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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Bellevue Investors II LLC
Luis Adan, Vulcan, Inc. (206) 342-2406

LOCATION OF PROPOSAL: 555 108th Avenue NE

DESCRIPTION OF PROPOSAL: Design Review Approval to construct a 600-foot office tower, a single-story active use pavilion structure and 6 levels of below grade parking, totaling 1,054,118 gross square feet. Proposal includes approximately 1,016 parking stalls to be accommodated within the 6 below-grade parking levels. Additional improvements include a central outdoor public plaza space, landscaping, lighting, through-block pedestrian connection and construction of a 30-foot wide section of the Downtown Major Pedestrian Corridor. Approval also includes five (5) Administrative Departures from Land Use code standards, pursuant to LUC 20.25A.030.D.

FILE NUMBERS: 19-132451-LD
PLANNER: Laurie Tyler, Senior Planner

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

☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.

☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **11/7/2019**

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

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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

_____ 10.21.2019
Environmental Coordinator Date

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

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	555 108th Avenue NE
Proposal Address:	555 108th Avenue NE
Proposal Description:	Design Review approval of a 600-foot office tower and single-story pavilion structure within the Downtown-O-1 Land Use District. • 1,054,118 Gross Square Feet (GSF) • 6 levels of below grade parking for 1,016 parking stalls • 24,761 square feet of ground level active use space within the pavilion and the lower level of the tower • Installation of a 30-foot section of the Major Pedestrian Corridor (NE 6th Street)
File Number:	**18-132451-LD**
Applicant:	Luis Adan, Vulcan, Inc.
Decisions Included:	Process II, Combined Design Review Decision and SEPA Determination
Planner:	Laurie Tyler, Senior Planner
State Environmental Policy Act Threshold Determination:	Determination of Non-significance (DNS) Elizabeth Stead, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: _____ Elizabeth Stead, Land Use Director

Date of Application:	December 19, 2018
Notice of Application:	January 31, 2019
Public Meeting:	February 20, 2019
Decision:	October 24, 2019
Appeal Deadline	**November 7, 2019, 5 PM**
Design Review Expiration:	November 7, 2021

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

Table of Contents

Attachments

- A. 2019 Downtown Design Guidelines
- B. 2019 Comprehensive Plan Matrix
- C. 2019 Administrative Departure Request Forms (5)
- D. Project Drawings (Located in Project File)
- E. SEPA Checklist (Attachments to Checklist Located in Project File)
- F. Certificate of Concurrency
- G. Republic Services Approval Letter

I. Request/Proposal Description

A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Design Review approval to construct a 42-story office tower over a 2-story podium, and six levels of below grade parking, totaling 1,054,118 gross square feet. A single-story, 20,662 gross square foot pavilion structure is also proposed on the north side of the development, which will incorporate ground level active uses. The proposal includes 1,016 parking stalls to be accommodated within the six levels of below grade parking. In addition to the proposed buildings, a 30-foot wide section of the Major Pedestrian Corridor (NE 6th Street) is proposed along the northern property boundary, as well as a required through block pedestrian connection running north-south on the western side of the development. The subject site is located at 555 108th Avenue NE, within the Downtown-Office-1 Land Use District and is approximately 88,249 square feet (2.02 acres) in size.

The applicant has requested five (5) Administrative Departures as part of this application:

- Build-to Line;
- Planter strip in lieu of tree pits;
- Compact parking Stalls;
- Parking ratio reduction;
- Weather Protection.

Departure requests are discussed in detail in Section V. below.

B. Site Design

Streetscape

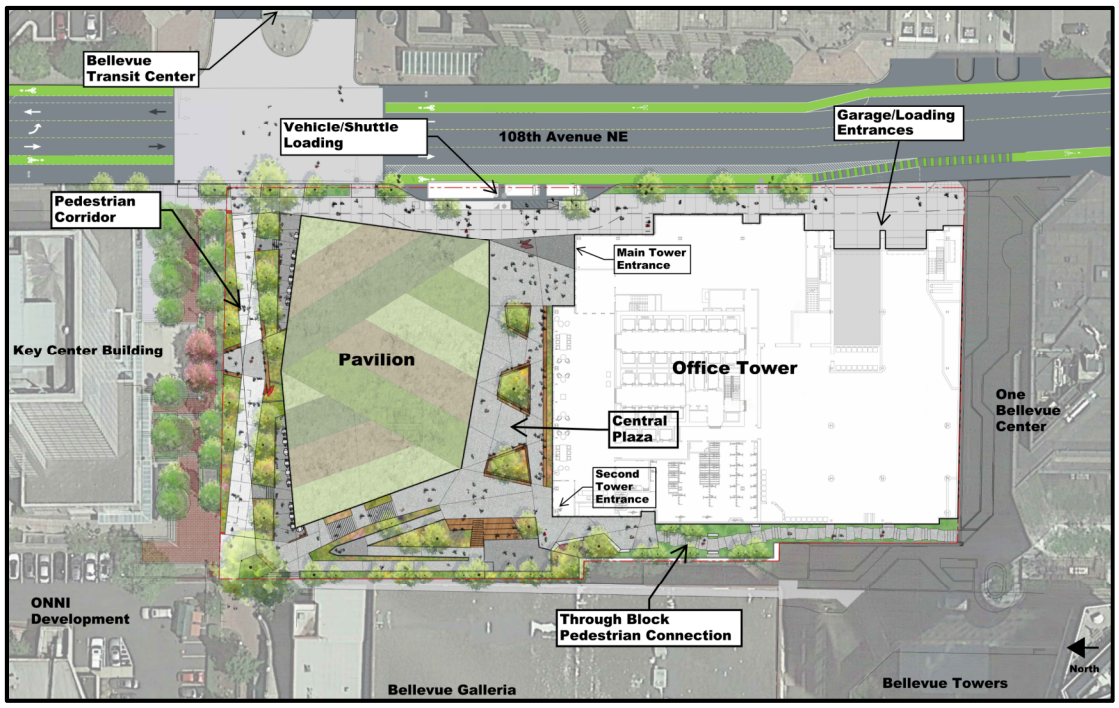
The streetscape of the project includes a 16'-6" wide sidewalk along the entirety of the 108th Avenue NE frontage, which includes both 5' wide streetscape planters and tree pits, along with a 6" curb. A 134' x 9' vehicle and bus shuttle loading area will be centrally located within the frontage. Planter strips will be provided on either side of the vehicle loading area to off-set loss of plantings where the loading area is proposed. Two tree pits will be incorporated adjacent to the vehicle loading area to ensure a moderate tree canopy along the street frontage. Refer to Section V.2 below, for additional discussion regarding the streetscape.

Central Plaza Design

The proposed tower will exceed the trigger height of 450 feet; therefore, a central outdoor plaza space is required. The central outdoor plaza is an inviting publicly accessible space between the tower and pavilion building. It provides a universally accessible connection from 108th Avenue NE to an ADA compliant ramp at the west end that connects directly to the Major Pedestrian Corridor. Features include public art at the entrance from 108th Avenue NE, three large raised planters with integrated seating, and overhead catenary lighting. **Refer to Section XII.D for Condition of Approval regarding Public Art.** Additional seating is proposed along the length of the tower base. The plaza is surrounded by interior uses that will activate this exterior space. The northeast corner of the tower base includes an active use and a primary entrance/lobby space, while the northwest corner of the tower base includes a

secondary entrance and lobby space. The entirety of the pavilion building is planned with “active uses.” In addition to the fixed seating, movable furnishings managed by the owner will be located throughout the central plaza to support pedestrian activity and engagement. Power sources will be located throughout the plaza to support seasonal events. The west end of the plaza also includes a flexible space to be programmed by building tenants that could potentially become an outdoor gathering space or on off-leash dog area. Refer to Section III.C below for additional discussion regarding the outdoor plaza space.

Site Plan



Through-Block Pedestrian Connection

The through-block pedestrian connection provides a publicly accessible route from the Major Pedestrian Corridor and central outdoor public plaza, to the property south of the site, known as One Bellevue Center. Modifications to the existing planters at One Bellevue Center would be needed to complete the through-block connection. Such modifications are subject to the ownership of One Bellevue Center, and would be completed through a separate review and permitting process by the adjacent property owner.

A tenant bike entrance and seating area is located near the NW corner of the tower building and will support activation of the connection. Planting beds are planned for both sides of the path, and vines are intended to climb the decorative concrete walls at the tower base. Pedestrian scaled lighting is planned along the pathway for safety through the connection. Refer to Section III.D below for additional discussion regarding the through-block pedestrian connection.

Major Pedestrian Corridor

The Major Pedestrian Corridor is comprised of a direct multi-modal path connecting 108th Avenue NE and the Transit Center intersection, to the NW corner of the property. The minimum path width is 11'-10" near the stair at the active use spill-out spaces, widening to 15'-3" at the east end and 17'-7" at the west end. An overhead canopy structure is proposed on the north side of the path to provide year-round weather protection and extends approximately 6'-0" over the north side of the path. Seating, public art and a direct connection to the existing property on the north occur at the mid-point landing in the path. The path is flanked on both sides by generous planting beds that will include small to medium canopy trees and an understory of the deciduous and evergreen shrubs and groundcovers. Active uses are also proposed for the south side of the path at the upper and lower terraces in the pavilion building, with direct pedestrian connections to the pedestrian corridor. Lighting in the form of pedestrian scaled poles are proposed along the length of the corridor. Refer to Section III.E below for additional discussion regarding the Major Pedestrian Corridor.

C. Building Design

Tower Design

The 600-foot tall tower massing is formed around a concrete core and steel structure. Four elevators from the parking garage extend up to Level 1. Typical office floorplates for the tower begin at Level 3, which has a planted rooftop terrace over the podium on the south side of the building. Typical tower floor-to-floor heights are 13'-0". Centrally located intake and exhaust louvers are incorporated into the façade, running vertically on the east and west elevations, which offset the two primary vertical masses of the tower.

The north and south elevations of the building are designed to mimic a cascading water concept. Terraces and balconies punctuate the tower as points of usable outdoor amenity space at the two elevator transfer floors: Levels 18 and 32. The balcony elements carve into the south façade at the east and west ends of level 18. Glass guardrails and wind screening will be placed inboard of the parapets for wind and fall protection. The guardrails are designed to be 7-feet tall at Levels 42 and 32 and 3'-6" tall at Level 18. At the top of the building, curtain wall is extended past the roof by approximately 30'-4" to create a mechanical screen that extends to just below the maximum building height limit of 600-feet. Extending past the southern façade at Level 42, 10-foot spaced vertical spires extend to 600-feet to create an iconic presence in the skyline. These spires will be constructed with base-mounted, vertically cantilevered steel shapes and lit from the roof surface, and will connect across the top with a slender steel shape. **Refer to Section XII.A for**

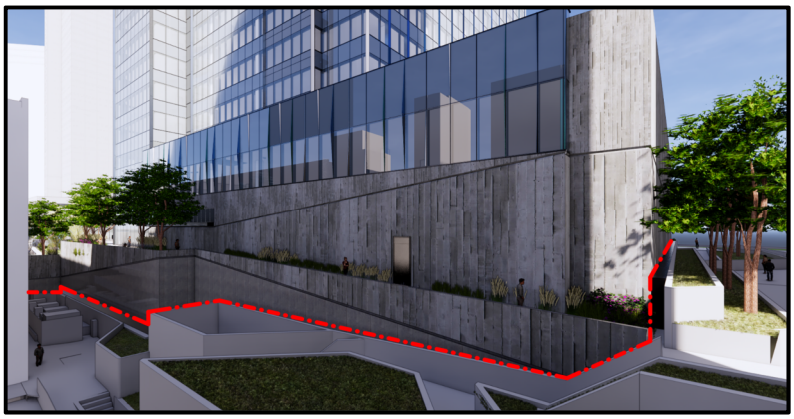
Condition of Approval regarding Rooftop Lighting. Additional mechanical screening from above, as required by code, will be provided by applying a light-colored paint on exposed mechanical equipment to match the roof color.

Podium Design

The tower podium features two floors: Level 1 with a 20-foot floor-to-floor height, and Level 2 with a 17'-6" floor-to-floor height. The podium is carved at the northeast corner with spire elements extending down to an overhead canopy signifying the main building entrance off of 108th Avenue NE from the central public plaza. A secondary entrance to the main building lobby is provided at the west end of the central public plaza. The first floor of the podium along the central public plaza is dedicated to double height lobby space with active uses along 108th Avenue NE. Below the active use level, the proposal includes 1,016 parking stalls within six levels of below grade parking. The applicant has requested administrative departures to allow for a reduction in the minimum parking ratio required by code and to allow 65% of the parking stalls to be designed as compact. Refer to Section V.3 and 4 below for additional discussion regarding both departure requests.

Along 108th Avenue NE, glazed active use frontage makes up the majority of the street-side experience. Overhead weather protection will extend off the building façade along this frontage. Access to parking and loading from 108th Avenue NE is provided at the southeast corner of the podium. The design of the garage and loading entry zone prioritizes pedestrian safety. A weathered steel metal panel has been selected to clad the visible exterior building surfaces in this zone. A visually interesting treatment will also cover the majority of the CMU wall within the building's garage entry, along with treatment of the ceiling of the garage, that would be visible from the sidewalk when the garage gate is open. The treatment in this location could consist of the same metal panel system on the exterior, a different applied material that is sufficiently durable for a vehicular garage entry, or a painted mural. **Refer to Section XII.C for Condition of Approval regarding Garage Entry.** An interior graphic for the vestibules leading into the egress stairs and meter room adjacent to this frontage area will provide visual interest behind the transparent glazing along 108th Avenue NE. **Refer to Section XII.C for Condition of Approval regarding Interior Graphics.** A concrete curb that extends from the building face at the garage entry, out to the build-to line on either side of the vehicular zone, creates a safety buffer for pedestrians walking by.

Access to bike parking is located on the west side of the podium, where there is also a pedestrian through-block connection to the property to the south. Exhaust from the parking and mechanical equipment below grade will be handled along the southern edge of the podium with rooftop grilles. Both the western and southern podium facades will be treated with a textured board form concrete, that will also provide the potential for vine growth. The textured concrete will provide visual interest along the north-south and east-west through-block pedestrian connections.



While all buildings are required to be constructed to the "build-to" line (back of sidewalk), this development will slightly deviate from this requirement in order to accommodate the jog in the required sidewalk created by on-site curbside loading, the entrance to the central public plaza area between the tower and pavilion structures, increased sidewalk width and building modulation of both the tower and pavilion structures.

Pavilion Design

The pavilion is a single-height structure located on the north end of the project site, adjacent to both 108th Avenue NE and the Major Pedestrian Corridor. The structure is approximately 20-feet in height at its highest point and becomes a double height space as the site slopes down to the west along the Major Pedestrian Corridor. The roof of the pavilion is sloped on the northwest corner to also correspond with the change in grade along this side of the project site. The top of the pavilion features a green roof with a planting pattern inspired by the agricultural history of Bellevue.

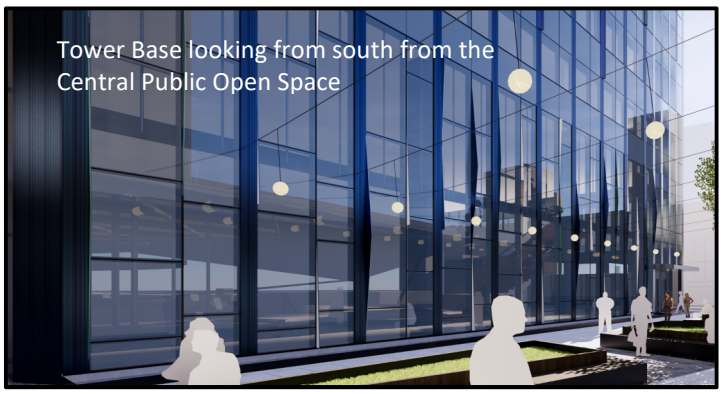
The pavilion is glazed around the entire structure to provide visibility into all areas of the building, as well as views out to the exterior from within the building. Building lighting will be limited to entrance areas, but catenary lighting is proposed to suspend over the central outdoor public plaza, between the pavilion and tower structures. **Refer to Section XII.C for Condition of Approval regarding Exterior Building Lighting.** Public access to the pavilion is provided from all sides of the building, including the central public plaza amenity space, the Major Pedestrian Corridor and

108th Avenue NE. Large operable windows are envisioned to allow active use spill-out into seating space, primarily on the east and west edges of the north façade. The building roofline along the north facade will cantilever over the proposed outdoor seating areas approximately 4 feet; however, additional weather protection will be provided through the use of unique umbrellas attached to the outdoor seating elements.

Color and Materials

The tower will be clad primarily in a unitized curtain wall designed with high performance glazing. Colorful metal accent panels built into the unitized facades are spaced every 10 feet and extend vertically along the north and south facades. Enhanced façade texture and articulation is employed using angled exterior fins near the ground plane and on the pavilion and northwest corner of the tower base. A multicolored paint palate featuring hues of blue, green and silver add visual interest and tie in with a cascading water concept for the building façade.

At the active use pavilion, a glazed framing system will be used. Outboard of the façade system, a pattern of vertical fins along the diagonal extrusions trace around the building, matching areas of diagonal bracing on the interior of the structure. The fins will be painted a warm copper to mimic warm wood tones of the exterior soffit around the structure.



The glazing selected for the project is broken into two primary categories; highly transparent at ground level and balanced reflective at the tower. Active use frontage relies on high transparency for visual access and engagement. Balanced reflectivity on the tower allows for energy efficiency, and reflection of the cityscape and sky, while balancing transparency for exterior views, glare control and aesthetics. Two hues of tower glass are proposed. The primary glass is a pale blue/silver covering approximately 85% of the tower. The secondary type occurs in a vertical section on the east and west facades which has a slightly darker tone with similar reflectivity and energy performance characteristics.

Signage

The applicant has submitted a preliminary master sign program for the development, which includes sign design concepts and potential locations of where building signage could be placed throughout the development. This Design Review application does not provide any sign permit approvals of the preliminary master sign program. The applicant will be required to submit this package to the City for formal sign code review prior to any occupancy permits for the tower or active use spaces. **Refer to Section XII.D for Condition of Approval regarding Project Sign Design Package.**

D. Process

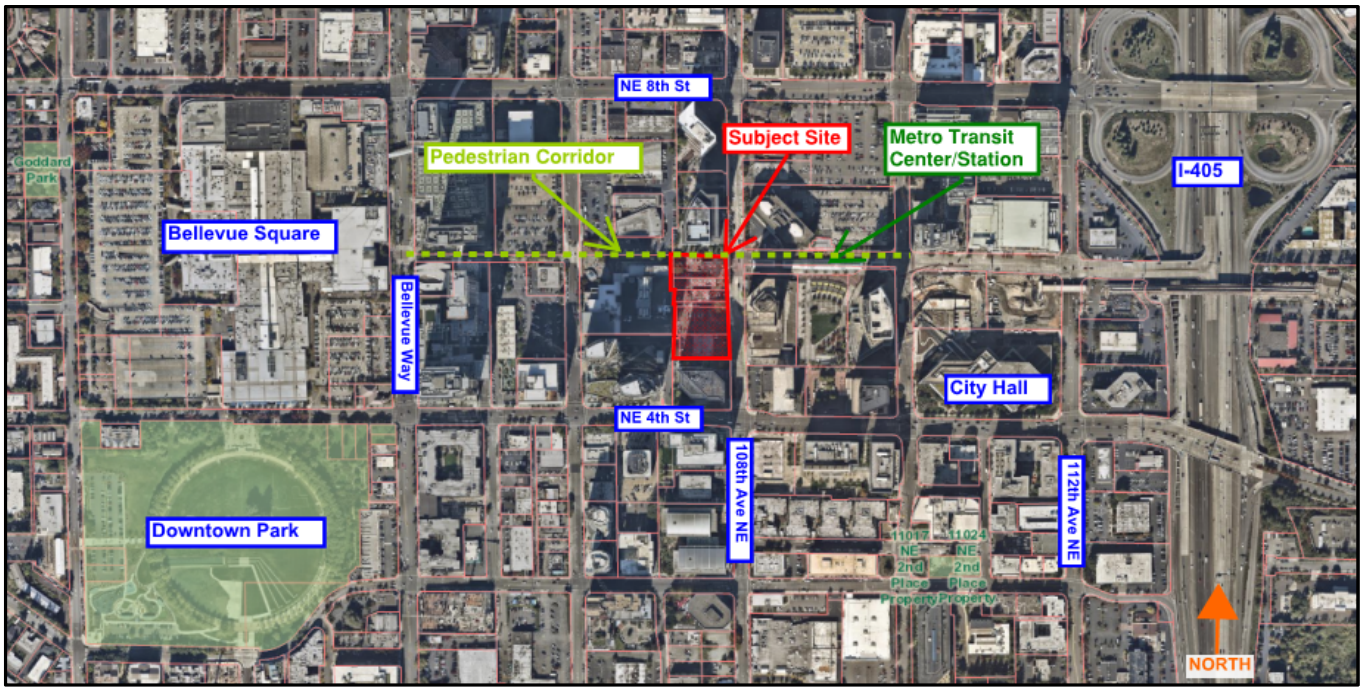
Design Review is required by Land Use Code (LUC) 20.25A.030.A.1. In addition to Design Review, the project requires a threshold determination under the State Environmental Policy Act (SEPA) due to the project size. The Design Review and SEPA Threshold Determination are Process II decisions. Process II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

II. Site Description and Zoning (Existing Conditions)

A. Site Description

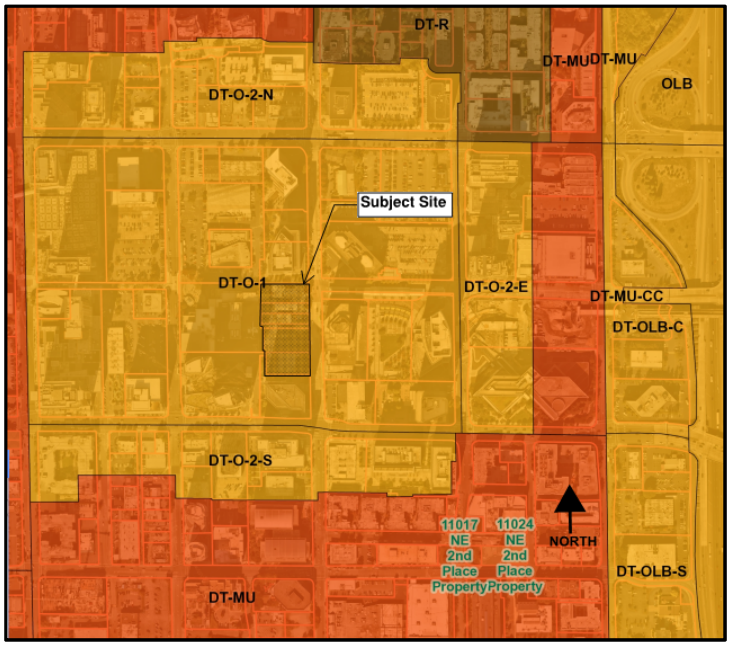
The subject site is located on the west side of 108th Avenue NE, between NE 4th Street and NE 8th Street, in the Downtown subarea. The site is comprised of six parcels, which when combined, total approximately 88,249 square feet. A boundary line adjustment application (#19-106884-LW) was recently approved and recorded which combined all six parcels into one parcel (King County Recording No. 20190611900007) for purposes of this project. The project site is located directly west from the Bellevue Transit Center and future East Link Light Rail Station and is bordered on the north by the Major Pedestrian Corridor.

Vicinity Map



B. Site Zoning

The site is located within the Downtown – Office District 1 (DNTN- O-1) land use district, which is located within the Eastside Center neighborhood in the Downtown Core. The site is located within the Downtown Subarea per the Comprehensive Plan. This site, along with all of Downtown, was recently rezoned as part of the Downtown Livability Initiative, which adopted new Downtown Land Use Code standards (Ordinance No. 6377). The proposed office and commercial/retail uses are permitted outright.



C. Site Context

The site fronts 108th Avenue NE and includes a 30-foot wide portion of the Major Pedestrian Corridor (NE 6th Street). Per the Land Use Code's Design Guidelines Building/Sidewalk Relationships, 108th Avenue NE is designated as a type "B" right-of-way, and the Major Pedestrian Corridor is designated as a type "A" right-of-way. Refer to Section IV.B below for additional discussion regarding right-of-way design guidelines.

Specific uses on the surrounding properties are as follows:

North:	DT-O-1, Key Center (Office/Commercial)
East:	DT-O-1, City Center (Office/Commercial) and Bellevue Transit Center
South:	DT-O-1, One Bellevue Center (Office)
West:	DT-O-1, Bellevue Connection (Office/Commercial) and Bellevue Towers (Residential/Commercial)

III. Consistency with Land Use Code/Zoning Requirements

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The office and commercial/retail uses proposed for this project are permitted within the DNTN-O1 land use district.

2. Dimensional Requirements

The dimensional and area requirements that apply in DNTN-O1 are listed below. All dimensional requirements will be met, except where an Administrative Departure has been requested. Refer to Section V below, for discussion regarding Administrative Departures.

Table 1: Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit LUC 20.25A.020	88,249 SF		
Land Use District per LUC 20.25A.010	Downtown-Office-1 (DNTN-O-1)		
Building Type per LUC 20.25A.060 Footnote (2)	Office, Miscellaneous Retail		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. *IF* Building Exceeds 100 ft. LUC 20.25A.060.A.4	20' setback required from interior property line.	Varies: 68' to 74' on southern property boundary 24' to 38' on western property boundary	Meets requirement. Exceeds 20' setback.
Maximum Floor Plate Above 40 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F	Varies	Meets requirement. Floorplates are Averaged. See Averaged Floorplates below.
Maximum Floor Plat Above 80 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F 20,400 GSF/F (15% reduction) above trigger height	Varies	Meets requirement. Floorplates are Averaged. See Averaged Floorplates below.
Averaged Floor Plates LUC 20.25A.075.A.2	15% above trigger height; may be averaged above all floors over 80' but no single floor shall exceed 24,000 GSF/F	All floorplates above 80 feet averaged; floorplate size varies between 21,088 and 23,815 GSF/F	Meets requirement. No floorplate exceeds maximum floorplate size of 24,000 GSF/F. Refer to Sheets G1230-G1233 for documentation regarding floorplate averaging.
Maximum Lot Coverage by Structure	100%	100%	Meets requirement.

Maximum Building Height/ Maximum Building Height with Mechanical Equipment **Measured from average finish grade DT-Building Height**	600 FT/600 FT No part of the building may exceed 600 feet, including mechanical equipment	600 FT/600 FT: 567'-7" + 32'-5" mechanical (levels 43/44) Average Finished Grade = 170'-5"	Meets requirement.
Floor Area Ratio: **Gross Floor Area (GFA) for FAR:**	**Base:** 7.2 **Max:** 8.0	811,592 GFA = **9.2 FAR** (811,592/88,249) Extra 1.2 FAR due to bonus received from construction of the Major Pedestrian Corridor.	Meets requirement. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System
Gross Square Footage (GSF)	None	1,054,118 Tower 20,662 Pavilion	Meets requirement.
Base Building Height Measured from Average Finish Grade	450 FT	450 FT Measured from Average Finished Grade of 170'-5"	Meets requirement. Base & Trigger Height are the same (450 FT).
Building Trigger for Additional Height	450 FT (Footnote 20)	450 FT	Meets requirement. Base & Trigger Height are the same (450 FT).
FAR Exemptions (LUC 20.25A.070.C)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	Active uses meeting "A" rights-of-way up to 1.0 FAR 88,249 SF = 1.0 FAR	24,761 SF 0.3 FAR	Active uses located on first floor of tower podium and within the adjacent pavilion structure
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Sidewalk Width measured from back of curb **Overall Width:**	108th Avenue NE: 16'-0" overall width 5'-0" tree pits	16'-0" overall width 5'-0" tree pits and	Meets requirements with Administrative Departure. Planting strips will be utilized to make up for

Planting Strip or Planting Pit: **Sidewalk (Pavement) Width:** **LUC 20.25A.090**	11'-0" minimum sidewalk width	planting strips 11'-0" minimum sidewalk width	removal of street trees to accommodate on-site vehicular loading zone. Refer to Section V.2 below for discussion regarding Administrative Departure for Planter Strips in Lieu of Tree Pits. **Refer to Section XII.B for Condition of Approval regarding Streetscape Irrigation (Right of Way and Site).**
Landscaping - Street Tree Caliper & Species **LUC 20.25A.110** **LUC 20.25A.110.A – Plate B**	108th Avenue NE: American Sweetgum, Large Large = 2.5" caliper in size when planted. Tree spacing is 30 feet and must be at least 3 feet from face of curb	American Sweetgum, Large	1 existing street tree has been identified for retention. **Refer to Section XII.B & D for Conditions of Approval regarding Street Trees and Right of Way/Streetscape Landscaping, Final Landscape and Irrigation Plans, Landscape Installation Assurance Device, Landscape Maintenance Device and Maintenance Agreement with the City of Bellevue.**
PARKING (LUC 20.25A.080)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Vehicular Parking **LUC 20.25A.080**	Office Parking: Min. 2/1000 NSF: 1,385 Max. 2.7/1000 NSF: 1,869 Retail in a Mixed Development: Min. 0/1000 NSF: 0 Max. 3.3/1000 NSF: 74 Total Minimum Stalls Required: 1,385 Total Maximum Stalls Required: 1,943 Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a Departure	1,016 stalls (Based on 692,592 nsf office) 0 stalls Total stalls proposed: 1,016 648 compact stalls = 64%	Meets requirements with Administrative Departure Request. Administrative Departures requested to reduce the required parking minimum from 1,385 to 1,016 (1.39 stalls per 1,000 NSF) and install 64% compact stalls. **Refer to Section V.3 & 4 below for Administrative Departure discussion regarding Compact Parking and Parking Ratio Reduction.**

Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	One space per 10,000 NSF for nonresidential uses greater than 20,000 SF.= 70 spaces for office and 3 stalls for retail/restaurant. Based on 692,592 SF office and 24,761 SF of Retail. Provided on-site in a secure location. Covered Spaces. At least 50 percent of required parking shall be covered.	Office: 205 stalls Retail/Restaurant: 4 stalls <u>Total:</u> 209 stalls Located adjacent to Central Plaza in secure room. 4 racks located adjacent to sidewalk on 108th Avenue NE 100% covered	Meets requirements.
REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Refuse & Recycling LUC 20.20.725 & 20.25A.160 **<u>Office:</u>** **<u>Retail</u>:** **Loading Area 20.20.590.K.4**	NSF Office = 692,592 NSF Retail = 24,761 2 SF/1,000 SF = 1,385 SF 5 SF/1000 SF = 124 SF One 10 FT x 55 FT dedicated loading space	2,444 SF Refuse/Recycling Room located within loading area on Level 1 4 loading bays provided with 36” high dock	Meets requirements. Republic Services approval letter provided as Attachment G.

B. FAR & Amenity Bonus System (LUC 20.25A.070)

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

1. FAR Exemptions and Special Dedications or Bonuses

a. FAR Exemption for Ground Level Active Use (LUC 20.25A.070.C.1.a):
Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for "Pedestrian Corridor/High Streets – "A" Rights-of-Way" shall be eligible for an exemption from the calculation of the floor area, up to a maximum of 1.0 FAR per LUC 20.25A.070.C.1.a.

The applicant is proposing 24,761 square feet of active uses within the first floor of the tower and within the pavilion structure, which is below the maximum allowable 1.0 FAR (88,249 SF). Therefore, 24,761 square feet may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency. It should be noted that the applicant is requesting an Administrative Departure for weather protection along the pavilion building frontage adjacent to the pedestrian corridor. Refer to Section V.5 below for how the proposal meets the administrative departure criteria.

b. Bonus Floor Area Earned from Major Pedestrian Corridor Construction (LUC 20.25A.070.F):
Those projects which are located on the Major Pedestrian Corridor in the Eastside Center neighborhood gain an additional bonus FAR through the design and construction of the pedestrian corridor. The applicant is proposing to construct a 30' x 220' section of the Major Pedestrian Corridor which gains an additional 105,600 square feet of gross floor area as bonus amenity (6,600 sf of constructed corridor area @ 16:1 ratio). Therefore, per LUC 20.25A.070.F.1, 105,600 square feet may be added to the building to increase the maximum floor area ratio for the project above the maximum permitted by the LUC (9.2 vs. 8.0). The design of the Major Pedestrian Corridor is required to follow the requirements of the Major Pedestrian Corridor Design Guidelines, which the proposal meets. Refer to Section E below, for additional discussion regarding compliance with the Major Pedestrian Corridor Design Guidelines.

2. Amenity Incentive System Requirements

FAR Summary – DT-O-1 Land Use District

Site Area: 88,249 SF
Base FAR: 635,393 SF (7.2 FAR)
Max FAR: 705,992 SF (8.0 FAR)

GFA for FAR Proposed: 730,753 GSF (excludes parking & mechanical areas)
Exempt GFA Proposed: 24,761 GSF (Ground Level Active Uses)
Final GFA for FAR Proposed: 705,992 GSF (8.0 FAR)

Bonus FAR Proposed: 105,600 SF (Earned from construction of Major Pedestrian Corridor – **Note: These bonus points have all been utilized to construct this proposal. There are no additional bonus points available for sale or transfer.**

Overall Proposed GFA (including GFA for FAR and Bonus FAR): 811,592 GSF (705,992 GSF + 105,600 GSF)
Overall FAR: 9.2 (811,592/88,249)

Base/Proposed FAR:
Base 7.2 FAR = 635,393 GSF (88,249 x 7.2)
Proposed 8.0 Max. FAR = 705,992 GSF (705,992/88,249)
FAR above Base FAR = 70,599 GSF (705,992 - 635,393)

DT-O-1 Base Building Height/Proposed Building Height:
Base Building Height: 450'
Maximum Building Height: 600'/600' (Max Building Height/Max Height with Mechanical)
Proposed Building Height: 600 Feet (580 feet + 20 feet mechanical)
Floor Area Above Base Building Height: 166,995 GFA

Amenity Point Requirement Calculations:
- FAR over Base FAR up to Max 8.0 FAR = 70,599 GFA
- Floor area above Base Height Divided by 2 = 83,498 GFA (166,995/2)

Amenity Points Needed: 83,498 *

* Per LUC 20.25A.070.D.2a, the applicant is required to provide the greater of the floor area above Base FAR, OR the floor area above Base Building Height, divided by two. Therefore, the applicant must provide 83,498 amenity points for the proposal. Refer to Sheet G1005 in the plan set for a detailed breakdown of the FAR Amenity Incentive Calculations.

FAR Amenity Points to Earn: 83,498
FAR Amenity Points Earned: 187,673
Excess Amenity Points: 104,175

3. ***Recording***
Per LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project and the amount of bonus floor area to be utilized on site for that development shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. Therefore, a condition is included in this report requiring that the applicant record a copy of the approved bonus point calculations, project drawings and conditions of this Design Review approval. **Refer to Section XII.D for Condition of Approval regarding FAR Amenity Bonus and Project Approval Recording.**

C. Tower Height/Outdoor Plaza Space (LUC 20.25A.075.A)

The proposal is requesting to exceed the trigger height of 450-feet to a maximum tower height of 600-feet. To exceed the trigger height, a project is subject to a floor plate reduction and a required outdoor plaza space.

Floor Plate Reduction: Floor plates above the trigger height (450') shall be reduced by 15% for non-residential towers located in the DNTN-O-1 district. This reduction may be averaged among all floor plates above 80-feet, but no single floor plate shall exceed the maximum floor plate size above 80-feet. The proposal intends to meet this requirement through floorplate averaging for all floors above 80-feet. This results in a varied floorplate between floors 6 and 42 that ranges from 21,088 up to 23,815. No floorplate will exceed the maximum 24,000 GSF/F. Refer to sheet G1230 to G1233 in the plan set for additional clarification regarding how the project has met the floor plate reduction requirements.

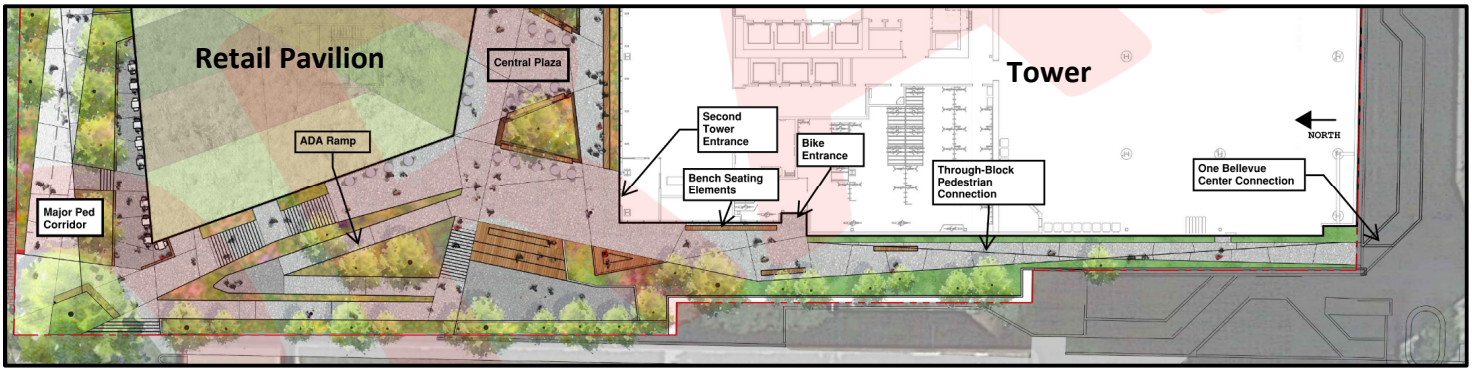
Outdoor Plaza Space: An outdoor plaza space in the amount of 10 percent of the site shall be provided for towers which exceed the trigger height. The plaza shall be provided within 30 inches of the adjacent sidewalk and shall comply with all requirements for outdoor plazas in the Amenity Incentive System of LUC 20.25A.070.D.2. The subject site is 88,249 square feet. An 8,985 square foot outdoor plaza space is being provided on the site that is centrally located between the proposed tower and retail pavilion, accessible from the public sidewalk along 108th Avenue NE (east), as well as through an ADA accessible ramp and stairwell that connects to the Pedestrian Corridor to the west. This exceeds the 10% requirement by 160 square feet. The design of the central outdoor plaza meets the intent of LUC 20.25A.070.D.4 (2. Outdoor Plaza) and the guidelines of LUC 20.25A.160.E.2 for general open space design. The proposed central plaza area includes 300 linear feet of seating elements and 1,783 square feet of landscape areas, both which exceed the code minimum. The plaza also incorporates feature lighting above the plaza and spill out areas for the adjacent active uses within the pavilion structure. Refer to Sheet G1004 in the plan set for a detailed site plan of the plaza and adjacent amenities provided. It should be noted that the proposed plaza shall be open to the public at all times and a public access easement shall be recorded. **Refer to Section XII.B for Condition of Approval regarding Central Outdoor Plaza Space.**

D. Through Block Pedestrian Connections (LUC 20.25A.160.D)

A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in Downtown and helps to reduce the scale of the superblocks. This project is required to provide a proportionate share of the through-block pedestrian connection running north-south on the western side of the development. A small connection is currently located west of the site, running north-south on the Bellevue Connection site, connecting the Major Pedestrian Corridor to NE 4th Street. An existing through-block pedestrian connection currently exists south of site on the One Bellevue Center property, running east-west, and directly adjacent to the subject site. Another segment of a required through-block pedestrian connection is existing and provided north of the site, on the Kilroy property, running north-south between the Major Pedestrian Corridor and NE 8th Street.

The subject site will provide a proportionate share of the required north-south through-

block pedestrian connection on the upper west side of the development to connect the Major Pedestrian Corridor to the existing connection on One Bellevue Center's property. This proportionate share will provide for a full pedestrian connection between NE 4th Street, 108th Avenue NE, NE 8th Street and the Major Pedestrian Corridor. It should be noted however, that One Bellevue Center has landscape planters that would need to be removed in order for the pedestrian connection to be fully accessible to the south. Neither the city nor the applicant has any authority to require that the adjacent property owner remove this planter to provide for a full pedestrian connection between properties. The applicant has had discussions with this adjacent property owner to see if this could be possible to make the full connection. If the connection is not completed during the construction of the subject proposal it will be a required condition of approval for any major subsequent renovations for the adjacent property.

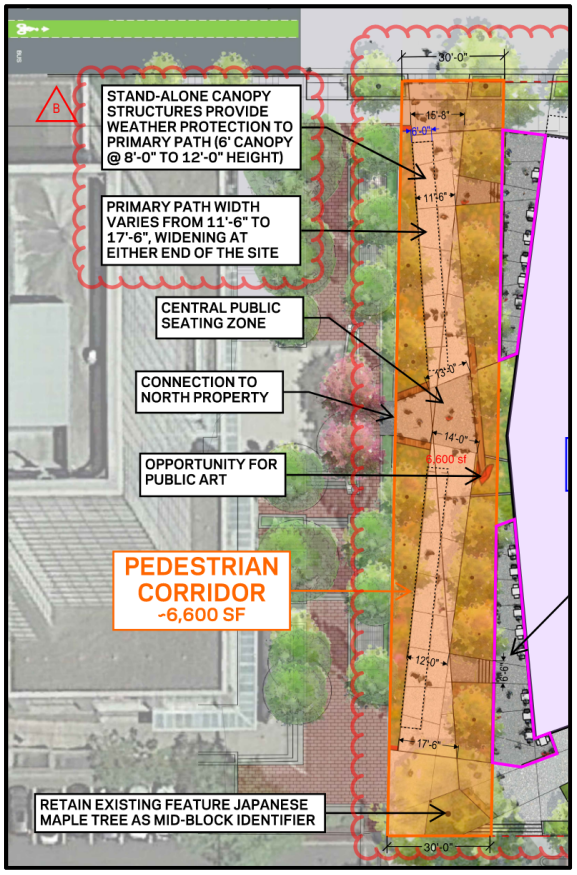


The design of the subject site's proportionate through-block pedestrian connection meets the intent of the design guidelines specified in LUC 20.25A.160.D.4, including pedestrian-scaled lighting, landscaping, trees, high-quality durable materials, and seating areas. It complies with the Americans with Disabilities Act (ADA) to provide a fully accessible connection. Per LUC 20.25A.160.D.3.c and d, the through-block pedestrian connection is required to be open to the public 24 hours a day, and owners of the property are required to execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation. In addition, directional signage shall identify circulation routes for all users and state the hours that the space is accessible to the public. **Refer to Section XII.D for Condition of Approval regarding Through-Block Pedestrian Connection.**

E. Major Pedestrian Corridor Design Guidelines (LUC 20.25A.090.C.1)

The Major Pedestrian Corridor serves as a focus for pedestrian use and includes features which are pedestrian activating. Each development abutting the Major Pedestrian Corridor is required to comply with the Bellevue Pedestrian Corridor Guidelines and Major Public Open Space Design Guidelines. The subject site is located within the "Garden Hillclimb" section of the pedestrian corridor, which runs between 106th Avenue NE and 108th Avenue NE, and includes the major public open space known as Compass Plaza. This section of the corridor is envisioned as a lush garden landscape in contrast to other sections of the corridor that are more hardscape. Major flows of pedestrians are concentrated along the edges of the corridor, with the center being green and garden-like, providing opportunities for intimate spaces and

rest spots along the path.



This proposal will be installing a new thirty-foot (30') section of the Major Pedestrian Corridor along the northern property boundary, which ties into the existing corridor design to the north (Key Center) and to the west (Bellevue Connection). The design incorporates a multi-modal path that varies in width from 11-feet to 17-feet wide and includes direct connections to the pavilion, the property to the north, 108th Avenue NE and the remaining pedestrian corridor to the west. Overhead weather protection will run along the north side of the pathway, extending 6' over the path. Seating elements and public art will be included at the mid-point landing. **Refer to Section XII.D for Condition of Approval regarding Public Art.** The path is flanked on both sides by generous planting beds that will include small to medium canopy trees and an understory of deciduous and evergreen shrubs and groundcovers. Pedestrian scaled lighting in the form of pedestrian poles are proposed along the length of the corridor. Active uses are also proposed for the south side of the path at the upper and lower terraces in the pavilion building, with direct pedestrian connections.

The proposed design meets the intent of each of the design guidelines as described in the Major Pedestrian Corridor Design Guidelines, with the exception of the wayfinding requirement. As the City is currently reviewing new Grand Connection design guidelines and is looking to establish a uniform wayfinding element throughout the entire pedestrian corridor, this element is not included in this design. The applicant has been meeting with City Staff, as well as ONNI Development Group to look for ways to incorporate a consistent wayfinding design but has yet to land on a final design theme. Therefore, wayfinding will be established at a later date, once this theme has been codified in the forthcoming Grand Connection Design Guidelines. **Refer to Section XII.D for Condition of Approval regarding Wayfinding.**

In order to preserve the corridor as a publicly accessible pathway, the applicant is required to record a legal agreement, prior to occupancy, to ensure this new 30-foot section of the Major Pedestrian Corridor is accessible 24 hours a day. **Refer to Section XII.D for Condition of Approval regarding Major Pedestrian Corridor Access Agreement.**

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

Refer to Sheet L1.04 in the project drawings for the Green and Sustainability Factor Worksheet and corresponding site plan diagram for this proposal in Attachment D to this report. The applicant has demonstrated compliance with the requirements of the Land Use Code by meeting the code minimum green factor score of 0.3 for a large site. The subject site achieves a green factor score of 0.308, which the proposal meets by providing the following:

- Bioretention Facilities and/or Soil Cells
- Structural Soil Cells
- Landscaped Areas with Soil Depth Less than 24 Inches
- Landscaped Areas with Soil Depth of 24 Inches or More
- Preservation of Existing Trees i.e. Acer palmatum
- Shrubs or Large Perennials
- Small, Medium and Large Trees
- Green Roof on top of Pavilion Structure
- Native or Drought Tolerant Landscaping
- Landscape Areas at Sidewalk Grade
- Rainwater Harvesting
- Permeable Paving
- Bicycle Racks

G. Tree Preservation/Soil Volume

Tree Preservation

Tree Solutions, Inc, was consulted on the project to provide an analysis of the existing significant trees on the site, as well as the significant trees located adjacent to, but off-site, that could be impacted. This arborist report, dated, November 2, 2018 and revised May 23, 2019 is part of the project file.

During their review, nine (9) significant trees were identified on the site and eighteen (18) significant trees were identified as off-site but located in close proximity to the project limit. The applicant has indicated a willingness to maintain two large specimen trees as part of the overall design of the project. The first is a 19.4" diameter Japanese Maple (Acer palmatum) located in the northwest corner of the site, that would be part of the Major Pedestrian Corridor design. The second is an 18" diameter Japanese Zelkova that is in a public sidewalk/utility easement, in the northeast corner of the site, between the sidewalk and the street curb line of 108th Avenue NE. The arborist report provides recommendations for maintenance and protection of these two trees through the construction of the project, and post construction.

However, given the location of the Japanese Zelkova tree in relation to the proposed project and the City's future Transportation project to re-construct the adjacent intersection at 108th Avenue NE, this tree is not likely to survive. Therefore, the tree should be removed as part of the project, and a replacement tree species be provided. Given the location of the tree in relation to the Major Pedestrian Corridor, staff recommends that this tree be replaced with a large specimen tree, similar in size to those required within the streetscape planters along 108th Avenue NE, but a different species. The future Grand Connection design guidelines are likely to specify a unique

tree species that will be planted throughout the entirety of the "connection" to help identify and symbolize the corridor. Staff recommends that the replacement tree be the species in the future Grand Connection design guidelines once that species has been identified, since the tree is located in an important location at the top of the Major Pedestrian Corridor along 108th Avenue NE. **Refer to Section XII.D for Condition of Approval regarding Replacement Tree.**

Soil Volume

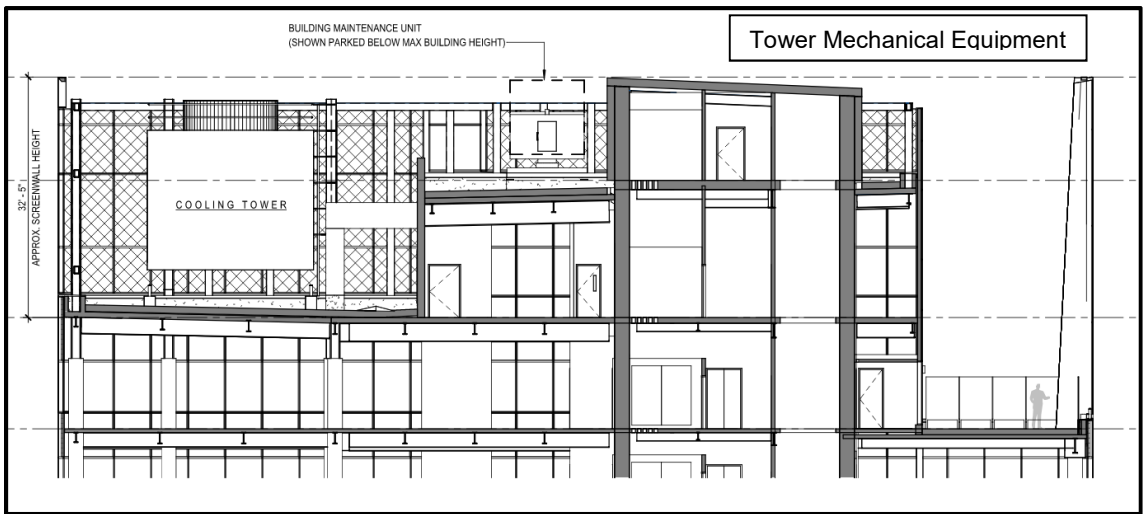
To ensure that all new trees and retained trees thrive in an urban environment, enough soil must be provided to ensure large healthy shade trees can succeed long term without damaging adjacent hardscapes. The City of Bellevue Parks Department Environmental Best Management Practices and Design Standards Manual specifies the amount of soil volume and the method for calculating the appropriate volume for small, medium and large trees in urban environments. This project will be required to provide the appropriate soil volume for all trees on-site and within streetscape planters for new and retained trees to thrive post construction. **Refer to Section XII.B for Condition of Approval regarding Soil Volume.**

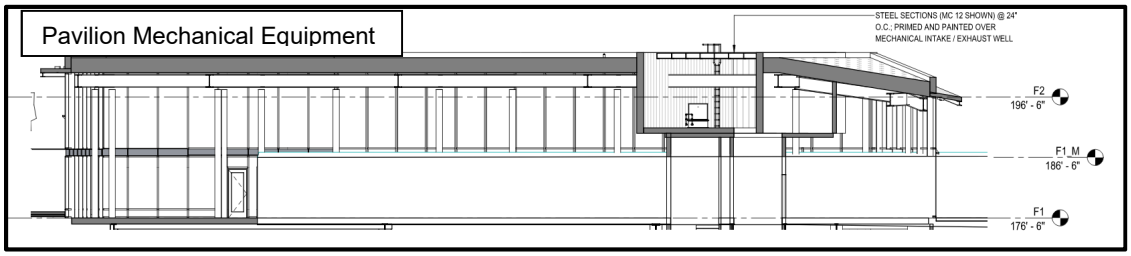
H. Mechanical Equipment and Exhaust Control (LUC 20.25A.130)

Mechanical Equipment Screening

Mechanical equipment shall be installed so as not to detract from the appearance of the building or overall development. Exposed mechanical equipment shall be visually screened by a predominately solid, nonreflective visual barrier that equals or exceeds the height of the equipment and shall be screened from above.

The proposal consolidates all mechanical equipment for the tower on levels 43 and 44, which includes a mechanical penthouse structure, cooling towers and a building maintenance unit. These units are screened by a curtain wall/parapet around each floor level and all equipment not located within the penthouse will be painted to match the adjacent roofing membrane. Mechanical equipment proposed for the pavilion structure are minimal and includes a steel louver section to be primed and painted to cover the mechanical intake and exhaust well for the structure. Additionally, the equipment will receive a light-colored paint treatment to match the roof to further screen from above. **Refer to Section XII.C for Condition of Approval regarding Mechanical Equipment.**





Exhaust Control

Exhaust equipment shall be located so as not to discharge onto a sidewalk, right of way, or area designated accessible to the public, including but not limited to a plaza or a through block connection. Mechanical equipment for both the tower and pavilion are located on each building rooftop; however, if the active use tenants within the first floor of the tower or within the pavilion structure require additional exhaust control, then it shall be deflected from public space and located at least 16 feet above finished grade, the street, a public easement or other area designated accessible to the public. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points. **Refer to Section XII.C for Conditions of Approval regarding Garage Exhaust and Commercial Venting.**

IV. Design Guidelines

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

The applicant has met the intent of the Downtown Design Guidelines, as summarized below. Refer to Attachment A: Downtown Design Guidelines for additional detailed information regarding how the proposal has met each applicable Downtown Design Guidelines.

1. Context (LUC 20.25A.150)

   The proposal has met the intent of each item in the Context section of the design guidelines. More specifically, the proposal will include the following:

   - The character of Downtown Bellevue is enhanced by providing a new iconic building to the Downtown skyline. The form of the tower is elegant and simple, seeking to complement the adjacent towers to the north, east, west and south.

- The proposed central outdoor public plaza space and other publicly accessible spaces on the site are highly visible – particularly from public sidewalks - and designed to be open and accessible, which encourages use. Seating, art, lighting and landscaping make it a quality space for enjoyment by all who work and live in Downtown.
- The project site is in the core of Downtown, with limited solar access to the site and open space areas due to existing tower placement surrounding the site. While the urban core is challenging to maintain solar access, the proposed tower has been sited on the south side of the project site to maximize solar access at grade and on the Major Pedestrian Corridor.
- The project is centrally located in Downtown Bellevue, and in a prime location to provide various transportation modes with the Bellevue Transit Center across 108th Avenue NE and the future light rail station just beyond. Bike lanes are located on both sides of 108th Avenue NE and the Major Pedestrian Corridor is located on the north side of the property which provide for additional mode options to access the site.
- This prime location at the junction of the Bellevue Transit Center and Major Pedestrian Corridor, combined with the overall design of the project will result in a welcoming experience for pedestrians, cyclists and transit riders.

2. Site Organization (LUC 20.25A.160)
   The proposal has met the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will include the following:

   - Due to limited vehicular access to the project site, the site servicing and parking entry is consolidated and accessed directly from 108th Avenue NE near the southern end of the site. Loading functions are located out of the public realm, while all parking is located below grade.
   - Passenger and guest loading are provided on-site in a curbside loading zone via 108th Avenue NE, which is appropriately sized to accommodate both private shuttles (if a future tenant needs them) as well as short term delivery and vehicular pick-up/drop-off (Uber/Lyft, etc.)
   - Pedestrian access through the site is available to all and consistent with the Americans with Disabilities Act (ADA) through the central public plaza and north-south ramp on the west side of the site, connecting to the Major Pedestrian Corridor.
   - The project includes both public and private bicycle parking, with racks located adjacent to 108th Avenue NE and an interior, covered bicycle parking area accessed by building workers through an entrance on the western side of the site.
   - The primary tower entrance faces the central public plaza located at 108th Avenue NE, with the exterior wall of the adjacent pavilion structure angled toward the tower entrance. All entrances to the tower and active uses at ground level will be clearly defined, visible and accessible from the sidewalk.
   - The project helps to clarify the existing through-block connections to the south and west of the site, and better directs users to these routes by proposing to connect them.
   - The central outdoor public plaza can be used to access the Major Pedestrian Corridor to the north, the existing north-south through-block pedestrian

connection west of the site, and it is proposed to connect to the existing east-west through-block connection south of the site on the One Bellevue Center property.

3. Streetscape and Public Realm (LUC 20.25A.170)
The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. More specifically, the proposal will provide the following:
   - Transparency at the ground level is provided in both the tower and pavilion structures through the use of glazing at the street and corridor edges.
   - Weather protection is provided along the building frontage on 108th Avenue NE and along the walkway in the Major Pedestrian Corridor. Weather protection canopies, both on the building façade and free-standing in the Corridor will be constructed of durable materials and will be coordinated with the building design.
   - The project employs a variety of materials, colors and forms with special attention paid to material compatibility to create visual interest and aesthetic appeal in the pedestrian environment.
   - The project includes a central public outdoor plaza space that provides spill out area for active uses located on the ground floor of the tower and pavilion structure, enhancing the active uses and increasing the level of activity at the street level. The plaza also provides clear, direct and accessible pedestrian walkways to connect the plaza to adjacent properties.
   - Comfortable places to sit and rest, surrounded by landscape and/or pedestrian activity are provided in the central public plaza and Major Pedestrian Corridor, which includes both fixed and flexible seating.
   - The project will incorporate art that marks primary entrances and other points of interest, such as the Major Pedestrian Corridor and the central outdoor plaza space.
   - The project's lighting strategy relies heavily on the highlighting of objects and surfaces while minimizing the visual impact of the luminaires themselves. Lighting recedes into the background, lending itself to being compatible with the surrounding neighborhood, accentuating the unique building and landscape architecture.
   - All proposed signage will coordinate with architectural finishes.
   - The project includes a below grade parking garage with an access point from 108th Avenue NE. The streetscape interface is consistent with the aesthetic of the tower podium without detracting from the visual appeal of the project from the public right of way.
   - The project meets the "A" rights-of-way guidelines and standards for both 108th Avenue NE and the Major Pedestrian Corridor (NE 6th Street). See discussion in Section IV.B below regarding compliance with the "A" right of way design guidelines.

4. Building Design (LUC 20.25A.180)
The proposal has met the intent of each item in the Building Design section of the design guidelines. More specifically, the proposal will include the following:
   - The façade of the tower incorporates a visual pattern of colored spandrel panels and visual glazing that creates an iconic statement in the Downtown skyline. At street level, material variation in color, texture, scale and transparency creates

interest at the pedestrian scale.

- The tower features vertical fins and curtain wall components that emphasize its verticality, creating visual interest and material articulation along the building façade.
- The project will use high-quality, durable materials with thought-out details that add visual interest to the exterior. A high priority is being placed on materials that meet environmental sustainability goals. The project is pursuing LEED certification, currently tracking Silver designation.
- A high level of transparency is provided at street level to ensure visual interest, safety and the success of active uses at grade.
- Building entries are emphasized with architectural detail such as weather protection, canopies, lighting, signage and environmental graphics. Entries will be emphasized with architectural detailing, material selection, and variation and color. Multiple entrances at the street level in both the tower and the pavilion are proposed.
- Retail and commercial uses will use unobstructed windows to increase the level of activity and visual interest at the street level.
- Mechanical equipment is consolidated and screened at the roof level to prevent visual impact and appear to be an architectural element. The pavilion features a green roof to help reduce stormwater runoff and improve the visual impact from the tower and adjacent developments.

B. ROW Design Guidelines (LUC 20.25A.170.B)

Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure and protection on the sidewalk for the pedestrian. Per LUC 20.25A.170.B, 108th Avenue NE is designated as a "B" right-of-way, and the Major Pedestrian Corridor, also known as NE 6th Street, is designated as an "A" right-of-way. However, because the applicant has chosen to exempt the FAR for ground level active uses in both the tower and the pavilion, the streetscape along 108th Avenue NE is required to be designed as an "A" right-of-way (LUC 20.25A.070.C.1.a).

Pedestrian Corridor/High Streets – "A" rights-of-way:
The "A" rights-of-way have the highest orientation to pedestrians between the first level of the structure and the horizontal space between the structure and the curb line. This relationship shall emphasize both the physical and visual access into and from the structure, as well as the amenities and features of the outside pedestrian space. The following standards/guidelines are required for an "A" right-of-way streetscape design:

- Transparency = 75%; and
- Weather Protection = 75%, 6 feet deep; and
- Points of Interest = Every 30 linear feet of the façade; and
- Vehicular Parking = no surface or vehicle access between the sidewalk and main pedestrian entrance; and
- 100% of the street wall abutting the build-to line shall incorporate active uses.

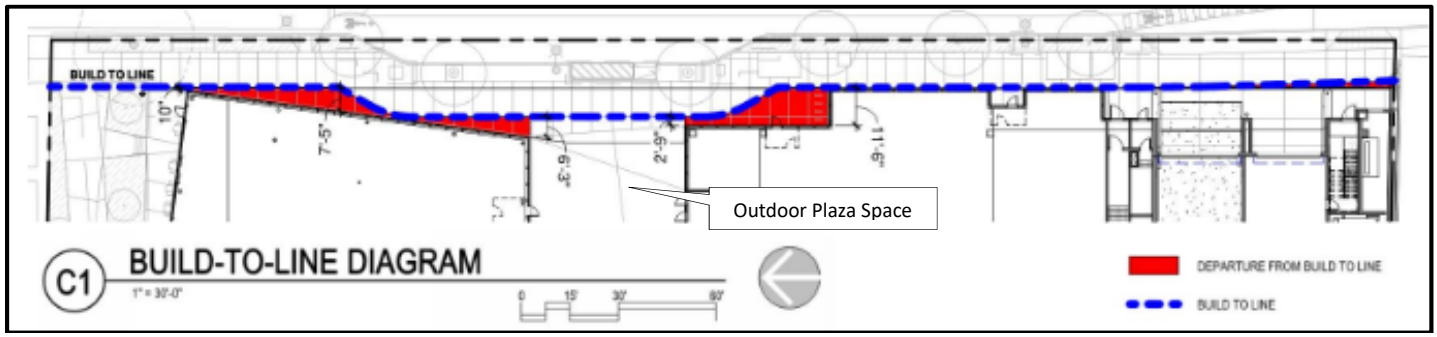
The applicant has met each of the design criteria for "A" rights-of-way on both 108th Avenue NE and the NE 6th Street Major Pedestrian Corridor, as shown on sheet G1006 in Attachment D of this report, with the exception of weather protection along the pavilion

building frontage facing the Major Pedestrian Corridor. In lieu of providing canopies attached to the pavilion building, the applicant has requested a departure to provide the required weather protection as a free-standing element within the Major Pedestrian Corridor; meeting the same linear feet and canopy depth that would have been provided on the building frontage. Refer to Section V.5 below for departure discussion regarding weather protection. **Refer to Section XII.C for Condition of Approval regarding Street Level Glazing.**

V. Administrative Departures (LUC 20.25A.030)

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

1. **Build to Line Departure:**
   The applicant requests an administrative departure from LUC 20.25A.020.A for street frontage on 108th Avenue NE. This Code section requires buildings to be constructed to the "build-to" line at the back of the sidewalk on each street frontage. The proposal is requesting to depart from this section of the code to accommodate 1) a jog in the required sidewalk created by on-site curbside loading, 2) the entrance to the central public plaza area between the tower and pavilion structures, and 3) increased sidewalk width and building modulation and interest. The project proposes to set the tower back between approximately 2'-9" and 11'-6" and angle the pavilion structure between approximately 10" and 7'-5" from the back of sidewalk per the diagram below. Additionally, the outdoor plaza space interrupts the overall building wall/build-to line along 108th Avenue NE.



Departure Decision Criteria:

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

   Response: The Comprehensive Plan encourages public and semi-public open space within major developments. This proposal provides a generous centrally

located public outdoor plaza space between the tower and pavilion structure. Interest for this plaza space is provided by the angling of the pavilion building, the articulation of the tower podium, and introduction of features such as public art and landscaping, which result in a visually and physically accessible outdoor plaza space from the public sidewalk along 108th Avenue NE. This design advances policies UD-28, UD-48 and UD-50. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

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

Response: The "build-to line" requirement ensures that new development maintains an urban edge condition along a street frontage; however, the LUC also encourages a generous pedestrian environment with enhanced streetscape areas, activation of the public sidewalk from adjacent active uses, and outdoor public open space for projects which exceed a specific trigger height that is visually and physically accessible from the public sidewalk. These are competing interests that need to be balanced to result in a project that is well designed to meet all intentions of the LUC. The proposal strikes this balance by providing a central open plaza that is accessible from the public sidewalk, while maintaining a modest tower and pavilion setback from the back of sidewalk to accommodate minimal building modulation, on-site curbside loading area.

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

Response: The proposed tower and pavilion setbacks from the build-to line are modest and are the minimum necessary to provide interesting building modulation of each building, use of the modulation to direct pedestrians to the building entrances, and the direct connection of this area with the public sidewalk/pedestrian realm.

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

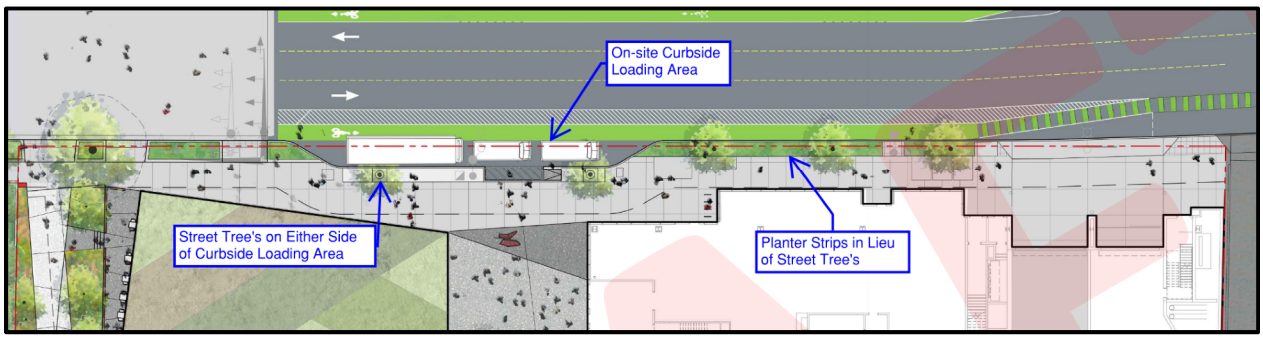
The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: LUC 20.25A.020 states that an administrative departure from the "build-to line" standard is appropriate to accommodate access to open plaza space and ground-level modulation of the building frontage. This design enhances access to the outdoor open space plaza and assists in realizing a cohesive architectural concept which meets the LUC's requirement for approving this departure.

2. Planter Strip in Lieu of Tree Pits Departure:

The applicant requests an administrative departure from LUC 20.25A.090 as applicable to the 108th Avenue NE frontage of the project site. This code section requires an overall 16' sidewalk plus 6" curb that includes 5' tree pits that are spaced 30' apart to accommodate large street trees. The project proposes to deviate from this standard by providing planter strips and street trees that are spaced more than 30' apart to

accommodate an on-site curbside loading area.



Departure Decision Criteria:

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

Response: The Comprehensive Plan encourages projects to plan for curbside loading areas to accommodate passenger drop-off and rideshare/transportation network companies. The plan also encourages street improvements that foster a safe and attractive pedestrian environment. The proposal for additional tree spacing afforded by using planter strips instead of strict adherence to the LUC requirements, advances and balances these goals by providing visual access to the loading area to ensure the highest level of pedestrian safety, while maintaining an attractive, landscaped street edge. This departure also meets the goal of allowing for the appropriate utility/level of service while maximizing the number of street trees. This design advances policies S-DT157.4, S-DT-39 and S-DT-40. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

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

Response: LUC 20.25A.170.A.3.b.v requires a project to "use trees, shrubs and plants to help define walkways, create transitions from open spaces to the street and provide visual interest". This design meets this requirement by providing a visual connection and porosity between the street and the sidewalk, which better define the space, while enhanced streetscape landscaping on either side will ensure a lusher landscaped streetscape environment than would have been realized with street trees in tree grates alone. In addition, LUC 20.25A.160.B.1 states "the vitality and livability of Downtown is dependent on a safe, walkable environment that prioritizes pedestrian and reduces conflicts between pedestrians and other modes of transportation".

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

Response: The deviation from the standard 30' tree planting distance at the

curbside loading area is the minimum necessary to provide a vehicle loading area while maintaining a lush landscaped streetscape environment. While streetscape planters are proposed on either side of the vehicle loading area, which include street trees, two tree pits are proposed in front of the vehicle loading area to maintain a consistent tree canopy as much as possible, while still allowing for movement between the loading zone and sidewalk area.

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

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

Response: LUC 20.25A.090.B states that "the Director may approve a Departure for the location or size of tree pits and planter strips if the applicant is unable to meet the requirements due to utility placement or other obstructions that are out of the applicant's control". The proposed departure meets this standard because it proposes tree locations that accommodate the curbside loading zone, along with existing and proposed utility vaults and streetlights.

3. Compact Parking Departure:

The applicant requests an administrative departure from LUC 20.25A.080.F.2. Applicants may design and construct up to 65% of required parking spaces in accordance with the dimensions for "compact" stalls if this ratio is approved through an administrative departure. The project proposes 65 percent compact stalls. **Refer to Section XII.C for Condition of Approval regarding Compact Parking Stalls.**

Departure Decision Criteria:

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

Response: Reducing the number of standard parking stalls advances the Comprehensive Plan by right-sizing the parking to fit the anticipated needs of the project. Smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources. The design advances policies S-DT-151, EN-1 and EN-6. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

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

Response: The LUC allows for 65% compact parking stalls, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. This project proposes to include up to 65% compact parking stalls to maximize efficiency in its garage floorplates.

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

Response: The project is requesting 65% compact stalls, which the LUC permits via a Departure Request.

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

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

Response: The departure criteria for 65% compact parking stalls, as listed above, have been met.

4. Parking Ratio Reduction Departure:

The applicant requests an administrative departure from LUC 20.25A.080.H for a parking reduction below the code required minimum for the proposed office use. The project proposes a minimum parking ratio of 1.39 stalls per 1,000 nsf of office, in lieu of the code specified minimum of 2.0 stalls per 1,000 nsf. This results in an overall reduction of 424 stalls (967 in lieu of 1,391). The code specified minimum for retail or restaurant uses is 0 stalls per 1,000 nsf. A technical memorandum prepared by TENW, dated April 1, 2019 has been provided to support this reduction in parking for the project.

Departure Decision Criteria:

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

Response: The Comprehensive Plan supports reduced parking ratios, particularly with the city's non-single occupant vehicle (SOV) Mode Share Target. The City has set a 65% non-SOV mode share goal for Downtown workers by 2035. In order for the City to reach this target, it must reduce the available parking supply in Downtown projects. Policy S-DT-151 states that projects should "encourage the joint use of parking and permit the limitation of parking supply", which directly supports the City's non-SOV Mode Share Target. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

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

Response: LUC 20.25A.080.H allows for a reduction in parking ratios when additional parking is unnecessary to meet demand. TENW has prepared an analysis which specifically addresses how the proposed reduced parking ratio will meet the project demand. This analysis includes the following:

- A Downtown parking demand study at four Downtown Bellevue office buildings;
- Observations of the peak parking demand of the four Downtown Bellevue office buildings;

- Discussion regarding how pick-up and drop-offs impact demand;
- Review of the most recent Commute Trip Reduction (CTR) survey mode split data for Downtown;
- The location of the proposal in relation to the adjacent Bellevue Transit Center and future Light Rail station (TOD standards);
- Discussion regarding how a Transportation Management Program (TMP) will reduce travel demand for the project; and
- Review of other comparable jurisdictions which included Seattle and Renton.

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

Response: The TENW report provides data which shows the required 1.39 parking ratio is calibrated to meet the project demand and is capable of being accomplished, particularly with the extra, voluntary TMP measures the applicant would implement to ensure parking demand aligns with the proposed parking supply in the project. **Refer to Section XII.C for Conditions of Approval regarding the Transportation Management Program and Implementation of the Transportation Management Program.**

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

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

Response: LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis, which has been provided by the TENW Request for Parking Modification Technical Memorandum. This report provides data on the project's anticipated parking demand and meets the code requirements for a parking demand analysis.

5. "A" Right-of-Way - Weather Protection Departure:

The applicant has requested an administrative departure to modify the requirements of LUC 20.25A.170. B.1.b.ii, which requires weather protection along 75% of the building frontage that is 6' deep on the Major Pedestrian Corridor (NE 6th Street). In lieu of placing the weather protection along the pavilion façade adjacent to the Major Pedestrian Corridor, the project proposes to provide free-standing weather protection, 8' to 12' tall and 6' deep along the Major Pedestrian Corridor walkway. The length of the free-standing weather protection would be equal to the required 75% of the building frontage (135') and is designed to complement the design of the Major Pedestrian Corridor. It should be noted that the building frontage will still have a 4' deep overhang and private outdoor seating areas designed to accommodate umbrellas for weather protection of the area immediately adjacent to the building structure.

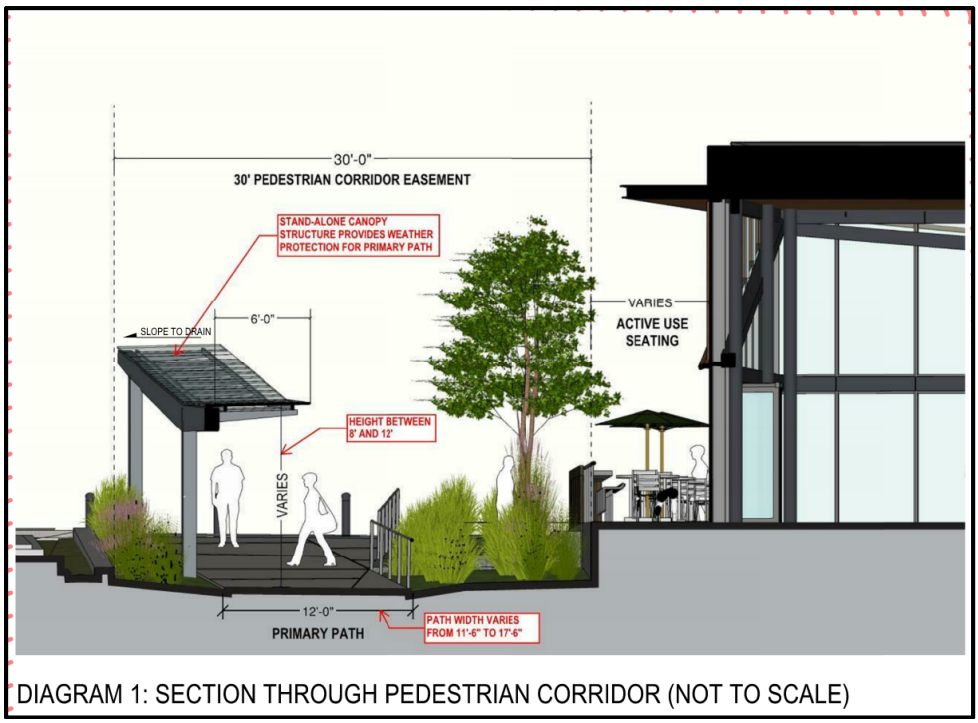


DIAGRAM 1: SECTION THROUGH PEDESTRIAN CORRIDOR (NOT TO SCALE)

Departure Decision Criteria:

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

Response: The Comprehensive Plan encourages weather protection and other elements that promote an attractive and functional pedestrian environment. The design of the free-standing canopies in the Corridor results in a space that is welcoming and inviting to pedestrians on the Corridor and also allows for more robust landscaped areas that enhance the experience of pedestrians use of the adjacent active use spaces. The design advances policies LU-35, UD-4, UD-12, UD-24, UD-34 and UD-60. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

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

Response: The purpose of weather protection is to ensure a baseline level of protection while balancing superior design and variation in building façade design. The proposed free-standing canopy design advances the purpose and intent of the code by meeting the dimensional requirements for canopy coverage in a location that provides meaningful weather protection to pedestrians on the heavily used Major Pedestrian Corridor, while also achieving a coordinated design with the adjacent retail pavilion structure and overall pedestrian corridor pathway. The weather protection provided by this project will then connect with the weather protection in the Major Pedestrian Corridor segment on the Bellevue Connection property to the west; thereby creating a long, visually interesting and weather-protected connection

through the entire superblock between 108th Avenue NE and 106th Avenue NE.

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

Response: The proposed free-standing canopies meet the LUC dimensional requirements for length (135'), depth (6') and height (8'-12'). The departure is requested to allow the weather protection to be free-standing in lieu of attached to the adjacent pavilion structure. This results in connected weather protection for pedestrians within the Major Pedestrian Corridor, an interesting pedestrian-oriented walkway design that will have landscaping along both sides of the walkway (versus only one side if the weather protection was on the building) and is the minimum necessary to accommodate the design as proposed.

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

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

Response: The proposed design meets the criteria for the departure, as listed above. There are no specific additional departure requirements in the LUC for weather protection.

***Finding*:** After review of the five (5) submitted Departure Requests and the review of these requests against the Departure Decision Criteria as discussed above, the departures for Build-to Line, Planter Strips in Lieu of Tree Pits, Compact Parking Stalls, Parking Reduction and Weather Protection are approved as part of this Design Review approval.

VI. Public Notice and Public Comment

Application Date:	December 19, 2018
Notice of Application (500 feet):	January 31, 2019
Public Meeting:	February 20, 2019
Minimum Comment Period:	February 14, 2019

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on January 31, 2019 with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. A public meeting was held at City Hall on February 20, 2019 and was attended by seven (7) members of the public. Many of the concerns raised at the public meeting were regarding traffic and construction impacts of the proposal. Five (5) members of the public provided written comments regarding the proposal, and there are five (5) parties of record besides the applicant.

Below is a summary of comments received by the City regarding this proposal:

1. ***The application should be denied. Forty-two stories are completely out of character for the neighborhood. How is this acceptable? These types of massive***

development are extremely disruptive and destructive and will eventually destroy community in Bellevue.

Response: The Downtown Livability Initiative (new Downtown Land Use Code) was a 4-year process which culminated at the end of 2017 when the City Council adopted the new Land Use Code provisions (ORD No. 6377). During review of the new Downtown Land Use Code, both the Planning Commission and City Council supported an increase in tower height for the Downtown core (DNTN-O1) up to a maximum of 600 feet. The subject application is in compliance with the land use code maximum height standards and meets the design criteria specified in LUC 20.25A.180 regarding building design (overall, base, middle and top).

2. ***When will the project break ground? How will loading be accommodated for the project? How will the project impact the alleyway to the east and north of Bellevue Towers?***

Response: The project is anticipated to break ground toward the end of 2019 or early 2020. All loading for the project is accommodated within the project site at the southeast corner of the office tower. The loading area will be serviced by general deliveries and refuse/recycling pick-up. A shuttle/vehicle loading area is proposed at the front of the property, accessible from 108th Avenue NE. Regarding the existing alleyway to the east and north of Bellevue Towers, the project will not specifically impact this area. The project limit to the west will abut a small section of the alleyway but impacts to the use of the alleyway are not anticipated because of construction of the project. The existing mid-block pedestrian connection, as well as existing above grade utility boxes will remain on the adjacent property to the west (Bellevue Connection).

3. ***Demolition of the new ADA ramp installed by the City on NE 6th Street will be a tremendous loss. The alternative for someone in a wheelchair to cross that path is a very winding, narrow pathway that is often obstructed with other people or furniture from the restaurant in the KeyBank building. It feels discriminatory to have a straight pathway for able-bodied pedestrians, but require wheelchair uses to take a very winding, narrow pathway.***

Response: The existing ramp, which was recently-constructed by the City, is located on the proposal site and within the NE 6th Street Pedestrian Corridor is not an ADA accessible pathway. The ADA accessible pathway within the Major Pedestrian Corridor is located on the north side of the Corridor, adjacent to the KeyBank building. Requiring the applicant to provide an ADA ramp within the pedestrian corridor would actually result in a narrow, winding path to take up the significant grade change along this section of the pedestrian corridor. As an ADA accessible route currently exists within the pedestrian corridor, the applicant has proposed to replace the existing ramp with a wider version of the ramp, but the grades will not meet ADA accessibility requirements. However, in lieu of a second ADA ramp within the pedestrian corridor, the applicant is providing an ADA ramp along the western property boundary, between the proposed central outdoor public plaza space down to the pedestrian corridor in the northwest corner of the site.

4. ***The proposed single entry/exit to the parking structure within the building will create tremendous traffic congestion on an already congested street. Vehicles***

existing the development will be turning right onto 108th Avenue NE and attempting to get into the left lane to get onto the I-405, which will create a bottleneck of vehicles exiting the development and block access for vehicles trying to get into the right lane on 108th Avenue NE.

Response: Potential traffic impacts from the project on adjacent streets were reviewed in the applicant's Traffic Impact Analysis, and the intersection of NE 4th Street and 108th Avenue NE is projected to operate at LOS E with the project. While queuing from the vehicles exiting the garage is expected to occur, the garage has been designed to accommodate these vehicles. Refer to additional Transportation comments in the Technical Review section of this report - Section VII.B

5. ***The existing straight ramp should not be removed, as it's a natural connection to the Bellevue Transit Center and is needed for families with strollers and those in wheelchairs, as they navigate the city.***

Response: The existing ramp within the pedestrian corridor will be replaced with a new ramp that is wider and will also provide for additional areas to hang out, as well as connections to the new pavilion to the south, and existing pedestrian connection and retail spaces to the north. During construction, there will be a period of time when this area will not be available for use. During that time, the existing pedestrian connection to the north on the Key Bank building site will remain open to continue to provide a direct east-west connection to the transit center and an ADA route of travel.

VII. Technical Review

A. Land Use/Environmental Health/Noise

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

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

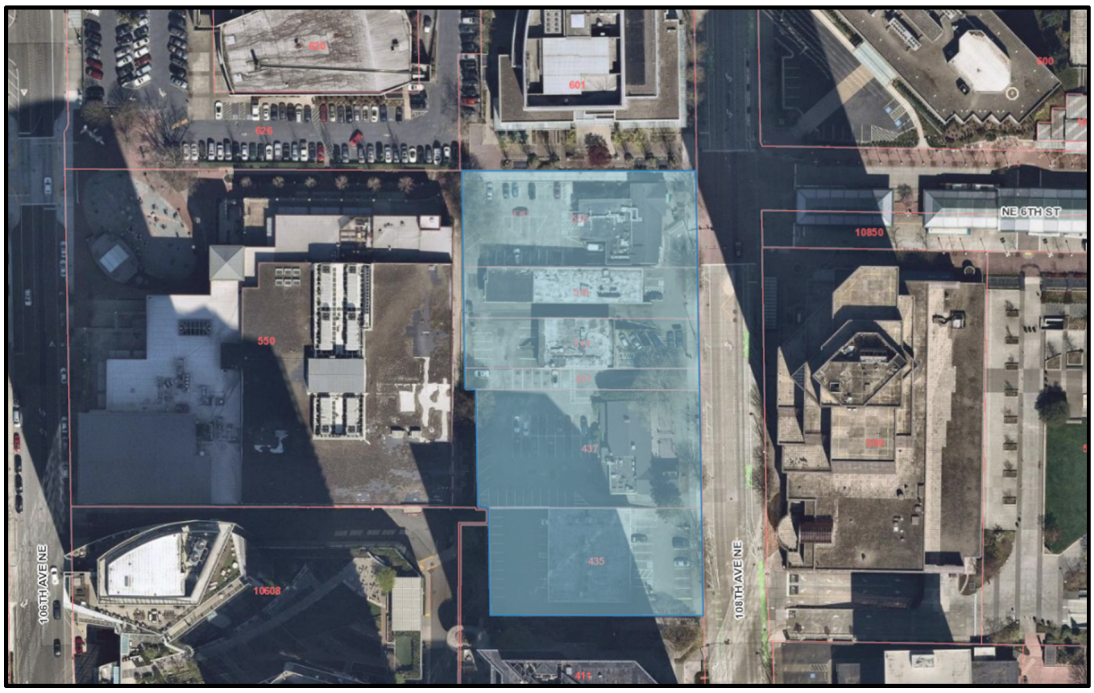
2. Garage Exhaust: Exhaust fans blowing air over a sidewalk or pedestrian connection can create noise levels exceeding that allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the

public sidewalk or pedestrian connection, prior to the issuance of any Certificate of Occupancy. **Refer to Section XII.C for Condition of Approval regarding Garage Exhaust.**

B. Transportation

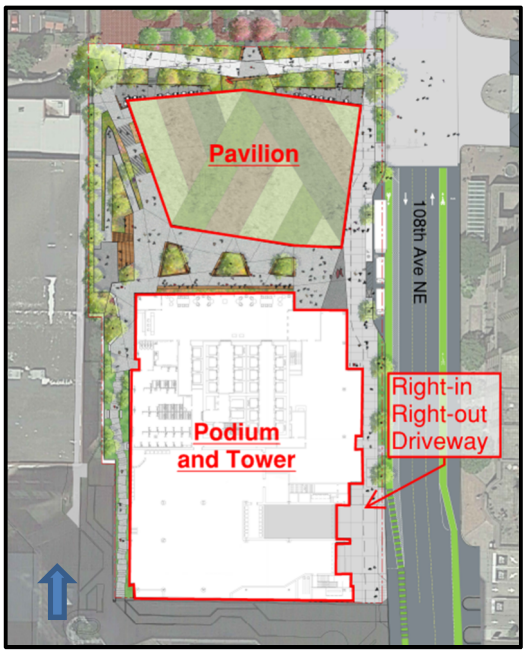
Site Access and Loading

The 555 108th project consists of an assembly of six separate parcels on the west side of 108th Avenue NE, shown below in blue. Five of the parcels have existing buildings consisting of 20,243 SF of office, 14,563 SF of restaurant, and 761 SF of miscellaneous retail that will be demolished. The sixth parcel is a narrow parcel that only consists of surface parking and landscaping.



The project will be fully constructed in one phase. The project proposes to construct an underground garage that spans the majority of the site. Above ground there are two distinct and separate buildings that connect to the shared underground garage. The first building consisting of a two-story podium and tower that extends up to the 600-foot height limit. The second building is a single-story pavilion along 108th with double height space on the west which follows the nature sloping grade. Both buildings though separate and distinct above ground are connected by the shared underground garage with a single access point onto the public road 108th Avenue NE. The 555 project proposes 1,005,735 square feet of office, 14,158 square feet of retail, and 14,158 square feet of restaurant. The project also borders the pedestrian corridor to the north.

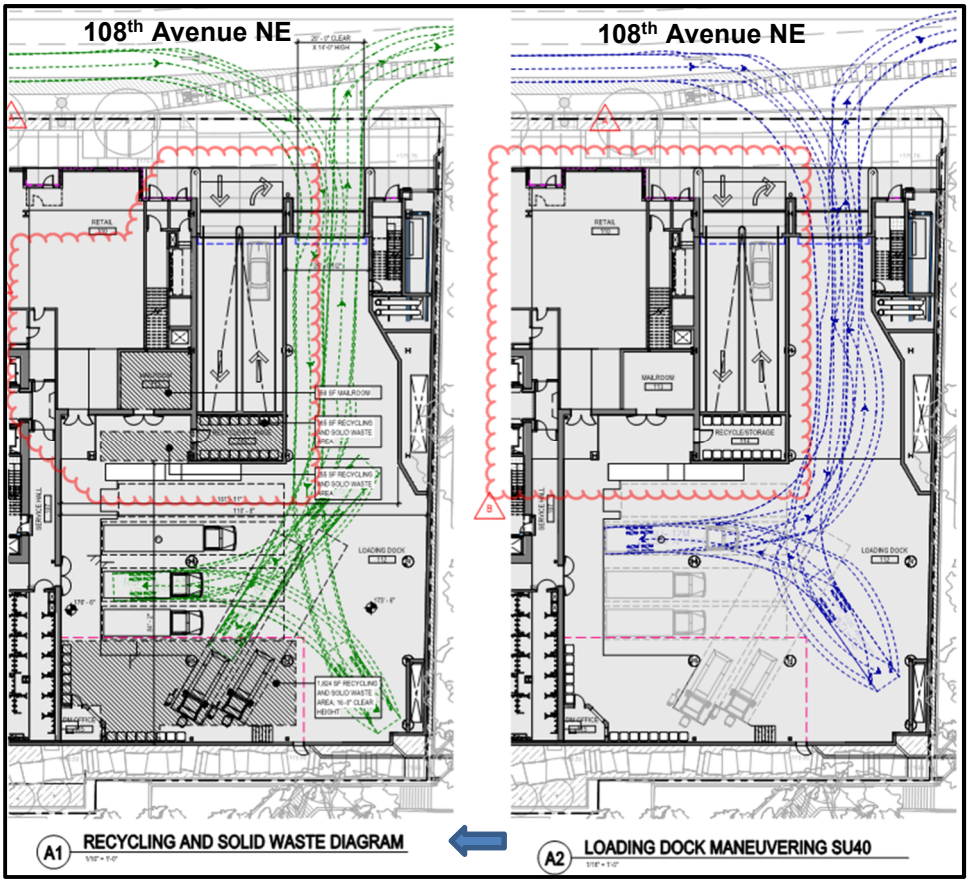
Vehicle Access: There are currently six private and shared driveways to 108th that serve the six parcels assembled for the proposed project. All of the existing driveways will be removed with the project and will be replaced with a vehicle access driveway and a loading access driveway.



The underground garage connecting the two separate buildings above grade proposes to connect to the public road 108th Avenue NE through one driveway approach on the south end of the podium, shown in the graphic that will be used for tenant parking. The single driveway access for the underground parking is restricted to be right-in and right-out for safety. There will be no left turns allowed into or out of the proposed project.

There is one vehicle gate to enter the underground parking garage, a second vehicle gate to exit, and a third reversible gate. In the AM the majority of vehicles are entering the garage so the reversible gate will assist in preventing queueing onto 108th Avenue NE. Modeling by the traffic consultant shows that the 95th percentile queue is 8-vehicles or less, and this queueing can be accommodated on-site. In the PM the majority of the vehicles are leaving the garage so the reversible gate will switch directions and assist in getting vehicles out of the parking garage. Any queuing resulting from vehicles waiting to exit the garage will be contained on-site.

Loading Access: The project has loading demands from the office, retail, and restaurant uses. Immediately adjacent to and south of the driveway into the underground garage from 108th Avenue NE is a second driveway that is designed specially to accommodate large delivery vehicles up to an SU-40 and Republic Service's garbage/recycling vehicles. Where the driveway to the underground garage dives down under the podium, this driveway remains at street level and routes vehicles to multiple loading dock stalls in the southwest corner of the podium as shown in the diagrams below.



There are additional loading demands beyond that of deliveries. Office, retail, and restaurant uses also create the need for drop-off and pick-up facilities. A 134-foot long public pullout along the frontage of the project will be provided to help serve these loading needs. The main use of the project is Office which can create a need for drop-off locations in the AM and pick-up facilities in the PM. Office tenants have increasingly been providing private shuttle service as an amenity. This pull-out facility also provides space that the office tower tenant may be able to lease to accommodate drop-off and pick-up users through the use of these private shuttles. The City has a permitting process in place to review requests for the leasing of on-street space for these types of private activities. A graphic showing the loading pull-out is shown below. The applicant will be required to provide either short term loading signage in accordance with Transportation standards. Alternatively, the applicant may submit for a permit to lease this on-street space for private loading activities. If the permit is approved, signage would be provided indicating loading activity hours of operation.

***Pedestrian and Bicycle Access*:** Pedestrian and bicycle access to the project is provided from several locations, both public and private.

North Project Frontage: The northern 30 feet of the project is in the Major Pedestrian Corridor identified in the LUC 20.25A.090.C. There is an existing 8-foot wide pedestrian path on the north side of the project. Within this 30-foot public pedestrian corridor easement a minimum 11.5-foot pedestrian and bike multi-purpose path shall be provided along with landscaping, public seating, and access to adjacent retail/restaurant space. This pedestrian corridor is a robust east/west connection through Downtown for pedestrian and bicycles.

East Project Frontage: There is existing sidewalk along the frontage of the project on 108th Avenue NE that this project will replace and reconstruct to provide a minimum 11-foot wide sidewalk and minimum 5-foot wide planter strip with some modification adjacent to the curbside pullout. Along this frontage 108th Avenue NE also has northbound and southbound protected bike lanes. These will be reconstructed adjacent to the relocated curb line. At the intersection of 108th Avenue NE and NE 6th Street, a raised intersection will be constructed by the City with the proposed project contributing a proportionate share. This raised intersection and pedestrian scramble phase provides pedestrians and bicycles high comfort facilities to access transit and light rail.

South Project Frontage: There is an existing pedestrian through-block connection on the adjacent property to the south that is adequate, no additional facilities will be provided on the south side of the project.

West Project Frontage: There is an existing narrow through-block connection on the adjacent parcel site (Bellevue Connection) that is infeasible to widen due to grade differences and existing utility transformers. The project will instead construct a through-block connection above this existing connection at a similar grade level to 108th Avenue NE that will connect in the future to the adjacent property to the south (One Bellevue Center).

Transit Service Access: King County Metro and Sound Transit both operate service in the immediate vicinity of the site. Transit operators have stops on 108th Avenue NE north of the project site, as well as directly east of the project in the Downtown Bellevue Transit Center. The future East Link rail station is one block east of the project on NE 6th Street and 110th Avenue NE.

Refer to Section XII.A for Conditions of Approval regarding Vehicular Access Restrictions and Provisions for Loading.

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

This project has frontage on 108th Avenue NE and on the Major Pedestrian Corridor and will provide improvements to each of these. On 108th Avenue NE, the street will be widened to provide a minimum of 56 feet from the existing curb face on the east side of the street to the curb face adjacent to the project. An 11-foot minimum sidewalk and a 5-minimum planter will be provided, and 134-foot pullout area will be constructed between the sidewalk and the curb line. The bike lane will be improved to provide a continuous, separated facility. The project will be responsible for coordinating these improvements with the design of the reconstructed raised intersection at NE 6th Street and will contribute a proportionate share of the intersection cost. On the Major Pedestrian Corridor, a multi-purpose path with a minimum width of 11.5 feet will be provided within the 30-foot corridor.

Engineering and construction details must be shown on the civil engineering plans submitted to the clearing and grading permit. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans. During construction, city inspectors may require additional survey work at any time to confirm proper elevations. The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. **Refer to Section XII.A, B and D for Conditions of Approval regarding Transportation Infrastructure and Street Development Requirements, Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, Transportation Improvements and Pedestrian Corridor Maintenance Agreement.**

108th Avenue NE:

- Construct new curb and gutter with an alignment to provide a minimum road width of 56-feet curb face to curb face.
- Construct new concrete panels to accommodate road widening. Any hard surface cut or damaged to the existing pavement will require replacement of the whole concrete road panel.
- Construct a concrete pull-out along 108th Avenue NE that is approximately 95-ft in usable length and a minimum width of 9-feet.
- Install new channelization and improvements for the South Bound bike lane needed to safely accommodate the new pull-out, mitigate for any degradation to the bike facility due to the pull-out, and provide physical separation between the bike lane and vehicular lane for the length of the project. This may include a combination of flex posts, tuff curb, and planter boxes to match the existing measures used by the City to provide physical separation.

- Install street lighting per Bellevue Standards; including new poles, arms, and fixtures.
- Install new 11-foot wide ADA compliant sidewalk and 5-foot wide landscaped planter strip or street trees in tree grates for the length of the project.
- Provide interim ADA compliance as needed if the construction of the raised intersection at NE 6th Street is not completed at the time of building occupancy.
- Install non-slip lids on new and existing utilities within the sidewalk.
- Provide a minimum of 10-feet of vertical clearance between the underground parking garage and the top of sidewalk in the 16-foot wide area behind the curb line or extended curb line.
- All doors along 108th Avenue NE shall be recessed. Doors are not allowed to swing open into the sidewalk, or what the public may perceive as public sidewalk.

Major Pedestrian Corridor (NE 6th Street):

- Construct a multi-purpose path with a minimum width of 11.5 feet to accommodate pedestrians and bicycles.
- Provide pedestrian scale lighting with minimum photometric values for a multi-purpose path.
- Provide a minimum of 2 feet vertical clearance free of all obstructions between the top of the underground parking garage and the bottom of all infrastructure within the 30-foot corridor.
- Record an easement against the property to City for 24-hour public access for non-motorized modes of travel.
- Record a maintenance agreement against the property with the City for the underlying property owner to be responsible for maintaining the pedestrian corridor. This includes maintaining a non-slip surface, maintaining a max 2% cross slope, and maintaining no vertical/horizontal displacements over ¼-inch for non-motorized facilities. This agreement shall include provisions that allows the City to maintain the facility in the absence of maintenance by the underlying property owner and to bill the property owner for this maintenance.

General Conditions and Improvements:

- All new and altered public road facilities are required to be installed and/or brought into compliance with ADA requirements.
- All landscape planters shall have irrigation from a separate private metered water source unless the City has agreed to accept a new meter or provide water from an existing City meter.
- Any awning, marquee, or balcony over the public sidewalk shall be located at least 9 feet above the sidewalk grade or be made to be removable.
- A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
- The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage.

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

- ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.
- Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
- The design and appearance of the sidewalk and landscaping shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.

Developer Contribution to Capital Project

The intersection at 108th Avenue NE and NE 6th Street that forms a portion of this site's frontage is designated as an "Exceptional" intersection per the Downtown Transportation Plan. It will be reconstructed as a raised intersection and retain the all-way walk/pedestrian scramble operation. The City is preparing design plans and plans to construct this as a capital project in 2021-22. The applicant is responsible for a portion of this intersection to fulfill their frontage improvements requirement.

Due to the complexities involved in partially constructing a raised intersection, the applicant will instead pay a proportionate share of the cost of the intersection to the City which will then be used as a developer contribution to the City's construction contract. The applicant's share of this project has been determined to be $670,000. The City's

project will include all work on the curb side of the intersection, all signal modifications, and any reconstruction of interim improvements. The applicant is responsible for all other construction behind the curb, including the construction of interim ADA ramps or other features that may be required if the intersection is not completed prior to the occupancy of the building. **Refer to Section XII.D for Condition of Approval regarding Developer Contribution to Capital Project.**

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

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

Transportation Management Program
In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of each approved development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. and 14.60.080. **Refer to Section XII.C and D for Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program.**

Right of Way Dedication
To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, and to accommodate the street widening described elsewhere in this document, the developer is required to dedicate property such that street surface to back of curb on 108th Avenue NE is accommodated within the public right of way. In the area of the pullout, right-of-way is required to meet the extended curb line through the parking area. **Refer to Section XII.C for Condition of Approval regarding Dedication of Right of Way.**

Easements
The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full width of all sidewalks along 108th Avenue NE. A public parking and utility easement are required in the parking pullout area between the extended curb line and sidewalk. A public pedestrian corridor easement will be required along the northern 30-feet of the site to accommodate the Major Pedestrian Corridor. All easements shall

be either relinquished or recorded prior to issuance of a clearing and grading permit with the exception of the Major Pedestrian Corridor easement, which shall be recorded prior to temporary certificate of occupancy. **Refer to Section XII.C for Conditions of Approval regarding Existing Easements and Sidewalk/ Utility Easements and Public Parking Easements.**

Alternative Paving Materials
The Transportation Department will review proposals for the installation of alternative materials by private developers. The materials and installation methods must meet ADA requirements and typical construction requirements. If the alternative material is approved, the property owner must sign an indemnification agreement which states that all future maintenance and replacement is the responsibility of the property owner. Work within the alternative material area by City, franchise or other workers as a result of either emergency, normal maintenance or new installation will result in replacement of the surface by standard materials. Advance notification of such work will not be provided to the property owner. In such a circumstance, should the property owner wish to replace or repair the surface with the alternative material, a Right of Way Use Permit may be required. A subsequent approval of the alternative material is not guaranteed. Paving samples must be submitted to the Transportation Department prior to building permit approval. **Refer to Section XII.C for Condition of Approval regarding Alternative Paving Materials Agreement.**

C. Utilities

Storm Drainage
This project will be reviewed under the 2018 Utilities Engineering Standards or those in effect at the time of building permit application.

The project drains to Lake Washington via the Meydenbauer Creek Basin. The project is redevelopment, as there is more than 35% existing impervious surface. MR #1-9 apply because the total of the new plus replaced hard surfaces is 5,000 square feet or more, AND the value of improvements exceeds 50% of the assessed value of the existing.

The project addresses MR #4: Preservation of Natural Drainage Systems and Outfalls by continuing to discharge stormwater to the same locations. The runoff from the west of the site sheet flows into existing catch basins and exits the site to the west towards 106th Ave NE. The runoff from the east of the site sheet flows and is conveyed through downspouts into the 12-inch storm main system within 108th Ave. NE. The site discharges will continue to generally flow SW toward Meydenbauer Bay. Permanent private storm drainage easements must be obtained from the effected neighboring properties, if the developer decides to connect the project storm drainage discharge to the neighboring private storm drainage system.

The project addresses MR #5: Using Figure 1.6 of the 2018 City of Bellevue SWES, the project is not required to meet the LID Performance Standard or BMP Lists 1 or 2 and will evaluate the use of listed BMPs as allowed.

MR #6: Runoff Treatment applies based on the 2014 Department of Ecology Standards, Volume 1-2.5.6 and is triggered because the pollution generating hard-surface (PGHS) is greater than 5,000 square feet in the threshold area of the project. This project results

in 14,700 square feet (greater than 5,000 sf) of new plus replaced PGHS. The project is not proposing greater than ¾ acres of PGPS. The project proposes to use a Modular Wetland System to provide Enhanced Treatment.

MR #7: Flow Control applies based on Figure 1.5 Flow Chart for Determining Minimum Requirements for Redevelopment Projects but is not triggered because the project is within the Meydenbauer No Detention Zone & Local Service zone. The proposed new plus replaced hard-surface area (77,215 square feet) is less than the existing hard-surface area (83,815 square feet).

MR #8: There are no documented wetlands within or adjacent to this project site.

MR #9: An Operations and Maintenance Manual will be included with the final design.

Water
The water supply for this project is provided from City of Bellevue owned water mains located on 108th Ave NE. Fire lines and Irrigation shall be by separate water main connection and service per COB Water Engineering Standards W3-10(C). Any irrigation lines or services are required to have an approved and certified backflow assembly installed as well as provide an Irrigation Water Budget prior to acceptance of the installation.

The City of Bellevue Fire Department requires that two separate water main connections from two separate streets shall be provided for the fire pump supply per IFC 914.3.1.2.

New water services, smaller than 3-inch, will require a water service application (UC permit). Application fees will include permit fees, Regional Capital Facilities Charge and any other applicable fees and connection charges due at the time of application.

Separate irrigation services are required for public and private landscaping respectively. A Landscape Irrigation Budget is required for each type if the irrigated area is 500 square feet or greater.

Sewer
UA permits (commercial side sewer permits) will be required for each sanitary side sewer connection including modifications.

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

D. Clearing and Grading

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

E. Fire

The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the 2015 International Fire Code, 2015 International Building Code, City

of Bellevue requirements, and good fire protection practices. This review was based upon and limited to the information presented on drawings received July 29, 2019. The Fire Department can approve the Design Review application.

F. Building

The plans for this decision have not been sufficiently developed for a thorough review under the International Building Code requirements. This review will occur during review of the Building Permits. The plans generally conform to the requirements applicable to this stage of the design process.

VIII. State Environmental Policy Act (SEPA)

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

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

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

A. Land Use

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

B. Storm Drainage, Water, Sewer

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

C. Transportation

Long Term Impacts and Mitigation

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

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add 1,054,118 square feet of office and 24,761 square feet of retail in MMA 3. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation. Therefore, additional mitigation for those impacts is not required.

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

Mid-Range Impacts and Mitigation

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

This development will generate approximately 699 new p.m. peak hour trips. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, 30 system intersections received 20 or more p.m. peak hour trips.

Neither the maximum area-average levels of service, nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.040.F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090.H. Upon issuance of the building permit, concurrency is reserved for the life of the building permit as provided for in BCC 23.05.100.E.

Short-Term Operational Impacts and Mitigation

A traffic impact analysis dated May 31, 2019, was prepared for this project by TENW. The analysis reviewed the operations of 8 intersections with the project traffic volumes added. All the intersections remained at LOS E or better, and no traffic mitigation is required.

IX. Changes to Proposal Due to Staff Review

A. Site Design

1. The City and the applicant worked through different design scenarios for the Major Pedestrian Corridor, finally settling on a single multi-modal pathway in lieu of having two separate pathways.
2. Revised frontage design, including streetscape planters and building placement, once the on-site vehicular loading/shuttle loading area location was finalized.
3. A Boundary Line Adjustment (19-106884-LW) was required for this proposal to consolidate the existing lots into one parcel. This was completed and recorded with the King County Recorder's office under filing number 20190611900007.

B. Building Design

1. The garage entry along 108th Avenue NE was redesigned to provide more visual interest and to ensure the pedestrian environment is activated and safe.
2. Additional visual interest was provided on the southern and western podium elevations via board-form concrete patterns to eliminate bare, blank concrete walls adjacent to through-block pedestrian connections.

X. Decision Criteria

A. Design Review (LUC 20.30F.145)

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

1. The proposal is consistent with the Comprehensive Plan.

Finding: Staff has reviewed and evaluated the proposal for compliance with the Comprehensive Plan goals and policies specific to the Urban Design and Downtown Subarea elements. A few of the most applicable policies are as follows:

- **Urban Design Policy UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.**
  Finding: The project will be one of the first towers to complete

construction under the new Downtown land use code that allows for a 600-foot tower height, which is 150-feet taller than existing towers in the Downtown. The design of the project has embraced the opportunity to become a new iconic addition to the city skyline and proposes a unique architectural spire expression at the top to create a visual reference point in Downtown. The street level design, including the design of a one-story glass pavilion structure seeks to become a memorable, active pedestrian zone that further identifies its location adjacent to the Bellevue Transit Center and the adjacent Major Pedestrian Corridor.

- **Urban Design Policy UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.**
  Finding: The project incorporates high quality public and semi-public spaces along the Major Pedestrian Corridor, within a central outdoor public plaza space between the tower and pavilion, along the western property boundary as part of the through-block pedestrian connection, and along the 108th Avenue NE street frontage. All of these spaces include generous landscaping and invite public use; offering opportunities for public seating, art, active use spill-out zones, flexible programing and different ways to navigate around the development and through the superblock.

- **Downtown Subarea Policy S-DT-45: Continue to develop the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue through public and private investments.**
  Finding: The project seeks to further develop the Major Pedestrian Corridor as an active, public feature that helps unify Downtown Bellevue. The project will develop a 30-foot wide section of the Corridor that will include lush landscaping, a multi-modal "garden path" with weather protection, pedestrian scaled lighting and a mid-block landing that includes public seating and an art feature. The project is investing privately in an active use pavilion adjacent to the corridor, which will result in activation of the pedestrian realm, and serve as an anchor for activity in close proximity to the Transit Center and future light rail station.

- **Downtown Subarea Policy S-DT-162: Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.**
  Finding: The project provides a north-south through-block pedestrian connection along the western property boundary, connecting the Major Pedestrian Corridor to the property south of the site, One Bellevue Center, which then further connects south to NE 4th Street. An additional pedestrian connection will occur east-west, connecting 108th Avenue NE through the proposed central public plaza between the tower and pavilion, to the north-south through-block pedestrian connection, and down to the Major Pedestrian Corridor. The project will also install a 30-foot wide section of the Major Pedestrian Corridor on the north side of the site that includes a multi-modal path. This extensive connectivity helps to create

an active, livable and accessible pedestrian network.

For a more detailed discussion of how the project complies with the Comprehensive Plan, refer to Attachment B – 2019 Comprehensive Plan Matrix.

2. **The proposal complies with the applicable requirements of this Code.**
Finding: The tables and information in Section's III, IV and V of this report summarize the applicable requirements and analyze the proposed project for consistency with the applicable requirements. The proposal complies with all Land Use Code requirements including but not limited to building height, lot coverage, floor area ratio, sidewalks, parking, loading, and trash and recycling. Five Administrative Departures have been requested, which include Build-To Line, Planter Strip in Lieu of Tree Pits, Compact Parking, Parking Ratio Reduction and Weather Protection. All five Departures will be approved in this Design Review decision. Refer to Section V above for detailed discussion regarding each requested Departure. In addition, refer to Attachment C for Administrative Departure Request Forms.

3. **The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**
Finding: The purpose of the Downtown Land Use Code is to develop the Downtown as an aesthetically attractive area of intense use, through the encouragement of cultural, entertainment, residential and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure. Through application of the Land Use Code, the applicant has addressed the intent of the Downtown Land Use Code by developing a project that meets all applicable design guidelines and criteria as discussed in Section's III, IV and V – including the criteria for all requested administrative departures.

4. **The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.**
Finding: The proposed project is compatible with and responds to the existing character, appearance and quality of development of the subject property and properties immediately adjacent to the site. The office tower was sited on the south side of the site to provide an openness and access to light and air along the Major Pedestrian Corridor and the existing surrounding structures to the north and west. The proposed office development is compatible with the adjacent office towers to the east, south and north, and the proposed pavilion structure will include active uses that support the existing and proposed office development, along with adjacent residential uses to the west, which provides opportunities to enhance the livability of Downtown Bellevue. The central outdoor public plaza space, through-block pedestrian connection and Major Pedestrian Corridor designs will also increase public outdoor space and physical connections within and through the superblock, further promoting Downtown livability.

5. **The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**
Finding: The proposal site will be served by adequate public facilities, including

streets, fire protection and utilities. The subject site currently has access to water, sewer, stormwater and electric services. For further discussion, refer to Section VII – Technical Review in this report.

XI. Decision

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

XII. Conditions of Approval

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

A. GENERAL CONDITIONS:

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Clearing and Grading Code - BCC 23.76	Savina Uzunow,	425-452-7860
Bellevue Development Standards	Ryan Miller,	425-452-7915
Transportation Code - BCC 14.60	Ryan Miller,	425-452-7915
Trans. Improvement Program - BCC.22.16	Ryan Miller,	425-452-7915
Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia,	425-452-6988
Bellevue Utilities Code - BCC Title 24	Chris Brookes,	425-452-6825
Construction Codes - BCC Title 23	Sheri Crawford,	425-452-2843
Code - BCC Title 20	Laurie Tyler,	425-452-2728
Sign Code - BCC Title 22B	Laurie Tyler,	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler,	425-452-2728
Uniform Fire Code - BCC 23.11	Travis Ripely,	425-452-6042
Parks Department	Tom Kuykendall,	425-452-7924

2. CONSTRUCTION HOURS

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. *Requests for exemption from the Noise Control Code must be submitted in writing via an LY Permit application, two weeks prior to the scheduled onset of extended hour construction activity*. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new construction.

AUTHORITY: Bellevue City Code 9.18.040
REVIEWER: Laurie Tyler, Land Use Division

3. DESIGN REVIEW MODIFICATIONS

Any modification to this approval shall be processed as either 1) a new decision, or 2) an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Any modification of the project design must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project.

AUTHORITY: LUC 20.30F.175
REVIEWER: Laurie Tyler, Land Use

4. PROVISIONS FOR LOADING

The property owner shall provide an off-street loading space which can access a public street. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading will not be permitted. No on-street garbage pickup will be allowed. The backing of trucks in any street or across any public sidewalk in order to access this site is prohibited.

AUTHORITY: Land Use Code 20.20.590.K.4 & BCC 14.60.180
REVIEWER: Laurie Tyler, Land Use Division
Ryan Miller, Transportation Department

5. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

AUTHORITY: Bellevue City Code 9.18.020F
REVIEWER: Laurie Tyler, Land Use Division

6. AIR POLLUTION FROM CONSTRUCTION VEHICLES AND EQUIPMENT

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

AUTHORITY: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655
REVIEWER: Laurie Tyler, Land Use Division

7. ROOFTOP LIGHTING

To ensure that the rooftop lighting of the spires complements the Bellevue skyline at night, this exterior lighting feature shall be adjustable so that it remains compatible with existing tower structures.

AUTHORITY: Land Use Code 20.20.522
REVIEWER: Laurie Tyler, Land Use Division

8. PRELIMINARY DESIGN, UTILITY CODES AND ENGINEERING STANDARDS

Utility review has been completed on the preliminary information submitted at the time of this application. The review has no implied approvals for water, sewer and storm drainage components of the project. A Utility Extension Agreement will be required for review and approval of the utility design for sewer, water and storm. The side sewer connection will be reviewed, permitted and inspected under separate multifamily side sewer permits. Submittal of the Utility Extension will coincide with future clearing and grading permit review. Final civil engineering may require changes to the site layout to accommodate the utilities. Preliminary storm drainage review was completed under the codes and standards in place at the time of this application. Water, sewer and drainage easements will be required as needed. All connection charges shall be paid prior to final UE plan approval.

AUTHORITY: Bellevue City Code Title 24.02, 24.04, 24.06
REVIEWER: Chris Brookes, Utilities Department

9. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

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

AUTHORITY: Bellevue City Code 14.30.060
REVIEWER: Mazen Wallaia, Right of Way

10. VEHICULAR ACCESS RESTRICTIONS

Access to this site from 108th Avenue NE will be restricted to right-turn-in and right-turn-out only. This will be achieved through installation of a c-curb and signage, as specified in the final civil engineering plans for the development.

AUTHORITY: Bellevue City Code 14.60.150
REVIEWER: Ryan Miller, Transportation Department

11. TRANSPORTATION INFRASTUCTURE AND STREET DEVELOPMENT REQUIREMENTS

The final design of transportation infrastructure improvements shall be approved by the Transportation Department, including all construction of streets, streetlighting, planter strips, sidewalks, signals, channelization, pedestrian paths and trails, and bicycle facilities according to the street design standards.

All transportation conditions, including public and private transportation improvements, will be completed prior to any form of occupancy for any portion of the project.

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

<u>108th Avenue NE:</u>

- Construct new curb and gutter with an alignment to provide a minimum road

width of 56-feet curb face to curb face.

- Construct new concrete panels to accommodate road widening. Any hard surface cut or damaged to the existing pavement will require replacement of the whole concrete road panel.
- Construct a concrete pull-out along 108th that is approximately 134-ft in usable length and a minimum width of 9-feet.
- Install new channelization and improvements for the SB bike lane needed to safely accommodate the new pull-out, mitigate for any degradation to the bike facility due to the pull-out, and provide physical separation between the bike lane and vehicular lane for the length of the project. This may include a combination of flex posts, tuff curb, and planter boxes to match the existing measures used by the City to provide physical separation.
- Install street lighting per Bellevue Standards; including new poles, arms, and fixtures.
- Install new 11-foot wide ADA compliant sidewalk and 5-foot wide landscape planter or street trees in tree grates for the length of the project.
- Provide interim ADA compliance as needed if the construction of the raised intersection at NE 6th Street is not completed at the time of building occupancy.
- Install non-slip lids on new and existing utilities within the sidewalk.
- Provide a minimum of 10-feet of vertical clearance between the underground parking garage and the top of sidewalk in the 16-foot wide area behind the curbline or extended curbline.
- All doors along 108th Avenue NE shall be recessed. Doors are not allowed to swing open into the sidewalk, or what the public may perceive as public sidewalk.

Major Pedestrian Corridor (NE 6th Street):

- Construct a multi-purpose path with a minimum width of 11.5 feet to accommodate pedestrians and bicycles.
- Provide pedestrian scale lighting with minimum photometric values for a multi-purpose path.
- Provide a minimum of 2 feet vertical clearance free of all obstructions between the top of the underground parking garage and the bottom of all infrastructure within the 30-foot corridor.
- Record an easement against the property to City for 24-hour public access for non-motorized modes of travel.
- Record a maintenance agreement against the property with the City for the underlying property owner to be responsible for maintaining the pedestrian corridor. This includes maintaining a non-slip surface, maintaining a max 2% cross slope, and maintaining no vertical/horizontal displacements over ¼-inch for non-motorized facilities. This agreement shall include provisions that allows the City to maintain the facility in the absence of maintenance by the underlying property owner and to bill the property owner for this maintenance.

General Conditions and Improvements:

- All new and altered public road facilities are required to be installed and/or brought into compliance with ADA requirements.
- All landscape planters shall have irrigation from a separate private metered

water source unless the City has agreed to accept a new meter or provide water from an existing City meter.

- Any awning, marquee, or balcony over the public sidewalk shall be located at least 9 feet above the sidewalk grade or be made to be removable.
- A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
- The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.
- ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.
- Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
- The design and appearance of the sidewalk and landscaping shall comply with the standards and drawings in the Transportation Department Design Manual.

The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.

AUTHORITY: BCC 14.60; Transportation Department Design Manual' Americans with Disabilities Act
REVIEWER: Ryan Miller, Transportation

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

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

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

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevent access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

AUTHORITY: BCC 11.70 & 14.30
REVIEWER: Mazen Wallaia, Right of Way

13. CIVIL ENGINEERING PLANS – TRANSPORTATION
Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation

Department Design Manual, and specific requirements stated elsewhere in this document.

All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

a) Traffic signs and markings.
b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
d) Installation or relocation of streetlights and related equipment.
e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
f) As part of the traffic signal installation, the developer must pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
g) Sight distance. Show the required sight triangles for pedestrian and vehicle sight distance and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
h) Driveway landings on sloping approaches must meet the requirements for commercial development.
i) Trench restoration within any right of way or access easement.

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

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
REVIEWER: Ryan Miller, Transportation Department

14. EXISTING EASEMENTS

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

AUTHORITY: Bellevue City Code 14.60.100
REVIEWER: Ryan Miller, Transportation Department

15. DEDICATION OF RIGHT OF WAY

The applicant shall dedicate right of way to the City along the property frontage such that street improvements to the back of curb or extended curb line are located within the public right of way.

AUTHORITY: Bellevue City Code 14.60.090
REVIEWER: Ryan Miller, Transportation Department

16. SIDEWALK/UTILITY AND PUBLIC PARKING EASEMENTS

The applicant shall provide sidewalk and utility and public parking easements to the City such that improvements outside of the City right of way are located within an easement area.

AUTHORITY: Bellevue City Code 14.60.100
REVIEWER: Ryan Miller, Transportation Department

17. FINAL LANDSCAPE AND IRRIGATION PLANS

a. General: Final Landscape and Irrigation Plans shall be submitted with the Clearing and Grading Permit application for review by the Land Use Division, Parks Department, and the Utilities Department. Also see Condition of Approval regarding the streetscape irrigation (right-of-way and site) below.
b. Any significant modification of these plans will require additional review and approval.
c. Final Landscape and Irrigation Plans approved under the Clearing and Grading Permit shall be included in the building permit set for reference only. Each sheet shall be labeled "**FOR REFERENCE ONLY – REFER TO CLEARING AND GRADING PERMIT NUMBER XX-XXXXXX-GD FOR APPROVED LANDSCAPE AND IRRIGATION PLANS**".

AUTHORITY: Land Use Code
REVIEWER: Laurie Tyler, Land Use Division

18. STREET TREES AND RIGHT OF WAY/STREETSCAPE LANDSCAPING

a. Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction. https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf
b. Prior to ordering any street trees, confirm cultivars of all street trees with City of Bellevue Parks Department. Contacts are:
   - Tom Kuykendall, TKuykendall@bellevuewa.gov, 425-452-7924, or
   - Merryn Hearn, MHearn@Bellevuewa.gov, 425-452-4100

c. A Parks Department representative shall be on-site to inspect street trees **prior to planting** *AND* **at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

AUTHORITY: LUC 20.25A.110
REVIEWERS: Tom Kuykendall, Parks Department &
Laurie Tyler, Land Use Division

19. SOIL VOLUME

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

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

20. STREETSCAPE IRRIGATION (RIGHT-OF-WAY AND SITE)

a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.

b. No drip irrigation will be allowed within any City right-of-way.

c. Schedule 40 irrigation pipe is required.

d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.

e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.

f. Parks Department Contacts:
- Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
- Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

AUTHORITY: Bellevue City Code Land Use Code
REVIEWER: Laurie Tyler, Land Use Division

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

21. TRANSPORTATION IMPACT FEE
Payment of the traffic impact fee will be required at the time of building permit issuance. If multiple building permits will be issued, the impact fee will be tied to the primary above-ground permit. Removal of existing buildings will be eligible for impact fee credit. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: Bellevue City Code 22.16
REVIEWER: Ryan Miller, Transportation Department

22. BUILDING AND SITE PLANS – TRANSPORTATION
The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: BCC 14.60.060; 110; 120; 150; 180; 181; 190; 240; 241
REVIEWER: Ryan Miller, Transportation Department

23. ALTERNATIVE PAVING MATERIALS AGREEMENT
The applicant shall sign and record an indemnification agreement that acknowledges that the applicant is fully responsible for all future maintenance and replacement of the alternative paving materials used along the site's frontage. The agreement will include provisions that allow the City to make repairs and bill the applicant if repairs of the public sidewalk are not made within the agreed upon timeframe after notice is provided by the City.

AUTHORITY: Bellevue City Code 14.60.110
REVIEWER: Ryan Miller, Transportation Department

24. TRANSPORTATION MANAGEMENT PROGRAM
The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080.

AUTHORITY: Bellevue City Code 14.60.070; 080
REVIEWER: Ryan Miller, Transportation Department

25. EXTERIOR BUILDING LIGHTING

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

AUTHORITY: Land Use Code 20.25A.160, 20.25A.170
REVIEWER: Laurie Tyler, Land Use Division

26. GARAGE EXHAUST

Provide certification by a noise consultant or mechanical engineer that the noise from the exhaust fans will not exceed 60 dBA and a determination by the City's Mechanical Plans Examiner that the velocity and direction of airflows from the exhaust system will not adversely affect pedestrian comfort.

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145
REVIEWER: Laurie Tyler, Land Use Division

27. COMMERCIAL VENTING

To further protect the environment, the applicant shall be required to direct all venting away from pedestrian areas and gathering spaces either to the roof or non-gathering space locations. This will reduce the opportunity of malodorous odors from encroaching into the pedestrian activated areas and any private amenity terrace areas.

AUTHORITY: Land Use Code 20.20.525 and Bellevue City Code 9.10.030.B
REVIEWER: Laurie Tyler, Land Use Division

28. COMPACT PARKING STALLS

All compact stalls shall be shown on the building plans and shall be marked as such on each stall. Compact stalls may not exceed 65% of the total number of stalls.

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Laurie Tyler, Land Use Division

29. STREET LEVEL GLAZING

To ensure visibility from the sidewalk into the active use spaces on 108th Avenue NE and the Major Pedestrian Corridor (NE 6th Street), identified in the Building/Sidewalk Design Guidelines, clear (non-tinted, non-reflective) window glass shall be used. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: Land Use Code 20.30F.145, 20.25A.170
REVIEWER: Laurie Tyler, Land Use Division

30. GARAGE ENTRY

A visually interesting treatment, to cover the majority of the CMU wall within the building's garage entry that would be visible from the sidewalk when the garage gate is open, will be required, along with treatment of the ceiling of the garage

entrance. The treatment in this location could consist of the same metal panel system on the exterior, a different applied material that is sufficiently durable for a vehicular garage entry, or a painted mural. The treatment shall be reviewed and shown on the building permit plans; however, if more time is needed, then a Land Use Exemption shall be applied for to document the screening.

AUTHORITY: Land Use Code 20.25A.170 and 20.25A.180
REVIEWER: Laurie Tyler, Land Use Division

31. INTERIOR GRAPHICS

An interior graphic for the vestibules leading into the egress stairs and meter room adjacent to garage frontage area must be shown on the building permit plans. The interior graphic must provide visual interest behind the transparent glazing along 108th Avenue NE.

AUTHORITY: Land Use Code 20.25A.170 and 20.25A.180
REVIEWER: Laurie Tyler, Land Use Division

32. MECHANICAL EQUIPMENT

a. Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND
b. No mechanical equipment (including power, telephone, traffic control, etc.) shall be located in above ground cabinets in sidewalk areas within pedestrian pathways and walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of Land Use/DSD. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk, AND
c. The equipment on the roof will receive a light-colored paint treatment to match the roof to further screen from above.

AUTHORITY: Land Use Code 20.20.650, 20.25A.130
REVIEWER: Laurie Tyler, Land Use Division

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY: The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with <u>prior to issuance of the any Certificate of Occupancy:</u>

33. DEVELOPER CONTRIBUTION TO CAPITAL PROJECT

The applicant shall pay a developer contribution of $670,000 toward the City's NE 6th Street/108th Avenue NE intersection improvement project.

AUTHORITY: Bellevue City Code 14.60
REVIEWER: Ryan Miller, Transportation

34. TRANSPORTATION IMPROVEMENTS

All street frontage improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department inspector. All existing street light and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Existing overhead lines must be relocated underground. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the City requires a delay.

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

35. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM

The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

AUTHORITY: Bellevue City Code 14.60.070, 14.60.080
REVIEWER: Ryan Miller, Transportation Department

36. REPLACEMENT TREE

The tree identified as Zelkova Serrata (18" DBH) at the top of the pedestrian corridor and adjacent to 108th Avenue NE shall be removed as part of the project. A replacement tree species shall be identified by the City of Bellevue (Land Use) and shall be planted in place of this existing tree. The tree shall be a large specimen tree, with a caliper of 2.5" at the time of planting.

AUTHORITY: Land Use Code 20.25A.110
REVIWER: Laurie Tyler, Land Use Division

37. PUBLIC ART

Prior to temporary certificate of occupancy, the final design of the public art to be installed within the entrance to the central public plaza adjacent to 108th Avenue NE, and within the landing area of the Major Pedestrian Corridor, shall be reviewed and approved by land use, prior to installation.

AUTHORITY: LUC 20.25A.070.D.4 – Outdoor Plaza; Pedestrian Corridor Design Guidelines
REVIEWER: Laurie Tyler, Land Use Division

38. FAR AMENITY BONUS AND PROJECT APPROVAL RECORDING

The applicant shall record a copy of the following project documents with the King County Recorder's Office:

- FAR Amenity Bonus Point Calculations;

- A corresponding black and white site plan/floor plan diagram of all FAR amenity bonus areas, such as outdoor plazas and active use spaces, and their associated square footages;
- Black and white floor plans that identify all bonus FAR square footage earned from the construction of the Major Pedestrian Corridor.
- A copy of the approved Conditions of Approval for the project.

AUTHORITY: LUC 20.25A.070.E
REVIEWER: Laurie Tyler, Land Use Division

39. THROUGH-BLOCK PEDESTRIAN CONNECTION

A proportionate share of the required through-block pedestrian connection is required, running north-south, on the west side of the development. This connection shall be open to the public 24 hours a day. A legal agreement shall be executed and recorded with King County Recorder's Office, providing that such property is subject to a nonexclusive right of pedestrian use and access by the public. Directional signage shall be installed from all points of access and identify circulation routes for all users.

AUTHORITY: Land Use Code 20.25A.160.D
REVIEWER: Laurie Tyler, Land Use Division

40. MAJOR PEDESTRIAN CORRIDOR ACCESS EASEMENT

Applicant shall record a legal agreement establishing 24-hour public access within the 30-foot section of the Major Pedestrian Corridor as part of this development.

AUTHORITY: LUC 20.25A.090.C.1.e and h
REVIEWER: Laurie Tyler, Land Use Division
Ryan Miller, Transportation

41. PEDESTRIAN CORRIDOR MAINTENANCE AGREEMENT

The applicant shall record a maintenance agreement against the property with the City for the underlying property owner to be responsible for maintaining the pedestrian corridor. This includes maintaining a non-slip surface, maintaining a max 2% cross slope, and maintaining no vertical and/or horizonal displacements over ¼-inch for non-motorized facilities. This agreement shall include provisions that allows the City to maintain the facility in the absence of maintenance by the underlying property owner and to bill the property owner for this maintenance.

AUTHORITY: BCC 14.60.100
REVIEWER: Ryan Miller, Transportation

42. CENTRAL OUTDOOR PLAZA SPACE

The landscape plans shall include a final detailed design of the Outdoor Plaza Space required for the project to exceed trigger height and to receive FAR amenity bonus points for construction of an Outdoor Plaza. In addition, a public access easement shall be recorded to ensure the plaza is open to the public at all times.

AUTHORITY: Land Use Code 20.25A.070.D.4(2) & 20.25A.075.A.3
REVIEWER: Laurie Tyler, Land Use Division

43. PROJECT SIGN DESIGN PACKAGE

The applicant shall submit a complete sign design package for the development for City review and approval prior to the issuance of any occupancy permits for the building, tenant improvement permits for the commercial spaces, or sign permits. The design package shall include the conceptual design of all building signage. The signs shall be consistent with the Bellevue City Code Section 22B.10 and the designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

The sign package plans, elevations, and/or sketches shall include but are not limited to:

1. Location
2. Illumination
3. Color and Materials
4. Design

Design review of individual signs and compliance with the approved sign design package AND Bellevue Sign Code will occur through review of each sign permit application.

AUTHORITY: Bellevue City Code 22B.10
REVIEWER: Laurie Tyler, Land Use Division

44. LANDSCAPE INSTALLATION ASSURANCE DEVICE

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

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use Division

45. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

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

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use Division

46. MAINTENANCE AGREEMENT WITH THE CITY OF BELLEVUE

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

future maintenance responsibilities for the streetscape and streetscape plantings.

AUTHORITY: Land Use Code 20.20.520.K and 20.40.490
REVIEWER: Laurie Tyler, Land Use Division

47. WAYFINDING

In order to meet the Pedestrian Corridor Design Guidelines, wayfinding shall be installed within the Major Pedestrian Corridor prior to TCO, once the theme has been codified in the forthcoming Grand Connection Design Guidelines.

AUTHORITY: Pedestrian Corridor and Major Public Open Space Design Guidelines
REVIEWER: Laurie Tyler, Land Use Division

DOWNTOWN DESIGN GUIDELINES

Provide a written response to each Standard/Guideline.
Refer to Land Use Code (LUC) for complete wording and requirements at:
http://www.codepublishing.com/WA/Bellevue/#!/LUC/BellevueLUCNT.html

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

LUC 20.25A.150 - CONTEXT

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

2. Guidelines

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

Response:

a. The architectural design of the project seeks to enhance the character of Downtown Bellevue by providing a new iconic building to the skyline.

b. The bulk and height of the tower is consistent with the adjacent context in the downtown core, with the tower massing stepping back at upper levels to the south side of the site in response to the shorter towers on adjacent properties. A second, single-story pavilion building to the north of the site creates a more human-scaled presence along the Pedestrian Corridor.

c. The project seeks to locate street and building lighting and other building improvements to minimize the off-site impacts.

d. Architectural elements that are incorporated into the tower and separate pavilion structure, like the skin treatments and top spire elements, will be scaled and detailed to be appropriate and proportional for their location.

e. The form of the tower is very elegant and simple, seeking to complement the adjacent towers in Downtown Bellevue. The articulation of the façade and the materials selected for the exterior of the project aim to create visual interest without detracting from the existing context.

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

2. Guidelines

a. *Preserve & maximize solar access*
b. *Enhance user's experience of adjacent public open space*
c. *Promote use and accessibility of publicly accessible open spaces through site and building design*

Response:

a. This project seeks to preserve solar access - especially to the Pedestrian Corridor and the central plaza at street level. The primary method for achieving this is locating the tower on the southern portion of the site, and placing the smaller, one-story pavilion building on the northern portion of the site. This massing strategy, as proved by extensive solar studies, provides solar access to much

of the site during key times of day. A sense of openness is created by keeping the pavilion building at a more human scale, and providing ample landscaped and open areas for the public at grade.

b. The tower podium seeks to increase views and access into adjacent properties. At the upper level central plaza, a new north-south pedestrian connection is proposed to connect to One Bellevue Center to the south. The existing lower-level through-block connection, along with a new connection at the plaza level that includes a new central open space, directs the public towards the portions of the Pedestrian Corridor on the adjacent property to the north the west. Along 108th Ave NE, the massing of the tower podium and the stand-alone pavilion provides views and clear connections to adjacent properties, encouraging pedestrians to utilize the active uses at street level.

c. The proposed project seeks to make the central plaza and other publicly accessible spaces on the project site highly accessible and pleasant to encourage use. By separating the tower from the active use pavilion, the public is drawn into the interior plaza from 108th Ave NE. Within the plaza, seating, art, lighting, and landscaping make it a quality space for the pedestrians to enjoy. An accessible route is provided at the northwest corner of the site making up the grade change between the plaza and the Pedestrian Corridor, and providing increased connectivity between these zones.

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

2. Guidelines

a. Create logical connections

b. Coordinate service and parking access

Response:

a. The project is in a prime location in downtown Bellevue across the street from the existing Bellevue Transit Center and the LINK lightrail extension, which is currently under construction. The site's location along the Pedestrian Corridor helps provide a clear, direct, and accessible pedestrian route along the site to these transit options, and an internal central plaza with pedestrian connections further directs pedestrian traffic to and from these transportation access points. New, dedicated bike lanes along 108th Ave NE, along with both short-term and long-term bicycle storage and locker and shower facilities on-site, will encourage bicycle ridership along this major thoroughfare. By creating wide pedestrian routes and attractive, landscaped open spaces, pedestrians will be encouraged to use the central plaza while easily connecting to adjacent properties and through-block connections.

b. Due to limited site access along 108th Ave NE, the loading/service entry and parking entry are located adjacent to each other at the south end of the site's frontage, minimizing the visual impact of these elements along the street.

Emphasize Gateways – LUC 20.25A.150.D

2. Guideline

a. Use architectural & landscape elements to emphasize gateways

Response:

a. As a prime site along the Pedestrian Corridor and near the existing Transit Center, the project seeks to create a welcoming experience for pedestrians, cyclists, and transit riders, with a clear sense of arrival. The project provides increased open space in its central plaza and on the Pedestrian Corridor with lush landscaping, flexible programmable space, seating, and active use spill-out areas to activate the site and help create a destination within downtown Bellevue. In addition, the design of

the 1-story stand-alone pavilion proposes a glassy, transparent façade that will provide views into the interior, and emphasize pedestrian-scaled activation along the Pedestrian Corridor.

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

2. Guidelines

a. *Evaluate alternative placement & massing concepts to ensure sunlight & sky view*
b. *Maximize sunlight and sky view in adjacent developments/streetscape*
c. *Maximize size of shadows & length of time cast on pedestrians*

Response:

a. The placement of the tower was limited by proximity to adjacent towers, limited vehicular site access from 108th Ave NE, and the site's location at the intersection of the Pedestrian Corridor and the Bellevue Transit Center. However, solar access studies were performed to test tower massing and placement, and the decision was made to locate the tower as far to the south as possible and provide a smaller, single-story pavilion structure on the north half of the site to preserve solar access in the Pedestrian Corridor and within the open spaces at ground level. This decision preserves views and solar access not only to the public spaces at grade but also to the existing neighboring towers.

b. As mentioned above, the final massing strategy for the tower and stand-alone pavilion structure maximize sunlight and views for adjacent developments and in the open spaces at grade.

c. The project site is in the dense urban core of downtown Bellevue. Solar access at street level is limited by existing towers, and even more challenged with the new increased allowable building height. However, by locating the 600' tower on the south portion of the site close to the existing tower to the south, solar access is maximized as much as possible at ground level and on the Pedestrian Corridor.

LUC 20.25A.160 - SITE ORGANIZATION

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

2. Guidelines

a. *Site Circulation for Servicing & Parking*
b. *On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands*
c. *Pedestrian & Cycling Connections*

Response:

a. Site Circulation for Servicing & Parking

i. Conflicts between pedestrians, bicycles, and vehicles will be minimized. A separate bicycle entrance into the bike storage facility is provided from the central plaza. Pedestrian circulation is kept entirely separate from vehicular circulation, except for the necessary curb cuts at the south end of the site. The primary tower entrance is from the central plaza, while the vehicle entrance is located from 108th on the southern end of the site, minimizing the potential for conflicts to the greatest extent possible.

ii. Due to limited vehicular access to the project site, the site servicing and parking entry is from 108th Ave NE on the southern end of the site, however, these functions are below grade and will be hidden from public view by perforated entrance doors when not in use.

iii. *Access to site servicing, loading, and vehicle parking will be hidden from public view to the extent possible as these functions located at ground level and below-grade in the covered garage.*
iv. *The project locates both loading and parking entrances in a combined entry area, thereby minimizing the area used for service access.*
v. *Due to limited vehicular access to the project site, service vehicles must turn around in the enclosed loading area.*
vi. *All above-ground mechanical and site servicing equipment will be located away from public sidewalks, through-block connections, and open spaces. Mechanical and site servicing equipment will also be adequately screened.*

b. On-Site Passenger & Guest Loading Zones

i. *Building service loading functions will take place on private property in the dedicated, fully covered loading area. Passenger and guest loading will be provided via a drop-off area along 108th Avenue NE, which is also located in a pull-out on private property.*
ii. *The project site locates a passenger and guest loading zone along 108th Avenue NE adjacent to the central plaza and main building entry. This area is separate from the public right-of-way and will remain clear at all times.*
iii. *The passenger and guest loading zone along 108th Ave NE is located adjacent to the central open space and main building entry and will minimize conflicts with other modes of transportation as pedestrians load and unload. Behind this drop-off zone, the pedestrian sidewalk is continuous, without interruption by the drop-off zone. A single curb cut on the south side of the site combines loading and vehicular access points to promote street wall continuity and reduce conflicts with other modes of transportation. The passenger loading area has a direct relationship to the building entry, with exterior access points and interior service corridors connecting all loading and service zones to the primary and all secondary entrances. The required streetscape (sidewalk, curb, and planting strip) widths are maintained between the loading area and the building entries.*
iv. *The public sidewalk along 108th Ave NE jogs around the proposed vehicular drop-off zone to provide a continuous pedestrian walkway that does not come into conflict with vehicles.*
v. *Not applicable to this project.*
vi. *Long-term parking will not be allowed in passenger and guest loading areas. Appropriate signage will be provided to reinforce this requirement.*
vii. *The proposed vehicular drop-off zone along 108th Ave NE is sized to accommodate both passenger and guest loading zones, as well as private shuttles for office employees, if proposed by a future building tenant. These loading functions will not take place in the public right-of-way.*
viii. *Not applicable to this project; no hotel use proposed.*

c. Pedestrian and Cycling Connections

i. *New bicycle lanes along 108th Ave NE will provide safe access for bikers to the project site. Cyclists will be able to park their bikes in public racks located at the ground level in the along 108th Ave NE, or building employees can park their bikes in reserved bike parking areas located within the tower podium (accessible via a separate access door on the western wall of the podium). A continuous route for pedestrians will be provided along 108th Ave NE, the Pedestrian Corridor, and through the central open space at ground level.*
ii. *Pedestrian access through the site that is available to all and consistent with the Americans with Disabilities Act is provided via the central plaza and north-south ramp connecting to the Pedestrian Corridor.*

iii. Landscaping, pedestrian-scale lighting, and other amenities will be provided to enhance the use of pedestrian and cyclist connections throughout the year. An exterior lighting plan is included in the ADR submittal.

iv. The project includes both public and private bicycle parking. Public bicycle parking racks will be provided off 108th Ave NE in the central plaza and in other areas adjacent to the sidewalk, in either case located to be easily visible and accessible from the bicycle lanes along 108th Ave NE. A private, interior bicycle parking area will be provided for building tenants through a separate bicycle entry from the central plaza on the western side of the site. The bike entry for building tenants will be clearly signed and visible from the central plaza at ground level.

Building Entrances – LUC 20.25A.160.C

2. Guidelines

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

Response:

a. The primary tower entrance for the project faces into the central plaza located off of 108th Ave NE. This location allows more active use frontage along 108th Avenue NE. To increase visibility to the primary tower entrance, the exterior wall of the adjacent pavilion structure angles towards the entrance. All entrances to the tower and active uses at ground level will be clearly defined, visible, and accessible from the public sidewalk.

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

4. Guidelines

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

Response:

a. The required through-block connections are located on adjacent sites. However, this project helps to clarify the existing through block-connections to the south and west of the site, and better directs users to these routes by proposing to connect to them. The project also proposes a voluntary north-south pedestrian connection to the One Bellevue Center property.

b. This project provides public seating areas, rest areas, pause points, and active use spill-out zones in the Pedestrian Corridor to help activate the through-block connections to the south and west of the project site. A larger congregation area mid-site on the Pedestrian Corridor further activates the site and creates an activity center.

c. ***This project will provide design elements such as way-finding signage, paving, lighting, and landscaping to help identify the through-block connections to the south and west sides of the site and signify that these areas are available for public use.***
d. ***Additional access points and points of entry will be provided both to the existing through-block connections to the south and west sides of the site, and to the new, alternate north-south pedestrian route located on the project site. Pedestrians will be able to access both north-south connections (existing and new) from the Pedestrian Corridor, and from the east-west connection at One Bellevue Center. These access points will be clearly identified.***
e. ***Clear and visible signage, as well as integrated way-finding and welcoming, attractive spaces, will clearly identify the pedestrian routes through the site.***
f. ***Exterior lighting will be provided that is scaled to the pedestrian and is incorporated into the architectural and landscape design.***
g. ***High-quality design and materials with long-term durability will be provided.***
h. ***Landscaping that helps to define and animate the ground level will be provided. Ample landscaping along the north-south pedestrian connection will help as a way-finding device and will improve the ground-level pedestrian experience.***
i. ***Through thoughtful landscape design, the project will provide moments of pause that create smaller areas of enclosure. These areas will help soften the experience of the built environment.***
j. ***The project will explore the addition of artistic elements such as public art as a means of providing moments of interest for the public.***
k. ***Public access that complies with the ADA will be provided with 24-hour access through a series of exterior ramps and walkways connecting 108th through the central plaza down to the Pedestrian Corridor. Additional ADA access is provided through the pavilion building during operating hours.***
l. ***Weather protection in the form of attached and freestanding canopies will be provided at building entrances, along 108th Ave NE, and along the Pedestrian Corridor. Trees integrated into the landscape design will provide additional weather protection.***
m. ***The new voluntary north-south pedestrian connection will be dedicated entirely to pedestrians and will be paved to indicate it is a pedestrian zone.***
n. ***The project will provide public seating and incorporate decorative lighting to create safe, accessible public zones.***
o. ***The building massing of the tower podium and the stand-alone pavilion building are pulled back from the through-block connection to the west to provide views into the site and create a clear and accessible route for people of all ages and abilities. Maximum transparency in the pavilion building and floor-to-ceiling glazing at the tower entry and in the podium along the inner courtyard will help to ensure the central plaza feels safe and inviting, while encouraging pedestrians to traverse the site and utilize the pedestrian connections.***

Open Space – LUC 20.25A.160.E

2. Guidelines

a. *Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space*
b. *Orient gathering places & walkways toward parks & open space*
c. *Include elements that engage the natural environment*
d. *Locate building to take advantage of adjacent open spaces*
e. *Create attractive views & focal points*
f. *Use open space to provide through-block pedestrian connections*
g. *Encourage year-round use*
h. *Define and animate the edges of public open space*
i. *Provide ADA access*
j. *Provide weather protection*

k. Use artistic elements & water features
l. Use high quality, function, & environmentally sustainable design element
m. Maximize safety and comfort
n. Provide electrical hookups & areas for staging events
o. Avoid vehicular activities in open space
p. Employ decorative lighting

Response:

a. No significant elements of the natural environmental are located adjacent to the project site. However, the project is taking full advantage of its location along the Pedestrian Corridor to create a strong sense of place with open space amenities for residents, employees, and visitors. These amenities include landscape and natural greenery, public seating, and opportunities for flexible events and gathering.

b. No major open spaces are located adjacent to the project site. However, the project is taking advantage of its location along the Pedestrian Corridor and pulling back the building line to dedicate an increased area to open space and allow for active use spill out zones. The pavilion building angles towards the center of the property at the northwest and northeast corners of the site to provide larger open spaces along the Pedestrian Corridor. Clear and convenient access from adjacent properties and from the public right of way are accommodated by the design.

c. Elements that engage the natural environment include accessible pathways and ramps, public seating for pause points, and active use spill-out zones that are all adjacent to landscaped areas.

d. No major open spaces are located adjacent to the project site. However, the project is taking advantage of its location along the Pedestrian Corridor and pulling back the building line to dedicate an increased area to open space and allow for active use spill out zones. The pavilion building angles towards the center of the property at the northwest and northeast corners of the site to provide larger open spaces along the Pedestrian Corridor.

e. Visual and programmatic focal points will be provided in the central plaza and along the Pedestrian Corridor to create attractive views and appealing spaces for pedestrian use. The design incorporates a mid-block landing within the Pedestrian Corridor programmed with seating elements that will have views down the Corridor to adjacent sites. In addition, the pavilion is designed with significant transparency to engage pedestrians as they pass by.

f. The central plaza on the project site can be used to access the Pedestrian Corridor to the north, the existing north-south through-block connection on the west of the site, and is proposed to connect to the existing east-west through-block connection to the south of the site on the One Bellevue Center property with a new voluntary north-south pedestrian connection.

g. The project provides space for flexible outdoor programming opportunities, public seating areas, and active use spill-out zones to encourage year-round use.

h. The central plaza is defined by a low-rise pavilion and human-scaled tower podium, with active uses at ground level to increase activity and permeability at the edge condition.

i. Public access that complies with the ADA will be provided with 24-hour access through a series of exterior ramps and walkways connecting 108th through the central plaza down to the Pedestrian Corridor. Additional ADA access is provided through the pavilion building during operating hours.

j. Weather protection in the form of attached and free-standing canopies will be provided at building entrances, along 108th Ave NE, and along the Pedestrian Corridor. Trees integrated into the landscape design will provide additional weather protection.

k. The project will explore the addition of artistic elements such as public art as a means of providing moments of interest for the public. Space for the addition of artistic elements has been anticipated in the design of the Pedestrian Corridor.

l. The project includes design elements, furnishings, and lighting that are high in quality, highly functional, designed to be durable, and environmentally sustainable.

m. Extensive solar studies indicate that the central plaza will have access to sunlight whenever possible due to the dense urban location. The lower-rise pavilion building on the north of the site allows the Pedestrian Corridor ample access to sunlight. The angling of exterior building walls provides clear views from adjacent streets and buildings into the open spaces of the project site, increasing the sense of safety and visibility. Compliance with ADA is provided via walkways connecting 108th to the Pedestrian Corridor through the central plaza. Protection from wind and inclement weather are provided by overhead canopies.

n. Electrical hookups to support the potential for events in the central plaza will be provided.

o. Due to the project's limited vehicular access, loading, parking, and utility and service uses must take access from 108th Ave NE, however, the project locates these uses off the street in enclosed areas to limit their visibility from the public open spaces. Drop-off services are also provided within the site, along 108th Avenue NE.

p. Decorative lighting is incorporated into the design.

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

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

Response:

i. The areas along the building faces at the project site will be scaled for the pedestrian, with continuous walkways and sidewalks providing access between all parts of the project site at ground level. The pavilion building will create a human-scaled active-use zone, while both the pavilion and the tower podium will provide transparency at the ground floor. The central plaza located between the tower podium and the pavilion is designed to be an engaging space, with public seating, decorative lighting, landscaping, and programmed areas that create an active, continuous, and comfortable pedestrian zone that connects 108th Ave NE to the Pedestrian Corridor.

ii. Transparency at street level is provided in both the tower podium and the stand-alone active use pavilion building.

iii. The project employs a variety of materials, colors, and forms – with special attention paid to material compatibility, to create visual interest and aesthetic appeal in the pedestrian environment.

iv. The design of the street-level façade of the tower and pavilion provides a varied pedestrian experience. Changes in materiality, form, transparency, and structural features enhance visual interest and building articulation at the ground floor.

v. Weather protection in the form of canopies are provided in the active use zone off of 108th Ave NE and in the Pedestrian Corridor. Building material choices and scale further define the pedestrian zone within the public realm.

vi. Way-finding signage and decorative lighting are designed to complement the pedestrian scale.
vii. The project has building edges at ground level that maintain a strong connection to the sidewalk, central plaza, and Pedestrian Corridor through significant transparency and thoughtful location of entrances.

2. Protect Pedestrians from the Elements

Guidelines

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

Response:

i. Weather protection in the form of canopies will protect pedestrians from rain and will provide shade. Canopies made from translucent glass will also allow some daylight penetration. New trees within the landscaped areas of the site will provide shade during the hotter summer months.
ii. Weather protection in the form of canopies will be fully integrated into the structure of the tower podium and pavilion at key points. Additional weather protection will be provided by stand-alone canopies in the Pedestrian Corridor. See project renderings for details.
iii. Canopies provided for weather protection will meet the sizing requirements of this code –6 ft in depth. They will not conflict with street trees, light fixtures, or street furniture.
iv. Weather protection will help to provide a sense of enclosure at street level for pedestrians.
v. Weather protection canopies will be constructed of durable materials.
vi. Awning and marquee designs will be coordinated with building design.
vii. Current canopies are proposed between 8 and 12 feet above finished grade.
viii. Canopies are proposed between 8 and 12 feet above finished grade.
ix. Street and sidewalk pavement will be constructed to provide for drainage.
x. Canopies and weather-protection structures will have a horizontal orientation.
xi. Weather protection will follow the pattern of street-level active uses.

3. Create a Variety of Outdoor Spaces

Guidelines

i. Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;
ii. All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;
iii. Provide courtyards, squares, and <u>plazas</u> to enhance adjacent ground floor uses;
iv. Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;

v. *Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;*
vi. *Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;*
vii. *Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and*
viii. *Provide pedestrian walkways and courtyards in residential or office development areas.*

Response:

i. A central plaza between the tower and stand-alone pavilion building creates a well-defined gathering space with flexible uses to encourage pedestrian activity. Landscape and hardscape materials will be designed to be durable, easy to maintain, and comfortable to create an inviting public space. A variety of activity levels are planned for, ranging from smaller, more intimate seating areas, to louder more active retail spill-out zones, and flexible, open programmable space. This variation will create an active experience at street level.
ii. Public spaces at street level are designed for the pedestrian to be human-scaled, provide views and solar access, and to include actively programmed zones for active use spill-out, fixed seating, and flexible spaces where special events or impromptu gatherings can take place.
iii. The project includes a central plaza that provides spill-out for active uses located on the adjacent ground floor of the tower and the pavilion, enhancing these active uses and increasing the level of activity at street level.
iv. Active uses located at ground level will help to create active, highly-used public spaces. Buildings have been located to maintain the urban edge at 108th Ave NE and to allow a central plaza between the tower podium and the stand-alone pavilion, connecting to the Pedestrian Corridor and the through-block connections on adjacent sites.
v. Trees, shrubs, and plants define walkways, create points of visual interest, and provide transitions from open spaces to 108th Avenue NE.
vi. Flexible outdoor areas in the central plaza are scaled for active uses and potential community events.
vii. The project provides both fixed and flexible public seating in areas along the Pedestrian Corridor and through the central plaza between the tower and the stand-alone pavilion. These seating areas are located near active uses at the ground level with high transparency to promote a sense of safety and security at all hours.
viii. The project includes a central plaza to help activate the ground floor of the mixed-use development. Clear, direct, and accessible pedestrian walkways connect the central plaza to adjacent properties.

4. Provide Places for Stopping and Viewing

Guidelines

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

Response:

- ***i. Both fixed and flexible seating areas have been provided in the active use-spill out zones adjacent to the central plaza and the Pedestrian Corridor. Wide steps provide additional seating between the Pedestrian Corridor and the upper central plaza at street level.***
- ***ii. Dedicated active use spill-out zones have been provided along the Pedestrian Corridor and in the central plaza. These areas are designed to increase visibility and controllability for retail tenants, helping them to be successful.***
- ***iii. The project provides both fixed and flexible seating adjacent to public sidewalks, walkways, the Pedestrian Corridor, and the central plaza.***
- ***iv. The project creates places for pause and reflection within landscape and along major pedestrian routes, providing a variety of experiences for pedestrians.***
- ***v. The pedestrian experience is entirely separated from vehicular traffic. The project site is located along 108th Ave NE, with a passenger loading and drop-off zone located within the property line. Beyond this point, the central plaza at street level and the connections through to the Pedestrian Corridor and to adjacent properties are entirely dedicated to pedestrians.***
- ***vi. Comfortable places to sit and rest, surrounding by landscape and/or pedestrian activity are being provided in the Pedestrian Corridor and central plaza.***

5. Integrate Artistic Elements

Guidelines

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

Response:

- ***i. The project plans to strategically place art along the Pedestrian Corridor, throughout the public spaces at street level, and along streetscapes to help direct pedestrians along circulation routes and create moments of interest. Three primary locations for art have been identified: 1) the mid-block landing in the Pedestrian Corridor 2) the plaza in front of the primary tower entrance, and 3) in the central plaza between the tower and the active use pavilion to provide visual interest at the pedestrian scale. All three locations will be studied further as artists and artworks are selected.***
- ***ii. The project will incorporate art that marks primary entryways and other points of interest. As mentioned above, the proposed locations for artistic elements help to highlight primary entrances and points of interest such as the Pedestrian Corridor and the central plaza.***
- ***iii. Artistic elements will add visual interest, encourage community engagement, and enhance the pedestrian experience. The project also seeks to create visual interest in some of the solid building elements such as the wall at the southern edge of the property and the site walls along the existing north-south through-block connection by using a form liner pattern or other concrete texture, as well as landscape elements, lighting, signage, and environmental graphics.***
- ***iv. The proposed locations for artistic elements (mentioned above and shown in the Amenity Plan) will activate the central plaza and Pedestrian Corridor, and enhance the pedestrian experience.***
- ***v. All public art that is incorporated into the project will be designed to be durable and resistant to weathering.***

6. Orient Lighting toward Sidewalks & Public Spaces

Guidelines

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

Response:

i. Pedestrian walkways and public open spaces utilize pedestrian-scale luminaires or luminaires mounted at or below handrail-height to illuminate horizontal and vertical surfaces to create a safe and welcoming environment.
ii. The project's lighting strategy relies heavily on the highlighting of objects and surfaces while minimizing the visual impact of the luminaires themselves. The lighting recedes into the background, lending itself to being compatible with the surrounding neighborhoods, accentuating the unique building and landscape architecture and creating a sense of place through quality of light.
iii. The luminaires that are selected for the project align with the architectural vocabulary and recede into the background. The streetscape is dominated by the landscape and building architecture and the activity of passersby, not the lighting.
iv. Tree uplighting and hardscape accent lighting are used in key areas of the project site to create inviting places to meander and gather.
v. Tree uplighting throughout the walkways and plazas create visual interest and provides vertical illumination. Areas of low-level vegetation rely on spill light from pole and infrastructure-mounted luminaires to highlight the softscaping.
vi. Most of the lighting on the project relies on integration into the exterior infrastructure, including wall-mounted and handrail-integrated luminaires.
vii. Handrail lighting is currently proposed to illuminate sloped walkways and stairs. Low-level wall-integrated luminaires will be considered in applicable areas as the landscape design further develops. Tread-integrated lighting is not proposed, minimizing maintenance.
viii. All luminaires proposed for the project utilize LED sources.
ix. There are no lit bollards currently proposed on the project. If bollards are required later in design, full-cutoff luminaires will be specified.
x. The lighting at the Pedestrian Corridor is subdued but aims to highlight landscaping, artwork, and landscape material selections that create visual interest along the path. Within the project scope, point source canopy-integrated lighting at the 108th Ave NE creates a safe and welcoming shelter from the elements, but the glow from within the glazed Pavilion and Tower facades is what will activate that signature street.
xi. A suspended illuminated feature is proposed for the central plaza to draw visitors into the space and encourage them to stroll through the landscaped pathways and congregate in the seating

areas. This feature is currently going through the design process, and the comfort and pleasure of pedestrians will be the primary driver in its design.

7. Orient Hanging and Blade Signs to Pedestrians

Guidelines

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

Response:

i. All signage sizes will coordinate with surrounding architectural elements, including the canopies. No blade signs will protrude out beyond the canopy line.
ii. If applicable, lit signage shall be internally illuminated. Freestanding or monument signage will also use internal illumination, where applicable.
iii. All signage materials will coordinate with architectural finishes. All exterior signage will be specified to have exterior grade finishes to withstand the elements.
iv. Building mounted signage shall be attached with either hidden mechanical fasteners, or fasteners that coordinate with the surrounding architectural elements. The attachments will be specified to be structurally sound to withstand the elements and/or vandalism.
v. When applicable, signage will be designed to be dimensional letterforms.

8. Build Compatible Parking Structures

Standards & Guidelines

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

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

Response:

i. The project site has limited frontage to rights-of-way. The only frontage is along 108th Ave NE. Due to this limited site access, the service and vehicle entries are required to be off 108th Ave. The remainder of the street frontage is dedicated to active use commercial activity – with a depth of at least 20 feet as measured from the façade inward. Active uses with a 20' depth area also proposed in the pavilion building adjacent to the Pedestrian Corridor.
ii. The project includes a below-grade parking structure with an access point from 108th Ave NE at the south side of the site. The streetscape interface is consistent with the aesthetic of the tower podium, without detracting from the visual appeal of the project from the public right-of-way.
iii. Street-level openings are glazed to provide transparency and visual interest along 108th Ave NE and along the Pedestrian Corridor.
iv. Where possible, openings are provided along interior property lines and glazed to increase transparency and visual interest. Where located within 20-25 feet of the property line, Building Code limits the amount of openings, therefore requiring solid façades in these locations. To avoid the appearance of large blank walls, vertical plantings, texture, public art, or material variation will be provided to maintain the building aesthetic and enhance the pedestrian experience.
v. All parking is located below-grade. In order to increase parking efficiency, the parking levels ramp down.
vi. The main tower entry is located mid-block, with direct access to the tower elevators and stairs. Due to the site design of the tower podium, stand-alone pavilion, and central plaza, the parking entry has been located at the south end of the site to improve the pedestrian experience along the building frontage and increase safety for pedestrians and cyclists. Nonetheless, because this is an urban infill site, the parking entry is located mid-block on 108th Ave NE.
vii. The parking and service/loading entries have been consolidated into a single entry point at the south end of the site at 108th Ave NE.
viii. The project seeks to express its verticality to emphasize the new height and density of downtown Bellevue. The building skin features vertical fins and curtain wall elements that express this verticality, while providing continuity with the surrounding development.
ix. All project parking is located below-grade, not visible to the public except at the parking entry along 108th Ave NE.
x. All project parking is located below grade. The parking entry at 108th Ave NE is combined with the loading entry and is designed to be compatible with the urban streetscape.
xi. All project parking is located below grade, so sill heights and parapets are not needed for above-grade parking screening.

xii. Rhythm and spacing of opening is typical for commercial development.

xiii. All project parking is located below grade. Mechanical ventilation will be provided. Natural ventilation is inapplicable.

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

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

Standards & Guidelines

i. Transparency: 75 percent minimum;

ii. Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;

iii. Points of Interest. Every 30 linear feet of the façade, maximum;

iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and

v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.

Response:

The Pedestrian Corridor along the north side of the site is classified as an "A" right-of-way with the highest orientation to pedestrians. See responses to specific guidelines for class "A" rights-of-way below.

i. The building frontage along the Pedestrian Corridor is continuous active use frontage, with more than the required 75% transparency.

ii. This project proposes achieving the weather protection requirements along the Pedestrian Corridor with stand-alone canopy structures that meet total length required of 75% of the building frontage. These stand-along canopy structures provide weather protection through the Pedestrian Corridor, and meet the requirements for 75% minimum frontage and are at least six feet deep.

iii. The pavilion building along the Pedestrian Corridor has continuous active use frontage, providing visual points of interest well within the maximum distance of 30 feet.

iv. All parking is located below grade. No vehicle access is provided from the Pedestrian Corridor.

v. The entirety of the pavilion building façade along the Pedestrian Corridor is dedicated to active uses, with retail spill-out zones to increase activity in the Pedestrian Corridor.

2. Commercial Streets – ***"B" ROW***

Standards & Guidelines

i. Transparency: 75 percent minimum;

ii. Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;

iii. Points of Interest: Every 60 linear feet of the façade, maximum;

iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and

v. *One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.*

Response:
The project is located along 108th Ave NE, which is classified as a "B" right-of-way. See responses to guidelines below.

i. ***This project is meeting the requirement of providing 75% transparency minimum along 108th Ave NE.***
ii. ***The project site is providing weather protection at least six feet deep along more than 75% of 108th Ave NE. Weather protection is also being provided in the form of unique, stand-alone canopy structures along the Pedestrian Corridor.***
iii. ***Points of interest (transparency into active uses, landscape, art, or material variation) are being provided along 108th Ave NE at intervals of no more than 60 feet.***
iv. ***No vehicle access is located between perimeter sidewalk and main pedestrian entrance. All parking is located below grade. Both parking and loading/service entries are located at the south end of the site from 108th Ave NE, separated and concealed from the main pedestrian entrance.***
v. ***More than 50% of the building frontage along 108th Ave NE is dedicated to active uses, with the rest dedicated to the vehicle/loading entry, service access, and egress exits.***

Alleys with Addresses – LUC 20.25A.170.C

Standards

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

Guidelines

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

j. Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.

Response:
Not applicable. The project site is not located adjacent to, or proposing, any Alleys with Addresses.

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

Standards

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

Guidelines

a. Architectural treatment of the upper-level active use space should read as part of the ground level and be distinct from the architectural treatment of the building above.
b. Extensive visual access into the upper-level retail space should be available from the sidewalk or the alley with an address with frequent clear lines of sight from grade.
c. Lighting and signage should be used to enliven and draw attention to upper-level arcade or balcony, or directly through ground level retail for a multilevel single tenant.

Response:

a. No upper-level active uses are located on upper levels, although tenant amenity spaces are provided on the second floor of the tower podium and on upper levels. These areas are expressed architecturally in a similar fashion to the public active uses located at street level, differentiating the lower amenity levels from the office tower above.
b. No active use spaces are located at upper levels.
c. The project does not contain upper-level public arcade, balcony, or active use / retail areas.

LUC 20.25A.180 - BUILDING DESIGN

Overall Building Design – LUC 20.25A.180.B

1. Encourage High-Quality Materials

Guidelines

i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;
ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;
iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and
iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

Response:

- ***i. The façade for the tower incorporates a visual pattern of colored spandrel panels and visual glazing that creates an iconic statement in the Bellevue skyline. At street level, material variation in color, texture, scale, and transparency creates interest at the pedestrian scale.***
- ***ii. Materials will have substance and mass – not with the appearance of "stage sets".***
- ***iii. Where appropriate, the project will incorporate natural materials. Current design thinking for the pavilion includes a regional, natural character in terms of material selection that allows the pavilion to both contrast and complement the office tower to the south of the site. Natural wood used in the Pavilion soffit will provide a material and visual warmth to the exterior of the Pavilion that ties into the natural wood used for the pavilion ceiling and structural system. Natural wood is also being used for exterior public seating in the Pedestrian Corridor and the central plaza. Natural materials such as wood and finished concrete will also be used in interior spaces such as the office lobby that will be visible through the glazing at ground level.***
- ***iv. The project seeks to utilize cladding materials that add visual interest to the project, are high-quality, durable, and will contribute to the iconic nature of the development.***

2. Provide Interesting Building Massing

Guidelines

- *i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;*
- *ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;*
- *iii. Reduce the scale of elevations both horizontally and vertically;*
- *iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and*
- *v. Design should feature vertical articulation of windows, columns, and bays.*

Response:

- ***i. The building mass is broken up at the tower podium to become more human-scaled, with projections, recesses, and changes in plane to help break up the massive scale of the building. The smaller pavilion building on the north side of the site is a single-story structure scaled to encourage pedestrian activity and improve the street-level experience.***
- ***ii. Building facades will be detailed in such a way to provide varied visual interest and a human-scaled experience for pedestrians. One method for achieving additional visual interest in the curtain wall of the proposed tower is by providing exterior metal fins that vary in length, color, and shape to create both an overall sense of pattern from a greater distance as well as more visual interest close up within the central plaza, along 108th Ave NE, and along the north-south pedestrian connection to the west. Blank opaque walls such as those at the southern property line, around the loading zone, and the site walls along the western property line will have a concrete pattern to add visual interest and help to maintain a sense of the pedestrian scale. The active use pavilion provides visual interest on all four sides of the exterior by providing high level of transparency into the interior active uses with a diagonal pattern that creates an inviting architectural expression.***
- ***iii. The project seeks to create a human-scaled architectural expression at lower levels, with interesting building massing at upper levels. An architecturally-distinct podium at street level helps to reduce the scale of the tower elevations, while upper-level terraces and step-backs further break up the tower massing. The stand-alone pavilion is designed at a smaller scale, to relate more directly to the pedestrian scale.***

iv. The tower is broken up into a distinct podium and upper level massing. The tower massing, which sits above the podium but continues to street-level in select locations to create a sense of architectural continuity and interest, is intended to be a simple, elegant massing with minimal step-backs and massing adjustments. This architectural language will help the building stand out within its surroundings without detracting from the existing, more articulated architectural development.

v. The tower features vertical fins and curtain wall components that emphasize its verticality, creating visual interest and material articulation along the building facades.

Connected Floor Plates – LUC 20.25A.180.C

Guidelines

a. From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and

b. The connection should appear to be distinct from the adjacent masses.

Response:

Not applicable. The project does not utilize connecting floor plates. The project contains a tower building with podium, and a separate, single-story pavilion building. These two buildings do not connect above grade.

Building Base (Podium) – LUC 20.25A.180.D

2. Articulate Building Base

Guidelines

i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;

ii. Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and

iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.

Response:

i. The project uses material differentiation, glazing patterns, scale, and pattern to relate to neighboring buildings and create an engaging pedestrian experience.

ii. The project will use high-quality, durable materials with thought-out details that add visual interest to the exterior. A high priority is being placed on materials that meet environmental sustainability goals. The project is pursuing LEED Certification, currently tracking Silver designation.

iii. The project seeks to present a simple, elegant building profile that is compatible with the intended character of the area while also standing out from the existing towers in downtown Bellevue. At ground level, the pedestrian experience and the public streetscape are enhanced with a distinct architectural language at the tower podium and single-story pavilion, with entries clearly identified, weather protection provided, and massing pulled back to provide ample circulation space and a more human-scaled building relationship at grade.

3. Provide Clear, Unobstructed views/ground floor uses

Guidelines

i. Transparent windows should be provided on façades facing streets, parks, and open spaces;

ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;
iii. Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.

Response:

i. A high level of transparency is provided at street level to ensure visual interest, safety, and the success of active uses at grade.
ii. Views into and out from ground floor active use spaces will not be obstructed. These views include the activity along the Pedestrian Corridor from the active use pavilion, as well as views into the central plaza from both the pavilion and the tower lobby. High transparency at the active use zones along 108th Ave NE will also provide views into the active use areas, as well as views out to the public right of way from the interior. Glass with a higher level of transparency (and lower reflectivity) is being used at all active use zones to provide maximum visual transparency for pedestrians and visitors to the active uses.
iii. Interior walls at active uses are placed a minimum of 20 feet away from the window on the façade.

4. Design Inviting Retail & Commercial Entries

Guidelines

i. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;
ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;
iii. Building lighting should emphasize entrances;
iv. Provide transom, side lights, or other combinations of transparency to create visual interest;
v. Provide double or multiple door entries; and
vi. Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.

Response:

i. Transparency is a priority at all primary building entrances and all ground-level active uses in the tower podium and active use Pavilion. In these zones, a glass with a higher transparency (and lower reflectivity) is specified to ensure passerby along the Pedestrian Corridor and along 108th Ave NE can see activity within the building and to allow the interior activity to help activate these exterior zones.
ii. Building entries are emphasized with architectural detail such as weather protection such as canopies, lighting, signage, and environmental graphics. At the main office entry, a canopy hangs from the soffit above and will feature integrated lighting. Overall building and site lighting will emphasize entrances and create a clear and safe pedestrian experience at street level, while site signage and environmental graphics will further help to direct pedestrians to building entries. A proposed artistic element in the central plaza in front of the main tower entry will also help to guide pedestrians into the main entry, and create visual interest at the main entry zone.
iii. As mentioned above, building and site lighting will be located in appropriate locations and designed in such a way that it will emphasize building entrances, help to guide pedestrians towards the entrances, and provide a safe and visually interesting entry experience.
iv. Building entries provide increased transparency into active uses and lobby spaces by using a glazing type with increased transparency and reduced reflectivity. Transom and side lights are provided at

primary entries and entrances into the active use areas to further increase transparency and provide visual interest.

- ***v. At the high-use building entrances such as the primary tower entry, the secondary tower entry, and the main entry into the active use pavilion, double or multiple door entries are utilized.***
- ***vi. The proposed project utilizes various types of openings at ground level to provide a diverse and engaging pedestrian experience. Along the Pedestrian Corridor, the active use pavilion uses operable glazed fenestrations in two locations to open the building to the Pedestrian Corridor and help provide increased activation when weather permits. Doors into the tower podium are provided at active use entries along 108th Ave NE and double or multiple doors, with canopy structures above, including those at the primary and secondary entrances into the tower lobby and multiple doors into the active use pavilion from the central plaza.***

5. Encourage Retail Corner Entries

Guidelines

- *i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;*
- *ii. Locate primary building entrance at the corner;*
- *iii. Use weather protection, special paving, and lighting, to emphasize corner entry;*
- *iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and*
- *v. Use doors with areas of transparency and adjacent windows.*

Response:

- ***i. Where possible, entry doors into active use / retail spaces will be provided at corners.***
- ***ii. The primary office entrance is located at the central plaza, rather than along 108th Ave NE. This allows the street-facing building frontage along 108th Ave NE to be dedicated to active uses, and helps to activate the central plaza. Visibility of the entrance is increased by angling back the east façade of the pavilion.***
- ***iii. Building entries will be emphasized through the thoughtful use of weather protection, paving materials, and lighting.***
- ***iv. Building entries will be emphasized with architectural detailing, material selection and variation, and color.***
- ***v. Where appropriate, doors with areas of transparency and adjacent windows will be used.***

6. Encourage Inviting Ground Floor Retail & Commercial Windows

Guidelines

- *i. Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;*
- *ii. Use clear window glazing;*
- *iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;*
- *iv. Install transom windows or other glazing combinations that promote visual interest.*

Response:

- ***i. Retail and commercial uses will use unobstructed windows to increase the level of activity and visual interest at street level, creating an inviting retail experience and increasing transparency and security by providing views in and out.***
- ***ii. The project uses clear window glazing to maximize transparency.***
- ***iii. Where appropriate for ground floor active uses, operable glazed fenestrations will be used.***

iv. The project will utilize glazing strategies that promote visual interest.

7. Provide Multiple Entrances

Guideline

i. Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

Response:

i. The proposed project provides multiple pedestrian entrances at street level in both the tower and the pavilion. The office lobby has two entrances (a primary entrance with four doors and a secondary entrance with two doors), and the active uses in the tower podium along 108th Ave NE have two, single-door entrances. A bike entrance is located along the western edge of the tower podium. The active use pavilion has four separate entrances along 108th Ave NE, the Pedestrian Corridor, and the central plaza, as well as two locations with operable glazed fenestrations to further open up the Pavilion to the exterior and provide a variety of openings.

Middle (Tower) – LUC 20.25A.180.E

1.Tower Placement

Guidelines

i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.

Response:

i. The tower is located away from any parks, open space, or neighboring properties where it would create a negative visual or physical impact. In particular, the tower is located away from the Pedestrian Corridor. The tower podium (base building) and the pavilion will be the primary defining elements for the site as experienced by pedestrians at street level.

ii. The project locates the tower in a location that considers the location of adjacent buildings and maximizes access to sunlight and views for surrounding buildings and pedestrians at street level. The stepping of the façade that is integrated into the south side façade also recalls the heights of adjacent towers.

2.Maximize Energy Efficiency

Guidelines

i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized;

ii. Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;

iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and

iv. When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.

Response:

i. ***Multiple tower configurations were studied during early concept design to find the best solution that balanced the sometimes conflicting needs of daylighting, energy performance, preservation of solar and view access, and shadow impacts. The resulting tower location preserves access to daylight and views, meets the energy goals of the project, and provides an improved pedestrian experience.***
ii. ***To maximize energy efficiency, the tower varies the façade treatment and interior spatial layout to respond to changes in solar orientation.***
iii. ***The project utilizes a DOAS (Dedicated Outdoor Air System) to improve indoor ventilation.***
iv. ***Not applicable. Only one tower is proposed in the project.***

3. Design Tower to Provide Visual Interest & Articulation

Guidelines

i. *Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and*
ii. *Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.*

Response:

i. ***The tower features a curtain wall system that incorporates variation in color, texture, pattern, and depth to create visual interest and to respond to different adjacent conditions.***
ii. ***The project will specify high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.***

4. Promote Visually Interesting Upper Floor Residential Windows

Guidelines

i. *The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows;*
ii. *Windows should be residential in character;*
iii. *Windows should be operable; and*
iv. *Windows should have trim round framed openings and be recessed from the building façade, not flush.*

Response:

Not applicable. No residential uses are proposed.

Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

Guidelines

i. *Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;*
ii. *Include towers or similar vertical architectural expressions of important building functions such as entries;*
iii. *Vary roof line heights; and*
iv. *Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.*

Response:

i. ***The tower features an amenity terrace at the top occupied floor (Level 42) that provides visual interest at the upper levels. An extended structural expression on the south side, with a feature metal panel wall behind, helps to shield mechanical equipment and provide visual interest to the skyline. The extended curtain wall on the east, west, and north sides similarly shields the mechanical equipment and appears to extend the tower high into the existing skyline, creating a new icon for downtown Bellevue.***
ii. ***Important building functions such as entries and amenity terraces on Levels 3, 18, 32 and 42 are expressed architecturally by setting back or stepping the façade. Spires at the Level 42 terrace create an iconic silhouette and roofline.***
iii. ***The roofline is varied – extending up to the maximum tower height on the north side, and dropping down to the level of the amenity terrace to the south.***
iv. ***Visual interest and shadow lines will be provided with the articulation of the curtain wall and structural expression at the top of the tower.***

2. Foster Attractive Rooftops

Guidelines

i. *Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;*
ii. *Provide rooftop terraces, gardens, and open spaces;*
iii. *Incorporate green roofs that reduce stormwater runoff;*
iv. *Consolidate and screen mechanical units; and*
v. *Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.*

Response:

i. ***See responses to LUC 20.25A.130 for screening of rooftop mechanical equipment.***
ii. ***The project creates an attractive tenant amenity terrace at the top occupied floor (Level 42) that will offer spectacular views.***
iii. ***The pavilion features an extensive green roof that helps to reduce stormwater runoff and improve the visual impact to adjacent development.***
iv. ***Mechanical equipment is consolidated and screened at the roof level to prevent visual impact.***
v. ***Screening around the amenity terrace at Level 42 will minimize impacts on neighboring developments in terms of potential noise and light.***

COMPREHENSIVE PLAN POLICIES
Comprehensive Plan - Volumes 1 and 2

Provide a written response to each applicable Comprehensive Plan Policy.
Refer to Comprehensive Plan for complete wording and requirements at:

https://planning.bellevuewa.gov/planning/comprehensive-plan/

VOLUME I – HOUSING (HO) AND URBAN DESIGN (UD) POLICIES

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	The proposed project meets this guideline by creating a new iconic tower for Bellevue's skyline and an active, inviting pedestrian experience at street level that welcomes the community into downtown Bellevue. It will become a new central hub for the city - inspiring residents and visitors alike.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	Existing street trees will be removed and replaced as part of project construction. In addition, generous landscaping will be provided around the site in the central open space and along the Pedestrian Corridor, furthering the image of a "City in a Park."
UD-3: Foster and value the preservation of open space as a dominant element of the City's character.	The project provides additional public open space via construction of the segment of the Pedestrian Corridor located on the site, and via construction of a central open space plaza.
UD-4: Create a safe, engaging and attractive pedestrian environment throughout the City using appropriate urban design features.	The project implements the Pedestrian Corridor, and includes a proposed north-south connection to adjacent properties, along with widened public sidewalks along the 108th frontage. These pedestrian features have been designed with pedestrian safety and security in mind. Also see the response to UD-12, below.
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	The roof line of the proposed project will be an iconic new addition to the Bellevue skyline. The monumental spires at the building top, starting at the Level 42 terrace amenity, will create a special visual interest in the skyline, visible even from far away. Inspired by cascading water, the facade pattern enhances

	the skyline with distinctive colorful shades of greens, blues and silvers.
UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.	The site is bound on three sides by pedestrian-only access with the Pedestrian Corridor to the north, and additional through-block pedestrian connections on the south and the west. The proposed project seeks to create functional and attractive downtown space that respects the pedestrian scale. By creating a separate, one-story pavilion building on the north side of the site, the project creates a building scale that is accessible, unobtrusive, and respectful of the existing character of the site and the adjacent Transit Center. Special consideration was given to the pavilion's green roof planting pattern to provide pleasant views looking down from nearby towers. New transportation trends such as increased Uber/rideshare (transportation network companies) use and new public transit routes, were taken into consideration by creating a large drop-off area in front of the site for convenient pick-up and drop-off.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	An active pedestrian zone is created along the Pedestrian Corridor at the north side of the site and at the street-level central plaza space between the tower and pavilion. These zones connect to and improve upon the existing through-block connections, increasing pedestrian connectivity. Accessible routes on both the adjacent Kilroy property in the Pedestrian Corridor and on the west side of the project site, along with seating areas, flexible active zones, and retail spill-out areas, allow users of all ages and abilities to enjoy the public amenity spaces.
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	This project aims to provide multiple locations for artistic features to actively engage the public. Along the Pedestrian Corridor and within the public plaza between the tower and pavilion, there are opportunities for public artwork at the mid-point and in other areas to help identify a user's location along the greater Pedestrian Corridor and downtown.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	This project connects to and enhances the existing through-block connections that help break up the pedestrian experience through Bellevue's long commercial blocks. Clear, safe, and convenient connections to the buildings to the north, south, and west sides of the site are proposed along with accessible ramps and pathways, enhanced with landscape features and seating. (Note that connections between adjacent sites are

	proposed by the applicant but require the permission from adjacent owners in some circumstances).
UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.	The proposed project will set high standards of architectural quality in terms of design, material selection, and overall appearance and visual interest in the downtown core. Building and site materials will be selected with a high priority placed on durability and sustainability to ensure the project remains well maintained into the future.
UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	This project will be one of the first towers to complete construction under the new downtown zoning code, extending 150' above any of the existing towers in downtown Bellevue. The project design has embraced the opportunity to become a new iconic addition to the city skyline, and proposes a unique architectural spire expression at the top to create a visual reference point in downtown. The site design at street level, including the design of a one-story pavilion structure, seeks to become a memorable, active pedestrian zone that further identifies its location adjacent to the Bellevue Transit Center and the Pedestrian Corridor.
UD-25: Ensure that site and building design relates and connects from site to site.	The project design seeks to create intentional transitions between adjacent properties and the new project site. By considering existing conditions and working with future developments when possible, the project site will create a cohesive experience between downtown sites. Specifically, seaming together the portion of the Pedestrian Corridor that is on the project site with the existing development to the north is a high priority to ensure that the Pedestrian Corridor feels like a cohesive design with a multitude of experiences available.
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	Good design incorporates elements that engage the senses. This project, through the incorporation of natural elements, variation in built materials, public art, and thoughtful building design, will seek to provide these types of experiences.
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	The proposed project incorporates high-quality public and semi-public spaces at street level along the Pedestrian Corridor, in a central plaza between the tower and the pavilion building, along the west property line (and connecting to One Bellevue Center to the south), and along 108th Ave NE. These spaces, with generous landscaped areas, invite public use, offering opportunities for public seating, retail-spill out, and flexible programming.

UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.	Multiple locations for public art opportunities have been identified, including along the Pedestrian Corridor, to help identify a user's location. In the central plaza at street level between the tower and pavilion, there are opportunities for additional art features.
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	The curtain wall extends above the roof to screen mechanical equipment. The mechanical equipment will be painted to match the roofing material color.
UD-31: Utilize greenroofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.	The one-story pavilion building to the north of the site will have a green roof with a planting pattern that recalls the agricultural history of the site. The green roof provides visual interest for people in adjacent towers to view. The tower podium will also feature landscaping on the roof terrace at level 3, further creating a sense of lush, green landscape viewed by neighbors from above.
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	The proposed project will endeavor to minimize blank walls visible from the public right of way, however a solid wall at the south end of the site and solid walls near the service entry at 108th Ave NE must have limited openings. Designed with texture, the appearance of the blank walls will be enhanced with adjacent landscape elements. The blank wall on the south side of the site will also be screened by existing large trees located on the property to the south.
UD-33: Encourage public and private development to incorporate access to sunlight.	This project seeks to preserve solar access to the public spaces along the Pedestrian Corridor and the central plaza at street level. The primary method for achieving this is to locate the tower on the southern portion of the site and the - smaller one-story pavilion building on the northern portion of the site. This massing strategy, as verified by extensive solar studies, provides solar access to much of the site during key times of day, preserving sunlight that would be blocked by the development of a taller structure located on the northern portion.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	The project is meeting the required canopy and weather protection requirements along 108th Ave NE and the Pedestrian Corridor, providing shade and weather protection over pedestrian paths, seating areas, and retail spill-out zones with both canopy structures attached to the proposed buildings, and with detached, stand-alone canopy structures. By utilizing transparent or translucent materials where

	appropriate, both weather protection and access to sunlight are provided.
UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	The intent with the central plaza located at street level is to provide a clear and accessible connection between the public sidewalk along 108th Ave NE, the tower entry, and the active uses located at street level in both the tower podium and the detached pavilion building. Parking areas are located below-grade with accessible elevators that easily bring drivers to plaza level or into the proposed tower.
UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.	The proposed parking for the project is in a below-grade garage. The loading/service dock is also located below grade, and is arranged with limited visibility from the street. A single entry point at the south end of the site provides parking and service access from 108th Ave NE. This entry area is designed to minimize the visual impact from 108th Ave NE by adding a ceiling at the loading and garage entries, appropriate lighting, and perforated gates.
UD-38: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.	The site design utilizes paved surfaces for accessibility, programmable functions, and retail spill-out zones. These paved surfaces are balanced with generous planted areas throughout the site to create inviting outdoor spaces.
UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.	The project is targeting to earn LEED credit SS8 Light Pollution Reduction - the requirements of which will ensure that outdoor lighting is not disruptive to neighboring sites. An exterior glazing material has been selected that will help to minimize bothersome reflectivity to adjacent structures.
UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.	A Pedestrian Comfort analysis was completed in May 2019 to study the effects of wind in the pedestrian zones and no additional mitigation measures are necessary.
UD-41: Design context appropriate stormwater management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated.	The project is implementing bio-retention planters onsite to provide treatment and attenuation for stormwater from roof and plaza areas. These planters provide stormwater mitigation to allow the site to more closely mimic it's pre-developed condition while blending aesthetically with the surrounding urban environment.

	Approximately 1200 SF of bio-retention facilities will be situated in a rooftop amenity area on Level 3. These planters will receive stormwater runoff from the tower which reflects a visible and natural drainage pattern from the structure. The neighborhood is highly developed but historic cover included native forest and streams. The project's stormwater management plan is centered around making stormwater visible and accessible again at a pedestrian scale. A large scale green roof is proposed on the pavilion to best reflect the native ground cover where possible (lower elevations). Additionally, plaza drainage will be mitigated using the long linear planter at the base of the tower within the central plaza and adjacent planting areas along the connecting pedestrian pathways.
UD-42: Use low impact development principles early in the site design and development process.	The site stormwater planters have been integrated into pedestrian scale design since schematic design to allow interaction with stormwater facilities. Bio-retention facilities and green roof were included from concepts to allow the project to be designed and programmed around these facilities. These features are designed at a large scale and will be very prominent and visible for both the project's tenants and neighboring buildings.
DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS	
UD-44: **Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.**	The project site is greatly influenced by the existing context of downtown Bellevue. The proposed tower is sited to relate to adjacent towers while providing enough distance for privacy, daylighting, and views. The character of the tower design, landscaping, and at-grade site design seeks to relate to and enhance the experience of the mixed-use commercial core by adding pedestrian activity, providing increased active uses opportunities, and adding lush, natural green space.
UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.	The site is centrally located in downtown Bellevue and not in a perimeter area. The tower design speaks to the high-intensity development patterns of the downtown Bellevue. The tallest point of the tower is located to the north, representative of the center of Bellevue near the Bellevue Transit Center and along the Pedestrian Corridor. As the tower massing steps back at the trigger height, it creates a shorter massing to the south - more in-line with the heights of the existing adjacent towers. This design move not only provides terraces on the south side

	where better solar access can be enjoyed, but also creates a more compatible and cohesive connection to the existing development. The site design at grade similarly connects to adjacent properties in a seamless way - integrating additional public spaces with the existing pedestrian network.
UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.	The project is fortunate to be located adjacent to the Bellevue Transit Center, and very near to the future LINK downtown station. The site design seeks to provide easy and clear pedestrian access to these vital transit facilities, and create an active public realm that supports the increased use of public transit.
UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.	The project is providing ample greenspace and landscaping on the Pedestrian Corridor and in the central plaza, along with fixed seating, weather protection, and public amenities to ensure that the development of this site will be a positive addition to the downtown core.
UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.	This project is a high-density development that seeks to mitigate the effects of this increased intensity by respecting the human scale at the tower podium and detached pavilion structure. Pedestrian amenities such as seating and flexible programmable space, connect to and improve through-block connections at the south and west sides of the property, and create active pedestrian zones for the public that are safe and inviting. The building massing is also oriented to preserve access to sunlight and views.
UD-49: Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.	The project site seeks to create a cohesive sense of place that has a defined architectural character as well as natural landscaping and clear signage to help increase the usability and success of the development.
UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.	The project is meeting the build-to line along most of the street frontage at 108th Ave NE, except where departures are being sought along the proposed vehicle drop-off zone to ensure the sidewalk never falls below 11-feet clear width. The resulting public sidewalk is continuous and wide enough to comfortably accommodate current and future pedestrian loads.
SIGNS and WAYFINDING	
UD-51: Ensure sign design and placement is compatible with building architecture, neighboring	Wayfinding and retail signage will be located to be clear, unobtrusive, and compatible with the building architecture and downtown character.

commercial signs and with the visual character of the community.	
VEGETATION and LANDSCAPING	
UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	A variety of plant selections for new landscaping exemplify the Pacific Northwest character.
PUBLIC SPACE	
UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.	The project site aims to create a wide variety of experiences for pedestrians ranging from smaller fixed seating areas to larger areas for flexible congregation. Flexible programmable areas create an attractive feature within the public plaza, and retail spill-out provides vibrant, extended-hours activity along the Pedestrian Corridor and throughout the project site. Various types of landscaping will further create varied pedestrian zones with a range of experiential qualities.
UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.	The project gives public spaces access to sunlight by constructing a one-story pavilion building on the north side of the site resulting in solar access to public spaces at street level throughout the day. The public space surrounding the proposed tower and pavilion building is accessible and safe, providing various types of fixed and flexible seating, programmed activities, and various types of landscaping that provide unique experiences throughout the site, and clear, direct connections to adjacent properties and public uses. Ensuring clear visibility to public spaces and providing ample lighting will create a sense of safe, secure public areas.
UD-60: Incorporate weather protected areas into major public places.	The project is meeting the required canopy and weather protection dimensional requirements along 108th Ave NE and the Pedestrian Corridor, providing shade and weather protection over pedestrian paths, seating areas, and retail spill-out zones.
UD-64: Use appropriate street tree species and provide adequate rooting space to limit damage to sidewalk and street infrastructure.	Street tree species have been selected per LUC 20.25A.110.A.1. New street trees will follow the standards outlined within the 2016 Environmental Best Management Practices and Design Standards Manual with regards to soil volume and rooting

	space. Large trees will be given 1500 ft3 of soil volume (or 1050 ft3 when two or more trees share continuous soil planter pits).
SIDEWALKS, WALKWAYS, and TRAILS	
UD-65: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.	The proposed project locates public features such as furniture, lighting, seating, landscaping, etc. on the project site to adequately meet the needs of pedestrians and cyclists, while ensuring clear and safe pedestrian circulation.

VOLUME II – DOWNTOWN SUBAREA POLICIES (S-DT)	
Comprehensive Plan Policies	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
DOWNTOWN (SD-T) POLICIES	
POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	This project seeks to create a livable downtown district by providing large public open spaces filled with ample green space and amenities that can benefit both employees and local residents (such as public seating and flexible outdoor spaces for congregation and enjoyment). Active uses at street level and easy, clear, and accessible connections through the site to adjacent properties will create a positive experience for shoppers and visitors, and the additions to the Pedestrian Corridor will further enhance the pedestrian network through Downtown Bellevue.
POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.	This project seeks to create a very visually appealing and attractive addition to downtown Bellevue. With careful consideration of building massing and site design strategies, the project adds color, visual variation and interest, street-level activity, and greenspace to create an attractive downtown development.
POLICY S-DT-8 Locate major office development in the downtown core in order to complement	The proposed project is a large office development located in the downtown core – across the street from the Bellevue Transit Center. The location of the project will complement retail activities and facilitate public transportation.

retail activities and facilitate public transportation.	
POLICY S-DT-40 **Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.**	Streets and sidewalks will feature street trees with required root volumes as outlined in LUC 20.25A.110.A.1, continuous planting strips, paving with of a higher level of concrete finish, ADA accessible drop-off zone, and furniture or bicycle parking when appropriate. In addition, the Pedestrian Corridor will feature an 11' wide minimum multimodal path with overhead weather protection, seating opportunities, public art, wayfinding and signage, pedestrian-scaled lighting, understory plantings, trees, and a mid-block connection to adjacent property to the north.
POLICY S-DT-45 **Continue to develop the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue through public and private investments.**	The project seeks to further develop the NE 6th Street Pedestrian Corridor as an active, public feature that helps unify Downtown Bellevue. The project is investing in public development along the Pedestrian Corridor with increased landscaping, a shared-use "garden path" with weather protection, improved site lighting, and additional public seating, as well as a mid-block landing with a public art feature. The project is also investing privately in the active use pavilion which will create increased activity along the Pedestrian Corridor and serve as an anchor for activity. Outdoor active use seating that spills out adjacent to the Pedestrian Corridor will further increase activity along the Corridor.
POLICY S-DT-45.1 **Implement design components and wayfinding along the NE 6th Street Pedestrian Corridor to create an accessible connection.**	Per the direction of the City of Bellevue, the ADA Accessible route on the Pedestrian Corridor is the existing route located on the Kilroy property to the north. The project will provide signage and wayfinding to direct pedestrians to that ADA Accessible route. The design of the primary path, while not meeting the 8% grade requirement for an accessible path, also provides a straight pathway at a gentle slope. The primary path does not have stairs, which allows it to serve as a shared route for both pedestrians and bicycles.
POLICY S-DT-81: **Develop the NE 6th Street Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that activate the corridor, and incorporate**	The proposed project seeks to activate the Pedestrian Corridor by placing a single-story, active use pavilion immediately adjacent to the Pedestrian Corridor, and orienting building entrances, visual transparency, and exterior features such as landscaping and exterior public and private seating zones to face the public right-of-way.

design components that ensure accessibility.	
POLICY S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.	The project requests a Departure for reduced vehicular parking on site. The project will provide a reduced amount of below grade parking from almost 1400 stalls to just over 1,000. The approximate 1,000 stalls will be available for office tenants as well as active use staff and visitors.
POLICY S-DT-157.4: Integrate on-site loading space and/or create designated curbside loading space through development review.	The proposed project contains a single loading and service area that is integrated into the interior of the tower podium. This space is directly accessed from 108th Ave NE, and ensures all loading and service activities will take place outside of the public right of way. Additional on-site loading is provided in the curbside drop off zone along 108th Ave NE.
POLICY S-DT-162: Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.	At grade, the proposed project provides an east-west through-block connection from 108th Ave NE between the proposed tower and the pavilion structure. The project also proposes an additional north-south pedestrian connection at plaza level that connects to One Bellevue Center to the south and to the Pedestrian Corridor to the north, and includes an accessible route to make up the grade change at the northwest corner of the site. This connection is in addition to the north-south through-block connection already provided on the property to the west and to the south. Those existing connections will remain. The extensive connectivity from the proposed project to the adjacent sites helps to create an active, usable, and accessible pedestrian network.

Revised Response 7/23/19

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-132451 LD

Project Name: 555 108th Ave NE

Administrative Departure requested for LUC 20.25A.020 and LUC 20.25A.060.A.1

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

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

Written Description of Departure Being Requested:

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

Response:

LUC 20.25A.020 and LUC 20.25A.060.A.1 require buildings to be constructed to the "build-to" line, which is the back of the required sidewalk, unless an administrative departure is approved to accommodate plaza space, building modulation, or other ground-level open space that retains the intended connection between the pedestrian realm and the ground-level of adjacent buildings.

The project proposes to set the Tower back from the build-to line between approximately 2' 9" and 11' 6", and the Pavilion back from the build-to line between approximately 10" and 7'-5". These setbacks accommodate the jog in the required sidewalk created by the on-site curbside loading area, provide additional sidewalk width to accommodate pedestrians and potential spill-out from adjacent active uses, and maintain the cohesive architecture of the Tower and Pavilion. The jog in the back of the sidewalk also corresponds to entries to both the Pavilion and Tower buildings and is a wayfinding signal to vehicles and pedestrians alike.

A public plaza is also proposed between the Tower and the Pavilion to invite pedestrians into the site, provide "outdoor plaza" amenity, and form logical connections into and around the site.

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

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

Response:

The resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive Plan encourages including public and semi-public open spaces into major development. The design with the departure does just this–it allows additional space for pedestrians along the 108th Ave sidewalk, and it allows for a generous public plaza between the Tower and Pavilion.

The design advances the following specific Comprehensive Plan policies:

- UD – 28: Integrate high quality and inviting public and semi-public open spaces into major development.
- UD – 48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.
- UD – 50: Require buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.

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

Response:

The purpose and intent of the "build-to" line standard in the land use code is to ensure new development maintains an urban edge condition along street frontages that is appropriate for downtown, Bellevue's main urban center. However, the land use code also encourages a generous pedestrian environment by rewarding "enhanced streetscape" areas with amenity points, encouraging activation of public sidewalks by adjacent active uses, and requiring open space plazas on projects that exceed a trigger for additional height. These are competing interests that must be balanced. The proposed design strikes the right balance between providing an urban edge along the Tower and Pavilion and providing a central plaza open space. Further, the Tower and Pavilion structures are set back modestly, only between 2 and 11 feet, which is generally comparable to the dimensions for "enhanced streetscape" amenity (although this is not a specific feature proposed). This setback maintains the required 11-foot clear sidewalk width adjacent to a pedestrian drop-off area, while also maintaining a cohesive architectural concept for the Tower and Pavilion. With these features, the resulting design is more consistent with the purpose and intent of the Land Use Code.

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

Response:

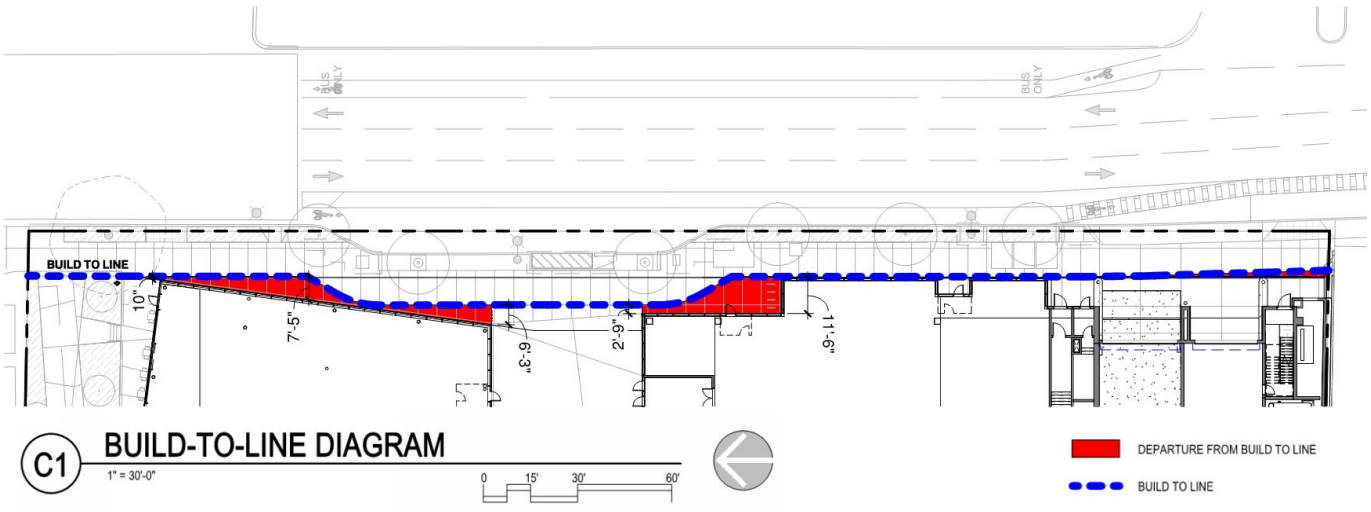
The proposed design sets the Tower and Pavilion back the minimum necessary to maintain the architecture, and the buildings are separated the right distance to provide an appropriately-scaled entrance to the central plaza and main Tower entrance that is interior to the plaza.

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

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

Response:

LUC 20.25A.020 states that an administrative departure from the "build-to" line standard is appropriate to accommodate plaza space, ground-level modulation, or other ground-level open space. Here, the design proposes areas open space and plaza, along with a cohesive architectural concept, which meets the code's requirement for approving the departure.



Revised Response 7/17/19

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-132451 LD

Project Name: 555 108th Ave NE

Administrative Departure requested for LUC 20.25A.080.F.2

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

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

Written Description of Departure Being Requested:

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

Response:

LUC 20.20.590 states that property owners may design and construct up to 50% of the approved parking spaces in accordance with the dimensions for "compact" stalls rather than "standard" stalls. LUC 20.25A.080.F.2 supersedes that code section for downtown Bellevue projects and allows up to 65% of approved parking spaces in accordance with the dimensions for "compact" stalls if approved through an administrative departure.

The project proposes to include up to 65% compact stalls. See Sheets AE100B7-AE100B0.

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

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

Response:

The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. The Plan also recognizes that the City has an obligation to balance the environmental impacts of regulatory decisions on the City's commitment to provide for sufficient infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the anticipated needs of the project. Further, smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources.

The design advances the following specific Comprehensive Plan policies:

- S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.
- EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the city's commitment to provide for public safety, infrastructure, economic development, and other obligations.
- EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.

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

Response:

The land use code allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The project proposes to include up to 65% compact stalls. The project will work through its final garage design as the design advances to make sure it maximizes efficiency in its garage floorplates.

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

Response:

The project currently seeks approval for up to 15% additional compact stalls, which the code allows. The project will continue to develop its garage design and ensure its ultimate design includes the minimum necessary to right-size the parking within the below-grade garage floorplates.

Revised Response 7/17/19

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

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

Response:

The departure criteria for compact stalls listed above have been met. There is no Development Agreement applicable to this site.

Revised Response 3/29/19

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-132451 LD

Project Name: 555 108th Ave NE

Administrative Departure requested for LUC 20.25A.090

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

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

Written Description of Departure Being Requested:

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

Response:

LUC 20.25A.090 Figure A.1 and Plate A.1 require 16' sidewalks along the project's 108th Avenue NE frontage, which includes an 11' pedestrian sidewalk and a 5' tree pit. Within the tree pits, LUC 20.25A.110.A.1 requires "large" sweetgum trees to be planted. The large trees are required to be planted 30' apart from one another.

The project proposes to provide a street condition with a sidewalk configuration matching the LUC's requirements, but with trees spaced more than 30' apart along the 108th Ave NE street frontage. In addition to the trees, 5' wide planter strips will be provided in some areas to provide additional greenery supplementing the trees. See Sheet L1.01 – Preliminary Landscape Plan.

The project proposes to space the required street trees more than 30' apart in order to (i) ensure clear visual access for pedestrians and vehicles entering and exiting the curb loading area, (ii) coordinate the trees with underground utility vaults and overhead weather protection, and (iii) accommodate relocated street lights. Overall, the street frontage design with the tree locations proposed enhances pedestrian safety and accommodates the competing interests for lighting, services, access, and a lush streetscape on the project's limited 108th Ave NE street frontage. Note that in response to City comments, the applicant has modified the tree locations slightly, which results in the project accommodating an additional street tree compared to what was originally proposed.

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

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

Response:

The resulting design advances Comprehensive Plan goals and policies. The Comprehensive Plan encourages projects to plan for curbside loading areas to accommodate passenger drop-off and rideshare/transportation network companies. The Comprehensive Plan also encourages street improvements that foster a safe and attractive pedestrian environment. The proposal for additional tree spacing advances and balances these Comprehensive Plan goals by providing visual access to the loading area to ensure the highest level of pedestrian safety while maintaining an attractive, landscaped street edge. The Comprehensive Plan also sets a goal to "develop and maintain all utilities at the appropriate levels of service to accommodate the city's projected growth." The departure meets this goal by allowing for a street tree configuration that maximizes the number of trees that can be accommodated and also supports utility connections necessary for the project.

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

- S-DT-157.4 Integrate on-site loading space and/or create designated curbside loading space through development review.
- S-DT-39 Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.
- S-DT-40 Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatment, as appropriate.

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

Response:

The proposed design advances several design guidelines.

First, LUC 20.25A.170.A.3.b.v instructs that projects should "use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest." The proposed design does just this. Instead of blocking pedestrian views to the street at the curbside drop-off area, the additional space between tree locations allows visual connection and porosity between the street and the sidewalk, which better define this space. The design also proposes some areas of additional landscape strip in addition to the large street trees. This ensures a lush streetscape environment.

Second, LUC 20.25A.160.B.1 states it is the land use code's intention that "[t]he vitality and livability of Downtown [is] dependent on a safe, walkable environment that prioritizes the pedestrian and reduces conflicts between pedestrians and other modes of transportation." In light of this intention, the guidelines instruct that projects should "plan for increased activity found in passenger and guest loading areas during site plan development…." The proposal clearly advances this land use code intention and this guideline by putting pedestrian safety at the forefront of the design response and recognizing a large tree is not appropriate adjacent to the curb loading area.

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

Response:

The proposed deviation from the standard tree planting distance at the curbside loading area is the minimum necessary to maintain pedestrian safety. In other locations along 108th, tree placement is dictated by a need to coordinate with underground utility vaults and overhead weather protection. In each instance, the additional distance between trees is the minimum necessary to accommodate all of the competing uses of the streetscape.

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

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

Response:

LUC 20.25A.090.B states that "the Director may approve an Administrative Departure for the location or size of tree pits and planter strips if the applicant is unable to meet the requirements of this subsection due to utility placement or other obstructions that are out of the applicant's control." The proposed departure meets this standard because it proposes tree locations that accommodate the curbside loading zone, along with utility vaults, streetlights, and overhead weather protection.

Revised Response 7/17/19

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-132451 LD

Project Name: 555 108th Ave NE

Administrative Departure requested for LUC 20.25A.170.B.1.b.ii

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

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

Written Description of Departure Being Requested:

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

Response:

LUC 20.25A.170.B.1.b.ii requires weather protection along 75% of the building frontage on the Major Pedestrian Corridor that is 6' deep. LUC 20.25A.020 defines weather protection as "[a] continuously covered area projecting from a building that functions as weather protection or a canopy projecting from the elevation of the building that is designed to provide pedestrians protection from the elements. Weather protection includes, but is not limited to, marquees and awnings that are made of durable materials."

The project proposes to provide weather protection on the Pedestrian Corridor with stand-alone, 8' to 12' tall canopies, the depth of which would meet the 6' code minimum, and the length of which would be equal to 75% of the Pavilion's building frontage. See Plan Sheet GI006 for further details. This proposal requires a departure because the canopies will be provided as stand-alone awnings that will not project from a building. The weather protection provided is also supplemented by the approximately 4' roof overhang along all sides of the Pavilion building, the height of which varies from approximately 20' on the 108th Ave NE frontage to 38' on the northwest building corner. Weather protection on the project's 108th Ave NE frontage meets the LUC's requirements.

The design of the free-standing canopies complements the design of the shared-use pathway in the Pedestrian Corridor and complements the Corridor's design features better than a code-compliant design would. In terms of the applicable dimensional standards, the canopy meets all of the requirements. A stand-alone canopy in this location is a better design solution because it provides more meaningful weather protection over the public pedestrian path compared to what an attached canopy could provide from the Pavilion, which would only cover the active use spill-out zones and function as a visual barrier. The canopies also complement the scale of the large trees that are planted on the north side of the Pedestrian Corridor on

the Kilroy property and provide a sense of enclosure for pedestrians, consistent with the design guidelines for canopies.

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

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

Response:

The proposed canopy design advances Comprehensive Plan goals and policies. The Comprehensive Plan encourages providing weather protection and other elements that promote an attractive and functional pedestrian environment. The design of the free-standing canopies in the Corridor balances a sense of enclosure for pedestrians with room for movement. This results in a signature space that is welcoming for pedestrians along the public path within the Pedestrian Corridor and inviting to the adjacent active use spaces in the Pavilion.

This design with the departure advances the following Comprehensive Plan policies:

- LU – 35: Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health.
- UD – 4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.
- UD – 12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
- UD – 24: Encourage the creation of iconic visual reference points in the community through innovating site and building designs.
- UD – 34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.
- UD – 60: Incorporate weather protected areas into major public places.

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

Response:

The purpose of the weather protection requirements in the land use code is to ensure a baseline level of weather protection, balanced with superior design and variation in building façade. Specifically, LUC 20.25A.170.A.2.a states that the intent of the code with regard to weather protection is to "provide pedestrians with protection from wind, sun, and rain, while allowing light to filter through to the occupants below." Additional guidelines call for "providing a sense of enclosure for the pedestrian" and coordinating "awning and marquee design…with building design." *Id.* A.2.b.

Here, the canopy design advances the purpose and intent of the code by meeting the dimensional requirements for canopy coverage in a location that provides meaningful weather protection to pedestrians on the Pedestrian Corridor, thereby providing protection from the elements for pedestrians and achieving a coordinated design with the Pavilion and the Corridor path.

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

Response:

The proposed design meets the land use code dimensional requirements for canopy coverage, the departure is to allow stand-alone canopies along the Pedestrian Corridor to better protect pedestrians from the elements. This is the minimum necessary departure to accommodate the design.

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

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

Response:

The design meets the criteria for a departure listed above. There are no specific, additional departure requirements in the land use code for weather protection, and there is no applicable Development Agreement.

Revised Response 3/29/19

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-132451 LD

Project Name: 555 108th Ave NE

Administrative Departure requested for LUC 20.25A.080.H

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

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

Written Description of Departure Being Requested:

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

Response:

In the DT-O1 zone, LUC 20.25A.080 requires a minimum parking supply of 2.0 stalls per 1,000 net square feet of office, and 0.0 stalls per 1,000 net square feet of retail. Based on a detailed parking demand analysis included in the ADR submission, the project proposes to provide a minimum parking ratio of 1.39 stalls per 1,000 net square feet of office. See TENW Request for Parking Modification Technical Memorandum, Dated Nov. 21, 2018 and updated April 1, 2019.

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

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

Response

A reduced parking ratio will advance Comprehensive Plan goals and policies. Please see page 13 of TENW Request for Parking Modification Technical Memorandum, Dated Nov. 21, 2018 and updated April 1, 2019.

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

Response:

The intent of the LUC is to allow reduced parking ratios when additional parking is unnecessary to meet demand. See LUC 20.25A.080.H. TENW Request for Parking Modification Technical Memorandum addresses how the reduced parking ratio proposed will meet demand.

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

Response:

TENW Request for Parking Modification Technical Memorandum provides data showing the 1.39 parking ratio is calibrated to meet demand and is capable of being accomplished. The TENW Request for Parking Modification Technical Memorandum also provides additional information on extra, voluntary TMP measures the applicant would implement to ensure parking demand aligns with the proposed supply in the project.

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

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

Response:

LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis. Please see supporting analysis in TENW Request for Parking Modification Technical Memorandum, which provides data on the project's anticipated parking demand and meets the code requirements for a parking demand analysis.

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

SEPA Environmental Checklist

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

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

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

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

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

A. Background [help]

Refer to SEPA section in staff report for additional information.

1. Name of proposed project, if applicable: [help]

   555 – 108th Ave NE

2. Name of applicant: [help]

   Bellevue Investors 2 LLC

3. Address and phone number of applicant and contact person: [help]

   Luis Adan, Sr. Development Manager – Real Estate
   505 Fifth Ave S. Suite 900, Seattle, WA 98104
   Work: 206.342.2406

4. Date checklist prepared: [help]
   December 19, 2018 REVISED August 6, 2019

5. Agency requesting checklist: [help]

   City of Bellevue Development Services Department

6. Proposed timing or schedule (including phasing, if applicable): [help]

   Demolition for and construction of the proposed project is planned to commence in Q1 2020, with occupancy planned to occur by Q2 2023.

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

   No plans for future additions or expansions are known or anticipated. See Appendix A for a complete list of anticipated permits.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

   - Traffic Impact Analysis, TENW, July 2019
   - Geotechnical Engineering Services, Geoengineers, May 23, 2019
   - Phase I Environmental Site Assessment, Farallon, April 2017
   - GHG Emissions Worksheets, EA, 2018
   - Arborist Report, Tree Solutions Inc., May 23, 2019

LT 10/24/19

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

There are no known applications pending for approval that would directly affect property associated with the proposed action.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

See Appendix A (A.10) for a complete list of anticipated permits.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

The 555-108th Ave NE project is a new office and retail development located in downtown Bellevue, directly across the street from the Bellevue Transit Center. The site is located in the Eastside Center District in Downtown Bellevue.

The proposed project includes two structures above grade: a 42-story office tower with a 2-story podium, and a retail pavilion. Approximately 24,761 gross square feet of space for active uses is provided at street-level within the tower and in the pavilion. The tower will extend to the 600' maximum building height for the DT-O1 district, as measured from the average grade of 170'-5". This maximum height includes the height of a mechanical screen that blocks all rooftop mechanical equipment from view. The project boasts approximately 15,000 square feet of amenity terrace space for building tenants, located at Levels 3, 18, 32, and 42.

A 5-level below-grade garage will provide approximately 1016 stalls. The code requires a 2.0/1,000 net square feet ratio of parking stalls to office space- which amounts to 1,386 total stalls. The project seeks a departure to 1.39 stalls per 1,000 net square feet, which equals 963 stalls, to reduce the amount of required parking based on a parking demand study that was completed for the project. Parking for approximately 209 bicycles would also be provided. Vehicle access for parking, loading, and service is consolidated with curb cuts at the SE side of the site along 108th Ave NE.

A plaza is located between the tower and pavilion structures to provide additional connections in and through the site and area for ground-level pedestrian interaction. Last, a 30ft zone on the northern edge of the site is included in the Pedestrian

Corridor, which will include pathway improvements for pedestrians, landscaping and hardscape improvements, site furnishings, and other amenities. Retail-spill out zones will also be provided adjacent to the Pedestrian Corridor.

Total gross square footage (per City of Bellevue LUC Chapter 20.50 code definition) for the project is approximately 1,074,780 square feet, with a chargeable FAR of 811,592 square feet.

See Figures 1-5 in Appendix A.

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

The proposed project would be located on the west side of 108th Ave NE directly across the street from the Bellevue Transit Center in downtown Bellevue. The project site address is 555 – 108th Avenue NE, Bellevue, WA 98004. Please refer to the plans on file with the City of Bellevue for a legal description of the project site. Please see Figures 1-3 in Appendix A for vincity maps and a site plan for the project.

B. Environmental Elements [help]

1. Earth [help]

a. General description of the site: [help] (select one): ☒Flat, ☐rolling, ☐hilly, ☐steep slopes, ☐mountainous, other: *Refer to 1.b below for qualification of flat.*

b. What is the steepest slope on the site (approximate percent slope)? [help]

The steepest slope on the site is approximately 19.4%. Site topography is relatively flat and generally slopes down toward the west. The topography of the site slopes from east to west by approximately 15' from 108th Ave NE on the east to the site boundary on the west.

LT
10/24/19

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

A Geotechnical Engineering Services Report (Geoengineers, 2019) completed for this project, which is on file with the City of Bellevue, identified on-site soil conditions by conducting soil borings at various locations onsite.

Asphalt pavement and crushed rock base course were encountered at the ground surface in each of the borings. The asphalt thickness ranged from 1 to 4 inches. The base course thickness ranged from 3 to 3½ inches.

The soils encountered at the site consist of fill overlying competent glacially consolidated soils. Glacially consolidated soils generally consisted of till-like deposits, cohesionless sand and gravel, and cohesive silt and clay. The fill generally consists of loose to medium dense sand with variable silt and gravel content. The fill thickness ranges from about 2 to 15 feet across the site. The fill is likely from grading activities related to previous site development.

Glacially consolidated soils were encountered below the fill. Three glacially consolidated units were encountered in the explorations: till-like deposits, cohesionless sand and gravel and cohesive silt and clay.

- Till-like deposits were encountered below the fill, and generally consist of dense to very dense silty sand with gravel and very stiff to hard silt with variable sand and gravel content. The thickness of the till-like deposits ranges from about 7 to 17 feet across the site.

- Cohesionless sand and gravel was encountered below the till-like deposits and the cohesive silt and clay locally and generally consists of dense to very dense gravel with variable silt and sand content. Cobbles were encountered throughout the cohesionless sand and gravel unit. The thickness of the cohesionless sand and gravel layer ranges from about 27 to 63 feet thick and extends as low as Elevation 80 feet (near the center of the site).

- Cohesive silt and clay was encountered locally below the till-like deposits and below the cohesionless sand and gravel and generally consisted of very stiff to hard silt and clay with variable sand content, with occasional interbedded

LT
10/24/19

layers/lenses of silty fine sand. Thinner (10- to 20-foot-thick) lenses of cohesive silt and clay were encountered below the till-like deposits above the cohesionless sand and gravel.

While not encountered in the borings, occasional boulders are frequently encountered in glacially consolidated soils and may be present at the site.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

There are no known mapped faults beneath the site; therefore, the potential for surface rupture at the site is considered low. Soil and groundwater conditions indicate the potential for liquefaction and liquefaction-induced hazards is considered to be low.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

Approximately 175,000 bank cubic yards of excavation would be required for the project overall. Minimal fill would be necessary, and would be expected to be sourced locally, if needed.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

Erosion is possible as a result of any construction activity. Site work would expose soils, but implementation of a Temporary Erosion and Sedimentation Control (TESC) plan incorporating best management practices (BMPs) would mitigate potential impacts. Once the buildings are operational, no erosion would be anticipated.

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

Approximately 97 percent of the site is covered with impervous surfaces under existing conditions and roughly 96.2 percent of the site would be covered with impervious surfaces after project construction (this excludes all landscape and bioretention areas and greenroof areas).

Please see Appendix A (B.1) for more detailed information.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

No significant adverse earth-related impacts are anticipated.

Comprehensive Drainage Control Plan approvals (including construction BMPs and soil stabilization) would be submitted as an element of the Clear & Grade permit plan set.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

The proposed project could result in localized increases in air quality emissions (primarily carbon monoxide) due to construction vehicles, equipment and activities. Dust would also result during construction activities. Emissions, however, would not result in exceedance of ambient air quality standards.

Construction dust mitigation measures per Clear & Grade Code BCC 23.76

The project has been designed to conform to applicable regulations and standards of agencies regulating air quality in Bellevue. These include the Environmental Protection Agency (EPA), Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency (PSCAA).

In order to evaluate the climate change impacts of the proposed project, King County Greenhouse Gas Emissions Worksheets have been prepared to estimate the emissions footprint for the lifecycle of the project on a gross-level basis (see Appendix B). The emissions estimates are based on the combined emissions from the following sources:

- Embodied Emissions – extraction, processing, transportation construction and disposal of materials and landscape disturbance;
- Energy-related Emissions – energy demands create by the development after it is completed; and,
- Transportation-related Emissions – transportation demands created by the development after it is completed.

The worksheet estimates are based on building use and size. In total, the estimated lifespan emissions estimate for the project is approximately 1,115,835 MTCO2e.

The worksheet used to estimate the project emissions is contained in Appendix B of this Checklist. This emissions estimate does not take into account any sustainability measures that would be incorporated into the project.

LT 10/24/19

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

There are no offsite sources of air quality emissions or odors that may affect the proposed project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

No significant adverse emissions or air quality-related impacts are anticipated. The following measures could be implemented to further control emissions and/or dust during construction:
-Use of well-maintained equipment would reduce emissions from construction equipment and construction-related trucks, as would avoiding prolonged periods of vehicle idling.
-Use of electrically operated small tools in place of gas powered small tools, wherever feasible.
-Trucking building materials to and from the project site would be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.
-Demolition dust would be handled in accordance with PSCAA regulations and sprinklering during demolition.

3. Water [help]

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]

The nearest surface water body is Lake Washington, located approximately 0.75 mile west of the site.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

No. The project will not require any work over, in, or adjacent (within 200 feet) to any water body.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

No fill or dredge material would be placed in or removed from any surface water body as a result of the proposed project.

LT
10/24/19

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

No. The proposed project would not require any surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

No. The proposed project does not lie within a 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

No. There would be no discharge of waste materials to surface waters.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

A Geotechnical Engineering Services Report (Geoengineers, 2019) completed for this project, which is on file with the City of Bellevue, identified groundwater conditions on site. Groundwater was measured at depths ranging from 92 to 96 feet bgs in monitoring wells at the project site.

No groundwater would be withdrawn from a well and no water would be discharged to groundwater.

The lowest finished floor elevation is anticipated to be located above the regional groundwater table in the site vicinity. However, perched groundwater seepage was observed in the borings and should be anticipated at the site. Temporary dewatering by means of local sumps and pumps within the excavation is anticipated to be sufficient to remove perched groundwater seepage during excavation and construction of the building foundations and underground parking garages. Dewatering of groundwater would be discharged to the stormwater or sanitary sewer systems in accordance with local and state regulations.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

Waste material will not be discharged into the ground from septic tanks or other sources. The proposed buildings would connect to the City's sewer system and would discharge directly to that sewer system.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

Existing and new impervious surfaces constructed on the site are and would continue to be the source of runoff from the proposed project.

Currently, the stormwater runoff infrastructure consists of multiple small collection systems with roof downspout connections located throughout the project site and a public 12-inch storm main system that crosses the northeast corner of the property and is then routed along the east side of the site within 108th Ave NE. Stormwater runoff from the west of the site sheet flows into existing catch basins and exits the site to the west towards 106th Ave NE. Stormwater runoff from the east of the site sheet flows and is conveyed through downspouts into the 12-inch storm main system within 108th Ave NE.

The runoff continues through a series of non-capacity constrained public storm mains along Main Street and Bellevue Way until discharging to Meydenbauer Creek. Meydenbauer Creek flows to the south and then to the west to ultimately discharge into Lake Washington.

The proposed project would incorporate 898 square feet of bioretention planters and 18,620 square feet of green roof to limit and treat stormwater runoff. All building runoff will be conveyed through interior plumbing systems into the 12-inch storm main within 108th Ave NE. A portion of the on-site improvements will drain to the west of the site and exit towards 106th Ave NE.

LT
10/24/19

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

No. The proposed stormwater collection system and the TESC and BMPs implemented during construction would prevent waste materials from entering ground or surface waters.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [help]

Project is subject to Utility Code BCC 24.06 and any required utility permits.

No. The proposal would not alter or otherwise affect drainage patterns in the vicinity of the site. Stormwater on the site is currently collected and conveyed to the City's storm drainage system and the proposed system will continue the same drainage patterns.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [help]

No significant adverse surface, ground, runoff water or drainage pattern impacts are anticipated. Stormwater from new impervious surfaces would be managed per the 2017 City of Bellevue Storm and Surface Water Engineering Standards.

4. Plants [help]

a. Check the types of vegetation found on the site: [help]

☒deciduous tree: alder, maple, aspen, other: *other*
☐evergreen tree: fir, cedar, pine, other: *other*
☒shrubs
☐grass
☐pasture
☐crop or grain
☐Orchards, vineyards or other permanent crops.
☐wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: *Click here to enter text.*
☐water plants: water lily, eelgrass, milfoil, other: *Click here to enter text.*
☐other types of vegetation: *Click here to enter text.*

b. What kind and amount of vegetation will be removed or altered? [help]

Several existing street trees, as well as on-site trees and vegetation would be removed as a result of the proposed project.

An arborist's report (Tree Solutions, 2019) has been prepared for this project to address proposed on-site trees, as well as those adjacent to the project site (see Appendix C).

LT 10/24/19

c. List threatened and endangered species known to be on or near the site. [help]

No known threatened or endangered species are located on or proximate to the project site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

A total of approximately +/- 6 street trees along 108th Avenue NE would be replaced/planted, and roughly +/-46 trees would be planted within the Pedestrian Corridor area, along the NE 108th Avenue NE frontage, and between the proposed tower and pavillion on the project site. Native and/or drought tolerant plantings will also be used in landscaped areas of the project site (see Figure 5 in Appendix A).

Green roof and non-infiltrating bioretention planters (located on the L3 roof terrace)will also be used to manage stormwater runoff on this site.

e. List all noxious weeds and invasive species known to be on or near the site. [help]

The aborist identified Portuguese laurel, which is listed on the Washington State Noxious Weed Control Board monitor list, and Common Hawthorne, which is listed as a class C noxious weed by the Washington State Noxious Weed Control Board. The aborist also identified a small area of invasive ivy (Hedera spp) and Himalayan blackberry (Rubus armeniacus) located on the western property line. All of these would be removed during construction and excavation activities associated with the proposed project.

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [help]

Examples include:

birds: ☐hawk, ☐heron, ☐eagle, ☒songbirds, other: *seagulls, pigeons*
mammals: ☐deer, ☐bear, ☐elk, ☐beaver, other: *squirrels, rats*
fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, other: *None*

b. List any threatened and endangered species known to be on or near the site. [help]

The project site is located in an urban, developed area and no threatened or endangered species are known to be on or near the site.

LT
10/24/19

c. Is the site part of a migration route? If so, explain. [help]

Yes. The entire Puget Sound area is within the Pacific Flyway, which is a major north-south flyway for migratory birds in America, extending from Alaska to Patagonia, a region at the southern end of South America. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources heading to breeding grounds, or travelling to overwintering sites.

d. Proposed measures to preserve or enhance wildlife, if any: [help]

The proposed project would provide on-site landscaping, which could provide limited habitat for urban wildlife. Additionally, the project would adopt Salmon Safe Standards that focus on minimizing the impacts of development on sensitive aquatic and upland resources and enhancing salmon habitat. These standards emphasize landscape-level conservation and protection of biological diversity.

e. List any invasive animal species known to be on or near the site. [help]

Invasive species known to be located in King County include European starling, house sparrow and eastern gray squirrel.

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

Electricty and natural gas are the primary sources of energy that would serve the proposed development. During operation, these energy sources would be used for project heating, cooling, hot water, cooking and lighting.

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

While some shadow impacts to nearby private properties are anticipated to result from construction of the tower on the project site, impacts are not expected to be signficant.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

The proposed project is targeting a LEED V4Silver rating, and all building systems would conform to the current Bellevue Energy Code.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [help]

The completed project would have no known environmental health hazards that could occur as a result of this proposal.

1) Describe any known or possible contamination at the site from present or past uses. [help]

A Phase I Environmental Site Assessment Report (Farallon, 2017 – see Appendix D for a Summary of the report) completed for this project, which is on file with the City of Bellevue, identified the following recognized environmental condition in connection with the project site:

- The potential release of hazardous substances associated with the former heating oil tanks in the 527 and 555 Buildings.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [help]

There are on-site gas transmission lines that would be abandoned prior to construction.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [help]

No toxic or hazardous chemicals are anticipated to be stored, used or produced during the project's development, construction or operation.

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

No special emergency services are anticipated to be required as a result of the project. As is typical of urban development, it is possible that normal fire, medical, and other emergency services may, on occasion, be needed from the City of Bellevue.

LT
10/24/19

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

In the event that a heating oil storage tank is discovered during future redevelopment activities at the project site, the tanks should be removed and disposed of in accordance with local and state regulations.

b. Noise [help]

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

Traffic noise associated with adjacent streets and the Bellevue Transit Center is relatively high at certain times of day. Traffic noise is not expected to adversely affect the proposed project.

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

Construction-related noise would occur as a result of on-site construction activities associated with the project. Construction noise would be short-term and would be the most noticeable noise generated. The proposed project would comply with provisions of Bellevue's Noise Controls (BCC, Chapter 9.18). As well, an acounstical consultant has been retained to provide design guidance as required to meet the City's Noise Standards.

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

As noted, the project would comply with provisions of the City's Noise Controls; specifically construction hours would be limited to weekdays (non-holiday) from 7 AM to 6 PM and Saturdays from 9 AM to 6 PM (non-holiday). Sounds emanating from construction sites are prohitibed on Sundays and legal holidays.

8. Land and Shoreline Use [help]

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

The project site currently includes several existing commercial retail and restaurant buildings with associated surface parking spaces and some with outdoor seating.

LT
10/24/19

Directly to the north of the site is the Bellevue Pedestrian Corridor, half of which has already been redeveloped, with the proposed project redeveloping the remaining half. The project site is bounded by Key Center to the north, 108th Avenue NE to the east, One Bellevue Center to the south, and the Bellevue Connection to the west. Surrounding adjacent land uses also include several mid- to high-rise office and residential buildings and the Bellevue Transit Center, which is located directly across 108th Avenue NE to the east.

The proposed project would result in an increase in on-site population associated with the proposed office and retail uses, which would result in increased activity levels on-site and within the immediate surrounding neighborhood.

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

No. There is no evidence that the site has been used for agriculture in the past 50 years.

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

No. The proposal will not affect or be affected by working farm or forest land.

c. Describe any structures on the site. [help]

The project site currently includes five one-to-two story commercial retail/restaurant buildings and associated surface parking lots/spaces, all of which are planned to be removed as part of the project. See Figure 2 in Appendix A for more information.

d. Will any structures be demolished? If so, what? [help]

All existing structures on the site would be demolished.

e. What is the current zoning classification of the site? [help]

The site is zoned Downtown Office – 1 (DT-O1).

f. What is the current comprehensive plan designation of the site? [help]

The site is located within the Downtown Neighborhood Area (subarea).

g. If applicable, what is the current shoreline master program designation of the site? [help]

The project site is not located within the City's designated shoreline boundary.

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

No part of the site has been classified as a critical area by the City of Bellevue or King County.

i. Approximately how many people would reside or work in the completed project? [help]

Approximately 2,739 to 3,652 people could work in the office/retail buildings, although the occupancy allowed by the building code is higher. Employee estimates are based on the 2014 King County Buildable Lands Report, and assume approximately 300 to 400 sq. ft. per employee in the Bellevue Urban Center.

j. Approximately how many people would the completed project displace? [help]

The completed project would not displace any people. There are no residences on the project site. The existing businesses that lease space in the existing buildings would relocate prior to the start of construction. The proposed project would work with existing businesses to relocate them back into the new development once construction is completed.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

No impacts would occur and no measures are proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

The project site is located within the Downtown Subarea, one of 14 distinctive subareas within the City of Bellevue. The Downtown Subarea is intended to be a dense, mixed-use urban center and to serve as the continued location of cultural, commercial, entertainment, residential and regional uses. More specifically, the site is located within the Downtown

LT
10/24/19

Subarea's Eastside Center District; one of nine districts within Downtown. Each district is intended to be a distinct, mixed-use neighborhood with a unique identity.

The proposed project would promote increased mixed-use density (office and retail) on a site that is underutilized from a density perspective. As noted, the site is currently occupied by five one-to-two-story buildings and nearly half the site area is in surface parking. The project would provide employment-generating uses onsite in a compact, mixed use pattern. This is consistent with regional goals to focus growth within urban centers. The proposed development would be consistent with the type and scale of existing and planned uses surrounding the site within the Downtown Subarea, and is consistent with the City's Land Use Code.

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

No measures are proposed. The project site is located within a dense urban center and is not located in the immediate vicinity of agriculatural or forest lands.

9. Housing [help]

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

No housing units would be provided as part of the proposed action.

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

No housing exists on the site currently, and none would be eliminated.

c. Proposed measures to reduce or control housing impacts, if any: [help]

No housing impacts would occur and no measures are proposed.

10. Aesthetics [help]

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

The approximate height of the office tower on the site would be 600 feet above the average finish grade.

Project subject to Design Review and Design Standards in LUC 20.25A

LT 10/24/19

Principal building materials for the Tower and pavilion are anticipated to be steel and curtainwall systems, with core expressions of metal panel construction. Please see the ADR plans on file with the City of Bellevue for more detailed information.

b. What views in the immediate vicinity would be altered or obstructed? [help]

See Appendix A (B.10.b) for a detailed response to this question.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

No significant adverse aesthetic impacts are anticipated and no measures are proposed.

The proposed project is complying with applicable design guidelines, the application of which are evaluated through the ADR approval.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

Project subject to Light and Glare requirements of LUC 20.20.522

Principal sources of light and glare produced by the proposed project would include both stationary sources of light(e.g. interior lighting, pedestrian-level lighting, illuminated signage) and mobile sources, principally from vehicles maneuvering and operating within the site to access the parking garages. Lighting from the proposed project could be visible from locations proximate to the project site, and would mainly be visible at nighttime. Specific information relative to stationary sources, such as exterior building light fixtures, signage, façade materials (in terms of specular or reflective characterstics) and glazing would be provided as part of the construction-level plans associated with the City's Building Permit process.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

No. Light and glare associated with the proposed project is not expected to cause a safety hazard nor interfere with views.

LT 10/24/19

c. What existing off-site sources of light or glare may affect your proposal? [help]

There are no off-site sources of light or glare that would affect the proposed project.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

No significant adverse light or glare-related impacts are anticipated and no mitigation measures are proposed. The proposed project would comply with the City's guidelines on glare and lighting.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Directly to the north of the project site is the Bellevue Pedestrian Corridor, which serves as the main spine for the City of Bellevue's proposed 'Grand Connection' – a proposition to connect Meydenbauer Bay to the Eastside Rail Corridor with a non-motorized pathway.

There are also three parks in the immediate vicinity of the project site (i.e. within a half mile or less), including:

- Downtown Park, located approximately 2 blocks to the southwest;
- Bellevue Library Open Space, located approximately 2 blocks to the north; and
- Wildwood Park, located approximately 3 blocks to the southwest.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

No, the proposed project would not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

No significant adverse recreational impacts would occur. This project would redevelop the remaining half of the Pedestrian Corridor, which will include pathway improvements for pedestrians, landscaping and hardscape improvements, site furnishings, and other amenities. Retail-spill out zones will also be provided adjacent to the Pedestrian Corridor. A plaza would also be located between the tower and pavilion structures to provide additional connections in and through the site and area for pedestrians. The project would be

LT
10/24/19

landscaped with the intention to enrich and enliven the pedestrian experience for office tenants, as well as the general public.

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

There are no buildings, structures, or sites located on or near the site that are listed in or eligible for listing in national, state or local preservation registers.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

There are no visible landmarks, features, or other evidence of Indian or historic use or occupation on the site.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

Potential impacts to cultural and historic resources on or near the project site were assessed by consulting the Washington State Department of Archaeology and Historic Preservation's Information System for Architectural and Archaeological Records Data (WISAARD).

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [help]

No significant adverse impacts are anticipated and no mitigation measures are proposed.

14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

A Transportation Impact Analysis (TENW, 2019) was completed for this project and is included as Appendix E to this checklist.

LT
10/24/19

The project site is located in downtown Bellevue on the west side of 108th Ave NE south of the Grand Connection (NE 6th Street) directly west of the Bellevue Transit Center. Primary vehicular access to/from the site would be provided via a proposed right-in, right-out-only driveway on 108th Ave NE. Loading/delivery access would also be provided via a right-in, right-out-only driveway on 108th Ave NE.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

Yes, the site is currently served by public transit. The nearest transit stops are located at the Bellevue Transit Center (which is located directly east of the project site across 108th Avenue NE, on NE 4th Street to the south of the project site) and along 106th Avenue NE, which is located to the west of the project site. The transit stops provide access to many Sound Transit and King County Metro routes.

Refer to Transportation Analysis section of Staff Report for updated information.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The completed project would contain approximately 1,016 parking spaces in the office/retail complex.

The code requires a 2.0/1,000 net square feet ratio of parking stalls to office space- which amounts to 1,386 total stalls. The project seeks a departure to 1.39 stalls per 1,000 net square feet, which equals 963 stalls, to reduce the amount of required parking based on a parking demand study that was completed for the project.

The project would eliminate approximately 100 existing surface parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

Modifications to the adjacent streets would include redevelopment of the west half of 108th Ave NE which will include a new drop-off zone and bike lane striping. Frontage improvements will be in accordance with City requirements.

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

No, the project will not occur in the immediate vicinity of water or air transportation. The future Sound Transit East Link Light Rail Downtown Station is planned to open in 2023

LT 10/24/19

and will be located two (2) blocks east of the site on 110th Avenue NE.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

Full buildout of the project is estimated to generate approximately 7,170 weekday daily trips (3,585 entering, 3,585 exiting). Peak volumes are expected to occur between 7-9 AM and 4-6 PM. Less than 3% trucks are expected. Trip generation was based on standard City of Bellevue trip rates and ITE Trip Generation Manual, 10th Edition. See Appendix E for further details.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [help]

No, the proposal would not affect or be affected by the movement of agricultural or forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

The payment of transportation impact fees will be required at building permit issuance, which will help fund the City of Bellevue planned transportation improvements throughout the City. Office buildings 50,000 sq. ft. or greater are also required to implement a Transportation Management Program consistent with City code requirements to encourage use of non-SOV modes of transportation.

The proposed project also includes modifications to the adjacent streets that would include redevelopment of the west half of 108th Ave NE, which will include a new drop-off zone and bike lane striping. Frontage improvements will be in accordance with City requirements.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

It is anticipated that the Proposed Action would generate an incremental need for increased public services due to the addition of office and retail employees and visitors associated with the site. To the extent that emergency

LT
10/24/19

service providers have planned for gradual increases in service demands, no significant impacts are anticipated.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

While the increase in employees and visitors associated with the proposed project may result in incrementally greater demand for emergency services, it is anticipated that adequate service capacity is available within Downtown Bellevue to preclude the need for additional public facilities/services.

16. Utilities [help]

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

All utilities are currently available at the site.

The existing utilities within 108th Ave NE will be protected during construction and will provide connections to the proposed buildings.

c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

- *Water – New, multiple domestic water connections, irrigation, and fire service connections (Bellevue Utilities);*
- *Stormwater – New, multiple storm drain connections (Bellevue Utilities);*
- *Sewer – New, multiple side sewer connections to combined sewer System (Bellevue Utilities);*
- *Natural Gas – New gas service (Puget Sound Energy); and*
- *Electrical – New electrical feed (Puget Sound Energy).*

C. Signature [help]

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

Signature:_____

Name of signee: *Luis Adan*
Position and Agency/Organization: *Sr. Development Manager, Real Estate, Vulcan Inc.*
Date Submitted: *December 19, 2018* REVISED August 6, 2019

LT
10/24/19

CERTIFICATE OF CONCURRENCY

555 108th Avenue NE

This certificate documents the Transportation Department Director's decision that the development project at 555 108th Avenue NE File No. 18-132451-LD complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 1,047 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).

Director, Transportation Department

10/24/19

Date

Certificate No. 124

1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

To: Bruce Gabert, NBBJ, 223 Yale Ave North, Seattle WA 98109

Let this notice service as approval for solid waste collection access for your proposed building site in the City of Bellevue.

Based upon our review of the site plans[1] you submitted on April 4, 2019 for the property known as: 555 108th Ave NE, Bellevue WA and proposed development at that location, we have determined the following:

Provided that there are no material changes to the site, site development, site conditions, site access or enclosure size, locations or conditions, the proposal is adequate for safe and regular solid waste services aligned to the requirements of the City of Bellevue's current solid waste collection contract.[2]

This approval is provided as informal assistance and is not intended to be viewed as professional design assistance or as a substitute for architectural, design or construction expertise and is intended only to provide practical input from a solid waste collection provider regarding the collecting and transport access for processing those materials from the site.

Thank you, if you have any questions please contact Republic Services.

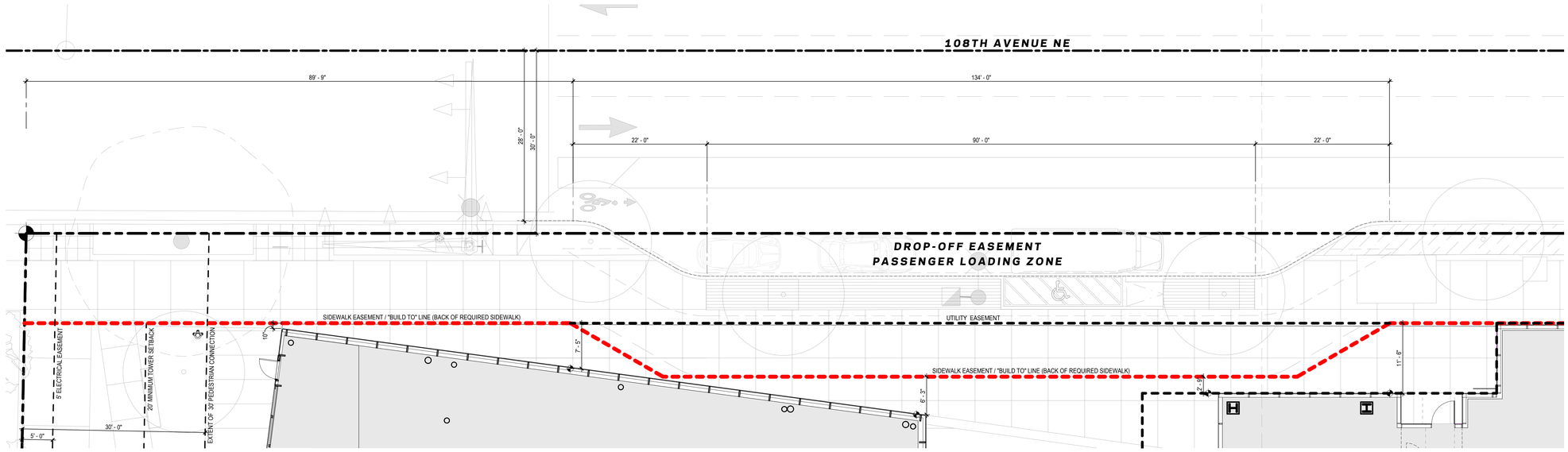
Sincerely,

Karissa Johnson, Republic Services
Municipal Contract Administrator
Karissa.Johnson@republicservices.com

In partnership with the City of Bellevue
Development Services

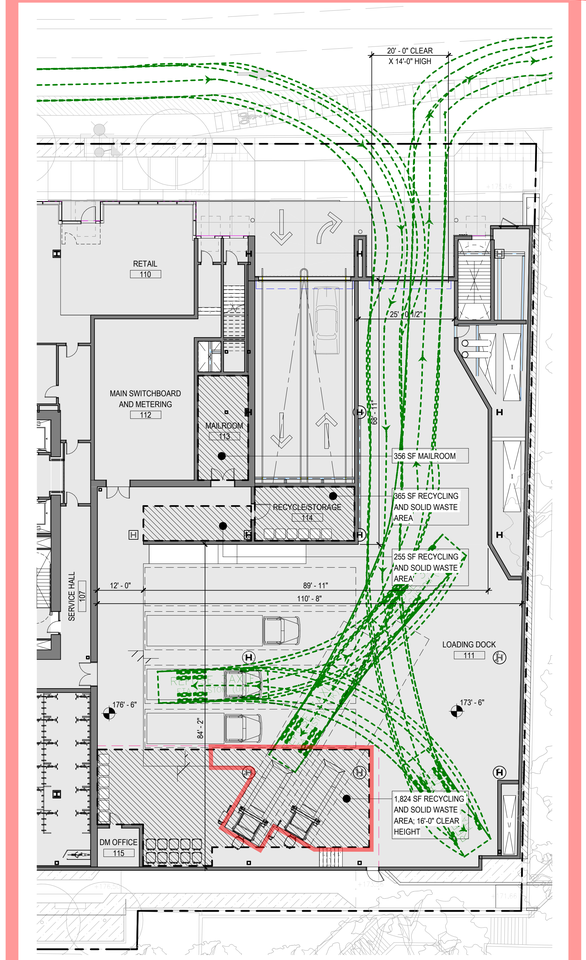
[1] Attached as submitted for tracking reference

[2] This approval does not guarantee service if material changes in construction or by future owners and occupants occurs outside the scope of these plans as drafted. Please resubmit if substantive changes occur before construction completion and future occupancy occur.

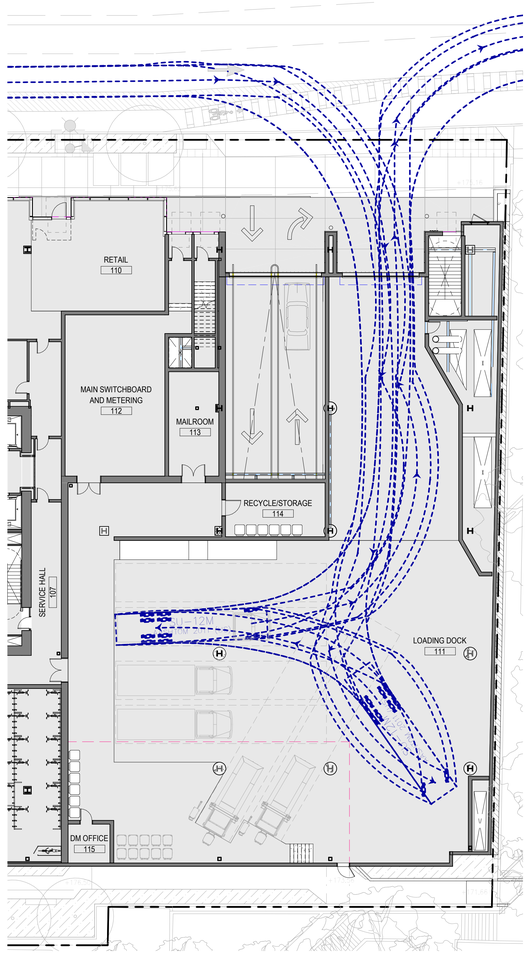


D1 CURB DROP-OFF DIAGRAM
1/8" = 1'-0"

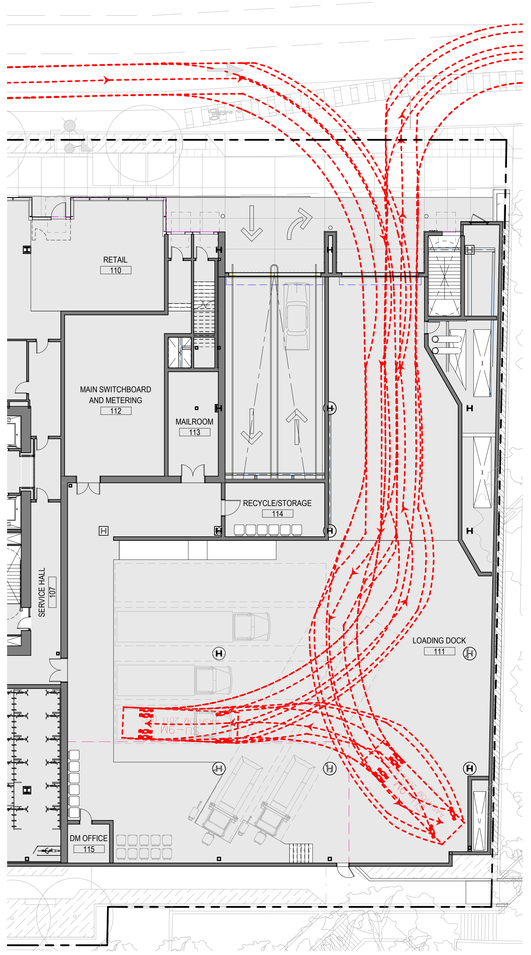
PLAN REVIEWED AT 2019.04.04 MEETING; UPDATES INCLUDE: ADDED DIMENSIONS AND OVERHEAD CLEARANCE NOTE



A1 RECYCLING AND SOLID WASTE DIAGRAM
1/16" = 1'-0"



A3 LOADING DOCK MANEUVERING SU40
1/16" = 1'-0"



A4 LOADING DOCK MANEUVERING SU30
1/16" = 1'-0"

nbbj
223 YALE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE 206 223 5555
www.nbbj.com

555 108TH AVE NE
BELLEVUE

REPUBLIC SERVICES MTG

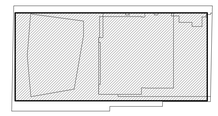
APRIL 4, 2019

REVISIONS

MARK	DATE	DESCRIPTION

SCALE	AS NOTED
PROJECT ARCHITECT	NBBJ
NBBJ PROJECT NUMBER	102118.00
DATE	2018.12.19

KEYPLAN



SHEET NAME
LAND USE CODE - TRANSPORTATION AND LOADING DIAGRAMS

SHEET NUMBER
GI008