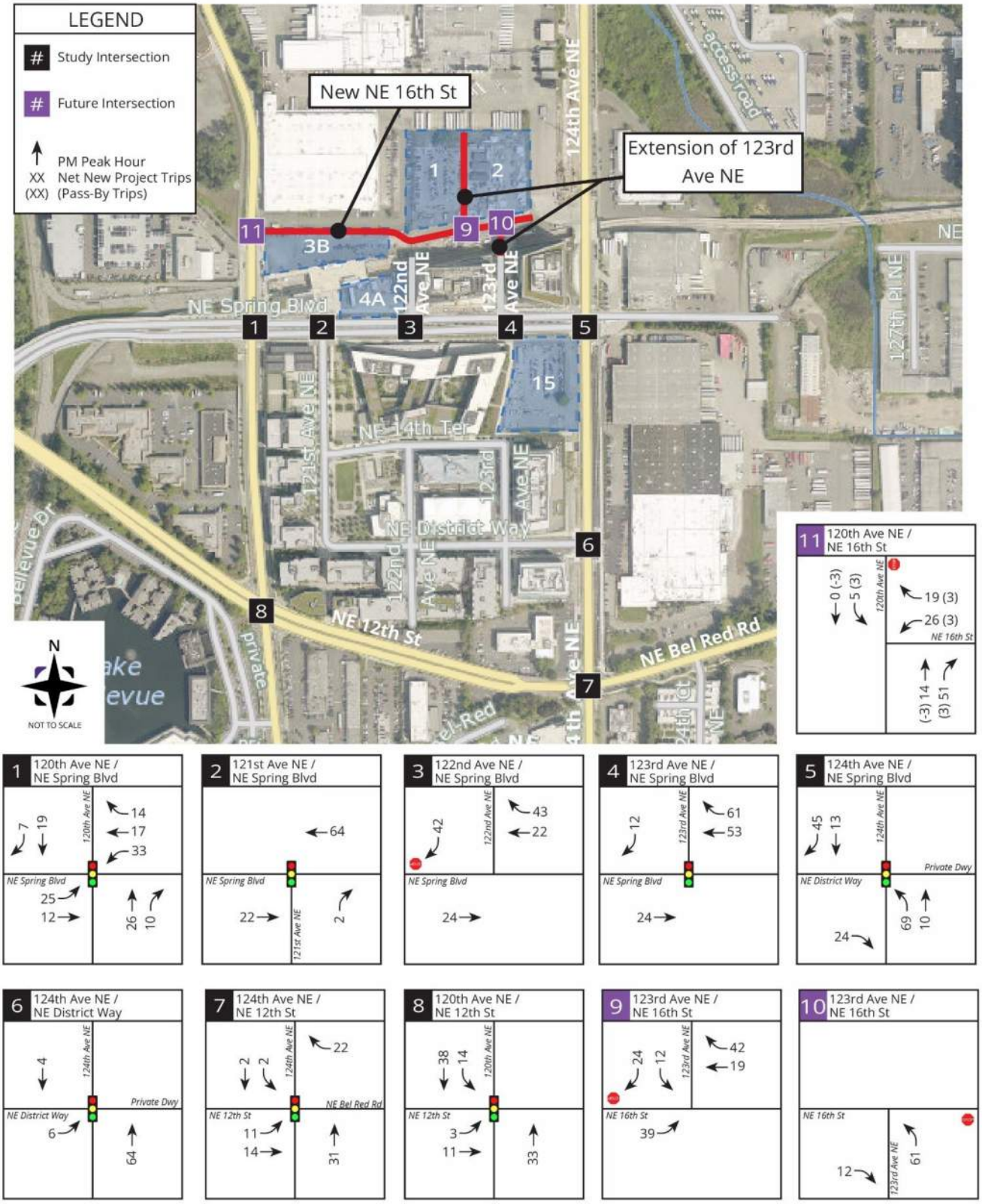


Figure 2: Weekday PM Peak Hour Project Trip Assignment

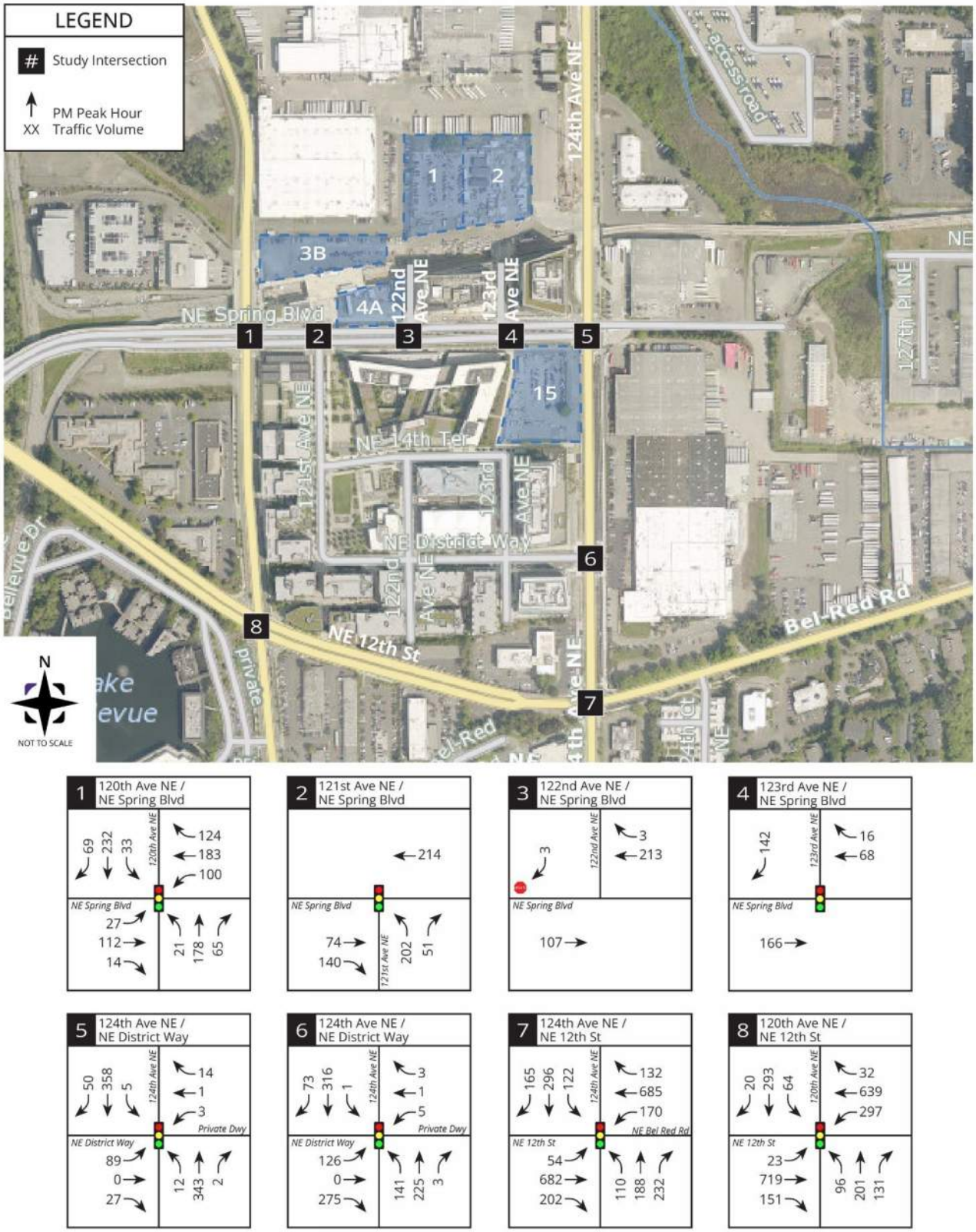


Figure 3: 12-Year No Action Weekday PM Peak Hour Volumes

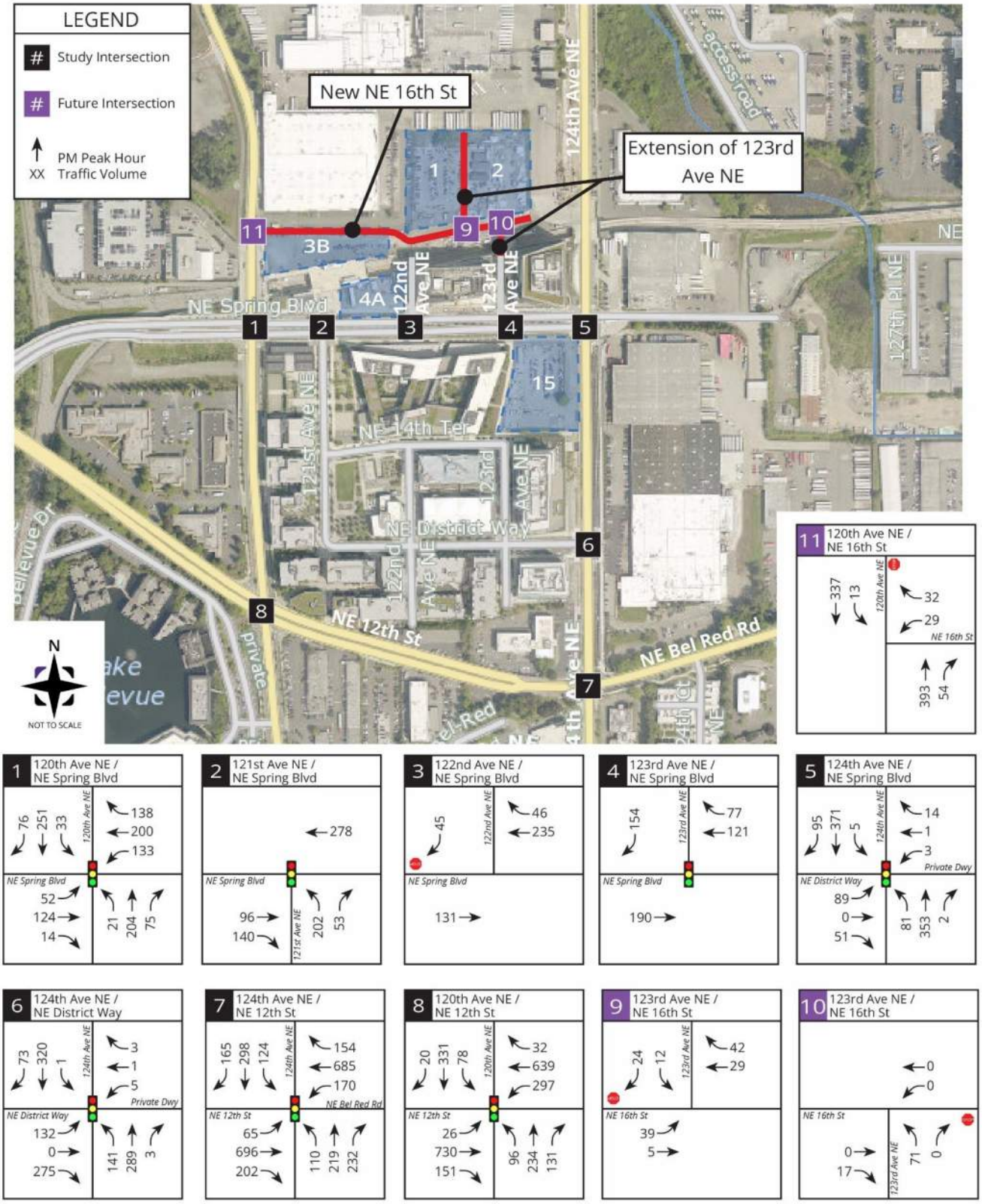


Figure 4: 12-Year With Project Weekday PM Peak Hour Volumes

Future 12-Year Level of Service

A Level of Service (LOS) analysis was conducted at the eight (8) study intersections for future 12-year weekday PM peak hour No Action (without project) conditions and for with-project conditions. Additionally, three (3) future intersections created by the new roadways supporting the North Blocks were analyzed for with-project conditions.

Existing signal timing at the study intersections used in the future LOS analysis were provided by the City of Bellevue, however, splits and offsets were optimized to model the Sydney Coordinated Adaptive Traffic System (SCATS) used in the City of Bellevue. SCATS makes constant adjustments to signal operations in response to the real-time traffic situation, thereby reducing travel delay. *Synchro 12* is not able to account for the additional benefit of adaptive signals, therefore, the LOS reported by *Synchro 12* could be considered conservative.

The future weekday PM peak hour LOS results at the study intersections are summarized in Table 4. The detailed LOS worksheets are included in Appendix E.

Table 4
Future 12-Year PM Peak Hour Level of Service Summary

	12-Year Future Baseline		12-Year Future With MDP Full Buildout	
	LOS	Delay (sec)	LOS	Delay (sec)
Signalized Intersections:				
1. 120th Ave NE / NE Spring Blvd	B	14.2	B	14.8
2. 121st Ave NE / NE Spring Blvd	C	31.3	C	31.2
4. 123rd Ave NE / NE Spring Blvd	A	0.6	A	0.6
5. 124th Ave NE / NE Spring Blvd	B	11.1	B	11.9
6. 124th Ave NE / NE District Way	B	15.8	B	15.6
7. 124th Ave NE / NE 12th St	D	37.1	D	38.2
8. 120th Ave NE / NE 12th St	C	27.2	C	28.0
Stop-Controlled Intersections[1]:				
3. 122nd Ave NE / NE Spring Blvd – SB Approach	A	9.7	A	9.4
9. 123rd Ave NE (North Leg) / NE 16th St – SB Approach	---	---	A	9.5
10. 123rd Ave NE (South Leg) / NE 16th St – NB Approach	---	---	A	9.4
11. 120th Ave NE / NE 16th St – WB Approach	---	---	C	16.0

1. LOS reported at the stop-controlled study intersections is the LOS on the approach with the highest delay.

As shown in Table 4, the study intersections are estimated to operate at LOS D or better with or without the proposed *Spring District MDP Amendment #12*. Based on these results, no additional off-site mitigation is required with full buildout of the MDP.

Transportation Concurrency Determination Results

Based on the City's multimodal concurrency analysis dated July 24, 2026, the City has issued a concurrency reservation for 373 Mobility Units for the proposed remaining unpermitted blocks in *Spring District MDP Amendment #12*. The City's Concurrency Determination is included in Appendix F.

Future Pedestrian/Bike Facilities

Future frontage improvements for the remaining unpermitted blocks will be documented in detail during ADR project review for each block. Improvements typically include pedestrian amenities such as sidewalks, planter strips, ADA curb ramps, and pedestrian crossings per City of Bellevue standards.

In addition to frontage improvements, a new minimum 8-ft wide pedestrian connection will be provided with Blocks 1 and 2 (Phase 5) on the south side of NE 16th Street and would be extended west to the existing pedestrian plaza at the Spring District Light Rail Station. This connection will also be maintained with the development of Block 3B (Phase 6), and will also serve as a pedestrian connection to 120th Ave NE with Block 3B. The existing mid-block RRFB pedestrian crossing on 120th Ave NE will be relocated with the development of Block 3B.

Additional pedestrian facilities will also be provided on the west, north, and east perimeter of the Block 1 & 2 site and would include a minimum 14-ft building setback consisting of a minimum 6-ft sidewalk and adjacent landscaping.

No new bicycle facilities or significant modifications to existing bicycle facilities are anticipated with the development of the remaining unpermitted blocks.

The existing and future pedestrian and bike facilities in the project vicinity are expected to adequately accommodate the additional pedestrian and bike traffic generated with the proposed project.

Future Transit Service

In the future, transit service to and from the project vicinity will continue to be provided by King County Metro and Sound Transit.

The City has included transit projects in their *2026-2045 Transportation Facilities Plan (TFP)* that will evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors. The City is also planning the King County Metro RapidRide K Line that will provide riders access between Totem Lake in Kirkland and the Eastgate Park and Ride, and is planned for 2030.

These future improvements and added capacity to bus transit service in the project vicinity are anticipated to provide adequate transit capacity to support the proposed project.

MITIGATION AND RECOMMENDATIONS

In addition mitigation measures already established and/or modified in the 2012 MDP TIA, 2016 MDP TIA Revision 4, and 2020 MDP TIA Amendment #8, the following mitigation is recommended for the buildout of the North Blocks:

<u>Roadway, Access, and Pedestrian Improvements</u>

- Provide two new roadways (123rd Ave NE and NE 16th St).
    - With Blocks 1 and 2 (Phase 5), the proposed configuration of 123rd Ave NE would bisect Blocks 1 and 2 and would be modified from the currently approved MDP to intersect NE 16th Street at an offset to the west of the existing 123rd Ave NE.
    - With Blocks 1 and 2 (Phase 5), NE 16th Street would be constructed along the south frontage of Blocks 1 and 2.
    - West of Blocks 1 and 2, provide a new connection to 120th Ave NE that was not previously shown in the approved MDP. This connection will be phased as follows:

- With the construction of Blocks 1 and 2 (Phase 5), an interim connection from NE 16th Street will be provided through the existing parking lot of the Spring District Link Light Rail station to 120th Ave NE.
- With the construction of Block 3B (Phase 6), NE 16th Street would extend to 120th Ave NE from Blocks 1 and 2 and would be configured as an interim two-lane roadway south of the Safeway property line.
- In the future, the development of the Safeway property would allow the full NE 16th roadway section to be built and centered on the property line along the northern boundary of Block 3B.

- Provide a new minimum 8-ft wide pedestrian connection with Blocks 1 and 2 (Phase 5) on the south side of NE 16th Street and extend the connection west to the existing pedestrian plaza at the Spring District Light Rail Station. Maintain this connection with the development of Block 3B (Phase 6), which will also serve as a pedestrian connection to 120th Ave NE with Block 3B. Relocate the existing mid-block RRFB pedestrian crossing on 120th Ave NE with the development of Block 3B.

Off-Site Improvements

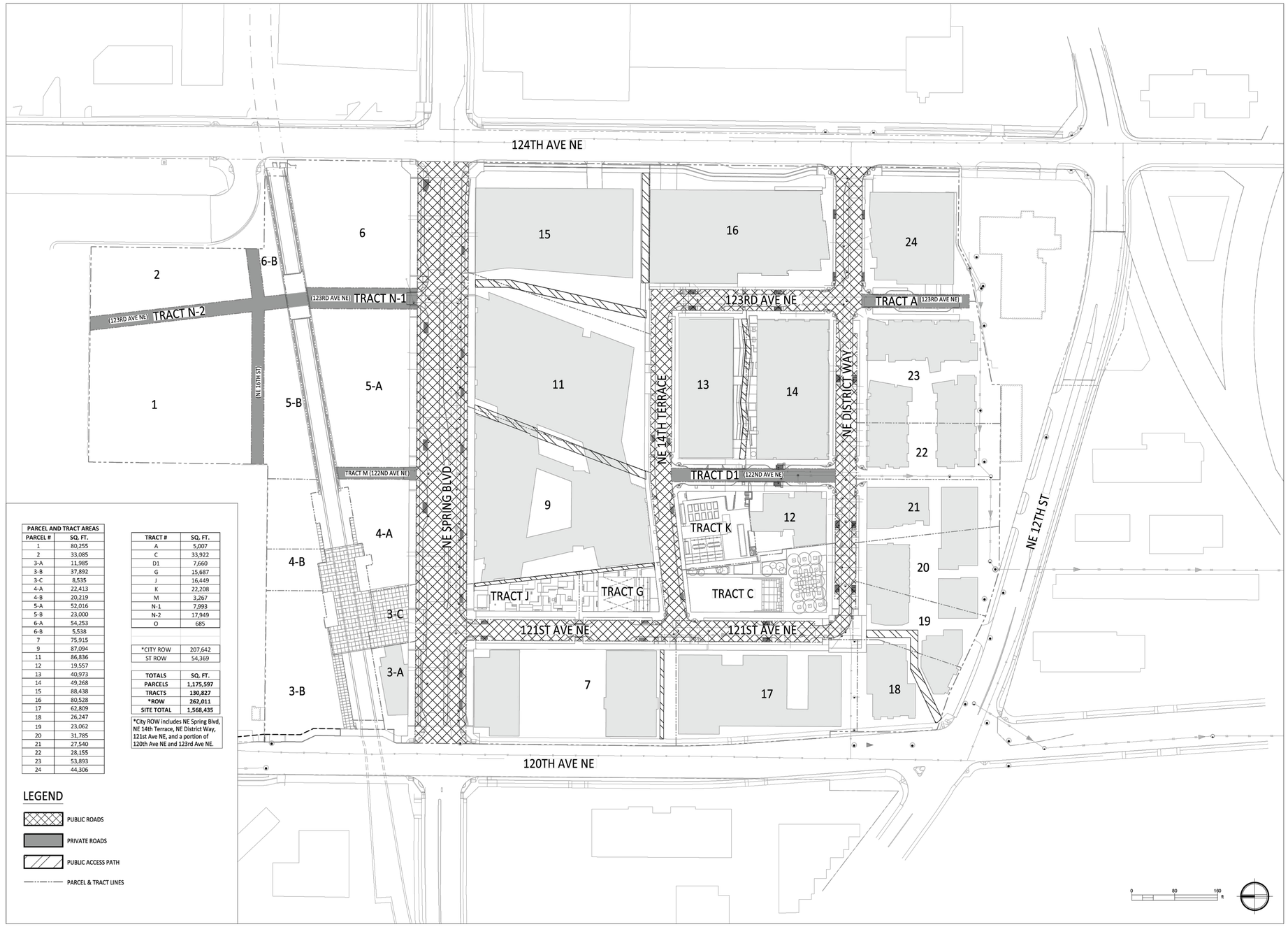
All off-site intersections operate at acceptable levels with full buildout of the MDP. No additional off-site mitigation is proposed.

Conclusions

No significant adverse transportation impacts are anticipated with the proposed project. The proposed mitigation measures outlined above would mitigate the project's transportation impacts.

Appendix A

Site Plans



PARCEL AND TRACT AREAS	
PARCEL #	SQ. FT.
1	80,255
2	33,085
3-A	11,985
3-B	37,892
3-C	8,535
4-A	22,413
4-B	20,219
5-A	52,016
5-B	23,000
6-A	54,253
6-B	5,538
7	75,915
9	87,094
11	86,836
12	19,557
13	40,973
14	49,268
15	88,438
16	80,528
17	62,809
18	26,247
19	23,062
20	31,785
21	27,540
22	28,155
23	53,893
24	44,306

TRACT #	SQ. FT.
A	5,007
C	33,922
D1	7,660
G	15,687
J	16,449
K	22,208
M	3,267
N-1	7,993
N-2	17,949
O	685
*CITY ROW	207,642
ST ROW	54,369

TOTALS	SQ. FT.
PARCELS	1,175,597
TRACTS	130,827
*ROW	262,011
SITE TOTAL	1,568,435

*City ROW includes NE Spring Blvd, NE 14th Terrace, NE District Way, 121st Ave NE, and a portion of 120th Ave NE and 123rd Ave NE.

LEGEND

- PUBLIC ROADS
- PRIVATE ROADS
- PUBLIC ACCESS PATH
- PARCEL & TRACT LINES

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

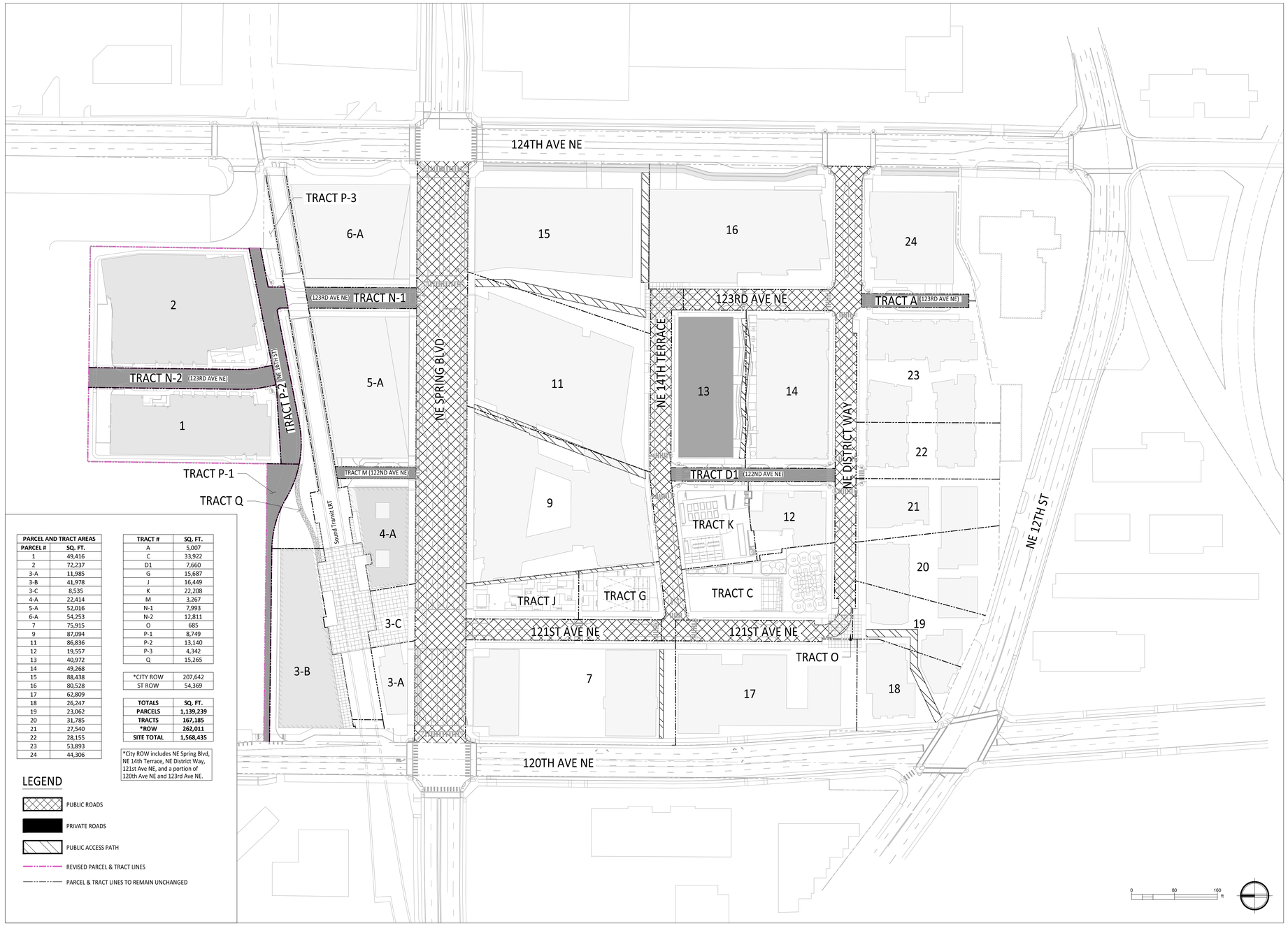
DATE	DESCRIPTION

ISSUE:
MDP REV #12 8/6/2026

APPROVED PARCEL & TRACT PLAN

SHEET NO:

C1.01



PARCEL AND TRACT AREAS	
PARCEL #	SQ. FT.
1	49,416
2	72,237
3-A	11,985
3-B	41,978
3-C	8,535
4-A	22,414
5-A	52,016
6-A	54,253
7	75,915
9	87,094
11	86,836
12	19,557
13	40,972
14	49,268
15	88,438
16	80,528
17	62,809
18	26,247
19	23,062
20	31,785
21	27,540
22	28,155
23	53,893
24	44,306

TRACT #	SQ. FT.
A	5,007
C	33,922
D1	7,660
G	15,687
J	16,449
K	22,208
M	3,267
N-1	7,993
N-2	12,811
O	685
P-1	8,749
P-2	13,140
P-3	4,342
Q	15,265

*CITY ROW	207,642
ST ROW	54,369

TOTALS	SQ. FT.
PARCELS	**1,139,239**
TRACTS	**167,185**
***ROW**	**262,011**
SITE TOTAL	**1,568,435**

*City ROW includes NE Spring Blvd, NE 14th Terrace, NE District Way, 121st Ave NE, and a portion of 120th Ave NE and 123rd Ave NE.

LEGEND

- PUBLIC ROADS
- PRIVATE ROADS
- PUBLIC ACCESS PATH
- REVISED PARCEL & TRACT LINES
- PARCEL & TRACT LINES TO REMAIN UNCHANGED

*Binding Site Plan to be Updated to Match under Separate Process

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

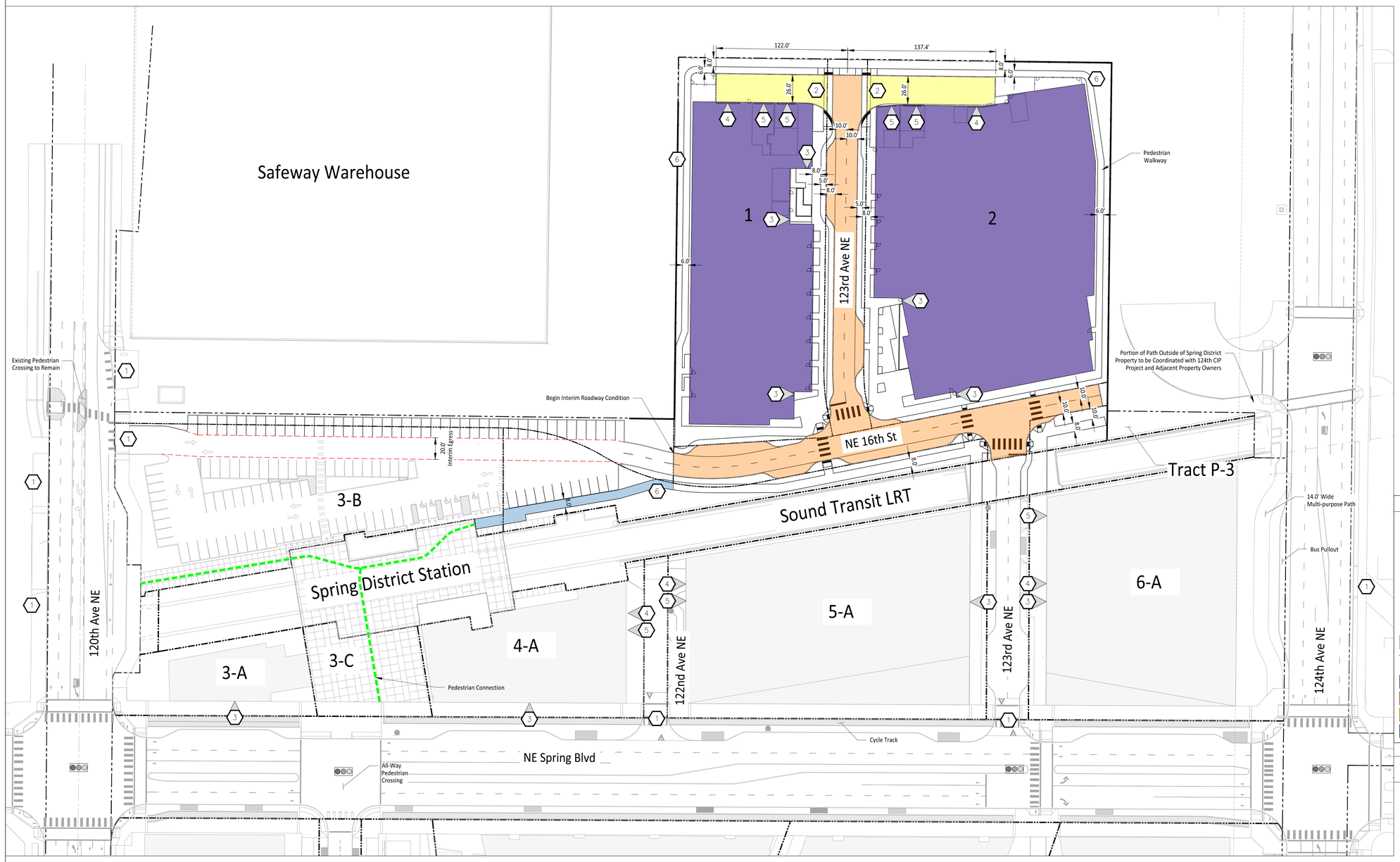
NO.	DATE	DESCRIPTION

ISSUE:
MDP REV #12 8/6/2026

PROPOSED PARCEL & TRACT PLAN

SHEET NO:

C1.02



LEGEND

- 1 EXISTING DRIVEWAY / SITE ACCESS
- 2 PROPOSED DRIVEWAY / SITE ACCESS
- 3 BUILDING PEDESTRIAN ENTRY
- 4 BUILDING PARKING ACCESS (26' MIN.)
- 5 BUILDING SERVICE / LOADING ACCESS (24' MIN.)
- 6 PUBLIC ACCESS PATH
- 7 ROLLED CURB/EMERGENCY VEHICLE ACCESS
- SIGNALIZED INTERSECTION
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT
- NEW PROPOSED RESIDENTIAL
- NEW PROPOSED ROAD
- NEW PROPOSED DRIVEWAY
- SOUND TRANSIT LIGHTRAIL STATION ACCESS

NOTES

1. SEE SHEET C1.02 FOR PROPOSED PARCEL & TRACT PLAN.
2. 120TH, 124TH, AND SPRING BLVD BY OTHERS.

0 40 80 ft

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

DATE: 08/06/2026
JOB NO.
PERMIT #

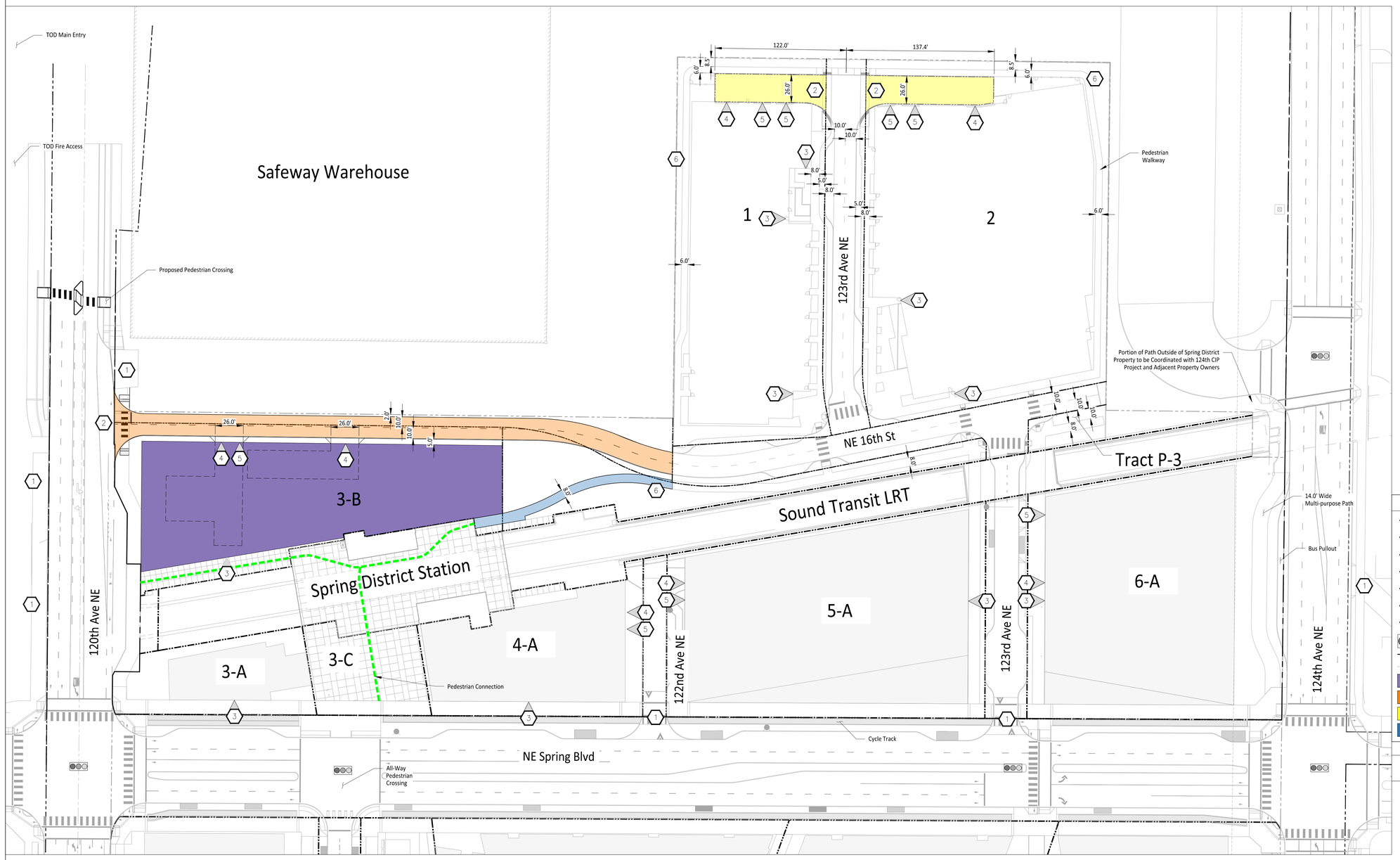
REVISIONS:
1 DATE DESCRIPTION

ISSUE:
MDP REV #12 8/6/2026

ROAD PLAN - PHASE 5

SHEET NO:

C5.01



LEGEND

- EXISTING DRIVEWAY / SITE ACCESS
- PROPOSED DRIVEWAY / SITE ACCESS
- BUILDING PEDESTRIAN ENTRY
- BUILDING PARKING ACCESS (26' MIN.)
- BUILDING SERVICE / LOADING ACCESS (24' MIN.)
- PUBLIC ACCESS PATH
- ROLLED CURB/EMERGENCY VEHICLE ACCESS
- SIGNALIZED INTERSECTION
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT
- NEW PROPOSED RESIDENTIAL
- NEW PROPOSED ROAD
- NEW PROPOSED DRIVEWAY
- SOUND TRANSIT LIGHTRAIL STATION ACCESS

NOTES

1. SEE SHEET C1.02 FOR PROPOSED PARCEL & TRACT PLAN.
2. 120TH, 124TH, AND SPRING BLVD BY OTHERS.

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

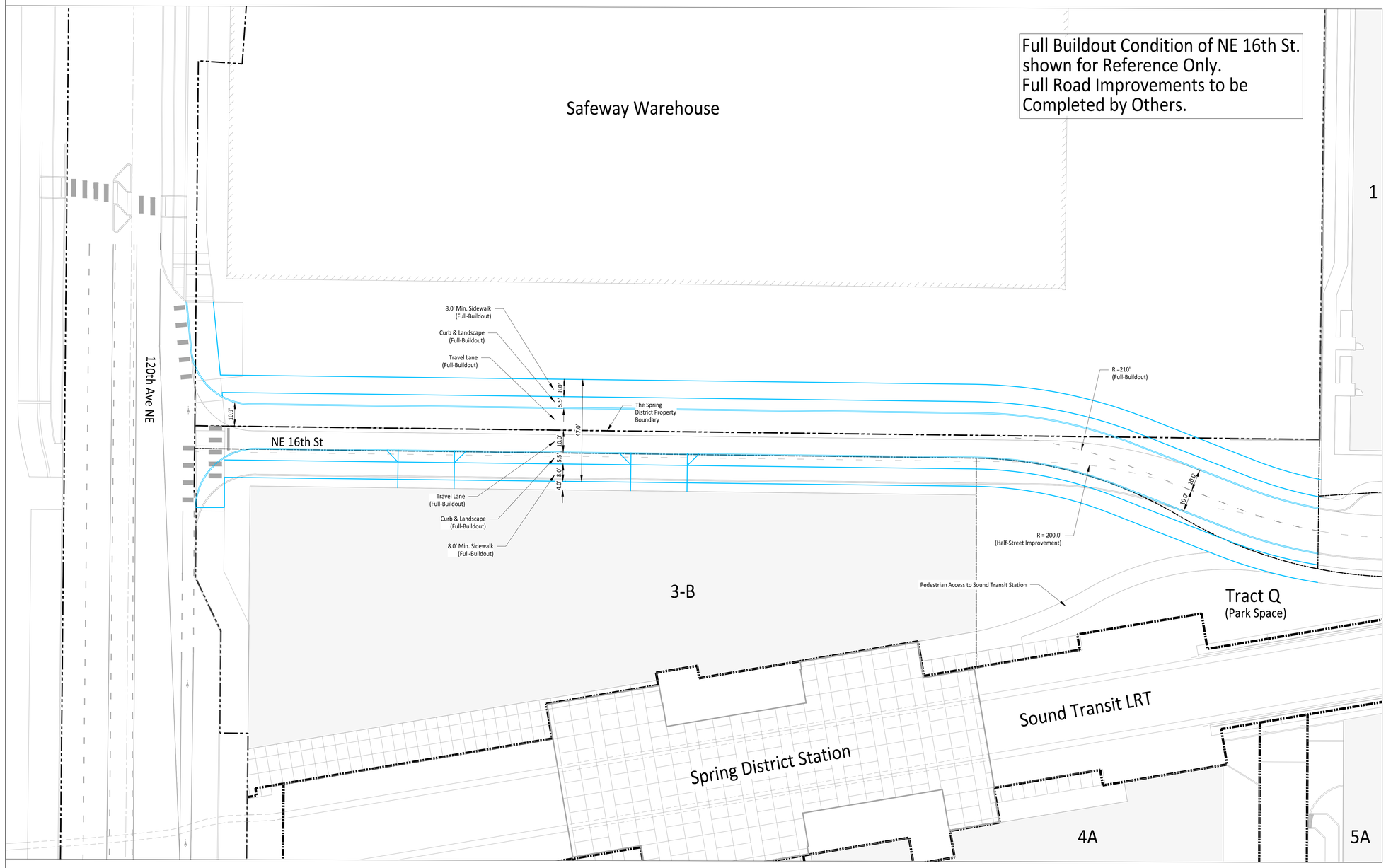
No.	DATE	DESCRIPTION

ISSUE:
MDP REV #12 8/6/2026

ROAD PLAN - PHASE 6

SHEET NO:

C5.02



LEGEND

- NE 16th St Full Build Out
- SIGNALIZED INTERSECTION
- PROPERTY BOUNDARY LINE
- SEATTLE CITY LIGHT EASEMENT

NOTES

1. SEE SHEET C1.02 FOR PROPOSED PARCEL & TRACT PLAN.
2. 120TH, 124TH, AND SPRING BLVD BY OTHERS.

0 20 40 ft

JMJTEAM

SPRING DISTRICT - MDP REVISION 12

1209 124TH AVE NE
BELLEVUE, WA 98004

DATE: 08/06/2026
JOB NO.
PERMIT #

REVISIONS:

DATE	DESCRIPTION

ISSUE:
MDP REV #12 8/6/2026

NE 16TH ST ROAD ALIGNMENT PLAN

SHEET NO:

C5.21

Appendix B

Spring District MDP Full Buildout Trip Generation
Amendment #12 and Amendment #8

Spring District MDP Trip Generation Summary (Amendment #12)

Phase	Block	Status	Land Use	Size	Trip Rate[1]		PM Peak Hour Trips In	Out	Total
1A	16	Built	Office	298,969	0.78	1k GSF	40	193	233
	18-21	Built	Residential	348	0.55	unit	124	67	191
			Misc. Retail	1,754	2.45	1k GSF	2	2	4
	Tract C	Built	Park Space	37,500	---	---	---	---	---
							166	262	428
1B	12	Built	Office	16,158	0.78	1k GSF	2	11	13
			Brewpub	4,271	5.61	1k GSF	14	10	24
			Brewery	2,357	0.97	1k GSF	0	2	2
	14	Built	Office	91,100	1.34	1k GSF	21	101	122
			Misc. Retail	3,200	2.45	1k GSF	4	4	8
	22-23	Built	Residential	279	0.55	unit	100	53	153
			Misc. Retail	2,814	2.45	1k GSF	3	4	7
			Restaurant	1,099	5.61	1k GSF	4	2	6
	Tract K	Built	Park Space	17,960	---	---	---	---	---
							148	187	335
1C	17	Built	Residential	220	0.19	unit	28	14	42
			Retail	7,500	2.45	1k GSF	9	9	18
							37	23	60
1D	13	Built	Office	212,128	0.78	1k GSF	27	138	165
			Retail	0	2.51	1k GSF	0	0	0
							27	138	165
1E	24	Built	Office	196,100	0.78	1k GSF	29	124	153
			Retail	1,500	2.51	1k GSF	2	2	4
							31	126	157
3A	9 and 11	Built	Office	316,507	0.78	1k GSF	40	207	247
			Misc. Retail	4,482	2.45	1k GSF	5	6	11
			Restaurant	2,513	5.61	1k GSF	9	5	14
	Tract J	Built	Park Space	13,360	---	---	---	---	---
	Tract G	Built	Park Space	22,230	---	---	---	---	---
	7,8	Built	Office	26,414	0.78	1k GSF	3	18	21
			Retail	4,822	2.45	1k GSF	6	6	12
			Fast Casual Restaurant	7,065	8.05	1k GSF	31	26	57
	3a	Built	Retail	5,847	2.45	1k GSF	7	7	14
			Restaurant	2,850	5.61	1k GSF	9	7	16
							110	282	392
4	5a	Built	Office	332,000	0.78	1k GSF	42	217	259
			Retail	4,218	2.51	1k GSF	5	6	11
	6	Built	Office	327,153	0.78	1k GSF	41	214	255
			Retail	2,317	2.51	1k GSF	3	3	6
							91	440	531
3B	15	Unpermitted	Residential	320	0.19	unit	42	19	61
			Mixed Use Retail	3,000	3.77	1k GLA	6	5	11
5	1	Unpermitted	Residential	250	0.19	unit	33	15	48
	2	Unpermitted	Residential	365	0.19	unit	48	21	69
6	3b	Unpermitted	Residential	200	0.19	unit	26	12	38
			Mixed Use Retail	5,000	3.77	1k GLA	10	9	19
	4a	Unpermitted	Hotel	180	0.47	room	43	42	85
							208	123	331

1. Trip rates for Built blocks reflect Bellevue trips rates current at the time of TIA submittal (2015-2021)

Land Use	Total Size	Total Trips
Residential	1,982	602
Office	1,816,529	1,468
Retail	46,454	125
Restaurant	17,798	117
Park Space	91,050	0
Industrial	2,357	2
Hotel	180	85

Total PM Peak Hour Trips In	Out	Total
818	**1,581**	**2,399**

Table 2. Spring District MDP Amendment #8 Revised TIA Trip Generation Details

Phase	Block	Status	Land Use	Size	Trip Rate[1]		PM PEAK HOUR TRIPS		
							IN	Out	Total
1A	16	Permitted	Office	298,969	0.78	1k GSF	40	193	233
	18-21	Built	Residential	348	0.55	unit	124	67	191
			Misc. Retail	1,754	2.45	1k GSM	2	2	4
	Tract C	Built	Park Space	37,500	-	-	-	-	-
							166	**263**	**429**
1B	12	Permitted	Office	16,158	0.78	1k GSF	2	11	13
			Brewpub	4,271	5.61	1k GSF	14	10	24
			Brewery	2,357	0.97	1k GSF	0	2	2
	14	Built	Office	91,000	1.34	1k GSM	21	101	122
			Misc Retail	3,200	2.45	1k GSM	4	4	8
	22-23	Built	Residential	279	0.55	unit	100	53	153
			Misc. Retail	2,814	2.45	1k GSF	3	4	7
			Restaurant	1,099	5.61	1k GSF	4	2	6
	Tract K	Permitted	Park Space	17,960	-	-	-	-	-
							148	**187**	**335**
1C	17	Permitted	Residential	220	0.19	unit	27	14	42
			Retail	7,500	2.45	1k GSF	9	10	18
							36	**24**	**60**
1E	24	Permitted	Office	196,100	0.78	1k GSF	29	123	152
			Retail	1,500	2.51	1k GSF	2	2	4
							31	**125**	**156**
3A	9 and 11	Permitted	Office	316,507	0.78	1k GSF	40	207	247
			Misc Retail	4,482	2.45	1k GSF	5	6	11
			Restaurant	2,513	5.61		9	5	14
	Tract J	Permitted	Park Space	13,360	-	-	-	-	-
	Tract G	Permitted	Park Space	22,230	-	-	-	-	-
	7, 8	Permitted	Office	26,414	0.78	1k GSF	3	18	21
			Retail	4,822	2.45	1k GSF	6	6	12
			Fast Casual Restaurant	7,065	8.05	1k GSF	31	26	57
	3a	Permitted	Retail	5,847	2.45	1k GSF	6	8	14
			Restaurant	2,850	5.61	1k GSF	9	7	16
							109	**283**	**392**
TBD	13	Unpermitted	Office	279,150	0.78	1k GSF	35	183	218
			Retail	11,400	2.51	1k GSF	14	15	29
TBD	15	Unpermitted	Office	314,000	0.78	1k GSF	39	206	245
			Retail	3,000	2.51	1k GSF	4	4	8
TBD	4A	Unpermitted	Office	169,250	0.78	1k GSF	21	111	132
			Retail	13,300	2.51	1k GSF	16	17	33
TBD	5	Unpermitted	Office	337,300	0.78	1k GSF	42	222	263
			Retail	3,850	2.51	1k GSF	5	5	10
TBD	6	Unpermitted	Office	312,400	0.78	1k GSF	39	205	244
			Retail	2,200	2.51	1k GSF	3	3	6
TBD	1	Unpermitted	Office	292,440	0.78	1k GSF	37	192	229
			Retail	11,500	2.51	1k GSF	14	15	29
TBD	2	Unpermitted	Office	168,640	0.78	1k GSF	21	111	132
			Retail	1,200	2.51	1k GSF	1	2	3
TBD	3b	Unpermitted	Office	198,420	0.78	1k GSF	25	130	155
			Retail	10,500	2.51	1k GSF	13	14	27
TBD	4b	Unpermitted	Office	16,150	0.78	1k GSF	2	11	13
			Retail	2,750	2.51	1k GSF	4	4	7
							334	**1449**	**1783**

1) Trips rates for Built and Permitted Blocks reflect Bellevue trips rates current at the time of TIA submittal. (2015-2019)

Land Use	Total Size	Total Trips
Residential	**847**	**387**
Office	**3,032,898**	**2,419**
Retail	**91,619**	**230**
Resturant	**17,798**	**117**
Park Space	**108,680**	**0**
Industrial	**2,357**	**2**

Total PM Peak Hour Trips		
IN	OUT	Total
824	**2330**	**3155**

Appendix C

City of Bellevue Traffic Modeling

Date:
Feb 4 2026

Site Development Review:

Project ID *25 129265 DC*
Project Name *AMLI Spring District Phase II*

Project Description

The AMLI Spring District Phase II Development is a multi-family mid-rise, and shopping retail plaza development located at 12343 NE Spring Blvd, Bellevue, WA. See attached application for land use details. The development is estimated to generate 72 net new PM peak hour vehicle trips (48 in and 24 out).

Transportation Assumptions

- Background Network: Model Platform BKR4-24-D30, as of January 2026, which includes existing network plus 2024-2030 CIP capacity projects within Bellevue and the major Eastside regional projects projected to open by 2030.
- Model Specifications: Scenario 6001 network was coded to reflect site access to the arterial road network. See attached application for network access details.

Land Use Assumptions

The land use estimates used in this analysis within Bellevue include existing on-the-ground land use as of December 2024 plus any land development applications with approved design reviews or master development plans, not yet constructed or in construction, issued by the City of Bellevue as of 12/1/2025. For areas outside of Bellevue, the estimates include interpolated 2030 land use based on the PSRC regional model base year 2014 and the RTP 2050 forecast.

Traffic Forecasts

The BKRCast, an activity-based travel demand forecast model, is used to forecast site trip distribution. The background travel demand model takes the proposed land use information mentioned above and the transportation networks including roadway, transit, and bike facilities plus all fully funded projects that are expected to be completed and in operation by year 2030 as inputs. The project net new trips were then added on top of the background trips in the model for assignment. Site trip distribution to nearby streets and intersections were derived based on the model assignment.

Exhibits

- Exhibit 1: Proposed development review model run request
- Exhibit 2: Scenario 6001 Project Auto Trip Plot: Proposed AMLI Spring District Phase II Development PM peak hour auto trip distribution to nearby streets
- Exhibit 3: Scenario 6001 Project Auto Turns: Proposed AMLI Spring District Phase II Development PM peak hour auto trips assigned to the City's intersections

Transportation

Development Review Modeling Request

Date Requested: 01/28/2026

Project Name: AMLI Spring District Phase II

Project Address: 12343 NE Spring Blvd, Bellevue WA

Permit Number: 25 129265 DC

Transportation Reviewer: Ian Nisbet

Vehicle Trip Generation Summary:

Land Use	Size and Units	Vehicle Trips	Total In	Total Out
Proposed:				
Multi-Family Mid Rise - Downtown	320 DU	61	42	19
Shopping Retail Plaza (Under 40k	3,000 GFA	11	6	5
Total Existing Use Credits	----------			
Net New		72	48	24

Applicant is required to pay modeling fee ($3,805) prior to submitting this form.

Please attach a site plan of the development with this request on the following page. Show all access locations, street names, and applicable turning movement restrictions. Note any special circumstances relating to this development.

Site Map

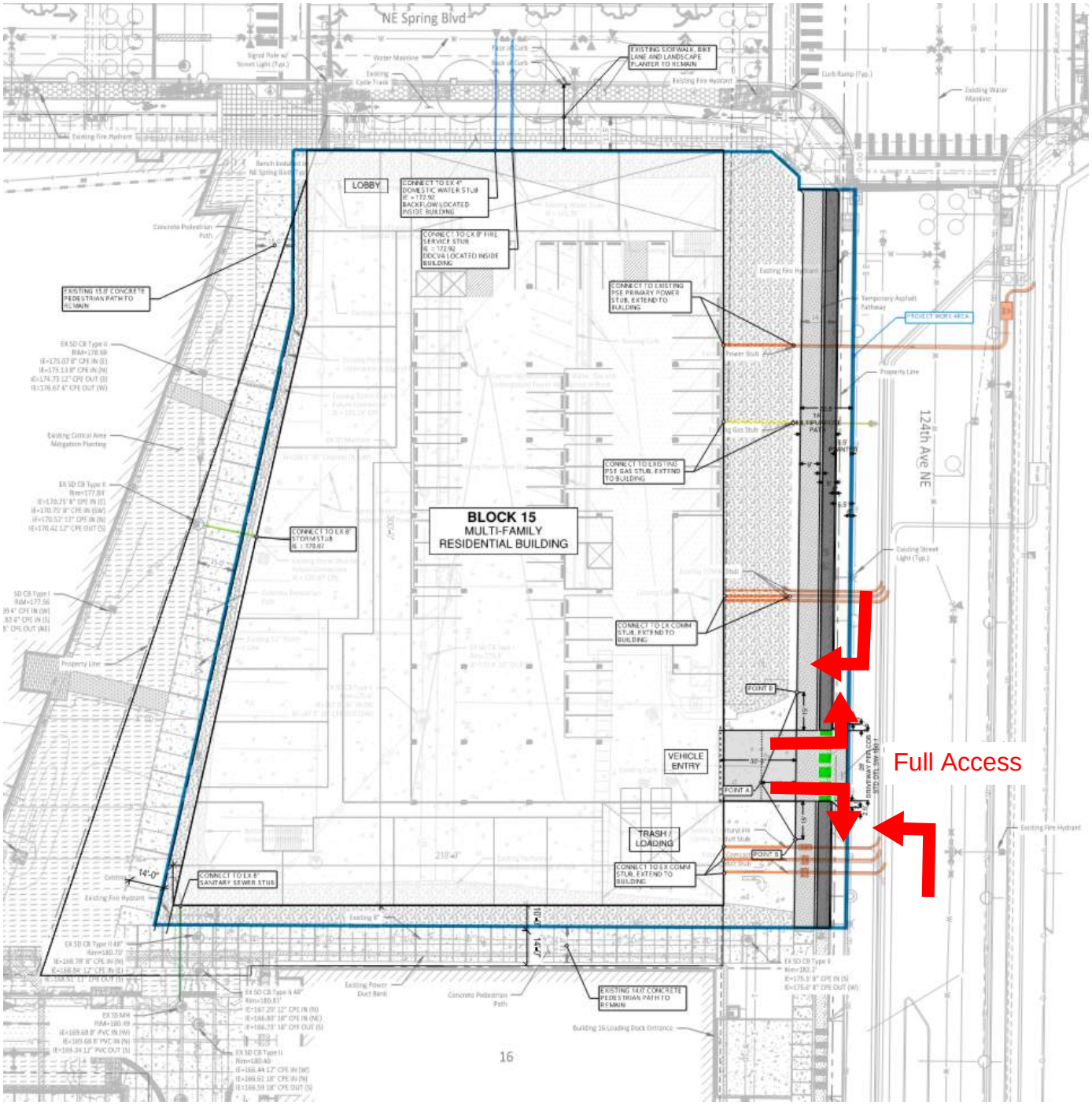
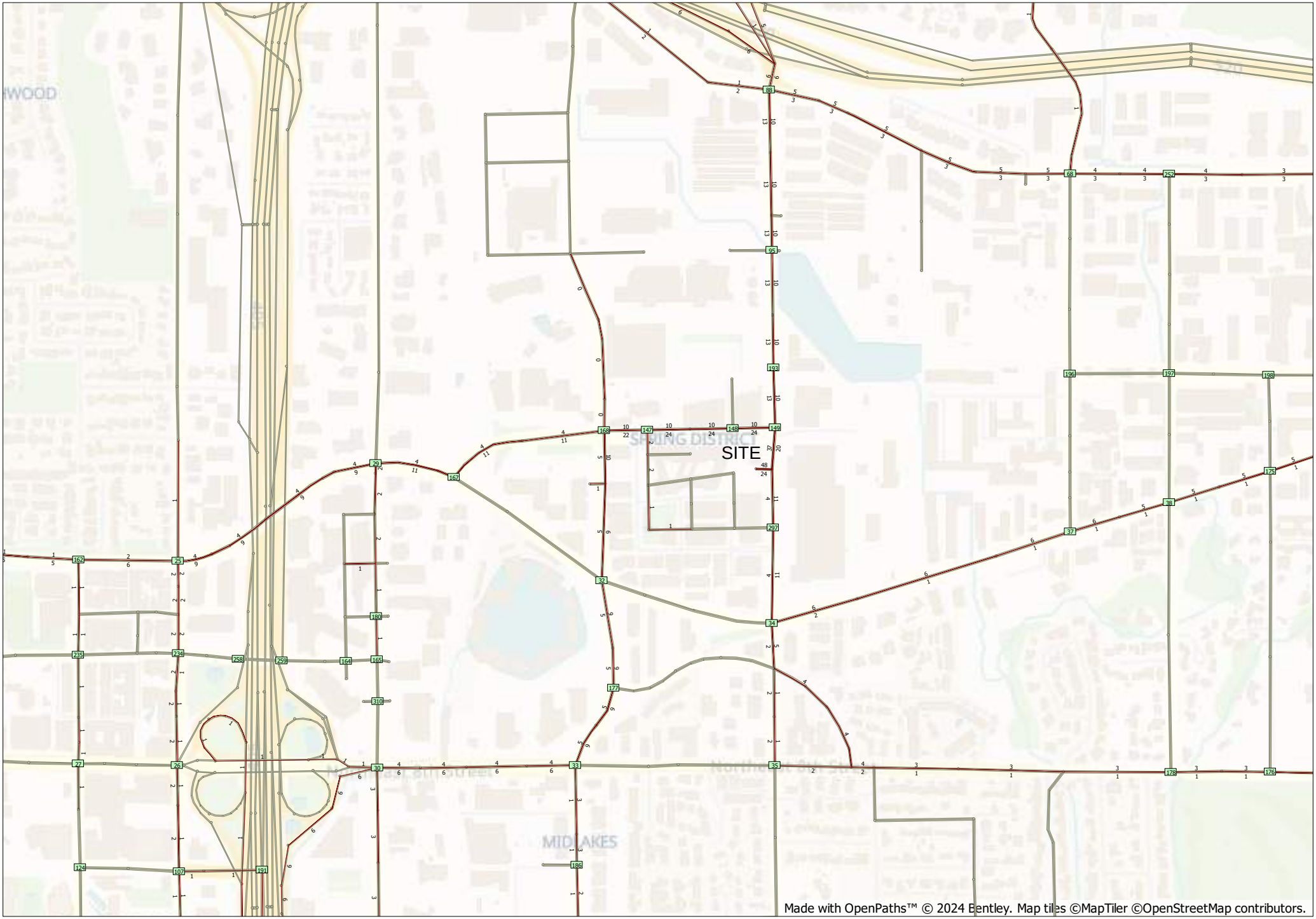

NE Spring Blvd
LOBBY
BLOCK 15
MULTI-FAMILY
RESIDENTIAL BUILDING
VEHICLE
ENTRY
TRASH /
LOADING
POINT A
POINT B
POINT C
124th Ave NE
Full Access

Exhibit 2 - PMPK Total Site Traffic Volumes



1530to1830
Scenario 6001: DEVREV_BKR4-24-D30_6001_AMLISD
2026-02-04 15:25
Transportation Department

Proposed AMLI Spring District Phase II Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
MONITORED INTERSECTIONS													
3													
4													
5								1					1
6													
7													
8													
9													
13													
14													
15			2					1			1		4
16		1											1
17													
20			2					3			1		6
21		1											1
22		1											1
23													
24													
25			2	1				6		2	2		13
26		1			2								3
27		1											1
29			2					9			4		15
30								6		3	1		10
31													
32		9			5								14
33		3			1	4	6						14
34		5		2	2							6	15
35				2									2
36		1			1								2
37								1			6		7
38								1			5		6
39						3	1	2					6
40								1			4		5
41	1							1	1		1		4
42		1											1
43		1											1
44		1											1
45													
47					1		2			1			4
48						2		1			2		5
49											1		1
50													
51													
52													
53													
55													

Proposed AMLI Spring District Phase II Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
58		1			1					1			3
59					1								1
60											1		1
61													
62													
63													
64			1							3			4
65													
68						1		3			4		8
69													
71					2								2
72		1			1								2
73					2								2
74													
75													
76													
78				1									1
79													
81		1			1								2
82					2								2
83													
85					1	1							2
86													
87													
88	1	6	3		6				2	5			23
89													
92													
93													
94													
98													
101													
102													
105					1								1
106													
107		1		1	1								3
114								1					1
116								1					1
117								2			1		3
118		1			2								3
128		1			1								2
131			1		2								3
133													
134									2				2
139					2	1		1					4
143													
149	10	10			13				24				57

Proposed AMLI Spring District Phase II Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
154		1					1						2
159													
162			1					5		1	1		8
165													
167						4	11						15
168			10					11		5	4		30
171													
174													
175								1			5		6
177		9			5								14
181		1											1
185								2			3		5
187		2			1		1						4
188					1		1				2		4
190		1											1
196													
197													
202					1								1
203				1									1
204					1								1
219													
220												1	1
221													
222					1								1
224										1			1
225			1								1		2
226													
227													
228													
231													
234		1			2								3
235		1											1
242													
249													
252								3			4		7
259													
272													
274													
279					1								1
280													
284													
286													
313													

Proposed AMLI Spring District Phase II Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
UNMONITORED INTERSECTIONS													
1													
2													
10													
11													
12													
18													
19													
28													
46								1			1		2
54													
56													
57													
66													
67													
70													
77													
80													
84													
90													
91													
95		10			13								23
96													
97													
100													
103													
108													
109													
110													
111													
112													
115													
119													
120													
121		1			3								4
122													
123													
124													
125													
126		1											1
127													
129													
130													

Proposed AMLI Spring District Phase II Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
132					2								2
135													
136													
137													
138													
140													
142													
144													
145													
146													
147								24			10		34
148								24			10		34
150													
151													
152													
153													
155													
156													
157													
158													
163													
164													
169													
172													
173													
176								1			3		4
178								1			3		4
179													
180		1											1
182													
183													
184					2								2
186		2			1								3
189						3	1						4
191													
193		10			13								23
195		1			1								2
198													
199													
205													
206										1			1
207													
212													

Proposed AMLI Spring District Phase II Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
213													
214													
215													
216													
217													
218													
223													
229													
230													
236													
237													
238													
239													
240													
241													
243													
244													
245													
250													
251													
253													
254													
255													
256													
257													
258													
260													
261													
262													
263													
264													
265													
266													
267													
268		2			1								3
270													
275													
276													
277													
282					1								1
285					1								1
287													
288													

Proposed AMLI Spring District Phase II Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
291													
292													
293													
294													
296													
297		11			4								15
298					1								1
299													
301													
303													
304													
305													
306		2			1								3
307													
308								1			4		5
309													
310													

Date:
Apr 1 2026

Site Development Review:

Project ID *26-101756 DC*
Project Name *Spring District North Blocks*

Project Description

The Spring District North Blocks Development is a Multi-Family Mid Rise (Downtown/TOD LUC 222) development located at 1209 124th Ave NE, Bellevue, WA. See attached application for land use details. The development is estimated to generate 117 net new PM peak hour vehicle trips (81 in and 36 out).

Transportation Assumptions

- Background Network: Model Platform BKR4-24-D30, as of January 2026, which includes existing network plus 2024-2030 CIP capacity projects within Bellevue and the major Eastside regional projects projected to open by 2030.
- Model Specifications: Scenario 6004 network was coded to reflect site access to the arterial road network. See attached application for network access details.

Land Use Assumptions

The land use estimates used in this analysis within Bellevue include existing on-the-ground land use as of December 2024 plus any land development applications with approved design reviews or master development plans, not yet constructed or in construction, issued by the City of Bellevue as of 12/1/2025. For areas outside of Bellevue, the estimates include interpolated 2030 land use based on the PSRC regional model base year 2014 and the RTP 2050 forecast.

Traffic Forecasts

The BKRCast, an activity-based travel demand forecast model, is used to forecast site trip distribution. The background travel demand model takes the proposed land use information mentioned above and the transportation networks including roadway, transit, and bike facilities plus all fully funded projects that are expected to be completed and in operation by year 2030 as inputs. The project net new trips were then added on top of the background trips in the model for assignment. Site trip distribution to nearby streets and intersections were derived based on the model assignment.

Exhibits

- Exhibit 1: Proposed development review model run request
- Exhibit 2: Scenario 6004 Project Auto Trip Plot: Proposed Spring District North Blocks Development PM peak hour auto trip distribution to nearby streets
- Exhibit 3: Scenario 6004 Project Auto Turns: Proposed Spring District North Blocks Development PM peak hour auto trips assigned to the City's intersections

Transportation

Development Review Modeling Request

Date Requested: 03/10/2026

Project Name: Spring District North Blocks

Project Address: 1209 124th Ave NE

Permit Number: 26-101756 DC

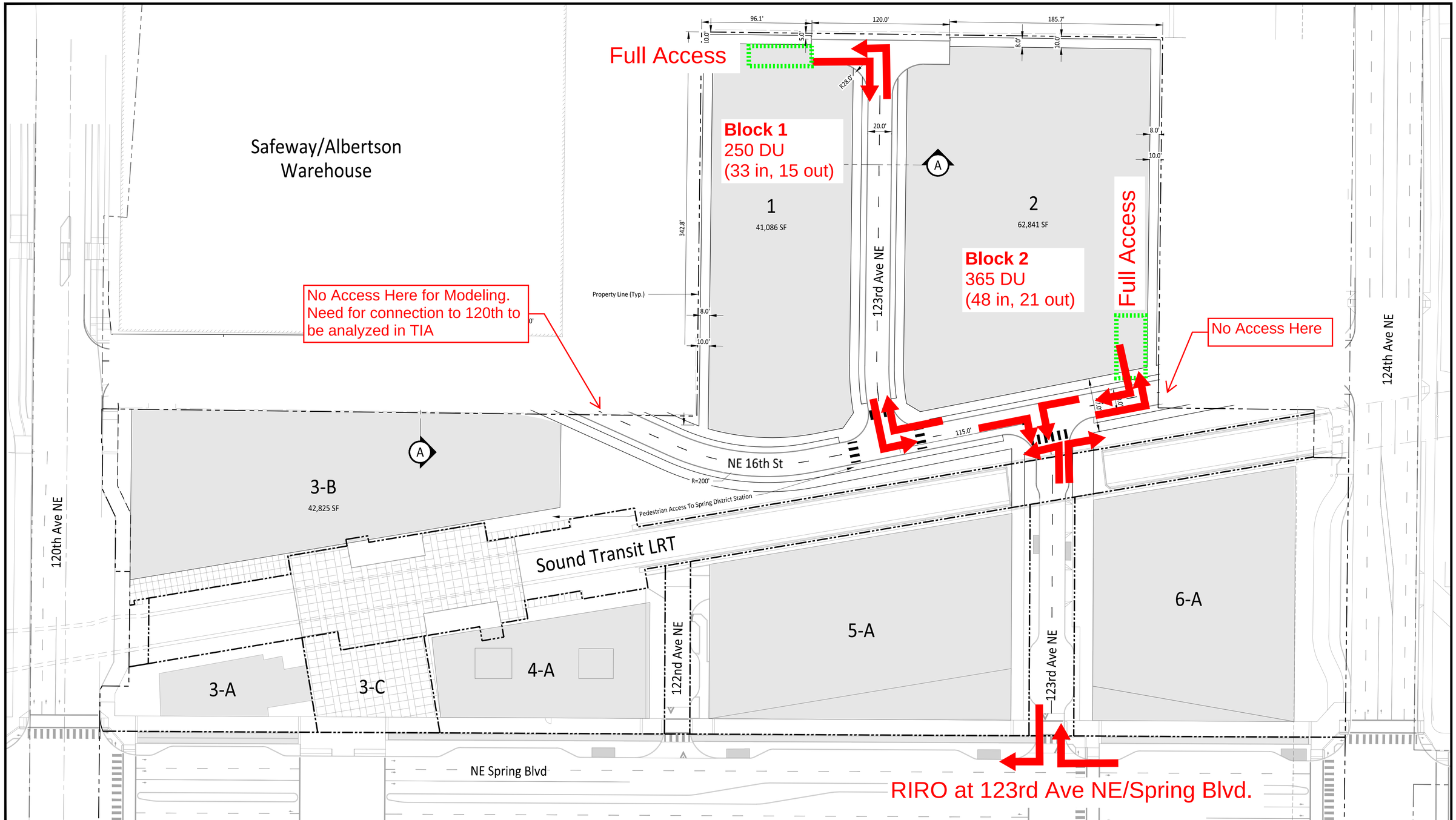
Transportation Reviewer: Tyler Moore

Vehicle Trip Generation Summary:

Land Use	Size and Units	Vehicle Trips	Total In	Total Out
Proposed:				
Multi-Family Mid Rise - Downtown	250 DU	48	33	15
Multi-Family Mid Rise - Downtown	365 DU	69	48	21
Total Existing Use Credits	----------			
Net New		117	81	36

Applicant is required to pay modeling fee ($3,805) prior to submitting this form.

Please attach a site plan of the development with this request on the following page. Show all access locations, street names, and applicable turning movement restrictions. Note any special circumstances relating to this development.



DATE: Mar 05, 2026 FILE: F1 - North Block Grid

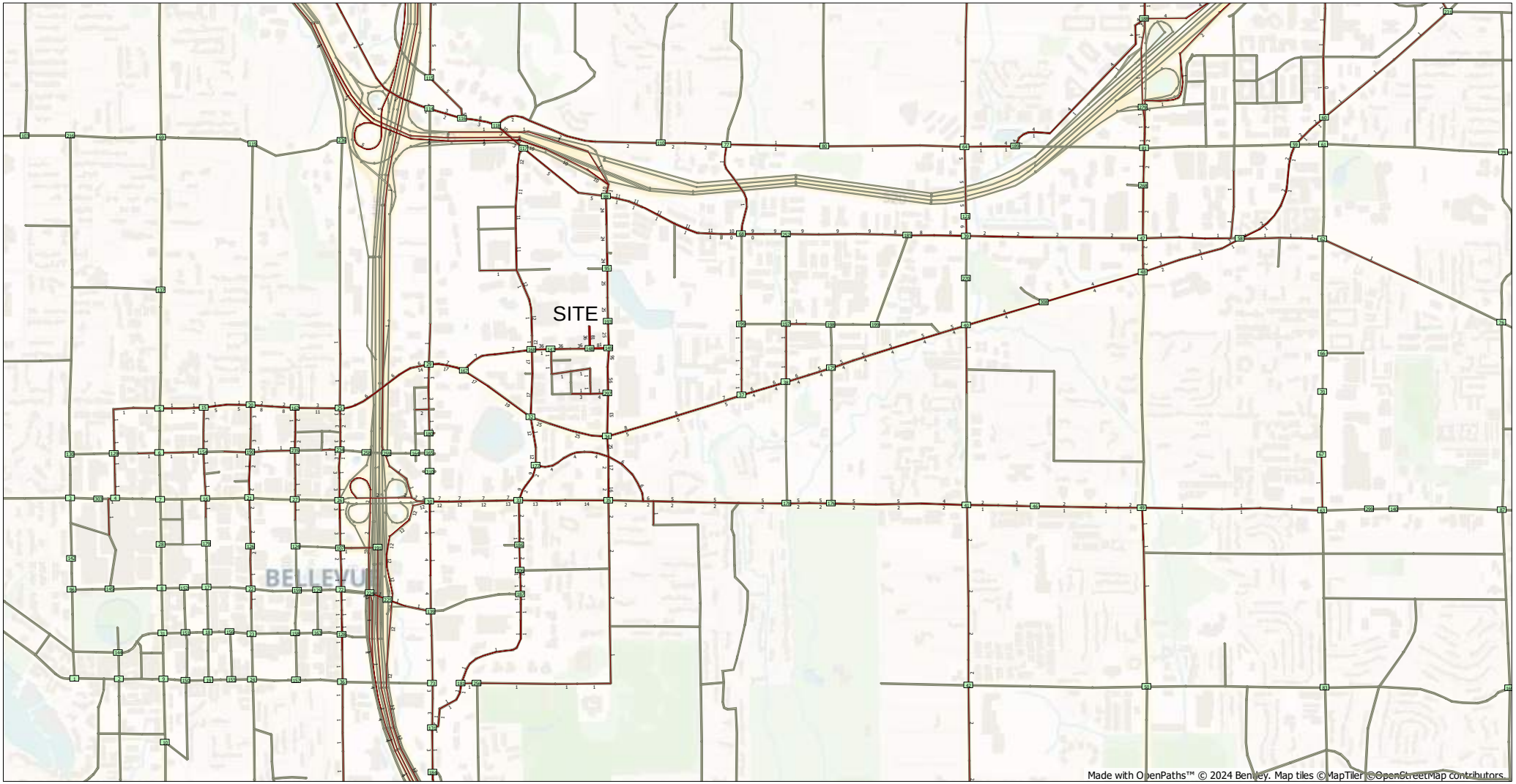
0 40 80 FEET
1" = 40'

JMJTEAM

WRIGHT
RUNSTAD
&COMPANY

The Spring District
North Blocks Grid - Site Plan
Figure #1
03-05-26

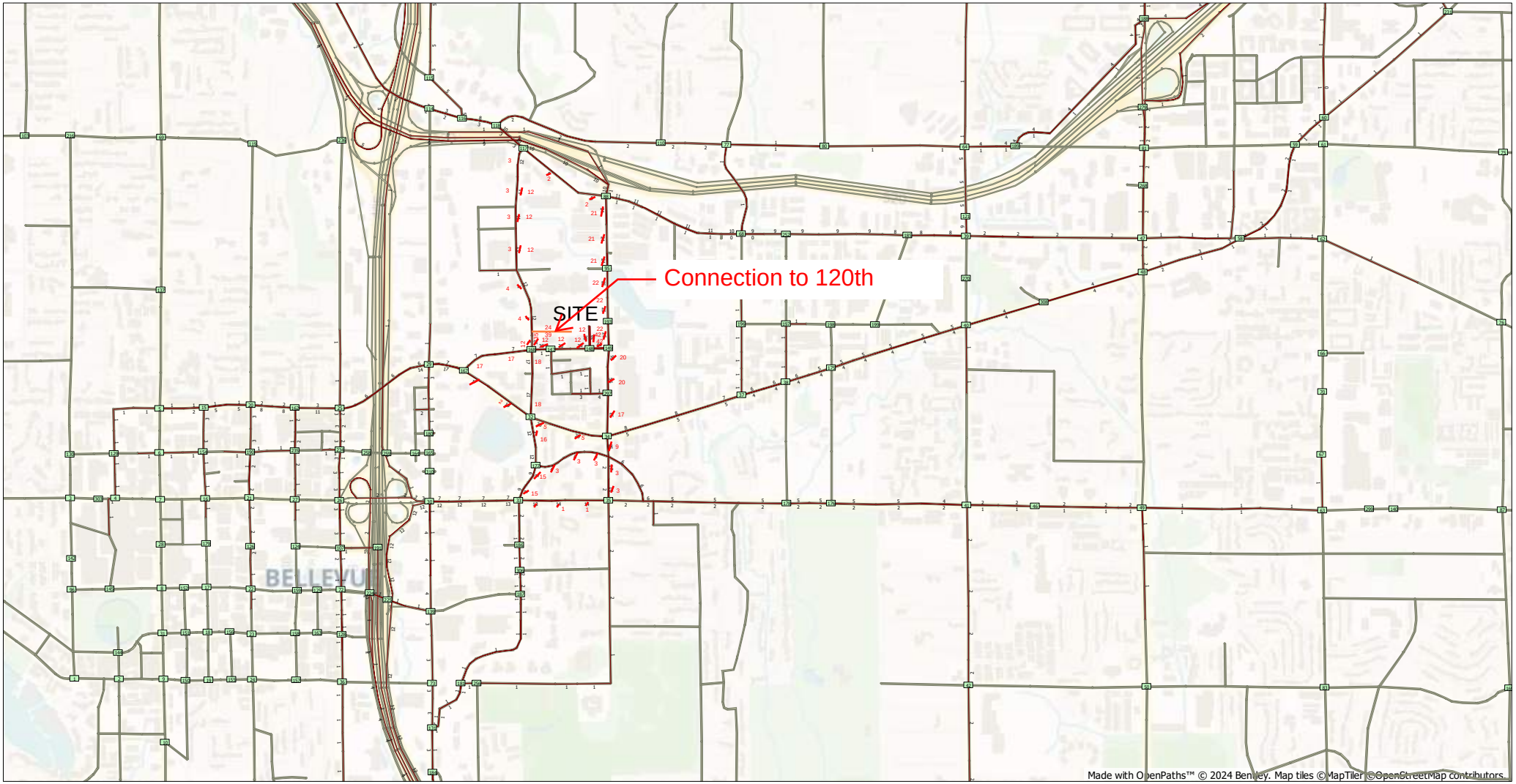
Exhibit 2 - PMPK Total Site Traffic Volumes



1530to1830
Scenario 6004: DEVREV_BKR4-24-D30_6004_SDNBlk
2026-04-01 08:13
Transportation Department
Modeling and Analysis Group

TENW Adjustments to City modeling to account for interim vehicular connection to 120th Ave NE

Exhibit 2 - PMPK Total Site Traffic Volumes



1530to1830
Scenario 6004: DEVREV_BKR4-24-D30_6004_SDNBlk
2026-04-01 08:13
Transportation Department
Modeling and Analysis Group

Proposed Spring District North Blocks Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
MONITORED INTERSECTIONS													
3													
4							1						1
5								1					1
6								1					1
7													
8													
9													
13													
14													
15			3					2			1		6
16		1											1
17													
20			3					5			1		9
21		2											2
22		1											1
23													
24													
25			2	1				11		3	3		20
26		1			3								4
27		1											1
29			3	1				14		1	6		25
30			1					12		4	3		20
31													
32			1	5	12			19					37
33		2			1	7		13					23
34		25					21	5				8	59
35		2		2			14						18
36					1								1
37						1		4			6		11
38						1		4			6		11
39						6					2		8
40	1							4			4		9
41	2							1			2		5
42		2											2
43		1											1
44		1											1
45		1											1
47		2				1					1		4
48							2	2			3		7
49	1							1			1		3
50													
51													
52													
53													
55	1												1

Proposed Spring District North Blocks Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
58		1			2					1			4
59		1			2								3
60						1					1		2
61													
62											1		1
63						1							1
64					1			1		4			6
65													
68						1					9		10
69													
71		1			3								4
72		1			1								2
73					3								3
74													
75													
76													
78				1				1		2			4
79		1				1							2
81		2			1								3
82		1			3								4
83													
85					1	2							3
86													
87													
88					10		1	1	3	11			26
89				1									1
92													
93													
94													
98		1			1								2
101													
102								1					1
105					1								1
106													
107		1		1	2								4
114								2			3		5
116								2			3	5	10
117	10		2					3					15
118		8	2		3								13
128					1								1
131			1		3					1			5
133													
134	1								3				4
139					3	1							4
143		1			1								2
149	56					25							81

Proposed Spring District North Blocks Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
154		1					1						2
159													
162			2					8		1	2		13
165													
167						7		17					24
168				1						17	7	12	37
171													
174													
175								4			5		9
177			2	3	9								14
181			1		1								2
185											8		8
187		1			1								2
188					1		1				4		6
190		2					1			1			4
196					1								1
197										1			1
202					1								1
203				1							1		2
204					1								1
219													
220												1	1
221													
222					1								1
224										1			1
225											1		1
226													
227													
228													
231									1				1
234		1			3		1						5
235		2				1							3
242													
249		1											1
252											9		9
259													
272													
274													
279					1								1
280													
284											1		1
286													
313													

Proposed Spring District North Blocks Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
UNMONITORED INTERSECTIONS													
1													
2													
10													
11													
12													
18													
19													
28													
46								1			2		3
54												1	1
56		1											1
57		1											1
66													
67													
70													
77								1		1			2
80								1					1
84													
90													
91													
95					24								24
96													
97													
100													
103													
108													
109													
110								2					2
111													
112													
115												5	5
119													
120													
121					5								5
122													
123										1			1
124													
125													
126		2											2
127													
129		1											1
130													

Proposed Spring District North Blocks Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
132					3								3
135													
136													
137													
138													
140													
142													
144													
145													
146													
147											36		36
148						36						81	117
150													
151													
152													
153								1					1
155													
156													
157													
158													
163													
164													
169													
172													
173													
176								2			5		7
178								2			5		7
179													
180												1	1
182		1											1
183		1			1								2
184		1			3								4
186		2			1								3
189						4	1						5
191													
193					25								25
195		1											1
198													
199													
205		1											1
206										2			2
207													
212													

Proposed Spring District North Blocks Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
213													
214													
215													
216													
217					1								1
218													
223											1		1
229													
230													
236													
237													
238		1			1								2
239													
240													
241													
243													
244													
245													
250													
251													
253	1												1
254													
255													
256								1					1
257													
258													
260													
261													
262													
263					1								1
264					1								1
265													
266													
267													
268		2			1								3
270													
275													
276													
277													
282					1								1
285					1								1
287		1											1
288													

Proposed Spring District North Blocks Development PM Peak Hour auto trips assigned to the City's intersections

Exhibit 3

INT		NB			SB			EB			WB		
#	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	TOTAL
291													
292													
293													
294													
296													
297	1	53					4						58
298					1								1
299													
301													
303			1										1
304													
305													
306		2			1								3
307													
308								4			4		8
309													
310													

Appendix D

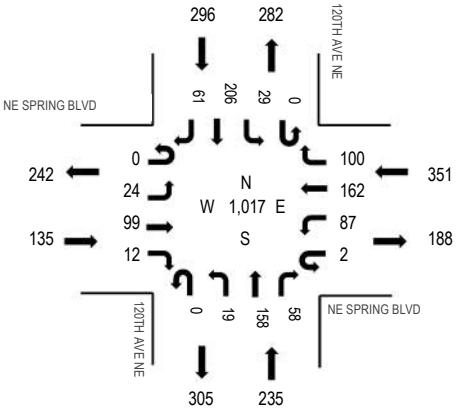
Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

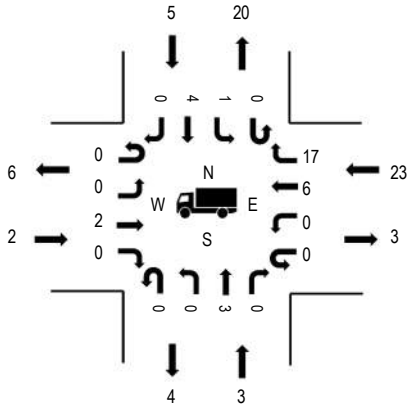
Location: 1 120TH AVE NE & NE SPRING BLVD PM
Date: Thursday, February 12, 2026
Peak Hour: 04:45 PM - 05:45 PM

Peak Hour

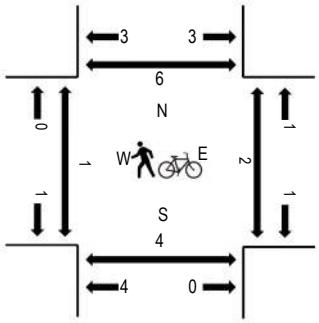
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.5%	0.84
WB	6.6%	0.90
NB	1.3%	0.89
SB	1.7%	0.85
All	3.2%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	NE SPRING BLVD Eastbound				NE SPRING BLVD Westbound				120TH AVE NE Northbound				120TH AVE NE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	9	28	2	0	14	34	18	0	3	43	12	0	3	78	25	269	960
4:15 PM	0	8	16	1	0	23	26	17	0	2	43	14	0	6	54	18	228	957
4:30 PM	0	12	23	5	0	28	36	20	0	2	28	12	0	6	41	19	232	1,003
4:45 PM	0	2	24	5	0	19	30	20	0	4	39	12	0	8	49	19	231	1,017
5:00 PM	0	5	25	4	2	23	44	18	0	5	33	20	0	4	64	19	266	990
5:15 PM	0	8	30	2	0	21	43	34	0	4	51	11	0	11	48	11	274	
5:30 PM	0	9	20	1	0	24	45	28	0	6	35	15	0	6	45	12	246	
5:45 PM	0	4	22	2	1	19	40	13	0	3	30	17	0	7	39	7	204	
Count Total	0	57	188	22	3	171	298	168	0	29	302	113	0	51	418	130	1,950	
Peak Hour	0	24	99	12	2	87	162	100	0	19	158	58	0	29	206	61	1,017	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

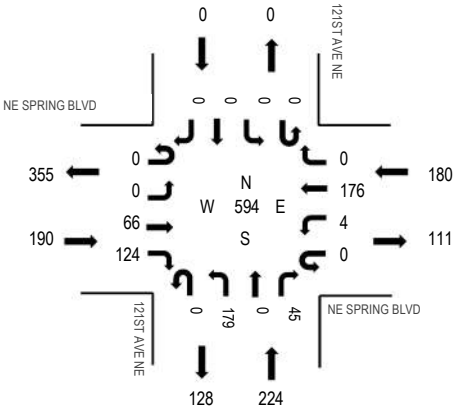
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	4	1	8	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	1	6	2	9	4:15 PM	0	0	0	0	0	4:15 PM	0	2	0	0	2
4:30 PM	0	1	1	2	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	1	7	1	9	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	1	2
5:00 PM	0	0	2	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	2	2	7	3	14	5:15 PM	0	0	1	0	1	5:15 PM	0	2	2	3	7
5:30 PM	0	0	7	1	8	5:30 PM	0	0	1	0	1	5:30 PM	1	1	0	2	4
5:45 PM	0	0	5	0	5	5:45 PM	0	0	0	0	0	5:45 PM	0	1	1	0	2
Count Total	2	8	39	10	59	Count Total	0	0	2	0	2	Count Total	1	7	3	6	17
Peak Hour	2	3	23	5	33	Peak Hour	0	0	2	0	2	Peak Hour	1	4	2	6	13

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

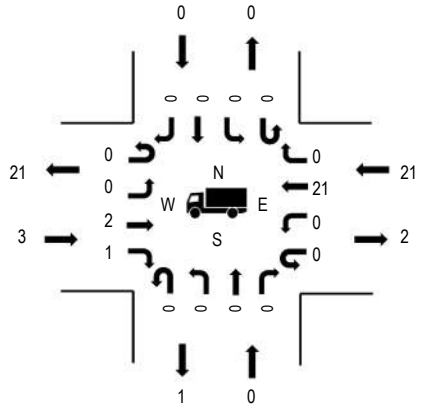
Location: 2 121ST AVE NE & NE SPRING BLVD PM
Date: Thursday, February 12, 2026
Peak Hour: 05:00 PM - 06:00 PM

Peak Hour

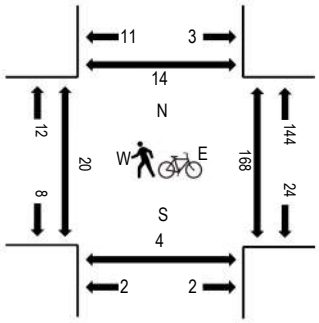
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.6%	0.91
WB	11.7%	0.94
NB	0.0%	0.82
SB	0.0%	0.00
All	4.0%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	NE SPRING BLVD Eastbound				NE SPRING BLVD Westbound				121ST AVE NE Northbound				121ST AVE NE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	22	23	0	1	29	0	0	35	0	5	0	0	0	0	115	475
4:15 PM	0	0	15	21	0	0	33	0	0	34	0	7	0	0	0	0	110	512
4:30 PM	0	0	19	19	0	1	40	0	0	43	0	6	0	0	0	0	128	560
4:45 PM	0	0	19	27	0	0	36	0	0	33	0	7	0	0	0	0	122	580
5:00 PM	0	0	16	36	0	0	46	0	0	43	0	11	0	0	0	0	152	594
5:15 PM	0	0	14	35	0	1	40	0	0	59	0	9	0	0	0	0	158	
5:30 PM	0	0	18	26	0	1	47	0	0	47	0	9	0	0	0	0	148	
5:45 PM	0	0	18	27	0	2	43	0	0	30	0	16	0	0	0	0	136	
Count Total	0	0	141	214	0	6	314	0	0	324	0	70	0	0	0	0	1,069	
Peak Hour	0	0	66	124	0	4	176	0	0	179	0	45	0	0	0	0	594	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	4	0	5	4:00 PM	0	0	0	0	0	4:00 PM	10	2	29	11	52
4:15 PM	1	0	6	0	7	4:15 PM	0	0	0	0	0	4:15 PM	5	0	30	4	39
4:30 PM	1	0	1	0	2	4:30 PM	0	0	0	0	0	4:30 PM	3	0	29	3	35
4:45 PM	0	0	7	0	7	4:45 PM	0	0	0	0	0	4:45 PM	4	0	40	4	48
5:00 PM	0	0	2	0	2	5:00 PM	0	0	0	0	0	5:00 PM	4	1	53	3	61
5:15 PM	3	0	7	0	10	5:15 PM	0	0	1	0	1	5:15 PM	4	0	48	2	54
5:30 PM	0	0	7	0	7	5:30 PM	0	0	1	0	1	5:30 PM	9	3	41	6	59
5:45 PM	0	0	5	0	5	5:45 PM	0	0	0	0	0	5:45 PM	3	0	26	3	32
Count Total	6	0	39	0	45	Count Total	0	0	2	0	2	Count Total	42	6	296	36	380
Peak Hour	3	0	21	0	24	Peak Hour	0	0	2	0	2	Peak Hour	20	4	168	14	206

ALL TRAFFIC DATA SERVICES
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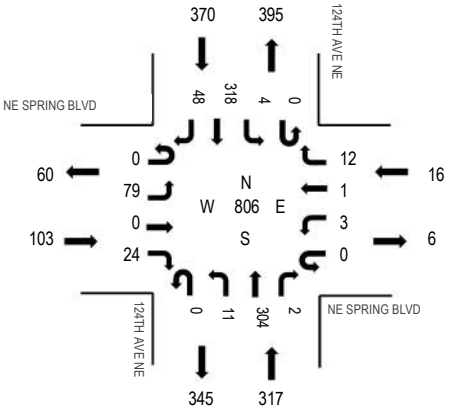
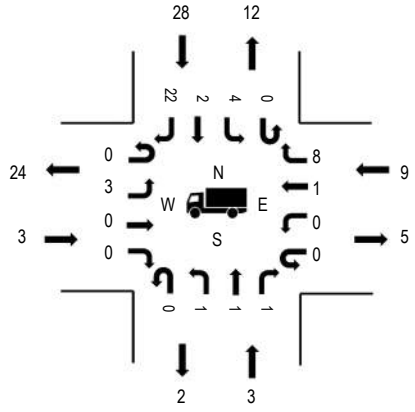
Location: 3 124TH AVE NE & NE SPRING BLVD PM
Date: Thursday, February 12, 2026
Peak Hour: 04:30 PM - 05:30 PM

Peak Hour

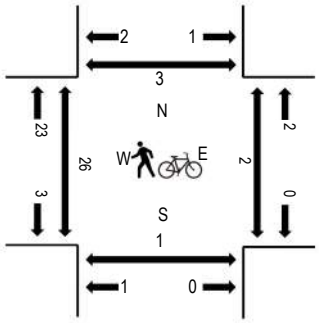
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	2.9%	0.89
WB	56.3%	0.80
NB	0.9%	0.86
SB	7.6%	0.90
All	5.3%	0.96

Traffic Counts - Motorized Vehicles

Interval Start Time	NE SPRING BLVD Eastbound				NE SPRING BLVD Westbound				124TH AVE NE Northbound				124TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	22	0	6	0	0	1	3	0	6	79	1	0	0	69	18	205	772
4:15 PM	0	15	0	5	0	1	0	0	0	2	64	0	0	1	75	12	175	777
4:30 PM	0	21	0	5	0	2	0	1	0	2	68	1	0	0	90	13	203	806
4:45 PM	0	21	0	4	0	0	0	4	0	1	66	1	0	2	79	11	189	800
5:00 PM	0	19	0	10	0	0	0	5	0	5	81	0	0	1	77	12	210	803
5:15 PM	0	18	0	5	0	1	1	2	0	3	89	0	0	1	72	12	204	
5:30 PM	0	24	0	3	0	0	0	2	0	2	83	1	0	2	62	18	197	
5:45 PM	0	23	0	8	0	0	1	2	0	5	76	1	0	2	57	17	192	
Count Total	0	163	0	46	0	4	3	19	0	26	606	5	0	9	581	113	1,575	
Peak Hour	0	79	0	24	0	3	1	12	0	11	304	2	0	4	318	48	806	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	1	1	11	14	4:00 PM	0	0	0	0	0	4:00 PM	4	2	4	0	10
4:15 PM	1	2	0	5	8	4:15 PM	0	0	0	0	0	4:15 PM	5	0	0	0	5
4:30 PM	1	0	0	3	4	4:30 PM	0	0	0	0	0	4:30 PM	5	0	0	0	5
4:45 PM	0	2	2	11	15	4:45 PM	0	0	0	0	0	4:45 PM	6	0	2	1	9
5:00 PM	0	0	4	4	8	5:00 PM	0	0	0	1	1	5:00 PM	8	0	0	1	9
5:15 PM	2	1	3	10	16	5:15 PM	0	0	0	0	0	5:15 PM	7	1	0	1	9
5:30 PM	0	0	2	8	10	5:30 PM	0	0	0	1	1	5:30 PM	2	2	0	0	4
5:45 PM	0	2	2	5	9	5:45 PM	0	0	0	0	0	5:45 PM	3	0	0	0	3
Count Total	5	8	14	57	84	Count Total	0	0	0	2	2	Count Total	40	5	6	3	54
Peak Hour	3	3	9	28	43	Peak Hour	0	0	0	1	1	Peak Hour	26	1	2	3	32

ALL TRAFFIC DATA SERVICES
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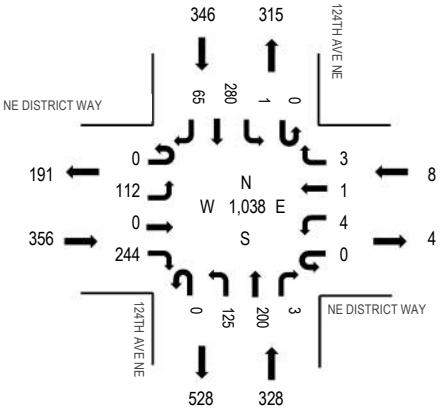
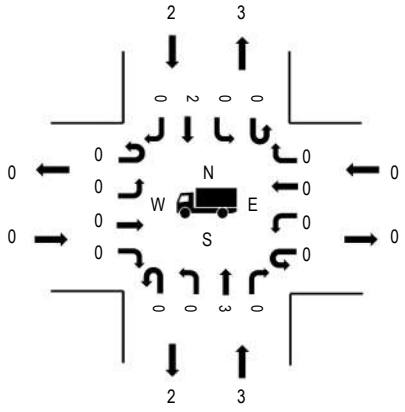
Location: 4 124TH AVE NE & NE DISTRICT WAY PM
Date: Thursday, February 12, 2026
Peak Hour: 04:30 PM - 05:30 PM

Peak Hour

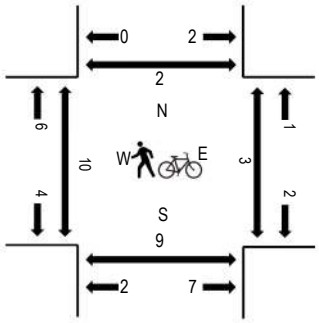
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.83
WB	0.0%	0.50
NB	0.9%	0.88
SB	0.6%	0.93
All	0.5%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	NE DISTRICT WAY Eastbound				NE DISTRICT WAY Westbound				124TH AVE NE Northbound				124TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	28	0	26	0	0	0	2	0	28	55	0	0	0	66	11	216	910
4:15 PM	0	24	0	34	0	1	0	1	0	20	46	1	0	0	67	13	207	961
4:30 PM	0	21	0	56	0	2	1	1	0	31	44	1	0	1	83	9	250	1,038
4:45 PM	0	19	0	53	0	1	0	2	0	27	47	0	0	0	70	18	237	1,025
5:00 PM	0	33	0	67	0	0	0	0	0	30	54	1	0	0	56	26	267	1,033
5:15 PM	0	39	0	68	0	1	0	0	0	37	55	1	0	0	71	12	284	
5:30 PM	0	43	0	53	0	0	0	0	0	34	40	2	0	0	47	18	237	
5:45 PM	0	38	0	64	0	1	0	1	0	28	45	3	0	1	41	23	245	
Count Total	0	245	0	421	0	6	1	7	0	235	386	9	0	2	501	130	1,943	
Peak Hour	0	112	0	244	0	4	1	3	0	125	200	3	0	1	280	65	1,038	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	7	8	4:00 PM	0	0	0	0	0	4:00 PM	0	2	1	1	4
4:15 PM	0	2	0	0	2	4:15 PM	0	0	0	0	0	4:15 PM	2	2	0	0	4
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	1	1	1	3
4:45 PM	0	2	0	1	3	4:45 PM	0	0	0	0	0	4:45 PM	1	3	1	0	5
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	5	0	1	1	7
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	4	5	0	0	9
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	1	1	5	0	7
5:45 PM	1	2	0	0	3	5:45 PM	0	0	0	0	0	5:45 PM	1	2	1	0	4
Count Total	1	8	0	10	19	Count Total	0	0	0	0	0	Count Total	14	16	10	3	43
Peak Hour	0	3	0	2	5	Peak Hour	0	0	0	0	0	Peak Hour	10	9	3	2	24

ALL TRAFFIC DATA SERVICES
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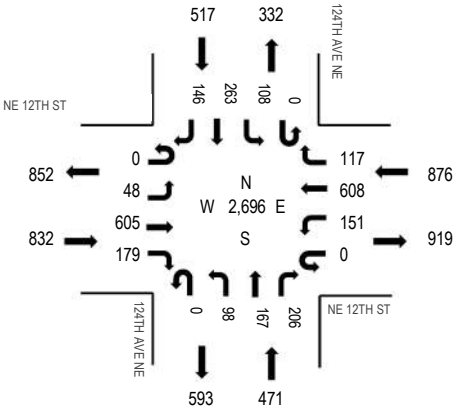
Location: 5 124TH AVE NE & NE 12TH ST PM
Date: Thursday, February 12, 2026
Peak Hour: 04:30 PM - 05:30 PM

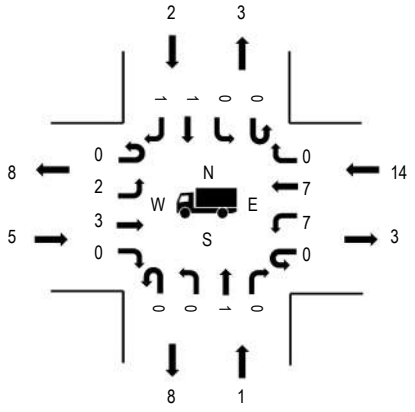
Peak Hour

Motorized Vehicles

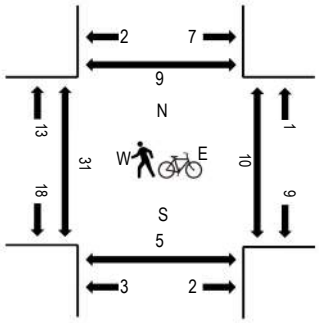


	HV%	PHF
EB	0.6%	0.85
WB	1.6%	0.90
NB	0.2%	0.85
SB	0.4%	0.90
All	0.8%	0.93

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NE 12TH ST Eastbound				NE 12TH ST Westbound				124TH AVE NE Northbound				124TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	7	156	41	0	42	157	26	0	46	46	67	0	20	40	19	667	2,635
4:15 PM	0	5	159	41	0	56	145	24	0	25	39	52	0	23	58	24	651	2,622
4:30 PM	0	12	143	50	0	34	147	32	0	23	37	42	0	25	81	38	664	2,696
4:45 PM	0	12	131	37	0	45	153	23	0	29	37	54	0	31	68	33	653	2,688
5:00 PM	0	15	151	36	0	39	142	19	0	27	53	58	0	25	54	35	654	2,669
5:15 PM	0	9	180	56	0	33	166	43	0	19	40	52	0	27	60	40	725	
5:30 PM	0	6	153	28	0	43	162	24	0	30	44	62	0	20	59	25	656	
5:45 PM	0	6	143	35	0	36	152	20	0	25	47	44	0	36	66	24	634	
Count Total	0	72	1,216	324	0	328	1,224	211	0	224	343	431	0	207	486	238	5,304	
Peak Hour	0	48	605	179	0	151	608	117	0	98	167	206	0	108	263	146	2,696	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	2	7	7	18	4:00 PM	0	0	0	0	0	4:00 PM	7	4	3	1	15
4:15 PM	3	3	5	0	11	4:15 PM	0	0	0	0	0	4:15 PM	4	5	2	1	12
4:30 PM	1	0	5	1	7	4:30 PM	0	0	0	0	0	4:30 PM	3	0	1	3	7
4:45 PM	1	1	4	1	7	4:45 PM	0	0	0	0	0	4:45 PM	11	2	4	5	22
5:00 PM	1	0	2	0	3	5:00 PM	0	0	0	0	0	5:00 PM	11	1	3	0	15
5:15 PM	2	0	3	0	5	5:15 PM	0	0	0	0	0	5:15 PM	6	2	2	1	11
5:30 PM	2	0	2	1	5	5:30 PM	0	0	0	0	0	5:30 PM	2	2	3	0	7
5:45 PM	1	2	2	1	6	5:45 PM	0	0	0	0	0	5:45 PM	5	1	3	2	11
Count Total	13	8	30	11	62	Count Total	0	0	0	0	0	Count Total	49	17	21	13	100
Peak Hour	5	1	14	2	22	Peak Hour	0	0	0	0	0	Peak Hour	31	5	10	9	55

ALL TRAFFIC DATA SERVICES
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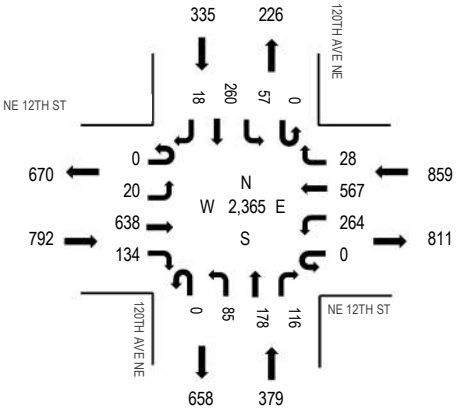
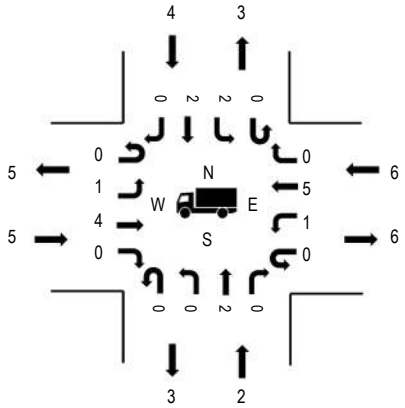
Location: 6 120TH AVE NE & NE 12TH ST PM
Date: Thursday, February 12, 2026
Peak Hour: 04:45 PM - 05:45 PM

Peak Hour

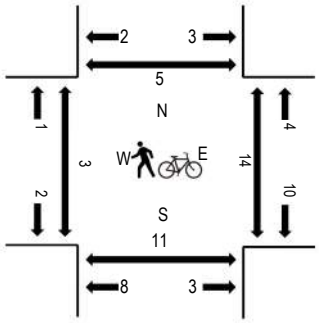
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.6%	0.90
WB	0.7%	0.95
NB	0.5%	0.88
SB	1.2%	0.78
All	0.7%	0.96

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 12TH ST Eastbound				NE 12TH ST Westbound				120TH AVE NE Northbound				120TH AVE NE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	4	176	34	0	67	148	9	0	28	49	31	0	14	73	5	638	2,312
4:15 PM	0	3	164	34	0	54	128	4	0	21	47	37	0	10	71	4	577	2,293
4:30 PM	0	1	136	37	0	64	136	6	0	21	44	31	0	14	61	2	553	2,335
4:45 PM	0	5	135	33	0	61	136	10	0	17	45	26	0	15	58	3	544	2,365
5:00 PM	0	4	163	35	0	73	121	8	0	19	49	40	0	18	85	4	619	2,354
5:15 PM	0	6	180	34	0	64	158	5	0	21	46	30	0	11	60	4	619	
5:30 PM	0	5	160	32	0	66	152	5	0	28	38	20	0	13	57	7	583	
5:45 PM	0	2	146	21	0	64	136	3	0	16	43	30	0	9	54	9	533	
Count Total	0	30	1,260	260	0	513	1,115	50	0	171	361	245	0	104	519	38	4,666	
Peak Hour	0	20	638	134	0	264	567	28	0	85	178	116	0	57	260	18	2,365	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	0	6	1	9	4:00 PM	0	0	0	0	0	4:00 PM	0	2	5	1	8
4:15 PM	3	2	3	2	10	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:30 PM	1	1	3	3	8	4:30 PM	0	0	0	0	0	4:30 PM	0	1	1	0	2
4:45 PM	1	0	1	1	3	4:45 PM	0	0	0	0	0	4:45 PM	0	3	3	0	6
5:00 PM	1	1	1	0	3	5:00 PM	0	0	0	0	0	5:00 PM	2	1	1	2	6
5:15 PM	2	1	2	2	7	5:15 PM	0	0	0	0	0	5:15 PM	0	1	5	2	8
5:30 PM	1	0	2	1	4	5:30 PM	0	0	0	0	0	5:30 PM	1	6	5	1	13
5:45 PM	1	0	1	0	2	5:45 PM	0	0	0	0	0	5:45 PM	0	4	2	0	6
Count Total	12	5	19	10	46	Count Total	0	0	0	0	0	Count Total	3	18	22	7	50
Peak Hour	5	2	6	4	17	Peak Hour	0	0	0	0	0	Peak Hour	3	11	14	5	33

ALL TRAFFIC DATA SERVICES
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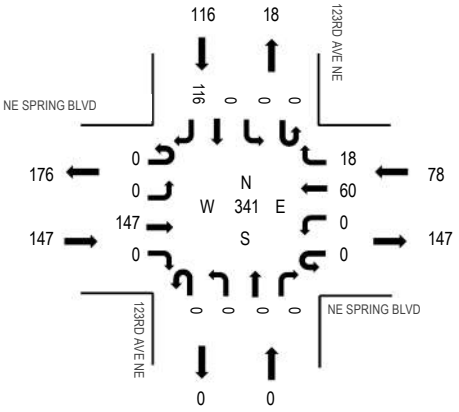
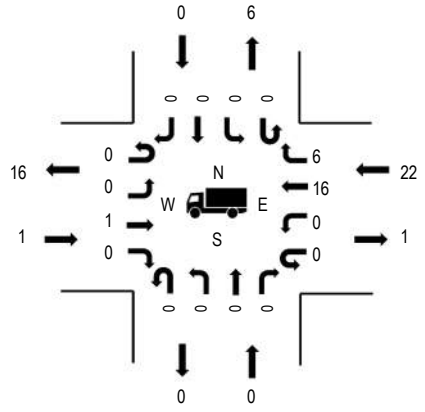
Location: 2 123RD AVE NE & NE SPRING BLVD PM
Date: Thursday, March 5, 2026
Peak Hour: 04:45 PM - 05:45 PM

Peak Hour

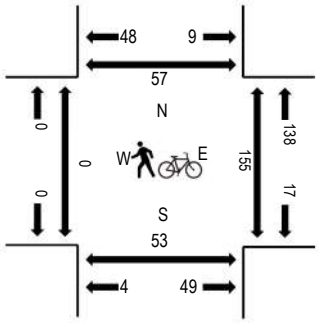
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.7%	0.97
WB	28.2%	0.93
NB	0.0%	0.00
SB	0.0%	0.81
All	6.7%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	NE SPRING BLVD Eastbound				NE SPRING BLVD Westbound				123RD AVE NE Northbound				123RD AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	31	0	0	0	13	3	0	0	0	0	0	0	0	24	71	274
4:15 PM	0	0	17	0	0	0	17	4	0	0	0	0	0	0	0	21	59	290
4:30 PM	0	0	27	0	0	0	14	5	0	0	0	0	0	0	0	21	67	315
4:45 PM	0	0	37	0	0	0	15	5	0	0	0	0	0	0	0	20	77	341
5:00 PM	0	0	38	0	0	0	13	5	0	0	0	0	0	0	0	31	87	320
5:15 PM	0	0	34	0	0	0	16	5	0	0	0	0	0	0	0	29	84	
5:30 PM	0	0	38	0	0	0	16	3	0	0	0	0	0	0	0	36	93	
5:45 PM	0	0	25	0	0	0	11	6	0	0	0	0	0	0	0	14	56	
Count Total	0	0	247	0	0	0	115	36	0	0	0	0	0	0	0	196	594	
Peak Hour	0	0	147	0	0	0	60	18	0	0	0	0	0	0	0	116	341	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	5	0	6	4:00 PM	0	1	0	0	1	4:00 PM	0	29	61	4	94
4:15 PM	0	0	5	0	5	4:15 PM	0	0	0	0	0	4:15 PM	0	21	37	3	61
4:30 PM	0	0	2	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	12	22	5	39
4:45 PM	0	0	6	0	6	4:45 PM	0	0	0	0	0	4:45 PM	0	21	42	17	80
5:00 PM	0	0	6	0	6	5:00 PM	0	1	0	0	1	5:00 PM	0	13	37	11	61
5:15 PM	1	0	4	0	5	5:15 PM	0	0	0	0	0	5:15 PM	0	10	44	10	64
5:30 PM	0	0	6	0	6	5:30 PM	0	0	0	0	0	5:30 PM	0	9	32	19	60
5:45 PM	1	0	3	0	4	5:45 PM	0	0	0	0	0	5:45 PM	0	10	17	4	31
Count Total	3	0	37	0	40	Count Total	0	2	0	0	2	Count Total	0	125	292	73	490
Peak Hour	1	0	22	0	23	Peak Hour	0	1	0	0	1	Peak Hour	0	53	155	57	265

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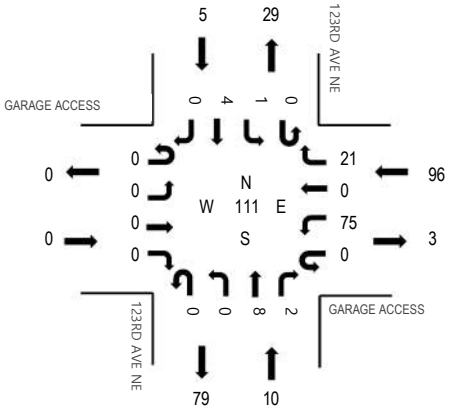
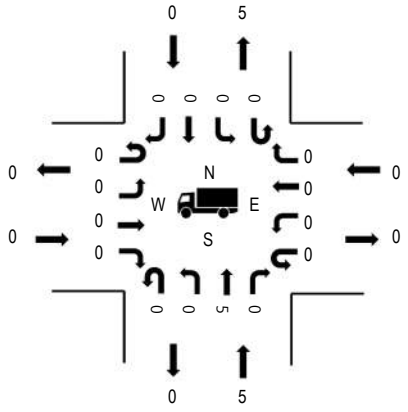
Location: 1 123RD AVE NE & GARAGE ACCESS PM
Date: Tuesday, April 14, 2026
Peak Hour: 05:00 PM - 06:00 PM

Peak Hour

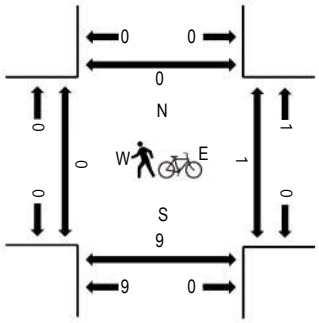
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.86
NB	50.0%	0.83
SB	0.0%	0.42
All	4.5%	0.84

Traffic Counts - Motorized Vehicles

Interval Start Time	GARAGE ACCESS Eastbound				GARAGE ACCESS Westbound				123RD AVE NE Northbound				123RD AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	14	0	2	0	0	5	0	0	0	0	0	21	88
4:15 PM	0	0	0	0	0	19	0	5	0	0	2	0	0	0	2	0	28	93
4:30 PM	0	0	0	0	0	10	0	4	0	0	1	0	0	0	0	0	15	98
4:45 PM	0	0	0	0	0	16	0	4	0	0	1	2	0	1	0	0	24	106
5:00 PM	0	0	0	0	0	20	0	2	0	0	2	1	0	0	1	0	26	111
5:15 PM	0	0	0	0	0	22	0	5	0	0	3	0	0	1	2	0	33	
5:30 PM	0	0	0	0	0	14	0	5	0	0	3	0	0	0	1	0	23	
5:45 PM	0	0	0	0	0	19	0	9	0	0	0	1	0	0	0	0	29	
Count Total	0	0	0	0	0	134	0	36	0	0	17	4	0	2	6	0	199	
Peak Hour	0	0	0	0	0	75	0	21	0	0	8	2	0	1	4	0	111	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	0	0	3	4:00 PM	0	0	0	0	0	4:00 PM	0	1	2	0	3
4:15 PM	0	2	0	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	3	1	0	4
4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	2	0	0	2
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	4	0	0	4
5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	2	1	0	3
5:30 PM	0	2	0	0	2	5:30 PM	0	0	0	0	0	5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	4	0	0	4
Count Total	0	12	0	0	12	Count Total	0	0	0	0	0	Count Total	0	19	4	0	23
Peak Hour	0	5	0	0	5	Peak Hour	0	0	0	0	0	Peak Hour	0	9	1	0	10

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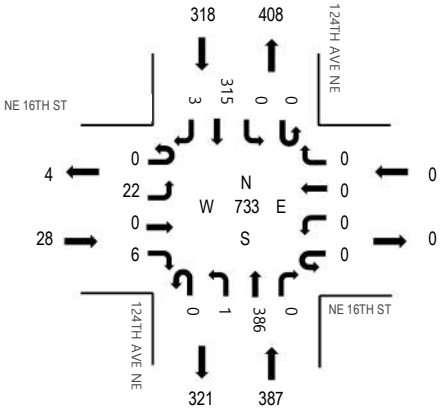
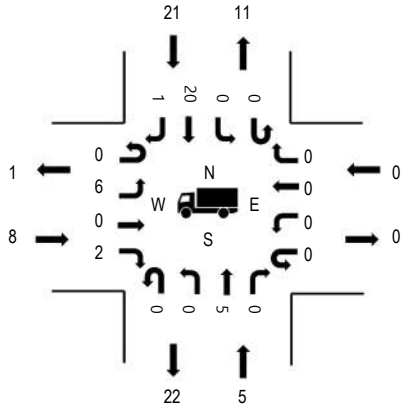
Location: 2 124TH AVE NE & NE 16TH ST PM
Date: Tuesday, April 14, 2026
Peak Hour: 04:15 PM - 05:15 PM

Peak Hour

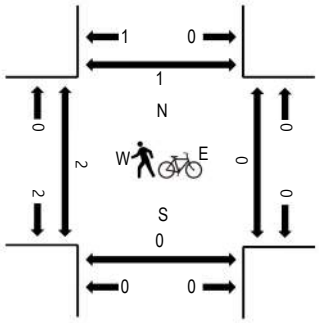
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	28.6%	0.70
WB	0.0%	0.00
NB	1.3%	0.90
SB	6.6%	0.94
All	4.6%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 16TH ST Eastbound				NE 16TH ST Westbound				124TH AVE NE Northbound				124TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	0	2	0	0	0	0	0	2	69	0	0	0	73	1	151	701
4:15 PM	0	8	0	2	0	0	0	0	0	1	103	0	0	0	84	0	198	733
4:30 PM	0	5	0	1	0	0	0	0	0	0	85	0	0	0	85	0	176	733
4:45 PM	0	7	0	0	0	0	0	0	0	0	89	0	0	0	77	3	176	725
5:00 PM	0	2	0	3	0	0	0	0	0	0	109	0	0	0	69	0	183	701
5:15 PM	0	7	0	2	0	0	0	0	0	2	107	0	0	0	79	1	198	
5:30 PM	0	5	0	2	0	0	0	0	0	0	86	0	0	0	74	1	168	
5:45 PM	0	7	0	4	0	0	0	0	0	0	73	0	0	0	68	0	152	
Count Total	0	45	0	16	0	0	0	0	0	5	721	0	0	0	609	6	1,402	
Peak Hour	0	22	0	6	0	0	0	0	0	1	386	0	0	0	315	3	733	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	3	3	0	8	14	4:00 PM	0	0	0	0	0	4:00 PM	3	0	0	0	3
4:15 PM	4	1	0	7	12	4:15 PM	0	0	0	0	0	4:15 PM	2	0	0	1	3
4:30 PM	1	2	0	0	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	2	0	0	10	12	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	1	2	0	4	7	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	4	2	0	7	13	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	2	2	0	4	8	5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	7	8	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	18	12	0	47	77	Count Total	0	0	0	0	0	Count Total	6	0	0	1	7
Peak Hour	8	5	0	21	34	Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	1	3

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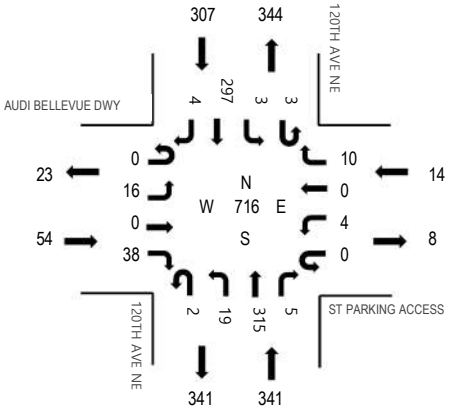
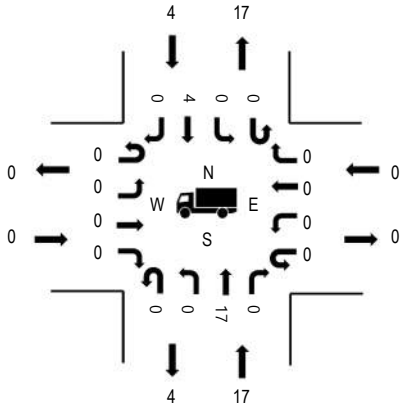
Location: 1 120TH AVE NE & ST PARKING ACCESS PM
Date: Tuesday, July 21, 2026
Peak Hour: 04:30 PM - 05:30 PM

Peak Hour

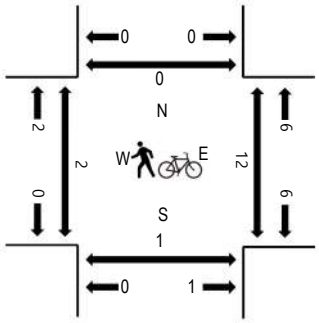
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.90
WB	0.0%	0.58
NB	5.0%	0.93
SB	1.3%	0.87
All	2.9%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	AUDI BELLEVUE DWY Eastbound				ST PARKING ACCESS Westbound				120TH AVE NE Northbound				120TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	0	6	0	4	0	1	0	10	65	2	0	0	75	2	169	681
4:15 PM	0	1	0	8	0	1	0	0	1	6	64	2	0	1	72	1	157	709
4:30 PM	0	3	0	10	0	1	0	5	0	5	85	2	3	1	66	0	181	716
4:45 PM	0	3	0	9	0	2	0	0	0	5	70	0	0	0	85	0	174	687
5:00 PM	0	5	0	10	0	0	0	2	1	6	84	1	0	1	85	2	197	699
5:15 PM	0	5	0	9	0	1	0	3	1	3	76	2	0	1	61	2	164	
5:30 PM	0	2	0	9	0	1	0	1	0	6	62	1	0	1	69	0	152	
5:45 PM	0	5	0	11	0	2	0	1	0	4	88	2	0	0	69	4	186	
Count Total	0	28	0	72	0	12	0	13	3	45	594	12	3	5	582	11	1,380	
Peak Hour	0	16	0	38	0	4	0	10	2	19	315	5	3	3	297	4	716	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	5	0	0	6	4:00 PM	0	3	1	0	4	4:00 PM	0	0	6	0	6
4:15 PM	0	5	0	2	7	4:15 PM	0	3	1	0	4	4:15 PM	1	0	6	0	7
4:30 PM	0	4	0	1	5	4:30 PM	0	1	1	0	2	4:30 PM	0	0	2	0	2
4:45 PM	0	2	0	2	4	4:45 PM	0	0	0	0	0	4:45 PM	0	1	2	0	3
5:00 PM	0	4	0	0	4	5:00 PM	0	0	0	3	3	5:00 PM	2	0	5	0	7
5:15 PM	0	7	0	1	8	5:15 PM	0	2	0	2	4	5:15 PM	0	0	3	0	3
5:30 PM	0	6	0	0	6	5:30 PM	0	1	1	0	2	5:30 PM	2	0	6	0	8
5:45 PM	0	3	0	1	4	5:45 PM	0	1	0	0	1	5:45 PM	0	0	3	0	3
Count Total	1	36	0	7	44	Count Total	0	11	4	5	20	Count Total	5	1	33	0	39
Peak Hour	0	17	0	4	21	Peak Hour	0	3	1	5	9	Peak Hour	2	1	12	0	15

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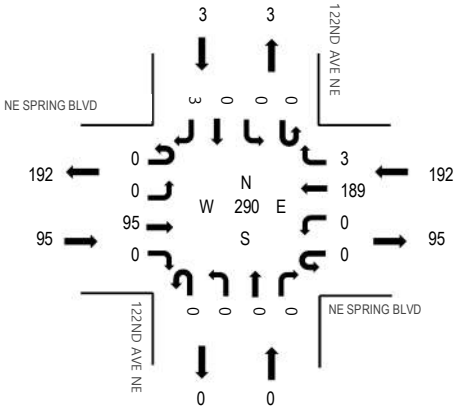
Location: 2 122ND AVE NE & NE SPRING BLVD PM
Date: Tuesday, July 21, 2026
Peak Hour: 05:00 PM - 06:00 PM

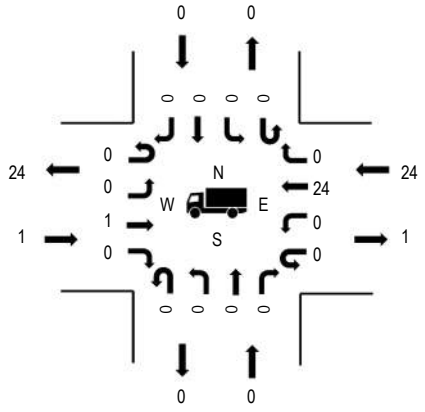
Peak Hour

Motorized Vehicles

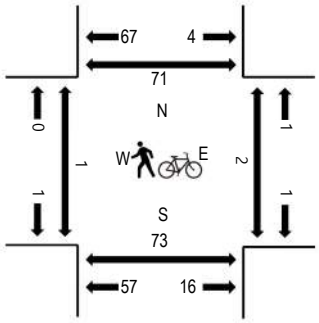


	HV%	PHF
EB	1.1%	0.79
WB	12.5%	0.87
NB	0.0%	0.00
SB	0.0%	0.75
All	8.6%	0.87

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NE SPRING BLVD Eastbound				NE SPRING BLVD Westbound				122ND AVE NE Northbound				122ND AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	30	0	0	0	37	2	0	0	0	0	0	0	0	1	70	280
4:15 PM	0	0	33	0	0	0	37	2	0	0	0	0	1	0	0	2	75	276
4:30 PM	0	0	26	0	0	0	34	1	0	0	0	0	0	0	0	1	62	284
4:45 PM	0	0	36	0	0	0	37	0	0	0	0	0	0	0	0	0	73	284
5:00 PM	0	0	23	0	0	0	41	1	0	0	0	0	0	0	0	1	66	290
5:15 PM	0	0	30	0	0	0	51	1	0	0	0	0	0	0	0	1	83	
5:30 PM	0	0	18	0	0	0	42	1	0	0	0	0	0	0	0	1	62	
5:45 PM	0	0	24	0	0	0	55	0	0	0	0	0	0	0	0	0	79	
Count Total	0	0	220	0	0	0	334	8	0	0	0	0	1	0	0	7	570	
Peak Hour	0	0	95	0	0	0	189	3	0	0	0	0	0	0	0	3	290	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	5	0	6	4:00 PM	0	0	0	0	0	4:00 PM	0	15	0	11	26
4:15 PM	0	0	5	1	6	4:15 PM	0	0	0	0	0	4:15 PM	1	8	0	18	27
4:30 PM	0	0	3	0	3	4:30 PM	0	0	0	0	0	4:30 PM	0	13	0	14	27
4:45 PM	0	0	3	0	3	4:45 PM	0	0	0	0	0	4:45 PM	0	14	0	11	25
5:00 PM	0	0	5	0	5	5:00 PM	0	0	0	0	0	5:00 PM	0	12	0	24	36
5:15 PM	1	0	8	0	9	5:15 PM	0	0	0	0	0	5:15 PM	1	19	1	12	33
5:30 PM	0	0	6	0	6	5:30 PM	0	0	0	0	0	5:30 PM	0	27	1	17	45
5:45 PM	0	0	5	0	5	5:45 PM	1	0	1	0	2	5:45 PM	0	15	0	18	33
Count Total	2	0	40	1	43	Count Total	1	0	1	0	2	Count Total	2	123	2	125	252
Peak Hour	1	0	24	0	25	Peak Hour	1	0	1	0	2	Peak Hour	1	73	2	71	147

Appendix E

Level of Service (LOS) Methodology and Calculations

Level of Service Methodology

Level of Service (LOS) generally refers to the degree of congestion at an intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes intersection LOS.

Signalized Intersection LOS represents the average control delay (sec/veh) and can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for signalized intersections.

LOS Criteria for Signalized Intersections [1]

Control Delay (sec/veh)	Level of Service [2]	General Description [3]
≤ 10	A	Exceptionally Favorable Progression (or very short cycle lengths) – Most vehicles arrive during the green indication and travel through the intersection without stopping.
> 10 to ≤ 20	B	Highly Favorable Progression (or short cycle lengths) – While more vehicles than LOS A stop, most vehicles still pass through the intersection without stopping.
> 20 to ≤ 35	C	Favorable Progression (or moderate cycle lengths) – Individual cycle failures begin to appear, but many vehicles still pass through the intersection without stopping.
> 35 to ≤ 55	D	Ineffective Progression (or long cycle lengths) – Many vehicles stop and individual cycle failures are noticeable.
> 55 to ≤ 80	E	Unfavorable Progression (and long cycle lengths) – Individual cycle failures are frequent.
> 80	F	Very Poor Progression (and long cycle lengths) – Most cycles fail to clear the queue at this level.

1 Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.
2 If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at signals, LOS is defined solely by control delay.
3 Individual cycle failures: one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle.

Synchro 12 and/or HCM 2000 LOS methodology may be used when HCM 7th Edition methodology is not supported at an intersection (i.e., intersection geometry and/or custom phasing) or jurisdictional standards require use of an alternative methodology.

Unsignalized Intersection LOS (two-way stop control, all-way stop control, and roundabouts) is based on the average control delay. For two-way stop-controlled intersections, the LOS criteria apply to each controlled minor-street approach, controlled minor-street lane group, and controlled major-street movement (additional v/c ratio criteria apply to lane group LOS only). LOS is not calculated for major-street approaches or for the intersection as a whole at two-way stop-controlled intersections. For all-way stop-controlled intersections and roundabouts, LOS can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for unsignalized intersections based on these methodologies.

Note: LOS reported for WSDOT roundabouts use signalized intersection delay criteria, per *WSDOT Sidra Policy Settings*.

LOS Criteria for Unsignalized Intersections[1]

Control Delay (sec/veh)	Level of Service [2]
≤ 10	A
> 10 to ≤ 15	B
> 15 to ≤ 25	C
> 25 to ≤ 35	D
> 35 to ≤ 50	E
> 50	F

1 Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.
2 If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at unsignalized intersections, LOS is defined solely by control delay.

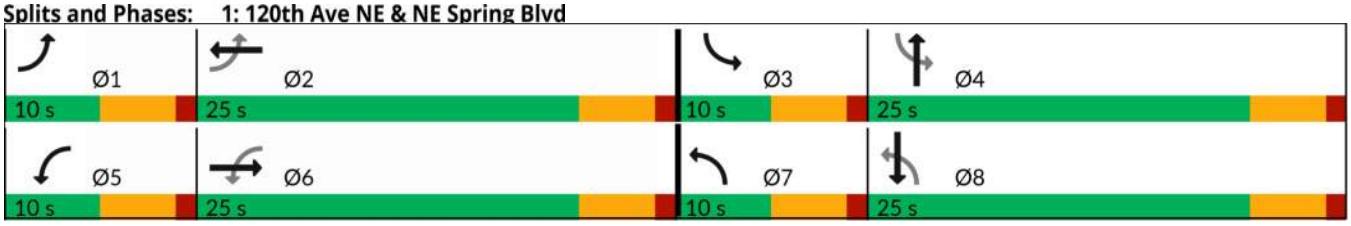
12-Year No Action

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	112	14	100	183	124	21	178	65	33	232	69
Future Volume (vph)	27	112	14	100	183	124	21	178	65	33	232	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			3%			0%	
Storage Length (ft)	200		0	0		0	130		0	135		225
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		281			253			465			274	
Travel Time (s)		7.7			6.9			10.6			6.2	
Confl. Peds. (#/hr)	6		4	4		6	1		2	2		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	1%	1%	1%	2%	2%	2%
Parking (#/hr)					0	0						
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	2			6			8			4		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	25.0		10.0	25.0	
Total Split (s)	10.0	25.0		10.0	25.0		10.0	25.0		10.0	25.0	
Total Split (%)	14.3%	35.7%		14.3%	35.7%		14.3%	35.7%		14.3%	35.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 40.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: 120th Ave NE & NE Spring Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	112	14	100	183	124	21	178	65	33	232	69
Future Volume (veh/h)	27	112	14	100	183	124	21	178	65	33	232	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	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	1870	1870	1870	1796	1796	1796	1832	1832	1832	1870	1870	1870
Adj Flow Rate, veh/h	29	120	15	108	197	133	23	191	70	35	249	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	7	7	7	1	1	1	2	2	2
Cap, veh/h	408	627	77	529	473	302	332	429	152	365	495	144
Arrive On Green	0.03	0.20	0.20	0.09	0.25	0.25	0.03	0.17	0.17	0.04	0.18	0.18
Sat Flow, veh/h	1781	3181	391	1711	1890	1205	1745	2517	892	1781	2714	788
Grp Volume(v), veh/h	29	66	69	108	177	153	23	130	131	35	161	162
Grp Sat Flow(s),veh/h/ln	1781	1777	1796	1711	1706	1389	1745	1741	1668	1781	1777	1725
Q Serve(g_s), s	0.5	1.2	1.3	1.9	3.4	3.7	0.4	2.7	2.8	0.6	3.2	3.4
Cycle Q Clear(g_c), s	0.5	1.2	1.3	1.9	3.4	3.7	0.4	2.7	2.8	0.6	3.2	3.4
Prop In Lane	1.00		0.22	1.00		0.87	1.00		0.53	1.00		0.46
Lane Grp Cap(c), veh/h	408	350	354	529	427	348	332	297	284	365	324	315
V/C Ratio(X)	0.07	0.19	0.19	0.20	0.41	0.44	0.07	0.44	0.46	0.10	0.50	0.51
Avail Cap(c_a), veh/h	571	896	906	595	861	701	503	878	841	518	896	870
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	13.3	13.3	10.8	12.4	12.5	12.7	14.7	14.8	12.7	14.6	14.6
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.2	0.6	0.9	0.1	1.0	1.2	0.1	1.2	1.3
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(50%),veh/ln	0.2	0.4	0.5	0.6	1.2	1.1	0.1	1.0	1.0	0.2	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	13.5	13.6	11.0	13.1	13.4	12.7	15.8	16.0	12.8	15.7	15.9
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		164			438			284			358	
Approach Delay, s/veh		13.0			12.7			15.6			15.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	14.9	6.6	11.8	8.5	12.8	6.1	12.2
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	5.0	20.0	5.0	20.0	5.0	20.0	5.0	20.0
Max Q Clear Time (g_c+I1), s	2.5	5.7	2.6	4.8	3.9	3.3	2.4	5.4
Green Ext Time (p_c), s	0.0	1.7	0.0	1.3	0.0	0.6	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

Notes

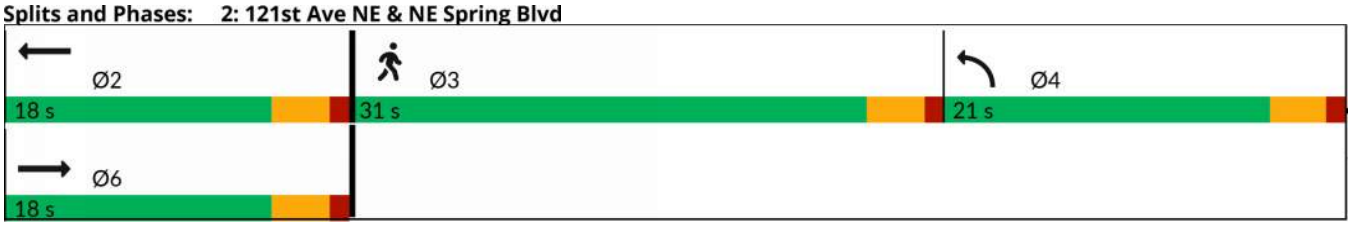
User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings
2: 121st Ave NE & NE Spring Blvd 07/24/2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3
Lane Configurations							
Traffic Volume (vph)	74	140	0	214	202	51	
Future Volume (vph)	74	140	0	214	202	51	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		0	265		0	0	
Storage Lanes		0	1		1	0	
Taper Length (ft)			25		25		
Satd. Flow (prot)	3130	0	0	4477	1531	0	
Flt Permitted					0.962		
Satd. Flow (perm)	3130	0	0	4477	1501	0	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	25			25	25		
Link Distance (ft)	253			261	167		
Travel Time (s)	6.9			7.1	4.6		
Confl. Peds. (#/hr)		4	4		20	168	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	2%	2%	12%	12%	0%	0%	
Parking (#/hr)				0	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	228	0	0	228	269	0	
Turn Type	NA			NA	Prot		
Protected Phases	6			2	4		3
Permitted Phases							
Detector Phase	6			2	4		
Switch Phase							
Minimum Initial (s)	7.0			7.0	7.0		5.0
Minimum Split (s)	18.0			11.0	11.0		31.0
Total Split (s)	18.0			18.0	21.0		31.0
Total Split (%)	25.7%			25.7%	30.0%		44%
Yellow Time (s)	3.0			3.0	3.0		3.0
All-Red Time (s)	1.0			1.0	1.0		1.0
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	4.0			4.0	4.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Recall Mode	Min			Min	None		None
Act Effct Green (s)	12.2			12.2	15.2		
Actuated g/C Ratio	0.18			0.18	0.23		
v/c Ratio	0.40			0.28	0.77		
Control Delay (s/veh)	26.9			25.0	40.4		
Queue Delay	0.0			0.0	0.0		
Total Delay (s/veh)	26.9			25.0	40.4		
LOS	C			C	D		
Approach Delay (s/veh)	26.9			25.0	40.4		
Approach LOS	C			C	D		

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 66.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 31.3	Intersection LOS: C
Intersection Capacity Utilization 29.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: 121st Ave NE & NE Spring Blvd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	107	213	3	0	3
Future Volume (vph)	0	107	213	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25	25		25	
Link Distance (ft)		261	114		256	
Travel Time (s)		7.1	3.1		7.0	
Confl. Peds. (#/hr)	71			71	2	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	13%	13%	0%	0%
Parking (#/hr)			0	0		
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	107	213	3	0	3
Future Vol, veh/h	0	107	213	3	0	3
Conflicting Peds, #/hr	71	0	0	71	2	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	13	13	0	0
Mvmt Flow	0	123	245	3	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	196
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	818
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	762
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

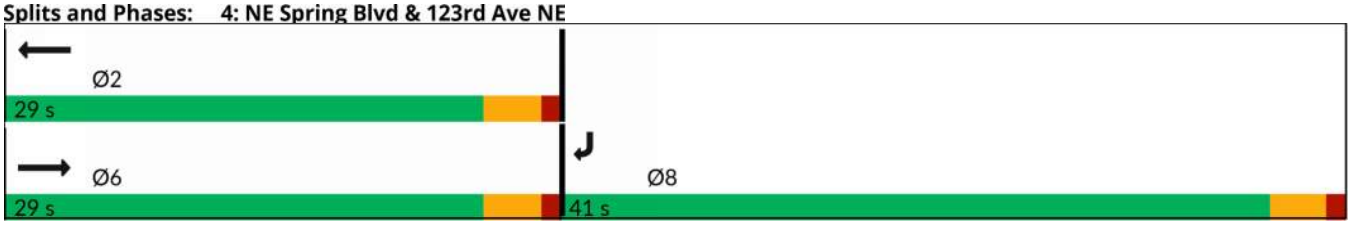
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.74
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	762
HCM Lane V/C Ratio	-	-	-	0.005
HCM Ctrl Dly (s/v)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	166	68	16	0	142
Future Volume (vph)	0	166	68	16	0	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red				No		No
Link Speed (mph)		25	25		25	
Link Distance (ft)		225	284		385	
Travel Time (s)		6.1	7.7		10.5	
Confl. Peds. (#/hr)				57		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	28%	28%	0%	0%
Parking (#/hr)			0	0		
Shared Lane Traffic (%)						
Turn Type		NA	NA			Prot
Protected Phases		6	2			8
Permitted Phases						
Detector Phase		6	2			8
Switch Phase						
Minimum Initial (s)		10.0	10.0			5.0
Minimum Split (s)		22.0	22.0			26.0
Total Split (s)		29.0	29.0			41.0
Total Split (%)		41.4%	41.4%			58.6%
Yellow Time (s)		3.0	3.0			3.0
All-Red Time (s)		1.0	1.0			1.0
Lost Time Adjust (s)		0.0	0.0			0.0
Total Lost Time (s)		4.0	4.0			4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None	Min			None

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 41.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NE Spring Blvd & 123rd Ave NE



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	166	68	16	0	142
Future Volume (veh/h)	0	166	68	16	0	142
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.90	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1885	1485	1485	0	1900
Adj Flow Rate, veh/h	0	180	74	17	0	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	28	28	0	0
Cap, veh/h	0	3676	1545	339	0	0
Arrive On Green	0.00	0.71	0.71	0.71	0.00	0.00
Sat Flow, veh/h	0	5486	2237	475	0	
Grp Volume(v), veh/h	0	180	47	44	0.0	
Grp Sat Flow(s),veh/h/ln	0	1716	1411	1228		
Q Serve(g_s), s	0.0	0.1	0.1	0.1		
Cycle Q Clear(g_c), s	0.0	0.1	0.1	0.1		
Prop In Lane	0.00			0.39		
Lane Grp Cap(c), veh/h	0	3676	1008	877		
V/C Ratio(X)	0.00	0.05	0.05	0.05		
Avail Cap(c_a), veh/h	0	9190	2519	2192		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.6	0.6	0.6		
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.6	0.6	0.6		
LnGrp LOS		A	A	A		
Approach Vol, veh/h		180	91			
Approach Delay, s/veh		0.6	0.6			
Approach LOS		A	A			

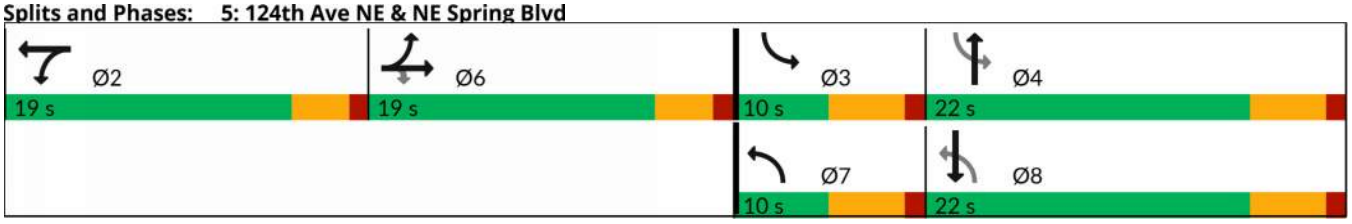
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		14.0				14.0
Change Period (Y+Rc), s		4.0				4.0
Max Green Setting (Gmax), s		25.0				25.0
Max Q Clear Time (g_c+I1), s		2.1				2.1
Green Ext Time (p_c), s		0.4				1.1

Intersection Summary						
HCM 7th Control Delay, s/veh			0.6			
HCM 7th LOS			A			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	0	27	3	1	14	12	343	2	5	358	50
Future Volume (vph)	89	0	27	3	1	14	12	343	2	5	358	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	410		0	0		0	315		0	120		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		284			169			285			152	
Travel Time (s)		7.7			4.6			6.5			3.5	
Confl. Peds. (#/hr)	3		1	1		3	26		2	2		26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	56%	56%	56%	1%	1%	1%	8%	8%	8%
Shared Lane Traffic (%)	50%											
Turn Type	Split	NA	Perm	Split	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	6	6		2	2		7	4		3	8	
Permitted Phases			6				8			4		
Detector Phase	6	6	6	2	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	19.0	19.0	19.0	19.0	19.0		10.0	22.0		10.0	22.0	
Total Split (s)	19.0	19.0	19.0	19.0	19.0		10.0	22.0		10.0	22.0	
Total Split (%)	27.1%	27.1%	27.1%	27.1%	27.1%		14.3%	31.4%		14.3%	31.4%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 39.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 5: 124th Ave NE & NE Spring Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	0	27	3	1	14	12	343	2	5	358	50
Future Volume (veh/h)	89	0	27	3	1	14	12	343	2	5	358	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.95	0.98		0.97
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	1856	1856	1856	976	976	976	1885	1885	1885	1781	1781	1781
Adj Flow Rate, veh/h	93	0	28	3	1	15	12	357	2	5	373	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	56	56	56	1	1	1	8	8	8
Cap, veh/h	507	0	225	37	2	31	405	1054	6	421	832	115
Arrive On Green	0.14	0.00	0.14	0.04	0.04	0.04	0.02	0.29	0.29	0.01	0.28	0.28
Sat Flow, veh/h	3534	0	1566	929	52	779	1795	3651	20	1697	2975	411
Grp Volume(v), veh/h	93	0	28	3	0	16	12	175	184	5	211	214
Grp Sat Flow(s),veh/h/ln	1767	0	1566	929	0	831	1795	1791	1880	1697	1692	1694
Q Serve(g_s), s	0.8	0.0	0.5	0.1	0.0	0.7	0.2	2.7	2.7	0.1	3.5	3.6
Cycle Q Clear(g_c), s	0.8	0.0	0.5	0.1	0.0	0.7	0.2	2.7	2.7	0.1	3.5	3.6
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.01	1.00		0.24
Lane Grp Cap(c), veh/h	507	0	225	37	0	33	405	517	543	421	473	474
V/C Ratio(X)	0.18	0.00	0.12	0.08	0.00	0.49	0.03	0.34	0.34	0.01	0.45	0.45
Avail Cap(c_a), veh/h	1536	0	680	404	0	361	637	882	926	655	833	834
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	12.9	16.0	0.0	16.2	8.8	9.7	9.7	8.7	10.2	10.3
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.9	0.0	10.7	0.0	0.4	0.4	0.0	0.7	0.7
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	0.3	0.0	0.2	0.0	0.0	0.2	0.0	0.8	0.9	0.0	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	0.0	13.1	16.9	0.0	26.9	8.8	10.1	10.0	8.7	10.9	10.9
LnGrp LOS	B		B	B		C	A	B	B	A	B	B
Approach Vol, veh/h		121			19			371			430	
Approach Delay, s/veh		13.2			25.3			10.0			10.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		5.4	5.2	15.0		9.0	5.5	14.7
Change Period (Y+Rc), s		4.0	5.0	5.0		4.0	5.0	5.0
Max Green Setting (Gmax), s		15.0	5.0	17.0		15.0	5.0	17.0
Max Q Clear Time (g_c+I1), s		2.7	2.1	4.7		2.8	2.2	5.6
Green Ext Time (p_c), s		0.0	0.0	1.6		0.3	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B

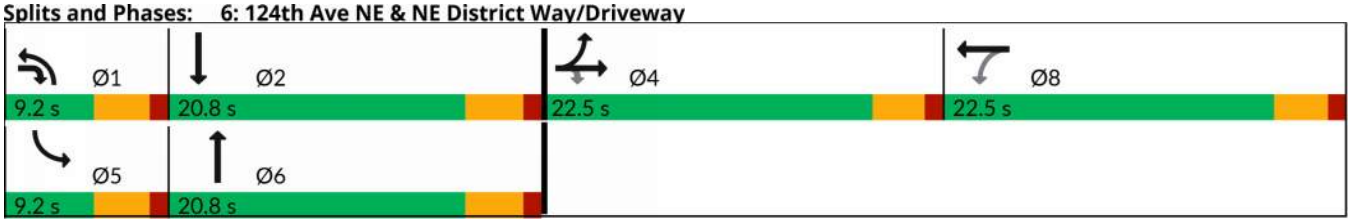
Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	0	275	5	1	3	141	225	3	1	316	73
Future Volume (vph)	126	0	275	5	1	3	141	225	3	1	316	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	110		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		204			94			484			458	
Travel Time (s)		5.6			2.6			11.0			10.4	
Confl. Peds. (#/hr)	2		9	9		2	10		3	3		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Split	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	4	4	1		8		1	6		5	2	
Permitted Phases			4	8								
Detector Phase	4	4	1	8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	22.5	22.5	9.2	22.5	22.5		9.2	20.8		9.2	20.8	
Total Split (s)	22.5	22.5	9.2	22.5	22.5		9.2	20.8		9.2	20.8	
Total Split (%)	30.0%	30.0%	12.3%	30.0%	30.0%		12.3%	27.7%		12.3%	27.7%	
Yellow Time (s)	3.0	3.0	3.2	3.0	3.0		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.2		4.0		4.2	4.2		4.2	4.2	
Lead/Lag			Lead				Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes				Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 41.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 6: 124th Ave NE & NE District Way/Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	0	275	5	1	3	141	225	3	1	316	73
Future Volume (veh/h)	126	0	275	5	1	3	141	225	3	1	316	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
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	1847	1847	1847	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	138	0	302	5	1	3	155	247	3	1	347	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	433	0	553	33	7	20	198	1193	14	4	636	145
Arrive On Green	0.25	0.00	0.25	0.03	0.03	0.03	0.11	0.33	0.33	0.00	0.22	0.22
Sat Flow, veh/h	1759	0	1548	962	192	577	1795	3623	44	1795	2884	656
Grp Volume(v), veh/h	138	0	302	9	0	0	155	122	128	1	214	213
Grp Sat Flow(s),veh/h/ln	1759	0	1548	1732	0	0	1795	1791	1876	1795	1791	1749
Q Serve(g_s), s	2.7	0.0	6.6	0.2	0.0	0.0	3.5	2.1	2.1	0.0	4.4	4.6
Cycle Q Clear(g_c), s	2.7	0.0	6.6	0.2	0.0	0.0	3.5	2.1	2.1	0.0	4.4	4.6
Prop In Lane	1.00		1.00	0.56		0.33	1.00		0.02	1.00		0.37
Lane Grp Cap(c), veh/h	433	0	553	59	0	0	198	590	618	4	395	386
V/C Ratio(X)	0.32	0.00	0.55	0.15	0.00	0.00	0.78	0.21	0.21	0.23	0.54	0.55
Avail Cap(c_a), veh/h	772	0	852	760	0	0	213	705	739	213	705	689
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	10.9	19.8	0.0	0.0	18.3	10.2	10.2	21.0	14.5	14.6
Incr Delay (d2), s/veh	0.4	0.0	0.8	1.2	0.0	0.0	16.2	0.2	0.2	26.1	1.2	1.2
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	1.0	0.0	1.9	0.1	0.0	0.0	2.2	0.7	0.7	0.0	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	0.0	11.7	20.9	0.0	0.0	34.5	10.3	10.3	47.1	15.7	15.8
LnGrp LOS	B		B	C			C	B	B	D	B	B
Approach Vol, veh/h		440			9			405			428	
Approach Delay, s/veh		12.2			20.9			19.6			15.8	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.8	13.5		14.4	4.3	18.1		5.4
Change Period (Y+Rc), s	4.2	4.2		4.0	4.2	4.2		4.0
Max Green Setting (Gmax), s	5.0	16.6		18.5	5.0	16.6		18.5
Max Q Clear Time (g_c+I1), s	5.5	6.6		8.6	2.0	4.1		2.2
Green Ext Time (p_c), s	0.0	1.8		1.4	0.0	1.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.8
HCM 7th LOS	B

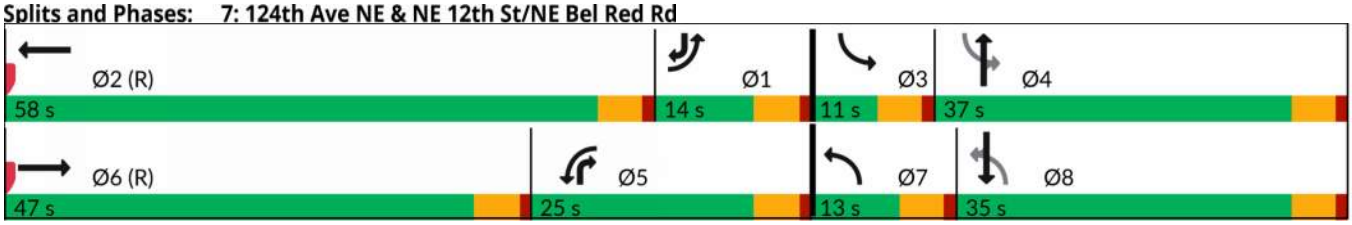
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	682	202	170	685	132	110	188	232	122	296	165
Future Volume (vph)	54	682	202	170	685	132	110	188	232	122	296	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			5%			0%			0%	
Storage Length (ft)	395		0	330		0	150		0	115		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		557			272			155			484	
Travel Time (s)		12.7			5.3			3.5			11.0	
Confl. Peds. (#/hr)	9		5	5		9	31		10	10		31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		D.P+P	NA	pm+ov	D.P+P	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases							8		4	4		8
Detector Phase	1	6		5	2		7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	22.0		10.0	25.0		10.0	28.0	10.0	10.0	27.0	10.0
Total Split (s)	14.0	47.0		25.0	58.0		13.0	37.0	25.0	11.0	35.0	14.0
Total Split (%)	11.7%	39.2%		20.8%	48.3%		10.8%	30.8%	20.8%	9.2%	29.2%	11.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 7: 124th Ave NE & NE 12th St/NE Bel Red Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	682	202	170	685	132	110	188	232	122	296	165
Future Volume (veh/h)	54	682	202	170	685	132	110	188	232	122	296	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.96	0.98		0.95
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	1885	1885	1885	1723	1723	1723	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	58	733	217	183	737	142	118	202	249	131	318	177
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	1	1	1
Cap, veh/h	235	950	281	365	1208	233	207	397	677	258	366	504
Arrive On Green	0.13	0.35	0.35	0.22	0.44	0.44	0.07	0.21	0.21	0.05	0.19	0.19
Sat Flow, veh/h	1795	2715	804	1641	2735	527	1795	1885	1527	1795	1885	1521
Grp Volume(v), veh/h	58	483	467	183	441	438	118	202	249	131	318	177
Grp Sat Flow(s),veh/h/ln	1795	1791	1728	1641	1637	1624	1795	1885	1527	1795	1885	1521
Q Serve(g_s), s	3.5	28.8	28.8	11.7	24.7	24.7	6.2	11.4	2.1	6.0	19.6	1.7
Cycle Q Clear(g_c), s	3.5	28.8	28.8	11.7	24.7	24.7	6.2	11.4	2.1	6.0	19.6	1.7
Prop In Lane	1.00		0.47	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	627	605	365	723	717	207	397	677	258	366	504
V/C Ratio(X)	0.25	0.77	0.77	0.50	0.61	0.61	0.57	0.51	0.37	0.51	0.87	0.35
Avail Cap(c_a), veh/h	235	627	605	365	723	717	207	503	763	258	471	589
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	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	46.8	34.7	34.7	40.8	25.6	25.6	36.9	41.9	11.5	37.4	46.9	16.6
Incr Delay (d2), s/veh	0.5	8.9	9.2	1.1	3.8	3.8	3.7	1.0	0.3	1.5	12.1	0.4
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	1.6	14.0	13.5	4.8	10.1	10.0	3.0	5.4	3.1	0.7	10.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	43.6	43.9	41.9	29.4	29.5	40.6	42.9	11.8	38.9	59.0	16.9
LnGrp LOS	D	D	D	D	C	C	D	D	B	D	E	B
Approach Vol, veh/h		1008			1062			569			626	
Approach Delay, s/veh		44.0			31.6			28.8			42.9	
Approach LOS		D			C			C			D	

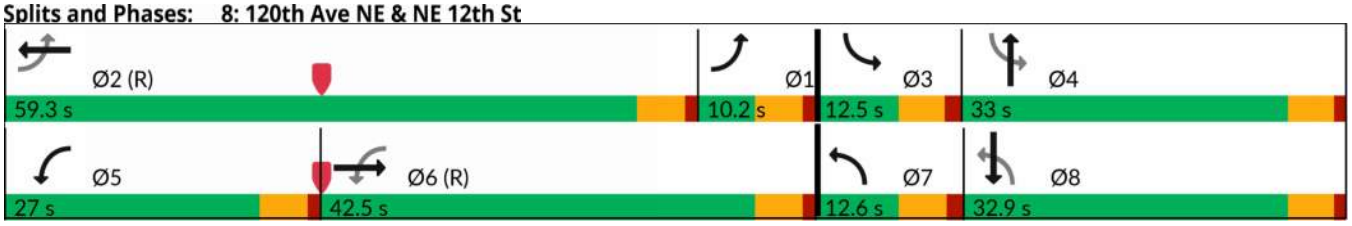
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	58.0	11.0	30.3	31.7	47.0	13.0	28.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	9.0	53.0	6.0	32.0	20.0	42.0	8.0	30.0
Max Q Clear Time (g_c+I1), s	5.5	26.7	8.0	13.4	13.7	30.8	8.2	21.6
Green Ext Time (p_c), s	0.0	6.0	0.0	2.0	0.2	4.7	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	37.1
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	719	151	297	639	32	96	201	131	64	293	20
Future Volume (vph)	23	719	151	297	639	32	96	201	131	64	293	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-5%			0%			0%	
Storage Length (ft)	260		0	300		0	210		0	210		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		230			600			206			460	
Travel Time (s)		5.2			13.6			4.7			10.5	
Confl. Peds. (#/hr)	5		11	11		5	3		14	14		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	2			6			8			4		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	5.0		7.0	5.0	
Minimum Split (s)	10.1	33.1		10.1	32.1		12.4	33.0		12.4	30.0	
Total Split (s)	10.2	42.5		27.0	59.3		12.6	33.0		12.5	32.9	
Total Split (%)	8.9%	37.0%		23.5%	51.6%		11.0%	28.7%		10.9%	28.6%	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.0		1.4	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		5.4	5.0		5.4	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 8: 120th Ave NE & NE 12th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	719	151	297	639	32	96	201	131	64	293	20
Future Volume (veh/h)	23	719	151	297	639	32	96	201	131	64	293	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	0.99		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	1885	1885	1885	2082	2082	2082	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	24	749	157	309	666	33	100	209	136	67	305	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	557	1464	307	481	1807	89	264	361	223	236	589	
Arrive On Green	0.12	0.50	0.50	0.10	0.47	0.47	0.06	0.17	0.17	0.05	0.16	0.00
Sat Flow, veh/h	1795	2943	617	1983	3834	190	1795	2104	1299	1795	3676	0
Grp Volume(v), veh/h	24	456	450	309	343	356	100	176	169	67	305	0
Grp Sat Flow(s),veh/h/ln	1795	1791	1769	1983	1978	2046	1795	1791	1613	1795	1791	0
Q Serve(g_s), s	0.0	19.7	19.7	8.6	12.8	12.8	5.3	10.4	11.1	3.5	8.9	0.0
Cycle Q Clear(g_c), s	0.0	19.7	19.7	8.6	12.8	12.8	5.3	10.4	11.1	3.5	8.9	0.0
Prop In Lane	1.00		0.35	1.00		0.09	1.00		0.81	1.00		0.00
Lane Grp Cap(c), veh/h	557	891	880	481	932	964	264	307	276	236	589	
V/C Ratio(X)	0.04	0.51	0.51	0.64	0.37	0.37	0.38	0.57	0.61	0.28	0.52	
Avail Cap(c_a), veh/h	557	891	880	663	932	964	268	436	393	250	869	
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.8	19.5	19.5	14.2	19.4	19.5	36.9	43.8	44.1	36.4	43.9	0.0
Incr Delay (d2), s/veh	0.0	2.1	2.1	1.4	1.1	1.1	0.9	1.7	2.2	0.7	0.7	0.0
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	0.3	8.6	8.5	3.8	6.1	6.3	2.4	4.7	4.6	1.6	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.8	21.6	21.6	15.7	20.6	20.5	37.8	45.5	46.3	37.1	44.6	0.0
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	D	
Approach Vol, veh/h		930			1008			445			372	
Approach Delay, s/veh		21.4			19.1			44.1			43.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	59.3	11.6	24.7	16.4	62.3	12.4	23.9
Change Period (Y+Rc), s	5.1	5.1	5.4	5.0	5.1	5.1	5.4	5.0
Max Green Setting (Gmax), s	5.1	54.2	7.1	28.0	21.9	37.4	7.2	27.9
Max Q Clear Time (g_c+I1), s	2.0	14.8	5.5	13.1	10.6	21.7	7.3	10.9
Green Ext Time (p_c), s	0.0	5.0	0.0	1.8	0.7	5.4	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

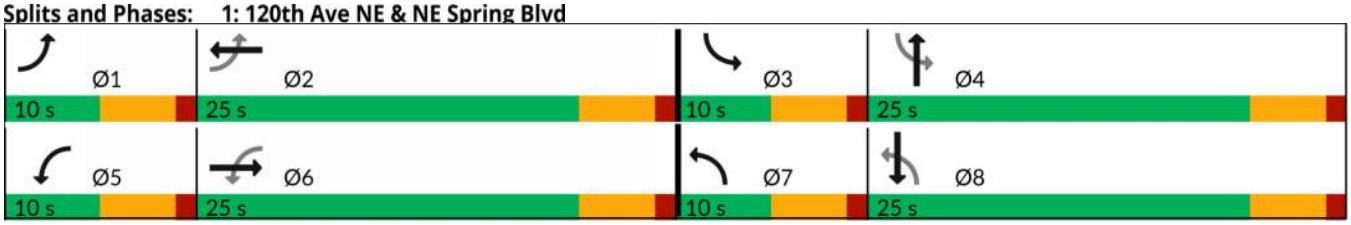
12-Year With Project

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	124	14	133	200	138	21	204	75	33	251	76
Future Volume (vph)	52	124	14	133	200	138	21	204	75	33	251	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			3%			0%	
Storage Length (ft)	200		0	0		0	130		0	135		225
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		281			253			465			237	
Travel Time (s)		7.7			6.9			10.6			5.4	
Confl. Peds. (#/hr)	6		4	4		6	1		2	2		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	1%	1%	1%	2%	2%	2%
Parking (#/hr)					0	0						
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	2			6			8			4		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	25.0		10.0	25.0	
Total Split (s)	10.0	25.0		10.0	25.0		10.0	25.0		10.0	25.0	
Total Split (%)	14.3%	35.7%		14.3%	35.7%		14.3%	35.7%		14.3%	35.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 43.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: 120th Ave NE & NE Spring Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	124	14	133	200	138	21	204	75	33	251	76
Future Volume (veh/h)	52	124	14	133	200	138	21	204	75	33	251	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	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	1870	1870	1870	1796	1796	1796	1832	1832	1832	1870	1870	1870
Adj Flow Rate, veh/h	56	133	15	143	215	148	23	219	81	35	270	82
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	7	7	7	1	1	1	2	2	2
Cap, veh/h	409	620	69	531	437	285	325	448	161	353	515	153
Arrive On Green	0.06	0.19	0.19	0.10	0.23	0.23	0.03	0.18	0.18	0.04	0.19	0.19
Sat Flow, veh/h	1781	3221	358	1711	1870	1222	1745	2508	900	1781	2698	802
Grp Volume(v), veh/h	56	72	76	143	195	168	23	150	150	35	176	176
Grp Sat Flow(s),veh/h/ln	1781	1777	1802	1711	1706	1386	1745	1741	1667	1781	1777	1723
Q Serve(g_s), s	0.9	1.4	1.4	2.6	4.0	4.3	0.4	3.2	3.3	0.6	3.6	3.8
Cycle Q Clear(g_c), s	0.9	1.4	1.4	2.6	4.0	4.3	0.4	3.2	3.3	0.6	3.6	3.8
Prop In Lane	1.00		0.20	1.00		0.88	1.00		0.54	1.00		0.47
Lane Grp Cap(c), veh/h	409	342	347	531	398	323	325	311	298	353	339	329
V/C Ratio(X)	0.14	0.21	0.22	0.27	0.49	0.52	0.07	0.48	0.50	0.10	0.52	0.54
Avail Cap(c_a), veh/h	524	871	883	572	836	679	490	853	817	500	871	845
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	13.9	13.9	11.2	13.5	13.6	12.8	15.1	15.1	12.8	14.8	14.9
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.3	0.9	1.3	0.1	1.2	1.3	0.1	1.2	1.4
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	0.3	0.5	0.5	0.9	1.4	1.3	0.1	1.2	1.2	0.2	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.0	14.2	14.2	11.5	14.5	14.9	12.9	16.2	16.4	13.0	16.1	16.2
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		204			506			323			387	
Approach Delay, s/veh		13.3			13.8			16.1			15.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	14.5	6.6	12.3	9.0	12.9	6.1	12.8
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	5.0	20.0	5.0	20.0	5.0	20.0	5.0	20.0
Max Q Clear Time (g_c+I1), s	2.9	6.3	2.6	5.3	4.6	3.4	2.4	5.8
Green Ext Time (p_c), s	0.0	1.9	0.0	1.5	0.0	0.7	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B

Notes

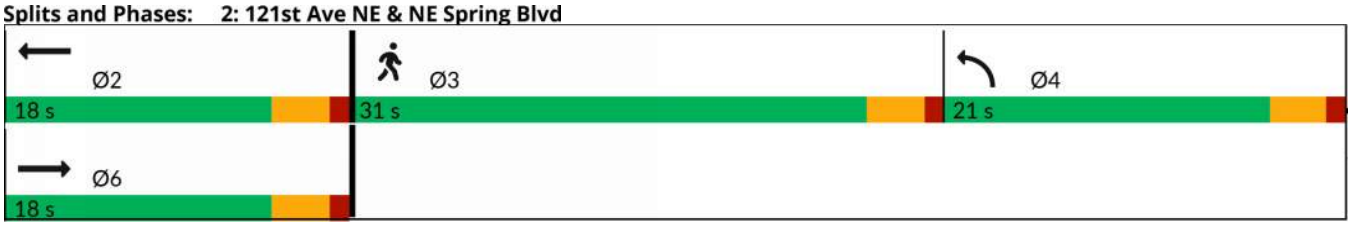
User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings
2: 121st Ave NE & NE Spring Blvd 07/24/2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3
Lane Configurations							
Traffic Volume (vph)	96	140	0	278	202	53	
Future Volume (vph)	96	140	0	278	202	53	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		0	265		0	0	
Storage Lanes		0	1		1	0	
Taper Length (ft)			25		25		
Satd. Flow (prot)	3167	0	0	4477	1528	0	
Flt Permitted					0.962		
Satd. Flow (perm)	3167	0	0	4477	1498	0	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	25			25	25		
Link Distance (ft)	253			269	167		
Travel Time (s)	6.9			7.3	4.6		
Confl. Peds. (#/hr)		4	4		20	168	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	2%	2%	12%	12%	0%	0%	
Parking (#/hr)				0	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	251	0	0	296	271	0	
Turn Type	NA			NA	Prot		
Protected Phases	6			2	4		3
Permitted Phases							
Detector Phase	6			2	4		
Switch Phase							
Minimum Initial (s)	7.0			7.0	7.0		5.0
Minimum Split (s)	18.0			11.0	11.0		31.0
Total Split (s)	18.0			18.0	21.0		31.0
Total Split (%)	25.7%			25.7%	30.0%		44%
Yellow Time (s)	3.0			3.0	3.0		3.0
All-Red Time (s)	1.0			1.0	1.0		1.0
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	4.0			4.0	4.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Recall Mode	Min			Min	None		None
Act Effct Green (s)	12.4			12.4	15.2		
Actuated g/C Ratio	0.19			0.19	0.23		
v/c Ratio	0.43			0.36	0.78		
Control Delay (s/veh)	27.1			25.6	41.1		
Queue Delay	0.0			0.0	0.0		
Total Delay (s/veh)	27.1			25.6	41.1		
LOS	C			C	D		
Approach Delay (s/veh)	27.1			25.6	41.1		
Approach LOS	C			C	D		

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 66.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 31.2	Intersection LOS: C
Intersection Capacity Utilization 30.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: 121st Ave NE & NE Spring Blvd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	131	235	46	0	45
Future Volume (vph)	0	131	235	46	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25	25		25	
Link Distance (ft)		269	106		182	
Travel Time (s)		7.3	2.9		5.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	13%	13%	0%	0%
Parking (#/hr)			0	0		
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	131	235	46	0	45
Future Vol, veh/h	0	131	235	46	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	13	13	0	0
Mvmt Flow	0	151	270	53	0	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	161
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	861
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	861
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.45
HCM LOS			A

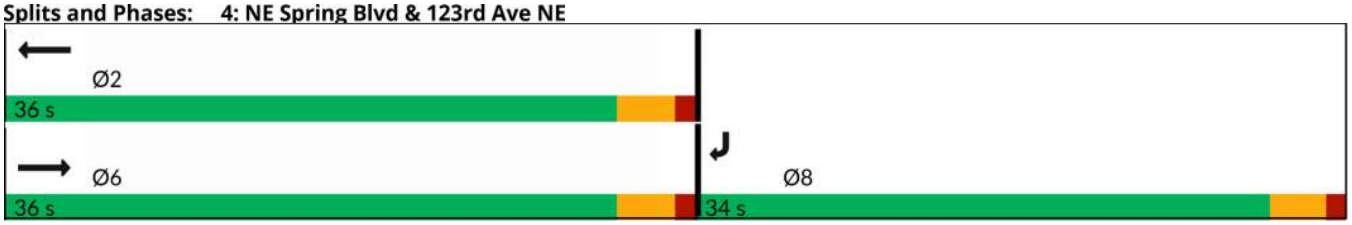
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	861
HCM Lane V/C Ratio	-	-	-	0.06
HCM Ctrl Dly (s/v)	-	-	-	9.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	190	121	77	0	154
Future Volume (vph)	0	190	121	77	0	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red				No		Yes
Link Speed (mph)		25	25		25	
Link Distance (ft)		225	284		385	
Travel Time (s)		6.1	7.7		10.5	
Confl. Peds. (#/hr)				57		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	28%	28%	0%	0%
Parking (#/hr)			0	0		
Shared Lane Traffic (%)						
Turn Type		NA	NA			Prot
Protected Phases		6	2			8
Permitted Phases						
Detector Phase		6	2			8
Switch Phase						
Minimum Initial (s)		10.0	10.0			5.0
Minimum Split (s)		22.0	22.0			26.0
Total Split (s)		36.0	36.0			34.0
Total Split (%)		51.4%	51.4%			48.6%
Yellow Time (s)		3.0	3.0			3.0
All-Red Time (s)		1.0	1.0			1.0
Lost Time Adjust (s)		0.0	0.0			0.0
Total Lost Time (s)		4.0	4.0			4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None	Min			None

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 40.8
Natural Cycle: 50
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NE Spring Blvd & 123rd Ave NE



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	190	121	77	0	154
Future Volume (veh/h)	0	190	121	77	0	154
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	0.90	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1885	1485	1485	0	1900
Adj Flow Rate, veh/h	0	207	132	84	0	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	28	28	0	0
Cap, veh/h	0	3676	1144	666	0	0
Arrive On Green	0.00	0.71	0.71	0.71	0.00	0.00
Sat Flow, veh/h	0	5486	1676	932	0	
Grp Volume(v), veh/h	0	207	115	101	0.0	
Grp Sat Flow(s),veh/h/ln	0	1716	1411	1123		
Q Serve(g_s), s	0.0	0.2	0.4	0.4		
Cycle Q Clear(g_c), s	0.0	0.2	0.4	0.4		
Prop In Lane	0.00			0.83		
Lane Grp Cap(c), veh/h	0	3676	1008	802		
V/C Ratio(X)	0.00	0.06	0.11	0.13		
Avail Cap(c_a), veh/h	0	11764	3225	2567		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.6	0.6	0.6		
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.6	0.7	0.7		
LnGrp LOS		A	A	A		
Approach Vol, veh/h		207	216			
Approach Delay, s/veh		0.6	0.7			
Approach LOS		A	A			

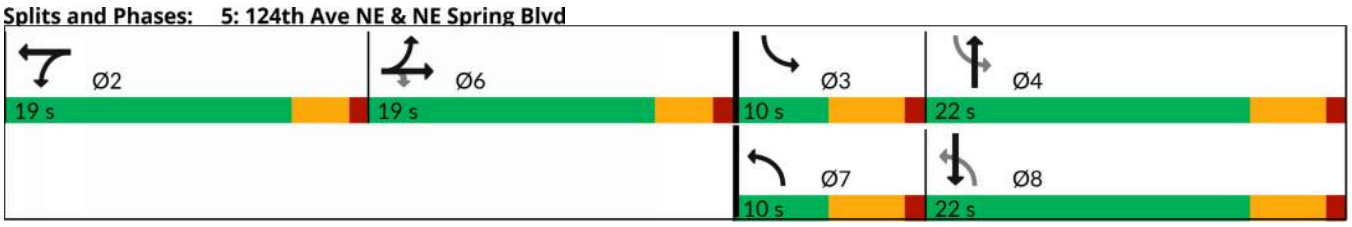
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		14.0				14.0
Change Period (Y+Rc), s		4.0				4.0
Max Green Setting (Gmax), s		32.0				32.0
Max Q Clear Time (g_c+I1), s		2.4				2.2
Green Ext Time (p_c), s		1.4				1.5

Intersection Summary						
HCM 7th Control Delay, s/veh			0.6			
HCM 7th LOS			A			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	0	51	3	1	14	81	353	2	5	371	95
Future Volume (vph)	89	0	51	3	1	14	81	353	2	5	371	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	410		0	0		0	315		0	120		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		284			169			285			152	
Travel Time (s)		7.7			4.6			6.5			3.5	
Confl. Peds. (#/hr)	3		1	1		3	26		2	2		26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	56%	56%	56%	1%	1%	1%	8%	8%	8%
Shared Lane Traffic (%)	50%											
Turn Type	Split	NA	Perm	Split	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	6	6		2	2		7	4		3	8	
Permitted Phases			6				8			4		
Detector Phase	6	6	6	2	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	19.0	19.0	19.0	19.0	19.0		10.0	22.0		10.0	22.0	
Total Split (s)	19.0	19.0	19.0	19.0	19.0		10.0	22.0		10.0	22.0	
Total Split (%)	27.1%	27.1%	27.1%	27.1%	27.1%		14.3%	31.4%		14.3%	31.4%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 48.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 5: 124th Ave NE & NE Spring Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	0	51	3	1	14	81	353	2	5	371	95
Future Volume (veh/h)	89	0	51	3	1	14	81	353	2	5	371	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.96	0.98		0.97
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	1856	1856	1856	976	976	976	1885	1885	1885	1781	1781	1781
Adj Flow Rate, veh/h	93	0	53	3	1	15	84	368	2	5	386	99
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	56	56	56	1	1	1	8	8	8
Cap, veh/h	516	0	228	36	2	30	462	1278	7	457	745	189
Arrive On Green	0.15	0.00	0.15	0.04	0.04	0.04	0.08	0.35	0.35	0.01	0.28	0.28
Sat Flow, veh/h	3534	0	1565	929	52	779	1795	3652	20	1697	2657	673
Grp Volume(v), veh/h	93	0	53	3	0	16	84	180	190	5	244	241
Grp Sat Flow(s),veh/h/ln	1767	0	1565	929	0	831	1795	1791	1881	1697	1692	1638
Q Serve(g_s), s	0.9	0.0	1.2	0.1	0.0	0.7	1.2	2.9	2.9	0.1	4.8	4.9
Cycle Q Clear(g_c), s	0.9	0.0	1.2	0.1	0.0	0.7	1.2	2.9	2.9	0.1	4.8	4.9
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.01	1.00		0.41
Lane Grp Cap(c), veh/h	516	0	228	36	0	33	462	627	658	457	474	459
V/C Ratio(X)	0.18	0.00	0.23	0.08	0.00	0.49	0.18	0.29	0.29	0.01	0.51	0.52
Avail Cap(c_a), veh/h	1349	0	597	355	0	317	554	775	814	661	732	709
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	14.8	18.2	0.0	18.5	8.9	9.2	9.2	8.3	11.9	11.9
Incr Delay (d2), s/veh	0.2	0.0	0.5	1.0	0.0	11.0	0.2	0.3	0.2	0.0	0.9	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	0.3	0.0	0.4	0.0	0.0	0.2	0.4	0.9	0.9	0.0	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.9	0.0	15.3	19.2	0.0	29.5	9.0	9.5	9.5	8.3	12.8	12.9
LnGrp LOS	B		B	B		C	A	A	A	A	B	B
Approach Vol, veh/h		146			19			454			490	
Approach Delay, s/veh		15.0			27.9			9.4			12.8	
Approach LOS		B			C			A			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		5.5	5.3	18.7		9.7	8.0	16.0
Change Period (Y+Rc), s		4.0	5.0	5.0		4.0	5.0	5.0
Max Green Setting (Gmax), s		15.0	5.0	17.0		15.0	5.0	17.0
Max Q Clear Time (g_c+I1), s		2.7	2.1	4.9		3.2	3.2	6.9
Green Ext Time (p_c), s		0.0	0.0	1.7		0.3	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	11.9
HCM 7th LOS	B

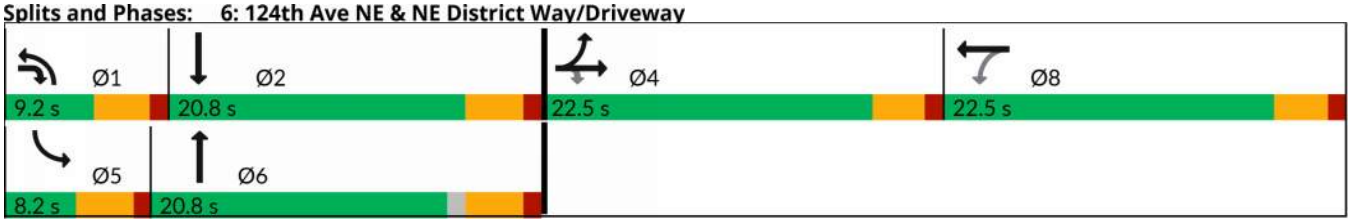
Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	0	275	5	1	3	141	289	3	1	320	73
Future Volume (vph)	132	0	275	5	1	3	141	289	3	1	320	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	110		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		204			94			484			458	
Travel Time (s)		5.6			2.6			11.0			10.4	
Confl. Peds. (#/hr)	2		9	9		2	10		3	3		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Split	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	4	4	1		8		1	6		5	2	
Permitted Phases			4	8								
Detector Phase	4	4	1	8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	7.0		4.0	7.0	
Minimum Split (s)	22.5	22.5	9.2	22.5	22.5		9.2	20.8		8.2	20.8	
Total Split (s)	22.5	22.5	9.2	22.5	22.5		9.2	20.8		8.2	20.8	
Total Split (%)	30.0%	30.0%	12.3%	30.0%	30.0%		12.3%	27.7%		10.9%	27.7%	
Yellow Time (s)	3.0	3.0	3.2	3.0	3.0		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.2		4.0		4.2	4.2		4.2	4.2	
Lead/Lag			Lead				Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes				Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 41.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 6: 124th Ave NE & NE District Way/Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	0	275	5	1	3	141	289	3	1	320	73
Future Volume (veh/h)	132	0	275	5	1	3	141	289	3	1	320	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
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	1847	1847	1847	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	145	0	302	5	1	3	155	318	3	1	352	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	434	0	554	33	7	20	198	1202	11	4	641	144
Arrive On Green	0.25	0.00	0.25	0.03	0.03	0.03	0.11	0.33	0.33	0.00	0.22	0.22
Sat Flow, veh/h	1759	0	1548	962	192	577	1795	3635	34	1795	2893	649
Grp Volume(v), veh/h	145	0	302	9	0	0	155	157	164	1	216	216
Grp Sat Flow(s),veh/h/ln	1759	0	1548	1732	0	0	1795	1791	1878	1795	1791	1751
Q Serve(g_s), s	2.9	0.0	6.6	0.2	0.0	0.0	3.6	2.7	2.7	0.0	4.5	4.6
Cycle Q Clear(g_c), s	2.9	0.0	6.6	0.2	0.0	0.0	3.6	2.7	2.7	0.0	4.5	4.6
Prop In Lane	1.00		1.00	0.56		0.33	1.00		0.02	1.00		0.37
Lane Grp Cap(c), veh/h	434	0	554	59	0	0	198	592	621	4	397	388
V/C Ratio(X)	0.33	0.00	0.55	0.15	0.00	0.00	0.78	0.26	0.26	0.24	0.54	0.56
Avail Cap(c_a), veh/h	769	0	849	757	0	0	212	703	737	170	703	687
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	0.0	10.9	19.8	0.0	0.0	18.3	10.4	10.4	21.1	14.6	14.6
Incr Delay (d2), s/veh	0.4	0.0	0.8	1.2	0.0	0.0	16.3	0.2	0.2	26.3	1.2	1.3
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(50%),veh/ln	1.0	0.0	2.0	0.1	0.0	0.0	2.2	0.9	0.9	0.0	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.5	0.0	11.7	21.0	0.0	0.0	34.7	10.6	10.6	47.4	15.7	15.9
LnGrp LOS	B		B	C			C	B	B	D	B	B
Approach Vol, veh/h		447			9			476			433	
Approach Delay, s/veh		12.3			21.0			18.5			15.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	13.6		14.4	4.2	18.2		5.4
Change Period (Y+Rc), s	4.2	4.2		4.0	4.2	4.2		4.0
Max Green Setting (Gmax), s	5.0	16.6		18.5	4.0	16.6		18.5
Max Q Clear Time (g_c+I1), s	5.6	6.6		8.6	2.0	4.7		2.2
Green Ext Time (p_c), s	0.0	1.8		1.4	0.0	1.4		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B

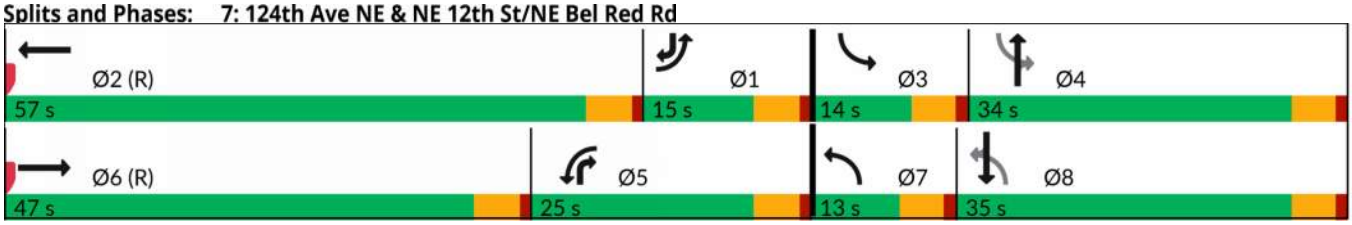
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	696	202	170	685	154	110	219	232	124	298	165
Future Volume (vph)	65	696	202	170	685	154	110	219	232	124	298	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			5%			0%			0%	
Storage Length (ft)	395		0	330		0	150		0	115		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		557			272			155			484	
Travel Time (s)		12.7			5.3			3.5			11.0	
Confl. Peds. (#/hr)	9		5	5		9	31		10	10		31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		D.P+P	NA	pm+ov	D.P+P	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases							8		4	4		8
Detector Phase	1	6		5	2		7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	22.0		10.0	25.0		10.0	28.0	10.0	10.0	27.0	10.0
Total Split (s)	15.0	47.0		25.0	57.0		13.0	34.0	25.0	14.0	35.0	15.0
Total Split (%)	12.5%	39.2%		20.8%	47.5%		10.8%	28.3%	20.8%	11.7%	29.2%	12.5%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 7: 124th Ave NE & NE 12th St/NE Bel Red Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	696	202	170	685	154	110	219	232	124	298	165
Future Volume (veh/h)	65	696	202	170	685	154	110	219	232	124	298	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.95	0.98		0.95
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	1885	1885	1885	1723	1723	1723	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	70	748	217	183	737	166	118	235	249	133	320	177
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	1	1	1
Cap, veh/h	248	955	277	364	1149	259	207	352	638	258	368	518
Arrive On Green	0.14	0.35	0.35	0.22	0.43	0.43	0.07	0.19	0.19	0.07	0.20	0.20
Sat Flow, veh/h	1795	2730	792	1641	2651	597	1795	1885	1518	1795	1885	1521
Grp Volume(v), veh/h	70	491	474	183	455	448	118	235	249	133	320	177
Grp Sat Flow(s),veh/h/ln	1795	1791	1730	1641	1637	1611	1795	1885	1518	1795	1885	1521
Q Serve(g_s), s	4.2	29.4	29.4	11.7	26.2	26.2	6.2	13.9	2.7	7.1	19.7	1.7
Cycle Q Clear(g_c), s	4.2	29.4	29.4	11.7	26.2	26.2	6.2	13.9	2.7	7.1	19.7	1.7
Prop In Lane	1.00		0.46	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	627	606	364	709	698	207	352	638	258	368	518
V/C Ratio(X)	0.28	0.78	0.78	0.50	0.64	0.64	0.57	0.67	0.39	0.51	0.87	0.34
Avail Cap(c_a), veh/h	248	627	606	364	709	698	207	456	721	259	471	601
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	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	46.4	34.9	34.9	40.9	26.7	26.7	36.9	45.3	11.9	36.3	46.8	16.0
Incr Delay (d2), s/veh	0.6	9.4	9.7	1.1	4.4	4.5	3.7	2.4	0.4	1.6	12.3	0.4
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	1.9	14.3	13.9	4.8	10.8	10.7	2.9	6.7	3.1	3.2	10.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	44.4	44.7	42.0	31.1	31.2	40.6	47.7	12.3	37.9	59.1	16.4
LnGrp LOS	D	D	D	D	C	C	D	D	B	D	E	B
Approach Vol, veh/h		1035			1086			602			630	
Approach Delay, s/veh		44.7			33.0			31.7			42.6	
Approach LOS		D			C			C			D	

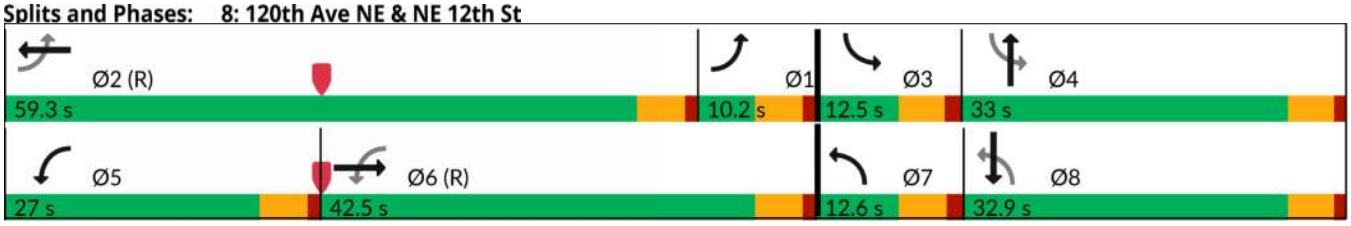
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	57.0	14.0	27.4	31.6	47.0	13.0	28.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	52.0	9.0	29.0	20.0	42.0	8.0	30.0
Max Q Clear Time (g_c+I1), s	6.2	28.2	9.1	15.9	13.7	31.4	8.2	21.7
Green Ext Time (p_c), s	0.0	6.1	0.0	1.9	0.2	4.6	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	38.2
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	730	151	297	639	32	96	234	131	78	331	20
Future Volume (vph)	26	730	151	297	639	32	96	234	131	78	331	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-5%			0%			0%	
Storage Length (ft)	260		0	300		0	210		0	210		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		230			600			206			460	
Travel Time (s)		5.2			13.6			4.7			10.5	
Confl. Peds. (#/hr)	5		11	11		5	3		14	14		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	2			6			8			4		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	5.0		7.0	5.0	
Minimum Split (s)	10.1	33.1		10.1	32.1		12.4	33.0		12.4	30.0	
Total Split (s)	10.2	42.5		27.0	59.3		12.6	33.0		12.5	32.9	
Total Split (%)	8.9%	37.0%		23.5%	51.6%		11.0%	28.7%		10.9%	28.6%	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.0		1.4	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		5.4	5.0		5.4	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 8: 120th Ave NE & NE 12th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	730	151	297	639	32	96	234	131	78	331	20
Future Volume (veh/h)	26	730	151	297	639	32	96	234	131	78	331	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	0.99		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	1885	1885	1885	2082	2082	2082	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	27	760	157	309	666	33	100	244	136	81	345	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	541	1438	297	470	1807	89	259	397	212	236	623	
Arrive On Green	0.12	0.49	0.49	0.10	0.47	0.47	0.06	0.18	0.18	0.06	0.17	0.00
Sat Flow, veh/h	1795	2952	610	1983	3834	190	1795	2232	1195	1795	3676	0
Grp Volume(v), veh/h	27	461	456	309	343	356	100	194	186	81	345	0
Grp Sat Flow(s),veh/h/ln	1795	1791	1771	1983	1978	2046	1795	1791	1636	1795	1791	0
Q Serve(g_s), s	0.0	20.5	20.5	8.8	12.8	12.8	5.2	11.5	12.1	4.2	10.1	0.0
Cycle Q Clear(g_c), s	0.0	20.5	20.5	8.8	12.8	12.8	5.2	11.5	12.1	4.2	10.1	0.0
Prop In Lane	1.00		0.34	1.00		0.09	1.00		0.73	1.00		0.00
Lane Grp Cap(c), veh/h	541	872	862	470	932	964	259	318	291	236	623	
V/C Ratio(X)	0.05	0.53	0.53	0.66	0.37	0.37	0.39	0.61	0.64	0.34	0.55	
Avail Cap(c_a), veh/h	541	872	862	650	932	964	264	436	398	246	869	
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.4	20.4	20.4	15.0	19.4	19.5	36.2	43.6	43.9	36.0	43.4	0.0
Incr Delay (d2), s/veh	0.0	2.3	2.3	1.6	1.1	1.1	0.9	1.9	2.4	0.9	0.8	0.0
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	0.4	8.9	8.8	4.0	6.1	6.3	2.3	5.2	5.1	1.9	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	22.7	22.7	16.5	20.6	20.5	37.2	45.5	46.2	36.9	44.2	0.0
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	D	
Approach Vol, veh/h		944			1008			480			426	
Approach Delay, s/veh		22.5			19.3			44.0			42.8	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	59.3	11.9	25.4	16.6	61.1	12.3	25.0
Change Period (Y+Rc), s	5.1	5.1	5.4	5.0	5.1	5.1	5.4	5.0
Max Green Setting (Gmax), s	5.1	54.2	7.1	28.0	21.9	37.4	7.2	27.9
Max Q Clear Time (g_c+I1), s	2.0	14.8	6.2	14.1	10.8	22.5	7.2	12.1
Green Ext Time (p_c), s	0.0	5.0	0.0	1.9	0.7	5.3	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	5	29	42	12	24
Future Volume (vph)	39	5	29	42	12	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25	25		25	
Link Distance (ft)		295	153		152	
Travel Time (s)		8.0	4.2		4.1	
Confl. Peds. (#/hr)	25			25	25	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	5	29	42	12	24
Future Vol, veh/h	39	5	29	42	12	24
Conflicting Peds, #/hr	25	0	0	25	25	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	42	5	32	46	13	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	102	0	-	0	195	104
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1484	-	-	-	792	948
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1448	-	-	-	733	903
Mov Cap-2 Maneuver	-	-	-	-	733	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	6.7	0	9.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1444	-	-	-	838
HCM Lane V/C Ratio	0.029	-	-	-	0.047
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	17	0	0	71	0
Future Volume (vph)	0	17	0	0	71	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	153			70	385	
Travel Time (s)	4.2			1.9	10.5	
Confl. Peds. (#/hr)		25	25		25	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	17	0	0	71	0
Future Vol, veh/h	0	17	0	0	71	0
Conflicting Peds, #/hr	0	25	25	0	25	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	18	0	0	77	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	60	59
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1559	-	944	1004
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	899	956
Mov Cap-2 Maneuver	-	-	-	-	899	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	899	-	-	1522	-
HCM Lane V/C Ratio	0.086	-	-	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	29	32	393	54	13	337
Future Volume (vph)	29	32	393	54	13	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		30			30
Link Distance (ft)	412		131			346
Travel Time (s)	11.2		3.0			7.9
Confl. Peds. (#/hr)		25		25	25	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	32	393	54	13	337
Future Vol, veh/h	29	32	393	54	13	337
Conflicting Peds, #/hr	0	25	0	25	25	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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	32	35	427	59	14	366

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	876	507	0	0	511	0
Stage 1	482	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	318	564	-	-	1049	-
Stage 1	619	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	537	-	-	1024	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.96	0	0.32
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	395	67	-
HCM Lane V/C Ratio	-	-	0.168	0.014	-
HCM Ctrl Dly (s/v)	-	-	16	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Appendix F

City of Bellevue Concurrency Determination

Transportation

Concurrency Determination

Submit this determination with the land use permit application for this project.

Date: 7/24/2026

Project Name: The Spring District Master Development Plan Amendment #12

Permit Number: Amendment to 11-125943 LP (Amendment LP Number to be issued)

Contact/Applicant Name: Carolyn Wennblom

Email: Carolyn Wennblom <cwennblom@wrightrunstad.com>

Project Address: 1209 124th Ave NE

Concurrency Reviewer: Darwin Li

Mobility Units required for proposal: 373

☑ This serves as a Concurrency reservation for 373 Mobility Units.

☐ This project generates 25 or fewer mobility units and does not require a concurrency reservation.

Notes:

1. This form must be submitted for all Land Use permit applications regardless of concurrency reservation status.
2. This reservation expires one year from the date above. A one-year extension may be requested if an accompanying Land Use permit is in review.
3. Mobility Units may not be transferred to another property or applicant.

Determination Output Report

Project Name: The Spring District Master Development Plan Amendment #12 Project Address: 1209 124th Ave NE Date: 7-24-26
Permit #Amendment to 11-125943 LP Prepared by: Darwin Li

PMA 1

Proposed

Land Use	Size	Units	Vehicle Trips	Person Trips	Person Trip Types By Mode						Total Mobility Units Generated					
					SOV	HOV2+	Walk	Bike	Transit	Total	SOV	HOV2+	Walk	Bike	Transit	Total
Multi-Family Mid Rise - Downtown/TOD	1135	dwelling	216	607	158	146	121	30	152	607	158	58.4	12.1	6	15.2	250
Mixed Use Retail	8	1,000 sf / GLA	30	64	21	20	12	3	8	64	21	8	1.2	0.6	0.8	32
Hotel	180	room	85	183	61	57	37	4	24	183	61	22.8	3.7	0.8	2.4	91
0	0		0							0						0
0	0	`	0							0						0
0	0		0							0						0
0	0		0							0						0
Subtotal			**331**	**854**	**240**	**223**	**170**	**37**	**184**	**854**	**240**	**89.2**	**17**	**7.4**	**18.4**	**373**

Existing

Land Use	Size	Units	Vehicle Trips	Person Trips	Person Trip Types Broken Down						Total Mobility Units Generated					
					SOV	HOV2+	Walk	Bike	Transit	Total	SOV	HOV2+	Walk	Bike	Transit	Total
0	0		0							0						0
0	0		0							0						0
0	0		0							0						0
0	0		0							0						0
0	0	`	0							0						0
0	0		0							0						0
0	0		0							0						0
Subtotal			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Net New	**331**	**854**	**240**	**223**	**170**	**37**	**184**	**854**	**240**	**89.2**	**17**	**7.4**	**18.4**	**373**

Concurrency Reservation is Required