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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Bellevue Investors I, LLC
John O'Hare, Permit Center NW, 425-301-9541, jon@permitcnw.com

LOCATION OF PROPOSAL: 117 106th Avenue NE

DESCRIPTION OF PROPOSAL: Construction of 2 office buildings with ground floor active use and 6 levels of underground parking. The 16 and 17-story office towers will include a total of approximately 710,000 gross office square feet, approximately 16,500 square feet of ground floor active use and approximately 1,170 parking stalls. There will be a public plaza and other associated site improvements. The proposal is the second phase of a 2-phase Master Development Plan.

FILE NUMBERS: 19-107499-LD **PLANNER:** Faheem Darab

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

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

☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **5/21/2020**

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

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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

Elizabeth Stead **5/7/2020**
Elizabeth Stead
Environmental Coordinator Date

OTHERS TO RECEIVE THIS DOCUMENT:
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☐ Attorney General ecyolyef@atg.wa.gov
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City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	**Bellevue Plaza Phase 2**
Proposal Address:	117 106th Avenue NE
Proposal Description:	Construction of 2 office buildings with ground floor active use and 6 levels of underground parking. The 16 and 17-story office towers will include a total of approximately 710,00 gross office square feet, approximately 16,500 square feet of ground floor active use and 1,170 parking stalls. There will be a through-block pedestrian connection and other associated site improvements. The proposal is the second phase of a previously approved 2-phase Master Development Plan (MDP) - 18-128613-LP.
File Number:	**19-107499-LD**
Applicant:	Bellevue Investors I LLC Jon O'Hare, Permit Consultants NW
Decisions Included:	Process II, Design Review Decision and SEPA Determination
Planner:	Faheem Darab
State Environmental Policy Act Threshold Determination:	Determination of Non-significance (DNS) *Elizabeth Stead* Elizabeth Stead, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: *Elizabeth Stead* Elizabeth Stead, Land Use Director

Date of Application:	March 12, 2019
Notice of Application:	May 02, 2019
Public Meeting:	May 07, 2019
Decision:	May 07, 2020
Appeal Deadline	May 21, 2020, 5 PM
Design Review Expiration:	May 07, 2030

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

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A. Project Plans (excerpts, for full plans, see project file)
B. Downtown Design Guidelines
C. Comprehensive Plan Policies
D. Administrative Departure Requests
   - Build-to Line
   - Parking Rate Reduction
   - Parking Stall Size
   - Weather Protection
E. Green and Sustainability Factor Worksheet
F. SEPA Checklist Annotated
G. Certificate of Concurrency
H. TenW Request for Parking Modification Technical Memo

I. Request/Proposal Description

A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA), and Administrative Design Review (ADR) approval to build two office towers. The project is the second phase of a two-phase project under approved Master Development Plan (MDP) #18-128613-LP. The Design Review approval would allow the construction of a 16 and 17-story office tower along 106th Avenue NE. An already approved Design Review allows for the building of first phase, a 17-story office building along Main Street. Under the approved MDP, the applicant received extended vesting under LUC 20.30.V.190 for 10 years from the date of issuance. This ADR is vested for 10 years per this MPD approval.

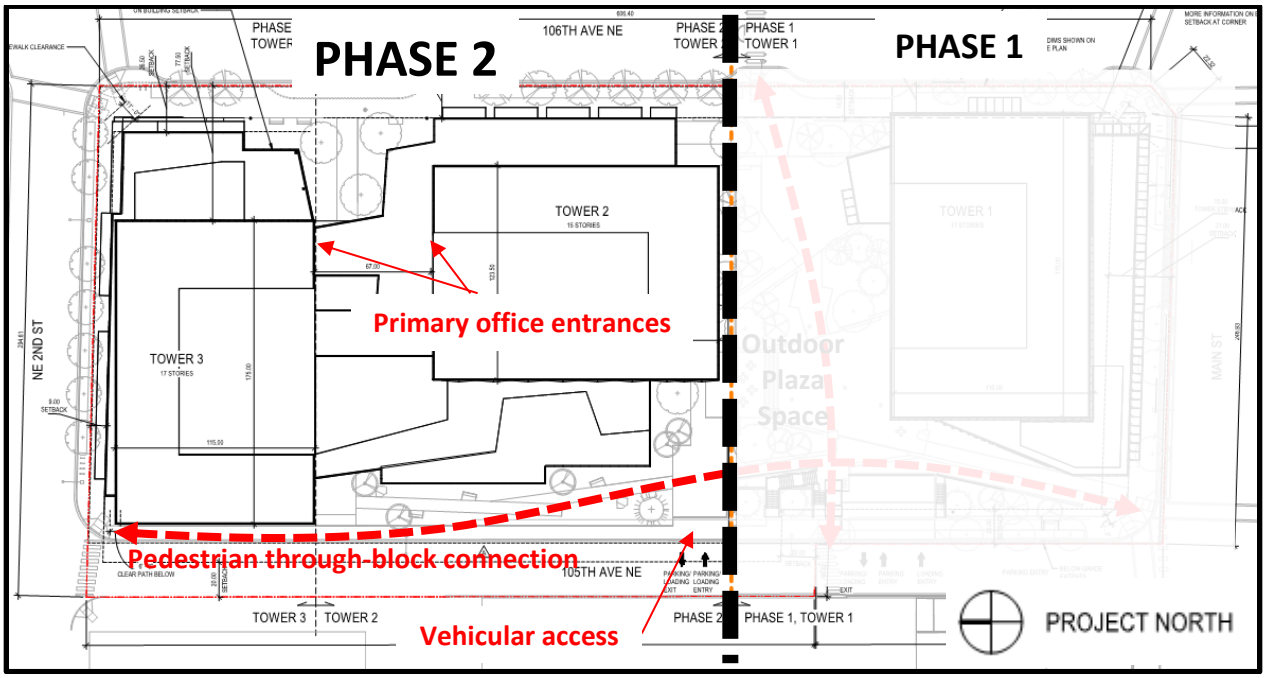
Rendering of Tower 3 on NE 2nd Street Looking South Down 106th Avenue NE

1. Phasing

This Design Review is the second and final phase of the recently approved MDP (#18-128613-LP). This ADR develops the northern two thirds of the full MDP site. The southern third of the site (Phase 1) was approved under the first phase ADR (#18-128612-LD). Within the Phase 2 area, the existing surface parking will be removed, and the underground parking garage and two office towers will be built, along with the remaining

sitework including frontage improvements, a north-south through block pedestrian connection, and enhanced streetscape.

Phasing Plan



2. **Land Use**

Phase 2 ADR includes approximately 590,000 gross floor area office use and 14,500 gross floor area of ground floor active use in two towers. These square footages are calculated using the definition of gross floor area (GFA), the measurement tool for the purposes of calculating floor area ratio (FAR) for the project. Square footage associated with active uses is exempt for purposes of calculating FAR, as identified and discussed in Section III.B.1 of this report below.

- Tower 2 includes 303,145 gross floor area of office use and 8,253 gross floor area of exempt active use (4,151 NSF retail, 3,123 NSF restaurant).
- Tower 3 includes 290,813 gross floor area of office use and 6,600 gross floor area of exempt active use (2,903 NSF retail, 3,258 NSF restaurant).

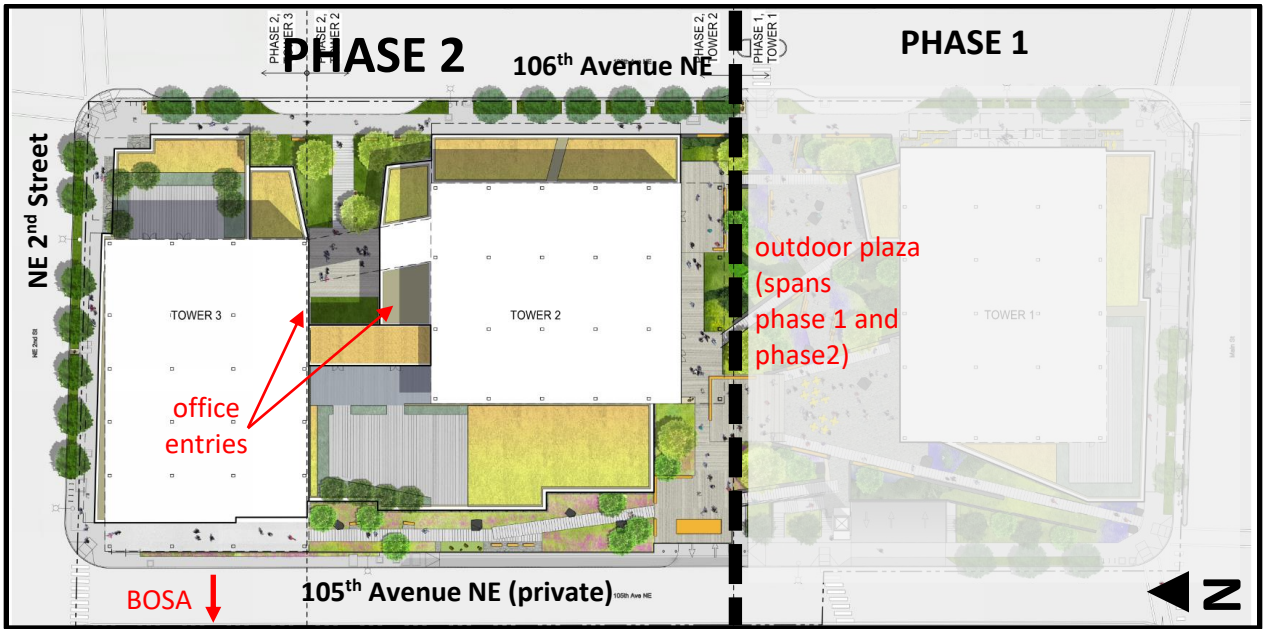
Note that "net square feet" for the retail and restaurant uses don't add up precisely to the GFA as there are differences in what is included and excluded per LUC 20.25A.020.A. Refer to project plans Site Plan B (sheet G2-022) for details.

3. **Site Design**

The Phase 2 site (referred to in this staff report as the 'site') is approximately 2.48 acres (107,890 sf) of the overall MDP's approximately 4.05-acre site. The site is rectangular in shape and is bordered on the east by 106th Avenue NE, on the south by the Phase 1 site, on the north by NE 2nd Street, on the northwest by the under construction BOSA residential tower, and on the southwest by a retail strip shopping center formerly occupied by the Sports Authority. A private, shared vehicular access easement runs along

the western property line. The access is shared by the private property owners within the super block and the length of the 30-foot wide vehicular access easement is on the Phase 2 property. The easement connects to both NE 2nd Street and Main Street and is referred to as "105th Avenue NE" in this report.

Site Plan

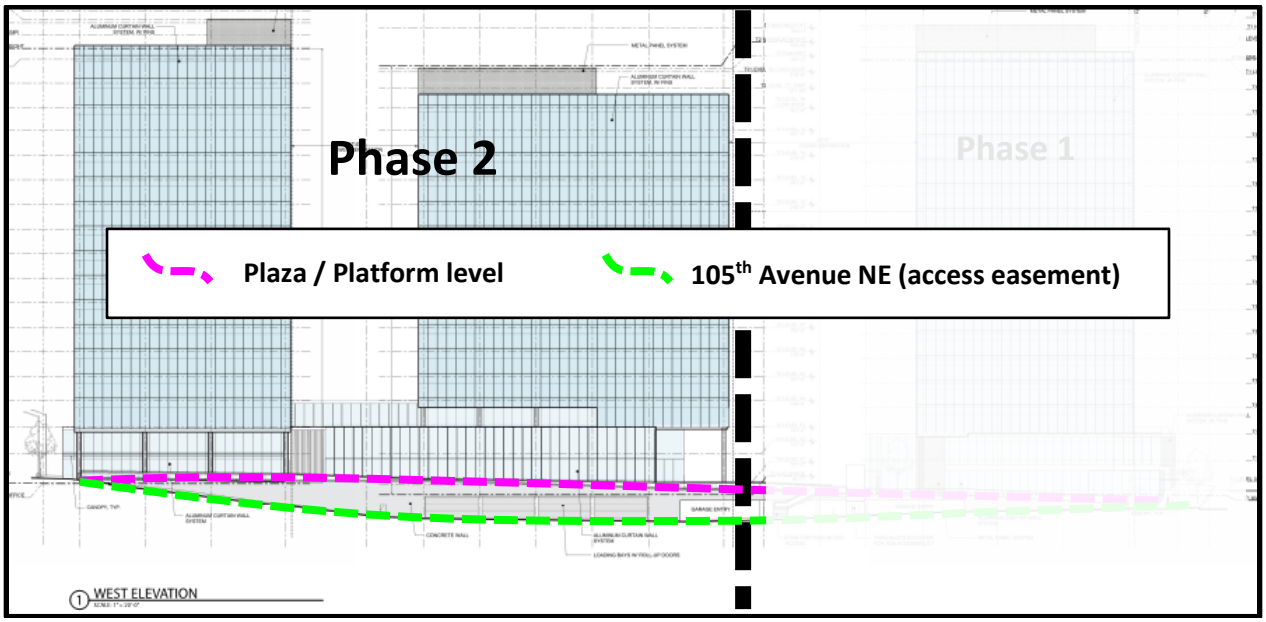


The site design recreates a "flow" concept across the site in an east-west direction to mimic a stream that once existing on the site. The landscape materials and location, pedestrian paths, and building architecture at the ground level all recreate the "flow" of this stream across the site in an east-west direction.

Phase 2 provides an extension tothe Phase 1 parking structure, creating a platform at the public sidewalk/plaza level while being exposed along 105th Avenue NE to allow for vehicular entrances, loading, trash, and other services.

Towers 2 and 3 are oriented along an east-west axis fronting on 106th Avenue NE. A small outdoor plaza space between these towers welcomes pedestrians off 106th Avenue NE's sidewalk, into the office lobbies. Because the towers in both phases are proposed be constructed above the trigger height, the applicant was required to provide an Outdoor Plaza Space equal to at least 10% of the entire MDP site area. Approximately 95% of the required 18,550 square foot outdoor plaza spacewill be located on the Phase 1 site. The remainder of this outdoor plaza space along the southern edge of Tower 2 will be constructed under Phase 2 to complete the required Outdoor Plaza Space required under the MDP. A north-south through-block pedestrian connection along the western edge of the plaza level will link pedestrians from NE 2nd Street to the Phase 1 portion of this connection, and down to Main Street. The positioning of the landscaping and walkways of the plaza abutting the 106th Avenue NE sidewalk will invite and draw pedestrians towards the office entrances.

View from West



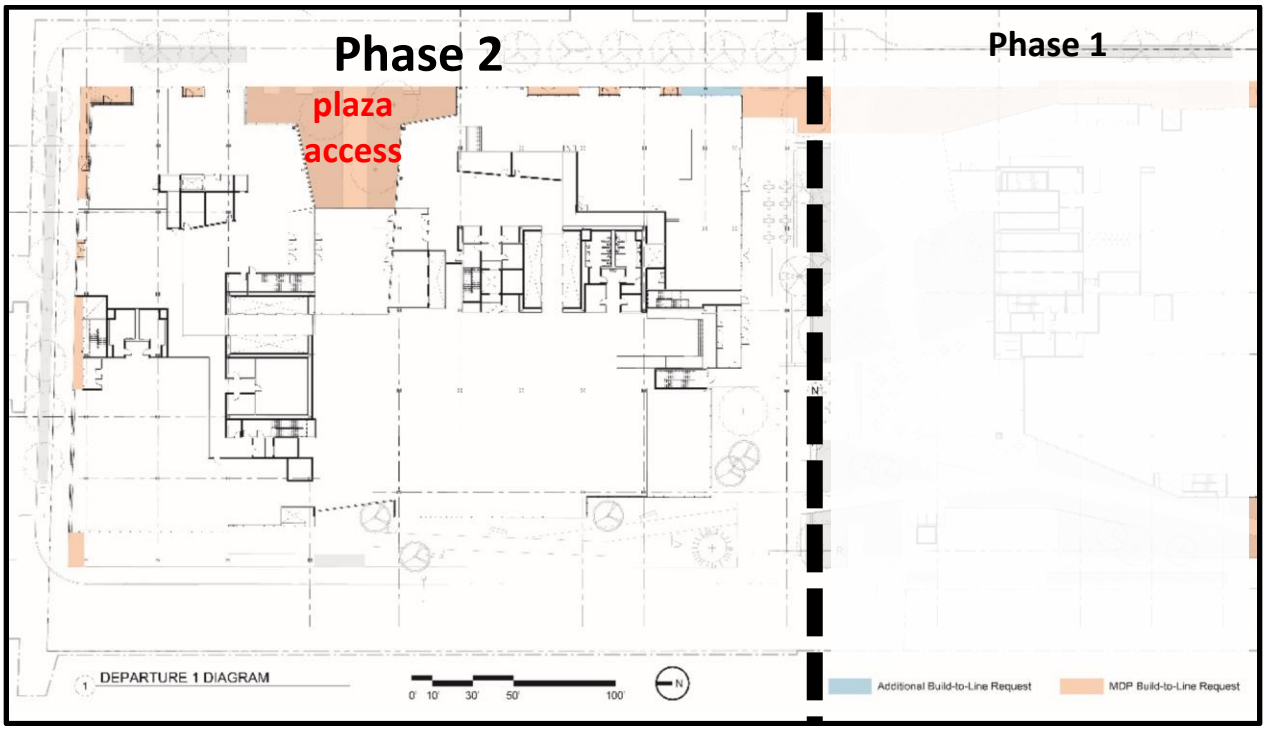
North-South Through-Block Pedestrian Connection Looking South from NE 2nd Street

<u>Vehicular Access:</u> Vehicular access is off 105th Avenue NE, which dips below the building/plaza platform off NE 2nd Street as you approach the center of the site. The 105th Avenue NE vehicular access includes access to the underground parking structure as well as loading, trash and recycling, short-term drop-off and pick-up, and bicycle parking. 106th Avenue NE includes drop-off areas for potential future private shuttles/buses and rideshare-type functions. A north-south Americans with Disabilities Act (ADA)-accessible pedestrian through-block is provided along the western side of the property to connect to Phase 1.

Streetscapes: The streetscape design includes sidewalks and landscape strips along the two street frontages on NE 2nd Street and 106th Avenue NE. Seating is integrated into the enhanced streetscape areas along 106th Avenue NE to support the potential shuttle function of the drop-off locations. Along 105th Avenue NE, a sidewalk of at least 6 feet in width is provided along the length of the roadway, with some landscaping between the sidewalk and the parking garage.

Enhanced streetscapes and recessed buildings are provided along much of NE 2nd Street and the 106th Avenue NE frontage to provide access to the retail entries that don't intrude into the required sidewalk space; thereby creating an enhanced streetscape zone for retail use providing a slightly wider sidewalk for pedestrians if outdoor seating isn't in use, and providing visual relief in the building massing to enhance the connection of the public sidewalk to the outdoor plaza/office entries. The enhanced streetscapes also provide weather-protected seating space along 106th Avenue NE. An enhanced streetscape is provided along most of the NE 2nd Street frontage with a depth of about 8 feet while along 106th Avenue NE the enhanced streetscape of approximately 4-6 feet is provided at retail entries. These enhanced streetscape areas are in addition to the required sidewalk areas. The portions of the building near the office entry plaza are set back approximately 20 feet to improve sightlines and welcome pedestrians into the plaza.

Enhanced Streetscape and Plaza Access (colored beige and blue)

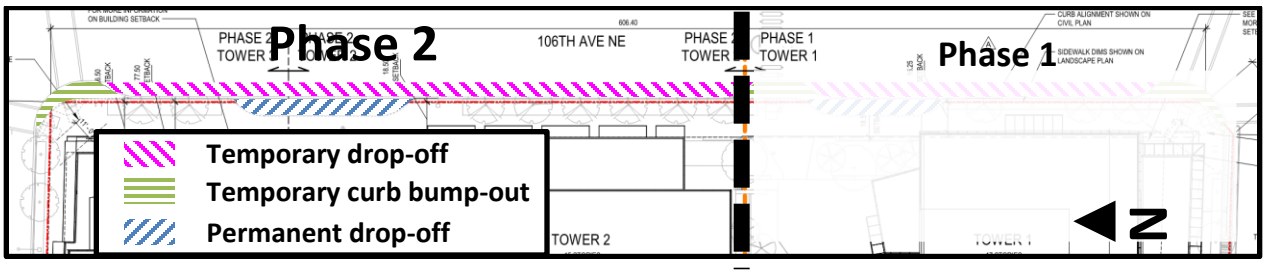


<u>106th Avenue NE Drop-Off</u>

The MDP establishes a "temporary" and permanent solution to the 106th Avenue NE drop-off. At the request of the applicant and with the consent of the Transportation Department, the "temporary" solution provides for the addition of a curbside drop-off area along the length of the 106th Avenue NE block, as well as curb bump-outs at each end of the block and the mid-

block to shorten pedestrian crossing distances. Most of this land, about 7 feet of width, is coming from land provided by the applicant to widen the street. If in the future Transportation deems it necessary to convert this drop-off lane to a vehicular through lane or some other function, the curb bump-outs will be removed and two areas within the "temporary" sidewalk space would be converted to smaller, "permanent" drop-off locations. Refer to the image below. Because the interim condition incudes concrete sidewalks in the location of the future "permanent" drop-off location, there will be no landscaping in this area. To mitigate the effect of less landscaping, the applicant will provide landscaping (small trees and shrubs) in large pots in these areas, as well as additional landscaping within the site abutting the public sidewalk. **<u>Refer to Condition of Approval regarding temporary potted trees along 106th Avenue NE in Section XII.B of this report.</u>**

Temporary and Permanent Drop-Offs on 106th Avenue NE

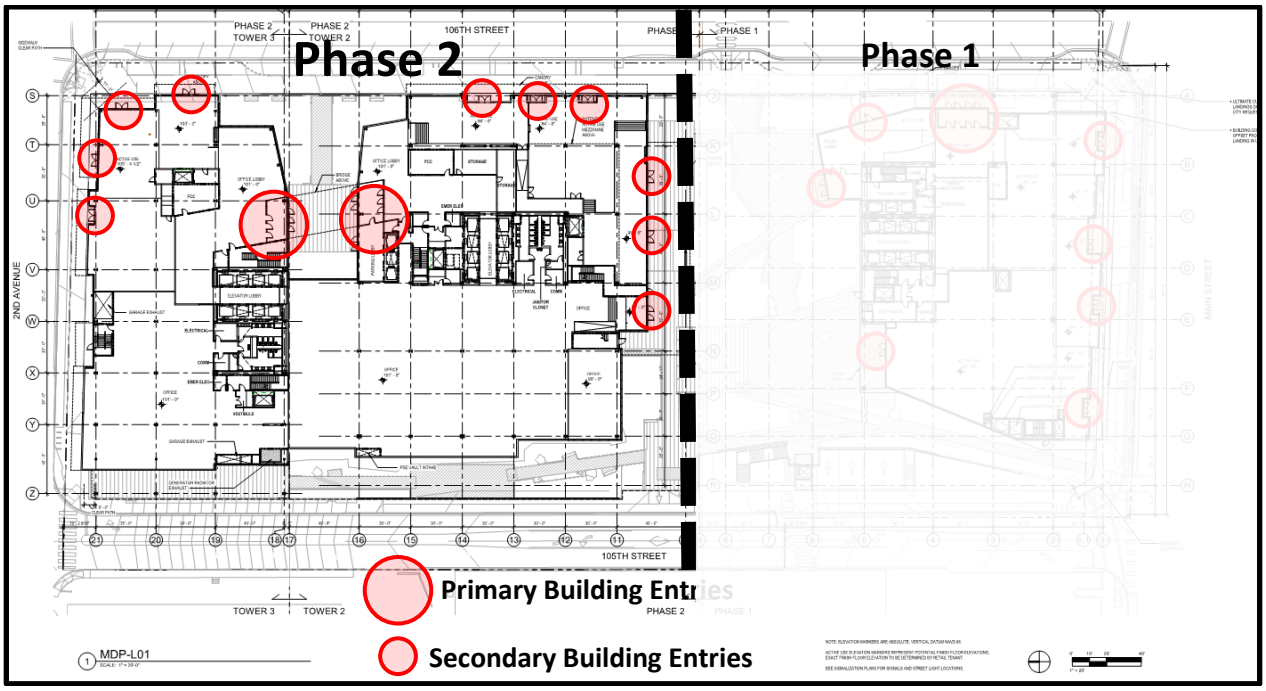


4. Building Design:

<u>Overall</u>

The massing generates a dynamic and diverse street frontage experience while providing generous set-backs from neighboring residential towers. The organization of the towers and the ample space between them allows for views and maximum solar access throughout the day to key ground level spaces. Towers 2 and 3 have a large connected podium at levels 1 and 2, and a strategically placed bridge at level 3. A common podium language wraps the base of each tower reinforcing the notion of pedestrian flow and movement, allowing for diversity at the active use and pedestrian scale while the skins of the two towers are distinct. The office entries front 106th Ave NE and integrate landscaping to complement the "city in a park" concept.

Level 1 Building Entries onto Public Sidewalks and Public Plaza



Tower Base

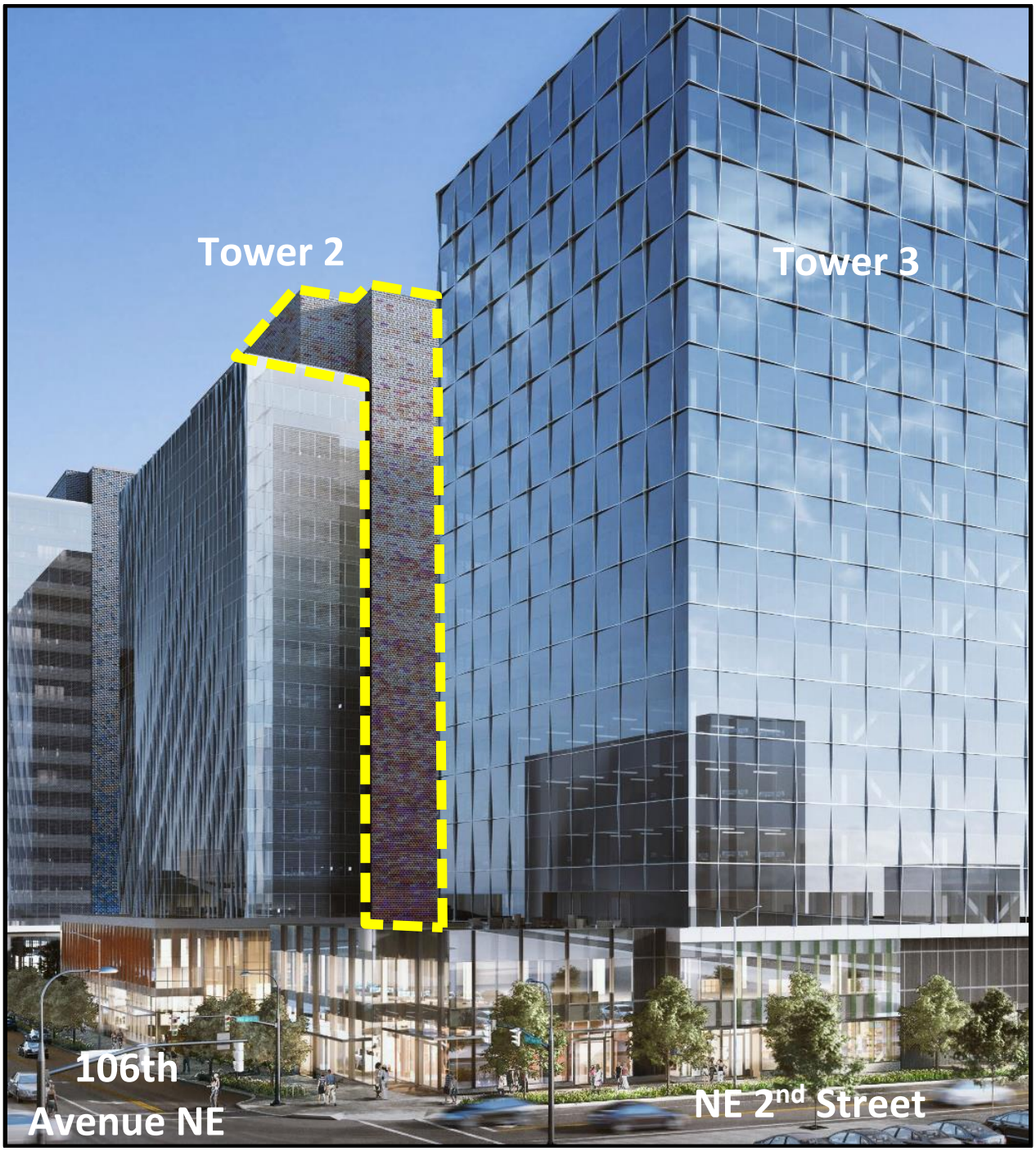
The podium levels of the project extend the language of the tower to the pedestrian realm. An aluminum and glass curtain wall is the primary cladding system with concrete, metal panel and wood, or similar warm materials, for accent and color. Floor-to-ceiling glass accentuates the scale and transparency of the podium, enhancing the inside-out and outside-in experience. Projecting metal fins provide scale and texture, again furthering the "flow concept" by varying depths and profile to create movement and visual interest along street-facing facades. Glass canopies along the public streetscape provide weather protection and further define the pedestrian realm at grade. Office lobbies for each building are expressed as transparent two-story, fully-glazed volumes that signify building entries and help frame principal exterior spaces, reading as "pavilions in the park". The ground floor of the building is set back from the required sidewalk in numerous places along both 106th Avenue NE and NE 2nd Street. These building setbacks were granted as Administrative Departures to the required Build-to Line under the MDP. However, this application grants an additional Administrative Departure for a small area of the Build-to Line along 106th Avenue NE, as discussed in Section IV of this report. There are 1,055 parking stalls within 6 levels of underground parking.

Office Entries Off 106th Avenue NE Between Towers 2 and 3

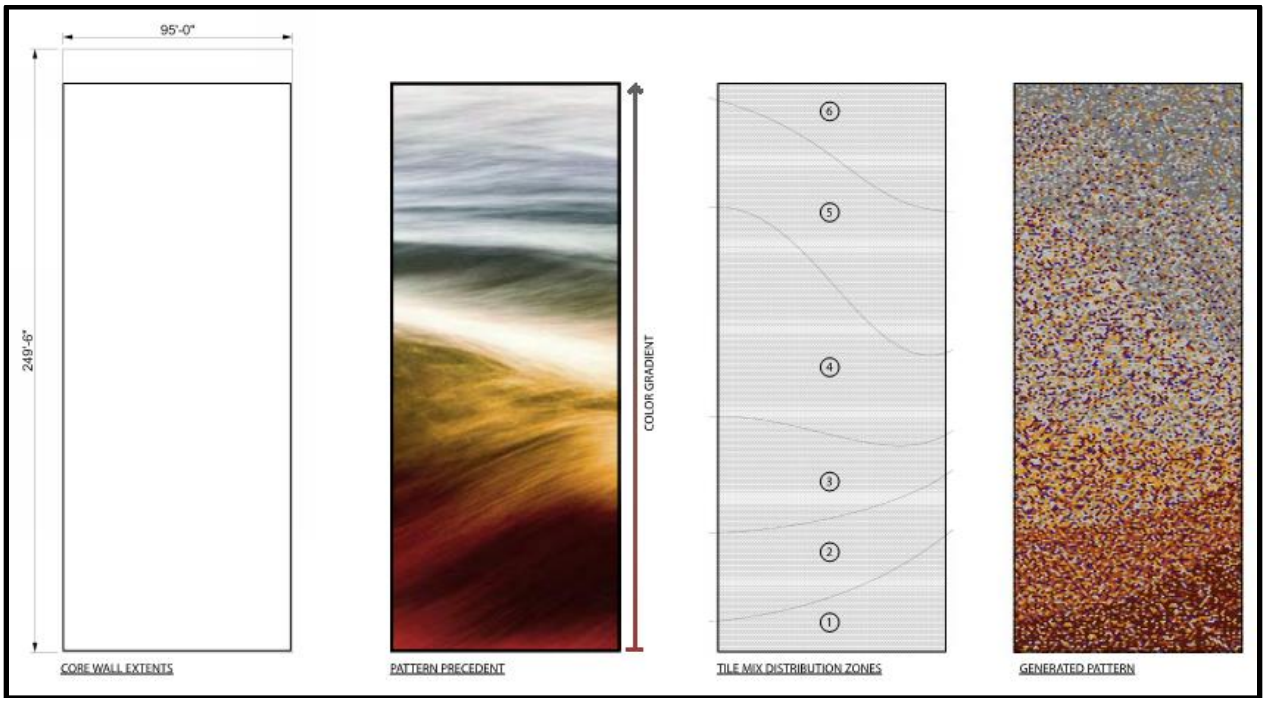
Tower Middle

The building elevator/stair core for Towers 2 and 3, like Tower 1 will be located along an exterior wall rather than in the center of the building. Many office tenants desire this layout which offers open floor plans and access to views. The core faces the interior of the site rather than surrounding streets. The core wall along the exterior of the building will be clad in a variegated pattern of 9-inch by 14-inch stainless steel metal panels. The panels will extend the width and full height of the core wall and wrap around the core wall and die into the glass and aluminum façade. Tower 2 will have an approximately 45-foot wide core wall facing north with primarily dark red panels, with orange and yellow accents and color intensity decreasing as height increases. The material and pattern extend onto the rooftop mechanical screening. Tower 3 will have an approximately 95-foot wide core wall facing south with primarily dark green and blue panels, with orange and yellow accents and color intensity decreasing as height increases. The material and pattern extend onto the rooftop mechanical screening.

Core Wall on North Façade of Tower 2

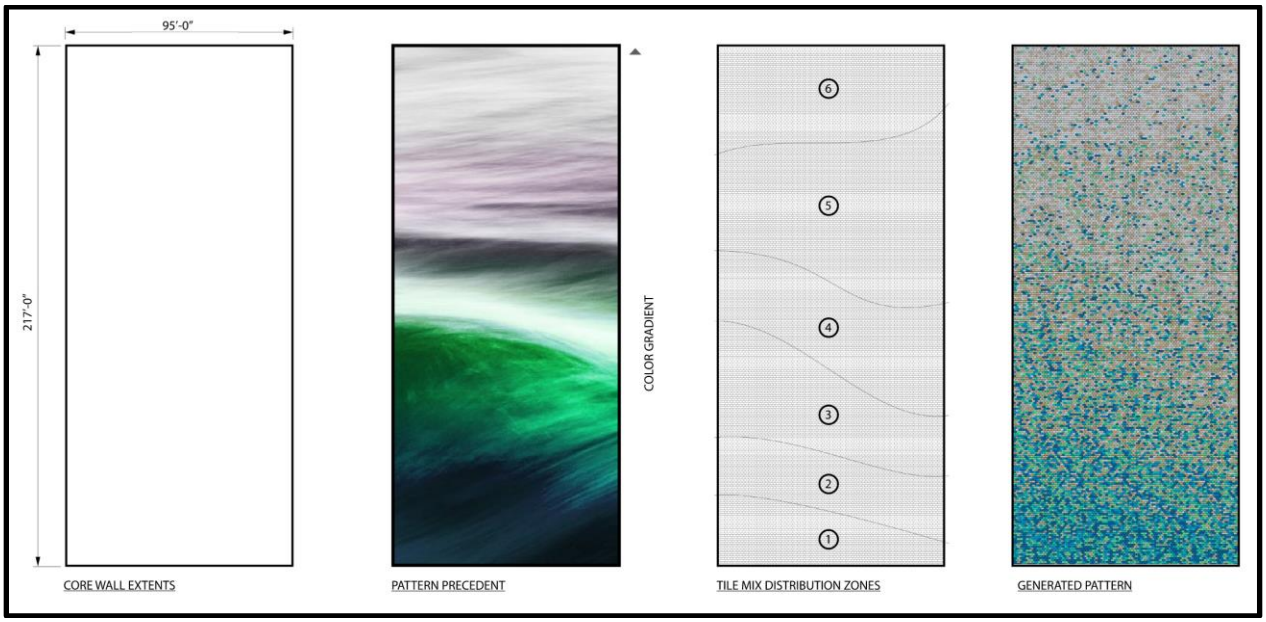


Tower 2 Core Wall Pattern Concept



Core Wall on South Façade of Tower 3

Tower 3 Core Wall Pattern Concept (Southern Façade)



Middle

The office tower will be clad in an aluminum and glass curtain wall system. The façade patterning is achieved through horizontal and vertical curtain wall projections that create a unique pattern language for the tower. These patterns embrace the concept of “flow”, implying visual movement across each individual façade and the development as a whole.

Tower 2’s southern façade, which faces inward toward the plaza, is smooth in texture, featuring structurally glazed curtainwall units with minimal projections. The base of the tower incorporates the “front porch” concept facing towards the plaza. The front porch includes a structural cross bracing that continues up the façade to the roof. The other facades incorporate small, vertical metal fins to provide the illusion of movement and variation. The tower base, middle and top are various shades of gray. Color is added through reddish, maroon metal fins along the base (at the second story) and on the core wall as described above. See image below for vertical fins.

Tower 3’s façades are smooth in texture, featuring structurally glazed curtainwall units with minimal projections. There are very small projections that create cross shapes that play with light and shadow. See image below. The tower base, middle and top are various shades of gray. Color is added via the core wall as described above.

Tower 2's Southern and Eastern Façades

Tower Top

The roof form for Towers 2 and 3 are extensions of the simply composed forms of the tower, providing rooftop screening of mechanical equipment and an extension of the building core vocabulary. The off-set core wall is a finer scaled metal panel, offering texture and grain in contrast to the aluminum and glass curtain wall system. This core wall system wraps the mechanical penthouse and screens the roof top mechanical as a unified form. The mechanical equipment will be painted to blend with predominant roofing materials. While final sign locations have not yet been determined, the design team has identified those areas where code-compliant building and tenant identification may be incorporated into the façade and site design. **Refer to Condition of Approval regarding project sign design package in Section XII.D of this report.**

Tower 3 Viewed from NE 2nd Street

B. Process

Design Review is required by Land Use Code (LUC) 20.25A.030.A.1 for this development. In addition to the 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 Conditions of Approval regarding Design Review and Design Review Modifications in Section XI.A of this Report.**

II. Site Description and Zoning

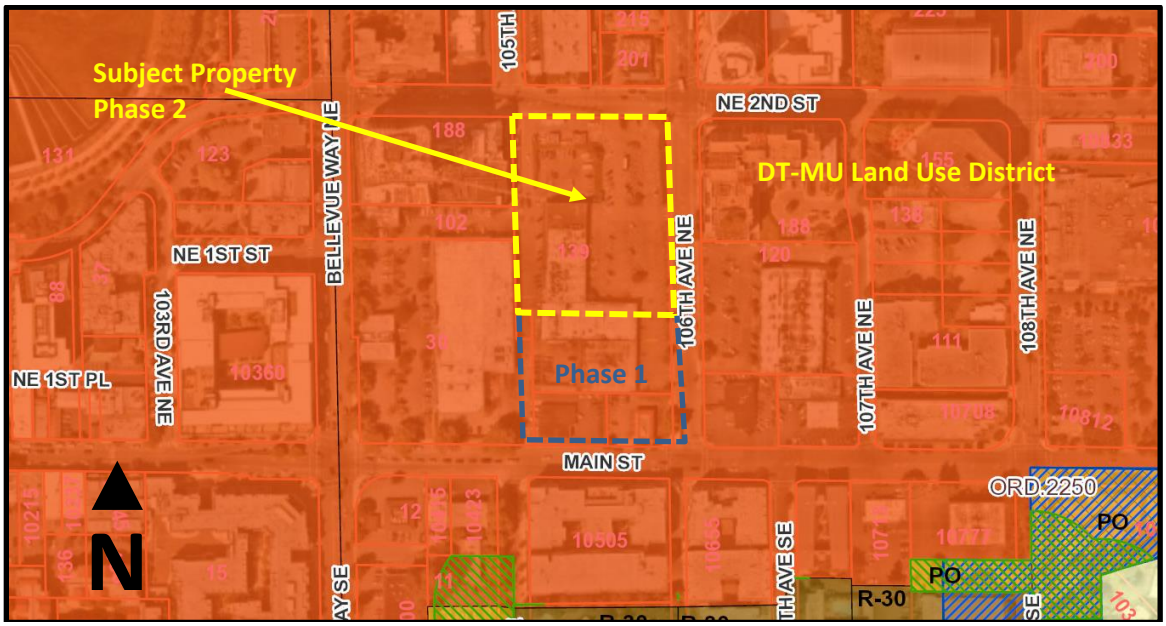
A. Site Description (Existing Conditions)

The Phase 2 site is approximately 2.48 acres (107,890 sf), bounded by 106th Avenue NE, NE 2nd Street, the private access easement of 105th Avenue NE, and Phase 1 of the Bellevue Plaza MDP to the south. The topography of the site slopes down from east to west, approximately 14' at its lowest point in the central western portion of the site. Currently, the existing site buildings take up the grade difference within the two building levels, but in doing so, create a site that is split into upper and lower zones based on grade. The site's location in the southern edge of the Downtown offers convenient accessibility to the future light rail station on East Main and 112th Avenue, the commercial core to the north, Bellevue Downtown Park to the west, and shopping on Bellevue Way and Old Bellevue's restaurants and shops.

B. Site Zoning

A site zoning map is provided below. The site is within in the Downtown-Mixed Use (DT-MU) land use district.

Zoning Map



C. Site Context

The site is bounded by 106th Avenue NE, NE 2nd Street, the private access easement of 105th Avenue NE, and Phase 1 of the Bellevue Plaza MDP to the south. The two public rights-of-way are designated as Type "C" Mixed Streets in the Land Use Codes Design Guidelines for the streetscape and public realm. The surrounding properties are also located in DT-MU (Downtown – Mixed Use) land use districts. Specific uses on the surrounding properties are as follows:

North: DT-MU: Strip retail and restaurant pad uses with surface parking.
East: DT-MU: High-rise multifamily apartments (Bellevue Pacific Tower) with ground floor retail, and strip retail with surface parking.
West: DT-MU: Strip retail with surface parking, and the under construction BOSA high-rise residential project.
South: DT-MU: Strip retail and retail pad sites in Bellevue Plaza Phase 1 area.

III. Consistency with Land Use Code/Zoning Requirements

A. General Provisions of the Land Use Code

1. Use

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

- Office
- Retail
- Eating and Drinking Establishment (restaurant)

2. Dimensional Requirements

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

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit LUC 20.25A.020	107,890 SF (plan sheet G2-022)		
Land Use District per LUC 20.25A.010	Downtown - Mixed Use (DT-MU)		
Building Type per LUC 20.25A.060 Footnote (2)	Non-residential (Office)		
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’ from interior property lines (from western property line)	41’ -10” from western property line	Measured from face of glass at SW corner of Tower 3 perpendicular to Property Line on 105th. **Meets requirement.**

Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Maximum Floor Plate Above 40 ft. **Measured in gsf/f***	22,000 GSF	T2: 20,878 GSF T3: 18,968 GSF	Measured at Level 3. **Meets requirement**.
Maximum Floor Plate Above 80 ft. **Measured in gsf/f***	20,000 GSF	T2: 19,328 GSF T3: 19,002 GSF	Measured at Level 7. **Meets requirement.**
Averaged Floor Plates (if applicable)	N/A	N/A	N/A
Maximum Lot Coverage by Structure	100%	92.13%	162,660 GSF, measured to exterior of face of foundation wall at Level P4 for Phase 2 buildings and site. **Meets requirement.**
Maximum Building Height/ Maximum Building Height with Mechanical Equipment **Measured from average finish grade DT-Building Height**	230' / 250' **Average Finish Grade** T2: 94.11' T3: 101.91'	T2: 225.51' / 243.81' T3: 228.71' / 249.01'	See sheet MDP-023 for average grade calculation and absolute elevation values (NAVD 88 Vertical Datum). **Meets requirement.**
Floor Area Ratio: **GFA for FAR:**	Base**:** 4.5 Max**:** 5.0 Site Area: 107,890 Base: 485,505 SF Max: 539,450 SF	5.48* T2: 301,367 sf T3: 289,778 sf Total: 591,145 sf (591,145 / 107,890) *For Phase 2 only. Overall MDP meets 5.0 FAR limit. See discussion in Section III.B.2 below.	Excludes exempt GFA. See sheet G2-022 Site Plan B). For more information, see Amenity Incentive System Calculations in Section III.B.2 below. **Meets requirement.**
Base Building Height **Measured from Average Finish Grade**	115'	115'	N/A

Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Building Trigger for Additional Height	115’	115’	N/A
Building Height Above Trigger Height	115’	T2: 110.51’ T3: 113.71’	Calculated as Building Height minus Trigger Height. **Meets requirement.**
Tower Separation above 80 ft. where Building Exceeds 100 ft. (multiple tower project only)	60’	T1 to T2: 98’ – 11” T2 to T3: 68’ – 3”	Measured perpendicular from face of glass. **Meets requirement.**
FAR Exemptions (LUC 20.25A.070.C)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
1. Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	1.0 FAR 107,890 GFA for FAR	0.14 FAR 14,853 GFA of active use. (14,853 sf / 107,890 sf site	Up to 1.0 FAR Exempt for compliant Active Use. See Section III.B.1 for more information. **Meets requirement.**
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: Planting Strip or Planting Pit:** **Sidewalk (Pavement) Width:** **LUC 20.25A.090**	**106th Avenue NE** Overall: 16’ min Planter: 5’ min Sidewalk: 11’ min **NE 2nd Street** Overall: 16’ min Planter: 5’ min Sidewalk: 11’min	**106th Avenue NE (T2 and T3)** Overall: 17’ Planter: 5’-6” Sidewalk: 11’-6” **NE 2nd Street** Overall: 16’ Planter Strip: 5’ Sidewalk: 11’	Dimensions do not include 6” curb. See Administrative Departure request for Build-to Line in Section IV of this report. **Meets requirements.**

Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Landscaping - Street Tree Caliper & Species **LUC 20.25A.110** **LUC 20.25A.110.A – Plate B**	**106th Avenue NE** Elm Ulmus "Morton Glossy" 2.5" caliper min. **NE 2nd Street** Quercus Robur "Pyramich" 2.5" caliper min.	**106th Avenue NE** Elm Ulmus "Morton Glossy" 2.5" caliper min. **NE 2nd Street** Quercus Robur "Pyramich" 2.5" caliper min. .	106th Avenue NE "permanent" drop-off area includes Elms in planter boxes. In addition, trees are provided interior to the site to mitigate 106th Avenue NE vehicular drop-offs eliminating some street trees. These are (3) Oregon Ash Fraxinus Latifolia 3" – 6" caliper Note: Street trees along 105th Avenue NE are not required as this is a private street. **Meets requirements.**
Parking (LUC 20.25A.080)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Vehicular Parking **LUC 20.25A.080**	<u>Office:</u> 540,387 NSF Min. 2.5/1000 NSF **1,351 stalls** Max 3/1000 NSF or 1622 stalls <u>Restaurant:</u> 6,352 NSF Min. 10/1000 NSF **64 stalls** Max. 20/1000 NSF or 128 <u>Retail:</u> 7,133 NSF or Min. 2/1000 NSF **15 stalls** Max. 4/1000 NSF or 29 stalls <u>Total:</u> Min. **1,430 stalls**	<u>Office:</u> 1.95/1000 NSF or **1,089 stalls*** *See Administrative Departure request in Section IV of this report. <u>Restaurant:</u> 10.19/1000 NSF or **64 stalls** <u>Retail:</u> 2.07/1000 NSF or **15 stalls** <u>Total:</u> **1,168 stalls**	See Project Plans sheet MDP-023 for more information. Refer to the Administrative Departure requests for a reduced office parking rate, and for compact parking in Section IV of this report. **Meets requirements**

	Max. 1,779 stalls Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a Departure	**65% for Towers 2 and 3**	
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/Conditions**
Bicycle Parking LUC 20.25A.080.G	a. One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf = **54 spaces** b. N/A c. Provided on-site in a secure location. d. Covered Spaces. **At least 50%** of required parking shall be covered.	a. **176 spaces** b. N/A c. Yes d. 160/176 = **91% spaces covered**	Locker rooms and showers are provided on Level P0.5 between the bike parking on Level P1 and the plaza level both for Phase 1 and Phase 2. See Project Plans sheet G2-001, MDP-023, and A2-111.2 for more details. **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 Office Retail	2 SF/1000 GFA **296 SF** @ 591,145 GFA 5 SF/1000 GFA **73 SF** @ 14,613 GFA	**322 SF** Compost room, (2) 25-yd compactors	Retail and office recycling and refuse is handled in a combined facility Level P1 adjacent the loading dock. The applicant, in discussion with the City and Republic, has determined that the area proposed for trash and recycling will be sufficient to serve the development. **Meets requirements**

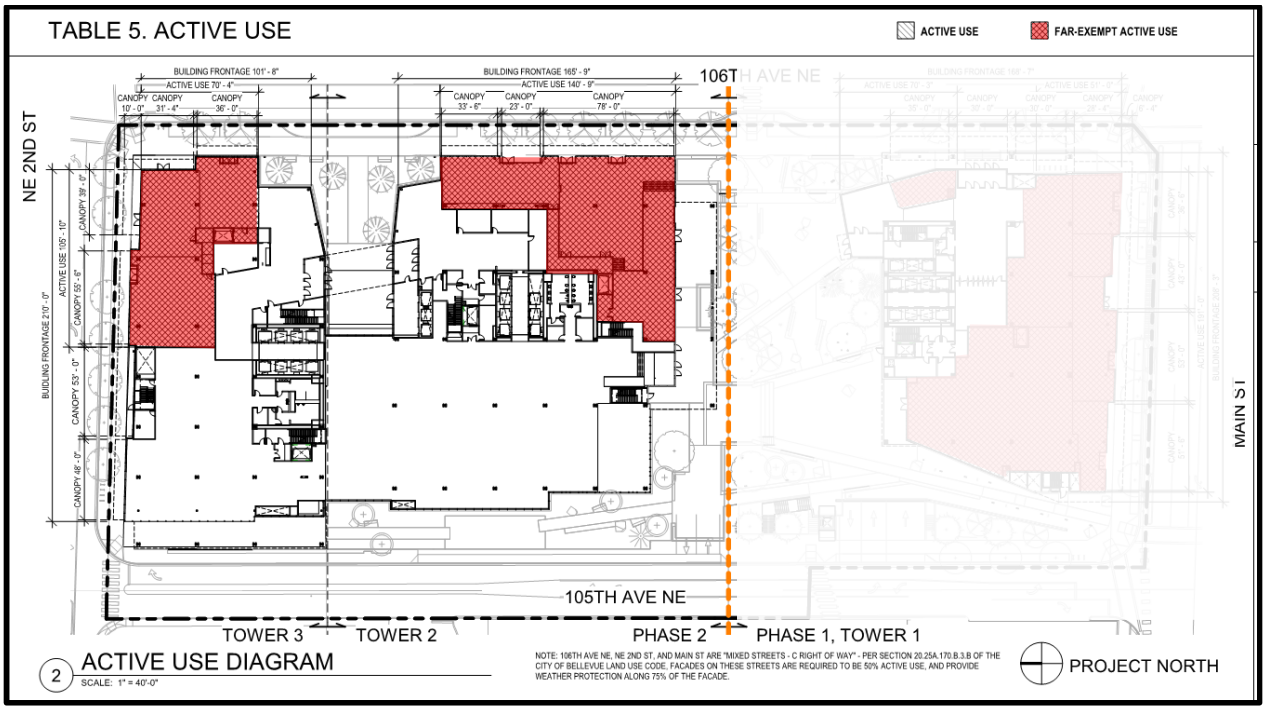
Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Loading LUC 20.25A.160 & 20.20.590.K	One 10 FT x 55 FT dedicated loading space	(2) 10' x 25' berths (1) 10' x 35' berth (1) 10' x 55' truck accommodated in center turn lane on 105th Avenue NE (private road)	There are (2) 25' long berths and (1) 35' long berth provided on Level P1 adjacent to the refuse and recycling areas. The Director has accepted providing for this arrangement without any Administrative Departure or Waiver. **Meets requirement**

B. Special Requirements for Floor Area Ratio (FAR) and Amenity Incentive System Requirements (LUC 20.25A.070)

1. FAR Exemption for Ground Level Active Uses

- Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines (for that portion of façade seeking exemption) contained in LUC 20.25A.170.B.1 (Pedestrian Corridor/High Streets – "A" Rights-of-Way) shall be eligible for an exemption from calculation of the maximum floor area of up to 1.0 FAR per 20.25A.070.C.1.a.
- This project proposes 14,853 gross square feet of active use. This is 0.14 FAR (14,853 sf / 107,890 sf site). The proposed exempt FAR must meet the definition of active use and does provide weather protection, points of interest, and transparency per the "A" Right-of-Way design guidelines in LUC 20.25A.170.B.1. Therefore, 14,853 gross square feet of active use have been exempted from the overall gross floor area for FAR calculations. Refer to Section IV below for the Departure regarding Weather Protection. **Refer to Condition of Approval regarding Bonus System and Exempt Active Use Recording in Section XII.D of this Report.**
- To ensure visibility from the public sidewalk into the active use spaces on NE 2nd Street, and 106th Avenue NE identified in graphic below, clear (non-tinted, non-reflective) window glass shall be used. **Refer to Condition of Approval regarding Street Level Glazing in Section XII.C of this Report.**
- See Project Plan sheets MDP-023, G2-022, A2-016, A3-016, A2-112.2, and A2-112.3 for further information regarding FAR exempt ground level active uses.

Ground Floor Active Use Areas (FAR Exempt)



2. Amenity Incentive System Calculations

a. <u>FAR for Phase 2 ADR – DT-MU</u>

Site Area: 107,890 sf
(68,553 sf (Phase 1 area) + 107,890 sf (Phase 2 area) = 176,443 sf (Total MDP area))
(Project Plan sheet G2-022 Site Plan B)

Base FAR: 485,505 GFA for FAR (4.5 FAR)
(4.5 x 107,890 = 485,505)

Max FAR: 539,450 GFA for FAR (5.0 FAR)
(5.0 x 107,890 = 539,450)

GFA for FAR Proposed: **605,758 SF** (301,367 sf Tower 2 + 289,778 sf Tower 3 + 14,613 T2 and T3 active use = 605,758. All excludes parking and mechanical areas.)
Exempt GFA: **14,613 SF** (8,171 T2 + 6,442 T3 ground level Active Use = 14,613)
(Project Plan sheet MDP-023)
Final GFA for FAR for Phase 2 only: 591,145 SF (5.48 FAR*)

*Note that through the MDP process, the maximum FAR for Phases 1 and 2 are calculated together and are based on the MDP project limit. The FAR for Phase 2 is above the maximum FAR and the FAR for Phase 1 (previously approved in the Phase 1 Design Review) is less than the maximum FAR. When combined, the overall maximum

FAR for the MDP is 5.0 as shown below and found in #18-128613-LP:

MDP Final GFA for FAR:
Site Area: 176,443 SF (Phase 1 area: 68,554 SF, Phase 2 area: 107,889 SF)
GFA for FAR Proposed: 910,552 SF (excludes parking and mechanical areas)
Phase 1: 286,054 SF (4.17 FAR)
Phase 2: 595,282 SF (5.48 FAR)
Final GFA for FAR: 881,336 SF (5.0 FAR)

b. <u>FAR Amenity Calculations for Phase 2 ADR</u>

Base FAR/Proposed FAR:
Base FAR: 4.5 (107,890 x 4.5 = 485,505)
Proposed FAR: 5.48 (591,145 divided by 107,890 = 5.48 FAR)
<u>FAR above the Base FAR</u>: 105,640 SF (591,145 – 485,505)
(Project Plan sheet MDP-L.0.02)

Base Building Height/Proposed Building Height:
Base building height: 115 feet
Proposed building height: 230 feet (Tower 2)
Proposed area above Base Height: 135,912 SF (Tower 2)
Proposed building height: 230 feet (Tower 3)
Proposed area above Base Height: 151,929 SF (Tower 3)
<u>Proposed area above Base Height (Towers 2 & 3)</u>: 287,841 (Total)

Amenity Point Requirement Calculations:
Floor area above Base FAR: 105,640 SF
Floor area above Base Height divided by 2: 143,921 SF (287,841 divided by 2 = 143,921)

<u>Amenity Points Needed:</u> 143,921 (143,921 > 105,640)

Per LUC 20.25A.070.D.2.a, the applicant is required to provide the greater of the floor area above Base FAR or the floor area above Base Height divided by two. Therefore, the applicant must provide 143,921 amenity points (287,841 SF divided by 2 is greater than 105,640 SF). See Plan sheets MDP-023, G2-022, MDP-L0.02, L-002-B, A2-016, and A3-016 for FAR Compliance.

FAR Amenity Points Required: 143,921 for Phase 2
FAR Amenity Points Provided: 49,829*

* FAR Amenities may be spread across the entire MDP. See MDP FAR Amenities table below for how the project is providing required amenity points over the full MDP area.

MDP FAR Amenities

	Phase 1	Phase 2	Total
Required	76,388	143,921	220,308
Provided	171,269	49,829 (see table below)	221,097
Delta	+94,881 extra pts. earned in Phase 1		
			789 extra FAR amenity bonus points after Phases 1 & 2 are completed

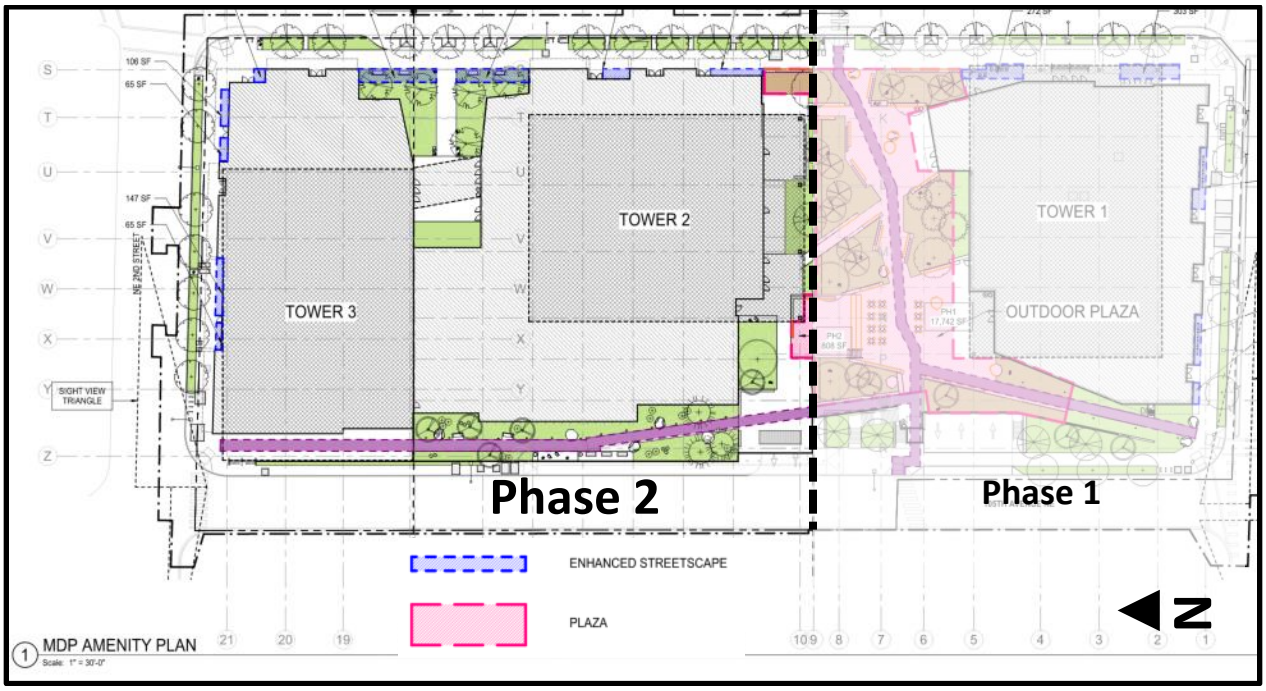
Proposed FAR Amenities (Phase 2)

Amenity Proposed	Amenity Ratio	Amt. Amenity Provided	Amenity Points Earned
Outdoor Plaza	8.4:1	808 SF	6,787
10% bonus for plazas exceeding 10,000 SF*	10%	808 SF	679
Enhanced Streetscape	7.8:1	1,349 SF	10,522
Public Art	40:1,000	$796,000 Specifics regarding the public art must be addressed prior to occupancy**	31,840
TOTAL			**49,829**

* Note: The 10% bonus is achieved due to the combined Phase 1 and Phase 2 plaza exceeding 10,000 sf.

** Note: Location, design, and value of public art must be addressed prior to issuance of certificate of occupancy. **Refer to Condition of Approval regarding Public Art Feature in Section XII.D of this report.**

Amenity Plan



3. **Recording**
   Subject to LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project (49,829 FAR Amenity Points provided) and the amount of bonus floor area to be utilized on site for that project shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. Therefore, a Condition of Approval is included in Section XII of this report requiring that the applicant record a copy of the approved bonus point calculations, project plan sheets (MDP-023, G2-022, MDP-L0.02, L-002-B, A2-016, and A3-016) for FAR Compliance, and relevant Conditions of Approval for this ADR approval. **Refer to Condition of Approval regarding Bonus System and Exempt Active Use Recording in section XII.D of this report.**

C. Additional Requirements

1. Tower Requirements (LUC 20.25A.075) -

Floor Plate Reduction (20.25A.075.A.2)
The applicant is exceeding the trigger height of 115 feet. To exceed the trigger height, projects are subject to floor plate reductions, however the floorplate reduction requirement above trigger height is limited to 20,000 gsf in DT-MU. The applicant is already required to limit their floorplates above 80 feet to 20,000 gsf for non-residential buildings in DT-MU per dimensional requirement chart 20.25A.060.A.4

Outdoor Plaza Space (20.25A.075.A.3)
Buildings with heights that exceed the trigger for additional height shall provide outdoor plaza space in the amount of 10 percent of the site and shall be provided within 30 inches of the

adjacent sidewalk and shall comply with the requirements for outdoor plazas in the Amenity Incentive System of LUC 20.25A.070.D.2. Vehicle and loading drive surfaces shall not be counted as outdoor plaza space. Under the approved MDP, the project is required to provide 17,645 sf outdoor plaza (10% of 176,443 sf site). Phase 1 Design Review provided 17,742 sf which is all of the required outdoor plaza space required for both phases. Phase 2 Design Review is not required to provide any outdoor plaza space. However the design provides an additional 808 sf of outdoor plaza space on the southern side of the site.

The plaza design meets the requirements and design criteria of "2. Outdoor Plaza" in Chart 20.25A.070.D.4. This includes locating the plaza within 30 inches of the sidewalk along 106th Avenue NE and meeting the requirement for minimum linear feet of seating space (616 linear feet required and provided). In addition, 20% minimum landscape area is required and 44% has been provided. See project plan sheet MDP-L0.02 for more information.

The plaza also meets the design guidelines for public open spaces in 20.25A.160.E.2 by providing the space abutting the public sidewalk along 106th Avenue NE and along the east-west pedestrian through block connection. Two buildings frame the plaza and include active uses and office lobbies facing the plaza and providing direct access (doors) onto the space. Generous landscaping is integrated throughout the open space. ADA access is providing throughout the plaza. **Refer to Condition of Approval regarding Outdoor Plaza Space in Section XII.C of this report.**

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

The project requires a Green and Sustainability Factor score of 0.3 (or 32,367 points based upon a project limit of 107,890 sf) and the project provides a score of 0.324. See Project Plan Sheet L-004-B for the Green and Sustainability Factor Worksheet and accompanying diagram. Refer to Attachment E Green and Sustainability Factor Worksheet. The applicant has demonstrated compliance with the requirements of the Land Use Code.

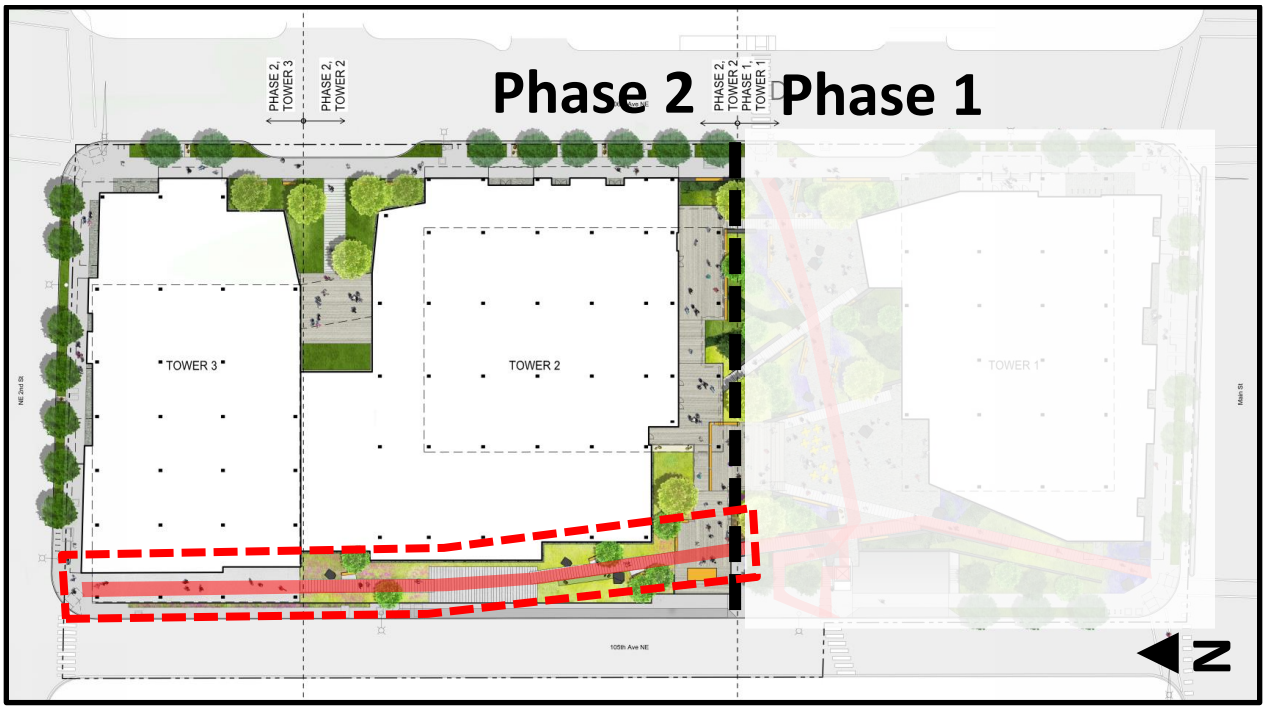
The project achieves the required score by providing:

- Soil cells to increase street tree soil volume along 106th Avenue NE, and NE 2nd Street.
- Soil depth of 24 inches or more for landscaping in the southern edge of the site within the public plaza, along the north-south through block pedestrian connection, and in the landscape area around the office lobby entrances.
- Shrubs and large perennials.
- Small and large trees.
- Green roof with between 2 and 4 inches of growth medium on third floor roof terraces.
- Green roof with at least 4 inches of growth medium on third floor roof terraces.
- Native or drought tolerant plant species.
- Landscape areas at sidewalk grade along NE 2nd Street, and 106th Avenue NE.
- Public bicycle racks.

3. Through-Block Pedestrian Connection (LUC 20.25A.160.D)

The project is required to provide the northern leg of a north-south through-block pedestrian connection across the site in order to provide an opportunity for increased pedestrian movement through the superblock and to help reduce the scale of the superblock.

Through-Block Pedestrian Connection



The MDP design provides for a north-south pedestrian connection along the western portion of the site that connects the public sidewalk on NE 2nd Street with the public sidewalk on Main Street. The connection is required to be ADA accessible per LUC 20.25A.160.D.4.k. To satisfy this requirement, the design keeps the connection up at the level of the plaza which is also level with the public sidewalks. This allows for ADA-compliant grades that also negate the need for ramps and railings.

The north-south through-block pedestrian connection design provides a minimum of 6-wide clear path for pedestrians and 4 feet of landscaping and amenities such as seating, lighting, and pet relief areas. In many locations, the width of the path and landscaping are much greater. The Phase 1 ADR will provide the southern segment of this connection while this Phase 2 ADR will complete the connection up to NE 2nd Street.

A separate 6-foot wide pedestrian path is provided at the grade of the 105th Avenue NE private vehicular access easement for safety. Due to the steep grade of the roadway, this pedestrian path will not be ADA accessible

View Looking South Along Through-Block Pedestrian Connection

Refer to Conditions of Approval regarding Pedestrian Access Easement and Signage for the Through-Block Pedestrian Connections in Section XII.C of this report and Planting in Right-of-Way/Streetscape/Through-Block Pedestrian Connection in Section XII.B of this report.

4. Pet Relief Areas

The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as office tenants that encourage workers to bring pets into work, City staff have begun requesting applicants provide for these spaces internal to their site, and along sidewalks. City staff including Development Services, Parks, and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Providing these areas serves to protect landscaping along the street and internal to the site, as well as improves maintenance and clean-up.

The applicant was allowed to include four of these areas within the landscape strip and two internal to the site. This is in acknowledgement of the fact that both the proposed office uses will likely generate a need for these facilities, as well as existing surrounding uses. The pet relief areas within the landscape strip along the public sidewalk are allowed to connect to the storm sewer system but must be filtered prior to entry into soil or the storm sewers system. The pet relief areas within the site must drain to the sanitary sewer per the Plumbing Code, which applies to pet relief areas that are within the building footprint area, including on top of parking garage areas, even when these are green roof landscaped areas. This Plumbing Code does not apply to pet relief areas within the landscape strip that are outside the building footprint area. For the two pet relief areas internal to the site, the 2015 Uniform Plumbing Code applies: 304.0 Connections to Plumbing System Required. 304.1 General. Plumbing fixtures, drains, appurtenances, and appliances, used to receive or discharge liquid wastes or sewage, shall be connected properly to the drainage system of the building or premises, in accordance with the requirements of this code.

In addition, pet relief areas on-site and within the landscape strip must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects. **Refer to Condition of Approval regarding pet relief areas in section XII.B of this report.**

5. Landscaping Details

The applicant has demonstrated compliance with the landscaping requirements of the LUC for both Phase 1 and the MDP. Refer to Tables 1 and 2: Dimensional Requirements in Section III of this report. Final Landscape and Irrigation Plans shall be submitted with each Clearing and Grading Permit application for review by the Land Use Division, the Parks Department, and the Utilities Department. Some of the streetscape plantings (shrubs) may need to be revised due to their size. In addition, while the applicant has committed to maintaining streetscape landscaping, the irrigation system for all street trees and landscaping along the required public sidewalks must be on a separate water meter and controller accessible 24 hours a day by City staff. **Refer to Conditions of Approval regarding Final Landscape and Irrigation Plans, and Streetscape Irrigation (Right-of-Way and Site) in Section XII.B of this report and Landscape Installation Assurance Device, and Landscape Maintenance Assurance Device, and Maintenance Agreement with the City of Bellevue in Section XII.D of this report.**

6. Mechanical

Mechanical Exhaust:

All kitchen exhaust and any other exhaust that contains smoke, odors, steam or heat must vent at least 16 feet above areas accessible to the public. **Refer to Condition of Approval regarding Mechanical Exhaust in Section XII.C of this report.**

Mechanical Noise:

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 other public places prior to the issuance of any Certificate of Occupancy. **Refer to Condition of Approval regarding Certification by Noise Consultant in Section XII.C of this report.**

Mechanical Location and Screening

Mechanical equipment should be screened from public spaces. 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. Rooftop mechanical must be screened from above. **Refer to Condition of Approval regarding Mechanical Location and Screening in Section XII.C of this report.**

IV. Administrative Departures (LUC 20.25A.030)

The applicant has requested Administrative Departure requests to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. Below is a discussion of each Departure request made by the applicant and how it has met the

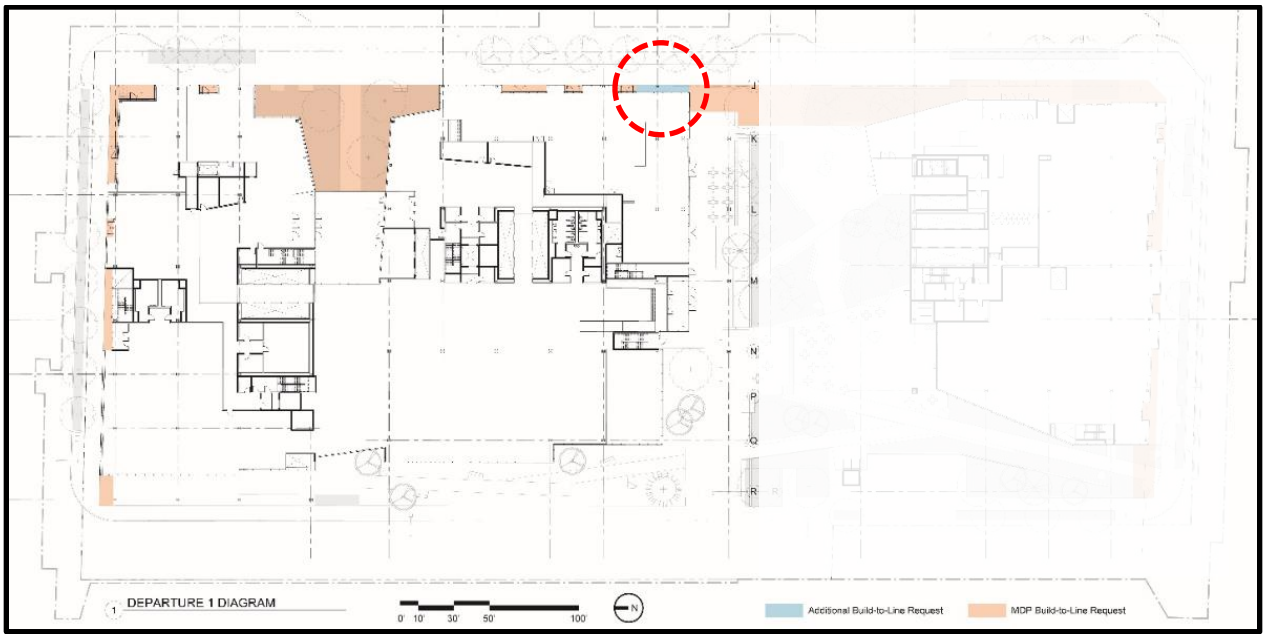
Departure decision criteria in LUC 20.25A.030.D.1.b. The applicant is requesting Departures to:

- Build-To Line requirement
- Parking Rate requirement
- Provision of Compact Parking Stalls
- Weather Protection Cover and Height requirement

Also refer to Attachment D "Administrative Departure Requests" for each of the applicant's Departure Requests.

1. **<u>Departure Request to modify the required Build-to Line</u>:**
   Through the MDP process, the applicant requested and received an Administrative Departure for the Build-to Line for Towers 2 and 3 within the Phase 2 area. Through this ADR, the applicant is seeking to add one small additional enhanced streetscape area (See diagram below for the location (in blue) of this additional location.)The applicant has requested an administrative departure from LUC 20.25A.020.A "DT-Build-to Line" to modify the location of the "build-to" line in this one location to allow additional ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the adjacent building. It creates enhanced streetscape for active use spill out adjacent the sidewalk.

Additional Area (circled red) Requesting Build-to Line Departures



Departure Decision Criteria:

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

Response:
The resulting design with the departure advances Comprehensive Plan goals and

policies. The City's Comprehensive plan encourages including public and semi-public open spaces in major developments. The design with the departure does just this it allows for additional open spaces, and provides more generous sidewalk space for pedestrians.

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.*
- *S-DT-35: create a pedestrian environment with a sense of activity, enclosure, and protection.*

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

Response:
The design with the departure will be more consistent with the purpose and intent of the LUC as it provides extra room for pedestrian access, and gathering spaces and thereby, "enhance[s] people orientation and facilitate pedestrian circulation" on-site. See LUC 20.25A.010B.1.a.

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

Response:
The proposed location of the buildings on the site and the areas where they do not meet the build-to line are the minimum necessary to accommodate generous sidewalks and open space and maintain the architecture.

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

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 of widened sidewalk, entrances, and open space, which meets the code's requirements for approving the departure.

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

Response: *Not Applicable*

***Finding*:** After review of the submitted Departure Request and the review of this request

against the Departure Decision Criteria as discussed above, the departure from the required Build-to Line will be approved as part of this Design Review approval.

2. <u>Departure Request to reduce the minimum required parking ratio:</u>
Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.H a departure is requested to reduce the minimum parking ratio for office use from 2.5 spaces per 1,000 net square feet of office to a minimum of 1.95 spaces per 1,000 net square feet of office. This is a 22% reduction (1.95/2.5=0.78).

This departure applies to Phase 2 of a larger development reflected in the approved MDP under City of Bellevue Permit 18-128613 LP, which also included the parking reduction for office use which is reflected in this Phase 2 ADR application. For the Phase 2 ADR, the Code-required minimum number of stalls to serve the proposed office use is 1,352 (540,876 nsf / 1,000 x 2.5). Through this parking reduction request, the applicant is seeking to provide 1,055 stalls (540,876 nsf / 1,000 x 1.95).

See attachment H TenW Request for Parking Modification Technical Memo dated March 4, 2020.

Written Responses to the Departure

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:
A reduced parking ratio will advance Comprehensive Plan goals and policies. A parking reduction is supported by Comprehensive Plan Policy S-DT-151 which states "encourage the joint use of parking and permit the limitation of parking supply," and Policies S-DT-150 and -151, which state respectively "develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system" and "encourage the joint use of parking and permit the limitation of parking supply."

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and
Response:
The departure is supported by the purpose and intent of the LUC as "right-sizing" parking to meet market demand which will ensure the success of office use within the DT-MU zone. The TENW Request for Parking Modification Technical Memorandum addresses how the reduced parking ratio proposed will meet demand. Further, the project site is in a location that supports less parking because of nearby current and planned transit networks (bus and light rail), as well as the proximity to pedestrian amenities like shopping, entertainment, restaurants, and open spaces like Bellevue Downtown park. In addition, the proposal is providing separated bicycle facilities along Main Street to provide connections to existing Main Street bicycle facilities, as well as nearby north-south bicycle connections.

c. **The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and**
Response:
TENW Updated Request for Parking Modification Technical Memorandum provides data showing the minimum 1.95 parking ratio is calibrated to meet demand and is capable of being accomplished. The Memorandum also provides additional information on extra, voluntary TMP measures the applicant would implement to ensure parking demand aligns with the proposed supply for the project.

d. **Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or**
Response:
LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis. Please see the supporting analysis in the TENW Updated 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.

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

***Finding*:** After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to reduce the minimum required parking ratio will be approved as part of this Design Review approval.

Refer to Condition of Approval regarding Allocation of Parking for Retail, Restaurant, Visitors, and Office Uses in Section XII.D of this report.

3. **Departure Request to provide compact parking stalls:**
Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.F.2 a departure is requested to provide 65% compact stalls to increase garage efficiency.

Written Responses to the Departure

Departure Decision Criteria:

a. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**
Response:
The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. The Plan also recognizes that the City has an obligation to balance environmental impacts of regulatory decisions with the City's commitment to require appropriate infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the constrains of the project site and needs of users. 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 with the departure 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.
- EN-45: Implement the City-wide use of low impact development techniques and green building practices.

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

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

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

Response:
The project currently seeks 65% compact stalls, which the code allows. The project will continue to develop its design to ensure the ultimate garage configuration includes the minimum necessary compact stalls to right-size parking within the constrained below-grade garage floorplates.

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

Response:
Not applicable. There are no specific departure criteria for compact stalls nor an applicable Development Agreement.

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

Response: Not applicable

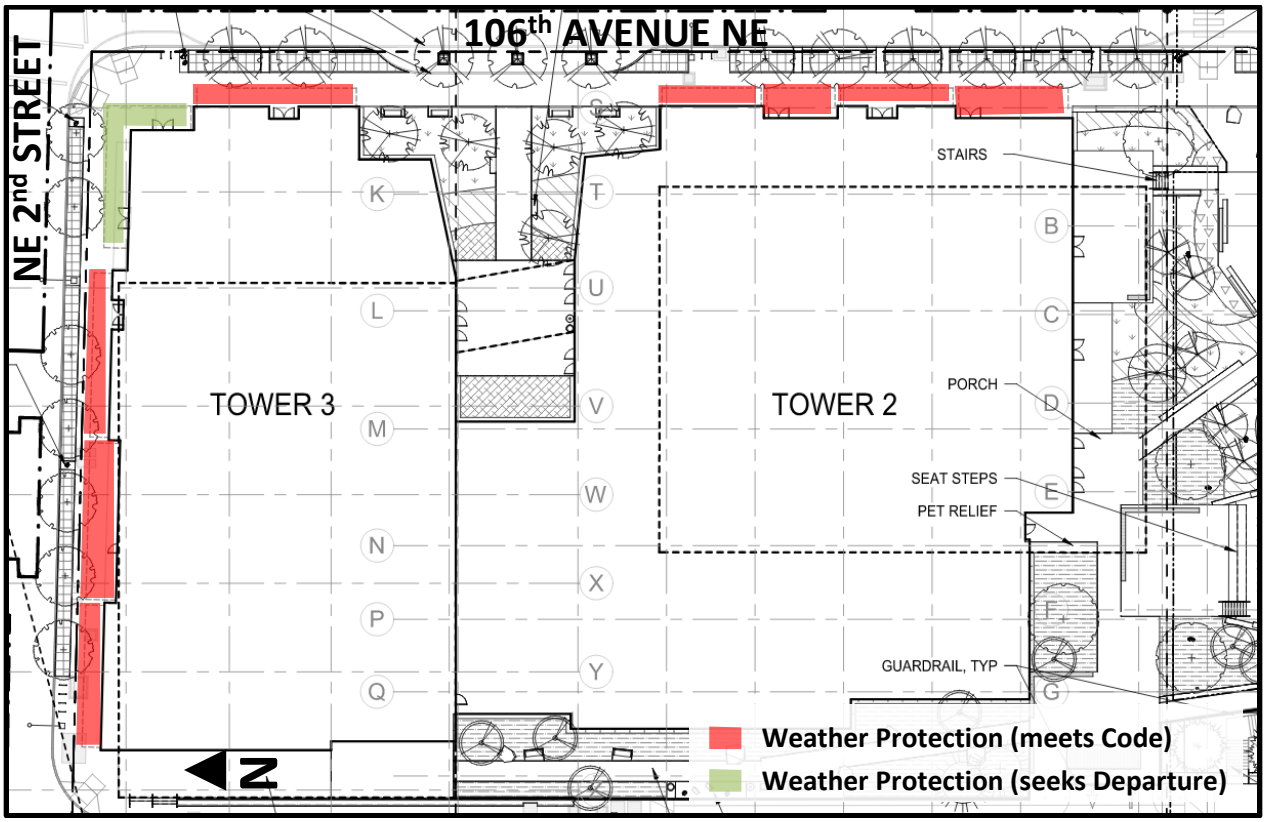
***Finding*:** After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to reduce the

parking stall size requirement will be approved as part of this Design Review approval.

4. **<u>Departure Request for reduced weather protection coverage that will also exceed the Code maximum height of 12 feet along NE 2nd Street and 106th Avenue NE</u>:**
LUC 20.25A.170.B.1 requires a minimum of 75% of the building façade have weather protection at a minimum depth of 6 feet over the required 16-foot sidewalk. In addition, LUC 20.25A.170.A.2.b.vii states that the maximum height for weather protection awnings or marquees is 12 feet above finished grade.

The applicant requests a departure from the weather protection coverage percentage and maximum canopy height to allow the architecturally integrated canopies on the northeast corner of Tower 3. Please see the diagrams below, which highlight the code-compliant weather protection (highlighted red) and non-standard weather protection (highlighted green).

Proposed Weather Protection



A departure for weather protection coverage percentage is sought for the amount of canopy over the public sidewalk along 106th Avenue NE. The design goal is to create a harmonious canopy condition that provides weather protection and enhances the retail entries along 106th Avenue NE and the character of the Tower 3 building corner at NE 2nd Street and 106th Avenue NE. The total building frontage along 106th Avenue NE is 267'-4" linear feet, of which 185'-7" provides code-compliant weather protection (69.43%), and an additional 20'-4" provides canopy coverage that is set back along with

the building massing of Tower 3 to accommodate the 11' clear sidewalk required at the corner. The canopy provided at the building setback increases the functional weather protection coverage to 205'-11" (77.03%). This condition is shown on sheets MDP-023 and G2-023 of the Phase 2 ADR submittal.

A departure for weather protection canopy height above finish grade is sought for the canopy at the corner of 106th Avenue NE and NE 2nd Street. The proposed canopy ranges from 12' to approximately 14' above the sidewalk finish grade and is 2' deeper than the required canopies (8 feet rather than 6 feet) along 106th Avenue NE and NE 2nd Street, providing a cohesive canopy that follows the sloping sidewalk grade change upward from south to north. In addition, several of the other canopies along Tower 2 and 3 are up to 10 feet deep along a portion of those depths are provided over enhanced streetscape rather than required sidewalk.

The resulting design with these canopy conditions creates a comfortable pedestrian environment along 106th Avenue NE, NE 2nd Street, and at the corner of the Tower 3 building that is effectively an extension of the public sidewalk to the face of the building. This condition is shown on sheets MDP-023 and G2-023 of the Phase 2 ADR submittal.

Written Responses to the Departure

Departure Decision Criteria:

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

Response:

The resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive Plan encourages superior design that improves the public realm. The design with the departure does this by providing a subtle wayfinding device for the corner retail entry and increases weather protection over the adjacent sidewalk. The design also enhances pedestrian comfort and safety by providing weather protection that maintains an adequate height above grade to ensure adequate sight lines.

The design advances the following specific Comprehensive Plan policies:

- *UD-1 Enhance the appearance, image and design character to make Bellevue an inspiring place to be;*
- *UD-4 Create a safe, engaging and attractive pedestrian environment by using appropriate urban design features;*
- *UD-12 Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities;*
- *UD-34 Provide both weather protection and access to sunlight in pedestrian areas using architectural elements*
- *S-DT-35: Create a pedestrian environment with a sense of activity, enclosure and protection.*

b. The resulting design will be more consistent with the purpose and intent of the

Land Use Code; and
Response:
The Land Use Code's intent for weather protection is to protect pedestrians from wind, sun and rain while allowing light to filter through to the occupants below. LUC 20.25A.170.A.2.a. The design with the departure advances the Land Use Code's intent because the areas of wider canopy exceeds the minimum dimension and provides additional weather protection for pedestrians. At the same time, the additional height grants pedestrians extra breathing room, and light and air beneath the canopy.

c. **The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and**
Response:
The design with the departure is the minimum necessary to achieve consistency with the Comprehensive Plan and intent of the Land Use code noted above. The additional height and deeper dimensions in certain areas along the NE 2nd and 106th building frontages creates a more unified, welcoming and usable streetscape.

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

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

***Finding*:** After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to reduce the weather protection coverage percentage and exceed the maximum canopy height to allow the architecturally integrated canopies on the northeast corner of Tower 3 will be approved as part of this Design Review approval.

V. Design Guidelines

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

The applicant has met intent of the Downtown Design Guidelines, as summarized below. Also refer to Attachments B "Downtown Design Guidelines" for additional information regarding how the proposal has met each applicable Downtown Design Guideline.

<u>Context (LUC 20.25A.150)</u>
The proposal has met the intent of each item in the Context section of the design guidelines. See the below discussion of how the intent has been met for each guideline.

1. **Relationship to Height and Form of Other Development (LUC 20.25A.150.A)**
The massing generates a dynamic and diverse street frontage experience while providing

generous separation from neighboring residential towers. The design strives to create a family of buildings with a common architectural concept toward podium and tower design, with unique interpretations for each building. The two varied towers utilize a language of components that complement the neighboring buildings and the tower in Phase 1. A common podium language wraps the base of each tower reinforcing the notion of pedestrian flow and movement further connecting the block with the surrounding city pedestrian environment.

Off-site impacts are minimized in various ways. The location of the towers separated from structures on adjacent sites maximizes light and air. The parking, loading, and trash servicing are all done off 105th Avenue NE (private road) which reduces the effect of these functions on the surrounding properties and public sidewalks by placing them internal to the site.

2. **Relationship to Publicly Accessible Open Spaces (20.25A.150.B)**
   The organization of the towers and the space between them allows for views and maximum solar access throughout the day. The large public open space between Phase 1 and Phase 2 is located to maximize solar access, and is ringed with active uses, lobbies and various outdoor spaces for activities. The circulation through the site aides as a connector via through block pedestrian connections to adjacent streets and other public destinations.

3. **Relationship to Transportation Elements (20.25A.150.C)**
   Particular attention has been given to movement through the site for both pedestrians and vehicles. All cars and service vehicles enter below grade via 105th Avenue NE, a private street. Passenger load and unload areas are provided in the below grade parking garage in addition to passenger drop-off areas along the west side of 106th Avenue NE on the east side of the development. In addition, bike racks available to the public along the peripheary of the project, along with secured bike parking, lockers, and showers within the building serve to encourage this mode.

4. **Emphasize Gateways (20.25A.150.D)**
   The intersection at Main Street and 106th Avenue NE is the key gateway feature within this project's MDP. The gateway is celebrated by the corner treatment of the Phase 1 office tower. The tower's design emphasized the gateway aspect to welcome pedestrians from the future East Main light rail station.

5. **Maximize Sunlight on Surrounding Area (20.25A.150.E)**
   The organization of the towers and the ample space between them allows for views and maximum solar access throughout the day for adjacent developments and the pedestrian realm. The towers have been sited to provide maximum view and sunlight for the surrounding residential buildings while still maintaining the generous outdoor plaza along the southern edge of Tower 2. The towers are oriented both east/west and north/south to maximize sunlight on the pedestrian environment.

<u>Site Organization (LUC 20.25A.160)</u>
The proposal has met the intent of each item in the Site Organization section of the design guidelines. See the below discussion of how the intent has been met for each guideline.

6. **On-Site Circulation (20.25A.160.B)**
The overall site strategy breaks the large superblock into a series of active and passive zones with unique frontage onto the adjacent commercial streets. The design also prioritizes movement through the block in a variety of places to offer porosity to the large block and ease of travel for pedestrians. Each building's ground level environment takes on distinct character related to the adjacent active uses and lobby entrances.

Primary goals regarding the site organization are:

- Support character of adjacent streets
- Strengthen the diagonal access through the block
- Capture sunny spots for places of gathering
- Locate active use at key ground level spaces to promote pedestrian activity

Primary vehicular access to the site is via the private shared driveway known as 105th Avenue NE. This access accommodates vehicle entry to the below grade parking structure and loading and trash facilities, which are distributed between the phases of the project. The private driveway at 105th Avenue NE is proposed to be improved to accommodate traffic demands in accordance with the Traffic Impact Analysis. The strategy of locating vehicle entries on 105th Avenue NE is consistent with the design objective of separating vehicular and pedestrian pathways; it allows for an uninterrupted through-block experience in the east-west direction while allowing access to the adjacent site to the west via an at-grade crossing, connected to the elevated open space plaza with a stair and elevator. In the north-south direction, pedestrian circulation is facilitated by both an at-grade sidewalk that parallels the western most traffic lane, and an elevated through-block connection pedestrian route that connects Main Street and NE 2nd Street at the higher elevation of the open space plaza. The at-grade sidewalk along the 105th Avenue NE driveway provides a safe space for pedestrians and also includes landscaping to soften the feel of the concrete walls of the parking structure.

On-site passenger and guest drop-off and loading zones are accommodated in several locations around the site. At-grade drop-off lanes have been incorporated into two locations in the right-of way design along 106th Avenue NE. These are situated to provide convenient access to the office towers, street-level active uses and the open space plaza. The loading zones on 106th Avenue NE are located and designed to accommodate ride share and taxi services in addition to drop-off from transient vehicular traffic frequenting the site.

The project provides both short-term and long-term bicycle commuter accommodations on-site. Tying into the growing downtown Bellevue bicycle network, bicycle access is provided from 105th Street NE, where cyclists may access short-term bike racks and secure long-term bicycle storage rooms at the P1 level. These facilities in turn provide access to commuter showers and changing facilities, located conveniently to elevator connections to building lobbies, active use, the open space plaza, and public right-of-way. Additional short-term bike racks are located in two spot within the landscape strip along NE 2nd Street and 106th Avenue NE adjacent to street light poles.

7. **Building Entrances (20.25A.160.C)**

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

At the site perimeter, primary building entries for active use zones are from either the public sidewalk, the open space plaza, or from areas of enhanced streetscape. Entries are distributed around the perimeter of the building podium to provide active, engaging focal points. Primary office building entries are off 106th. Entries and lobby design drivers are:

- Design articulation to signify building and street level entrances from public streets
- Double height volume lobbies and active use spaces to display dynamic activity from within to pedestrians outside
- Building modulation to support activities in the public realm
- Weather protection and attention to lighting
- Clear paths of circulation and way-finding
- Flexibility in the ground level to incorporate future uses

8. Through-Block Pedestrian Connections (20.25A.160.D)

Standards: This ADR includes the northern portion of a north-south through-block pedestrian connection. A north-south through block connection is accommodated via the walkway commencing on the northwest corner of the site and continuing along the western portion of the site, connecting to the public open space plaza to the south, then continuing south along the western side of Phase 1's Tower 1. This through-block connection meet or exceed minimum requirements for width and planting or adjacent active uses as well as accessibility requirements. The through-block pedestrian connection will be open to the public 24 hours a day for pedestrian access, which will be memorialized in a legal agreement with the City. Signage marking the through-block pedestrian connection will be provided consistent with the City's Transportation Design Manual.

Guidelines: The project will provide a through-block pedestrian connection. It is intended to break down the scale of the super block and provide engaging pedestrian experiences that also support the vibrancy of open spaces within the project.

The site's topography prohibits an accessible north-south route along the surface level of 105th Avenue NE. Instead, the proposed through-block connection, provided interior to the site, will provide this accessible route through the site from Main Street on the south to NE 2nd Street on the north.

This ADR's segment of the connection will complete the north-south connection begun by the Phase 1 ADR. There is a clear sightline from NE 2nd Street into the site along the connection. Tower 3 provides a double-story weather protection above the connection. As the connection continues south, it emerges from under the building and includes landscaping and seating along the Tower 2 façade, which expands as it connects to the landscaped plaza at the south of Tower 2.

Lighting and signage will support a safe 24-hour public usage of the connections and add to their character and interest.

9. Open Space (20.25A.160.E)

The ground level experience is characterized by a large public plaza between Phases 1 and 2, which meets the required open space criteria and supports portions of the through-block connections across the site. The public space not only is a destination but provides multiple means of access at grade level and to below grade parking. The space is ringed with active use, lobbies and various outdoor spaces for activities. Doors provide access and connection between the plaza and these interior spaces. A lifted porch on the western edge promotes seating and group gatherings. In addition to the primary paths for travel through the space, there are also several secondary lateral connections connecting the Phase 1 and 2 buildings. The ground levels of Towers 1 and 2 are slightly pulled back from the public sidewalk along 106th Avenue NE to create strong views into the public plaza, inviting pedestrians to enter. Design Priorities:

- Put the pedestrian first
- Provide easy wayfinding
- Create logical and inviting vehicular drop-offs
- Separate people, cars and trucks where possible

The primary open space plaza draws direct inspiration from the Meydenbauer Creek narrative. Connecting directly to the topographic low point at 106th Avenue NE, the space is framed as a "stream valley" connecting west and down to Main St. This movement supports the required through-block connection fronted with a diversity of planting, and clear connections to supporting active use spaces and commercial entries. Grading within the site supports the valley framing and provides an integration into the topographic context. On the western end of the plaza where building configurations provide greater solar access, a larger paved area supports group events and gatherings. The design of the plaza is intended to support a range of activities without feeling empty when no such activities are happening.

In Phase 2 the northern edge of the plaza is framed by a series of decks that help mediate the grade of the building with the plaza landscape. These decks support building entries, active use spill out areas, and flexible seating. Seating is varied throughout the plaza from benches set along the paths, open patches for larger tables, flexible seating, and small plinths that create playful opportunities for seating in different orientations.

In addition to this large public plaza, there is also shared plaza space off 106th Avenue NE between Towers 2 and 3 that provides a generous entry into both towers' office lobbies.

<u>Streetscape and Public Realm (LUC 20.25A.170)</u>

The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. See the below discussion of how the intent has been met for each guideline.

10. Streetscapes (LUC 20.25A.170.A)

<u>Define the Pedestrian Environment:</u> The project design incorporates ground level spaces, active uses, and other complimentary uses with a strong connection to sidewalks and public spaces and a logical pedestrian flow along the major street frontages and the open space plaza. The pedestrian zone experience provides for continuity, transparency, variety,

weather projection and visual interest throughout the project.

The majority of the building frontages are pushed to the "build-to line" along NE 2nd Street, and 106th, with the exception of the location of active use entries, areas of enhanced streetscape, the large outdoor plaza south of Tower 2, and the entry plaza between Tower 2 and 3. Several areas of "enhanced streetscape" provide more generous sidewalk promenade experiences and opportunities for cafes and restaurant to spill into the public realm; contributing to the Downtown's Entertainment Avenue as described in the Comprehensive Plan Policy S-DT-44. Shops, cafes, and restaurants are planned along the frontage of 106th Avenue NE offering daytime and after-hour venues for workers, nearby residents, and visitors.

Protect Pedestrians from the Elements: Weather protection has been provided in accordance with the stated guidelines. Weather protection will be transparent to protect from rain while allowing for sunlight on sunny days. The weather protection depth and height signify major building entrances such as lobby entries for the offices while also maintaining consistency along the other portions of the building façade.

Create a Variety of Outdoor Spaces & Provide Places for Stopping and Viewing: The design provides for a variety of outdoor spaces, ranging from the large outdoor plaza between Phase 1 and Phase 2 to multiple areas for seating and gathering throughout the half-block site. The shape and size of the open spaces allow for a wide range of activities and events. Planting and lighting also help define walkways and transitions. Raised decks within the large outdoor plaza offer areas of perspective and refuge. Several seating areas along 106th Avenue NE and up on the plaza level above 105th Avenue NE allow for pedestrians to wait for vehicular pick-ups, or to "people watch".

Integrate Artistic Elements: Art will be included in the project within the outdoor plaza space and other key areas to activate the public realm. In addition, colorful stainless-steel tiles will clad large portions of the exterior walls of all three towers to provide interesting and memorable patterns and colors to the project.

Orient Lighting Toward Sidewalks and Public Spaces & Orient Hanging and Blade Signs to Pedestrians: The proposed design meets the stated guidelines. A variety of lighting solutions will be provided in the open space plaza and public spaces around the project site. The signage plan will meet the guidelines. All exterior building lighting shall include cut-off shields that prevent spill-over to adjacent sites. All exterior building lighting shall be adjustable/dimmable. **Refer to Condition of Approval regarding Exterior Building Lighting in Section XII.C of this report.**

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

NE 2nd Street, and 106th Avenue NE are classified as Mixed Streets "C" rights-of-way. As such, the design considers the relationship of the uses on these streets to the pedestrian. Both NE 2nd Street and 106th Avenue NE require a minimum of 75% transparency along the façade and 75% weather protection via glass storefront canopies and building entry canopies. The design provides 97% overall transparency along 106th Avenue NE and 78% overall transparency along NE 2nd Street. Weather protection of 69% is provided along 106th Avenue, which would meet the requirement with the approval of the Administrative

Departure discussed in Section IV.4 of this report. Weather protection of 93% is provided along the 106th Avenue frontage. Doors, seating, and building modulation is provided along the frontages.

A minimum of 50% of the portions of the building frontages must have at least 50% active uses per the "C" right-of-way standard. However, for those portions of the building seeking FAR exemption, they must provide the "A" right-of-way 100% active uses. Along 106th Avenue NE, those areas seeking FAR exemption provide 100% active use. Overall, the frontage provides 82% active use. Along the NE 2nd Street, those areas seeking FAR exemptions provide 100% active use. Overall, the frontage provides 50% active use. See project plan sheets G2-023 and MDP-023 for more information.

Building Design – (LUC 20.25A.180)

The proposal has met the intent of each item in the Building Design section of the design guidelines. See the below discussion of how the intent has been met for each guideline.

12. Overall Building Design (LUC 20.25A.180.B)

Encourage High-Quality Materials: The design creates a family of buildings with a common architectural concept of podium and tower design, with unique interpretations per building. The two towers utilize a language of complementary components and dynamic skins to create visual interest on the skyline. A common podium language wraps the base of each tower reinforcing the notion of pedestrian flow and movement, allowing for diversity at the active use and pedestrian scale. The office entries front 106th Avenue NE and are conceived as "pavilions in a park" that are integrated into the landscape of the project. Active uses have entries along both 106th Avenue NE and NE 2nd Street.

Provide Interesting Building Massing: The massing generates a dynamic and diverse street frontage experiences while providing generous set-backs from neighboring residential towers at the upper levels. The organization of the towers and the ample space between them allows for views and maximum solar access throughout the day to key ground level spaces. Phase 1 and 2 are separated by a large open space plaza and may be bridged at upper office levels. Phase 2 has a large connected podium at levels 1 and 2, and a strategically placed bridge at level 3. All three buildings have clearly delineated podiums and towers.

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

Articulate Building Base: The podium levels of the project extend the language of the tower to the pedestrian realm. Similar to the towers, the design incorporates high quality materials. An aluminum and glass curtain wall is the primary cladding system with concrete, metal panel and wood, or similar warm materials, for accent and color. Floor-to-ceiling glass accentuates the scale and transparency of the podium, enhancing the inside-out and outside-in experience. Projecting metal fins provide scale and texture, again furthering the "flow concept" by varying depths and profile to create movement and visual interest along street-facing facades. A strong datum line delineates level 2 from active uses below, allowing a high degree of diversity and flexibility at street level uses. Canopies further define the pedestrian realm along areas of active use at grade. Office lobbies for

each phase - all of which front 106th Avenue NE - are expressed as transparent two-story, fully-glazed volumes that signify building entries and help frame principal exterior spaces, reading as "pavilions in the park." Facing internal to the site, colorful stainless-steel panels create an interesting and memorable pattern from the podium level up to the rooftop.

Clear Unobstructed Views/Ground Floor Uses: Floor-to-ceiling glass accentuates the scale and transparency of the podium facing public streets and the outdoor open space, enhancing the inside-out and outside-in experience. The interior walls are a minimum of 20 feet from the façade.

Design Inviting Retail and Commercial Entries: All active use and office building entries are enhanced with high quality materials, clear glazing and lighting. Double or multiple doors are provided in addition to canopies overhead.

Encourage Inviting Ground Floor Retail and Commercial Windows: Particular interest has been paid to designing the ground level active use and retail environments. The design includes large, clear glazing, varied window systems, and enhanced streetscapes for retail use to provide visual interest along the street frontages.

Provide Multiple Entrances: Multiple entries are proposed on each building frontage to contribute to pedestrian movement and porosity through the half-block site.

Integrate Building Lighting: Exterior lighting of the site and buildings are integral to the overall design. In addition, the lighting adds visual interest and highlights key entrances.

14. Middle (Tower) (LUC 20.25A.180.E)

Tower Placement: The project is conceived of as an ensemble of two buildings (plus Tower 1 from Phase 1 ADR) that achieve diversity of expression through massing, pattern and texture while sharing common materials and key design elements. The towers are placed on the site with the neighboring residential buildings in mind, allowing for separation and view corridors; and optimizing daylight for the large public outdoor plaza.

Maximize Energy Efficiency: The towers have been oriented to optimize building performance and mitigate shadow impacts on the pedestrian environments. Each tower skin design takes a unique approach to addressing the solar response.

Visual Interest and Articulation: Both office towers are proposed to be clad in aluminum and glass curtain wall systems. Tower facades that face outward from the site (the "City Response") include façade patterning achieved through horizontal and vertical curtain wall projections that create a unique pattern language for each office tower. These patterns embrace the concept of "flow", implying visual movement across each individual façade and the development as a whole. Tower facades that face inward to the site (the "Site Response") are smooth in texture, featuring structurally glazed curtainwall units with minimal projections. Complementing both Site and City faces is the building core, which employs a variegated pattern of metal panels that extends the width of the core and the full height of the towers, anchoring each building in the site. The metal panel on the building core employ a playful and artful color scheme to add visual interest and variation.

15. Top (LUC 20.25A.180.F)

Create Attractive Building Silhouettes and Rooflines: Tower roof forms are an extension of the simply composed forms of the tower, providing rooftop screening at mechanical equipment and an extension of the building core vocabulary

Foster Attractive Rooftops: Tower roof forms are an extension of the middle portion of the tower. The off-set core wall is a finer scaled metal panel, offering texture and grain in contrast to the aluminum and glass curtain wall system. This core wall system wraps the mechanical penthouse and screens the roof top mechanical as a unified form. The mechanical equipment will be painted to blend with predominant roofing materials. While final sign locations have not yet been determined, the design team has identified those areas where code-compliant building and tenant identification may be incorporated into the façade and site design. The lower, podium roofs have occupiable terraces and green garden spaces.

VI. Public Notice and Public Comment

Application Date:	March 12, 2019
Notice of Application (500 feet):	May 02, 2019
Public Meeting:	May 07, 2019
Minimum Comment Period:	May 16, 2019

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on May 02, 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 May 07, 2019 and was attended by two members of the public. Three written comments were received regarding the proposal from two parties of record. One expressed general support for the proposal. Comments for the other party of record are summarized below:

1. **I am getting more and more concerned by the day as to what is going on Main St. I am going West across Bellevue Way on Main St. The people going from Main turning left onto Bellevue Way South are using up the lanes that people going West are trying to use now. What will this new project add to this difficulty?**

   Response: Bellevue Plaza project proposed improvements will mitigate traffic impacts at the intersection of Bellevue Way/Main Street. The proposed improvements at the intersection will include dual westbound left-turn lanes and combining the westbound through and right-turn lanes into a shared through/right lane. The proposed channelization will result into shifting the bike lane to the north adjacent to the curb line from 105th Avenue NE to Bellevue Way. The project will also include traffic signal modifications to conform with the new channelization and a bike signal to address the conflict with the right-turn movement at the Bellevue Way intersection.

2. **Is anyone at the city looking into widening the street to be more than 2 or 3 lanes? The traffic is only getting more and more congested. I take 106th to Main St. home from**

work sometimes and traffic back up. The area around Bellevue Way and 2nd with that new project, the congestion with people coming out of it could be problematic, as the same could be said of this project and 106th.

Response: Street widening will occur adjacent to Bellevue Plaza development. Street widening will include buffered bicycle lane along Main Street, and curb space usage along 106th Avenue NE; however, widening will not include additional vehicular travel lanes. Proposed frontage improvements, channelization revisions, traffic signal modifications and addition of one traffic signal will mitigate traffic impacts from the proposed development. Proposed pedestrian and bicycle facilities, required Transportation Management Program, along with public transit including bus and future light rail service will provide a multi-modal transportation system and support reduction of Single Occupant Vehicles (SOVs) in order to improve congestion on the public streets. See "Technical Review" and "SEPA" sections of this Staff Report for detailed discussions.

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 Condition of Approval regarding Construction Hours in Section XII.A of this report.**

2. Mechanical Exhaust:
   All kitchen exhaust and any other exhaust that contains smoke, odors, steam or heat must vent at least 16 feet above areas accessible to the public. **Refer to Condition of Approval regarding Mechanical Exhaust in Section XII.C of this report.**

   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 other public places prior to the issuance of any Certificate of Occupancy. **Refer to Condition of Approval regarding Certification by Noise Consultant in Section XII.C of this report.**

B. Transportation

Project Summary

The proposed Bellevue Plaza Project is for Phase 2 of the Bellevue Plaza MDP project. The Bellevue Plaza MDP site is a half block in downtown Bellevue, bordered by Main Street to the south, NE 2nd Street to the north, 106th Avenue NE to the east and 105th Avenue NE (a private road) to the west. The Bellevue Plaza MDP project will construct three high-rise 17-story buildings with 5 levels of below grade parking garage. Phase 2 will include Tower 2 (Mid Tower) and Tower 3 (North Tower) and will be constructed on the northern part of the site.

Phase 2 is bordered by NE 2nd Street on the north, 106th Avenue NE on the east, 105th Avenue NE to the west and Phase 1 to the south. Phase 2 consists of a 16-story tower (Tower 2) and 17-story tower (Tower 3) for office, restaurant, and retail, estimated to generate 779 net new p.m. peak hour trips. It is worth noting that the square footages used in the TIA for the traffic operations analysis were based on an earlier site plan and are higher than the actual proposed square footages, therefore will represent a conservative analysis.

The Phase 2 project required transportation infrastructure will include the north-south pedestrian mid-block crossing of NE 2nd Street, intersection modifications at the NE 2nd Street/105th Avenue NE, and traffic signal modifications at the intersections of NE 2nd Street/106th Avenue NE and Main Street/Bellevue Way. In addition: roadway widening, channelization revisions, and sidewalk improvements along 106th Avenue NE from the Phase 1 limits to NE 2nd Street, and NE 2nd Street are required. Full improvements of 105th Avenue NE include road widening and adjacent sidewalk from Phase 1 limits to NE 2nd Street. Also, on-site pedestrian facilities include the completion of the East/West through-block pedestrian connection between Tower 1 and Tower 2 and the North/South through block pedestrian connection west of the 3 Towers from Phase 1 limits to NE 2nd Street.

The proposed channelization on 106th Avenue NE includes 8-foot parking lane on the west side of the road. A curb bump-out will be provided at the 106th Avenue NE/NE 2nd Street in line with the pedestrian mid-block crossing on 106th Avenue NE to reduce pedestrian crossing distance. The bump-outs may be removed by the City in the future if curb lane usage and traffic needs change along 106th Avenue NE. Bellevue Plaza Phase 2 includes one location of pullout adjacent to 106th Avenue on-site to accommodate future passengers' drop-off/loading zones in the event the parking lane is used for traffic purposes as determined by the City. The ultimate curb location for the future passengers' drop-off/loading zones will be installed with the Bellevue Plaza project where feasible, and filled in with concrete, bollards, or other temporary treatment.

Multimodal Site Access

Vehicle Access and Loading

The proposed vehicular access to and from the project site will be provided via 105th Avenue NE (private road) only, with a new signalized intersection at 105th Avenue NE/Main Street and a 2-way stop controlled intersection at 105th Avenue NE/NE 2nd Street.

From the south, the proposed signalized intersection at 105th Avenue NE/Main Street will have limited access with restrictions to the eastbound left-turn and northbound and southbound through movements. The signalized intersection will also include a new pedestrian actuated crossing on the east leg of the intersection. This new signalized intersection will be completed with Bellevue Plaza Phase 1 project.

From the north, the intersection of 105th Avenue NE/NE 2nd Street is proposed to operate as two-way stop-controlled for 105th Avenue approaches. The intersection will have limited access and will include a center median island on NE 2nd Street restricting northbound and southbound left turn movements. This intersection improvement will be accomplished with this proposed project.

Access to the underground parking garage will be provided via two driveway approaches off of 105th Avenue NE. The south parking garage driveway is approximately 130-feet north of Main Street, and the north parking garage driveway is approximately 330-feet south of NE 2nd Street. The entry gate to the southern parking garage is approximately 210-feet from the driveway approach onto 105th Avenue NE. The entry gate to northern parking garage is approximately 194-feet from the driveway approach onto 105th Avenue NE. Short-term parking for the retail and restaurant uses will be accessed through both driveways.

Truck loading for delivery and garbage pick-up will occur off of 105th Avenue NE and within the proposed eight truck loading spaces on-site. Phase 2 will provide five truck loading spaces with access directly from 105th Avenue NE north of the northern driveway and will accommodate a WB-40 size truck. In addition, larger trucks can be accommodated in the center turn lane on 105th Avenue NE (private road).
Therefore, all truck loading and operations will occur on-site and should not have any impacts on the adjacent public streets. AutoTurn diagrams, showing the truck turning movements for WB-40, SU-30, and garbage trucks entering/exiting the site at the driveways onto the public streets and on-site, were prepared to verify adequate access is provided.

Refer to Condition of Approval regarding Vehicular Access Restrictions and Provisions for Loading in Section XII.A of this report.

Pedestrian Access
The existing pedestrian access is provided to the site from an existing 8-foot sidewalk on 106th Avenue NE and an existing 6-foot sidewalk on NE 2nd Street. On Main Street there is an existing 12-foot sidewalk on the east side of the frontage and an informal asphalt walkway on the west side. All of these existing sidewalks are shown as needing replacement and do not meet current ADA standards. There are no existing pedestrian facilities along 105th Avenue NE.

The proposed Bellevue Plaza Phase 2 project will construct new sidewalk facilities along the project frontages on NE 106th Avenue and NE 2nd Street. This includes a minimum 11-foot wide sidewalk and a minimum 5-foot wide planter strip on each of these streets. In addition, a minimum 6-foot wide sidewalk will be provided adjacent to the private road, 105th Avenue NE. The sidewalk on Main Street will be completed by Phase 1 of the project.

The sidewalks will be supplemented with an east-west and a north-south through-block pedestrian access connections within the site. The east-west through-block pedestrian connection is provided through a large open space plaza between Tower 1 and Tower 2 from 106th Avenue NE to 105th Avenue NE – this pedestrian connection will be completed with Phase 1 of the project. The north-south through-block pedestrian connection is provided west of the 3 towers from Main Street to NE 2nd Street above 105th Avenue NE road grade, at Plaza level. This proposed project (Phase 2) will construct the remaining portion of the north-south through block pedestrian connection west of Towers 2 and 3 between the Phase 1 limits to NE 2nd Street.

In addition to providing local access, 105th Avenue NE serves as a pedestrian route between Bellevue High School to the south and the downtown area. Bellevue Plaza Phase 2 project will include a north-south mid-block pedestrian crossing across NE 2nd Street providing a continuous pedestrian through route along 105th Avenue NE from the north-south through-block pedestrian connection of Bellevue Plaza to the through-block pedestrian connection north of NE 4th Street. Since NE 2nd Street is a minor arterial with three through lanes and a center turn lane, an RRFB system and a refuge median across NE 2nd Street is required for this crossing. The mid-block RRFB System will also include required accessible curb ramps in the sidewalks of both termini along with required channelization and signing. The RRFB system includes a third pole in the refuge median consistent with City's standard practice. The pedestrian crossing on Main Street will be provided with the installation of the signal at 105th Avenue NE/Main Street in Phase 1.

If a construction permit for Phase 2 is not issued prior to the completion of Phase 1, the Phase 2 project will include removal of the temporary pedestrian path connection along 105th Avenue NE North of the Phase 1 limits to NE 2nd Street, installed with Phase 1.

Bicycle Access

The Ped-Bike Plan refers to 106th Avenue NE as "other bicycle network" corridor; however, there are no bike plan projects established for the 106th Avenue NE corridor. No new or dedicated bicycle infrastructure is listed in Bellevue's plans along NE 2nd Street. Main Street currently has one 5-foot striped bicycle lane adjacent to the site.

No new bicycle infrastructure will be constructed with this project along NE 2nd Street and 106th Avenue NE. Bicyclists will use vehicle travel lanes and the sidewalk to navigate to their destination. Phase 1 will construct a buffered bicycle lane with the frontage improvements to Main Street.

The proposed channelization improvements at the intersection of Bellevue Way NE/Main Street associated with Phase 2 include dual westbound left-turn lanes and combining the westbound through and right-turn lanes into a shared lane. The proposed channelization will result into shifting the bike lane to the north adjacent to the curb line and modifying the bicycle lane through intersection marking on the north side of Main Street across Bellevue Way. Phase 2 will also include a bike signal to address the conflict with the right-turn movement at the Bellevue Way intersection including the installation of a right-turn blank-out sign so that westbound to northbound right-turn movements are restricted when the bike signal is green. The applicant may choose to construct these Phase 2 channelization and signal revisions with the prior Phase 1 for construction efficiency.

Transit Service Access
King County Metro and Sound Transit both operate service in the vicinity of the site. The nearest transit stop is located on the north side of Main Street adjacent to the site providing access to King County Metro Transit route 249. In addition, the Bellevue Transit Center and future light rail station, on NE 6th Street, is located within less than 0.4 miles from the project site.

No new Transit Service facilities are required with the Bellevue Plaza Phase 2 project.

Sight Distance for vehicles and pedestrians
Sight distance assessment for vehicles and pedestrians was evaluated at the proposed driveway approaches at the two garage access points onto 105th Avenue NE as well as the intersections of 105th Avenue NE/Main Street and 105th Avenue NE/NE 2nd Street and shown to meet the City's standards.

Sight triangles for visibility of the RRFB assemblies for the 106th Avenue NE and NE 2nd Street mid-block pedestrian crossing will be evaluated during the design phase.

Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.

The sight distance assessment is documented in the Transportation Impact Analysis.

Street Lighting
Street lighting photometric analysis is required adjacent to the proposed site along NE 2nd Street, 106th Avenue NE, 105th Avenue NE, mid-block crossing at 106th Avenue NE, mid-block crossing at NE 2nd Street, and the intersections of NE 2nd Street/106th Avenue NE and 2nd Street/105th Avenue. New street light poles and replacement of existing luminaires with new LED fixtures are required to meet the City's current standards.

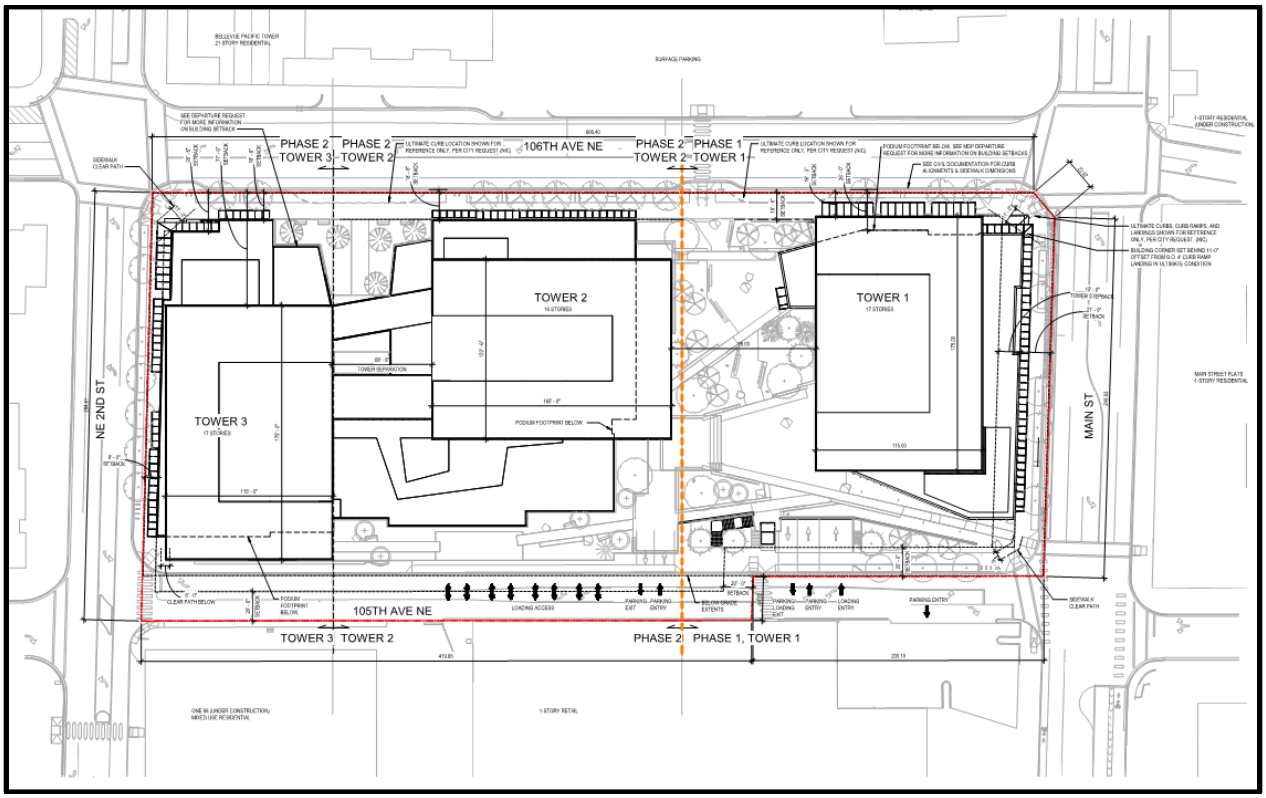
Transportation Infrastructure

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

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

<u>Refer to Condition of Approval regarding Civil Engineering Plans – Transportation, and Building and Site Plans – Transportation in Sections XII.B and XII.C of this report.</u>

The Bellevue Plaza Phase 2 (Towers 2 and 3) required transportation infrastructure will include the north-south pedestrian mid-block crossing of NE 2nd Street, intersection modifications at the NE 2nd Street/105th Avenue NE, and traffic signal modifications at the intersections of NE 2nd Street/106th Avenue NE and Main Street/Bellevue Way. Main Street/Bellevue Way traffic signal modifications include signal and channelization revisions to accommodate dual westbound left-turn lanes and combining the westbound through and right-turn lanes into a shared lane as well as adding a bike signal. In addition: roadway widening, channelization revisions, and sidewalk improvements along 106th Avenue NE from the pedestrian mid-block crossing to NE 2nd Street, and NE 2nd Street are required. Full improvements of 105th Avenue NE include road widening and adjacent sidewalk from Phase 1 limits to NE 2nd Street. Also, on-site pedestrian facilities include the completion of the East/West through-block pedestrian connection between Tower 1 and Tower 2 and the North/South through block pedestrian connection west of the 3 Towers from Phase 1 limits to NE 2nd Street. The clip below depicts the Phase 2 of the development.



Prior to any form of occupancy of Towers 2 and 3, completion of the following transportation infrastructure is required for Phase 2:

1. NE 2nd Street Frontage:
    a) Widening NE 2nd Street approximately 1-foot to match the curb line for the development under construction to the west.
    b) New standard concrete curb and gutter.

c) New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb and a minimum 11-foot wide concrete sidewalk.
d) New channelization and signing along NE 2nd Street.
e) The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
f) Removal of one existing driveway cut along the site's frontage.
g) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
h) Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
i) All doors along NE 2nd Street shall be recessed. Doors are not allowed to swing open into the public sidewalk.

2. 106th Avenue NE Frontage from the new mid-block pedestrian crossing (installed in Phase 1) to NE 2nd Street:
   a) Widening 106th Avenue NE to provide 28-foot roadway width from the road centerline to the proposed face of curb on the west side.
   b) New standard concrete curb and gutter along the Phase 2 frontage.
   c) New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb and a minimum 11-foot wide concrete sidewalk.
   d) New channelization and signing along 106th Avenue NE.
   e) If feasible, construct ultimate curb location for the pullout north of the mid-block pedestrian crossing with concrete, bollards, or other temporary treatment. Pullout length is approximately 70-feet.
   f) The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
   g) Removal of one existing driveway cut along the site's frontage on 106th Avenue NE.
   h) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
   i) Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
   j) All doors along 106th Avenue NE shall be recessed. Doors are not allowed to swing open into the public sidewalk.

3. 105th Avenue NE private road (from the northern limits of the east-west through-block pedestrian connection to NE 2nd Street):
   a) New 32-foot (from face of curb to face of curb) private roadway with 2 to 3 travel lanes between from NE 2nd Street to the Phase 1 limits.
   b) New standard concrete curb and gutter on the east side of the road.
   c) New standard concrete curb and gutter and sidewalk on the west side of the road to match existing grades.
   d) New sidewalk with a minimum 6-foot wide concrete sidewalk measured from the back of curb on the east side of the road.
   e) New driveway approach on the east side for garage access under Tower 2 and for the loading dock.

f) Maintain one existing driveway on the west side of 105th Avenue NE, regrade driveway to transition to existing grades.
g) New channelization and signing along 105th Avenue NE.
h) Install street lighting including new poles, arms, and fixtures as needed to meet required minimum photometric values per AASHTO roadway lighting design guide 2005.

4. Main Street and Bellevue Way Traffic Signal Modifications and Channelization Revisions of Main Street (from 105th Avenue to Bellevue Way)
    a) Revise Main Street channelization from 105th Avenue to Bellevue way to provide dual westbound left-turn lanes and combine the westbound through and right-turn lanes into a shared through/right lane.
    b) Westbound bike lane shift to the north adjacent to the curb line from 105th Avenue NE to Bellevue Way.
    c) Modifying the bicycle lane through intersection marking on the north side of Main Street across Bellevue Way.
    d) Traffic signal modifications to accommodate the channelization revisions including a bike signal to address the conflict with the right-turn movement at the Bellevue Way intersection.
    e) Installation of all required signing associated with the channelization revisions including the installation of a right-turn blank-out sign at the intersection so that westbound to northbound right-turn movements are restricted when the bike signal is green.
    f) As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions 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) Traffic signal modification include all associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.

5. NE 2nd Street & 106th Avenue NE Traffic Signal Modifications:
    a) Traffic signal modifications at the southwest corner including new traffic signal pole, pedestrian push button post, service and controller cabinets.
    b) As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions 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.
    c) All associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.
    d) All required channelization and signing associated with the traffic signal modifications.
    e) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

f) New standard concrete curb and gutter at the southwest corner of the intersection.
g) New ADA curb ramps at the southwest corner of the intersection.
h) Evaluation of the receiving curb ramps for ADA compliance (curb ramp on the east side of 106th Avenue NE for the crosswalk on the south leg and the curb ramp on the north side of NE 2nd Street for the crosswalk on the west leg). Rebuild existing curb ramps if not ADA compliant to current standards.

6. NE 2nd Street and 105th Avenue NE Intersection improvements:
   a) Construction of center median island restricting northbound and southbound through and left-turn movements.
   b) All required channelization and signing associated with the turn movement restrictions.
   c) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

7. NE 2nd Street Mid-Block Pedestrian Crossing:
   a) New mid-block crosswalk with a refuge median across NE 2nd Street west of 105th Avenue NE.
   b) An RRFB system including a third pole in the refuge median.
   c) Accessible curb ramps in the sidewalks of both termini.
   d) All required channelization and signing associated with the mid-block crosswalk and RRFB system.
   e) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

8. On-site development vehicle and Pedestrian infrastructure:
   a) Completion of the East/West through-block pedestrian connection south of tower 2 from 106th Avenue NE to 105th Avenue NE.
   b) Completion of North/South through-block pedestrian connection west of towers 2 and 3 from the northern limits of Phase 1 to NE 2nd Street.
   c) Removal of the temporary pedestrian path connection from the Phase 1 northern limits of the sidewalk adjacent to 105th Avenue NE to NE 2nd Street.

Additional infrastructure requirements, applicable to all Improvements:

a) Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.
b) Any awning, marquee, or balcony over the public sidewalk shall be located at least 9-feet above the sidewalk grade and be made to be removable.
c) Any underground parking garage that extends under a public sidewalk easement shall be located a minimum of 10-vertical feet below the top of sidewalk, unless otherwise approved.
d) No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
e) 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).

f) 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.

g) 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.

h) Root barrier and soil preparation, for landscape strips within the sidewalk along the public road, are described in Standard Drawing SW-130-1.

i) 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.

j) Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements.

k) To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.

l) No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
m) No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.

Refer to Conditions of Approval regarding Transportation Infrastructure and Street Development Requirements, and Street Frontage Improvements in Section XII.A and XII.D of this report.

Easements

There is an existing sidewalk easement contained on this site at the northeast corner of the property which is affected by this development. Any negative impact that this development has on this easement must be mitigated or easement relinquished.

The applicant shall provide easements to the City as needed to encompass the full required width of any sidewalks, private streets with public access, pedestrian and bicycle facilities, easements for future drop-off/loading zones, traffic control devices, slope, and wall located outside the city right of way fronting this site.

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults located outside the city right of way fronting this site. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Refer to Conditions of Approval regarding Existing Easements, Easements for Signal Control and Street Light Boxes and Vaults, and Sidewalk/Utility/Vehicle Access/Pedestrian Access Easements in Section XII.B of this report.

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 the required back of curb is accommodated within the public right of way.

Right-of-way dedication will be required at the northeast corner of the site to the ultimate back of curb to accommodate the intersection of NE 2nd Street/106th Avenue NE.

Refer to Condition of Approval regarding Dedication of Right-of-Way in Section XII.B of this report.

Holiday Construction & Traffic Restrictions

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

Refer to Condition of Approval regarding Holiday Construction & Traffic Restrictions in Section XII.A of this report.

Use of the Right-of-Way (ROW) During Construction

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

Refer to Condition of Approval regarding the Right-of-Way Use Permit in Section XII.B of this report.

Pavement Restoration

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

- Near this project site, 106th Avenue NE has been classified as "No Street Cuts Permitted". Permission to cut into 106th Avenue NE must be obtained through a variance on the right-of-way use permit. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

- Near this project site, NE 2nd Street along the east half of the development frontage has been classified as "Standard Trench Restoration" per Standard Drawing RC-190-1.

- Near this project site, NE 2nd Street along the west half of the development frontage has been classified as "Overlay Required". Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street

(depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

Refer to Condition of Approval regarding Pavement Restoration in Section XII.D of this report.

Transportation Management Program

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of this 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 Conditions of Approval the Transportation Management Program, and the Implementation of the Transportation Management Program in Sections XII.C and D of this report.

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 location. The site discharges generally SW toward Meydenbauer Bay.

The project addresses MR #5: On-site Storm Water Management was evaluated for this project using Figure 1.6 of the 2018 City of Bellevue SWES. Accordingly, the project is not required to meet the LID Performance Standard or BMP Lists 1 or 2 and will evaluate the use of BMPs T5.13, T5.10A, T5.10B, T5.10C, T5.11 and T5.12 as allowed.

MR #6: Runoff Treatment applies based on the COB 2018 Utilities Engineering Standards SSWU Section D1-04.1 and is triggered because the pollution –generating hard-surface (PGHS) is more than 5,000 square feet in the threshold area of the project. This project results in 36,291 square feet of new plus replaced PGHS.

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. The proposed new plus replaced hard-surface area (175,150 square feet) is less than the existing hard-surface area (191,517 square feet).

All unused existing services shall be abandoned back to the main per COB 2018 Utilities Engineering Standards.

Water
The water supply for this project is provided from City of Bellevue owned water mains located on Main Street and 105th Ave NE and 106th 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 at the time of water service application.

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 due at the time.

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. Include a separate copy of the Landscape Plan for each area covered by each irrigation service.

All unused existing services shall be abandoned back to the main per COB 2018 Utilities Engineering Standards.

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

All unused existing services shall be abandoned back to the main per COB 2018 Utilities Engineering Standards.

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

D. Clearing and Grading

The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of the design review application. Approval of this design review does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code. **Refer to Condition of Approval regarding Conceptual Clearing and Grading Approval in Section XII.A of this report.**

E. Parks Department

Parks Department staff have provided preliminary review and comment for the Design Review. Final landscape plan review and comment will be provided during the Clear and Grade Permit. **Refer to Condition of Approval regarding Final Landscape and Irrigation Plans in**

Section XII.B of this report.

F. Fire

The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the 2015 International Fire Code, 2015 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon and limited to the information presented on drawings received June 17, 2019. The Fire Department can approve this application. Subordinate and future permit applications are subject to review and approval. **Refer to Condition of Approval regarding Conceptual Fire Approval in Section XII.A of this report.**

G. Building

The plans for Design Review have not been sufficiently developed for a thorough review under the 2015 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue. Complete review will occur under the Building permit application(s). The following comments are preliminary in nature and are not intended to be all-inclusive or imply approval.

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

The drawings currently show the building spanning across property lines. However, buildings are not legally permitted to span across property lines. This issue will need to be resolved either via a boundary line adjustment/binding site plan or via a single site agreement. The Building Department requires, prior to issuance of any Building permit, that legal documentation be provided that demonstrates this has been completed. **Refer to Condition of Approval regarding Buildings Spanning Property Lines in Section XII.C of this report.**

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). Taken together, the A) Environmental Checklist (Attachment F "SEPA Checklist") together with B) information provided below and C) in the remainder of this report, and D) and in the official project file, adequately disclose expected environmental impacts associated with the Design Review approval. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under SEPA.

Adverse impacts which are less than significant are subject to City Codes or Standards, which are intended to mitigate those impacts. In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, will normally constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and

regulations do not correspond, or where unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

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

A. Environmental Health

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

2. Use of Best Available Noise Abatement Technology
   The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses. **Refer to Condition of Approval regarding USE of Best Available Noise Abatement Technology In section XII.A of this report.**

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

B. Transportation

Long Term Impacts and Mitigation

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

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a maximum net increase of 710,000 square feet of office and 16,500 square feet of restaurant and retail space in MMA 3. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

In addition, transportation impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development

throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

This project is Phase 2 of the Bellevue Plaza Master Development Plan approved January 2020. The MDP consists of three towers. Bellevue Plaza Phase 2 will include Tower 2 (Mid Tower) and Tower 3 (North Tower). The long-term impacts and mitigation for Phase 2 were also included in the review in the staff report for the MDP. **Refer to Condition of Approval regarding Transportation Impact fee in section XII.C of this report.**

Mid-Range Impacts and Mitigation

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

With Bellevue Plaza Phase 2, this development will generate approximately 779 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, 27 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 transportation impact analysis Memorandum dated December 6, 2019 was prepared for the

Bellevue Plaza Phase 2 project by TENW. The memorandum is supplemental to the traffic impact analysis (TIA) dated November 8, 2019, that was prepared by TENW for Bellevue Plaza Master Development Plan (MDP) which included Phase 1 and Phase 2.

The analysis reviewed the operations of 7 intersections with the project traffic volumes from both Phase 1 and Phase 2. All intersections remained at LOS E or better with the proposed Phase 2 improvements. These include frontage improvements along NE 2nd Street, 106th Avenue NE, 105th Avenue NE, modifications to the intersections of Bellevue Way NE/Main Street, 106th Avenue NE/NE 2nd Street, and 105th Avenue NE/NE 2nd Street. The proposed improvements at the intersection of Main Street/Bellevue Way are associated with Phase 2 impacts; however, the applicant may choose to construct these improvements with Phase 1 for construction efficiency.

To improve pedestrian connectivity, the project will include a north-south pedestrian mid-block crossing of NE 2nd Street west of 105th Avenue and a north-south through-block pedestrian connection provided west of the Phase 2 towers from the Phase 1 limits to NE 2nd Street.

IX. Changes to Proposal Due to Staff Review

A. Site Design
1. Provision of large planters with trees for sidewalk areas along 106th Avenue NE where the "permanent" drop-off areas will be temporarily filled in with concrete.
2. Provision of additional landscaped areas abutting the public street along 106th Avenue NE.
3. Provision of pet relief areas incorporated into the design to protect landscaping and reduce negative effects on public health and the environment. Located in landscape strips within the public sidewalk as well as within the site including along pedestrian through-block connections.
4. Provision of integrated seating along 106th Avenue NE to support the drop-off location's use as private shuttle stops.
5. Provision of passenger step-offs and step-throughs for on-street parking (drop-offs) along 106th Avenue NE.
6. Provision of additional trees within the site, abutting the public sidewalk along 106th Avenue NE near the "permanent" drop-off areas.

B. Building Design
1. Expanded the depth of weather protection at the northeast corner of Tower 3 for pedestrians along 106th Avenue NE and NE 2nd Street.

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 consistency with the Comprehensive Plan goals and policies, which include policies specific to the Urban Design and the Arts chapter and the Downtown Subarea chapter. A few of the most applicable policies are discussed below.
   - **Urban Design Policy UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.**
     Finding: Bellevue Plaza Phase 2 transforms an underdeveloped site with two high-quality mixed-use office towers. The project provides for new office, retail, restaurant, and outdoor space, contributing to the image of Bellevue. The two office towers will integrate a color and shape pattern on their building core walls to provide visual interest resulting in iconic, memorable designs.

   - **Urban Design Policy UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.**
     ***Finding*:** ADA compliant and enhanced design is a priority in the public realm. A north-south accessible through-block connection will complete a pedestrian links to connect NE 2nd Street with Main Street. Each building entrance off of the public sidewalk along both NE 2nd Street and 106th Avenue NE is ADA compliant and convenient for the disabled or wheeled users.

   - ***Urban Design Policy UD-2*6: Encourage visual, auditory and tactile design elements in the built and natural environment.**
     ***Finding*:** The site will be generously landscaped in the open space plaza to the south of Tower 2 and between Towers 2 and 3, and along the through-block connections and street edges, incorporating a range of plant colors, textures, shapes and sizes. The buildings will include contrasting gray metals and clear glass along with tasteful but bright, strong colors in key locations.

   - ***Downtown Subarea Policy S*-DT-38: Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.**
     Finding: Bellevue Plaza will provide additional office space for the downtown and offers a mix of active use and retail possibilities at the ground level which will contribute to the viability and livability of the downtown and provide for the needs of the residents, visitors and those working i n the area.

   For a more detailed discussion of how the project complies with the Comprehensive Plan, refer to Attachment C "Comprehensive Plan Policies".

2. **The proposal complies with the applicable requirements of Bellevue City Code.**
   Finding:
   The tables and information in Sections 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, tower setbacks, floor area ratio, sidewalks,

landscaping, parking, loading, and trash and recycling. This application is requesting four Administrative Departures. These include:

- Build-To Line requirement
- Parking Rate requirement
- Provision of Compact Parking Stalls
- Weather Protection Cover and Height requirement

For a more detailed discussion of the requested Departures, refer to Section IV of this report and Attachment D "Administrative Departure Requests".

3. **The proposal addresses all applicable design guidelines or criteria of the Land Use 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 the symbolic as well as the functional heart of the Eastside. It is to be developed as an aesthetically attractive area of intense use. Toward this end, the City shall encourage the development 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. Development should enhance people orientation and facilitate pedestrian circulation, and provide for the needs, activities, and interests of people. The City should encourage land uses that emphasize variety, mixed uses, and unity of form within buildings or complexes. 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 Sections III, IV and V of this report – 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 proposal is compatible with and responds to the existing and intended character, appearance and quality of development in the neighborhood. The proposal responds to nearby property in several ways. The location of the proposed towers separated from structures on adjacent sites maximizes light and air onto all properties. They provide additional light and air through wider sidewalks, ground level open space, floorplate reductions, and pushing the towers back from the western property line's vehicular access along 105th Avenue NE. The significant on-site public open space provides increased recreational opportunities in the vicinity. The parking, loading, and trash servicing is all done off of 105th Avenue NE (private road) which reduces the effect of these functions on the surrounding properties and public sidewalks by placing them internal to the site. Pedestrians are emphasized and prioritized in the public realm.

5. **The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**
   Finding:
   The proposal will be adequately served by public facilities including streets, fire protection, and utilities. The site currently has access to water, sewer, stormwater and electric services. For further discussion, refer to the Technical Review Section VII in this

report.

6. **The proposal is consistent with any required Master Development Plan.**
   Finding:
   The proposal is consistent with the approved MDP as detailed throughout 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 Administrative Design Review.

XII. Conditions of Approval

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

A. GENERAL CONDITIONS:

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

Clearing and Grading Code - BCC 23.76	Janney Gwo	425-452-6190
Bellevue Development Standards	Randa Kiriakos	425-452-2569
Transportation Code - BCC 14.60	Randa Kiriakos	425-452-2569
Trans. Improvement Program - BCC.22.16	Randa Kiriakos	425-452-2569
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425-452-4294
Bellevue Utilities Code - BCC Title 24	Chris Brookes	425-452-6825
Construction Codes - BCC Title 23	Doug Beck	425-452-4563
Uniform Plumbing Code – BCC 23.60	Bob Heavey	425-452-6877
Code - BCC Title 20	Faheem Darab	425-452-2731
Sign Code - BCC Title 22B	Faheem Darab	425-452-2731
Noise Control - BCC 9.18	Faheem Darab	425-452-2731
Uniform Fire Code - BCC 23.11	Bill Lehner	425-452-2925
Parks Department	Tom Kuykendall	425-452-7924

1. **Construction Hours**
   Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure

appropriate noise mitigation is utilized to protect surrounding uses and properties. *Requests for exemption from the Noise Control Code must be submitted in writing two weeks prior to the scheduled onset of extended hour construction activity*. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

AUTHORITY: Bellevue City Code 9.18.040
REVIEWER: Faheem Darab, Land Use Division

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

AUTHORITY: LUC 20.20.522 & Bellevue City Code 9.10
REVIEWER: Faheem Darab, Land Use Division

3. **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: Tim Stever, Transportation Department

4. **Design Review Modifications**
Any modification to this Design Review 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: Faheem Darab, Land Use

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

AUTHORITY: Clearing & Grading Code 23.76.035
REVIEWER: Janney Gwo, Clearing & Grading Section

6. **Conceptual Fire Approval**
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 June 17, 2019. The Fire Department can approve this application. Subordinate and future permit applications are subject to review and approval.

AUTHORITY: Fire Code 23.11
REVIEWER: Bill Lehner, Fire Department

7. **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.

Authority: BCC Title 24.02, 24.04, 24.06
Reviewer: Chris Brookes, Utilities

8. **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. Trucks backing up in any street or across any public sidewalk in order to access this site is prohibited.

AUTHORITY: Land Use Code 20.20.590.K.4 & Bellevue City Code 14.60.180
REVIEWER: Faheem Darab, Land Use Division
Randa Kiriakos, Transportation Department

9. **Use of Best Available Noise Abatement Technology**
The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

AUTHORITY: Bellevue City Code 9.18.020F
REVIEWER: Faheem Darab, Land Use Division

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

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

11. Vehicular Access Restrictions

Access to this site at the intersection of Main Street and 105th Avenue NE will restrict eastbound left-turn and northbound and southbound through movements. This will be achieved through the proposed traffic signal and associated signal phasing and signage as specified in the final civil engineering plans for the development for Phase 1.

Access to this site at the intersection of NE 2nd Street and 105th Avenue NE will restrict northbound and southbound through and left-turn movements. This will be achieved through a proposed center median island with associated pavement markings and signage as preliminary shown in the MDP and will be specified in the final civil engineering plans for the development for Phase 2.

AUTHORITY: BCC 14.60.150
REVIEWER: Randa Kiriakos, Transportation Department

12. Transportation Infrastructure and Street Development Requirements

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

Prior to any form of occupancy of Towers 2 and 3, completion of the following transportation infrastructure is required for Phase 2:

1. NE 2nd Street Frontage:
    a) Widening NE 2nd Street approximately 1-foot to match the curb line for the development under construction to the west.
    b) New standard concrete curb and gutter.
    c) New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb and a minimum 11-foot wide concrete sidewalk.
    d) New channelization and signing along NE 2nd Street.
    e) The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
    f) Removal of one existing driveway cut along the site's frontage.
    g) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
    h) Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
    i) All doors along NE 2nd Street shall be recessed. Doors are not allowed to swing open into the public sidewalk.
2. 106th Avenue NE Frontage from the new mid-block pedestrian crossing (installed in Phase 1) to NE 2nd Street:

a) Widening 106th Avenue NE to provide 28-foot roadway width from the road centerline to the proposed face of curb on the west side.
b) New standard concrete curb and gutter along the Phase 2 frontage.
c) New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb and a minimum 11-foot wide concrete sidewalk.
d) New channelization and signing along 106th Avenue NE.
e) If feasible, construct ultimate curb location for the pullout north of the mid-block pedestrian crossing with concrete, bollards, or other temporary treatment. Pullout length is approximately 70-feet.
f) The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
g) Removal of one existing driveway cut along the site's frontage on 106th Avenue NE.
h) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
i) Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
j) All doors along 106th Avenue NE shall be recessed. Doors are not allowed to swing open into the public sidewalk.

3. 105th Avenue NE private road (from the northern limits of the east-west through-block pedestrian connection to NE 2nd Street):
   a) New 32-foot (from face of curb to face of curb) private roadway with 2 to 3 travel lanes between from NE 2nd Street to the Phase 1 limits.
   b) New standard concrete curb and gutter on the east side of the road.
   c) New standard concrete curb and gutter and sidewalk on the west side of the road to match existing grades.
   d) New sidewalk with a minimum 6-foot wide concrete sidewalk measured from the back of curb on the east side of the road.
   e) New driveway approach on the east side for garage access under Tower 2 and for the loading dock.
   f) Maintain one existing driveway on the west side of 105th Avenue NE, regrade driveway to transition to existing grades.
   g) New channelization and signing along 105th Avenue NE.
   h) Install street lighting including new poles, arms, and fixtures as needed to meet required minimum photometric values per AASHTO roadway lighting design guide 2005.
4. Main Street and Bellevue Way Traffic Signal Modifications and Channelization Revisions of Main Street (from 105th Avenue to Bellevue Way)
   a) Revise Main Street channelization from 105th Avenue to Bellevue way to provide dual westbound left-turn lanes and combine the westbound through and right-turn lanes into a shared through/right lane.
   b) Westbound bike lane shift to the north adjacent to the curb line from 105th Avenue NE to Bellevue Way.
   c) Modifying the bicycle lane through intersection marking on the north side of Main Street across Bellevue Way.

d) Traffic signal modifications to accommodate the channelization revisions including a bike signal to address the conflict with the right-turn movement at the Bellevue Way intersection.
e) Installation of all required signing associated with the channelization revisions including the installation of a right-turn blank-out sign at the intersection so that westbound to northbound right-turn movements are restricted when the bike signal is green.
f) As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions 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) Traffic signal modification include all associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.

5. NE 2nd Street & 106th Avenue NE Traffic Signal Modifications:
   a) Traffic signal modifications at the southwest corner including new traffic signal pole, pedestrian push button post, service and controller cabinets.
   b) As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions 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.
   c) All associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.
   d) All required channelization and signing associated with the traffic signal modifications.
   e) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
   f) New standard concrete curb and gutter at the southwest corner of the intersection.
   g) New ADA curb ramps at the southwest corner of the intersection.
   h) Evaluation of the receiving curb ramps for ADA compliance (curb ramp on the east side of 106th Avenue NE for the crosswalk on the south leg and the curb ramp on the north side of NE 2nd Street for the crosswalk on the west leg). Rebuild existing curb ramps if not ADA compliant to current standards.
6. NE 2nd Street and 105th Avenue NE Intersection improvements:
   a) Construction of center median island restricting northbound and southbound through and left-turn movements.
   b) All required channelization and signing associated with the turn movement restrictions.
   c) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
7. NE 2nd Street Mid-Block Pedestrian Crossing:
   a) New mid-block crosswalk with a refuge median across NE 2nd Street west of 105th Avenue NE.
   b) An RRFB system including a third pole in the refuge median.

c) Accessible curb ramps in the sidewalks of both termini.
d) All required channelization and signing associated with the mid-block crosswalk and RRFB system.
e) Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

8. On-site development vehicle and Pedestrian infrastructure:
   a) Completion of the East/West through-block pedestrian connection south of tower 2 from 106th Avenue NE to 105th Avenue NE.
   b) Completion of North/South through-block pedestrian connection west of towers 2 and 3 from the northern limits of Phase 1 to NE 2nd Street.
   c) Removal of the temporary pedestrian path connection from the Phase 1 northern limits of the sidewalk adjacent to 105th Avenue NE to NE 2nd Street.

Additional infrastructure requirements, applicable to all Improvements:

a) Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.
b) Any awning, marquee, or balcony over the public sidewalk shall be located at least 9-feet above the sidewalk grade and be made to be removable.
c) Any underground parking garage that extends under a public sidewalk easement shall be located a minimum of 10-vertical feet below the top of sidewalk, unless otherwise approved.
d) No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
e) 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).
f) 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.
g) 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.

h) Root barrier and soil preparation, for landscape strips within the sidewalk along the public road, are described in Standard Drawing SW-130-1.
i) 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.
j) Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements.
k) To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
l) No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
m) No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.

B. PRIOR TO CLEARING AND GRADING PERMIT:

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

13. Right-of-Way Use Permit

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

a) Designated truck hauling routes.
b) Truck loading/unloading activities.
c) Location of construction fences.

d) Hours of construction and hauling.
e) Requirements for leasing of right of way or pedestrian easements.
f) Provisions for street sweeping, excavation and construction.
g) Location of construction signing and pedestrian detour routes.
h) All other construction activities as they affect the public street system.

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

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

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

14. 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 that permits construction of the infrastructure. The infrastructure requirements for Phase 2 is listed in the General Conditions section A.4. 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 proposed infrastructure improvements within the right-of-way shall conform to current WSDOT Standard Specifications for Road, Bridge and Municipal Construction and to the City of Bellevue Special Provisions (BSP's).

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

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
REVIEWER: Randa Kiriakos, Transportation Department

15. 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, the 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**".
d. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection.
e. Electrical components shall not create a tripping hazard in the sidewalk.

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

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

a. Planting shall be done according to the Parks Department Best Management Practices

and Design Standards in place at the time of construction.

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

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

17. 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 and controller that can be accessed 24 hours a day by the City of Bellevue. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.
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 6-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. Irrigation devices shall not create a tripping hazard in the sidewalk.
g. Parks Department Contacts:
   - Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
   - Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

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

18. 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: Faheem Darab, Land Use Division
Tom Kuykendall, Parks Department

19. Temporary Potted Trees Along 106th Avenue NE

The property owner is responsible for watering and maintaining the landscaping within the potted planters located within the permanent drop-off area along 106th Avenue NE. In addition, the property owner is responsible for maintaining the planters themselves, any effects these amenities may have on the sidewalk or roadway.

AUTHORITY: LUC 20.25A.110, 20.20.520
REVIEWERS: Tom Kuykendall, Parks Department &
Faheem Darab, Land Use Division

20. Pet Relief Areas

a. The property owner is responsible for maintaining these areas of the landscape strip along the public sidewalk.
b. Pet relief areas within the landscape strip along the public sidewalk should be filtered prior to entry into soil or the storm sewers system.
c. Pet relief areas within the site must drain to the sanitary sewer.
d. Pet relief areas must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects.

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K, UPC 304.0
REVIEWERS: Tom Kuykendall, Parks Department &
Faheem Darab, Land Use Division
Bob Heavey, Building Division

21. Existing Easements

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

AUTHORITY: BCC 14.60.100
Reviewer: Randa Kiriakos, Transportation Department

22. Easements for Signal Control and Street Light Boxes And Vaults

The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults located outside the city right of way fronting this site.

AUTHORITY: BCC 14.60.100
REVIEWER: Randa Kiriakos, Transportation Department

23. Sidewalk/Utility/Vehicle Access/Pedestrian Access Easements

The applicant shall provide sidewalk and utility easements to the City such that public sidewalks and bicycle facilities outside of the City right of way along the property frontage are located within the easement area. The applicant shall also provide easements to the City for the future drop-off/loading zones along 106th Avenue NE. The applicant shall provide a public access easement for vehicle and

pedestrian on 105th Avenue NE that encompasses the roadway and pedestrian facility.

AUTHORITY: BCC 14.60.100
REVIEWER: Randa Kiriakos, Transportation Department

24. Dedication of Right-of-Way
The applicant shall dedicate right of way to the City along the property frontage such that required street improvements to the back of the curb are located within the public right of way.

AUTHORITY: BCC 14.60.090
REVIEWER: Randa Kiriakos, Transportation Department

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

25. Buildings Spanning Property Lines
The Building Department requires the developer to provide legal documentation, prior to issuance of any building permit, that buildings will not cross property lines. Provide legal documentation that lot lines have been dissolved via a single site agreement.

AUTHORITY: IBC 705.3
REVIEWER: Douglas Beck, Building Division

26. 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: BCC 22.16
REVIEWER: Randa Kiriakos, Transportation Department

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

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

28. 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: BCC 14.60.070; 080
REVIEWER: Randa Kiriakos, Transportation Department

29. Pedestrian Access Easement and Signage for the Through-Block Pedestrian Connections

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

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

30. 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: Faheem Darab, Land Use Division

31. Mechanical Exhaust

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

AUTHORITY: Land Use Code 20.25A.130.D, Bellevue City Code 9.10.030.B
REVIEWER: Faheem Darab, Land Use Division

32. Certification by Noise Consultant

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

AUTHORITY: Bellevue City Code 9.18.030
REVIEWER: Faheem Darab, Land Use Division

33. Outdoor Plaza Space

The landscape plans shall include a detailed design of the required public plaza space. In addition, a public access easement shall be recorded to ensure the plaza is open to the public at all times. Public access signage shall be provided. Signage design and locations shall be reviewed by Land Use prior to fabrication and installation

AUTHORITY: Land Use Code 20.25A.075.A.3, 20.25A.070.D.4.2
REVIEWER: Faheem Darab, Land Use Division

34. Street Level Glazing

To ensure visibility from the public sidewalk into the active use spaces on 106th Avenue NE and NE 2nd 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: Faheem Darab, Land Use Division

35. Mechanical Location and Screening

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, AND
c. Meet the screening requirements in LUC 20.25A.130.C including screening from above.

AUTHORITY: Land Use Code 20.20.525, 20.20.650, 20.25A.130
REVIEWER: Faheem Darab, 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>

36. Street Frontage Improvements

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

AUTHORITY: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual; Transportation Department Design Manual Standard Drawings; and Americans with Disabilities Act.

REVIEWER: Randa Kiriakos, Transportation Department

37. Pavement Restoration

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

a) 106th Avenue NE: This street is classified as "No Street Cuts Permitted". Permission to cut into 106th Avenue NE must be obtained through a variance on the right-of-way use permit. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

b) NE 2nd Street: This street along the east half of the development frontage is classified as "Standard Trench Restoration".

c) NE 2nd Street: This street along the west half of the development frontage is classified as "Overlay Required". Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

AUTHORITY: Bellevue City Code 14.60.250 & Design Manual Design Standard #23
REVIEWER: Tim Stever, Transportation Department

38. Implementation of 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: BCC 14.60.070, 14.60.080
REVIEWER: Randa Kiriakos, Transportation Department

39. Allocation of Parking for Retail, Restaurant, Visitors, and Office Uses

Prior to TCO, the applicant shall submit plans of the parking garage to Land Use, identifying the exact location of the parking stalls to be assigned to the retail uses, restaurant uses, office uses, and short-term parking in the building and onsite and any conditions and restrictions for these spaces, including how they are to be monitored. All spaces shall be marked as for each use and spaces serving active uses (retail and restaurant) must be available during regular business hours.

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

40. 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: Faheem Darab, Land Use Division

41. 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: Planner, Land Use Division

42. 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: Faheem Darab, Land Use Division

43. Public Art Feature

The applicant is committing to providing public art with an appraised value of at least $796,000 in order to earn 31,840 FAR amenity bonus points as shown on MDP sheet MDP-L0.02. The art must meet the design criteria for "#12 Public Art" in Chart 20.25A.070.D.4 as well as the design guidelines for integrating artistic elements per 20.25A.170.A.5. The art's location on the site, its design, and its function must be coordinated between Land Use, and Community Development's Arts Program Coordinator and the applicant team including the artist and project designers prior to installation.

AUTHORITY: Land Use Code 20.25A.070.D.4, 20.25A.170.A.5
REVIEWER: Faheem Darab, Land Use Division

44. Bonus System and Exempt Active Use Recording

The applicant shall record a copy of the approved bonus point calculations, plans showing project limit extents (sheet G2-022), where each amenity is located (sheet MDP-L0.02), plans showing the location and extent of square footage of all ground floor active use exempt from GFA for FAR (sheet MDP-023, A2-016, and A3-016), and the related Conditions of Approval from this Design Review with King County. Document to be recorded shall be reviewed and approved by Land Use prior to recording.

AUTHORITY: LUC 20.25A.070.E

REVIEWER: Faheem Darab, Land Use Division

E. PRIOR TO ISSUANCE OF SIGN PERMITS

45. Individual Sign Permits

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

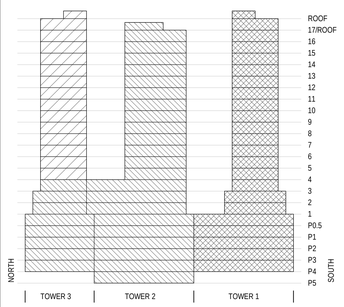
a) Location
b) Illumination
c) Color and Materials
d) Design/Dimensions

AUTHORITY: BCC 22B.10.025.B.4
REVIEWER: Faheem Darab, Land Use

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
ACC	ACCESSIBLE
ACP	ACOUSTICAL CEILING PANEL
ACST	ACOUSTICAL
AD	AREA DRAIN
ADDM	ADDENDUM
ADJ	ADJUSTABLE
AFF	ABOVE FINISHED FLOOR
AG	ALL GLASS
AHU	AIR HANDLING UNIT
ALT	ALTERNATE
ALUM	ALUMINUM
AMB	AMBULATORY
AME	ACCESSIBLE MEANS OF EGRESS ELEVATOR
ANOD	ANODIZED
APPROX	APPROXIMATE
APT	APARTMENT
ARCH	ARCHITECT, ARCHITECTURAL
AUTO	AUTOMATIC
AV	AUDIO VISUAL
AWP	ACOUSTICAL WALL PANEL(S)
BB	BULLETIN BOARD
BCS	BABY CHANGING STATION
BD	BOARD
BLDG	BUILDING
BLKG	BLOCKING
BO	BOTTOM OF
B.O.D.	BASIS OF DESIGN
BOH	BACK OF HOUSE
BOT	BOTTOM
BRG	BEARING
BRZ	BRONZE
BS	BASE
BSMT	BASEMENT
BUR	BUILT UP ROOFING
CAB	CABINET
CB	CATCH BASIN
CEM	CEMENT, CEMENTITIOUS
CER	CERAMIC
CG	CORNER GUARD
CH	COAT HOOK
CI	CAST IRON
CJ	CONTROL JOINT
CIP	CAST-IN-PLACE
CL	CENTERLINE
CLG	CEILING
CLO	CLOSET
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
CO	CLEAN OUT, CASED OPENING
COL	COLUMN
COMM	COMMUNICATION
CONC	CONCRETE
CONN	CONNECTION, CONNECT
CONSTR	CONSTRUCTION
CONT	CONTINUOUS, CONTINUE
CORR	CORRIDOR
CPT	CARPET
CSWK	CASEWORK
CTR	CENTER
CU	CUBIC
CW	CURTAIN WALL
D	DEEP, DEPTH
DBL	DOUBLE
DEMO	DEMOLISH, DEMOLITION
DET	DETAIL
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIAG	DIAGONAL, DIAGRAM
DIM	DIMENSION
DIV	DIVIDE, DIVISION
DMPF	DAMPPROOF, DAMPPROOFING
DN	DOWN
D.P.	DIMENSION POINT
DR	DOOR, DRESSING ROOM
DS	DOWNSPOUT
DW	DISHWASHER
DWG	DRAWING
DWR	DRAWER
E	EAST
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRIC, ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
EMR	ELEVATOR MACHINE ROOM
ENCL	ENCLOSE, ENCLOSURE
EP	ELECTRICAL PANEL
EQ	EQUAL
EQUIP	EQUIPMENT
ESCAL	ESCALATOR
EVC	ELECTRIC VEHICLE CHARGING
EVC(F)	FUTURE ELECTRIC VEHICLE CHARGING
EXH	EXHAUST
EXP	EXPANSION, EXPOSED
EXIST	EXISTING
(F)	FUTURE
FA	FIRE ALARM
FAR	FLOOR AREA RATIO
FARS	FIREFIGHTER AIR REPLENISHMENT SYSTEM
FCIC	FURNISHED BY CONTRACTOR/ INSTALLED BY CONTRACTOR
FCIO	FURNISHED BY CONTRACTOR/ INSTALLED BY OWNER
FD	FLOOR DRAIN
FDAE	FIRE DEPARTMENT ACCESS ELEVATOR
FDC	FIRE DEPARTMENT CONNECTION
FDCS	FIRE DEPT COMMUNICATION SYSTEM
FDTN	FOUNDATION
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
FF	FINISH FLOOR
FFSAM	FOIL FACE SELF ADHERING MEMBRANE
FH	FIRE HYDRANT
FHC	FIRE HOSE CABINET
FIG	FIGURE
FIN	FINISH, FINISHED
FLEX	FLEXIBLE
FLR	FLOOR, FLOORING
FLUOR	FLUORESCENT
FO	FACE OF, FINISHED OPENIING
FOIC	FURNISHED BY OWNER/ INSTALLED BY CONTRACTOR
FOIO	FURNISHED BY OWNER/ INSTALLED BY OWNER
FP	FIRE PROTECTION, FIREPROOF
FR	FRAME, FIRE RATED
FRMG	FRAMING
FRO	FOR REFERENCE ONLY
FRPF	FIREPROOF, FIREPROOFING
FRT	FIRE RETARDANT TREATED
FS	FLOOR SINK
FSAE	FIRE SERVICE ACCESS ELEVATOR
FT	FOOT, FEET
FTG	FOOTING
FUT	FUTURE
FVC	FIRE HOSE VALVE CABINET
FWC	FABRIC WALL COVERING
FWP	FABRIC WALL PANEL(S)
GA	GAUGE
GALV	GALVANIZED
GB	GRAB BAR
GEN	GENERAL, GENERATOR
GFRC	GLASS-FIBER REINFORCED CONCRETE
GFRG	GLASS-FIBER REINFORCED GYPSUM
GFRP	GLASS-FIBER REINFORCED PLASTIC
GL	GLASS
GR	GUARD RAIL
GYP	GYPSUM
GYP BD	GYPSUM BOARD
H	HIGH
HB	HOSE BIB
HC	HOLLOW CORE
HD	HAND DRYER
HDBD	HARDBOARD
HDW	HARDWARE
HDWD	HARDWOOD
HM	HOLLOW METAL
HO	HOLD OPEN
HORIZ	HORIZONTAL
HP	HELP PHONE
HR	HOUR
HT	HEIGHT
HTSAM	HIGH TEMPERATURE SELF ADHERING MEMBRANE
HVAC	HEATING, VENTILATING AND AIR-CONDITIONING
ID	INSIDE DIAMETER
INCL	INCLUDE, INCLUDING
INFO	INFORMATION
INSUL	INSULATE, INSULATION
INT	INTERIOR
IWD	INDIRECT WASTE DRAIN
JAN	JANITOR
JT	JOINT
KIT	KITCHEN
L	LONG
LAM	LAMINATE, LAMINATED
LAU	LAUNDRY
LAV	LAVATORY
LEPM	LUMINOUS EGRESS PATH MARKINGS
LEV	LOW EMISSION VEHICLE
LT	LIGHT
LTG	LIGHTING
MAS	MASONRY
MATL	MATERIAL
MAX	MAXIMUM
MECH	MECHANICAL
MED	MEDIUM
MEMB	MEMBRANE
MEZZ	MEZZANINE
MGT	MANAGEMENT
MFR	MANUFACTURER
MH	MANHOLE, MOP/BROOM HOLDER
MIN	MINIMUM, MINUTE
MISC	MISCELLANEOUS
MIR	MIRROR
MO	MASONRY OPENING
MS	MOP SINK
MTD	MOUNTED
MTL	METAL
MVBL	MOVABLE
N	NORTH
NIC	NOT IN CONTRACT
NO	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
OC	ON CENTER
OCC	OCCUPANT
OH	OVERHEAD
OD	OUTSIDE DIAMETER
OPNG	OPENING
OPP	OPPOSITE
ORD	OVERFLOW ROOF DRAIN
OTS	OPEN TO STRUCTURE ABOVE
PBD	PARTICLEBOARD
PRCST	PRECAST
PD	PLANTER DRAIN
PERP	PERPENDICULAR
PLAM	PLASTIC LAMINATE
PLAS	PLASTER
PLYWD	PLYWOOD
PNL	PANEL
PL	PROPERTY LINE
PR	PAIR
PRKG	PARKING
PROP	PROPERTY
PT	PAINT, POINT
PTD	PAPER TOWEL DISPENSER
PTN	PARTITION
R	RADIUS, RISER
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN, ROAD
REF	REFER TO, REFERENCE
REFG	REFRIGERATOR
REINF	REINFORCED, REINFORCING
REQD	REQUIRED
REV	REVISED, REVISION
RF	RESILIENT FLOOR
RESUB	RESUBMITTAL
RFG	ROOFING
RM	ROOM
RO	ROUGH OPENING
RR	RESTROOM
RT	RIGHT
S	SOUTH
SAM	SELF ADHERING MEMBRANE
SC	SOLID CORE
SCD	SEAT COVER DISPENSER
SCHED	SCHEDULE
SCW	SOLID CORE WOOD
SD	STORM DRAIN
SD	SOAP DISPENSER
SE	SLAB ELEVATION
SECT	SECTION
SGL	SINGLE
SHT	SHEET
SHTHG	SHEATHING
SIM	SIMILAR
SND	SANITARY NAPKIN DISPOSAL
SNV	SANITARY NAPKIN VENDOR
SPEC	SPECIFICATION
SPKLR	SPRINKLER
SPKR	SPEAKER
SQ	SQUARE
SS	SERVICE SINK, SANITARY SEWER
SST	STAINLESS STEEL
STC	SOUND TRANSMISSION CLASS
STD	STANDARD
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SUSP	SUSPENDED
T	TREAD
T&G	TONGUE AND GROOVE
TEL	TELEPHONE
TEMP	TEMPERATURE, TEMPORARY
TER	TERRAZZO
THK	THICK, THICKNESS
TMPD	TEMPERED
TI	TENANT IMPROVEMENT
TL	TILE
TO	TOP OF
TOS	TOP OF STRUCTURE/SLAB
TPD	TOILET PAPER DISPENSER
TSTAT	THERMOSTAT
TV	TELEVISION
TYP	TYPICAL
UGND	UNDERGROUND
UNFIN	UNFINISHED
UON	UNLESS OTHERWISE NOTED
VERT	VERTICAL
VEST	VESTIBULE
VIF	VERIFY IN FIELD
VNR	VENEER
VR	VAPOR RETARDER
VWC	VINYL WALLCOVERING
W	WEST, WIDE
W/	WITH
W/O	WITHOUT
WC	WATER CLOSET, WALLCOVERING
WD	WOOD
WH	WALL HYDRANT
WP	WEATHERPROOF, WATERPROOF, WATERPROOFING, WORK POINT
WR	WATER RESISTANT, WASTE
WT	RECEPTACLE
WT	WEIGHT, WOOD TILE
WWF	WELDED WIRE FABRIC
XFMR	TRANSFORMER

DOCUMENTATION DIAGRAM



TOWER DIAGRAM FOR REFERENCE ONLY, NOT TO SCALE.

THIS DRAWING SET DOCUMENTS TOWER 2 AND 3, PHASE 2. TOWER AND PHASE NUMBERS PROVIDED FOR DOCUMENTATION PURPOSES ONLY. THEY DO NOT INDICATE ORDER OF CONSTRUCTION OR TIMEFRAME

SHEET NUMBER: X.XX.XX.X
- DISCIPLINE LETTER(S)
- TOWER NUMBER
- SHEET NUMBER
- IF USED = SHEET SUBSET LETTER

ROOM NUMBER: X.XX.XX
- TOWER NUMBER
- FLOOR NUMBER
- ROOM NUMBER

DOOR NUMBER: X.XX.XX.X
- TOWER NUMBER
- FLOOR NUMBER
- ASSOCIATED ROOM NUMBER
- IF USED = LETTER DESIGNATION FOR MULTIPLE DOORS FROM ASSOCIATED ROOM

STAIR NUMBER: X.XX.SX
- TOWER NUMBER
- FLOOR NUMBER
- STAIR NUMBER

ELEVATOR NUMBER: X.X
- TOWER NUMBER
- ELEVATOR LETTER

TABLE 1: DEVELOPMENT AREA SUMMARY

NOTE: REFER TO SHEET MDP-023 FOR FULL-SITE FAR AND NSF AREA TABLES

FAR-CHARGEABLE (PHASE 2 T2)

Level	Name	Area (SF)
LEVEL 16	FAR-CHARGEABLE	16,989
LEVEL 15	FAR-CHARGEABLE	16,989
LEVEL 14	FAR-CHARGEABLE	16,989
LEVEL 13	FAR-CHARGEABLE	16,989
LEVEL 12	FAR-CHARGEABLE	16,989
LEVEL 11	FAR-CHARGEABLE	16,989
LEVEL 10	FAR-CHARGEABLE	16,989
LEVEL 09	FAR-CHARGEABLE	16,989
LEVEL 08	FAR-CHARGEABLE	16,989
LEVEL 07	FAR-CHARGEABLE	16,989
LEVEL 06	FAR-CHARGEABLE	16,989
LEVEL 05	FAR-CHARGEABLE	16,989
LEVEL 04	FAR-CHARGEABLE	16,989
LEVEL 03	FAR-CHARGEABLE	18,514
LEVEL 02	FAR-CHARGEABLE	33,238
LEVEL 01	FAR-CHARGEABLE	23,909
P0.5	FAR-CHARGEABLE	2,452
P1	FAR-CHARGEABLE	2,397
Grand total		301,367

FAR-CHARGEABLE (PHASE 2 T3)

Level	Name	Area (SF)
LEVEL 17	FAR-CHARGEABLE	16,881
LEVEL 16	FAR-CHARGEABLE	16,881
LEVEL 15	FAR-CHARGEABLE	16,881
LEVEL 14	FAR-CHARGEABLE	16,881
LEVEL 13	FAR-CHARGEABLE	16,881
LEVEL 12	FAR-CHARGEABLE	16,881
LEVEL 11	FAR-CHARGEABLE	16,881
LEVEL 10	FAR-CHARGEABLE	16,881
LEVEL 09	FAR-CHARGEABLE	16,881
LEVEL 08	FAR-CHARGEABLE	16,881
LEVEL 07	FAR-CHARGEABLE	16,881
LEVEL 06	FAR-CHARGEABLE	16,881
LEVEL 05	FAR-CHARGEABLE	16,881
LEVEL 04	FAR-CHARGEABLE	16,881
LEVEL 03	FAR-CHARGEABLE	16,875
LEVEL 02	FAR-CHARGEABLE	18,696
LEVEL 01	FAR-CHARGEABLE	13,089
P0.5	FAR-CHARGEABLE	2,770
P1	FAR-CHARGEABLE	2,014
Grand total		289,778

FAR-EXEMPT (PHASE 2 T2)

Level	Name	Area (SF)
LEVEL 01	FAR-EXEMPT	8,171
Grand total		8,171

FAR-EXEMPT(PHASE 2 T3)

Level	Name	Area (SF)
LEVEL 01	FAR-EXEMPT	6,442
Grand total		6,442

NSF AREA (PHASE 2 T2)

Level	Name	Area (SF)
LEVEL 16	OFFICE NSF	16,024
LEVEL 15	OFFICE NSF	16,024
LEVEL 14	OFFICE NSF	16,024
LEVEL 13	OFFICE NSF	16,024
LEVEL 12	OFFICE NSF	16,024
LEVEL 11	OFFICE NSF	16,024
LEVEL 10	OFFICE NSF	16,024
LEVEL 09	OFFICE NSF	16,024
LEVEL 08	OFFICE NSF	16,024
LEVEL 07	OFFICE NSF	16,024
LEVEL 06	OFFICE NSF	16,024
LEVEL 05	OFFICE NSF	16,024
LEVEL 04	OFFICE NSF	16,024
LEVEL 03	OFFICE NSF	17,444
LEVEL 02	OFFICE NSF	32,006
LEVEL 01	OFFICE NSF	18,511
LEVEL 01	RESTAURANT NSF	3,155
LEVEL 01	RETAIL NSF	4,259
Grand total		283,687

NSF AREA (PHASE 2 T3)

Level	Name	Area (SF)
LEVEL 17	OFFICE NSF	15,901
LEVEL 16	OFFICE NSF	15,901
LEVEL 15	OFFICE NSF	15,901
LEVEL 14	OFFICE NSF	15,901
LEVEL 13	OFFICE NSF	15,901
LEVEL 12	OFFICE NSF	15,901
LEVEL 11	OFFICE NSF	15,901
LEVEL 10	OFFICE NSF	15,901
LEVEL 09	OFFICE NSF	15,901
LEVEL 08	OFFICE NSF	15,901
LEVEL 07	OFFICE NSF	15,901
LEVEL 06	OFFICE NSF	15,901
LEVEL 05	OFFICE NSF	15,901
LEVEL 04	OFFICE NSF	15,901
LEVEL 03	OFFICE NSF	15,885
LEVEL 02	OFFICE NSF	17,706
LEVEL 01	OFFICE NSF	7,909
LEVEL 01	RESTAURANT NSF	3,197
LEVEL 01	RETAIL NSF	2,874
Grand total		270,185

NSF AREA SUMMARY (PH. 2 T2)

Name	Area (SF)
OFFICE NSF	276,273
RESTAURANT NSF	3,155
RETAIL NSF	4,259
Grand total	283,687

NSF AREA SUMMARY (PH.2 T3)

Name	Area (SF)
OFFICE NSF	264,114
RESTAURANT NSF	3,197
RETAIL NSF	2,874
Grand total	270,185

SITE MAP

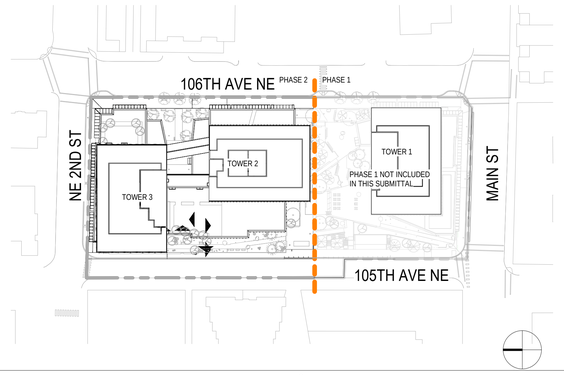


TABLE 2. PARKING QUANTITY

NOTE: REFER TO SHEET MDP-002 FOR FULL-SITE PARKING REQUIREMENTS; MDP-023 FOR FULL-SITE NSF AREA TABLE AND PHASE-BY-PHASE PARKING QUANTITIES.

PARKING QUANTITY BY LEVEL (T2)

Level	Type	Count
P0.5	7.5x14.75-Compact	61
P0.5	8.5x18-Standard	17
		78
P1	7.5x14.75-Compact	35
P1	8.5x18-ADA	6
P1	8.5x18-Standard	4
		45
P2	7.5x14.75-Compact	88
P2	8.5x18-ADA	7
P2	8.5x18-Standard	71
		166
P3	7.5x14.75-Compact	92
P3	8.5x18-ADA	4
P3	8.5x18-Standard	82
		178
P4	7.5x14.75-Compact	91
P4	8.5x18-ADA	4
P4	8.5x18-Standard	81
		176
P5	7.5x14.75-Compact	62
P5	8.5x18-ADA	3
P5	8.5x18-Standard	94
		159
Grand total: 802		802

PARKING QUANTITY BY TYPE (T2)

Type	Count
7.5x14.75-Compact	429
8.5x18-ADA	24
8.5x18-Standard	349
Grand total	802

PARKING QUANTITY BY LEVEL (T3)

Level	Type	Count
P0.5	7.5x14.75-Compact	33
P0.5	8.5x18-Standard	2
		35
P1	7.5x14.75-Compact	32
P1	8.5x18-Standard	29
		61
P2	7.5x14.75-Compact	46
P2	8.5x18-Standard	41
		87
P3	7.5x14.75-Compact	47
P3	8.5x18-Standard	44
		91
P4	7.5x14.75-Compact	47
P4	8.5x18-Standard	45
		92
Grand total: 366		366

PARKING QUANTITY BY TYPE (T3)

Type	Count
7.5x14.75-Compact	205
8.5x18-Standard	161
Grand total	366

BIKE PARKING SCHEDULE - PHASE 2

LEVEL	TYPE	RACKS	BIKES
P1	OFFICE - HANGING	153	153
P1	OFFICE - ACCESSIBLE	7	7
P1	PUBLIC - FLOOR	20	40
1 / SITE	PUBLIC - FLOOR	8	16
	TOTAL	188	216

HANGING RACKS 1 RACK = 1 BIKE
FLOOR RACKS 1 RACK = 2 BIKES

ACCESSIBLE PARKING MINIMUM REQUIREMENTS:
TABLE 1106.1 NOTES FOR PARKING COUNTS OVER 1,001 STALLS, 20 STALLS PLUS ONE FOR EACH 100, OR FRACTION THEREOF, OVER 1,000 ARE TO BE ACCESSIBLE.
TOWER 2 + 3 = 1,170 STALLS. 20 STALLS + 2 STALLS (1,170-1,001 = 169 = 2) FOR A TOTAL OF 22 ACCESSIBLE STALLS REQUIRED AT PHASE 2. SECTION 1106.5 NOTES THAT 1 IN 6 ACCESSIBLE STALLS TO BE VAN ACCESSIBLE. 1/6 x 22 = 4 VAN ACCESSIBLE STALLS. VAN ACCESSIBLE STALLS ARE PROVIDED ON LEVEL P1 OF TOWER 2 OFF THE GARAGE ENTRY AND IN PROXIMITY TO THE SHARED TOWER 2 & 3 GARAGE ACCESS ELEVATORS.

NOTE:
1) A DEPARTURE IS REQUESTED TO PROVIDE 65% COMPACT STALLS IN LIEU OF 50% TO INCREASE GARAGE EFFICIENCY. PLEASE SEE ALSO ACCOMPANYING NARRATIVE DOCUMENT "WRITTEN DESCRIPTION OF PROPOSAL + DESIGN INTENT"
2) A DEPARTURE IS REQUESTED TO PROVIDE OFFICE PARKING AT 1.95 STALLS PER 1000 NSF, RATHER THAN 2.50 STALLS PER 1000 SF. PLEASE SEE ALSO ACCOMPANYING NARRATIVE DOCUMENT "WRITTEN DESCRIPTION OF PROPOSAL + DESIGN INTENT"
3) ELECTRIC VEHICLE CHARGING STALLS ARE LABELED AS EITHER "EVC" WHICH HAVE CHARGING EQUIPMENT INSTALLED OR "EVC(F)" FOR STALLS THAT HAVE PATHWAY INSTALLED FOR FUTURE EQUIPMENT INSTALLATION. TO ACHIEVE LEED 4.1 CREDIT LTc8 WE HAVE NOTED 6% OF STALLS THAT ARE "EVC(F)" AND (1) STALL IS LABELED "EVC" TO SATISFY THE CITY OF BELLEVUE REQUIREMENT THAT ONE ACCESSIBLE STALL HAVE CHARGING EQUIPMENT INSTALLED. REFERENCE 2/G2-006 FOR BUILDING CODE SECTIONS OUTLINING ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

VICINITY MAP

VICINITY MAP
NO SCALE

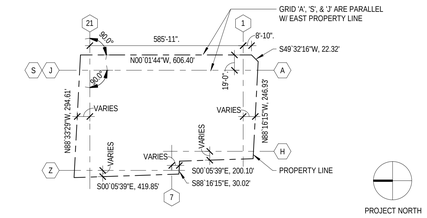
117 106th Ave NE, Bellevue, WA 98004

ADR APPLICATION

PERMIT NUMBER: #19-107499-LD. ASSOCIATED MDP #18-128613 LP)

LEGAL DESCRIPTION

SEE SURVEY ON SHEET G-003 FOR COMPLETE LEGAL DESCRIPTION. BELOW IS A SCHEMATIC OF THE PROPERTY LINE RELATIONSHIP TO THE BUILDING GRIDS.



PROJECT DESCRIPTION

MASTER USE PERMIT PROJECT DESCRIPTION
BELLEVUE PLAZA AS PROPOSED IS A THREE-TOWER, HALF-BLOCK DEVELOPMENT ON THE SITE BOUNDED BY MAIN STREET TO THE SOUTH, NE 2ND STREET TO THE NORTH, 106TH AVENUE NE TO THE EAST AND 105TH AVENUE NE TO THE WEST. SITE AREA IS 176,443 SF WITH A BASE OF 4.5 AND A MAXIMUM OF 5 FAR. THE SITE IS ZONED DT-MU, WITH A MAXIMUM NON-RESIDENTIAL HEIGHT OF 230 FEET.

THE PROPOSED PHASED PROJECT CONSISTS OF 874,439 SF OF OFFICE SPACE IN THREE TOWERS, 29,432 SF OF GROUND-LEVEL RETAIL / ACTIVE USE, A THROUGH-BLOCK PEDESTRIAN CONNECTION AND OPEN SPACE, AND BELOW-GRADE PARKING FOR 1,707 VEHICLES. THE TOTAL ABOVE GRADE GROSS AREA FOR THE FULL PROJECT IS 1,082,871 GSF, INCLUDING 974,867 GSF OFFICE AND 9,112 GSF ACTIVE USE AREA.

PHASE 2 PROJECT DESCRIPTION
PHASE 2 PROPOSES TO REMOVE EXISTING PAVING, LANDSCAPING AND BELOW GRADE FOUNDATIONS UNDER THE PHASE 2 GD PERMIT. NEW CONSTRUCTION IS PROPOSED TO BE SHELL AND CORE FOR A 16-STORY (TOWER 2) AND 17-STORY (TOWER 3) OFFICE TOWER, WITH GROUND-LEVEL RETAIL AND BELOW-GRADE PARKING STRUCTURE. OFFICE FLOOR PLATES WILL AVERAGE 20,000 GSF ABOVE 40', WITH LARGER FLOORS AT PODIUM LEVELS BELOW 40' ABOVE GRADE. BUILDING PERMITS ARE INTENDED TO BE SPLIT FOR BELOW-GRADE AND TOWER EXTENTS; SEE DESCRIPTION BELOW. THE TOTAL ABOVE GRADE GROSS AREA FOR PHASE 2 IS 725,021 GSF, INCLUDING 660,532 GSF OFFICE AND 6,790 GSF ACTIVE USE AREA.

C

PROJECT DIRECTORY

OWNER:
VULCAN REAL ESTATE
505 FIFTH AVE, SUITE 900
SEATTLE, WA 98104
PHONE: 206-342-2000
CONTACT: MURRAY CRAMPTON

DESIGN ARCHITECT / ARCHITECT OF RECORD:
GRAPHITE DESIGN GROUP
1809 7TH AVE, SUITE 700
SEATTLE, WA 98101
PHONE: 206-224-3335
CONTACT: PETER KRECH, PATRICK DISTEFANO

DESIGN ARCHITECT:
COMPTON DESIGN OFFICE
2284 W COMMODORE WAY, SUITE 300
SEATTLE, WA 98199
PHONE: 206-708-1614
CONTACT: KAY COMPTON

LANDSCAPE ARCHITECT:
GGN
1932 1ST AVENUE, SUITE 700
SEATTLE, WA 98101
PHONE: 206-903-6802
CONTACT: DAVID MALDA

CIVIL ENGINEER:
COUGHLIN PORTER LUNDEEN
801 SECOND AVE. SUITE 900
SEATTLE, WA 98104
PHONE: 206-343-0460
CONTACT: KYLE MALASPINO

STRUCTURAL ENGINEER:
COUGHLIN PORTER LUNDEEN
801 SECOND AVE. SUITE 900
SEATTLE, WA 98104
PHONE: 206-343-0460
CONTACT: MATT SNOOK

GENERAL CONTRACTOR:
GLY CONSTRUCTION
200 112TH AVE NE, SUITE 300
BELLEVUE, WA 98004
PHONE: 425.451.8877
CONTACT: TYLER TONKIN

MECHANICAL/PLUMBING DESIGN/BUILD:
MCKINSTRY
5005 3RD AVE S
SEATTLE, WA 98134
PHONE: 206-762-3311
CONTACT: BRIAN ANTONSEN

ELECTRICAL DESIGN ENGINEER:
STANTEC
4100 194TH STREET SW, SUITE 400
LYNNWOOD, WA 98036
PHONE: 206-224-3624
CONTACT: MARK PEABODY

GEO TECH CONSULTANT:
GEOENGINEERS
17425 NE UNION HILL ROAD, SUITE 250
REDMOND, WA 98052
PHONE: 425-861-6000
CONTACT: KYLE M SMITH

VERTICAL TRANSPORTATION CONSULTANT:
LERCH BATES
19515 NORTH CREEK PARKWAY SUITE 304
BOTHELL, WA 98011
PHONE: 425-205-2205
CONTACT: KEVIN EGLI

ELECTRICAL DESIGN/BUILD:
PRIME ELECTRIC
3460 161ST AVE SE
BELLEVUE, WA 98008
PHONE: 425-747-5200
CONTACT: RON LAMBERT

TRAFFIC ENGINEERING:
TENW
11400 SE 8TH STREET, SUITE 200
BELLEVUE, WA 98004
PHONE: 206-488-5897
CONTACT: CHRIS FORSTER

FIRE PROTECTION DESIGN/BUILD:
WESTERN STATES FIRE PROTECTION CO.
14690 NE 95TH ST, UNIT 101
REDMOND, WA 98052
PHONE: 425-881-0100
CONTACT: ANTHONY GEIST

FIRE PROTECTION AND LIFE SAFETY CONSULTANT:
CODE CONSULTANTS, INC.
2043 WOODLAND PARKWAY, SUITE 300
ST. LOUIS, MO 63146–4235
PHONE: 314-991-2633
CONTACT: DAVE LEWIS

LIGHTING DESIGN CONSULTANT:
OCULUS LIGHT STUDIO
5855 GREEN VALLEY CIRCLE
CULVER CITY, CA 90230
PHONE: 310-715-8333
CONTACT: ARCHIT JAIN

PERMITING CONSULTANT:
PERMIT CONSULTANTS NW
17479 7TH AVE SW
NORMANDY PARK, WA 98166
PHONE: 425-301-9541
CONTACT: JON O'HARE

PARKING CONSULTANT:
GRAELIC
5455 BROADVIEW ROAD, SUITE 202
PARMA, OH 44134
PHONE: 216-335-9910
CONTACT: TONY RAIA

ENERGY & ENVELOPE CONSULTANT:
RDH BUILDING SCIENCE INC
2101 N 34TH STREET, SUITE 150
SEATTLE, WA 98103
PHONE: 206-324-2272
CONTACT: ADAM DIPLACIDO

ENVIRONMENTAL IMPACT CONSULTANT:
EA ASSOCIATES
220 6TH AVE SUITE 707
SEATTLE, WA 98121
PHONE: 206-452-5350
CONTACT: MICHELE SARLITTO

SYMBOL LEGEND

- SIM / 1 / A101 — BUILDING SECTION
- SIM / 1 / A101 — BUILDING ELEVATION
- SIM / 1 / A101 — BUILDING CALLOUT
- NORTH ARROW
- Name / Elevation — BUILDING LEVEL
- Room name / 150 SF — AREA CALLOUT
- Room name / [12345] — ROOM NAME / NUMBER
- PROPERTY CORNER
- -1 — BUILDING MATERIAL CALLOUT
- 00 / 00 — GRIDLINE
- EXTERIOR ASSEMBLY TAG
  - WS-## — WALL SYSTEM
  - XX-## — COMPONENT TYPE
  - XX-## — FINISH
  - REFER TO EXTERIOR ELEVATIONS AND FINISH LEGEND

DESIGN ARCHITECT

GRAPHITE

Graphite Design Group
1809 7th Ave, Suite 700
Seattle, WA 98101
206.224.3335
graphitedesigngroup.com

Compton Design Office
2284 W Commodore Way, Suite 300
Seattle, WA 98199
206-708-1614
comptondesignoffice.com

OWNER

VULCAN Real Estate®

Bellevue Investors 1, LLC
505 Fifth Avenue, Suite 900
Seattle, WA 98104
206-342-2000

CONSULTANT

SEAL

NOT FOR CONSTRUCTION

BELLEVUE PLAZA - PHASE 2

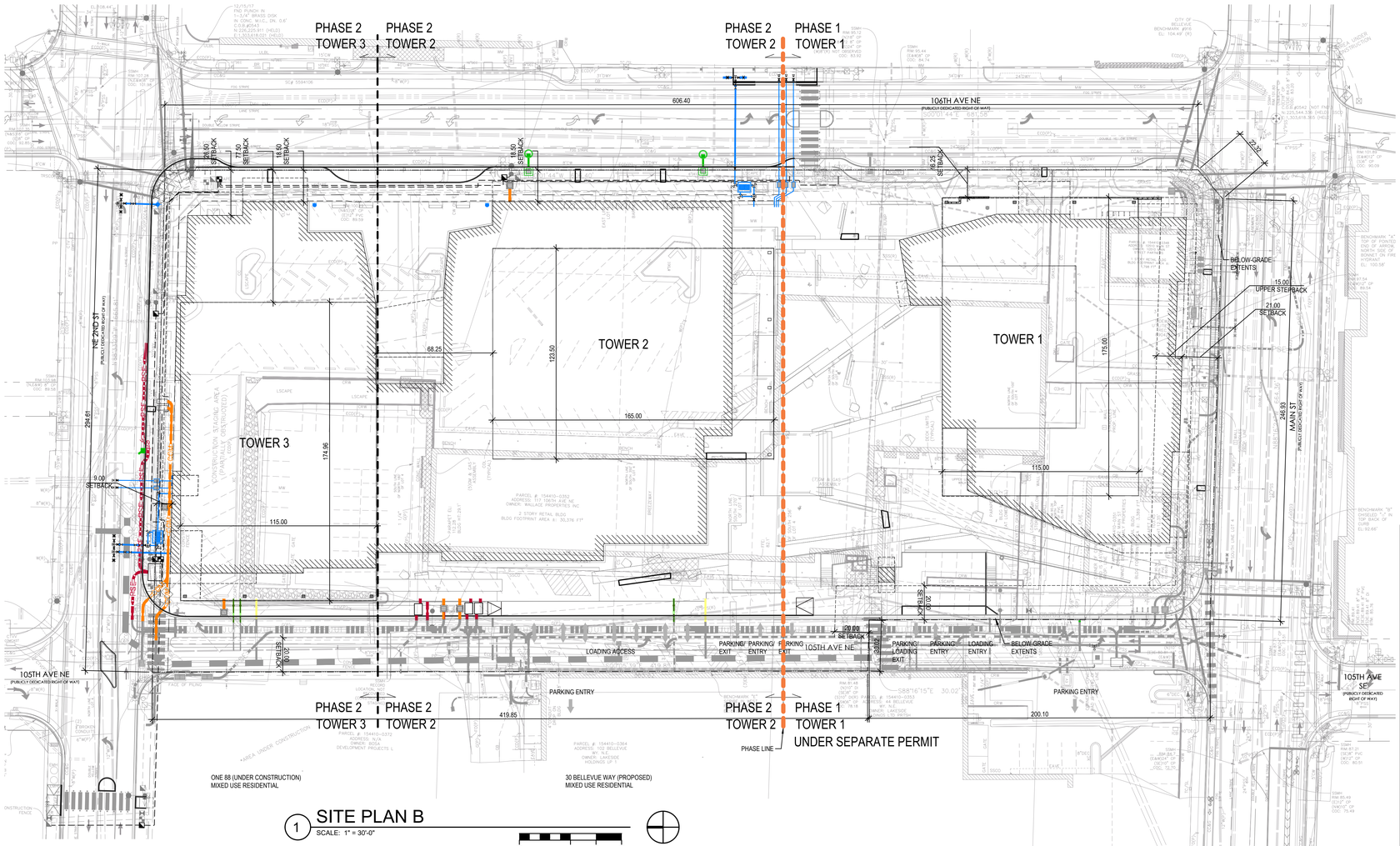
117 106th Ave NE,
Bellevue, WA 98004

ISSUED/REVISED		DATE
-	ADR2 SUBMITTAL	3/12/2019
A	ADR2 RESUBMIT 'A'	6/14/2019
B	ADR2 RESUBMIT 'B'	12/6/2019
C	ADR2 FINAL EDITS – 3/18/2020	

PROJECT INFORMATION

G2-001

3/17/2020 6:48:10 PM



1 SITE PLAN B

SCALE: 1" = 30'-0"

30 0 15 30

VERTICAL BENCHMARKS

ID: CITY OF BELLEVUE #915

DESCRIPTION: FOUND 2" DIAMETER BRASS CAP STAMPED "C of B 915"

ELEVATION: 116.81'

ID: CITY OF BELLEVUE #916

DESCRIPTION: FOUND 1-1/2" DIAMETER ALLUMINUM CAP STAMPED "W.S.D.O.T"

ELEVATION: 104.46'(MEASURED)
104.49'(RECORD)

HORIZONTAL BENCHMARKS

ID: CITY OF BELLEVUE #0543

LOCATION:106TH AVE NE & NE 2ND ST.

DESCRIPTION: M.I.C. - PUNCH IN 1-3/4" BRASS DISK IN CONC.
DN. 0.6'

ID: CITY OF BELLEVUE #0647

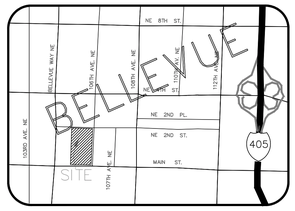
LOCATION:105TH AVE NE & NE 4TH ST.

DESCRIPTION: M.I.C. - TACK IN WOOD HUB IN 2-1/2" IRON PIPE IN CASE
DN. 0.4'

PARTIAL KEY: PROPOSED UTILITIES

- STORM
- WATER
- ELECTRIC
- GAS
- JOINT UTILITY TRENCH
- SANITARY
- COMMUNICATIONS

NOTE: THIS IS NOT A COMPREHENSIVE KEY.
PLEASE REFER TO INDIVIDUAL DISCIPLINES' DRAWING SETS FOR MORE INFORMATION.



VICINITY MAP

SCALE: NOT TO SCALE

SITE DATA SUMMARY

ZONING:
DNTN-MU

SITE AREA:
SITE AS SHOWN CONTAINS 176,443 SQUARE FEET OR 4.0506 ACRES, MORE OR LESS.

PHASE 1 SITE AREA
68,553 SF

PHASE 2 SITE AREA
107,890 SF

FAR:
5

DEVELOPMENT LIMIT:
882,215 SF

CUT & FILL:
PHASE 1:
CUT: 100,000 CU-YD
FIL: 5,300 CU-YD

PHASE 2:
CUT: 175,000 CU-YD
FILL: 5,500 CU-YD

TOTAL CUT: 275,000 CU-YD
TOTAL FILL: 10,800 CU-YD

CONSTRUCTION-GROSS AREA BY PHASE & BY TOWER:
PHASE 1, TOWER 1
ABOVE GRADE: 357,850 SF
BELOW GRADE: 273,437 SF
TOTAL: 631,287 SF

PHASE 2, TOWER 2
ABOVE GRADE: 369,436 SF
BELOW GRADE: 352,499 SF
TOTAL: 721,935 SF

PHASE 2, TOWER 3
ABOVE GRADE: 355,585 SF
BELOW GRADE: 161,131 SF
TOTAL: 516,716 SF

TOTAL CONSTRUCTION-GROSS:
1,869,938 SF

FAR AREA BY PHASE & BY TOWER:
PHASE 1, TOWER 1:
FAR AREA: 283,294 SF
FAR-EXEMPT AREA: 14,819 SF

PHASE 2, TOWER 2:
FAR AREA: 301,367 SF
FAR-EXEMPT AREA: 8,171 SF

PHASE 2, TOWER 3:
FAR AREA: 289,778 SF
FAR-EXEMPT AREA: 6,442 SF

FAR TOTAL: 874,439 SF

NET AREA BY PHASE BY PHASE & BY TOWER:
PHASE 1, TOWER 1:
OFFICE: 257,121 NSF
RETAIL: 13,221 NSF
RESTAURANT: 1,462 NSF

PHASE 2, TOWER 2:
OFFICE: 276,273 NSF
RETAIL: 4,259 NSF
RESTAURANT: 3,155 NSF

PHASE 2, TOWER 3:
OFFICE: 264,114 NSF
RETAIL: 2,874 NSF
RESTAURANT: 3,197 NSF

TOTAL:
OFFICE: 797,508 NSF
RETAIL: 20,354 NSF
RESTAURANT: 7,814 NSF

NET TOTAL: 825,676 NSF

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

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

SITE NOTES

SITE ADDRESSES:
117 106TH AVENUE NE, 10510 & 10502 MAIN STREET
BELLEVUE, WA 98004

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

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

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

FLOOD ZONE:
THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY 16TH, 1995, COMMUNITY PANEL NO. 53033C0652F, AND IS SITUATED IN ZONE "X", AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.

HORIZONTAL DATUM:
NAD 83/91

VERTICAL DATUM:
NAVD 88

UTILITY PROVIDERS:

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

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

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

SITE EXISTING HARDSCAPE AREA:
159,657 SF

SITE EXISTING PLANTED AREA:
7,197 SF

SITE PROPOSED HARDSCAPE AND PLANTED AREA:

	SITE AREA (SF)	PLANTING AREA (SF)	HARDSCAPE AREA (SF)	ROOF HARDSCAPE AREA (SF)	ROOF PLANTING AREA (SF)
PHASE 1, TOWER 1	68,553	12,554	23,525	1,839	3,971
PHASE 2, TOWER 2	70,227	9,767	13,859	5,041	11,356
PHASE 2, TOWER 3	37,663	2,280	8,232	1,629	3,088
TOTAL	176,443	24,591	45,616	8,509	18,415

NOTE: TOTAL MEASURED PLANTING AND HARDSCAPE AREAS ARE NOT EQUAL TO SITE AREA AS MEASURED TO PROPERTY LINE. SEE MDP-L1.11 FOR MORE INFORMATION. ROOF AREAS MEASURED INCLUDE LEVELS 3 & 4 ROOFS, BUT DO NOT INCLUDE TOWER ROOFS.

PARKING SUMMARY BY PHASE

	Type	Count
PHASE 1, TOWER 1	7.5x14.75-Compact	305
	8.5x18-ADA	11
	8.5x18-Standard	223
		539
PHASE 2, TOWER 2	7.5x14.75-Compact	429
	8.5x18-ADA	24
	8.5x18-Standard	349
		802
PHASE 2, TOWER 3	7.5x14.75-Compact	205
	8.5x18-Standard	161
		366
	Grand total	1707

PARKING QUANTITY BY TYPE

	Tower Garage	Type	Count
COMPACT	1	7.5x14.75-Compact	305
	2	7.5x14.75-Compact	429
	3	7.5x14.75-Compact	205
			939
ADA	1	8.5x18-ADA	11
	2	8.5x18-ADA	24
			35
STANDARD	1	8.5x18-Standard	223
	2	8.5x18-Standard	349
	3	8.5x18-Standard	161
			733
	Grand total		1707

ABBREVIATED LEGAL DESCRIPTION FOR PARCEL:
PARCEL A, CITY OF BELLEVUE LLA NO. 19-110330 LW, REC. 20191219900011.

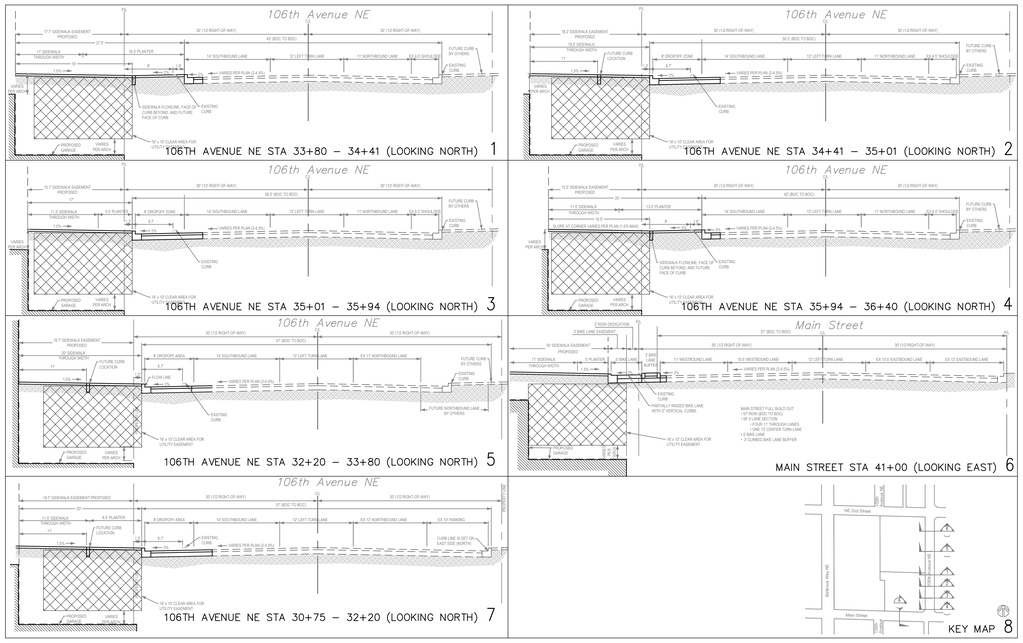
SEE SURVEY FOR FULL LEGAL DESCRIPTION

SURVEY IDENTIFICATION NO.: 2017273.00
REGISTERED LAND SURVEYOR NO.: 44634
SURVEYOR'S ADDRESS & COMPANY: BUSH, ROED & HITCHINGS, INC.
2009 MINOR AVENUE EAST
SEATTLE, WA 98102-3513
TELEPHONE: (206) 323-4144

UTILITY GRID: E-7

EARLY UTILITIES PERMIT:	#19-103574-UE
CLEAR & GRADE PERMIT:	#19-105225-GD
EARLY WORK UNDERGROUND SPRINKLER MAIN PERMIT :	#19-131115-FD
DEMOLITION OF EXISTING BUILDINGS PERMIT:	#19-111779-BE
TOWER 1 PERMIT:	#19-123937-BB

NOTE: CONTRACTOR SHALL KEEP A PAPER SET OR ELECTRONIC COPY OF THE 2019 CITY OF BELLEVUE UTILITY ENGINEERING STANDARDS ON SITE AT ALL TIMES DURING CONSTRUCTION



SELECTED ROADWAY SECTIONS

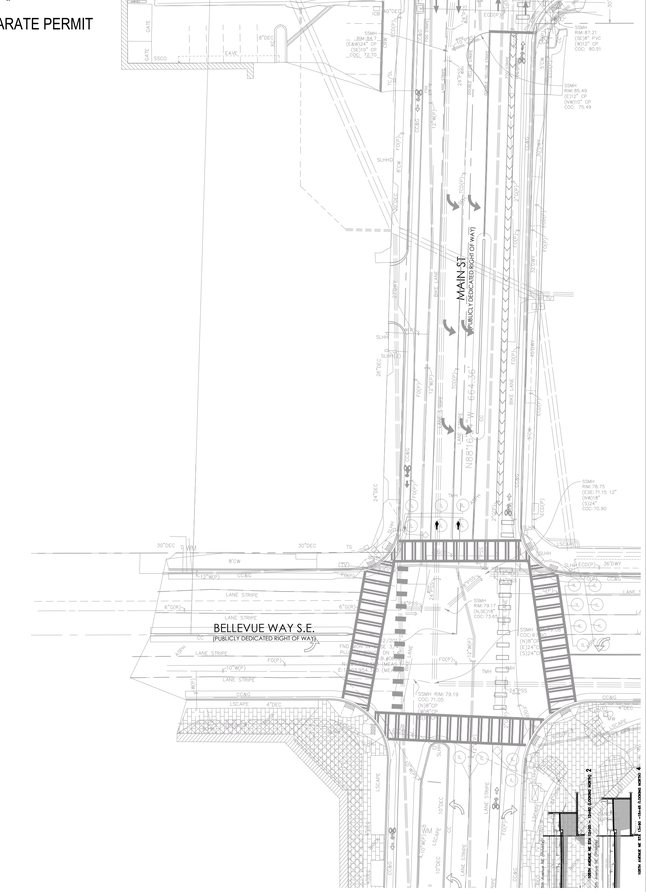
SCALE: 1" = 10'-0"

10 0 5 10

SEE CIVIL DOCUMENTATION FOR ADDITIONAL ROADWAY SECTIONS

10 0 5 10

(IN FEET)
1 inch = 10 ft.



DESIGN ARCHITECT

GRAPHITE

Graphite Design Group
1809 7th Ave #700
Seattle, WA 98101
206.224.3335
graphitedesigngroup.com

Compton Design Office
2284 W Commodore Way, Ste 300
Seattle, WA 98199
206-708-1614
comptondesignoffice.com

OWNER

VULCAN Real Estate®

Bellevue Investors 1, LLC
505 Fifth Avenue, Suite 900,
Seattle, WA 98104
206-342-2000

CONSULTANT

SEAL

NOT FOR CONSTRUCTION

BELLEVUE PLAZA - PHASE 2

117 106th Ave NE,
Bellevue, WA 98004

ISSUED/REVISED		DATE
-	ADR2 SUBMITTAL	3/12/2019
A	ADR2 RESUBMIT 'A'	6/14/2019
B	ADR2 RESUBMIT 'B'	12/6/2019
C	ADR2 FINAL EDITS – 3/18/2020	

C

SITE PLAN B

G2-022

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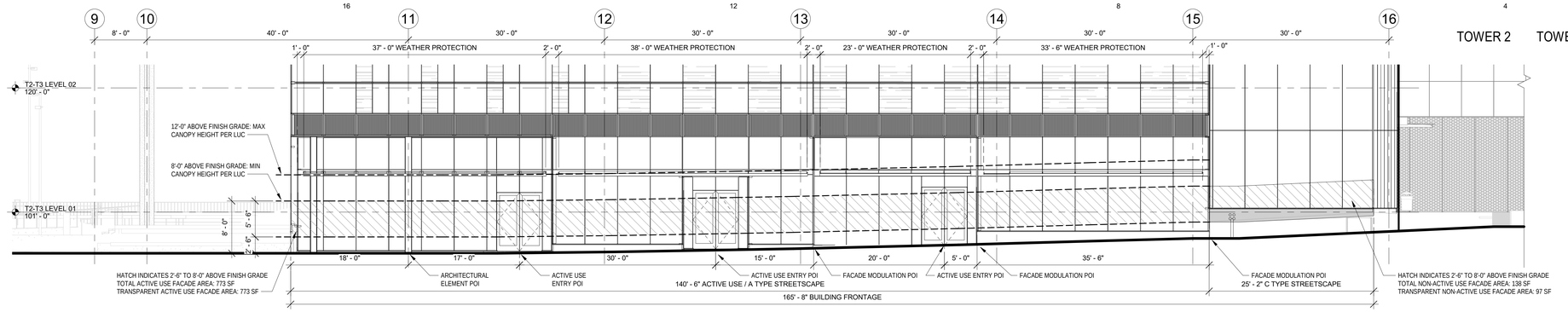
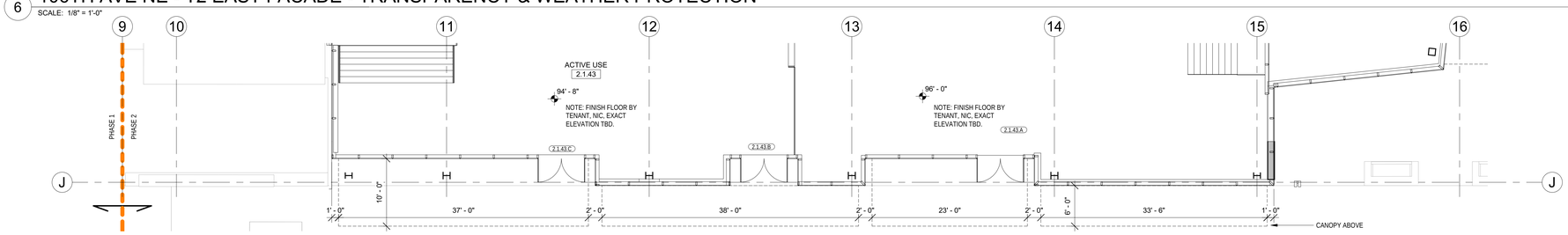
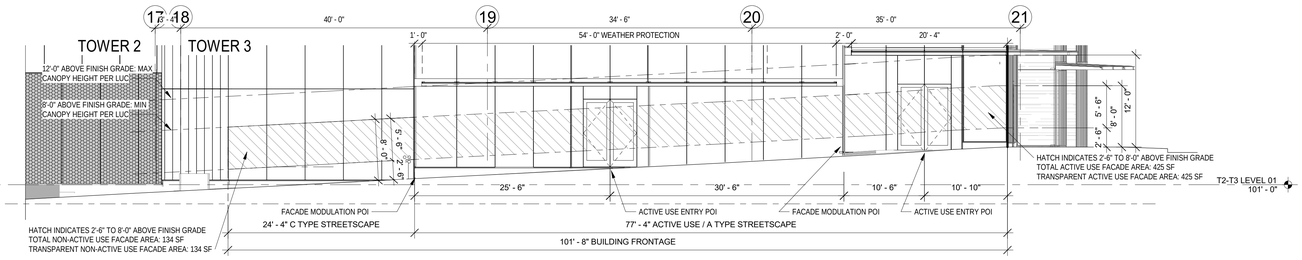


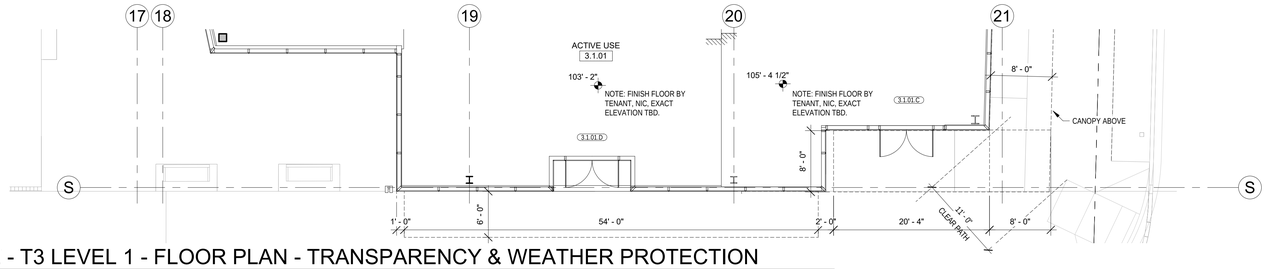
6 106TH AVE NE - T2 EAST FACADE - TRANSPARENCY & WEATHER PROTECTION
SCALE: 1/8" = 1'-0"



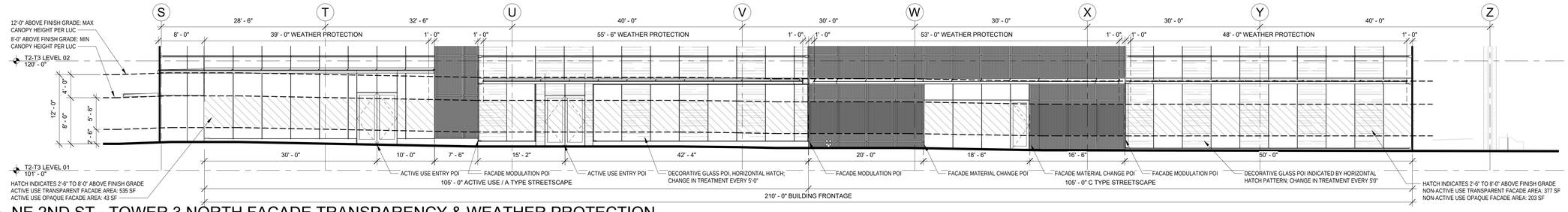
5 106TH AVE NE - T2 LEVEL 1 - FLOOR PLAN - TRANSPARENCY & WEATHER PROTECTION
SCALE: 1/8" = 1'-0"



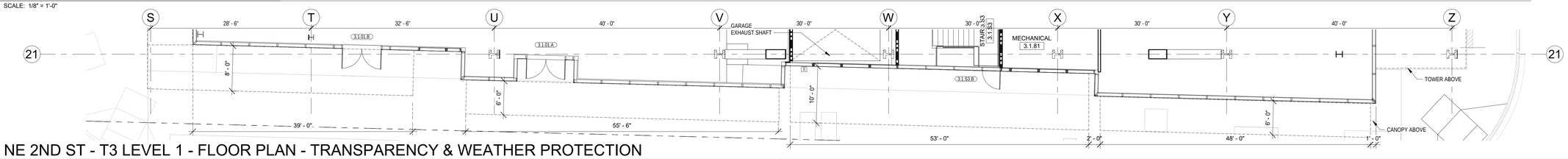
4 106TH AVE NE - TOWER 3 EAST FACADE TRANSPARENCY & WEATHER PROTECTION
SCALE: 1/8" = 1'-0"



3 106TH AVE NE - T3 LEVEL 1 - FLOOR PLAN - TRANSPARENCY & WEATHER PROTECTION
SCALE: 1/8" = 1'-0"



2 NE 2ND ST - TOWER 3 NORTH FACADE TRANSPARENCY & WEATHER PROTECTION
SCALE: 1/8" = 1'-0"



1 NE 2ND ST - T3 LEVEL 1 - FLOOR PLAN - TRANSPARENCY & WEATHER PROTECTION
SCALE: 1/8" = 1'-0"

106TH AVE NE - TOWERS 2 & 3

BUILDING FRONTAGE: 165'-8" + 101'-8" = 267'-4" LF
ACTIVE USE FRONTAGE: 140'-6" + 77'-4" = 217'-10" LF, 81.5%
WEATHER PROTECTION: 37'-0" + 38'-0" + 23'-0" + 33'-6" + 54'-0" = 185'-6" LF, 69.40%
(MEASURED IN LINEAR FEET)

ACTIVE USE / A-TYPE STREETSCAPE TRANSPARENCY
TOTAL FACADE AREA: 773 SF + 425 SF = 1198 SF
TRANSPARENT FACADE AREA: 773 SF + 425 SF = 1198 SF, 100%
OPAQUE FACADE AREA 0 SF
(MEASURED 2'-6" TO 8'-0" ABOVE FINISH GRADE)

NON-ACTIVE USE / C-TYPE STREETSCAPE TRANSPARENCY
TOTAL FACADE AREA: 134 SF + 138 SF = 272 SF
TRANSPARENT FACADE AREA: 134 SF + 97 SF = 231 SF, 84.93%
OPAQUE FACADE AREA 41 SF
(MEASURED 2'-6" TO 8'-0" ABOVE FINISH GRADE)

OVERALL FACADE TRANSPARENCY
TOTAL FACADE AREA: 1198 SF + 272 SF = 1470 SF
TRANSPARENT FACADE AREA: 1198 SF + 231 SF = 1429 SF, 97.21%
OPAQUE FACADE AREA 41 SF
(MEASURED 2'-6" TO 8'-0" ABOVE FINISH GRADE)

POINTS OF INTEREST
POINTS OF INTEREST COUNT: 11
POINTS OF INTEREST AVERAGE SEPARATION DISTANCE: 267'-4" / 11=24'-4"

NE 2ND ST - TOWER 3

BUILDING FRONTAGE: 210'-0" LF
ACTIVE USE FRONTAGE: 105'-0" LF, 50%
WEATHER PROTECTION: 39'-0"+55'-6"+53'-0"+48'-0"= 195'-6" LF, 93.1%

ACTIVE USE / A-TYPE STREETSCAPE TRANSPARENCY
TOTAL FACADE AREA: 578 SF
TRANSPARENT FACADE AREA: 535 SF, 92.56%
OPAQUE FACADE AREA 43 SF
(MEASURED 2'-6" TO 8'-0" ABOVE FINISH GRADE)

NON-ACTIVE USE / C-TYPE STREETSCAPE TRANSPARENCY
TOTAL FACADE AREA: 580 SF
TRANSPARENT FACADE AREA: 377 SF, 65.00%
OPAQUE FACADE AREA 203 SF
(MEASURED 2'-6" TO 8'-0" ABOVE FINISH GRADE)

OVERALL FACADE TRANSPARENCY
TOTAL FACADE AREA: 578 SF + 580 SF = 1158 SF
TRANSPARENT FACADE AREA: 535 SF + 377 SF = 912 SF, 78.76%
OPAQUE FACADE AREA 41 SF + 203 SF = 244 SF
(MEASURED 2'-6" TO 8'-0" ABOVE FINISH GRADE)

POINTS OF INTEREST
POINTS OF INTEREST COUNT: 13
POINTS OF INTEREST AVERAGE SEPARATION DISTANCE: 210'-0" / 13 = 16'-2"

CoB LUC Code Excerpts

20.25A.020 - Definitions.

A. Definitions Specific to Downtown.

DT – Transparency: Ability to see through a window or door at the pedestrian eye level. The pedestrian eye level is 30 inches to eight feet up from the sidewalk, following the adjacent sidewalk slope.

DT – Weather Protection: 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.

DT – Points of Interest: Elements of a building's façade at the street level or in the streetscape that contribute to the active enrichment of the pedestrian realm and design character of a building. Some examples include permanent public artwork, architectural elements, landscape features, special walkway treatments, such as pavement mosaic and inlaid art, and seating areas.

20.25A.170 - Streetscape and public realm.

1. Pedestrian Corridor/High Streets – "A" Rights-of-Way.

a. Intent. Rights-of-way designated "A" shall have the highest orientation to pedestrians. This shall be achieved by emphasizing the design relationship between the first level of the structure and the horizontal space between the structure and the curb line. This relationship shall emphasize, to the greatest extent possible, both the physical and visual access into and from the structure, as well as the amenities and features of the outside pedestrian space. In order to achieve the intended level of vitality, design diversity, and people activity on an "A" right-of-way, Active Uses shall be provided for in the design.

b. Standards and 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.

2. Commercial Streets – "B" Rights-of-Way.

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

b. Standards and 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.

3. Mixed Streets – "C" Rights-of-Way.

a. Intent. Rights-of-way designated "C" shall have a moderate orientation to pedestrians. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access. Design attention shall be given to sidewalk-related activities and amenities. "C" rights-of-way are to provide a major pedestrian connection between the core area and residential areas surrounding Downtown.

b. Standards and Guidelines.

i. Transparency. 75 percent;

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

iii. Points of Interest. Every 75 linear feet of façade, maximum;

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

v. Fifty percent of street wall shall incorporate Active Uses or Service Uses.

DESIGN ARCHITECT
GRAPHITE
Graphite Design Group
1809 7th Ave, Suite 700
Seattle, WA 98101
206.224.3335
graphitedesigngroup.com

Compton Design Office
2284 W Commodore Way, Suite 300
Seattle, WA 98199
206-708-1614
comptondesignoffice.com

OWNER
VULCAN Real Estate®
Bellevue Investors 1, LLC
505 Fifth Avenue, Suite 900
Seattle, WA 98104
206-342-2000

CONSULTANT

SEAL

NOT FOR CONSTRUCTION

BELLEVUE PLAZA - PHASE 2

117 106th Ave NE,
Bellevue, WA 98004

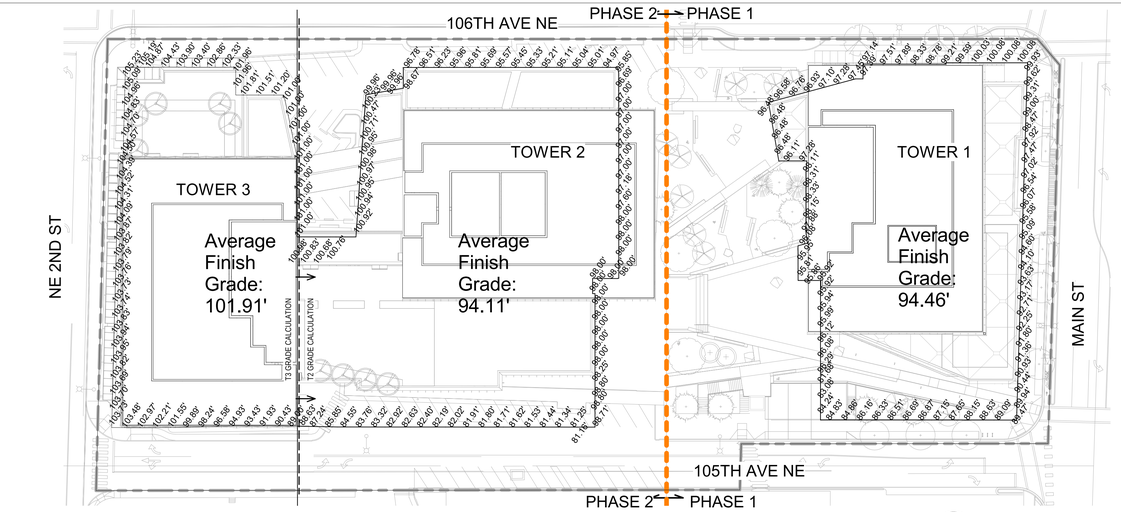
ISSUED/REVISED		DATE
-	ADR SUBMITTAL	3/12/19
A	ADR RESUBMITTAL A	6/14/19
ADR RESUBMITTAL B		12/06/2019

TRANSPARENCY & WEATHER PROTECTION

G2-023

12/5/2019 3:57:40 PM

TABLE 1. BUILDING HEIGHT



1 AVERAGE GRADE DIAGRAM

SCALE: 1" = 40'-0"

PROJECT NORTH

PER CITY OF BELLEVUE LAND USE CODE CHART 20.25A.060.A.4,
MAXIMUM BUILDING HEIGHT: 230'; MAXIMUM BUILDING HEIGHT WITH MECHANICAL EQUIPMENT: 250'

TOWER 3
AVERAGE FINISH GRADE: 101.91' / 101'-10 7/8"
AMENITY PT TRIGGER HEIGHT: 216.91' / 216'-10 7/8"
MAXIMUM BUILDING HEIGHT: 331.91' / 331'-10 7/8"
MAXIMUM BUILDING HEIGHT WITH MECHANICAL EQUIPMENT: 351.91' / 351'-10 7/8"

TOWER 3 PROPOSED BUILDING HEIGHT: 330' - 7 3/8"
(MEASURED TO HIGHEST POINT OF BUILT-UP ROOFING)

TOWER 3 GRADE VALUES:
101.00, 101.00, 101.00, 101.00, 101.00, 101.00, 101.00, 101.00, 101.00, 101.00, 101.00, 101.20, 101.51, 101.81, 101.96, 101.96, 102.33, 102.86, 103.40, 103.90, 104.43, 104.87, 105.19, 105.23, 105.09, 104.96, 104.83, 104.70, 104.57, 104.50, 104.39, 104.52, 104.31, 104.09, 103.87, 103.82, 103.79, 103.76, 103.73, 103.74, 103.83, 103.94, 103.95, 103.82, 103.69, 103.70, 103.73, 103.48, 102.97, 102.21, 101.55, 99.89, 98.24, 96.58, 94.93, 93.43, 91.93, 90.43, 89.00

TOWER 2
AVERAGE FINISH GRADE: 94.11' / 94'-1 1/4"
AMENITY PT TRIGGER HEIGHT: 206.11' / 206'-1 1/4"
MAXIMUM BUILDING HEIGHT: 324.11' / 324'-1 1/4"
MAXIMUM BUILDING HEIGHT WITH MECHANICAL EQUIPMENT: 344.11' / 344'-1 1/4"

TOWER 2 PROPOSED BUILDING HEIGHT: 317' - 7 3/8"
(MEASURED TO HIGHEST POINT OF BUILT-UP ROOFING)

TOWER 2 GRADE VALUES:
88.63, 87.24, 85.85, 84.55, 83.76, 83.32, 82.92, 82.63, 82.40, 82.19, 82.02, 81.91, 81.80, 81.71, 81.62, 81.53, 81.44, 81.34, 81.25, 81.16, 98.71, 98.80, 98.80, 98.25, 98.00, 98.00, 98.00, 98.00, 98.00, 98.00, 98.00, 98.00, 98.00, 98.00, 98.00, 98.00, 97.60, 97.18, 97.00, 97.00, 97.00, 97.00, 97.00, 97.00, 96.69, 95.85, 94.97, 95.01, 95.04, 95.11, 95.21, 95.33, 95.45, 95.57, 95.69, 95.81, 95.96, 96.23, 96.51, 96.78, 98.67, 99.96, 99.96, 99.96, 100.23, 100.47, 100.71, 100.95, 100.98, 100.97, 100.95, 100.94, 100.92, 100.76, 100.68, 100.83, 100.98

TOWER 1
AVERAGE FINISH GRADE: 94.46' / 94'-5 1/2"
AMENITY PT TRIGGER HEIGHT: 209.46' / 209'-5 1/2"
MAXIMUM BUILDING HEIGHT: 324.46' / 324'-5 1/2"
MAXIMUM BUILDING HEIGHT WITH MECHANICAL EQUIPMENT: 344.46' / 344'-5 1/2"

TOWER 1 PROPOSED BUILDING HEIGHT: 324' - 1 3/8"
(MEASURED TO HIGHEST POINT OF BUILT-UP ROOFING)

TOWER 1 GRADE VALUES:
81.68, 83.08, 84.24, 84.83, 84.86, 86.16, 86.33, 86.51, 86.69, 86.87, 87.15, 87.65, 88.15, 88.63, 89.09, 89.47, 89.94, 90.44, 90.93, 91.36, 91.80, 92.25, 92.71, 93.17, 93.63, 94.10, 94.60, 95.09, 95.58, 96.07, 96.54, 97.02, 97.47, 97.92, 98.47, 99.00, 99.31, 99.62, 99.93, 100.08, 100.08, 100.08, 100.03, 99.59, 99.21, 98.78, 98.33, 97.89, 97.51, 97.14, 97.39, 97.45, 97.28, 97.10, 96.93, 96.76, 96.58, 96.48, 96.48, 96.48, 96.48, 96.11, 97.28, 98.11, 98.31, 98.33, 98.15, 97.88, 96.08, 95.95, 95.81, 95.86, 95.92, 95.92, 95.94, 95.99, 96.12, 96.08, 96.29

TOWER 3 FLOOR LEVELS

Name	Elevation
T3 LEVEL 20 / HIGH ROOF	348' - 11" *
T3 LEVEL 19 / EMR	339' - 8" *
T3 LEVEL 18 / MECHANICAL	331' - 3" *
T3 LEVEL 17	316' - 0" *
T2-T3 LEVEL 16	303' - 0" *
T2-T3 LEVEL 15	290' - 0" *
T2-T3 LEVEL 14	277' - 0" *
T2-T3 LEVEL 13	264' - 0" *
T2-T3 LEVEL 12	251' - 0" *
T2-T3 LEVEL 11	238' - 0" *
T2-T3 LEVEL 10	225' - 0" *
T2-T3 LEVEL 09	212' - 0" *
T2-T3 LEVEL 08	199' - 0"
T2-T3 LEVEL 07	186' - 0"
T2-T3 LEVEL 06	173' - 0"
T2-T3 LEVEL 05	160' - 0"
T2-T3 LEVEL 04	147' - 0"
T2-T3 LEVEL 03	134' - 0"
T2-T3 LEVEL 02	120' - 0"
T2-T3 LEVEL 01	101' - 0"

* FULL OR PARTIAL LEVEL LEVEL ABOVE AMENITY POINT TRIGGER HEIGHT, SEE MDP-L0.02 FOR AMENITY POINT CALCULATION

TOWER 2 FLOOR LEVELS

Name	Elevation
T2 LEVEL 19 / HIGH ROOF	335' - 11" *
T2 LEVEL 18 / EMR	326' - 8" *
T2 LEVEL 17 / MECHANICAL	318' - 3" *
T2-T3 LEVEL 16	303' - 0" *
T2-T3 LEVEL 15	290' - 0" *
T2-T3 LEVEL 14	277' - 0" *
T2-T3 LEVEL 13	264' - 0" *
T2-T3 LEVEL 12	251' - 0" *
T2-T3 LEVEL 11	238' - 0" *
T2-T3 LEVEL 10	225' - 0" *
T2-T3 LEVEL 09	212' - 0" *
T2-T3 LEVEL 08	199' - 0"
T2-T3 LEVEL 07	186' - 0"
T2-T3 LEVEL 06	173' - 0"
T2-T3 LEVEL 05	160' - 0"
T2-T3 LEVEL 04	147' - 0"
T2-T3 LEVEL 03	134' - 0"
T2-T3 LEVEL 02	120' - 0"
T2 LEVEL 1.5 / MECHANICAL	107' - 8"
T2-T3 LEVEL 01	101' - 0"

* FULL OR PARTIAL LEVEL LEVEL ABOVE AMENITY POINT TRIGGER HEIGHT, SEE MDP-L0.02 FOR AMENITY POINT CALCULATION

TOWER 1 FLOOR LEVELS

Name	Elevation
LEVEL 20 / HIGH ROOF	342' - 5" *
LEVEL 19 / EMR	333' - 2" *
LEVEL 18 / MECHANICAL	324' - 9" *
LEVEL 17	309' - 6" *
LEVEL 16	296' - 6" *
LEVEL 15	283' - 6" *
LEVEL 14	270' - 6" *
LEVEL 13	257' - 6" *
LEVEL 12	244' - 6" *
LEVEL 11	231' - 6" *
LEVEL 10	218' - 6" *
LEVEL 09	205' - 6" *
LEVEL 08	192' - 6"
LEVEL 07	179' - 6"
LEVEL 06	166' - 6"
LEVEL 05	153' - 6"
LEVEL 04	140' - 6"
LEVEL 03	127' - 6"
LEVEL 02	114' - 0"
LEVEL 01	97' - 6"

* FULL OR PARTIAL LEVEL LEVEL ABOVE AMENITY POINT TRIGGER HEIGHT, SEE MDP-L0.02 FOR AMENITY POINT CALCULATION

BELOW-GRADE FLOOR LEVELS

Name	Elevation
P0.5	87' - 0"
P1	77' - 0"
P2	68' - 3"
P3	59' - 6"
P4	50' - 9"
P5	42' - 0"

TABLE 2. AREA SUMMARY - FAR

NOTE: FAR AREAS ARE CALCULATED AS DEFINED IN SECTION 20.50.020 ("F" DEFINITIONS) OF THE CITY OF BELLEVUE LAND USE CODE

SITE AREA: 176,443 SF
DEVELOPMENT LIMIT AT FAR 5: 882,215 SF

AREA SUMMARY BY LEVEL FAR-CHARGEABLE

	Level	Name	Area (SF)
PHASE 1, TOWER 1	LEVEL 17	FAR-CHARGEABLE	16,975 *
	LEVEL 16	FAR-CHARGEABLE	16,975 *
	LEVEL 15	FAR-CHARGEABLE	16,975 *
	LEVEL 14	FAR-CHARGEABLE	16,975 *
	LEVEL 13	FAR-CHARGEABLE	16,975 *
	LEVEL 12	FAR-CHARGEABLE	16,975 *
	LEVEL 11	FAR-CHARGEABLE	16,975 *
	LEVEL 10	FAR-CHARGEABLE	16,975 *
	LEVEL 09	FAR-CHARGEABLE	16,975 *
	LEVEL 08	FAR-CHARGEABLE	16,975
	LEVEL 07	FAR-CHARGEABLE	16,975
	LEVEL 06	FAR-CHARGEABLE	16,975
	LEVEL 05	FAR-CHARGEABLE	16,975
	LEVEL 04	FAR-CHARGEABLE	16,975
	LEVEL 03	FAR-CHARGEABLE	17,006
	LEVEL 02	FAR-CHARGEABLE	18,056
	LEVEL 01	FAR-CHARGEABLE	5,488
	P0.5	FAR-CHARGEABLE	3,072
	P1	FAR-CHARGEABLE	2,022
	Total Tower 1		283,294
PHASE 2, TOWER 2	LEVEL 16	FAR-CHARGEABLE	16,989 *
	LEVEL 15	FAR-CHARGEABLE	16,989 *
	LEVEL 14	FAR-CHARGEABLE	16,989 *
	LEVEL 13	FAR-CHARGEABLE	16,989 *
	LEVEL 12	FAR-CHARGEABLE	16,989 *
	LEVEL 11	FAR-CHARGEABLE	16,989 *
	LEVEL 10	FAR-CHARGEABLE	16,989 *
	LEVEL 09	FAR-CHARGEABLE	16,989 *
	LEVEL 08	FAR-CHARGEABLE	16,989
	LEVEL 07	FAR-CHARGEABLE	16,989
	LEVEL 06	FAR-CHARGEABLE	16,989
	LEVEL 05	FAR-CHARGEABLE	16,989
	LEVEL 04	FAR-CHARGEABLE	16,989
	LEVEL 03	FAR-CHARGEABLE	18,514
	LEVEL 02	FAR-CHARGEABLE	33,238
	LEVEL 01	FAR-CHARGEABLE	23,909
	P0.5	FAR-CHARGEABLE	2,452
	P1	FAR-CHARGEABLE	2,397
	Total Tower 2		301,367
PHASE 2, TOWER 3	LEVEL 17	FAR-CHARGEABLE	16,881 *
	LEVEL 16	FAR-CHARGEABLE	16,881 *
	LEVEL 15	FAR-CHARGEABLE	16,881 *
	LEVEL 14	FAR-CHARGEABLE	16,881 *
	LEVEL 13	FAR-CHARGEABLE	16,881 *
	LEVEL 12	FAR-CHARGEABLE	16,881 *
	LEVEL 11	FAR-CHARGEABLE	16,881 *
	LEVEL 10	FAR-CHARGEABLE	16,881 *
	LEVEL 09	FAR-CHARGEABLE	16,881 *
	LEVEL 08	FAR-CHARGEABLE	16,881
	LEVEL 07	FAR-CHARGEABLE	16,881
	LEVEL 06	FAR-CHARGEABLE	16,881
	LEVEL 05	FAR-CHARGEABLE	16,881
	LEVEL 04	FAR-CHARGEABLE	16,881
	LEVEL 03	FAR-CHARGEABLE	16,875
	LEVEL 02	FAR-CHARGEABLE	18,696
	LEVEL 01	FAR-CHARGEABLE	13,089
	P0.5	FAR-CHARGEABLE	2,770
	P1	FAR-CHARGEABLE	2,014
	Total Tower 3		289,778
	Grand total		874,439

* FULL OR PARTIAL LEVEL LEVEL ABOVE AMENITY POINT TRIGGER HEIGHT, SEE MDP-L0.02 FOR AMENITY POINT CALCULATION

AREA SUMMARY BY LEVEL FAR-EXEMPT

Tower	Level	Name	Area (SF)
1	LEVEL 01	FAR-EXEMPT	14,819
2	LEVEL 01	FAR-EXEMPT	8,171
3	LEVEL 01	FAR-EXEMPT	6,442
Grand total			29,432

NOTE: "FAR-EXEMPT" INDICATES AREAS QUALIFYING AS EXEMPT GROUND FLOOR ACTIVE USE PER SECTION 20.25A.070.C.1.A OF THE CITY OF BELLEVUE LAND USE CODE

TABLE 3. AREA SUMMARY - NSF

NOTE: NET SQUARE FOOT AREAS ARE CALCULATED AS DEFINED IN SECTION 20.50.036 ("N" DEFINITIONS) OF THE CITY OF BELLEVUE LAND USE CODE. NET SQUARE FOOT AREAS ARE PROVIDED FOR PARKING REQUIREMENT CALCULATION.

AREA SUMMARY BY LEVEL - NSF

	Level	Name	Area (SF)
PHASE 1, TOWER 1	LEVEL 17	OFFICE NSF	16,001
	LEVEL 16	OFFICE NSF	16,001
	LEVEL 15	OFFICE NSF	16,001
	LEVEL 14	OFFICE NSF	16,001
	LEVEL 13	OFFICE NSF	16,001
	LEVEL 12	OFFICE NSF	16,001
	LEVEL 11	OFFICE NSF	16,001
	LEVEL 10	OFFICE NSF	16,001
	LEVEL 09	OFFICE NSF	16,001
	LEVEL 08	OFFICE NSF	16,001
	LEVEL 07	OFFICE NSF	16,001
	LEVEL 06	OFFICE NSF	16,001
	LEVEL 05	OFFICE NSF	16,001
	LEVEL 04	OFFICE NSF	16,001
	LEVEL 03	OFFICE NSF	15,924
	LEVEL 02	OFFICE NSF	17,046
	LEVEL 01	OFFICE NSF	137
	LEVEL 01	RESTAURANT NSF	1,462
	LEVEL 01	RETAIL NSF	13,221
	Total Tower 1		271,804
PHASE 2, TOWER 2	LEVEL 16	OFFICE NSF	16,024
	LEVEL 15	OFFICE NSF	16,024
	LEVEL 14	OFFICE NSF	16,024
	LEVEL 13	OFFICE NSF	16,024
	LEVEL 12	OFFICE NSF	16,024
	LEVEL 11	OFFICE NSF	16,024
	LEVEL 10	OFFICE NSF	16,024
	LEVEL 09	OFFICE NSF	16,024
	LEVEL 08	OFFICE NSF	16,024
	LEVEL 07	OFFICE NSF	16,024
	LEVEL 06	OFFICE NSF	16,024
	LEVEL 05	OFFICE NSF	16,024
	LEVEL 04	OFFICE NSF	16,024
	LEVEL 03	OFFICE NSF	17,444
	LEVEL 02	OFFICE NSF	32,006
	LEVEL 01	OFFICE NSF	18,511
	LEVEL 01	RESTAURANT NSF	3,155
	LEVEL 01	RETAIL NSF	4,259
	Total Tower 2		283,687
PHASE 2, TOWER 3	LEVEL 17	OFFICE NSF	15,901
	LEVEL 16	OFFICE NSF	15,901
	LEVEL 15	OFFICE NSF	15,901
	LEVEL 14	OFFICE NSF	15,901
	LEVEL 13	OFFICE NSF	15,901
	LEVEL 12	OFFICE NSF	15,901
	LEVEL 11	OFFICE NSF	15,901
	LEVEL 10	OFFICE NSF	15,901
	LEVEL 09	OFFICE NSF	15,901
	LEVEL 08	OFFICE NSF	15,901
	LEVEL 07	OFFICE NSF	15,901
	LEVEL 06	OFFICE NSF	15,901
	LEVEL 05	OFFICE NSF	15,901
	LEVEL 04	OFFICE NSF	15,901
	LEVEL 03	OFFICE NSF	15,885
	LEVEL 02	OFFICE NSF	17,706
	LEVEL 01	OFFICE NSF	7,909
	LEVEL 01	RESTAURANT NSF	3,197
	LEVEL 01	RETAIL NSF	2,874
	Total Tower 3		270,185
	Grand Total SF		825,676

TABLE 4. PARKING QUANTITIES

NOTE: PARKING PROVIDED PER REQUIREMENT BASED ON NET SQUARE FOOT AREAS AS DEFINED IN SECTION 20.50.036 N DEFINITIONS OF THE CITY OF BELLEVUE LAND USE CODE. PARKING RATIO PER NSF IS DEFINED IN SECTION 20.25A.080.B OF THE CITY OF BELLEVUE LAND USE CODE.

SEE SHEET MDP-002 FOR PARKING REQUIREMENT CALCULATION & PARKING QUANTITY BY TYPE.

GRAND TOTAL DOES NOT INCLUDE THE (5) SHORT TERM PARKING SPACES IN PHASE 1.

SEE ADR DEPARTURES FOR OFFICE PARKING RATIO AND COMPACT STALL RATIO DEPARTURE REQUEST.

PHASE 1, TOWER 1 - INTERIM CONDITION

PARKING QUANTITY BY LEVEL

	Level	Type	Count
PHASE 1, TOWER 1	P1	7.5x14.75-Compact	8
	P1	8.5x18-ADA	4
	P1	8.5x18-Standard	7
			19
	P2	7.5x14.75-Compact	105
	P2	8.5x18-ADA	5
	P2	8.5x18-Standard	53
			163
	P3	7.5x14.75-Compact	100
	P3	8.5x18-ADA	2
	P3	8.5x18-Standard	84
			186
	P4	7.5x14.75-Compact	108
	P4	8.5x18-Standard	73
			181
	Total Tower 1: 549		549

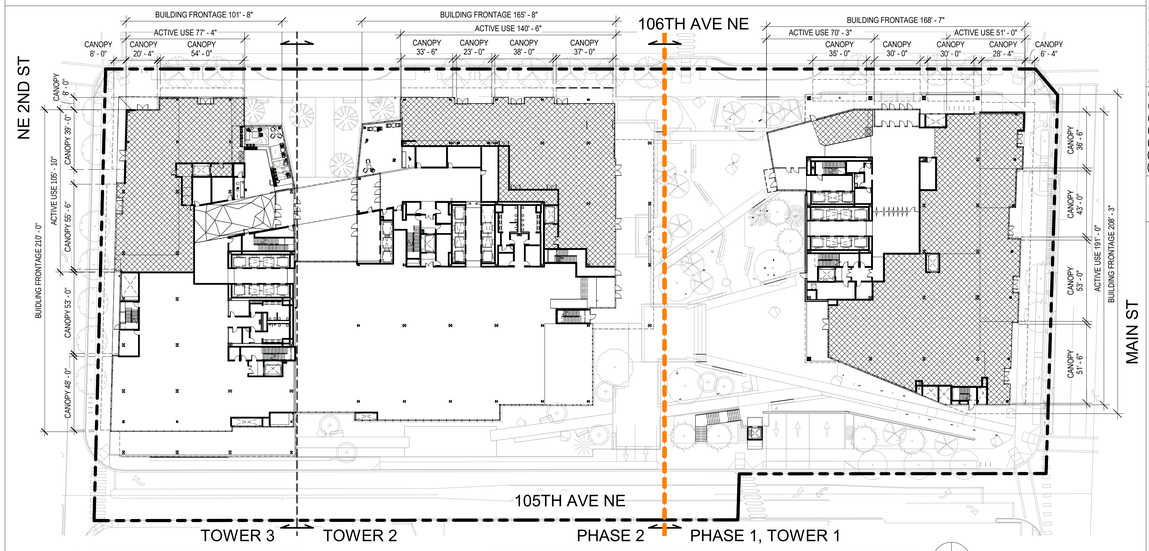
ALL PHASES - WHEN COMPLETE

PARKING QUANTITY BY LEVEL

	Level	Type	Count
PHASE 1, TOWER 1	P1	7.5x14.75-Compact	8
	P1	8.5x18-ADA	4
	P1	8.5x18-Standard	7
			19
	P2	7.5x14.75-Compact	100
	P2	8.5x18-ADA	5
	P2	8.5x18-Standard	55
			160
	P3	7.5x14.75-Compact	95
	P3	8.5x18-ADA	2
	P3	8.5x18-Standard	86
			183
	P4	7.5x14.75-Compact	102
	P4	8.5x18-Standard	75
			177
	Total Tower 1		539
PHASE 2, TOWER 2	P0.5	7.5x14.75-Compact	61
	P0.5	8.5x18-Standard	17
			78
	P1	7.5x14.75-Compact	35
	P1	8.5x18-ADA	6
	P1	8.5x18-Standard	4
			45
	P2	7.5x14.75-Compact	88
	P2	8.5x18-ADA	7
	P2	8.5x18-Standard	71
			166
	P3	7.5x14.75-Compact	92
	P3	8.5x18-ADA	4
	P3	8.5x18-Standard	82
			178
	P4	7.5x14.75-Compact	91
	P4	8.5x18-ADA	4
	P4	8.5x18-Standard	81
			176
	P5	7.5x14.75-Compact	62
	P5	8.5x18-ADA	3
	P5	8.5x18-Standard	94
			159
	Total Tower 2		802
PHASE 2, TOWER 3	P0.5	7.5x14.75-Compact	33
	P0.5	8.5x18-Standard	2
			35
	P1	7.5x14.75-Compact	32
	P1	8.5x18-Standard	29
			61
	P2	7.5x14.75-Compact	46
	P2	8.5x18-Standard	41
			87
	P3	7.5x14.75-Compact	47
	P3	8.5x18-Standard	44
			91
	P4	7.5x14.75-Compact	47
	P4	8.5x18-Standard	45
			92
	Total Tower 3		366
	Grand total		1707

TABLE 5. ACTIVE USE

ACTIVE USE / FAR-EXEMPT ACTIVE USE



2 ACTIVE USE DIAGRAM

SCALE: 1" = 40'-0"

NOTE: 106TH AVE NE, NE 2ND ST, AND MAIN ST ARE "MIXED STREETS - C RIGHT OF WAY" - PER SECTION 20.25A.170.B.3.B OF THE CITY OF BELLEVUE LAND USE CODE. FACADES ON THESE STREETS ARE REQUIRED TO BE 50% ACTIVE USE, AND PROVIDE WEATHER PROTECTION ALONG 75% OF THE FACADE.

PROJECT NORTH

BIKE PARKING SCHEDULE (SEE PHASE 1 AND PHASE 2 DOCUMENT SETS FOR MORE INFORMATION)

	LEVEL	TYPE	RACKS	BIKES
PHASE 1	P1	OFFICE - HANGING	81	81
	P1	OFFICE - ACCESSIBLE	4	4
	P1	PUBLIC - FLOOR	4	8
	1 / SITE	PUBLIC - FLOOR	9	18
	GRAND TOTAL:		98	111

	LEVEL	TYPE	RACKS	BIKES
PHASE 2	P1	OFFICE - HANGING	153	153
	P1	OFFICE - ACCESSIBLE	7	7
	P1	PUBLIC - FLOOR	20	40
	1 / SITE	PUBLIC - FLOOR	8	16
	GRAND TOTAL:		188	216

TABLE 6. ZONING SUMMARY

Zoning

Zone: Downtown Mixed Use — DNTN-MU

Dimensional Requirements in Downtown District (20.25A.060.A.4 + 20.25A.075)

Building Type	Non-Residential	Residential	Above Grade Parking	Unit	Notes
Maximum floor plate above 40'	22,000	20,000	20,000	GSF	A single Building is considered Residential if more than 50% GSF
Maximum floor plate above 80'	20,000	13,500	N/A	GSF	is devoted to residential use
Trigger for Additional Height	115'	230'	N/A	FT	Building Heights Exceeding trigger HGT must be subjected to 10% Floor Plate Reduction and shall provide 10% project limit area or public open space at grade level
Maximum Floor Plate above Trigger Height	20,000	12,150	N/A	GSF	
Floor Plate Reductions above Trigger Height	10%	10%	N/A		
Height Exceptions (max)	20'	20'		FT	(#17) Additional 20FT Allowed for mechanical equipment is uninhabitable Space
Max Lot Coverage	100%	100%	75%		
Building Height Maximum	230	288	60	FT	
(Including +20' for Mechanical ONLY)	250	308	60	FT	
Floor Area Ratio					
Minimum	4.5	4.5	N/A	MIN	Maximum Permitted FAR may be only achieved with participation
Maximum	5.0	5.0	N/A	MAX	in FAR Incentive System (LUC 20.25A.070)
Internal Property Line Tower Setback	20	20	N/A	FT	Min. Tower setback above 80FT for buildings exceeding 100FT HGT
Upper Level Stepback	N/A	N/A	N/A	FT	
Tower Separation above or Where building exceeds 250' HGT	60	60	N/A	FT	Applies only to multiple towers within downtown built within a single project level (20.25A.075)
Outdoor Plaza Requirement*	10%	10%	N/A		10% Site Area required above trigger height, 3000 SF Minimum. 1 Acre Maximum

Active Use Max. FAR Exemptions (20.25A.070.C.1)

	Ground Level Active Uses	Upper Level Active Uses
Floor-to-Area Ratio (FAR)	1.0	0.5

Parking Standards (20.25A.080.B)*

Land Use	Unit	Min	Max
Office (Business Services/General)	per 1000 NSF	2.3	3.0
Residential	per Unit	1.0	2.0
Restaurant	per 1000 NSF	10	20
Retail	per 1000 NSF	4.0	5.0
Retail in a mixed Development	per 1000 NSF	2.0	4.0

*Director Authority to modify required parking ratios supported by parking demand analysis performed by traffic engineer

←– Retail may only account for 20% of total SF or less

Bicycle Parking	Unit	Min
Residential (20.25A.080.H.1.a)	per 10 dwelling units	1
non-Residential (20.25A.080.H.1.b)	per 10,000 NSF	1

Sidewalk Dimensions (20.25A.090.A.1)

Street	Required Width	Unit	Notes
106th Ave NE	16	FT	
NE 2nd St	16	FT	
Main St	16	FT	

Right of Way Designations (20.25A.170.B)

Street	Type	Min. Transparency	Weather Protection	Points of Interest	G/F Ceiling HGT	Active Uses
106th Ave NE NE 2nd ST Main ST	C - Mixed Streets	75%	75%, 6FT Depth	Every 90 FT	13'-15' Min	PAF or SEUC or Office or Residential or Green Wall

Downtown Through-Block Connection (20.25A.160.D.1)

Direction	Required?	Unit	Notes
North-South	Yes	FT	Adjacent to 105th Ave NE
East-West	Yes	FT	Thru-Block shown at approx mid-block

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CONSULTANT

SEAL

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BELLEVUE PLAZA - PHASE 2

117 106th Ave NE,
Bellevue, WA 98004

ISSUED/REVISED		DATE
-	ADR2 SUBMITTAL	3/12/2019
A	ADR2 RESUBMIT 'A'	6/14/2019
B	ADR2 RESUBMIT 'B'	12/6/2019
C	ADR2 FINAL EDITS – 3/18/2020	

ZONING & AREA SUMMARY

MDP-023

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NOTE

1. OWNER TO MAINTAIN LANDSCAPING AREAS INCLUDING THOSE IN THE ROW.

LEGEND

- PROPERTY LINE
- PROJECT BOUNDARY
- PHASE LINE
- BENCH
- MOVABLE FURNITURE
- BIKE RACKS

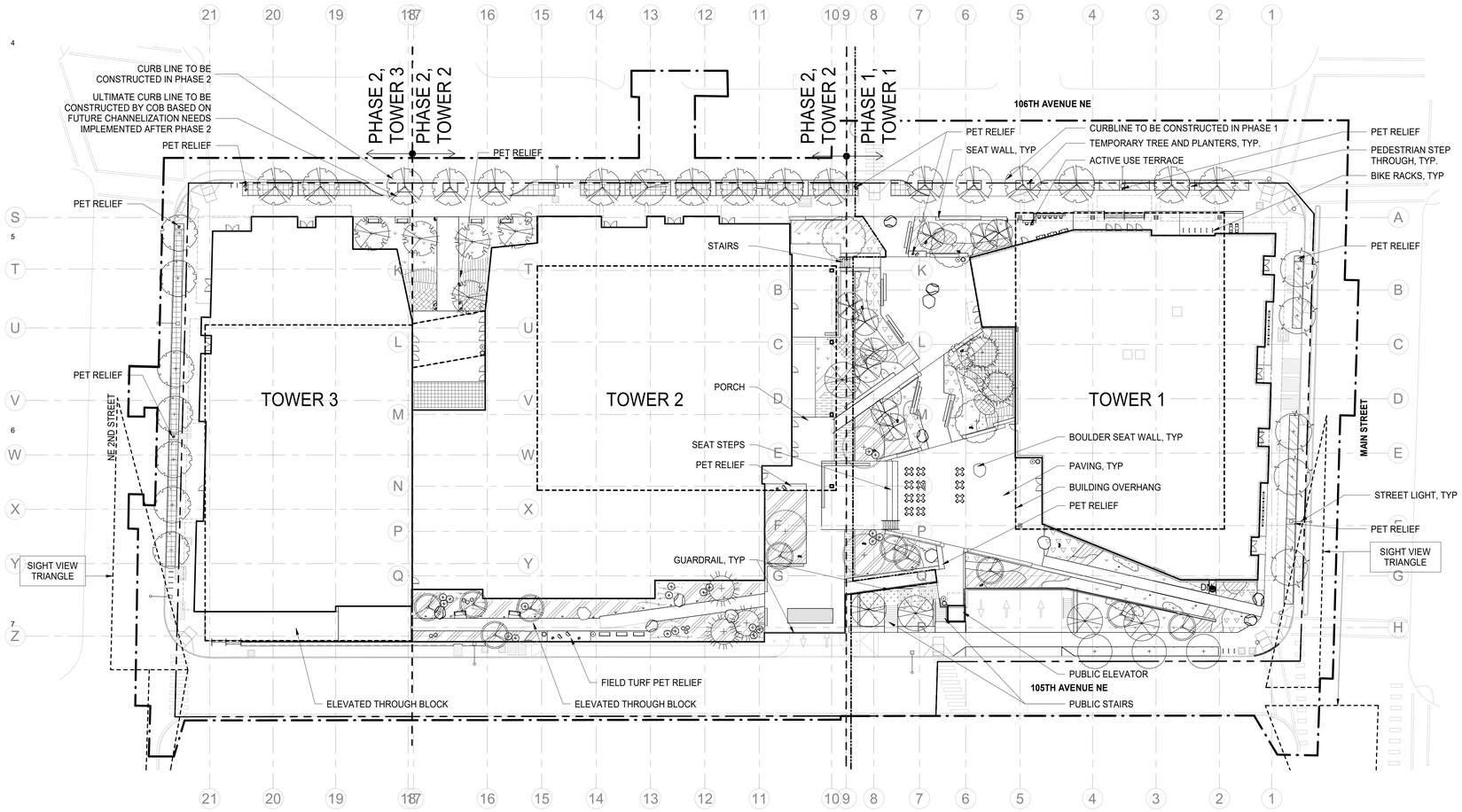
SITE EXISTING HARDSCAPE AREA
159,667 SF

SITE EXISTING PLANTED AREA
7,197 SF

SITE PROPOSED HARDSCAPE AND PLANTED AREA

	SITE AREA (SF)	PLANTING AREA (SF)	HARDSCAPE AREA (SF)	ROOF TERRACE AREA (SF)	ROOF PLANTING AREA (SF)
PHASE 1, TOWER 1	68,553	12,544	23,525	1,839	3,971
PHASE 2, TOWER 2	70,227	9,767	13,859	5,041	11,356
PHASE 2, TOWER 3	37,663	2,280	8,232	1,629	3,088
TOTAL	176,443	24,591	45,616	8,509	18,415

NOTE: TOTAL MEASURED PLANTING AND HARDSCAPE AREA ARE NOT EQUAL TO SITE AREA AS MEASURED TO PROPERTY LINE.



1 MDP SITE PLAN
Scale: 1" = 30'-0"

PLANTING SCHEDULE - AREAS

SYMBOL	DESCRIPTION	AREA - PHASE 1
PM1	PLANTING MIX 1	71 SF
PM2	PLANTING MIX 2	2,517 SF
PM4	PLANTING MIX 4	556 SF
PM5	PLANTING MIX 5	41 SF
PM6	PLANTING MIX 6	949 SF
PM6A	PLANTING MIX 6A	449 SF
PM6B	PLANTING MIX 6B	48 SF
PM6C	PLANTING MIX 6C	523 SF
PM7	PLANTING MIX 7	3,228 SF
PM8	PLANTING MIX 8	397 SF
PM9	PLANTING MIX 9	2,517 SF

MDP PLANTING SCHEDULE - TREES

SYMB	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	NOTES
	9	ACER CIRCINATUM	VINE MAPLE	MULTI-STEM, 8'-10' HEIGHT	PER PLAN	
	3	ACER MACROPHYLLUM	BIGLEAF MAPLE	1"-3" CALIPER	PER PLAN	
	19	AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	6' MIN HEIGHT	PER PLAN	
	8	ARCTOSTAPHYLOS CANESCENS	MANZANITA	15 GAL	PER PLAN	
	2	CORNUS NUTTALLII 'COLRIGO GIANT'	PACIFIC DOGWOOD	8' MIN HEIGHT, LA TO REVIEW + CONFIRM	PER PLAN	
	5	FRAXINUS LATIFOLIA	OREGON ASH	3"-6" CALIPER	PER PLAN	
	5	NYSSA SYLVATICA 'AFTERBURNER'	TUPELO	MIN 2.5" CALIPER	PER PLAN	STREET SPECIES PER CITY OF BELLEVUE
	3	PINUS CONTORTA VAR. CONTORTA	SHORE PINE	10' HT. MIN	PER PLAN	
	3	PLATANUS X ACERIFOLIA	LONDON PLANE TREE	MIN 2.5" CALIPER	PER PLAN	STREET SPECIES PER CITY OF BELLEVUE
	5	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	10'-12' HEIGHT	PER PLAN	
	3	QUERCUS GARRYANA	GARRY OAK	4" CALIPER	PER PLAN	
	7	QUERCUS ROBUR 'PYRAMICH'	ENGLISH OAK	MIN 2.5" CALIPER	PER PLAN	STREET SPECIES PER CITY OF BELLEVUE
	20	RIBES SANGUINEUM	FLOWERING CURRANT	15 GAL	PER PLAN	
	2	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	10'-12' HEIGHT	PER PLAN	
	11	ULMUS 'MORTON GLOSSY'	TRIUMPH ELM	MIN 2.5" CALIPER	PER PLAN	STREET SPECIES PER CITY OF BELLEVUE

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BELLEVUE PLAZA -

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C	ADR2 FINAL EDITS – 3/18/2020	

PRELIMINARY LANDSCAPE PLAN

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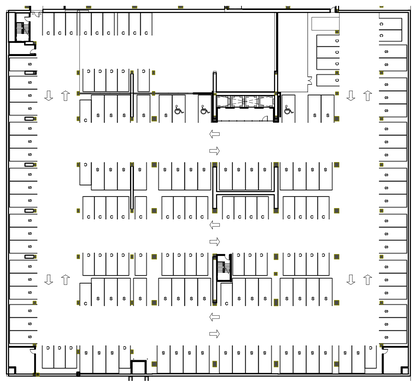
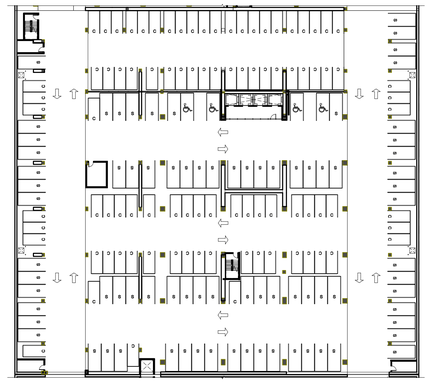


2 P5 AREA PLAN - PHASE 2 T2
SCALE: 1" = 40'-0"



3 P4 AREA PLAN - PHASE 2 T2
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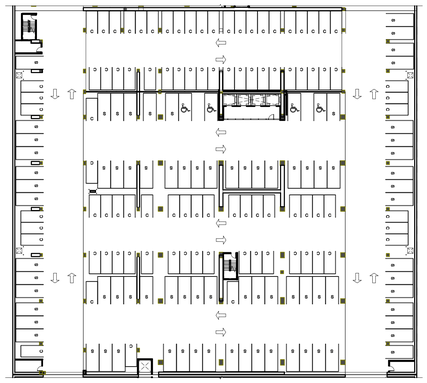

4 P3 AREA PLAN - PHASE 2 T2
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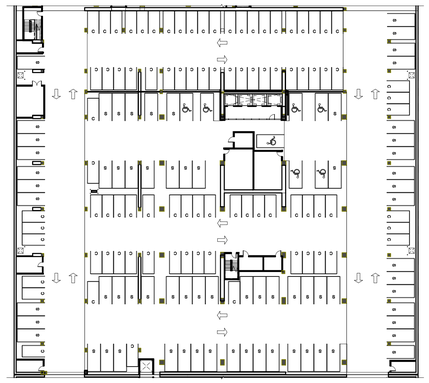
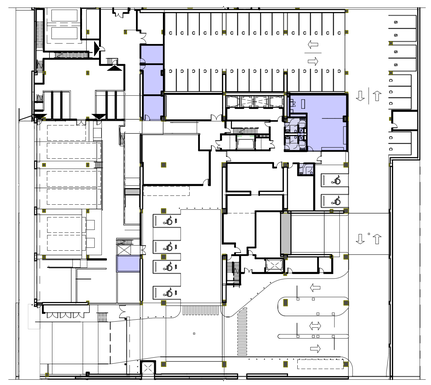


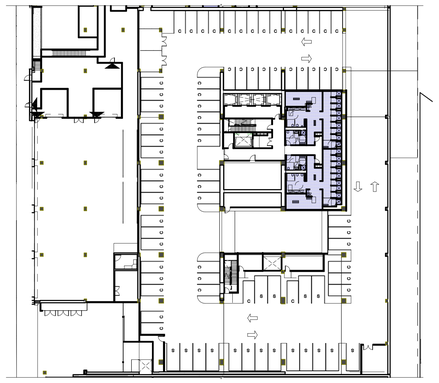
5 P2 AREA PLAN - PHASE 2 T2
SCALE: 1" = 40'-0"



FAR Legend

FAR-CHARGEABLE

6 P1 AREA PLAN - PHASE 2 T2
SCALE: 1" = 40'-0"



FAR Legend

FAR-CHARGEABLE

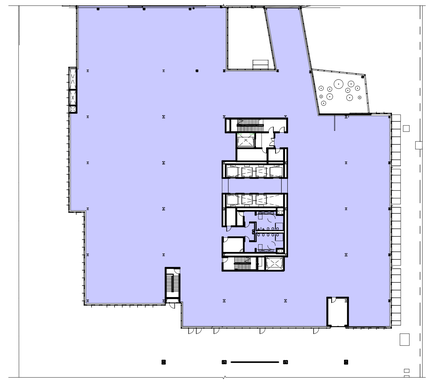
7 P0.5 AREA PLAN - PHASE 2 T2
SCALE: 1" = 40'-0"

FAR Legend

FAR-CHARGEABLE

FAR-EXEMPT

8 L1 AREA PLAN - PHASE 2 T2
SCALE: 1" = 40'-0"



FAR Legend

FAR-CHARGEABLE

9 L2 AREA PLAN - PHASE 2 T2
SCALE: 1" = 40'-0"

DESIGN ARCHITECT

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C	ADR2 FINAL EDITS – 3/18/2020	

AREA PLANS - FAR

A2-016

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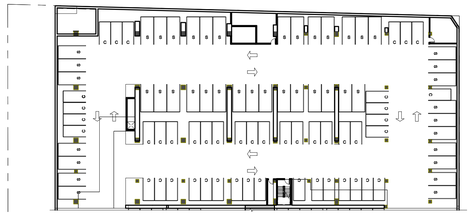
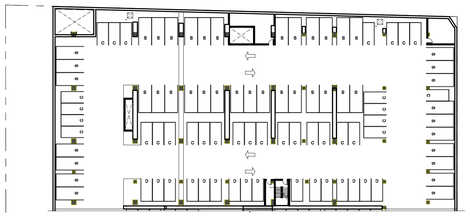
2 P5 AREA PLAN - PHASE 2 T3
SCALE: 1" = 40'-0"



3 P4 AREA PLAN - PHASE 2 T3
SCALE: 1" = 40'-0"

FAR Legend

FAR-CHARGEABLE



4 P3 AREA PLAN - PHASE 2 T3
SCALE: 1" = 40'-0"

5 P2 AREA PLAN - PHASE 2 T3
SCALE: 1" = 40'-0"

6 P1 AREA PLAN - PHASE 2 T3
SCALE: 1" = 40'-0"

FAR Legend

FAR-CHARGEABLE

7 P0.5 AREA PLAN - PHASE 2 T3
SCALE: 1" = 40'-0"

FAR Legend

FAR-CHARGEABLE

FAR-EXEMPT

8 L1 AREA PLAN - PHASE 2 T3
SCALE: 1" = 40'-0"

FAR Legend

FAR-CHARGEABLE

9 L2 AREA PLAN - PHASE 2 T3
SCALE: 1" = 40'-0"

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B	ADR2 RESUBMIT 'B'	12/6/2019

C ADR2 FINAL EDITS – 3/18/2020

C

AREA PLANS - FAR

A3-016

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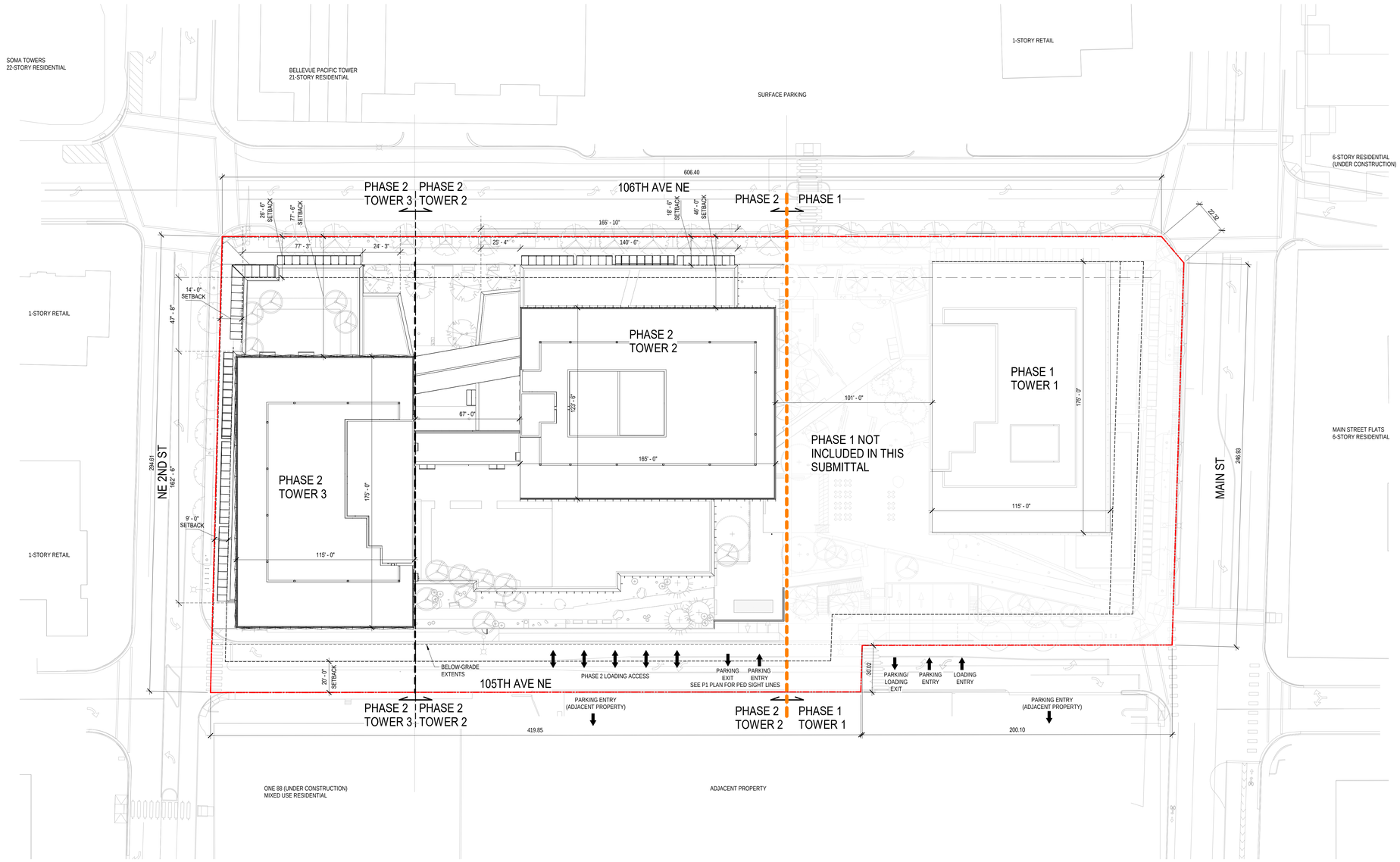

1 MASTER SITE PLAN
SCALE: 1" = 30'-0"

PROJECT NORTH

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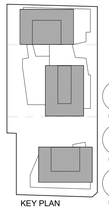
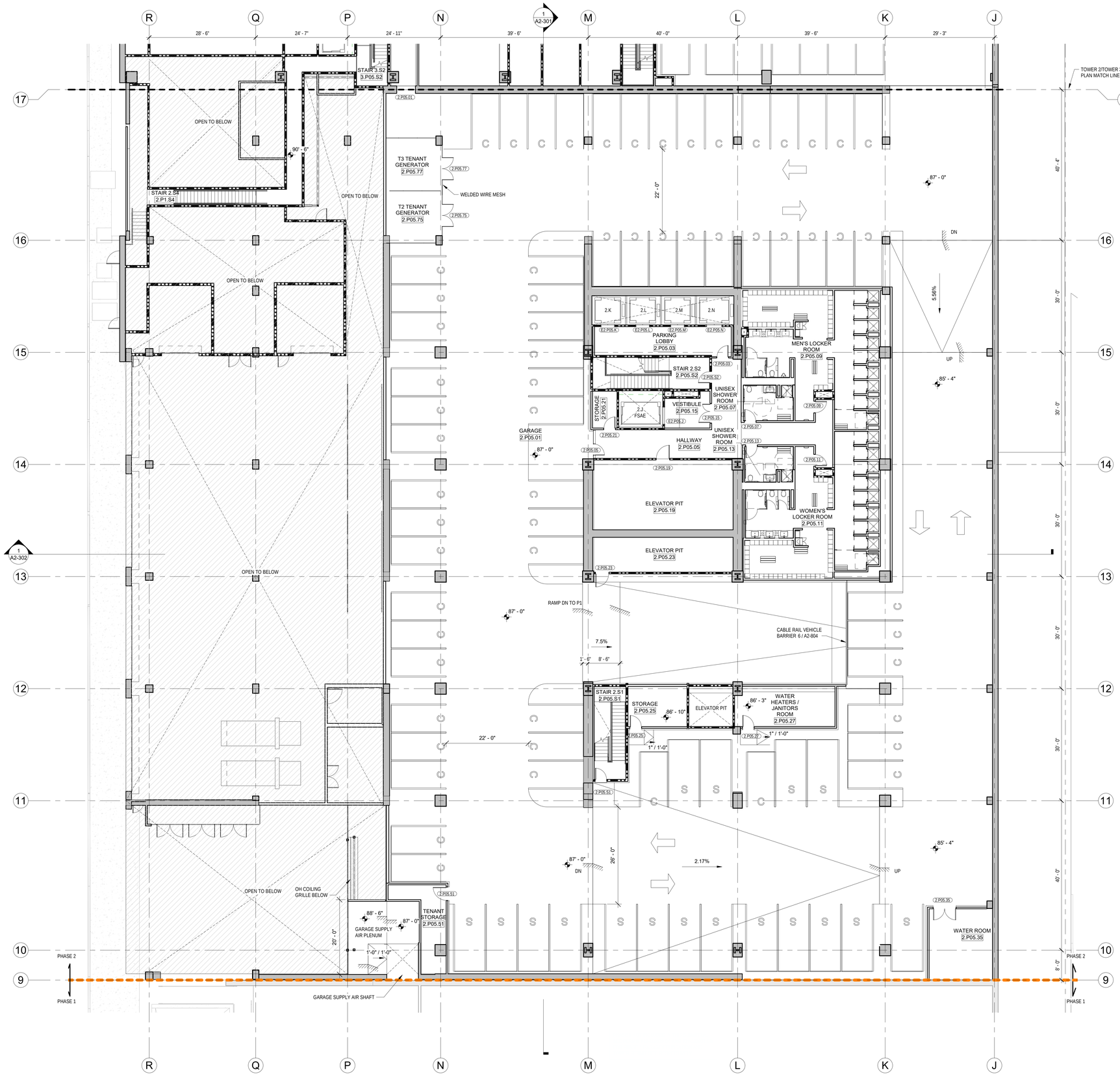

KEY PLAN

OVERALL ARCHITECTURAL MASTER PLAN

A2-101

3/17/2020 11:36:59 AM



1 T2 LEVEL P0.5 - FLOOR PLAN

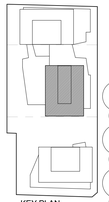
SCALE: 3/32" = 1'-0"

GENERAL FLOOR PLAN NOTES

1) SEE A2-801 & A2-802 FOR WALL TYPES.
2) SEE A2-851 TO A2-853 & SLAB EDGE DRAWINGS FOR RATED SHAFT DETAILS @ TOWER & PODIUM CORE.
3) SEE A2-611 TO A2-613 FOR OPENING SCHEDULES.
4) SEE SLAB EDGE DRAWINGS & DETAIL CALL-OUTS FOR RELATIONSHIP BETWEEN CONCRETE WORK & FINISH CONDITION.
5) PROVIDE SOLID FRT WOOD BLOCKING AS REQUIRED @ LOCATIONS INCLUDING, BUT NOT LIMITED TO: GRAB BARS, SHELVING, OVERHEAD CABINETS, BATHROOM ACCESSORIES, SIGNAGE & WALL MOUNT EQUIPMENT.
6) SEE A2-890 SERIES FOR ACCESSIBILITY DIAGRAMS.
7) SEE A2-961 TO A2-969 FOR HORIZONTAL & VERTICAL ASSEMBLY TYPES.
8) REFERENCE 12 / A2-890 FOR REQUIREMENTS CONCERNING PROTRUDING OBJECTS ALONG CIRCULATION PATHS.
9) REFERENCE SHEET A2-701 FOR SCHEMATIC RESTROOM ELEVATIONS AND TYPICAL FIXTURE / ACCESSORY MOUNTING HEIGHTS
10) DIMENSIONS ARE TO FACE OF GWB, CMU OR CONCRETE. REVIEW FINISH PLANS AND ROOM SCHEDULES FOR WALL LOCATIONS TO RECEIVE TILE.
11) SEE A2-621 TO A2-622 FOR ROOM FINISH SCHEDULE.
12) SEE A52-400 SERIES FOR WATERPROOFING PLANS AND EXTENTS OF TRAFFIC COATING.

Parking Schedule P0.5 - T2

Level	Type	Count
P0.5	7.5x14.75-Compact	60
P0.5	8.5x18-Standard	16
Grand total: 76		



PROJECT NORTH

KEY PLAN

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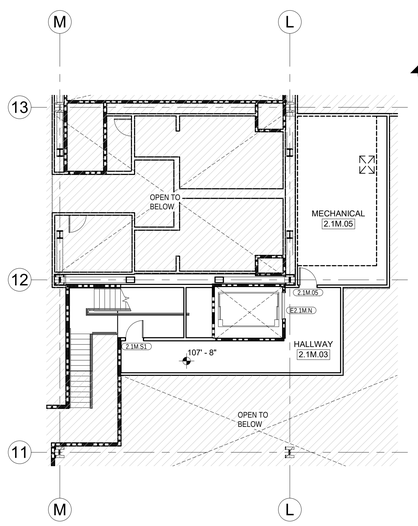
C

LEVEL P0.5
FLOOR PLAN

A2-111.2

3/17/2020 11:38:09 AM



2 T2 LEVEL 1.5 - FLOOR PLAN
SCALE: 3/32" = 1'-0"

1 T2 LEVEL 1 - FLOOR PLAN
SCALE: 3/32" = 1'-0"

GENERAL FLOOR PLAN NOTES

1) SEE A2-801 & A2-802 FOR WALL TYPES.
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12) SEE AS2-400 SERIES FOR WATERPROOFING PLANS AND EXTENTS OF TRAFFIC COATING.

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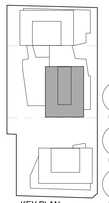
C	ADR2 FINAL EDITS – 3/18/2020	



LEVEL 1 FLOOR PLAN

A2-112.2

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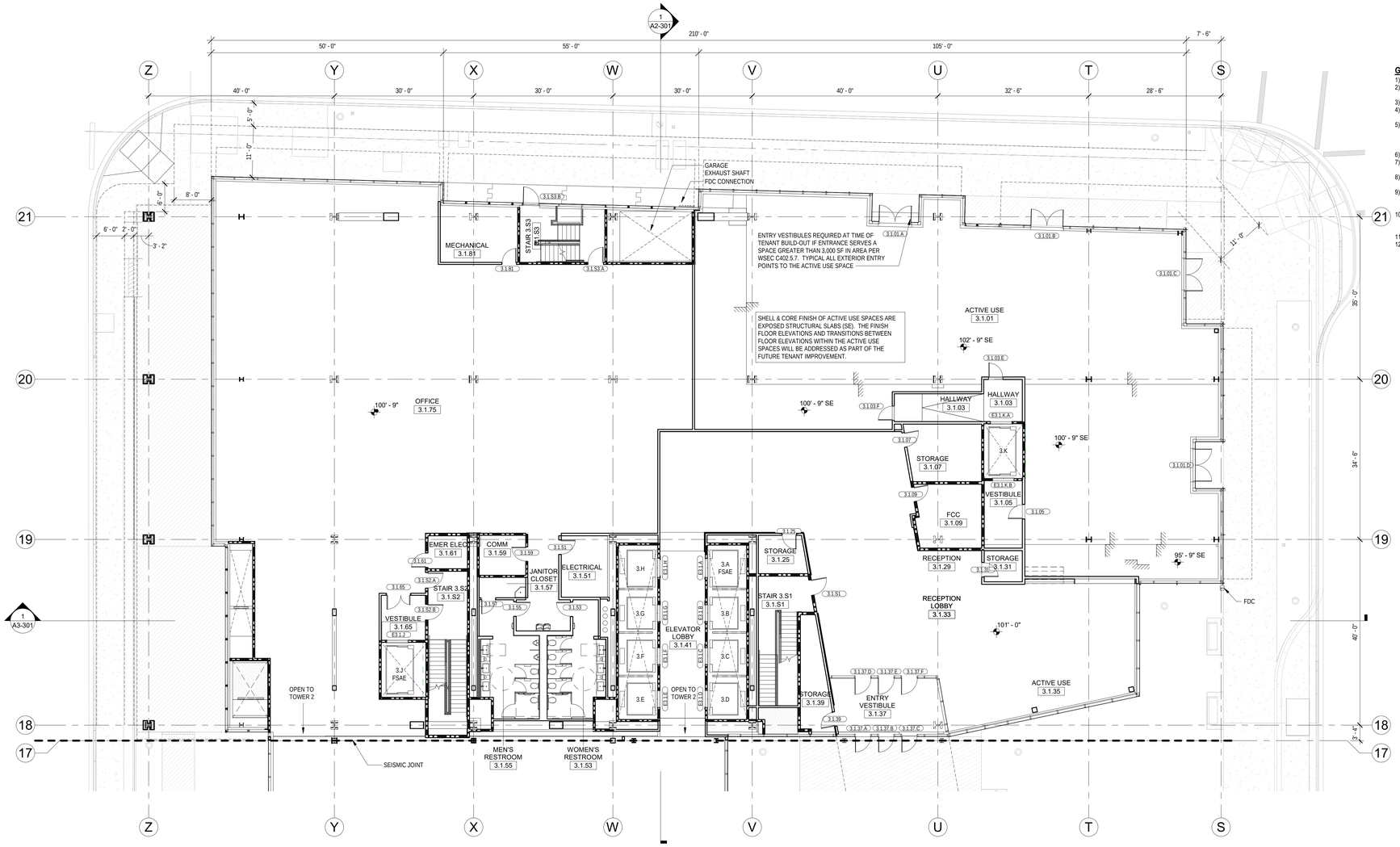

1 T3 LEVEL 1 - FLOOR PLAN

SCALE: 3/32" = 1'-0"

GENERAL FLOOR PLAN NOTES

1) SEE A2-801 & A2-802 FOR WALL TYPES.
2) SEE A2-851 TO A2-853 & SLAB EDGE DRAWINGS FOR RATED SHAFT DETAILS @ TOWER & PODIUM CORE.
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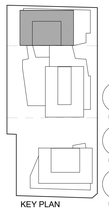
B	ADR2 RESUBMIT 'B'	12/6/2019
C	ADR2 FINAL EDITS – 3/18/2020	



PROJECT NORTH

KEY PLAN

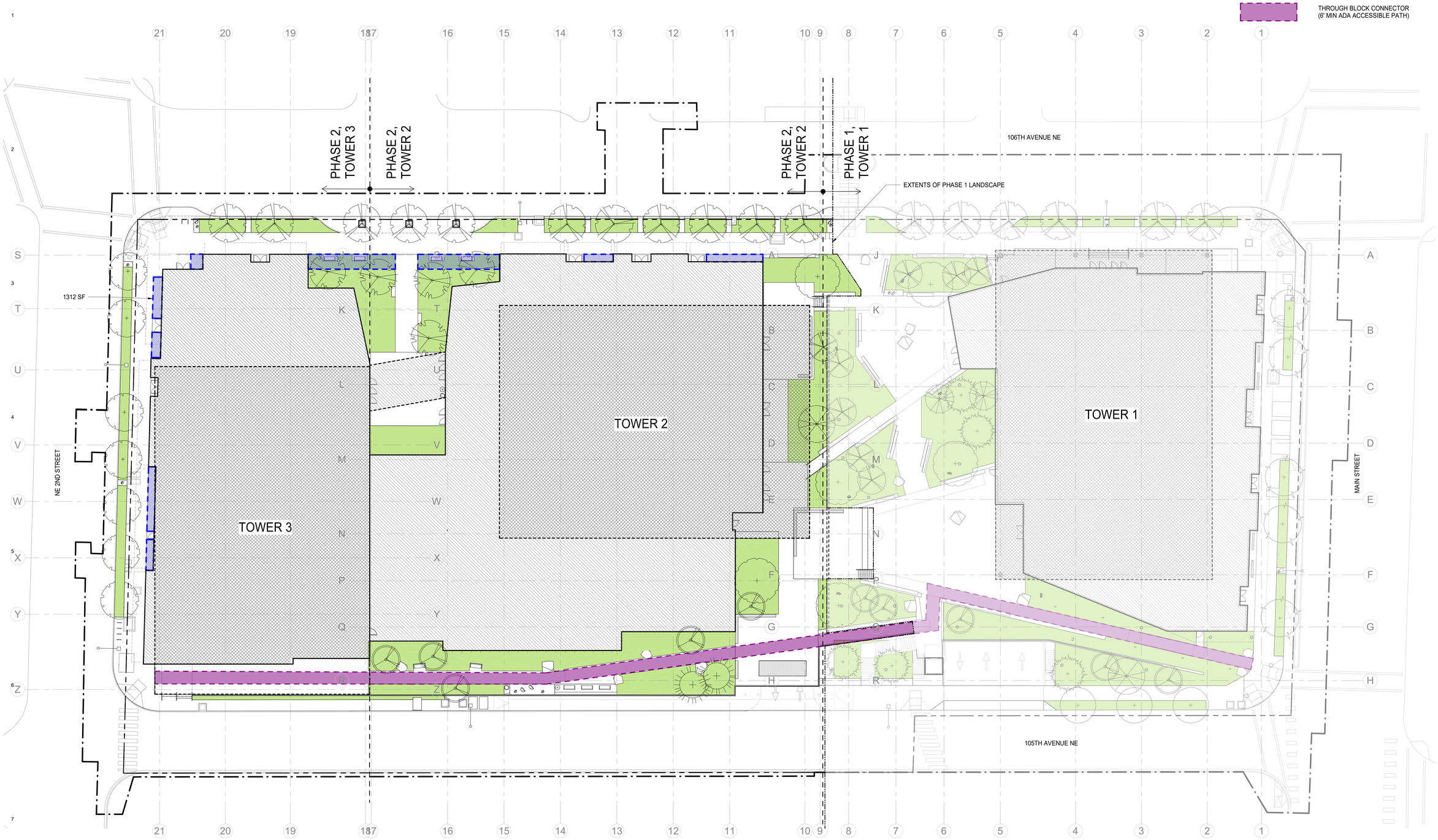
LEVEL 1 FLOOR PLAN

A2-112.3

3/17/2020 11:38:39 AM

AMENITY LEGEND

- ENHANCED STREETSCAPE
- PLANTING AREA
- THROUGH BLOCK CONNECTOR (6' MIN ADA ACCESSIBLE PATH)



1 AMENITY PLAN
Scale: 1" = 20'-0"

0' 10' 20' 40' 50'

N

12/6/2019 12:57:27 PM

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BELLEVUE PLAZA - PHASE 2

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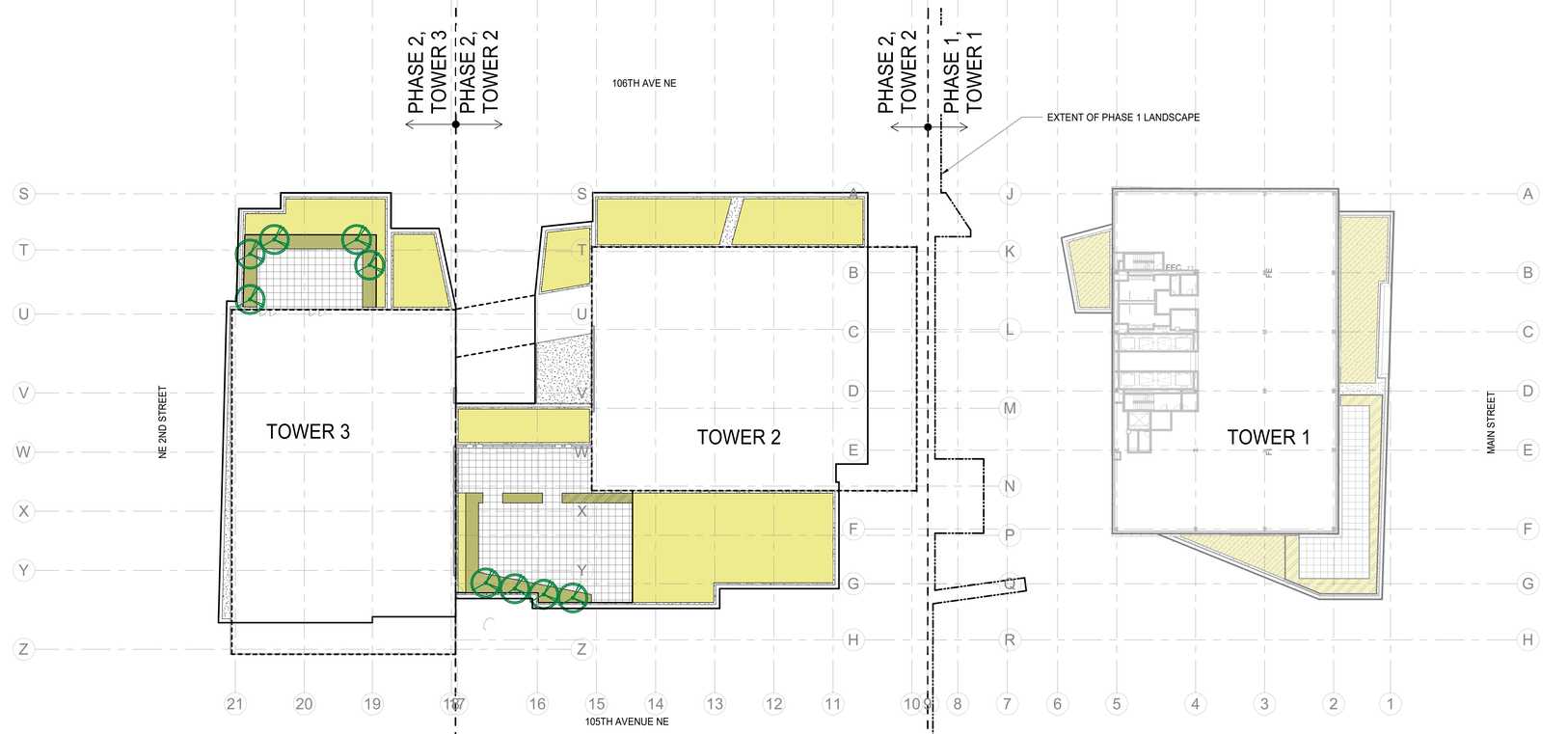
ADR RESUBMITTAL A	06/14/19

ADR RESUBMITTAL B
12/06/19

AMENITY PLAN

L-002-B



2 GREEN FACTOR TERRACE PLAN

Scale: 1" = 30'-0"

1 GREEN FACTOR GROUND LEVEL PLAN

Scale: 1" = 30'-0"

GREEN FACTOR LEGEND

- NATIVE OR DROUGHT TOLERANT LANDSCAPE AREA WITH SOIL DEPTH OF 24" OR MORE — 12,045 SF
- GREEN ROOF, 2"-4" OF GROWTH MEDIUM — 12,444 SF
- GREEN ROOF, +4" OF GROWTH MEDIUM — 2,000 SF
- LANDSCAPE AREA AT SIDEWALK GRADE — 3,697 SF
- SOIL CELLS — 7,407 CUBIC FEET
- LARGE TREE — 23
- MEDIUM TREE — 0
- SMALL TREE — 18
- SHRUBS — 1,170 (ESTIMATE)
- BICYCLE RACK — 16 BIKE SPACES (8 RACKS)

GREEN AND SUSTAINABILITY FACTOR WORKSHEET

Note: For DT-Small Sites Use Green and Sustainability Factor Small Sites Worksheet

3/17/2020

Bellevue Land Use Code 20.25A.120 — MINIMUM REQUIRED SCORE: 0.3

Project: Vulcan Bellevue Plaza - Phase 2

PROJECT LIMIT: 107,890 (Enter sq. ft. of project limit) — SCORE: 0.324

Total Factor points needed based on Project Limit: 32,367

		Enter sq. ft. or volume (if soil cells).	Factor	Total
A Landscape Elements				
1	Bioretention Facilities and/or Soil Cells. Bioretention facilities shall be calculated in horizontal square feet. Soil cell systems shall be calculated in cubic feet. The volume of the soil cell system shall be calculated using 3 feet of depth or the depth of the facility, whichever is less. Green roofs do not qualify as bioretention facilities. (These must comply with Bellevue Storm and Surface Water Engineering Standards.)	7,407	1.2	8888.4
2	Structural Soil Systems. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using 3 feet of depth or the depth of the facility, whichever is less.	Enter volume. 0	0.2	0.0
3	Landscaped Areas with Soil Depth Less Than 24 Inches. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft. 0	0.1	0.0
4	Landscaped Areas with Soil Depth of 24 Inches or More. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft. 12045	0.6	7227.0
5	Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 sq. ft. per inch d.b.h. Trees must have a minimum diameter of 6 inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	Enter inches d.b.h. 0	1.0	0.0
6	Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 sq. ft. per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	Enter inches d.b.h. 0	0.1	0.0
7	Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 sq. ft. per plant.	Enter number of shrubs. 1170	0.4	5616.0
8	Small Trees. Small trees shall be calculated at 90 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 18	0.3	486.0
9	Medium Trees. Medium trees shall be calculated at 230 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 0	0.3	0.0
10	Large Trees. Large trees shall be calculated at 360 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 23	0.4	3220.0
B Green Roofs				
1	Green Roof, two to four Inches of Growth Medium. Roof area planted with at least 2 inches of growth medium, but less than 4 inches of growth medium.	Enter sq. ft. 12444	0.4	4977.6

Green and Sustainability Factor Worksheet — Page 1 of 2 — Bellevue Land Use Code Reference: 20.25A.120

GREEN AND SUSTAINABILITY FACTOR WORKSHEET

Note: For DT-Small Sites Use Green and Sustainability Factor Small Sites Worksheet

3/17/2020

Bellevue Land Use Code 20.25A.120 — MINIMUM REQUIRED SCORE: 0.3

2	Green Roof, At Least 4 Inches of Growth Medium. Roof area planted with at least 4 inches of growth medium.	Enter sq. ft. 2000	0.7	1400.0
C Green Walls				
1	Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of 3 years' growth. A year-round irrigation and maintenance plan shall be provided.	Enter sq. ft. 0	0.2	0.0
2	Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.	Enter sq. ft. 0	0.7	0.0
D Landscape Bonuses				
1	Food Cultivation. Landscaped areas for food cultivation.	Enter sq. ft. 0	0.2	0.0
2	Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	Enter sq. ft. 26489	0.1	2648.9
3	Landscape Areas at Sidewalk Grade.	Enter sq. ft. 3697	0.1	369.7
4	Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.	Enter total projected gallons harvested. 0	0.2	0.0
	If using Rainwater Harvesting, enter total annual irrigation budget for development (if not utilizing - enter '1' into field).	Enter total gallons. 1		
E Permeable Paving				
1	Permeable Paving, Over 6 to 24 Inches of Soil or Gravel. Permeable pavement or pavers over at least 6 inches but not more than 24 inches of soil or gravel.	Enter sq. ft. 0	0.2	0.0
2	Permeable Paving, Over More than 24 Inches of Soil or Gravel. Permeable pavement or pavers over more than 24 inches of soil or gravel.	Enter sq. ft. 0	0.5	0.0
F Publicly Accessible Bicycle Parking				
1	Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at 9 sq. ft. per bike locking space and shall be visible from sidewalk or public area..	Enter total bike spaces. 16	1.0	144.0
2	Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 sq. ft. per locker, and shall be visible from public areas and open for public use..	Enter total bike lockers. 0	1.0	0.0

Green and Sustainability Factor Worksheet — Page 2 of 2 — Bellevue Land Use Code Reference: 20.25A.120

0' 15' 30' 60' 75' N

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C	ADR2 FINAL EDITS	3/18/2020

GREEN FACTOR

L-004-B

3/17/2020 4:58:15 PM

PERSPECTIVE LOOKING SOUTHWEST FROM 106TH AVE NE

December 4, 2019 7:07 PM

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ADR RESUBMITTAL B		12/06/2019

RENDERING

A2-282

PERSPECTIVE @ OFFICE ENTRY FROM 106TH AVE NE

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RENDERING

A2-283

December 4, 2019 7:07 PM

PERSPECTIVE @ PLAZA FROM 106TH AVE NE

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SEAL

NOT FOR CONSTRUCTION

BELLEVUE PLAZA - PHASE 2

117 106th Ave NE,
Bellevue, WA 98004

ISSUED/REVISED		DATE
-	ADR SUBMITTAL	3/12/2019
A	ADR RESUBMITTAL A	6/14/2019
ADR RESUBMITTAL B		12/06/2019

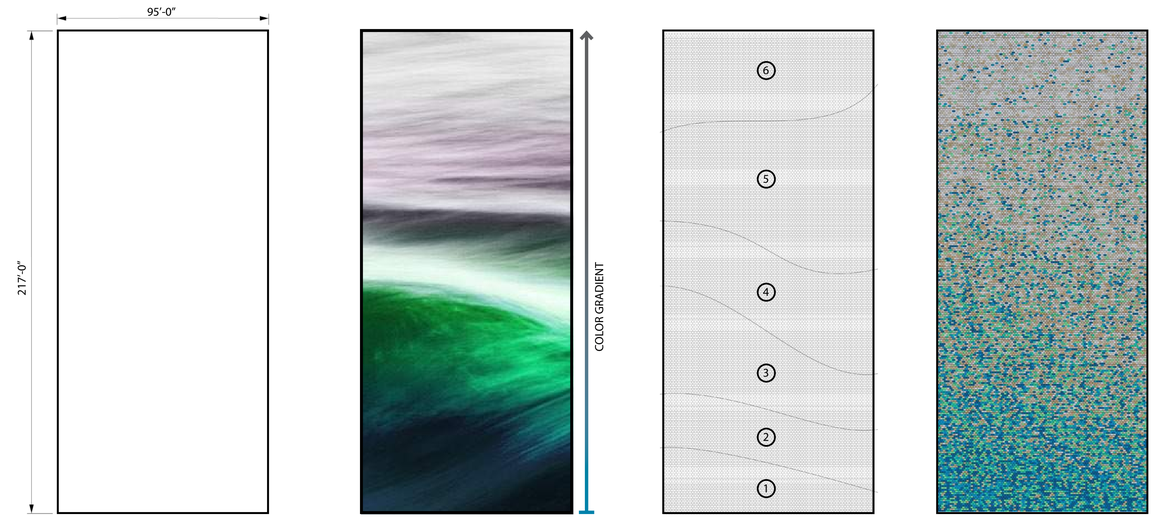
RENDERING

A2-285

December 4, 2019 7:07 PM

CORE WALL PATTERN CONCEPT IMAGE

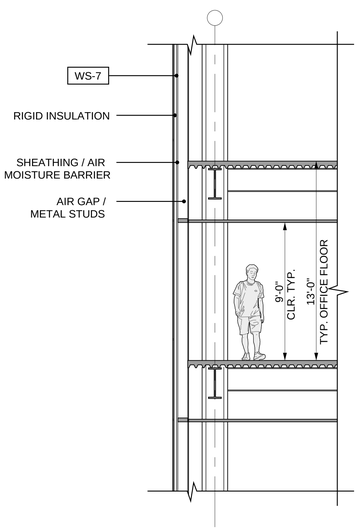
1 PATTERN PRECEDENT



CORE WALL EXTENTS | PATTERN PRECEDENT | TILE MIX DISTRIBUTION ZONES | GENERATED PATTERN

2 CORE WALL PANEL GENERATION

SCALE: NTS



3 WALL SECTION @ CORE WALL

SCALE: 1/4" = 1'-0"

4 TOWER 3 - CORE WALL FROM 105TH AVE THRU-BLOCK

5 CORE WALL MATERIAL PRECEDENT - MILLENNIUM FORMS FLAT TILE

6 TOWER 3 - CORE WALL EXPRESSION

NOTE: FINAL WS-7 PANELIZATION AND COLOR PALETTE SUBJECT TO CHANGE PENDING FURTHER STUDY

DESIGN ARCHITECT

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B	ADR2 RESUBMIT 'B'	12/6/2019
C	ADR2 FINAL EDITS – 3/18/2020	

TOWER VIGNETTE

A3-226

December 4, 2019 7:07 PM

DOWNTOWN DESIGN GUIDELINES

Permit #: 19-107499 LD

Project Name: Bellevue Plaza

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:

The massing generates a dynamic and diverse street frontage experience while providing generous (and proportional) separation from neighboring residential towers. The design strives to create a family of buildings with a common architectural concept toward podium and tower design, with unique interpretations per phase. The three varied towers on the overall site, including the two in this ADR utilize a language of components that complement the neighboring buildings. A common podium language wraps the base of each tower reinforcing the notion of pedestrian flow and movement further connecting the block with the surrounding city pedestrian environment.

Off-site impacts are minimized in various ways. The location of the towers separated from structures on adjacent sites either through setbacks or separation provided by adjacent public streets or 105th Avenue, a private driveway, maximizes light and air. The significant on-site public open space provided increases recreational opportunities in the vicinity. The parking provided is also calibrated to meet expected demand, minimizing and mitigating off-site parking and traffic impacts.

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

2. Guidelines

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

Response:

The organization of the towers and the ample space between them allows for views and maximum solar access throughout the day. The large public open space between Phase 1 and Phase 2 is located to maximize solar access, and is ringed with active uses, lobbies and various outdoor spaces for activities. The through-block pathways enhance circulation through the site to adjacent streets and other public destinations.

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

2. Guidelines

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

Response:

Particular attention has been given to movement through the site for both pedestrians and vehicles. An improved bus stop on Main Street is provided. All cars and service vehicles enter below grade via 105th Avenue, a private driveway, for both Phases. Passenger load and unload areas are provided in the below grade parking garage in addition to curbside areas along 106th Avenue on the east side of the development.

Emphasize Gateways – LUC 20.25A.150.D

2. Guideline

a. Use architectural & landscape elements to emphasize gateways

Response:

Although not specifically identified in the Downtown subarea plan, the intersection at Main Street and 106th Avenue is a key gateway to the downtown core. To emphasize the gateway, the Phase 1 south tower and podium are placed at the property line, creating a strong building edge and pedestrian environment at the sidewalk. Canopies, lighting, landscaping and signage will contribute to the gateway. The site area encompassing Phase 2 is not identified as a gateway in the Downtown subarea plan, but active uses wrapping the podium facades, weather protection, and prominent entries will welcome visitors to the site.

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:

The organization of the towers and the ample space between them allows for views and maximum solar access throughout the day for adjacent developments and the pedestrian realm. The towers have been sited to provide maximum view and sunlight for the surrounding residential buildings and still maintaining the generous outdoor plaza within the zone of the greatest opportunity for daylight between Phases 1 and 2. The towers are oriented both east/west and north/south to maximize sunlight on the pedestrian environment.

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:

The overall site strategy breaks the large superblock into a series of active and passive zones with unique frontage onto the adjacent commercial streets. The design also prioritizes movement through the block in a variety of places to offer porosity to the large block and ease of travel for pedestrians. Each building's ground level environment takes on distinct character related to the adjacent active uses and lobby entrances.

Primary goals regarding the site organization are:

- ***Support character of adjacent streets***
- ***Strengthen the diagonal access through the block***

- ***Capture sunny spots for places of gathering***
- ***Locate active uses at key ground level spaces to promote pedestrian activity***

Primary vehicular access to the site is via the private shared driveway known as 105th Avenue NE. This access accommodates vehicle entry to the below grade parking structure and loading and trash facilities, which are distributed between the phases of the project. The private driveway at 105th is proposed to be improved to accommodate traffic demands in accordance with the Traffic Impact Analysis. The strategy of locating vehicle entries on 105th is consistent with the design objective of separating vehicular and pedestrian pathways; it allows for an uninterrupted through-block experience in the east-west direction while allowing access to the adjacent site to the west via an at-grade crossing, connected to the elevated open space plaza with a stair and accessible elevator. In the north-south direction, pedestrian circulation is facilitated primarily by an elevated through-block connection pedestrian route that connects Main Street and NE 2nd Street at the elevation of the open space plaza.

On-site passenger and guest drop-off and loading zones are accommodated in several locations around the site. At-grade drop-off lanes have been incorporated into two locations in the right-of-way design along 106th Avenue NE. These are situated to provide convenient access to the office towers, street-level active uses, and the open space plaza. The loading zones on 106th are located and designed to accommodate ride share and taxi services in addition to drop-off from transient vehicular traffic frequenting the site. Additional short-term vehicle parking is proposed at the P1 level, immediately adjacent to main parking entry on 105th Avenue NE in the Phase 1 building. This area provides a safe, covered area for guests to disembark from vehicles and proceed to the primary parking garage elevators, accessible through-block elevator, or the direct stair connection to the plaza level above.

The project provides both short-term and long-term bicycle commuter accommodations on-site. Tying into the growing downtown Bellevue bicycle network, bicycle access is provided from 105th Street NE, where cyclists may access short-term bike racks and secure long-term bicycle storage rooms at the P1 level. These facilities in turn provide access to commuter showers and changing facilities, located conveniently by elevator connections to building lobbies, active uses, the open space plaza, and public right-of-way. Additional short-term bike racks are distributed around the perimeter of the site at grade.

Building Entrances – LUC 20.25A.160.C

2. Guidelines

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

Response:

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

At the site perimeter, primary building entries for active use zones are from either the public sidewalk, the open space plaza, or from areas of enhanced streetscape. Entries are distributed around the perimeter of the building podium to provide active, engaging focal points. Primary office building entries are from 106th. Entries and Lobby design drivers are:

- ***Design articulation to signify building and street level entrances from public streets***
- ***Double height volume lobbies and active use spaces to display dynamic activity from within to pedestrians outside***
- ***Building modulation to support activities in the public realm***
- ***Weather protection and attention to lighting***
- ***Clear paths of circulation and way-finding***
- ***Flexibility in the ground level to incorporate future uses***

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

3. Standards

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

Response:
The project incorporates two through-block pedestrian connections. An east-west through block connection is accommodated via the open space plaza and the public stair and elevator at the west end of the plaza, which transitions pedestrians to the at-grade

crosswalk on 105th, which will be realized in Phase 1. A north-south through block connection is accommodated via the walkway commencing on the southwest corner of Phase 1 connecting to the open space plaza then north along the west side of the Phase 2 buildings. These outdoor through-block connections will be open to the public 24 hours a day for pedestrian access, which will be memorialized in a legal agreement with the City. Signage marking the through-block pedestrian connection will be provided consistent with the City's Transportation Design Manual.

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:

Together, Phase 1 and Phase 2 will provide two through-block connections. These are intended to break down the scale of the super block and provide engaging pedestrian experiences that also support the vibrancy of open spaces within the project. An east-west connection through the primary open space of the project will link a proposed mid-block crossing at 106th Avenue NE on the east to a future through-block connection on the west side of 105th, required by the Bellevue Land Use Code if the adjacent site to the west redevelops. The experience draws inspiration from historic Meydenbauer Creek by establishing a clear and direct route through the site that is layered and syncopated with building frontages, native planting, and spaces for small and large gathering. Planting and site topography are used to accentuate the naturally occurring "valley" through the super block as an inviting east-west connection. This planting and topography also frames and articulates the spaces along the connection from the scale of a small conversation to a larger concert or collective event. On the western edge of the site, the through-block connects to the level of 105th through a public elevator and stair. It also intersects with the north-south through-block connection that offers an accessible path from the corner of Main Street and 105th Avenue to the south and NE 2nd Street and 105th Avenue NE to the north. This intersection between through blocks occurs in the large gathering area of the public space to maximize activity within the site.

The site's topography prohibits an accessible north-south route along the surface level of 105th Avenue NE. Instead, the proposed through-block connection, provided interior to the site and fully realized with Phase 2, will provide this accessible route through the site from Main Street on the south to NE 2nd Street on the north.

The north-south connection will be phased with the construction of the towers. The first phase will connect Main Street to the main open space and east-west through block. The experience begins on Main Street and 105th Avenue where planting, seating, and the through block connect directly to the corner and lead into the plaza. As the path slopes upward, it is flanked on both sides by planting, and then opens up into the central gathering space adjacent to active use. Clear sight lines connect the experience back to Main Street. Continuing north, the through block is again flanked by planting as it passes to the west of the Phase 2 podium. This path is elevated above the level of 105th Avenue and will have clear views out and down along the entirety of this street. The character of the connection will take advantage of this elevated position, continuing north with direct site lines to NE 2nd Street.

All through-block connections meet or exceed minimum requirements for width and planting or adjacent active uses as well as accessibility requirements. Lighting and signage will support a safe 24-hour public usage of the connections and add to their character and interest.

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:

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

The ground level experience is characterized by a large public plaza between Phases 1 and 2, which meets the required open space criteria and supports portions of the through-block connections across the site. The public space not only is a destination but provides multiple means of access at grade level and to below grade parking. The space is ringed with active uses, lobbies and various outdoor spaces for activities. A lifted porch on the western edge promotes seating and group gatherings. In addition to the primary paths for travel through the space, there are also several secondary lateral connections connecting the Phase 1 and 2 buildings. Design Priorities:

- ***Put the pedestrian first***
- ***Provide easy wayfinding***
- ***Create logical and inviting vehicular drop-offs***
- ***Separate people, cars and trucks where possible***

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:

The primary open space plaza draws direct inspiration from the Meydenbauer Creek narrative. Connecting directly to the topographic low point at 106th Avenue SE, the space is framed as a "stream valley" connecting west and down to Main St. This movement supports the required through-block connection fronted with a diversity of planting, and clear connections to supporting active use spaces and commercial entries. Grading within the site supports the valley framing and provides an integration into the

topographic context. On the western end of the plaza where building configurations provide greater solar access, a larger paved area supports group events and gatherings. The design of the plaza is intended to support a range of activities without feeling empty when no such activities are happening.

In Phase 2, the northern edge of the plaza is framed by a series of decks that help integrate the grade of the building with the plaza landscape. These decks support building entries, active use spill out areas, and flexible seating. Seating is varied throughout the plaza from benches set along the paths, open patches for larger tables, flexible seating, and small plinths that create playful opportunities for seating in different orientations.

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

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

Response:

The project design incorporates ground level spaces, active uses, and other complimentary uses with a strong connection to sidewalks and public spaces following a logical pedestrian flow along the major street frontages and the open space plaza. The site design encourages pedestrians to move through the site in numerous ways via dedicated through-blocks (east/west and north/south). The pedestrian zone experience provides for continuity, transparency, variety, weather projection and visual interest throughout the project. The required "Open Space" is located between Phases 1 and 2. It is slightly raised along 105th to facilitate access to below grade parking and loading.

The goal is to put the pedestrian first while providing easy wayfinding and logical vehicular drop-offs, separating people and cars to maintain safety. The majority of the building frontages are pushed to the "build-to line" along NE 2nd Street, Main Street and 106th, with the exception of the location of active use entries, areas of enhanced streetscape, the large outdoor plaza, and the entry plaza at Phase 2. Several areas of "enhanced streetscape" provide more generous sidewalk promenade experiences and opportunities for cafes and restaurant to spill into the public realm; contributing to the Downtown's Entertainment Avenue as described in the Comprehensive Plan Policy S-DT-44. Shops, cafes, and restaurants are planned along the frontage of 106th offering day and after-hour venues for workers and visitors.

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:

Weather protection has been provided in accordance with the stated guidelines. A departure is sought for slightly higher canopies on 106th and NE 2nd to accommodate grade changes around the site. In certain areas, the canopy doesn't extend over the public sidewalk but this is mitigated by deeper canopy areas that still allow protected pedestrian flow adjacent to the buildings.

3. Create a Variety of Outdoor Spaces

Guidelines

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

Response:

The design provides for a variety of outdoor spaces, ranging from the large outdoor plaza between Phase 1 and Phase 2, to the Phase 2 entry plaza, to multiple areas for seating and gathering throughout the half-block site. The shape and size of the open spaces allow for a wide range of activities and events. Planting and lighting also help define walkways and transitions. Raised decks offer areas of prospective and refuge.

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:

See responses above.

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:

Art will be included in the project within the outdoor plaza space and other key areas to activate the public realm and meet the amenity requirements.

6. Orient Lighting toward Sidewalks & Public Spaces

Guidelines

i. *Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;*
ii. *Lighting should be compatible among projects within neighborhoods to accentuate their unique character;*
iii. *Fixtures should be visually compatible so as not to overpower or dominate the streetscape;*

iv. *Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas and to create an inviting and safe ambiance;*
v. *Use lighting to highlight landscape areas;*
vi. *Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;*
vii. *Install foot lighting that illuminates walkways and stairs;*
viii. *Use energy-efficient lighting, such as LED;*
ix. *Direct bollard lighting downward toward walking surfaces;*
x. *Provide festive lighting along signature streets on buildings and trees; and*
xi. *Decorative lighting may be used in open spaces to make the area more welcoming.*
xii.

Response:

The proposed design meets the stated guidelines. A variety of lighting solutions will be provided in the open space plaza and public spaces around the project site.

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:

The signage plan will meet the stated guidelines.

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

1. Mixed Streets – ***"C" ROW***

Standards & Guidelines

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

Response:

NE 2nd Street, 106th Avenue NE and Main Street are classified as Mixed Streets "C" rights-of-way. As such, the design considers the relationship of the uses on these streets to the pedestrian. Both NE 2nd Street and Main Street have a minimum of 75% transparency, and 75% weather protection via glass storefront canopies and building entry canopies. Doors, seating, and building modulation is provided along the frontages. A minimum of 50% of these frontages have active uses. 106th Avenue NE, except for the area of the required public open space between Phase 1 and Phase 2, also meets the minimum standards and guidelines. As documented in the ADR plans, the Phase 2 building frontages where active uses are located also meet the higher, High Street "A" right-of-way standards to be considered FAR-exempt spaces.

All street frontages are required to have planter strips with a minimum width of at least five feet. Street design meets required planter strip width for all frontages. Planter strips are continuous, excluding curb cuts, utilities, light poles, driveways, the bus stop on Main Street, and at future drop-off areas along 106th Avenue NE. All street frontages are required to have a minimum width of 16 feet plus a six-inch curb. Street design meets these requirements by providing 16 feet of sidewalk with a minimum width of 11 feet of unobstructed path. Additional area is also provided behind curb ramps to accommodate the minimum width.

106th Avenue NE:

Street frontage along 106th Avenue NE exceeds required planter width by providing between 5 to 9 feet additional width. The sidewalk along 106th Avenue NE meets the 11-foot unobstructed path width requirement. The design of 106th Avenue NE is intended to provide continuous frontage and interest along the entire length of the long block. Building massing establishes a rhythm of three building "blocks" corresponding to the towers. For each block, active use spaces extend out to the street edge to maximize pedestrian engagement. Between blocks, open spaces draw planting out to the sidewalk edge and provide E-W connections through the project.

NE 2nd Street:

NE 2nd Avenue marks the northern end of the project site. Here, most of the building frontage holds a continuous street edge at the property line with an 11-foot pedestrian path and 5-foot planting strip. Tree species on NE 2nd Avenue will be planted to match city standards along with low-growing, native, drought-resistant shrubs and ground cover.

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:

The master plan design strives to create a family of buildings with a common architectural concept of podium and tower design, with unique interpretations per phase. The three varied towers utilize a language of complementary components and dynamic skins to create visual interest on the skyline. A common podium language wraps the base of each tower reinforcing the notion of pedestrian flow and movement, allowing for diversity at the active use and pedestrian scale. All building entries front 106th Ave NE and are conceived as "pavilions in a park" that are integrated into the landscape of the project.

2. Provide Interesting Building Massing

Guidelines

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

Response:

The massing generates a dynamic and diverse street frontage experiences while providing generous set-backs from neighboring residential towers at the upper levels. The organization of the towers and the ample space between them allows for views and maximum solar access throughout the day to key ground level spaces. Phase 1 and 2 are separated by a large open space plaza and may be bridged at upper office levels. Phase 2 has a large connected podium at levels 1 and 2, and a strategically placed bridge at level 3. All three buildings have clearly delineated podiums and towers.

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:

The podium levels of the project extend the language of the tower to the pedestrian realm. Similar to the towers, the design incorporates high quality materials. An aluminum and glass curtain wall is the primary cladding system with concrete, metal panel and wood, or similar warm materials, for accent and color. Floor-to-ceiling glass accentuates the scale and transparency of the podium, enhancing the inside-out and outside-in experience. Projecting metal fins at level 2 and above provide scale and texture, again furthering the "flow concept" by varying depths and profile to create movement and visual interest along street-facing facades. A strong datum line delineates level 2 from active uses below, allowing a high degree of diversity and flexibility at street level uses. Canopies further define the pedestrian realm along areas of active use at grade. Office lobbies for each phase - all of which front 106th - are expressed as transparent two-story, fully-glazed volumes that signify building entries and help frame principal exterior spaces, reading as "pavilions in the park."

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:

Floor-to-ceiling glass accentuates the scale and transparency of the podium facing public streets and the outdoor open space, enhancing the inside-out and outside-in experience. Along public streets, the Phase 2 buildings exceed the transparency requirements. The interior walls are a minimum of 20 feet from 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:

All active use and office building entries are enhanced with high quality materials, clear glazing and lighting. Double or multiple doors are provided in addition to canopies overhead. All entries will be well-lit.

2. 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. *Install transom windows or other glazing combinations that promote visual interest.*

Response:

Particular interest has been paid to designing the ground level active use and retail environments. The design includes large, clear glazing, varied window systems, and enhanced streetscapes for retail use to provide visual interest along the street frontages.

3. Provide Multiple Entrances

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

Response:

Multiple entries are proposed on each building frontage to contribute to pedestrian movement and porosity through the half-block site.

Middle (Tower) – LUC 20.25A.180.E

1. Tower Placement

b. Guidelines

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

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

Response:

The project is conceived of as an ensemble of three buildings that achieve diversity of expression through massing, pattern and texture while sharing common materials and key design elements. The towers are placed on the site with the neighboring residential buildings in mind, allowing for separation and view corridors; and optimizing daylight for the large public outdoor plaza.

2. Maximize Energy Efficiency

b. Guidelines

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

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

Response:

The towers have been oriented to optimize building performance and mitigate shadow impacts on the pedestrian environments. Each tower skin design takes a unique approach to addressing the solar response.

3. Design Tower to Provide Visual Interest & Articulation

b. Guidelines

i. Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and

ii. Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.

Response:

All three office towers are proposed to be clad in aluminum and glass curtain wall systems. Tower facades that face outward from the site (the "City Response") include façade patterning achieved through horizontal and vertical curtain wall projections that create a unique pattern language for each office tower. These patterns embrace the concept of "flow", implying visual movement across each individual façade and the development as a whole. Tower facades that face inward to the site (the "Site Response") are smooth in texture, featuring structurally glazed curtainwall units with minimal projections. Complementing both Site and City faces is the building core, which employs a variegated pattern of metal panels that extends the width of the core and the full height of

the towers, anchoring each building in the site. The metal panels on the building core employ a playful and artful color scheme to add visual interest and variation.

Top – LUC 20.25A.180.F

1. Foster Attractive Rooftops

b. Guidelines

i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;

ii. Provide rooftop terraces, gardens, and open spaces;

iii. Incorporate green roofs that reduce stormwater runoff;

iv. Consolidate and screen mechanical units; and

v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.

Response:

Tower roof forms are an extension of the simply composed forms of the tower, providing rooftop screening at mechanical equipment and an extension of the building core vocabulary. The off-set core wall is a finer scaled metal panel, offering texture and grain in contrast to the aluminum and glass curtain wall system. This core wall system wraps the mechanical penthouse and screens the roof top mechanical as a unified form. The mechanical equipment will be painted to blend with predominant roofing materials. While final sign locations have not yet been determined, the design team has identified those areas where code-compliant building and tenant identification may be incorporated into the façade and site design. The lower, podium roofs have occupiable terraces and green garden spaces. These areas are separated from neighboring sites on the west by planting buffers and 105th Avenue NE, a private driveway to mitigate any potential noise and light impacts.

COMPREHENSIVE PLAN POLICIES
Comprehensive Plan - Volumes 1 and 2

Permit #: 19-107499 LD

Project Name: Bellevue Plaza

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.	Bellevue Plaza completes an underdeveloped site with a three-tower, high-design development. The project provides for new office, retail, and outdoor space, contributing to the image of Bellevue.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	New street trees and a large public plaza with generous landscaping preserve and enhance the image of Bellevue as a "City in a Park."
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.	Great attention has been given to ensure the project design is attractive and harmonious with the surrounding neighborhoods. The massing, architecture, and landscape design support view corridors, and mitigate scale and traffic impacts. A Traffic Impact Analysis has been completed for the project to ensure traffic is fully considered.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	The site design and architectural elements at the podium contribute to a safe and inviting ground level experience for everyone by incorporating weather protection, seating, accessible pathways, and pedestrian-scale lighting.
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	The project will provide art in both public and private spaces.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	Two accessible through-block connections provide pedestrian links both north/south and east/west through the half-block site.

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 project design utilizes quality materials and high-performance methodologies to enrich it visually and functionally. Additionally, the site design optimizes the access to day light for the public open space plaza and the pedestrian experience at the ground level.
UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	The large outdoor plaza and the iconic tower expressions will make Bellevue Plaza a memorable place in Downtown Bellevue.
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	ADA-compliant and enhanced design is a priority in the public realm. The site will be generously landscaped in the open space plaza, and along the through-block connections and street edges, incorporating a range of colors and textures.
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	A large public open space plaza space located between Phase 1 and Phase 2 is a central feature for the design. The space is surrounding by active uses, building lobbies and public rights-of-way. An entry plaza is also incorporated into Phase 2 between Towers 2 and 3. Private roof terraces are located on the podiums.
UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.	Art will be incorporated in the public and private spaces to enhance pedestrian and user experiences.
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	The artful material on the exterior of the core walls will also screen the mechanical on the roof top. Mechanical equipment will either be fully screened or painted to match the roof.
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.	Greenroofs and usable roof terraces are provided on the podiums.
UD-33: Encourage public and private development to incorporate access to sunlight.	The building massing and tower locations optimize access to sunlight for the public open space plaza and the private roof terraces.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	Glass canopies over the public sidewalk along the north and east ground level active use spaces are provided for shelter from the weather, yet let the sunlight in. In Phase 2 the buildings provide shelter along the north/south through-block connection and at the active deck areas at the north side of the plaza.

<u>DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS</u>	
UD-44: **Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.**	The design extends the pedestrian scale character of the adjacent developments onto the block. Both the architecture and landscape utilize materials and planting in kind to the context. The site design has been inspired by the historic Meydenbauer Creek, and the open space plaza and through-block connections enhance porosity and connections to adjacent sites.
UD-46: **Encourage site and building designs that support and connect with existing or planned transit facilities.**	An enhanced bus stop is provided on Main Street as part of Phase 1, along with improved intersections with access to other transit facilities.
UD-44: Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.	Great attention has been given to ensure the project design is attractive and harmonious with the surrounding neighborhoods. The massing, architecture and landscape design support view corridors, and mitigate scale and traffic impacts. A Traffic Impact Analysis has been completed for the project to ensure traffic is fully considered.
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.**	Bellevue Plaza completes an underdeveloped site with a three-tower, high-design development. The project provides for new office, retail and outdoor space, contributing to the image of Bellevue. The project incorporates increased density allowed under the land use code and provides complementary pedestrian amenities. A large public open space plaza space is a central feature for the design. The space is surrounding by active uses, building lobbies and public rights-of-way. The building massing and tower locations optimize access to sunlight for the public open space plaza and the private roof terraces. A north/south accessible through-block connection is incorporated into the Phase 2 site design.
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 building has been sited to optimize the public sidewalk and provide opportunities for retailers to spill into areas of enhanced streetscape in designated areas along 106th. This will further activate the public realm and invite pedestrians to the site.
<u>SIGNS and WAYFINDING</u>	

UD-51: **Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.**	Site design and wayfinding will be compatible with the building, architecture, landscape, and surrounding context.
VEGETATION and LANDSCAPING	
UD-55: **Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.**	Planting will utilize the best local available species for the design.
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 large development provides a variety of public outdoor spaces, including an entry plaza and a north/south through block connection that will be realized in Phase 2.
UD-59: **Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.**	Ample seating, lighting and landscaping has been provided in the open space plaza, adjacent to the Phase 2 entry plaza, along the street frontage, and in the other public spaces in the project. The site and plaza design include areas for a variety of uses and events.
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 site design incorporates seating, lighting, street trees, trash receptacles, public art, bike rakes, railings, etc. in a harmonious manner.

STREET CORRIDORS	
UD-73: **Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)**	Enhanced streetscapes have been along 106th in Phase 2.

VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)	
Comprehensive Plan Policies	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
DOWNTOWN (SD-T) POLICIES	
POLICY S-DT-1. **Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.**	Bellevue Plaza offers a mix of active use and retail possibilities at the ground level, which will contribute to the viability and livability of the downtown and provide for the needs of the residents, visitors and those working in the area.
POLICY S-DT-3. **Develop Downtown as an aesthetically attractive area.**	The high-quality project design contributes to an aesthetically pleasing downtown Bellevue.
POLICY S-DT-38. **Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.**	Great attention has been given to ensure the project design is attractive and harmonious with the surrounding neighborhoods. The massing, architecture, and landscape design support view corridors, and mitigate scale and traffic impacts. A Traffic Impact Analysis has been completed for the project to ensure traffic is fully considered.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 19-107499 LD

Project Name: Bellevue Plaza

Administrative Departure requested for LUC 20.25A.020.A and LUC 20.25A.060.A.1 Build-to Line

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

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

Written Description of Departure Being Requested:

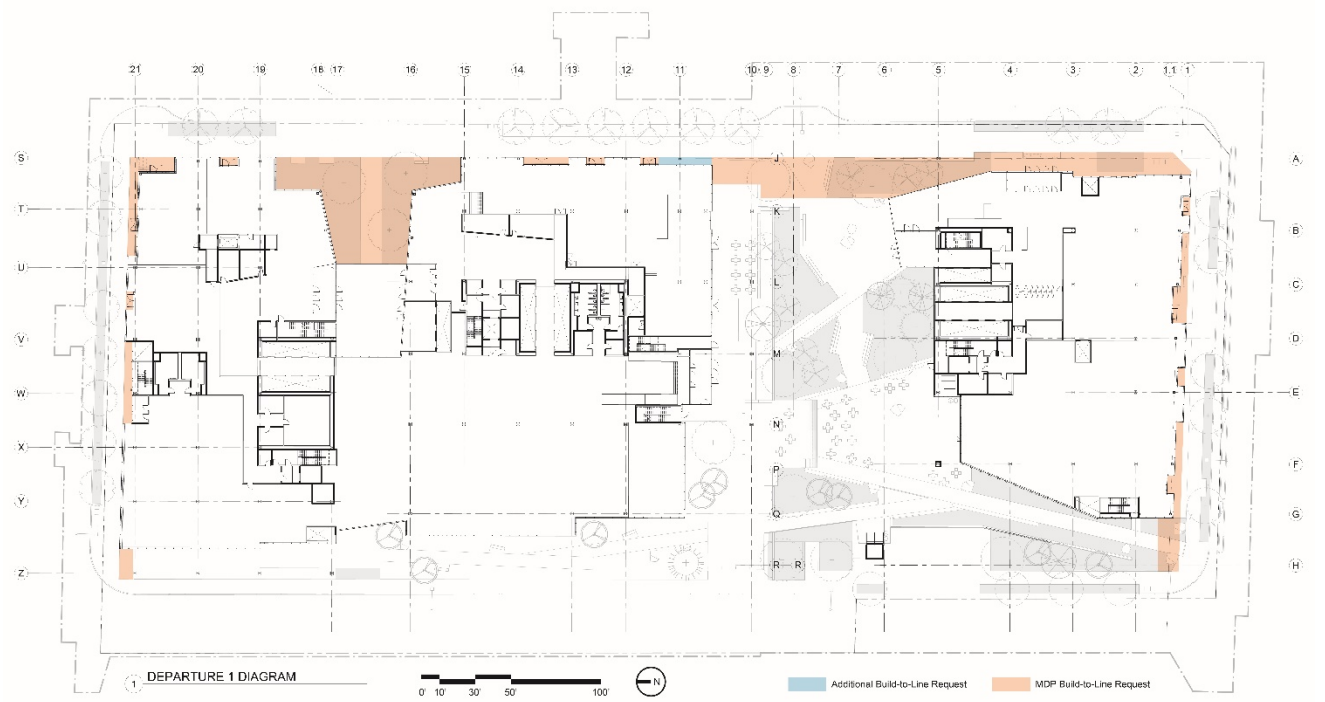
Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately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

Departure #4- Build-to Line

<u>Response:</u>

LUC 20.25A.020.A and LUC 20.25A.060.A.1: In Downtown, front setbacks rarely apply. Buildings are built to the "build-to" line, which is the back of the required sidewalk, except where a plaza, building modulation or other ground-level open space is proposed, and an administrative departure is approved.

A departure is requested from LUC 20.25A.020.A to modify the location of the "build-to" at the south east corner of the Tower 2 podium and along 106th, in addition to the build-to line departures set forth in the MDP. These departures allow for additional ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the adjacent buildings. Specifically, these departures allow the buildings to be set-back from the back of the required sidewalk to provide access to the retail entry; create an enhanced streetscape zone for retail use, and, provide visual relief in the massing to enhance the connection of the public sidewalk to the outdoor plaza. These areas all support logical connections into and around (See diagram below.)



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 this additional departure advances Comprehensive Plan goals and policies. The City's Comprehensive plan encourages logical building entrances; and, including public and semi-public open spaces in major developments. The design with the departure does just this—it signals a building/retail entrance, allows for additional enhanced streetscape, providing a more generous sidewalk space for pedestrians.

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.
+ S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection

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

Response:

The design with the departure will be more consistent with the purpose and intent of the LUC as it provides extra room for pedestrian access, and thereby, "enhance[s] people orientation and facilitate pedestrian circulation" on-site. See LUC 20.25A.010B.1.a.

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

Response:

The proposed location of the buildings on the site and the areas where they do not meet the build-to line are the minimum necessary to accommodate generous sidewalks and open space and maintain the architecture.

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 an area of widened sidewalk, a retail entrance, and open space, which meets the code's requirements for approving the departure.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 19-107499 LD

Project Name: Bellevue Plaza

Administrative Departure requested for LUC 20.25A.030.D.1 and LUC 20.25A.080.H Minimum Parking Ratio

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

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.

Departure #1 – Parking Reduction

<u>Response:</u>

Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.H a departure is requested to reduce the minimum parking ratio for office use from 2.5 spaces per 1,000 net square feet of office to a minimum of 1.95 spaces per 1,000 net square feet of office.

A complete analysis of parking demand and the departure criteria in LUC 20.25A.080.H has been submitted as part of the Traffic Impact Analysis. *See* TENW Request for Parking Modification Technical Memorandum, dated April 30, 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. A parking reduction is supported by Comprehensive Plan Policy S-DT-151 which states "encourage the joint use of parking and permit the limitation of parking supply," and Policies S-DT-150 and -151, which state respectively "develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system" and "encourage the joint use of parking and permit the limitation of parking supply."
ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND*** **Response:** The departure is supported by the purpose and intent of the LUC as "right-sizing" parking to meet market demand which will ensure the success of office use within the DT-MU zone. The TENW Request for Parking Modification Technical Memorandum addresses how the reduced parking ratio proposed will meet demand. Further, the project site is in a location that supports less parking because of nearby current and planned transit networks (bus and light rail), as well as the proximity to pedestrian amenities like shopping, entertainment, restaurants, and open spaces like Bellevue Downtown park.
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 1.95 parking ratio is calibrated to meet demand and is capable of being accomplished. The Memorandum also provides additional information on extra, voluntary TMP measures the applicant would implement to ensure parking demand aligns with the proposed supply for 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 the supporting analysis in the 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.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 19-107499 LD

Project Name: Bellevue Plaza

Administrative Departure requested for LUC 25.25A.030.D.1 and LUC 20.25A.080.F.2
Parking Stall Size

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

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.

Departure #2 – Parking Stall Size

<u>Response:</u>

Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.F.2 a departure is requested to provide 65% compact stalls in lieu of 50% to increase garage efficiency.

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***

<u>Response:</u>

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 environmental impacts of regulatory decisions with the City's commitment to require appropriate infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the constrains of the project site and needs of users. 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 with the departure 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.
+ EN-45: Implement the City-wide use of low impact development techniques and green building practices.

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

Response:

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

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 65% compact stalls, which the code allows. The project will continue to develop its design to ensure the ultimate garage configuration includes the minimum necessary compact stalls to right-size parking within the constrained below-grade garage floorplates.

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:

Not applicable. There are no specific departure criteria for compact stalls nor an applicable Development Agreement.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-107499-LD

Project Name: Bellevue Plaza

Administrative Departure requested for LUC: 20.25A.170.A.2 – Weather Protection

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

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

Written Description of Departure Being Requested:

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

Departure #3 – Weather Protection

The design team requests a departure from the weather protection coverage percentage and maximum canopy height to allow the generous and architecturally integrated canopies on Tower 3.

A departure for weather protection coverage percentage is sought for the amount of canopy over the public sidewalk along 106th. The design goal is to create a harmonious canopy condition that provides weather protection and enhances the retail entries along 106th and the character of the Tower 3 building corner at NE 2nd and 106th. The total building frontage along 106th Ave NE is 267'-4" linear feet, of which 185'-7" provides code-compliant weather protection (69.43%), and an additional 20'-4" provides canopy coverage that is set back along with the building massing of Tower 3 to accommodate the 11' clear sidewalk required at the corner. The canopy provided at the building setback increases the functional weather protection coverage to 205'-11" (77.03%). This condition is shown on sheets MDP-023 and G2-023 of the Phase 2 ADR submittal.

A departure for weather protection canopy height above finish grade is sought for the canopy at the corner of 106th Ave NE and NE 2nd St. The proposed canopy ranges from 12' to approximately 14' above the sidewalk finish grade and is 2' deeper than the typical canopies along 106th Street and NE 2nd, providing a cohesive canopy that follows the sloping sidewalk grade change upward from south to north.

The resulting design with these canopy conditions creates a comfortable pedestrian environment along 106th, NE 2nd, and at the corner of the Tower 3 building that is effectively an extension of the public sidewalk to the face of the building. This condition is shown on sheets MDP-023 and G2-023 of the Phase 2 ADR submittal.

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 superior design that improves the public realm. The design with the departure does this by providing a subtle wayfinding device for the corner retail entry and increases weather protection over the adjacent sidewalk. The design also enhances pedestrian comfort and safety by providing weather protection that maintains an adequate height above grade to ensure adequate sight lines.

The design advances the following specific Comprehensive Plan policies:

+UD-1 Enhance the appearance, image and design character to make Bellevue an inspiring place to be;
+UD-4 Create a safe, engaging and attractive pedestrian environment by using appropriate urban design features;
+UD-12 Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities;
+UD-34 Provide both weather protection and access to sunlight in pedestrian areas using architectural elements
+S-DT-35: Create a pedestrian environment with a sense of activity, enclosure and protection.

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

Response:

The Land Use Code's intent for weather protection is to protect pedestrians from wind, sun and rain while allowing light to filter through to the occupants below. LUC 20.25A.170.A.2.a. The design with the departure advances the Land Use Code's intent because the areas of wider canopy exceeds the minimum dimension and provides additional weather protection for pedestrians. At the same time, the additional height grants pedestrians extra breathing room, and light and air beneath the canopy.

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

Response:

The design with the departure is the minimum necessary to achieve consistency with the Comprehensive Plan and intent of the Land Use code noted above. The additional height and deeper dimensions in certain areas along the NE 2nd and 106th building frontages creates a more unified, welcoming and usable streetscape.

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

Response: Not applicable.

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

Response: Not applicable.

GREEN AND SUSTAINABILITY FACTOR WORKSHEET

Note: For DT-Small Sites Use Green and Sustainability Factor Small Sites Worksheet

1/31/2020

Bellevue Land Use Code 20.25A.120 | MINIMUM REQUIRED SCORE | 0.3

Project: Vulcan Bellevue Plaza - Phase 2

	Enter sq. ft. of project limit		
PROJECT LIMIT	176,442	**SCORE**	0.338
Total Factor points needed based on Project Limit			52,933

				Factor	Total
A	**Landscape Elements**				
1	Bioretention Facilities and/or Soil Cells. Bioretention facilities shall be calculated in horizontal square feet. Soil cell systems shall be calculated in cubic feet. The volume of the soil cell system shall be calculated using 3 feet of depth or the depth of the facility, whichever is less. Green roofs do not qualify as bioretention facilities. (These must comply with Bellevue Storm and Surface Water Engineering Standards.)	Enter sq. ft. or volume (if soil cells). 12,546		1.2	15055.2
2	Structural Soil Systems. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using 3 feet of depth or the depth of the facilty, whichever is less.	Enter volume. 0		0.2	0.0
3	Landscaped Areas with Soil Depth Less Than 24 Inches. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft. 0		0.1	0.0
4	Landscaped Areas with Soil Depth of 24 Inches or More. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft. 24514		0.6	14708.4
5	Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 sq. ft. per inch d.b.h. Trees must have a minimum diameter of 6 inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	Enter inches d.b.h. 0	0	1.0	0.0
6	Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 sq. ft. per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	Enter inches d.b.h. 0	0	0.1	0.0
7	Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 sq. ft. per plant.	Enter number of shrubs. 2042	24504	0.4	9801.6
8	Small Trees. Small trees shall be calculated at 90 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 20	1800	0.3	540.0
9	Medium Trees. Medium trees shall be calculated at 230 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 5	1150	0.3	345.0
10	Large Trees. Large trees shall be calculated at 360 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 47	16450	0.4	6580.0
B	**Green Roofs**				
1	Green Roof, two to four Inches of Growth Medium. Roof area planted with at least 2 inches of growth medium, but less than 4 inches of growth medium.	Enter sq. ft. 18555		0.4	7422.0

GREEN AND SUSTAINABILITY FACTOR WORKSHEET

Note: For DT-Small Sites Use Green and Sustainability Factor Small Sites Worksheet

1/31/2020

Bellevue Land Use Code 20.25A.120	MINIMUM REQUIRED SCORE	0.3

		Enter sq. ft.			
2	Green Roof, At Least 4 Inches of Growth Medium. Roof area planted with at least 4 inches of growth medium.	2000	0.7	1400.0
C	**Green Walls**				
		Enter sq. ft.			
1	Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of 3 years' growth. A year-round irrigation and maintenance plan shall be provided.	0	0.2	0.0
		Enter sq. ft.			
2	Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.	0	0.7	0.0
D	**Landscape Bonuses**				
		Enter sq. ft.			
1	Food Cultivation. Landscaped areas for food cultivation.	0	0.2	0.0
		Enter sq. ft.			
2	Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	24514	0.1	2451.4
		Enter sq. ft.			
3	Landscape Areas at Sidewalk Grade.	9928	0.1	992.8
		Enter total projected gallons harvested.			
4	Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.	0	0	0.2	0.0
		Enter total gallons.			
	If using Rainwater Harvesting, enter total annual irrigation budget for development (if not utilyzing - enter '1' into field).	1			
E	**Permeable Paving**				
		Enter sq. ft.			
1	Permeable Paving, Over 6 to 24 Inches of Soil or Gravel. Permeable pavement or pavers over at least 6 inches but not more than 24 inches of soil or gravel.	0	0.2	0.0
		Enter sq. ft.			
2	Permeable Paving, Over More than 24 Inches of Soil or Gravel. Permeable pavement or pavers over more than 24 inches of soil or gravel.	0	0.5	0.0
F	**Publicly Accessible Bicycle Parking**				
		Enter total bike spaces.			
1	Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at 9 sq. ft. per bike locking space and shall be visible from sidewalk or public area.	34	306	1.0	306.0
		Enter total bike lockers.			
2	Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 sq. ft. per locker, and shall be visible from public areas and open for public use.	0	0	1.0	0.0

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

Annotated 04/24/19
Annotated 03/11/20
Faheem Darab, Senior Planner

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.F.D

A. Background [help]

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

   Bellevue Plaza Development – Phase 2 – Demolition and ADR

2. Name of applicant: [help]

   Bellevue Investors 1 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: 206.342.2000

4. Date checklist prepared: [help]
   April 23, 2019

5. Agency requesting checklist: [help]

   City of Bellevue Development Services Department

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

   The proposed Bellevue Plaza project is planned to be developed in two phases. Phase 1 would include demolition and redevelopment of the southern third of the site and Phase 2 the remainder of the site. An MDP application has been submitted for the entire site, as well as a design review application for Phase 2.

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 future plans are anticipated with respect to this proposal.

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

   - Trip Generation Summary, TENW, August 2018
   - Summary of Subsurface Investigation, Farrallon, September 2018
   - GHG Emissions Worksheets, EA, 2018.
   -- Request for Contained-In Determination, Farallon Consulting, February 21, 2020

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.
   18-128612-LD Design Review
   18-128613-LP Master Development Plan

A.F.D

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]

Bellevue Plaza is a three-tower, half-block development on the site bounded by Main Street to the south, NE 2nd Street to the north, 106th Avenue NE to the east and 105th Avenue NE to the west (a private street). The site is in the City Center South district in Downtown Bellevue.

The proposed project consists of approximately 877,000 SF of office space in three towers, 30,000 SF of ground-level retail, open space, a through-bock pedestrian connection and below-grade parking for approximately 2,200 vehicles. Office entries are located on 106th Avenue NE and Main Street. Vehicular access for parking and service is from 105th Street, which will be improved as a part of the project scope.

The project is anticipated to be constructed in two phases, with Phase I consisting of an approximately 339,000 SF office tower, ground-level retail/active use space and parking. Phase 2 will include two office towers on a shared podium with ground-level retail/active use space and parking. The primary on-site open space and through-block pedestrian connection will be built concurrent with the first phase.

Phase II will entail limited demolition activities, as well as construction of approximately 679,000 sf of office space, approximately 11,500 sf of retail/active use space, and roughly 1,478 below-grade parking stalls, with loading area and service spaces.

The demolition will include removal of the remainder of the existing buildings including slabs, foundations, and the vertical retaining wall left after Phase I activities, as well as parking lot rockeries and minor lot landscaping, some adjacent surface parking areas, driveways, and some utilities. Asphalt and concrete parking areas on the northern portion of the site would be removed (approximately 97 parking spaces).

See Figures 1-4 in Appendix A.

A.F.D

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 Bellevue Plaza project would be located on the west side of 106th Ave NE between NE 2nd Street and Main Street in downtown Bellevue. The project site address is 117-106th 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 1-4 in Appendix A for a vincity map and 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: *Click here to enter text.*

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

The steepest slope on the site is approximately 15%. Site topography is relatively flat and generally slopes toward the south. The topography of the site slopes from east to west by approximately 14' at its lowest point. Currently, the existing site buildings reconcile the grade difference, but in doing so, create a site that is split into upper and lower zones.

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 Subsurface Investigation (Farallon, 2018)completed for this project, which is on file with the City of Bellevue, identified on-site soil conditions.

Surficial geology in the site vicinity generally consists of glacial till, sands, and gravels. The glacial till consists of dense gravelly sandy silt to silty sand with varied quantities of clay and scattered cobbles and boulders.

A.F.D

The project site consists of a fill layer comprising sand and silty sand of variable thickness from a depth of approximately 4 to 7 feet bgs. The fill is underlain primarily by silty sand to depths ranging from approximately 15 to 25 feet bgs underlain by silt and silty sand to depths ranging from 25 to 95 feet bgs and poorly graded sand to the maximum depth explored of approximately 120 feet bgs.

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, although liquefaction-induced hazards is also 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 364,531 cubic yards of excavation would be required for the project overall, with approximately 237,031 cu yds required for Phase II.

Minimal fill would be necessary, and would be expected to be sourced locally, if needed.

No excavation or fill would be required for demolition.

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. Demolition and 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 96 percent of the site is covered with impervous surfaces under existing conditions and roughly 90 percent of the site would be covered with impervious surfaces after demolition and project construction under Phases I and II.

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

A.F.D

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.

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 Bellevue Plaza Redevelopment project is approximately 1,393,278 MTCO2e for all Phases, with Phase II contributing approximately 926,262 MTCO2e.

A.F.D

The worksheets used to estimate the project emissions are 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.

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 demolition and 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 bodies are Lake Bellevue, located approximately 0.75 miles northeast of the site, and 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.

A.F.D

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.

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 Subsurface Investigation (Farallon, 2018) 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 27.96 to 45.92 feet bgs in monitoring wells at the project site.

No groundwater would be withdrawn from a well.

No water would be discharged to groundwater.

During excavation and construction of the building foundations and underground parking garages, dewatering of groundwater would be necessary and would be discharged to the stormwater or sanitary sewer systems in accordance with local and state regulations.

A.F.D

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, stormwater runoff is collected on-site via a series of catch basins and routed to the existing city maintained storm system in 105th Avenue NE. An existing 48-inch storm drain enters the site from the north and connects to the storm drain system in Main Street. Site storm drainage connects to the Meydenbauer Creek Drainage Basin.

Portions of the existing storm drain system would be retained during demolition for Phase II to manage stormwater runoff.

Under the proposed project, the storm drainage would be rerouted along the west site boundary, and would drain to the south, connecting to the City system in Main Street. The piped conveyance systems stay within the limits of the City of Bellevue's right of way downstream for the next quarter mile. Site storm drainage would continue to connect to the Meydenbauer Drainage Basin

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 demolition and construction would prevent waste materials from entering ground or surface waters.

A.F.D

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

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]

Approximately 27 street trees, as well as any remaining onsite trees and parking lot landscaping would be removed during demolition. Trees and vegetation would be maintained as long as feasible during the demolition process.

An arborist's report was prepared for this project to address proposed on-site tree removal and was submitted to the City for review in January 2019.

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.

A.F.D

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

No landscaping is proposed as part of demolition activities.

A total of approximately 33 street trees along NE 2nd Street, 106th Avenue NE, and Main Street would be replaced/planted, and roughly +/-12 trees would be planted within the proposed plaza area on the project site, with approximately 19 trees to be planted during Phase II.

Approximately 2,720 sq. ft. of continuous planter strips, which would be a minimum of approximately 5-feet in width, would also be provided along the project site rights-of-way during Phase II (see Figure 5 in Appendix A).

Additionally, roughly 25 percent of the designated plaza open space would be planted (4,411 sq. ft. minimum); this would either occur just within Phase I or within both Phase 1 and Phase 2.

Landscaping will also be integrated into the mid-block connection/plaza and the pedestrian open spaces in front of the buildings along 106th Avenue NE.

See Figure 5 in Appendix A.

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

The site is located in an urban, developed area and no known noxious weeds or invasive species are known to be on or near the site. Noxious weeds that are known to be present in King County include giant hogweed (heracleum mantegazzianum) and English ivy.

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

A.F.D

threatened or endangered species are known to be on or near the site.

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]

Other than providing on-site landscaping, no specific measures are proposed to enhance wildlife and/or habitat.

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 three mid-rise buildings on the project site, impacts are not expected to be signficant. Please see Figure 6 in Appendix A.

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 and all building systems would conform to the current Bellevue Energy Code.

A.F.D

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 Subsurface Investigation (Farallon, 2018) completed for this project, which is on file with the City of Bellevue, identified several contaminants in both soil and groundwater samples that exceed the MTCA Method A cleanup levels on the project site. Please see the report on file with the City for more detailed information.

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

None are known.

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

No toxic or hazardous chemicals are anticipated to be stored, used or produced during the project's demolition, 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 demolition or Phase II construction activities. 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.

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

Prior to demolition, any discovered toxic or hazardous building/pavement materials would be removed and dsposed of in accordance with applicable state requirements.

A.F.D

The following measures to address on-site contamination are recommended in the Subsurface Investigation Report completed for this project:

Based on the available information and an understanding of the planned redevelopment,the main components of a feasible remedial action for the project site would include:

1. *Conducting additional phases of remedial investigation to address data gaps identified in the Subsurface Investigation Report. This likely will include additional characterization to further refine the lateral and vertical extent of petroleum hydrocarbon and HVOC concentrations in soil and groundwater at the project site.*
2. *Preparing a combined remedial investigation/feasibility study and cleanup action plan to provide protocols for managing confirmed and potentially contaminated media that will be encountered during the construction/redevelopment activities planned for the site, and to protect human health and the environment in accordance with MTCA.*
3. *Preparing a Contained-In request letter required by Ecology in order to approve the transport and disposal of HVOC-contaminated soil as nonhazardous waste to a Subtitle D Landfill.*
4. *Preparing a Vapor and Groundwater Barrier Intrusion Mitigation Design for the new building, likely including design and installation of a combined vapor and groundwater barrier system compatible with petroleum hydrocarbons and HVOCs in conjunction with the construction of the new building, to mitigate potential vapor and/or groundwater intrusion into the new building from the petroleum hydrocarbon and HVOC plume in groundwater in accordance with Ecology's design and performance expectations.*
5. *Implementing the permanent cleanup action for the site.*
6. *Preparing a cleanup action report following completion of the remedial action to document the cleanup action and request an NFA determination from Ecology for the site.*

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 is relatively high at certain times of day. Traffic noise is not expected to adversely affect the proposed Bellevue Plaza Site redevelopment project.

A.F.D

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]

Demolition- and construction-related noise would occur as a result of on-site demolition and construction activities associated with the project. Demolition and construction noise would be short-term and would be the most noticeable noise generated by the proposed project. The proposed project would comply with provisions of Bellevue's Noise Controls (BCC, Chapter 9.18); no noise variances are anticipated.

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 demolition and 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]

Following demolition and construction activities associated with Phase I, the Bellevue Plaza site would contain only the foundations/slabs of the buildings that were on-site prior to Phase I activities, as well as the retaining wall that separates the grades associated with the west and east sides of the project site.

Surrounding adjacent land uses include retail uses and associated surface parking to the east, north, west, and southwest, with multi-family and single-family residential uses located to the south.

Demolition would not be expected to affect nearby land uses.

Phase II of 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,

A.F.D

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]

Following demolition and construction activities associated with Phase I, the Bellevue Plaza site would contain only the foundations/slabs of the buildings that were on-site prior to Phase I activities, as well as the retaining wall that separates the grades associated with the west and east sides of the project site. See Figure 2 in Appendix A for more information.

d. Will any structures be demolished? If so, what? [help]

All existing structures/paved areas on the site would be demolished.

e. What is the current zoning classification of the site? [help]

The site is zoned Downtown Mixed-Use District (DT-MU).

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.

A.F.D

i. Approximately how many people would reside or work in the completed project? [help]

Approximately 1,726 to 2,302 people could work in the Phase II office/retail buildings. 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 leased space in the previous buildings relocated prior to the start of demolition and construction activities associated with Phase I.

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 Subarea's City Center South District; one of nine districts within Downtown. Each district is intended to be a distinct, mixed-use neighborhood with a unique identity.

The proposed Bellevue Plaza Redevelopment 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 three one-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, such as Downtown Bellevue. 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.

A.F.D

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 two office towers in Phase II would be approximately 250 feet above the average finished grade.

Principal building materials for the Podium and Tower are anticipated to be aluminum and glass curtainwall systems, with core expressions of metal panel rainscreen 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]

No views in the immediate site vicinity would be obstructed with the demolition work. Views of the site from surrounding roadways would be altered with the removal of buildings and demolition would provide for more open views toward the site.

See Appendix A (B.10.b) for a detailed response to this question.

A.F.D

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

No significant adverse aesthetic impacts are anticipated and no measures are proposed.

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]

At times during the demolition process, area lighting of the job site (to meet safety requirements) may be necessary, which would be noticeable proximate to the site. In general, however, light and glare from demolition activities are not anticipated to adversely affect adjacent land uses.

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 Bellevue Plaza Site Redevelopment 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 Action is not expected to cause a safety hazard nor interfere with views.

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 Action.

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.

A.F.D

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

There are two parks in the immediate vicinity of the project site (i.e. within a half mile or less), including:

- Downtown Park, located approximately 3 blocks to the northwest; and
- Wildwood Park, located approximately 5 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. The project would be landscaped with the intention to enrich and enliven the pedestrian experience for office tenants, as well as the general public. The main open space/plaza areas along 106th Avenue NE would be the primary public gathering spaces and would include numerous seating and gathering opportunities among raised planters and shade trees. Flexible retail seating areas would be situated at the edge of the plazas. The east/west mid-block connection between the buildings would provide pedestrian access through the site, and would contain a variety of gathering spaces.

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.

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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 mititation 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 Trip Generation Memo (TENW, 2018) was completed for this project and is included as Appendix C to this checklist.

The project site is located in downtown Bellevue on a block that is bounded by NE 2nd Street on the north, 106th Avenue NE on the east, Main Street on the south and 105th Avenue NE on the west. Vehicular access to/from the new office buildings would be provided from 105th Avenue NE, which will be improved as a part of the project scope.

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 on Main Street directly adjacent to the project site. The transit stops provide access to King County Metro route 249.

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 2,198 parking spaces in the office complex, of which roughly 1,478 would be provided in Phase II.

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Phase II of the proposed project would eliminate approximately 97 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 the addition of a mid-block pedestrian crossing and frontage improvements (planter strips, sidewalks, illumination, and signal modifications).

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, rail or air transportation.

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 1,011 net new Peak Hour trips, of which 779 net new trips would be generated by Phase II development.

Peak volumes are expected to occur between 7-9 AM and 4-6 PM. See Appendix C 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.

A.F.D

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 service providers have planned for gradual increases in service demands, no significant impacts are anticipated.

Demolition and construction-related activities could also result in a minor increase in the need to public services such as fire and police services.

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.

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 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).*

A.F.D

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*
Date Submitted: *April 23, 2019*

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APPENDIX A
SUPPLEMENTAL ENVIRONMENTAL CHECKLIST RESPONSES

APPENDIX A
SUPPLEMENTAL ENVIRONMENTAL CHECKLIST RESPONSES

The following contains supplemental information to the SEPA Environmental Checklist prepared for the ***Bellevue Plaza Development – Phase II Demolition and ADR****.*

A. BACKGROUND INFORMATION

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

City of Bellevue

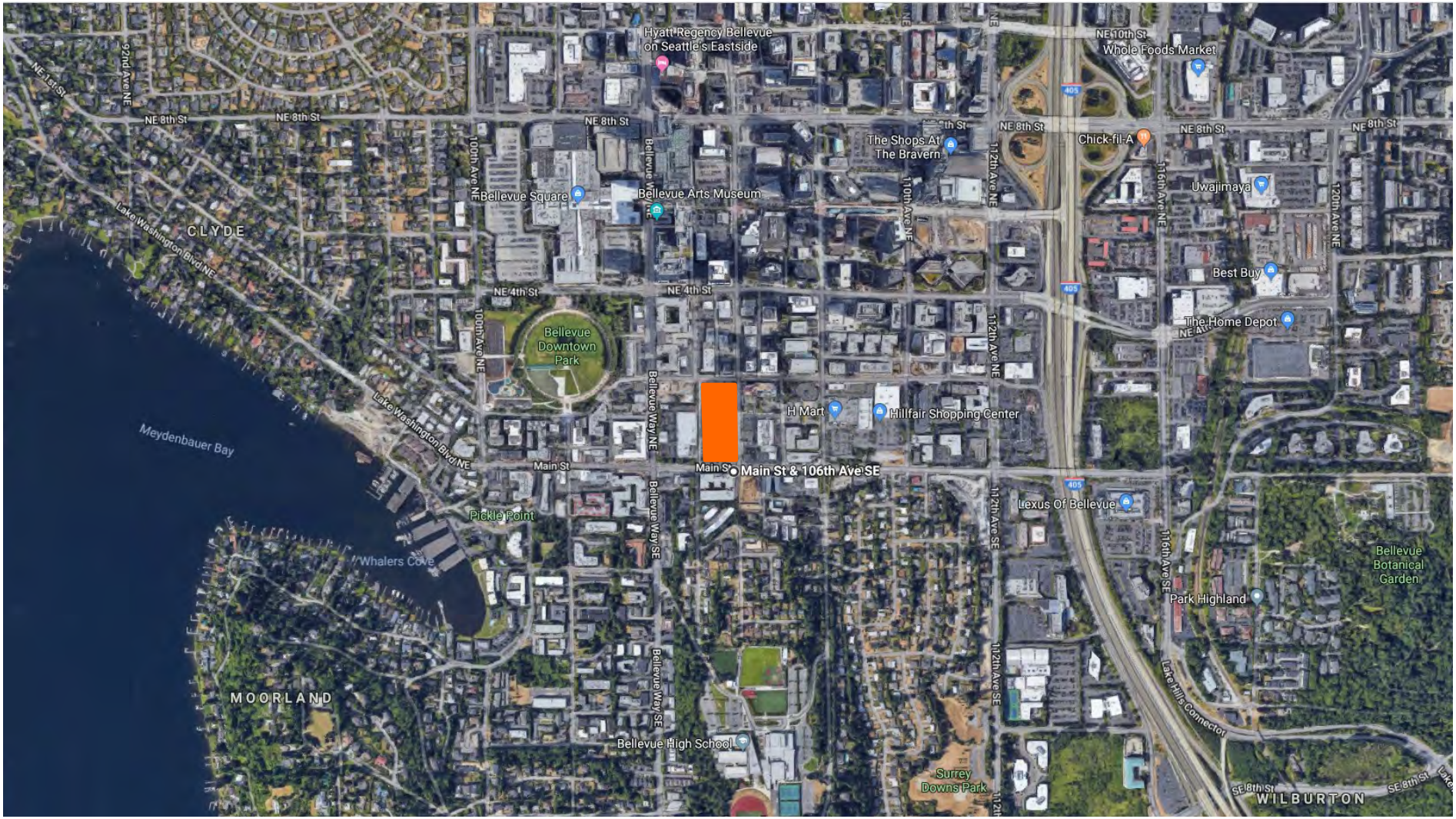
- Design Review
- Master Development Plan
- Binding Site Plan
- Demolition Permit
- Clearing and Grading Permit
- Building Permits
- Stormwater Review
- Street Use Permits (construction – temporary)
- Street Improvements
- Mechanical Permits
- Plumbing Permit
- Elevator Permits
- Occupancy Permits

Puget Sound Clean Air Agency

- Demolition Permit

Washington Department of Ecology

- Construction General NPDES Permit



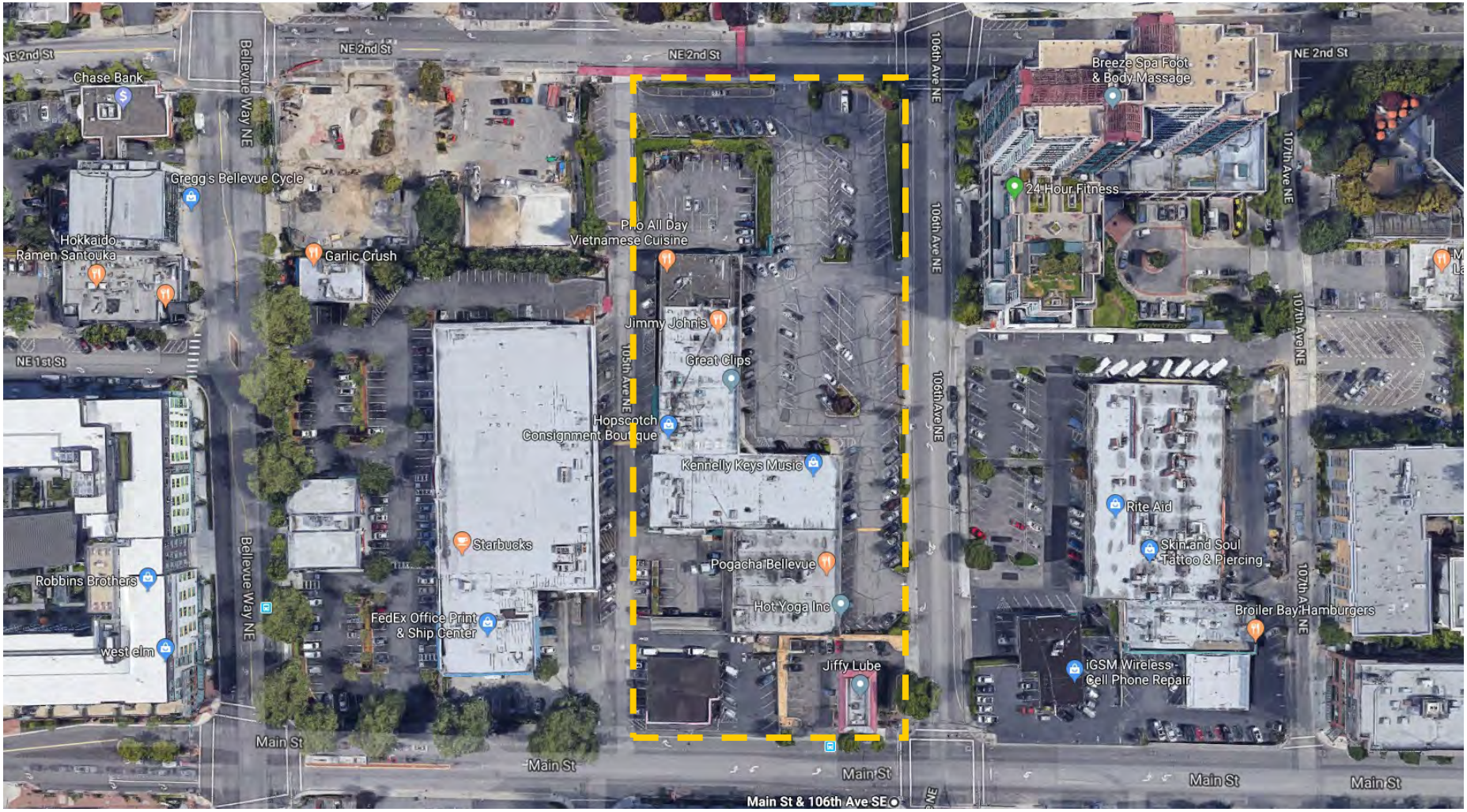
Project Site

Source: EA, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 1

Vicinity Map



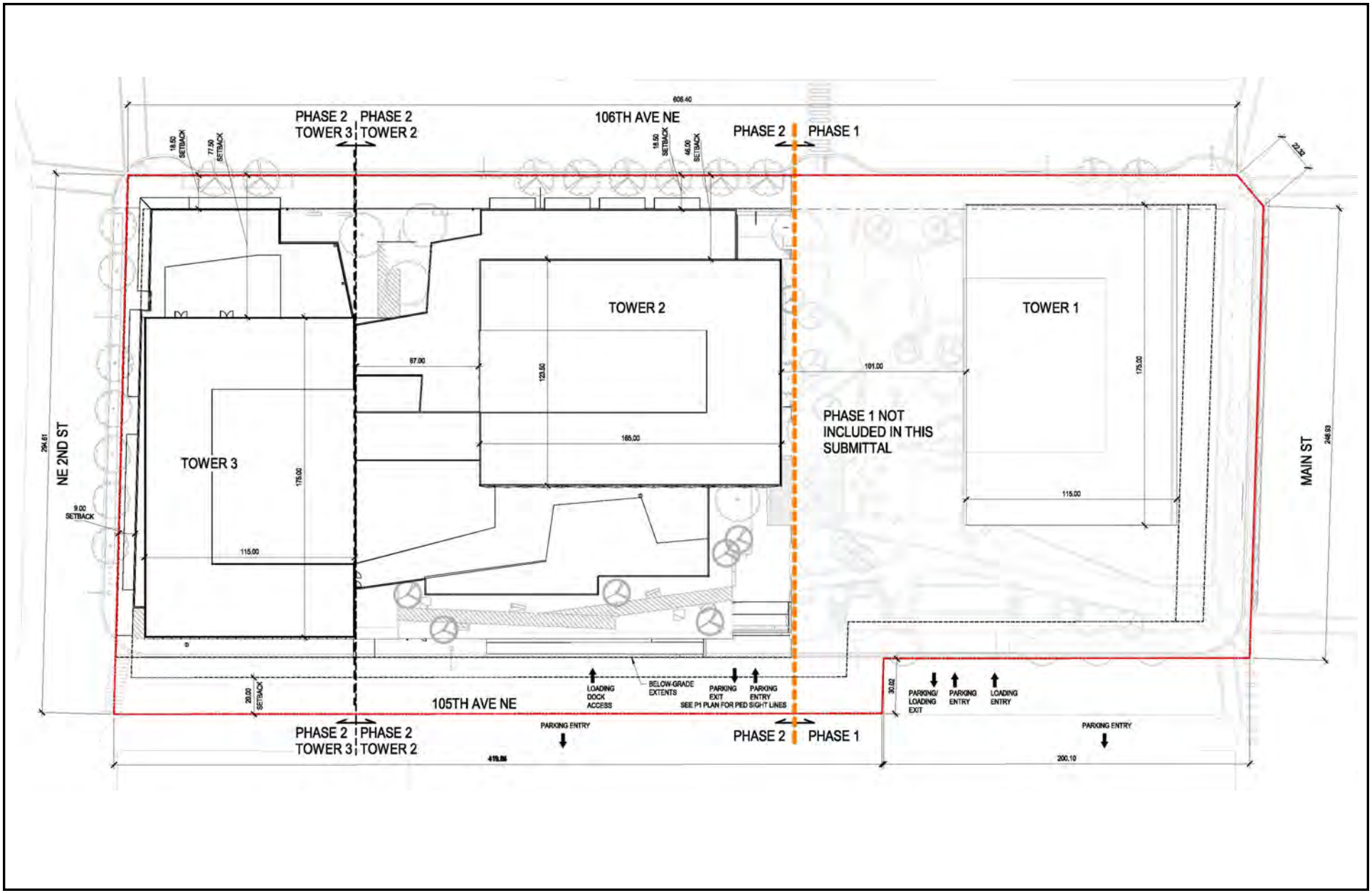
North

Source: EA, Google Earth, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 2

Existing Conditions



Source: Graphite, 2018

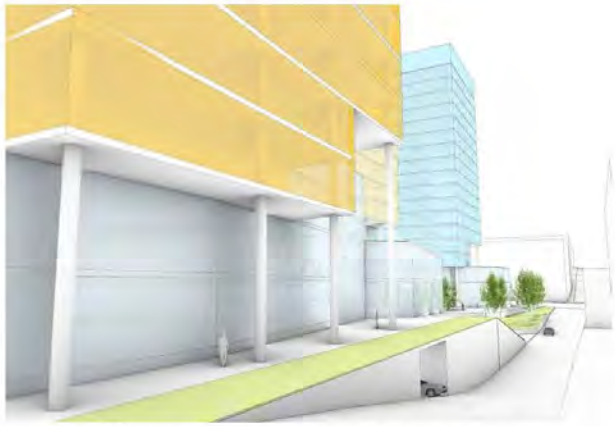
EA Engineering, Science, and Technology, Inc., PBC

Figure 3

Site Plan

Preferred Option | Concept Plan

105th AVE NE - Aerial Looking Southeast



105th AVE NE - Looking South from NE 2nd Street

105th AVE NE - Looking North from Main Street

106th AVE NE - Aerial Looking Northwest

106th AVE NE - Looking South from NE 2nd Street

106th AVE NE - Looking West into Plaza

Phase II Buildings

Source: Graphite, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 4

Conceptual Project Rendering

TREES REQUIRED BY CODE:
LUC 20.25A.110.A.3 STREET TREES AND LANDSCAPING - PERIMETER: STREET TREES SPACED A MAXIMUM OF 25 FEET FOR MEDIUM TREES (MAIN STREET), AND 30 FEET FOR LARGE TREES (106TH AVE, 105TH AVE, 2ND ST)

PLANTING AREA REQUIRED BY CODE:
LUC 20.25A.070.D.4 AMENITY INCENTIVE SYSTEM, OUTDOOR PLAZA DESIGN CRITERIA:
A MINIMUM OF 20 PERCENT OF THE AREA ELIGIBLE FOR BONUS AMENITY POINTS IN THE PLAZA SHALL BE LANDSCAPED (17,644 SF OF OUTDOOR PLAZA, 17,644 X 0.2 = 3529 SF OF PLANTING)

6 TREES ON MAIN STREET
7 TREES ON 2ND
9 TREES ON 105TH
13 TREES ON 106TH
34 TREES IN PLAZA / OPEN SPACE

10,300 SF PLANTING IN OUTDOOR PLAZA
5,600 SF PLANTING ON STREETSCAPE

53,000 SF TOTAL STREET LEVEL OPEN SPACE

Source: GGN, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 5

Proposed Conceptual Landscaping Plan

Source: Graphite, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 6

Shadows

B. ENVIRONMENTAL ELEMENTS

1. - Earth

g. About what percentage of the site will be covered in impervious surfaces after project construction?

The following table illustrates existing and proposed amounts of pervious and impervious surfaces on the project site:

Existing Conditions			
	Pervious	*Impervious*	*TOTAL*
	7,197	*159,567*	*166,854*
Proposed Conditions			
	Pervious	*Impervious*	*TOTAL*
Phase I	*9,113*	*46,462*	*55,575*
Phase II	*4,774*	*81,145*	*85,919*
Total	*13,887*	*127,607*	*141,494*

10. Aesthetics

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

The project will require demolition of surface parking and all existing buildings on the site. Views of the project site would therefore be altered from that of an relatively open site occupied by three low-rise structures surrounded by surface parking, to a modern, mixed-use development containing three roughly 20-story office buildings on the project site. The three new buildings would be separated by a landscaped, east-west mid-block connection and pedestrian plazas/open spaces. Refer to **Figure 3** for a site plan of the proposed ***Bellevue Plaza Development – Phase II***.

It is City policy to consider the impact of a building on views of "Lake Washington, the Seattle skyline, the Olympic Mountains and Cascade Mountains from the major public open spaces and the major pedestrian corridor." In addition, public views from public spaces and areas of pedestrian concentration are to be considered. To address these considerations, four photosimulations were prepared including one looking south from 106th Avenue NE, one looking west from NE 2nd Street, one looking west from Main Street, and one looking north from 106th Avenue NE. See **Figure 7** for a viewpoint location map. The existing and proposed views from these locations are described below.

Viewpoint 1 – Figure 8 shows the existing and potential views from 106th Avenue NE, near the intersection with NE 2nd Street, looking south towards the project site. As depicted, the existing view includes a low-rise retail mall on the west (right) side of 106th Avenue NE in the foreground on the project site bordered by street trees in the mid-field view. Newer high-rise buildings can be seen along the east of 106th Avenue NE and in

A.F.D

the background further to the south. Under the proposed view the new roughly 20-story office buildings on the project site would be visible in the mid-field view, and would partially obscure background views of existing development further to the south. The overall visual effect would be a continuation of the existing urban density in the vicinity to the south and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.

Viewpoint 2 – Figure 9 shows the existing and potential views from NE 2nd Street, near the intersection with 106th Avenue NE, looking west towards the project site. As depicted, the existing view includes a low-rise retail mall on the south (left) side of NE 2nd Street in the middle ground on the project site, as well as a one-story retail restaurant building on the north side of the street. Newer high-rise buildings can be seen under construction along the south side of NE 2nd Street in the background further to the west. Under the proposed view the new roughly 20-story office buildings on the project site would be visible in the mid-field view, and would partially obscure background views of existing and new development further to the south. The overall visual effect would be a continuation of the existing urban density in the vicinity to the west and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.

Viewpoint 3 – Figure 10 shows the existing and potential views from Main Street, near the intersection with 106th Avenue NE, looking west towards the project site. As depicted, the existing view includes a low-rise retail mall on the north (right) side of 106th Avenue NE in the middle ground on the project site bordered by street trees further to the west along Main Street. Newer high-rise buildings can be seen along the south side of Main Street and in the background further to the south. Under the proposed view the new roughly 20-story office buildings on the project site would be visible in the mid-field view, and would partially obscure background views of existing development further to the south. The overall visual effect would be a continuation of the existing urban density in the vicinity to the south and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.

Viewpoint 4 – Figure 11 shows the existing and potential views from 106th Avenue NE, near the intersection with Main Street, looking north towards the project site. As depicted, the existing view includes a low-rise retail mall on the west (left) side of 106th Avenue NE in the foreground on the project site bordered by street trees in the mid-field view. Newer high-rise buildings can be seen along the east of 106th Avenue NE and in the background further to the north. Under the proposed view the new roughly 20-story office buildings on the project site would be visible in the mid-field view, and would partially obscure background views of existing development further to the north. The overall visual effect would be a continuation of the existing urban density in the vicinity to the south and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.

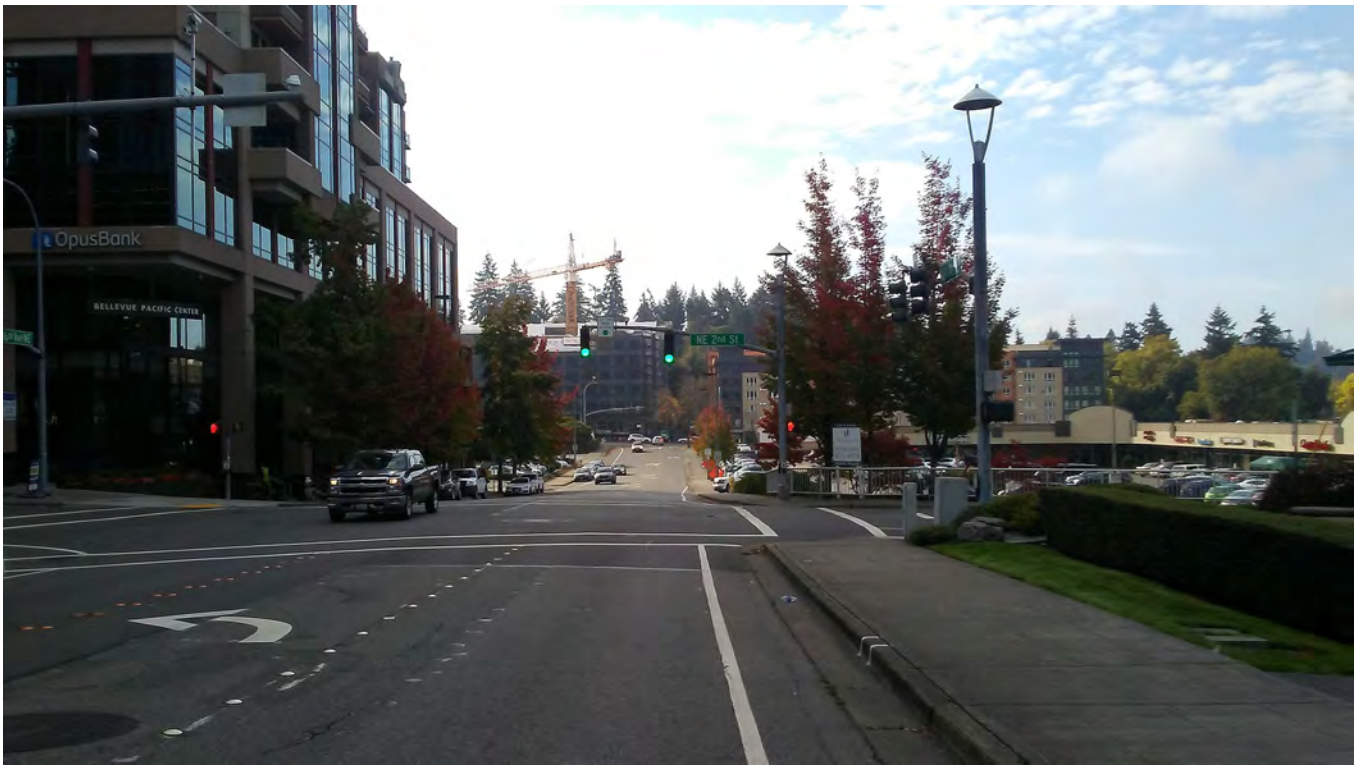
Project Site

Viewpoint Location

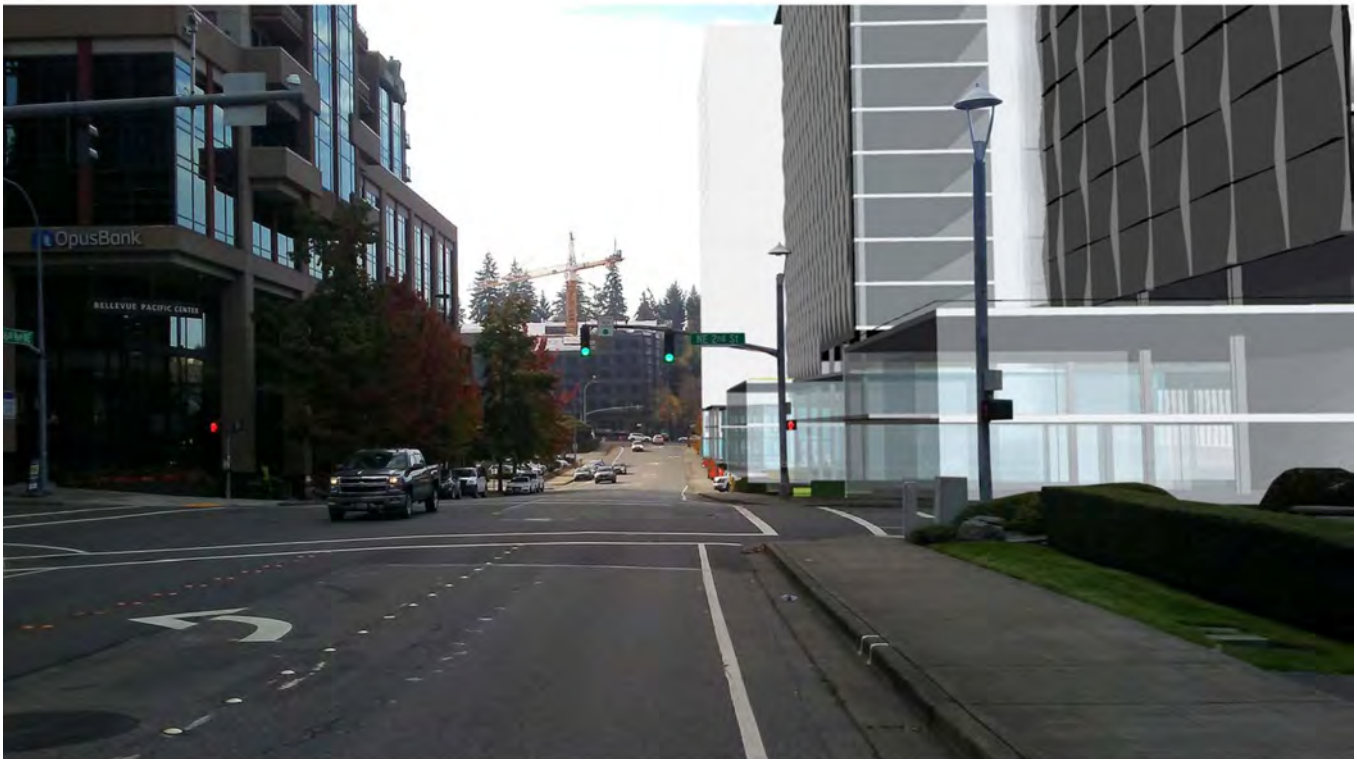
EA Engineering, Science, and Technology, Inc.

Figure 7
Viewpoint Location Map

Existing View



Proposed View



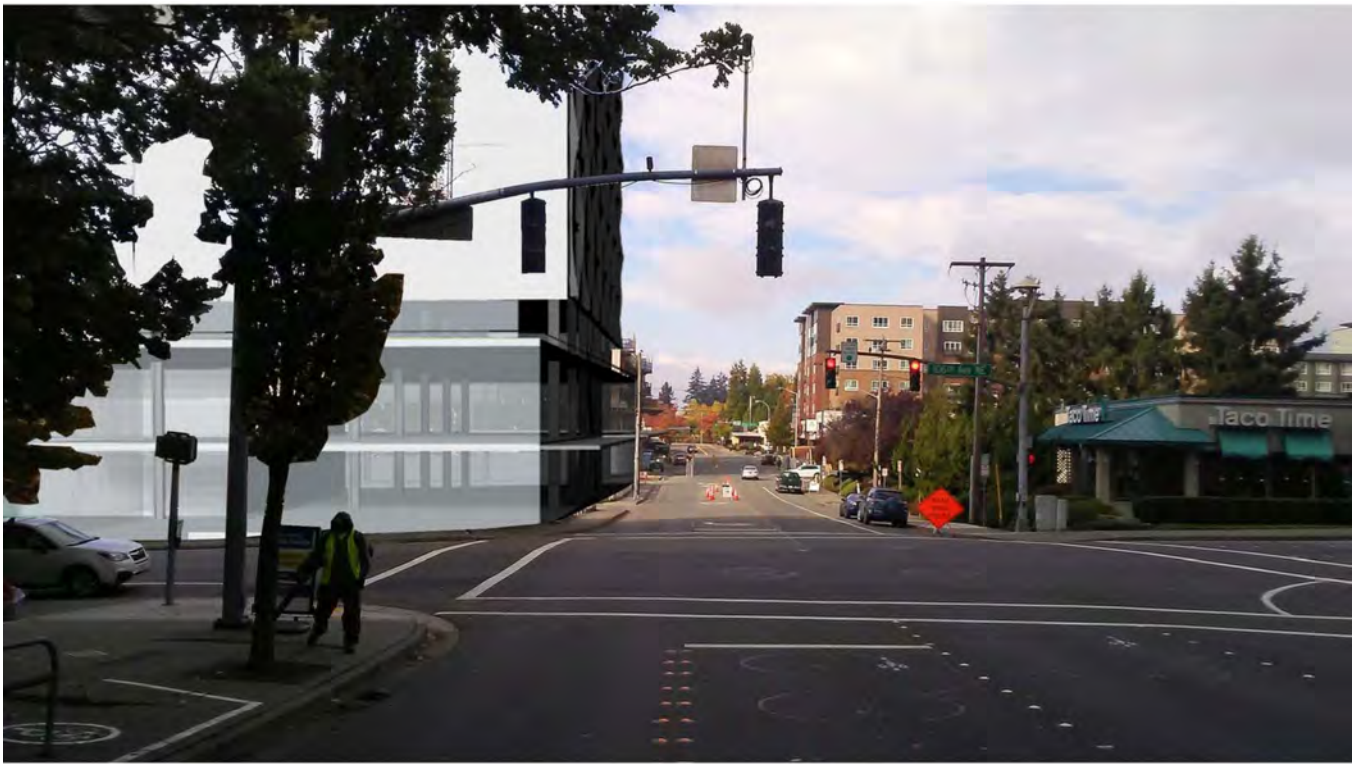
Source: Graphite, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 8
Viewpoint 1—106th Avenue NE, Looking South

Existing View

Proposed View



Source: Graphite, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 9

Viewpoint 2—NE 2nd Street, Looking West

A.F.D

Existing View

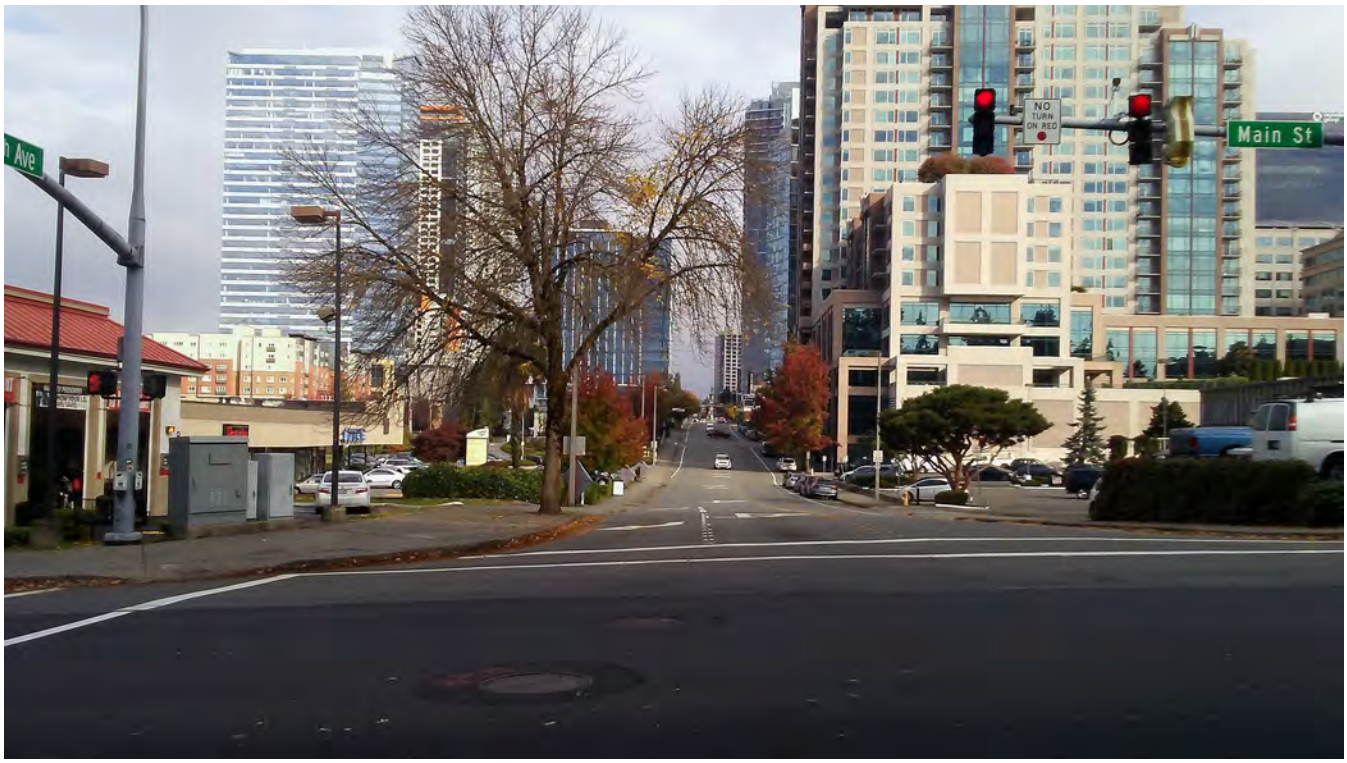
Proposed View

Source: Graphite, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 10
Viewpoint 3—Main Street, Looking West

Existing View



Proposed View

Source: Graphite, 2018

EA Engineering, Science, and Technology, Inc., PBC

Figure 11
Viewpoint 4—106th Avenue NE, Looking North

A.F.D

APPENDIX B
KING COUNTY GREENHOUSE GAS EMISSION WORKSHEETS

Bellevue Plaza Site Development
PHASE II

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e) Embodied	Energy	Transportation	**Lifespan Emissions (MTCO2e)**
Single-Family Home.....	0		98	672	792	**0**
Multi-Family Unit in Large Building	0		33	357	766	**0**
Multi-Family Unit in Small Building	0		54	681	766	**0**
Mobile Home.....	0		41	475	709	**0**
Education		0.0	39	646	361	**0**
Food Sales		0.0	39	1,541	282	**0**
Food Service		0.0	39	1,994	561	**0**
Health Care Inpatient		0.0	39	1,938	582	**0**
Health Care Outpatient		0.0	39	737	571	**0**
Lodging		0.0	39	777	117	**0**
Retail (Other Than Mall).....		11.5	39	577	247	**9922**
Office		679.1	39	723	588	**916340**
Public Assembly		0.0	39	733	150	**0**
Public Order and Safety		0.0	39	899	374	**0**
Religious Worship		0.0	39	339	129	**0**
Service		0.0	39	599	266	**0**
Warehouse and Storage		0.0	39	352	181	**0**
Other		0.0	39	1,278	257	**0**
Vacant		0.0	39	162	47	**0**

Section II: Pavement.....

Pavement.....		0.00				**0**

Total Project Emissions: **926262**

Version 1.7 12/26/07

Bellevue Plaza Site Development
TOTAL ALL PHASES

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			**Lifespan Emissions (MTCO2e)**
			Embodied	Energy	Transportation	
Single-Family Home.....	0		98	672	792	**0**
Multi-Family Unit in Large Building	0		33	357	766	**0**
Multi-Family Unit in Small Building	0		54	681	766	**0**
Mobile Home.....	0		41	475	709	**0**
Education		0.0	39	646	361	**0**
Food Sales		0.0	39	1,541	282	**0**
Food Service		0.0	39	1,994	561	**0**
Health Care Inpatient		0.0	39	1,938	582	**0**
Health Care Outpatient		0.0	39	737	571	**0**
Lodging		0.0	39	777	117	**0**
Retail (Other Than Mall).....		22.3	39	577	247	**19239**
Office		1,018.3	39	723	588	**1374038**
Public Assembly		0.0	39	733	150	**0**
Public Order and Safety		0.0	39	899	374	**0**
Religious Worship		0.0	39	339	129	**0**
Service		0.0	39	599	266	**0**
Warehouse and Storage		0.0	39	352	181	**0**
Other		0.0	39	1,278	257	**0**
Vacant		0.0	39	162	47	**0**

Section II: Pavement.....

Pavement.....		0.00				**0**

Total Project Emissions: **1393278**

Version 1.7 12/26/07

APPENDIX C
TRIP GENERATION SUMMARY

MEMORANDUM

DATE: August 3, 2018

TO: Randa Kiriakos
City of Bellevue Transportation Department

FROM: Chris Forster, P.E.
TENW

SUBJECT: Trip Generation Summary/Request for Concurrency Testing
Bellevue Plaza
TENW Project No. 5690

This memorandum documents the trip generation estimate and a request for traffic modeling and transportation concurrency testing for the proposed Bellevue Plaza mixed-use project.

Project Description

The proposed Bellevue Plaza project would be located on the west side of 106th Ave NE between NE 2nd Street and Main Street. A vicinity map is provided in Attachment A. The Bellevue Plaza project is planned to be developed in three phases through the submittal of a Master Development Plan (MDP). Phase 1 would redevelop the southern third of the site, Phase 2 the middle third, and Phase 3 the northern third. The preliminary land uses associated with each phase are summarized in Table 1. In the near term, the applicant plans to submit an MDP application for the entire site as well as a design review application for Phase 1. The timing of design review applications for Phases 2 and 3 has not yet been determined.

Table 1
Bellevue Plaza Proposed Land Use Summary

Land Use Category	Phase 1	Phase 2	Phase 3	**Full Buildout**
Restaurant	-	2,800 sf	9,600 sf	**12,400 sf**
Retail	1,500 sf	4,500 sf	-	**6,000 sf**
Grocery Store	13,300 sf	-	-	**13,300 sf**
Office	341,585 sf	348,043 sf	342,612 sf	**1,032,240 sf**

The existing site includes 50,573 sf of miscellaneous retail, 8,397 sf of restaurant, a 1,211 sf fast food restaurant without drive-thru window, and a quick lubrication service shop with 3 service bays; all of which are planned to be removed as part of Phase 1 of the project.

Primary vehicular access and loading to/from the site would be provided via garage driveways located on 105th Ave NE, a private access road that runs between NE 2nd St and Main Street. Full access (all movements allowed) is proposed at the intersections of 105th Ave NE/NE 2nd Street and 105th Ave NE/Main Street. Attachment B includes a preliminary site plan.

A.F.D

Trip Generation Estimate

The net new trips associated with the project were determined by estimating the total trips from the proposed uses and then subtracting out the trips associated with the existing uses to be removed. The PM peak hour trips from the proposed and existing uses were estimated based on standard City of Bellevue trip generation rates included in the Bellevue Transportation Impact Fee Program, 2015 Update.

Consistent with nearby projects, the trip rates are reduced in the downtown zone to account for internal non-vehicular trips between on-site and neighboring land uses as well as mode-split adjustments related to significant transit, ride-sharing, bicycling, and walking opportunities. Therefore, no separate reductions were made to account for internal trips or mode-split adjustments.

The trip generation estimates also account for pass-by trip reductions for the proposed retail and restaurant uses. Pass-by trips are made by vehicles that are already on the adjacent streets and make intermediate stops at the proposed use on route to a primary destination (i.e. on the way from work to home). The pass-by reductions are built into the reduced trip rates used in the 2015 Impact Fee Program.

Table 2 summarizes the net new PM peak hour trip generation estimates by phase for the project. The net new trips account for credit from the existing land uses that will be removed as part of Phase 1.

Table 2
Bellevue Plaza
PM Peak Hour Trip Generation by Phase

	Net New PM Peak Hour Trips		
Phase	In	Out	Total
Phase 1	-5	237	232
Phase 2	71	308	379
Phase 3	89	311	400
Full Buildout	155	856	1,011

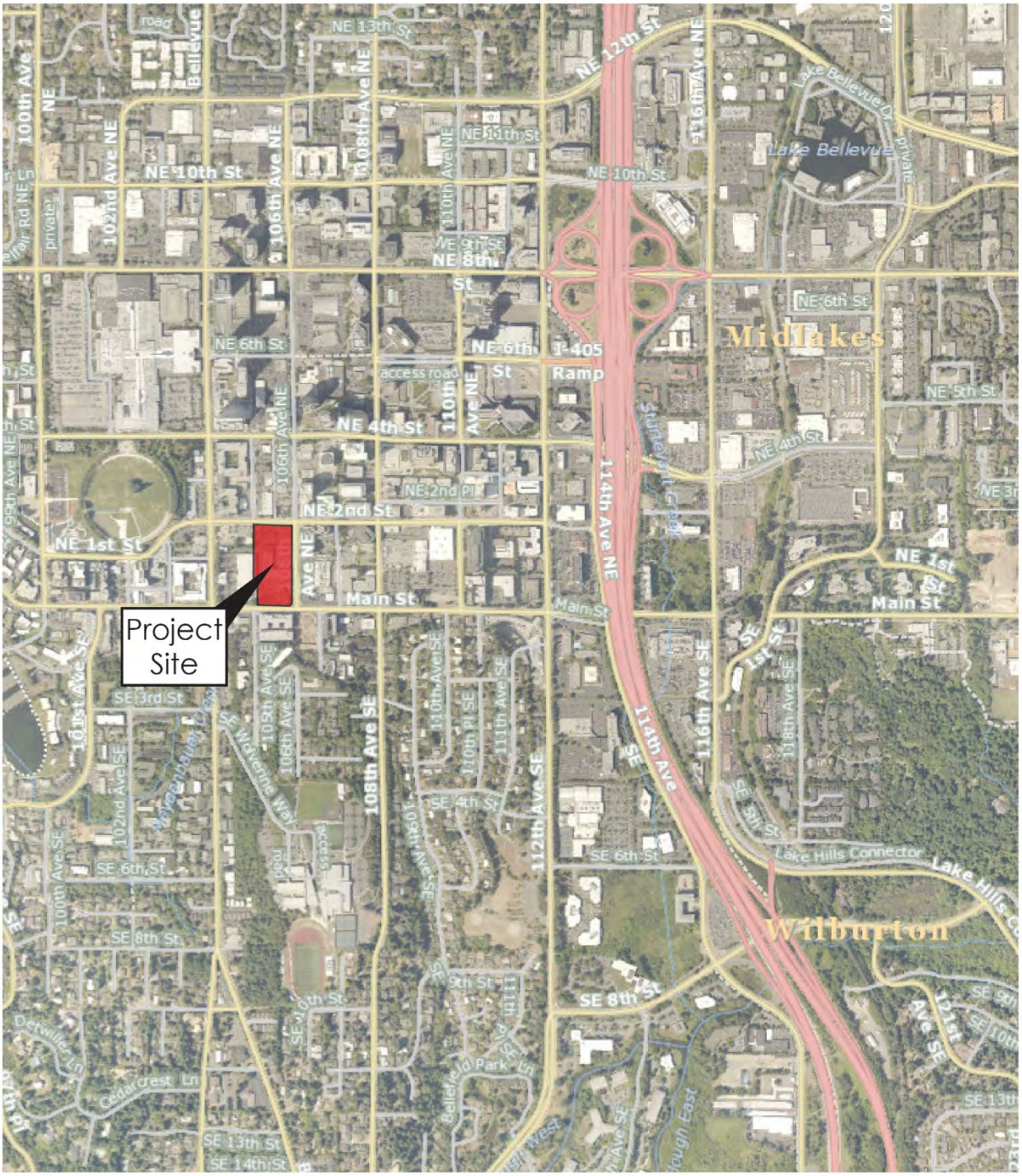
As shown in Table 2, the full buildout of the Bellevue Plaza project is estimated to generate 1,011 net new weekday PM peak hour trips (155 entering, 856 exiting). The detailed trip generation estimates are included in Attachment C.

This should provide you with the information needed to complete the modeling for the proposed Bellevue Plaza project. We will follow up with you to discuss modeling assumptions and to confirm the required modeling fees.

If you have any questions regarding the information presented in this memo, please call me at 206-498-5897 or email at forster@tenw.com.

cc: Luis Adan, Vulcan Inc.
Attachments

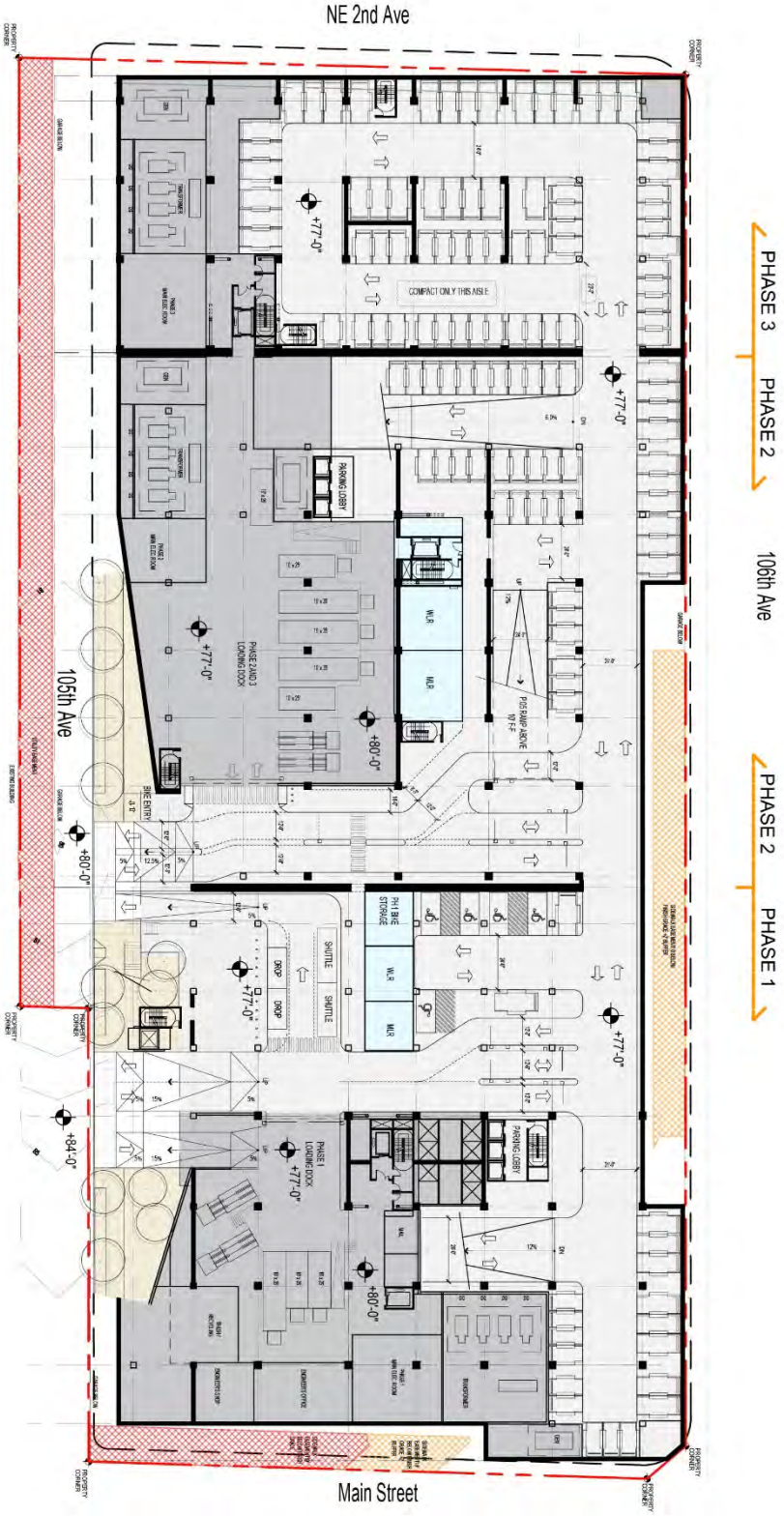
A.F.D



Attachment A: Project Site Vicinity

N

NOT TO SCALE



Attachment B: Preliminary Site Plan

N

NOT TO SCALE

ATTACHMENT C
Trip Generation Estimates

Bellevue Plaza - Phase 1

Land Use	Size	Units[1]	PM Peak Hour Project Trips Trip Rate[2]	In	Out	Total
Proposed Uses:						
Grocery Store	13,300 sf	GFA	6.07	41	40	81
High Turnover Restaurant	0 sf	GFA	5.61	0	0	0
Misc. Retail	1,500 sf	GFA	2.45	2	2	4
Office	341,585 sf	GFA	1.01	55	290	345
			Subtotal =	98	332	430
Less Existing Uses						
Misc. Retail	50,573 sf	GFA	2.45	-60	-64	-124
High Turnover Restaurant	8,397 sf	GFA	5.61	-29	-18	-47
Fast Food Restaurant without Window	1,211 sf	GFA	13.08	-8	-8	-16
Quick Lubrication Vehicle Shop	3	Service Positions	3.63	-6	-5	-11
			Subtotal =	-103	-95	-198
NET NEW PM PEAK HOUR TRIP GENERATION =				**-5**	**237**	**232**

Notes:

1. GFA = Gross Floor Area.
2. Trip rates from the Bellevue Impact Fee Program 2015 Update.

Bellevue Plaza - Phase 2

Land Use	Size	Units[1]	PM Peak Hour Project Trips Trip Rate[2]	In	Out	Total
Proposed Uses:						
Grocery Store	0 sf	GFA	6.07	0	0	0
High Turnover Restaurant	2,800 sf	GFA	5.61	10	6	16
Misc. Retail	4,500 sf	GFA	2.45	5	6	11
Office	348,043 sf	GFA	1.01	56	296	352
			Subtotal =	71	308	379
Less Existing Uses						
Misc. Retail	0 sf	GFA	2.45	0	0	0
High Turnover Restaurant	0 sf	GFA	5.61	0	0	0
Fast Food Restaurant without Window	0 sf	GFA	13.08	0	0	0
Quick Lubrication Vehicle Shop	0	Service Positions	3.63	0	0	0
			Subtotal =	0	0	0
NET NEW PM PEAK HOUR TRIP GENERATION =				**71**	**308**	**379**

Notes:

1. GFA = Gross Floor Area.
2. Trip rates from the Bellevue Impact Fee Program 2015 Update.

Bellevue Plaza - Phase 3

Land Use	Size	Units[1]	PM Peak Hour Project Trips Trip Rate[2]	In	Out	Total
Proposed Uses:						
Grocery Store	0 sf	GFA	6.07	0	0	0
High Turnover Restaurant	9,600 sf	GFA	5.61	33	21	54
Misc. Retail	0 sf	GFA	2.45	0	0	0
Office	342,612 sf	GFA	1.01	56	290	346
			Subtotal =	89	311	400
Less Existing Uses						
Misc. Retail	0 sf	GFA	2.45	0	0	0
High Turnover Restaurant	0 sf	GFA	5.61	0	0	0
Fast Food Restaurant without Window	0 sf	GFA	13.08	0	0	0
Quick Lubrication Vehicle Shop	0	Service Positions	3.63	0	0	0
			Subtotal =	0	0	0
NET NEW PM PEAK HOUR TRIP GENERATION =				**89**	**311**	**400**

Notes:

1. GFA = Gross Floor Area.
2. Trip rates from the Bellevue Impact Fee Program 2015 Update.

Bellevue Plaza - Full Buildout

Land Use	Size	Units[1]	PM Peak Hour Project Trips Trip Rate[2]	In	Out	Total
Proposed Uses:						
Grocery Store	13,300 sf	GFA	6.07	41	40	81
High Turnover Restaurant	12,400 sf	GFA	5.61	43	27	70
Misc. Retail	6,000 sf	GFA	2.45	7	8	15
Office	1,032,240 sf	GFA	1.01	167	876	1,043
			Subtotal =	258	951	1,209
Less Existing Uses						
Misc. Retail	50,573 sf	GFA	2.45	-60	-64	-124
High Turnover Restaurant	8,397 sf	GFA	5.61	-29	-18	-47
Fast Food Restaurant without Window	1,211 sf	GFA	13.08	-8	-8	-16
Quick Lubrication Vehicle Shop	3	Service Positions	3.63	-6	-5	-11
			Subtotal =	-103	-95	-198
NET NEW PM PEAK HOUR TRIP GENERATION =				**155**	**856**	**1,011**

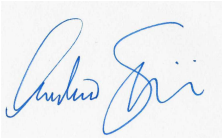
Notes:

1. GFA = Gross Floor Area.
2. Trip rates from the Bellevue Impact Fee Program 2015 Update.

CERTIFICATE OF CONCURRENCY

Bellevue Plaza Phase 2

This certificate documents the Transportation Department Director's decision that the development project at 117 106th Avenue NE (File No. 19-107499-LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 779 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

5-7-2020

Date

Certificate No. 128

MEMORANDUM

DATE: March 4, 2020

TO: Faheem Darab, Senior Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Updated Request for Parking Modification
Bellevue Plaza Phase 2 (19-107499 LD)
TENW Project No. 5690

This memorandum documents our updated parking study and request for a parking modification for the proposed Bellevue Plaza Phase 2 project. This is an update to our previous studies dated November 21, 2018 and April 30, 2019 which were documented for the underlying MDP (18-128613 LP).

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.5 stalls per 1,000 net square feet (nsf) to a minimum of 1.95 stalls per 1,000 nsf. Based on current project statistics (540,876 nsf of office for Phase 2), the minimum code-required parking supply for the office use is 1,352 stalls, and the proposed minimum parking supply for the office use with this modification would be 1,055 stalls for Phase 2. The applicant is proposing to meet the City's minimum code requirements for retail and restaurant parking.

Executive Summary

- City of Bellevue Land Use Code (LUC) Section 20.25A.080.B requires a minimum parking supply ratio of 2.50 parking stalls per 1,000 nsf of office, 2.0 stalls per 1,000 nsf of retail (in a mixed development), and 10.0 stalls per 1,000 nsf of restaurant use in the DT-MU District.
- LUC Section 20.25A.080.H allows the Director to approve an Administrative Departure for lower parking supply ratios if the proposed ratio is supported by a parking demand analysis.
- The applicant is proposing to provide a minimum parking ratio of 1.95 stalls per 1,000 nsf of proposed office (minimum of 1,055 stalls) for Phase 2 which requires an Administrative Departure. The applicant is proposing to meet the City's minimum code requirements for retail and restaurant parking.
- The applicant's proposed reduced parking ratio for office is supported by the following key parking demand analysis findings:
    - A parking demand study was conducted at three downtown Bellevue office buildings in the vicinity of the proposed project site to document actual parking demand anticipated for the proposed office use. Based on the data collected in October 2018, the average peak parking demand at the three sites was determined to be 2.01 vehicles/1,000 nsf. The overall utilization of the parking garages ranged between 48 percent and 69 percent occupancy, meaning the garages were approximately 30 to 50 percent empty during the peak periods.

- The peak parking demand observed at the three existing office buildings in the study included all short-term and long-term parking stalls, including those designated for carpools, vanpools, visitors, guests, and specific non-office uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking associated with office use.

- The proposed drop-off and pick-up areas in the Bellevue Plaza project further support the proposed parking reduction by accommodating temporary load/unload parking without requiring use of standard parking spaces. The Bellevue Plaza project includes on-site passenger load/unload zones along 106th Ave NE to handle various travel modes as well as a second load/unload zone in the adjoining Phase 1 parking garage designed to handle cars and vans. Most of the existing buildings included in our parking study did not have these drop-off and pick-up facilities. An absence of these facilities places more of a burden on the parking supply to accommodate both short and long-term parking needs. With the rising popularity of rideshare services as well as the potential for private vans/shuttles, the Bellevue Plaza project with the proposed drop-off areas will better accommodate these activities while at the same time reducing the demand for standard parking stalls.

- The recent Commute Trip Reduction (CTR) survey mode split data for all of Downtown Bellevue showed an average Single Occupant Vehicle (SOV) mode share of 52 percent SOV. Based on vehicle occupancy assumptions, the current CTR mode-split data results in an estimated peak office parking demand rate of 2.07 vehicles per 1,000 nsf. Based on the 3 study sites included in our parking demand study and using the same vehicle occupancy assumptions, an observed peak parking demand rate of 2.01 vehicles per 1,000 nsf equates to an estimated existing SOV rate of 50 percent. Using the same methodology, the proposed target parking demand ratio of 1.95 stalls per 1,000 nsf can be achieved if the project is able to attain an estimated SOV rate of approximately 48 percent (about 2 percent less than the average existing SOV rate at the 3 existing buildings in our study).

- The applicant will implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand. Bellevue's TMP Implementation Guidelines require the owner of a building to establish an SOV mode share goal and implement certain baseline TMP measures to achieve that goal. To support the proposed target parking ratio for this development, the applicant is willing to adopt a slightly more aggressive SOV mode share goal as well as implement additional measures beyond the standard measures required by code (all Baseline Elements, more than one Tier 1 Element, and more than two Tier 2 Elements). The SOV mode share goal and specific TMP measures will be reviewed and discussed with the City when the TMP implementation agreement is developed prior to building occupancy.

- The Bellevue Plaza site is well served by non-motorized and transit facilities which reduce vehicle use and support a lower parking ratio for this project. New and/or improved pedestrian and bike facilities are being constructed with this project to add to the existing infrastructure in Downtown. The recently opened Lime bikeshare program provides another option for office workers in Downtown to make short trips without a car. In addition, the

project will include extensive on-site bicycle amenities for tenant workers including long- and short-term storage bicycles. Bus routes are located adjacent to the site and the Bellevue Transit Center is located less than 0.4 miles from the site. The opening of East Link Light Rail in 2023 will continue to encourage non-SOV travel and will significantly increase transit capacity in Downtown Bellevue. The City of Bellevue's adopted Transit Master Plan identifies new transit routes adjacent to the site that will provide a direct link to the East Link Light Rail stations. The increased usage of rideshare companies also encourages non-SOV travel and reduces parking demand for office workers.

- For comparison, a review of minimum required office parking ratios in other local jurisdictions in downtown areas shows a range in required parking ratios between zero and 3.46 stalls per 1,000 nsf. All of the jurisdictions with the exception of Seattle would be considered less dense and more suburban than Downtown Bellevue with less access to transit. It is notable that Seattle and Renton have chosen to eliminate parking minimums from their code requirements for office uses in downtown zones, which is a growing trend around the nation.

- Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Ample parking leads to cheaper parking which leads to more workers choosing to drive to work. Therefore, in order for the City to reach its non-SOV mode share target it must reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

- Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.5 stalls per 1,000 net square feet (nsf) to a minimum of 1.95 stalls per 1,000 nsf. Based on current project statistics (540,876 nsf of office for Phase 2), the minimum code-required parking supply for the office use is 1,352 stalls, and the proposed minimum parking supply for the office use with this modification would be 1,055 stalls for Phase 2. The applicant is proposing to meet the City's minimum code requirements for retail and restaurant parking.

Project Description

The proposed Bellevue Plaza MDP project would be located on the west side of 106th Ave NE between NE 2nd Street and Main Street. Based on the current preliminary site plan, Phase 2 includes 540,876 net square feet (nsf) of office space, 7,054 nsf of retail space, and 6,381 nsf of restaurant space. All parking would be provided in a below-grade parking garage. A preliminary site plan is included as Attachment A.

City of Bellevue Code Requirements

City of Bellevue code-required parking was determined based on Bellevue Land Use Code (LUC) Section 20.25A.080. The Bellevue Plaza site is located within the DT-MU Land Use District. The snip below shows the minimum parking requirements for office, retail, and restaurant in the DT-MU District.

Downtown Parking Requirements

Land Use	Unit of Measure	Downtown Land Use Districts			
		-O-1, -O-2		-R, -MU, -OB, -OLB	
		Min.	Max.	Min.	Max.
h. Office (Business Services/Professional Services/General Office) (3)	per 1,000 nsf	2.0	2.7	2.5	3.0
i. Office (Medical Dental/ Health Related Services)	per 1,000 nsf	3.0	4.0	4.0	5.0
j. Personal Services:	per 1,000 nsf				
Without Fixed Stations	per station	2.0	2.0	2.0	3.0
With Fixed Stations		0.7	2.0	1.0	1.5
k. Residential (6)	per unit	0	2.0	1.0 (5)	2.0
l. Restaurant	per 1,000 nsf	0	15.0	10.0 (4)	20.0
m. Retail	per 1,000 nsf	3.3	5.0	4.0 (4)	5.0
n. Retail in a Mixed Development (except Hotel) (2)	per 1,000 nsf	0	3.3	2.0 (4)	4.0

nsf = net square feet (see LUC 20.50.036)

As shown above, the DT-MU District requires a minimum parking supply ratio of 2.5 parking stalls per 1,000 nsf of office, 2.0 stalls per 1,000 nsf of retail (in a mixed development), and 10.0 stalls per 1,000 nsf of restaurant use.

It should be noted that the City of Bellevue parking calculations are based on net square feet (nsf) as defined per the land use code definition below.

> *Net Square Feet. The total number of square feet within the inside finished wall surface of the outer building walls of a structure, excluding major vertical penetrations of the floor (elevator and other mechanical shafts, stair wells), mechanical equipment, parking areas, common restrooms, common lobbies, and common hallways. Storage area is included in the net square feet calculation unless the property owner demonstrates that it cannot be converted to habitable space.*

For the purpose of this parking analysis, gross square feet (gsf) or gross floor area (gfa) needed to be converted to net square feet (nsf) to provide a consistent measurement of square footage. Based on TENW discussions with local architects, net square footage is typically expected to be approximately 80 to 85 percent of gross square footage. Therefore, a factor of 82.5% (0.825) was used to convert gsf to nsf where only gsf or gfa measurements were available.

City of Bellevue Municipal Code section 20.25A.080.H provides the Director the authority to modify the minimum parking ratios based on a parking demand analysis including but not limited to:

a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or

b. Evidence in available planning and technical studies relating to the proposed use; or

c. Required parking for the proposed use as determined by other compatible jurisdictions.

Proposed Parking Modification

The applicant is proposing to provide a minimum parking ratio of 1.95 stalls per 1,000 nsf of proposed office which requires an Administrative Departure. The applicant is proposing to meet the City's minimum code requirements for retail and restaurant parking.

As justification for a reduced office parking ratio for the proposed Bellevue Plaza project, the following parking analysis includes:

- A parking demand study documenting the actual parking demand at similar downtown Bellevue office buildings, which included parking demand for all office workers and short and long-term parking for visitors, guests, and non-office uses.
- A discussion of how the applicant's proposed accommodations for passenger load/unload activity reduces parking demand.
- An analysis of how existing and future mode splits affect parking demand
- Proposed Transportation Management Plan (TMP) measures that support the proposed parking ratio
- A discussion of new and existing non-motorized and transit facilities that support non-SOV travel modes
- A comparison of required parking ratios for office uses in other local jurisdictions
- A discussion of adopted Comprehensive Plan policies that align with reduced parking requirements

Downtown Bellevue Office Parking Demand Study

A parking demand study was conducted at three downtown Bellevue office buildings in the vicinity of the proposed project site to document actual parking demand for the proposed office use. The office buildings included in the study are similar to the proposed Bellevue Plaza project in that they are located within downtown Bellevue with similar access to transit (near but not immediately adjacent to the Bellevue Transit Center).

Analysis Approach

The following tasks were conducted for the parking study:

1. Based on Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) parking publications (ITE *Parking Generation*, 4th Edition and ULI *Shared Parking*, 2nd Edition), the peak office parking demand is expected to occur before and after lunch on a typical weekday. To capture the peak office parking demand, the number of occupied parking stalls within the parking garages for each site were recorded between approximately 10 and 11 AM and between approximately 2 and 3 PM.
2. Data was collected on two weekdays (Tues and Thursday).
3. A parking demand rate per 1,000 nsf of office space was derived separately for each building with adjustments to account for building occupancy.

Parking Counts

Weekday parking counts were conducted on Tuesday 10/23/18 and Thursday 10/25/18 at the following three downtown Bellevue office buildings:

1. Amazon – Everest Building (former Centre 425 at 425 106th Ave NE)
2. Civica (225 108th Ave NE)
3. Columbia West (155 108th Ave NE)

Counts of parked vehicles were conducted by TENW staff during the morning and afternoon peaks. A summary of the counts of parked vehicles at the office buildings is included in Attachment B.

Counts at the three study sites conservatively included all vehicles parked within the parking garages, even though some vehicles were associated with non-office uses like on-site retail, bank, and restaurant uses.

Parking Supply & Demand Rates

Based on the counts at the office buildings, peak parking demand rates were calculated in terms of parked vehicles per 1,000 nsf of office (gross square feet of office per King County parcel data was factored to estimate net square feet). The square footage used in the calculation does not include on-site non-office uses such as retail, restaurants, and banks, even though parking associated with these uses was included in the demand analysis resulting in a conservative approach. Demand rates were factored to account for building occupancy based on the amount of advertised office spaces for lease in each building (estimated occupancy at Amazon-Everest was provided by building management). By adjusting for occupancy, the peak parking demand ratios conservatively assume 100 percent occupancy. Table 1 summarizes the parking supply ratios and the observed peak parking demand rates for the three office buildings.

Table 1
Summary of Parking Supply & Demand Rates

Office Building	Address	Office Area (nsf)	Parking Supply Ratio (stalls per 1,000 nsf)	Observed Peak Parking Demand Rate (veh per 1,000 nsf)
Amazon – Everest	425 106th Ave NE	307,732	2.27	1.35
Civica	225 108TH AVE NE	242,264	3.69	3.11
Columbia West	155 108th Ave NE	115,070	2.23	1.56
			Average =	**2.01**

As shown in Table 1, the average peak parking demand for the three sites was determined to be 2.01 vehicles per 1,000 nsf. The detailed parking supply and demand calculations are included in Attachment C.

The following are additional observations from the parking counts:

1. The overall utilization of the parking garages ranged between 48 percent and 69 percent occupancy, meaning the garages were approximately 30 to 50 percent empty during the peak periods.
2. In all 3 buildings, TENW observed a total of 734 empty parking stalls during the peak periods. This is enough surplus parking to supply a 376,000 square foot (nsf) office building at a ratio of 1.95 stalls per 1,000 nsf.
3. Civica has a relatively high parking demand ratio relative to the two other buildings which is likely driven by the relatively high parking supply ratio. With ample parking supply, the owner has increased incentive to lease and generate revenue from as many spaces as possible.

Non-Office, Visitor, and Guest Parking

The peak parking demand observed at the three existing office buildings in the study included all short-term and long-term parking stalls, including those designated for carpools, vanpools, visitors, guests, and specific non-office uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking associated with office use.

Passenger Load/Unload Accommodations

The proposed drop-off and pick-up areas in the Bellevue Plaza project further support the proposed parking reduction by accommodating temporary load/unload parking without requiring use of standard parking spaces. The Bellevue Plaza project includes on-site passenger load/unload zones along 106th Ave NE to handle various travel modes, as well as a second load/unload zone in the adjoining Phase 1 parking garage designed to handle cars and vans. Most of the existing buildings included in our parking study did not have these drop-off and pick-up facilities. An absence of these facilities places more of a burden on the parking supply to accommodate both short and long-term parking needs. With the rising popularity of rideshare companies as well as the potential for private vans/shuttles, the Bellevue Plaza project with the proposed drop-off areas will better accommodate these activities while at the same time reducing the demand for standard parking stalls.

Effects of Mode Split on Office Parking Demand

Mode split, in particular the drive-alone or SOV rate, has a direct relationship to parking demand. The following section provides a methodology to correlate parking demand rates to SOV rates. The SOV rate is the primary measurement of program effectiveness used by the City of Bellevue in their Transportation Management Programs (TMPs). Therefore, by correlating parking demand rates to SOV rates, we are effectively correlating parking demand to the TMP program which will help to establish a specific TMP mode share goal for this project.

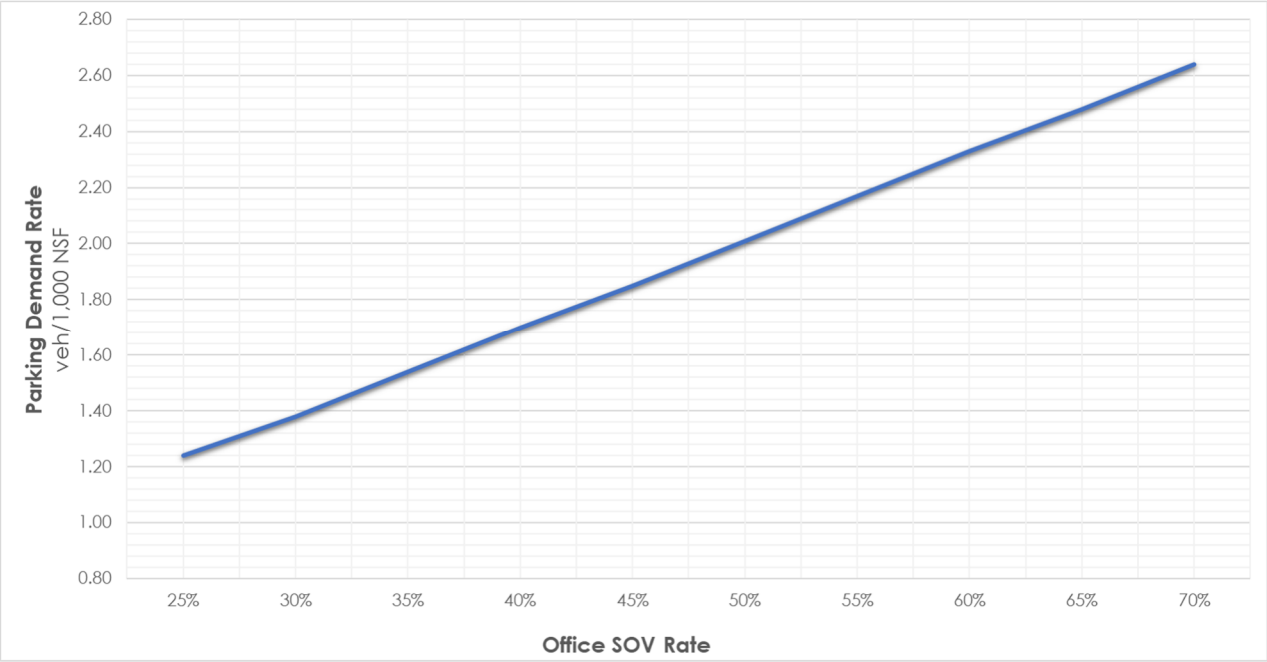
There are two primary sets of mode split data that are available in Downtown Bellevue. Census data (American Community Survey 5-Year Estimates) and Washington State Commute Trip Reduction (CTR) Survey data. Washington State's Commute Trip Reduction (CTR) Law was passed by the Legislature in 1991 with goals to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to driving alone. Alternatives include riding the bus or train, carpooling, vanpooling, bicycling, walking, working a compressed work week, or teleworking. CTR law only applies to companies with at least 100 workers that arrive at a site between 6 and 9 AM. Although only a subset of downtown Bellevue workers, workers at CTR companies tend to be office workers which aligns well with the scope of this parking study. Therefore, the most recent Washington State CTR Survey Data (2015-2016) for Downtown workers was used (as provided by the City of Bellevue Transportation Department).

The recent CTR survey mode split data for all of Downtown Bellevue showed an average SOV mode share of 52 percent SOV. The survey data also provided percent bus, carpool, telework, walk, bike, etc. TENW used this information to develop a parking demand estimate for this specific CTR mode split using the following steps (see Attachment D for detailed calculations):

1. Using only travel modes that involve vehicles that require parking spaces (SOV, carpool, motorcycle, vanpool, etc.) simple average vehicle occupancy (AVO) assumptions were applied that convert persons to vehicular parking demand for each mode of travel. For example, the CTR data showed 9 percent carpools. If we assume an average AVO of 2 persons per carpool vehicle (most conservative assumption), then the number of vehicles estimated would be 4.5 vehicles (9 people @ 2 persons per vehicle).
2. The estimated parking demands from all vehicular travel modes were then added together, resulting in the total number of vehicles parked per 100 people. For example, using the CTR mode split, the total parking demand per 100 people was estimated to be 57.69 vehicles.
3. The ITE parking generation manual publishes peak parking demand rates observed at office buildings throughout the United States. The average peak parking utilization at suburban office sites is 2.84 vehicles per 1,000 gsf. Based on ITE documentation, the ITE studies conducted at suburban sites are assumed to average 96 percent SOV. Therefore, it was assumed that a parking rate of 2.84 in ITE correlates to a peak parking demand rate of 96 vehicles per 100 people.
4. Applying the ratio of CTR parking demand to ITE parking demand per 100 people (57.69/96.00) to the ITE parking rate of 2.84, an ITE "mode-adjusted" parking rate of 1.71 vehicles per 1,000 gsf was calculated.
5. In order to compare the ITE mode-adjusted parking rate (based on gross square feet) to City of Bellevue parking ratios that are based on net square feet, the ratio was divided by 0.825 which results in an estimated parking demand rate of 2.07 vehicles per 1,000 nsf. This is the estimated peak parking demand ratio associated with the latest CTR Survey data.

6. The methodology described in the preceding steps can be performed in reverse if the parking demand ratio is given, and the objective is to determine the target SOV rate. This is what was done to determine the SOV rates that would be associated with the existing parking demand observed at the 3 study sites (2.01) and for the proposed target parking ratio (1.95).

Based on the 3 study sites included in our parking demand study and reversing the steps described above, the observed peak parking demand rate of 2.01 vehicles per 1,000 nsf equates to an estimated existing SOV rate of 50 percent. Likewise, the proposed target parking demand ratio of 1.95 stalls per 1,000 nsf can be achieved if the project is able to attain an estimated SOV rate of approximately 48 percent (about 2 percent less than the existing SOV rate at the 3 existing buildings in our study). A chart that illustrates the relationship between parking demand rates and office SOV rates based on our methodology is included below.



A summary of estimated office parking demand rates associated with SOV mode share assumptions for 3 scenarios are shown in Table 2. Detailed parking/mode split calculations for these 3 scenarios are included in Attachment D.

Table 2
Office Parking Demand Rates vs SOV Mode Shares

Scenario	SOV Mode-Split	Parking Demand Rate (veh per 1,000 nsf)
Existing CTR Data (2015-2016) – Downtown Bellevue Average	52%	2.07
Estimated SOV Mode Share at 3 Parking Study Sites	50%	2.01
Estimated SOV Mode Share to Achieve Target Parking Ratio	**48%**	**1.95**

Transportation Management Program

The applicant will implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand.

Bellevue's *TMP Implementation Guidelines* require the owner of a building to establish an SOV mode share goal. The goal can either be equal to the average CTR SOV mode share for Downtown Bellevue worksites (average of the most recent three measurement cycles, currently 53 percent SOV), or equal to the Comprehensive Plan Target Level (35 percent SOV maximum). For the Bellevue Plaza project, the target parking ratio of 1.95 is only likely to be achieved if the SOV rate falls to below 53 percent. Based on our parking demand vs. SOV mode share analysis the applicant should consider a goal of around 48 percent SOV.

Bellevue's *TMP Implementation Guidelines* require certain elements be included in all TMPs. In addition to these baseline elements, the owner is required to choose additional elements from a list of Tier 1 and Tier 2 elements (Tier 1 = higher impact, Tier 2 = lower impact). For Office buildings 50,000 gross square feet (gsf) and larger, the owner must choose <u>at least one Tier 1 element</u> and <u>at least two Tier 2 elements</u>. Required baseline Elements, Tier 1 Element options, and Tier 2 Element options are shown below. More detailed descriptions of the TMP elements are included in Attachment E.

Required TMP Elements
(Source: City of Bellevue TMP Implementation Guidelines 11/16/17)

	Required Baseline Elements		Tier 1 Element Options (higher-impact)		Tier 2 Element Options (lower-impact)
1	Post information	8	Provide financial incentive	12	Provide guaranteed ride home
2	Distribute information	9	Provide shuttle van/bus service	13	Provide preferential HOV parking
3	Provide building transportation coordinator	10	Provide flexible parking options	14	Conduct annual transportation options event
4	Leases in which tenants are required to participate in periodic surveys	11	Daily Only Parking	15	Provide secure, covered bicycle parking
5	Identify parking cost as a separate line item in tenant leases			16	Provide shower facilities
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.			17	Provide off-street passenger loading area
7	Submit periodic report describing implementation of TMP provisions			18	Provide parking on-site for carshare vehicles
				19	Annual TMP services contract with Transportation Management Association

Note: Offices Buildings 50,000 gsf and larger are required to implement all Baseline Elements, at least one Tier 1 Element, and at least two Tier 2 elements.

To support the proposed target parking ratio for this development, the applicant is willing to adopt a more aggressive SOV mode share goal and implement additional TMP measures beyond the standard measures required by code (all Baseline Elements, more than one Tier 1 Element, and more than two Tier 2 Elements). Tier 1 and Tier 2 elements that the applicant is committed to implement include:

Tier 1 Elements (1 required, 2 are proposed)

- Provide financial incentives for transit, carpool, and vanpools
- Provide flexible parking options

Tier 2 Elements (2 required, 8 are proposed)

- Provide guaranteed ride home
- Provide preferential HOV parking
- Conduct annual transportation options event
- Provide secure, covered bicycle parking
- Provide shower facilities
- Provide off-street passenger loading area
- Provide parking on-site for carshare vehicles
- Enter into annual TMP services contract with Transportation Management Association

The SOV mode share goal and specific TMP measures will be further reviewed and discussed with the City when the TMP implementation agreement is developed prior to building occupancy.

New and Existing Non-Motorized & Transit Facilities

The Bellevue Plaza site will be well served by non-motorized and transit facilities which encourage reduced vehicle use and support a lower parking ratio for this project.

The project will provide wider sidewalks on all street frontages and will also add a mid-block pedestrian crossing on 106th Ave NE (Phase 1) and a new pedestrian crossing on NE 2nd Street (Phase 2). The proposed traffic signal on Main Street will also include a signalized pedestrian crossing. Downtown through-block connections are also being provided to allow pedestrians access across the site between 105th and 106th, and between Main St and NE 2nd Street. Pedestrian improvements on the site will connect to existing sidewalks that are provided throughout Downtown Bellevue.

A dedicated buffered bike lane will be provided on Main Street along the project frontage which links to existing bike lanes west of 105th Ave NE. In addition, dedicated bike lanes are located 2 blocks east on 108th Ave NE between Main Street and NE 12th Street as part of a pilot project. Lime, a bike share program, has recently started in Bellevue and provides office workers with another way to travel within and around Downtown Bellevue without a car. In addition, the project will include extensive on-site bicycle amenities for tenant employees including long- and short-term storage for bicycles within the building and on-site.

Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. The nearest public transit stops are located on Main Street adjacent to the Phase 1 site. The transit stops provide access to Metro Route 249 with access to the Overlake Transit Center, Overlake Park & Ride, South

Kirkland Park & Ride, Bellevue Transit Center, and South Bellevue Park & Ride. In addition, the Bellevue Transit Center is located less than 0.4 miles from the project site and provides access to 20 local and regional routes.

The East Link Light Rail Extension is expected to open in 2023 and will give riders a fast, frequent and reliable connection from Downtown Bellevue to Redmond Overlake, downtown Seattle, Sea-Tac Airport and the University of Washington. The future Bellevue Transit Center Station will be a street-level station at NE 6th Street with an entrance on the east side of 110th Ave NE and a second one on the west side of 112th Ave NE. Light rail will provide a significant increase in transit capacity in Downtown Bellevue which is necessary if the City is to reach their non-SOV mode share target of 65 percent (35 percent SOV).

The City of Bellevue's adopted Transit Master Plan has identified 2 future transit routes in the immediate project vicinity that are planned by Year 2030 to better serve growing transit needs and to provide enhanced connections to the Downtown Light Rail Station. Route 3FX would provide frequent express service utilizing Bellevue Way and would connect Bellevue to Renton and Westwood Village via Sea-Tac Airport and Burien. It would have connections to Bellevue Transit Center and the South Bellevue Station. Route 11FL would provide frequent local service utilizing Main Street and would link Downtown Bellevue, Factoria, and Renton with connections to Bellevue Transit Center and South Bellevue Station.

Office Parking Ratios in Other Jurisdictions

For comparison, a review of minimum required office parking ratios in other nearby jurisdictions in downtown areas was conducted. Table 3 summarizes our findings.

Table 3
Required Downtown Office Parking Ratios in Other Jurisdictions

	Minimum Parking Stalls Required	
Jurisdiction	Code Requirement	Stalls per 1,000 Net Sq. Ft.[5]
Redmond [1]	2 per 1,000 gsf	2.42 per 1,000 nsf
Kirkland [2]	1 per 350 gsf	3.46 per 1,000 nsf
Renton [3]	*None Required*	*None Required*
Seattle [4]	*None Required*	*None Required*

1. Per RZC 21.10 (Downtown Urban Center) and RZC 21.12 (Overlake Urban Center)
2. Per KZC Chapter 50 (Central Business District (CBD) Zones)
3. Per RMC 4-4-080(F)10.d (Center Downtown (CD) Zone)
4. Per SMC 23.49.019 (Downtown Zoning)
5. Stalls per 1,000 gross square feet (gsf) factored by 1/0.825

As shown in Table 3, the minimum required downtown office parking ratios in other nearby jurisdictions ranges from zero to 3.46 stalls per 1,000 nsf. All of these jurisdictions except Seattle are much more suburban than downtown Bellevue with less access to transit. Although Redmond, Kirkland, and Renton contain "urban center" designations, none of them allow development to exceed 12 stories and height limits are more commonly 5 to 7 stories. With a maximum height limit of 600 feet, the density allowed on the Bellevue Plaza site in downtown Bellevue is more comparable to the urban density in downtown Seattle than the density in these other suburban jurisdictions. It is also notable that Seattle and Renton have chosen to eliminate parking minimums for office uses in their downtown zones, which is a growing trend around the nation.

Comprehensive Plan Analysis

Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Ample parking leads to cheaper parking which leads to more workers choosing to drive to work. Therefore, in order for the City to reach its non-SOV mode share target it must reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio, including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Request for Parking Modification

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.5 stalls per 1,000 net square feet (nsf) to a minimum of 1.95 stalls per 1,000 nsf. Based on current project statistics (540,876 nsf of office for Phase 2), the minimum code-required parking supply for the office use is 1,352 stalls, and the proposed minimum parking supply for the office use with this modification would be 1,055 stalls for Phase 2. The applicant is proposing to meet the City's minimum code requirements for retail and restaurant parking.

Please contact me at 206-498-5897 or forster@tenw.com with any questions.

cc: Murray Crampton, Vulcan, Inc

ATTACHMENT A
Preliminary Site Plan

ATTACHMENT B

Local Parking Study Count Data
October 2018

Bellevue Plaza
Parking Study Summary - Counts vs Supply (includes Bank Stalls)
4/30/2019

			Parked Vehicles Observed[1]									
			10:00 AM			2:00 PM						
Building	**Site Address**	**Stall Type**	**Tuesday**	**Thursday**	**2-Day Average**	**Tuesday**	**Thursday**	**2-Day Average**	**Peak Demand**	**Parking Supply**	**% Occupied**	**# of Empty Stalls**
Amazon - Everest Bldg (fmr Centre 425)	425 106th Ave NE	General	286	283		315	322			**663**		
		Bank	12	8		14	11			**25**		
		Visitor	1	1		0	1			**10**		
		TOTAL	299	292	**296**	329	334	**332**	**332**	**698**	**48%**	**366**
Civica	225 108TH AVE NE	General	610	561		619	607			**895**		
		Motorcycle	5	4		4	4			**-**		
		TOTAL	615	565	**590**	623	611	**617**	**617**	**895**	**69%**	**278**
Columbia West	155 108th Ave NE	General	157	177		159	173			**257**		
		TOTAL	157	177	**167**	159	173	**166**	**167**	**257**	**65%**	**90**

Notes:
1. Based on counts of parked vehicles conducted by TENW on Tuesday 10/23/18 and Thursday 10/25/18

ATTACHMENT C

Parking Supply and Demand Rate Calculations

Bellevue Plaza
Office Parking Supply Rates
4/30/2019

		A	B	C = A X B	D	E = D/C X 1,000
		Office Building Area				
Office Building	**Site Address**	**Gross SF [1]**	**Gross to Net SF Factor[2]**	**Net SF (estimated)**	**Parking Supply (stalls) [3]**	**Parking Supply Ratio (stalls per 1,000 Net SF)**
Amazon - Everest [4]	425 106th Ave NE	373,009	82.5%	307,732	698	2.27
Civica	225 108TH AVE NE	293,653	82.5%	242,264	895	3.69
Columbia West	155 108th Ave NE	139,479	82.5%	115,070	257	2.23
					Average =	**2.73**

Notes:
1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking supply as counted and confirmed by TENW
4. Parking supply at Amazon-Everest includes dedicated bank parking stalls.

Bellevue Plaza
Office Parking Demand Rates
4/30/2019

		A	B	C = A X B	D	E	F = D/(C X E) X 1,000
		Office Building Area					
Office Building	**Site Address**	**Gross SF [1]**	**Gross to Net SF Factor[2]**	**Net SF (estimated)**	**Observed Peak Parking Demand (vehicles) [3]**	**Vacancy Factor[4]**	**Parking Demand Ratio[5] (vehicles per 1,000 Net SF)**
Amazon - Everest	425 106th Ave NE	373,009	82.5%	307,732	332	80%	1.35
Civica	225 108TH AVE NE	293,653	82.5%	242,264	617	82%	3.11
Columbia West	155 108th Ave NE	139,479	82.5%	115,070	167	93%	1.56
						Average =	**2.01**

Notes:
1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking demand is the peak 2-day average of counts conducted at 10:00 AM and 2:00 PM in October 2018.
4. Vacancy factor for Amazon-Everest provided by building management. Vacancy factor for others based on vacant office spaces as advertised on Broker websites
5. Parking demand ratio assumes 100% occupancy

ATTACHMENT D

Office Parking Demand vs. Mode Split Calculations

PARKING RATIO BASED ON CURRENT CTR MODE SPLIT (52% SOV = 2.07 STALLS/1,000 NSF)

Mode of Transportation	2015-2016 Downtown Bellevue CTR Survey
Drive alone (non-motorcycle)	51.70%
Bus	22.00%
Carpool	9.00%
Teleworked	7.10%
Walk	4.50%
Vanpool	2.00%
Bicycle	1.20%
Motorcycle (1 person)	0.70%
Train/light rail/streetcar	0.40%
Compressed work week day off	0.10%
Ferry as a walk-on passenger	0.10%
Ferry with a vehicle	0.10%
Motorcycle (2 or more people)	0.04%
Other	1.00%
TOTAL	99.94%

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	51.70	1	51.70
Carpool	9.00	2	4.50
Motorcycle (1 person)	0.70	1	0.70
Motorcycle 2+	0.04	2	0.02
Ferry (with veh)	0.10	1	0.10
Vanpool	2.00	3	0.67
Non-Vehicle and Transit	36.46	-	0.00
	100.00		57.69

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
Standard ITE Rate (suburban) per sf GFA[1]	100	96	2.84
BELLEVUE CBD CUSTOM RATES			
ITE Rate per sf GFA Adj for Mode Split[2]	100	57.69	1.71
GFA to Net SF Factor[3]			82.5%
Bellevue CBD Average CTR Rate per Net SF[4]			**2.07**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition rate for LUC 701 Office Building
ITE studies average a 96% (or more) vehicle mode share (per ITE Trip Generation Handbook, 3rd Edition)

[2] ITE adjusted rate is the suburban rate factored by mode-adjusted demand/ITE demand per 100 people

[3] 82.5% factor based on discussions with Graphite and NBBJ Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

BELLEVUE PLAZA STUDY SITES ESTIMATED SOV RATE (2.01 STALLS/1,000 NSF = 50% SOV)

Mode of Transportation	2015-2016 Downtown Bellevue CTR Survey	SOV Rate based on 2.01
Drive alone (non-motorcycle)	51.70%	**50.00%**
Bus	22.00%	22.78%
Carpool	9.00%	9.32%
Teleworked	7.10%	7.35%
Walk	4.50%	4.66%
Vanpool	2.00%	2.07%
Bicycle	1.20%	1.24%
Motorcycle (1 person)	0.70%	0.72%
Train/light rail/streetcar	0.40%	0.41%
Compressed work week day off	0.10%	0.10%
Ferry as a walk-on passenger	0.10%	0.10%
Ferry with a vehicle	0.10%	0.10%
Motorcycle (2 or more people)	0.04%	0.05%
Other	1.00%	1.04%
TOTAL	99.94%	99.94%

non-SOV numbers adjusted upward in proportion to the CTR survey

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	50.00	1	50.00
Carpool	9.32	2	4.66
Motorcycle (1 person)	0.72	1	0.72
Motorcycle 2+	0.05	2	0.03
Ferry (with veh)	0.10	1	0.10
Vanpool	2.07	3	0.69
Non-Vehicle and Transit	37.74	-	0.00
	100.00		56.20

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
Standard ITE Rate (suburban) per sf GFA[1]	100	96	2.84
BELLEVUE CBD CUSTOM RATES			
ITE Rate per sf GFA Adj for Mode Split[2]	100	56.20	1.66
GFA to Net SF Factor[3]			82.5%
Bellevue Plaza Study Site Average Rate per Net SF[4]			**2.01**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition rate for LUC 701 Office Building
ITE studies average a 96% (or more) vehicle mode share (per ITE Trip Generation Handbook, 3rd Edition)

[2] ITE adjusted rate is the suburban rate factored by mode-adjusted demand/ITE demand per 100 people

[3] 82.5% factor based on discussions with Graphite and NBBJ Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

BELLEVUE PLAZA TARGET PARKING RATIO SOV RATE (1.95 STALLS/1,000 NSF = 48% SOV)

Mode of Transportation	2015-2016 Downtown Bellevue CTR Survey	SOV Rate to Achieve Target of 1.95
Drive alone (non-motorcycle)	51.70%	**48.00%**
Bus	22.00%	23.69%
Carpool	9.00%	9.69%
Teleworked	7.10%	7.64%
Walk	4.50%	4.85%
Vanpool	2.00%	2.15%
Bicycle	1.20%	1.29%
Motorcycle (1 person)	0.70%	0.75%
Train/light rail/streetcar	0.40%	0.43%
Compressed work week day off	0.10%	0.11%
Ferry as a walk-on passenger	0.10%	0.11%
Ferry with a vehicle	0.10%	0.11%
Motorcycle (2 or more people)	0.04%	0.05%
Other	1.00%	1.08%
TOTAL	99.94%	99.95%

non-SOV numbers adjusted upward in proportion to the CTR survey

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	48.00	1	48.00
Carpool	9.69	2	4.85
Motorcycle (1 person)	0.75	1	0.75
Motorcycle 2+	0.05	2	0.03
Ferry (with veh)	0.11	1	0.11
Vanpool	2.15	3	0.72
Non-Vehicle and Transit	39.25	-	0.00
	100.00		54.45

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
Standard ITE Rate (suburban) per sf GFA[1]	100	96	2.84
BELLEVUE CBD CUSTOM RATES			
ITE Rate per sf GFA Adj for Mode Split[2]	100	54.45	1.61
GFA to Net SF Factor[3]			82.5%
Bellevue Plaza Target Parking Rate per Net SF[4]			**1.95**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition rate for LUC 701 Office Building
ITE studies average a 96% (or more) vehicle mode share (per ITE Trip Generation Handbook, 3rd Edition)

[2] ITE adjusted rate is the suburban rate factored by mode-adjusted demand/ITE demand per 100 people

[3] 82.5% factor based on discussions with Graphite and NBBJ Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

ATTACHMENT E

Bellevue TMP Element Descriptions

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	No requirements	Less than 50,000 gsf	Less than 150,000 gsf	Less than 50,000 gsf	Less than 80,000 gsf	Less than 150,000 gsf	Less than 200 units	(5)
	Required Baseline Elements							
1	Post information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
2	Distribute information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(5)
3	Provide building transportation coordinator	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(5)
4	Leases in which tenants are required to participate in periodic surveys	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
5	Identify parking cost as a separate line item in tenant leases	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
7	Submit periodic report describing implementation of TMP provisions	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
	Additional Elements Required (Choose from list below; Tier 1 = higher-impact; Tier 2 = lower-impact)	**# of activities required: Tier 1: 1 Tier 2: 2** Note: this is the minimum. Buildings not progressing toward performance goal may need to add activities, beyond the minimum; buildings meeting goal may reduce activities to minimum or below.	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 0 Tier 2: 1**	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	Tier 1 Element Options (higher-impact)							
8	Provide financial incentive							
9	Provide shuttle van/bus service							
10	Provide flexible parking options							
11	Daily Only Parking							
	Tier 2 Element Options (lower-impact)							
12	Provide guaranteed ride home							
13	Provide preferential HOV parking							
14	Conduct annual transportation options event							
15	Provide secure, covered bicycle parking							

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
16	Provide shower facilities							
17	Provide off-street passenger loading area							
18	Provide parking on-site for carshare vehicles							
19	Annual TMP services contract with Transportation Management Association							

"gsf" is gross square feet, as defined in LUC 20.50.020 (F)

Footnotes to Transportation Program Requirements Table:

(1) Specific actions that the owner of the property must take to mitigate traffic and/or parking impacts.
(2) Excluding medical clinics and other health care services.
(3) Excluding assisted living facilities and nursing homes.
(4) Other than mixed retail.
(5) Requirements for mixed uses will be determined on a project basis as described in BCC 14.60.070.G.

B. TMP Program Elements Descriptions

The descriptions below provide additional information regarding each of the activities listed in the chart above.

- Elements 1-7 are required at some or all TMP sites
- Elements 8-11 are activities considered "higher-impact" for trip reduction. Some TMP sites are required to pursue one of these activities.

Note: To be considered "higher-impact" for trip reduction, an activity must meet a 2-part test:

i. Does it save the commuter time and/or money?
ii. Does it plausibly offer the potential to affect 5% or more of commute trips (determined by observing effect at existing buildings in similar settings)

- Elements 12-19 are activities considered "lower-impact" for trip reduction. Most TMP sites are required to pursue two of these activities.

1. **Post Information**.

Implementation guidance: Post up-to-date commute options information in a visible central location. Following are two acceptable approaches:

- A commuter information center board, with posted information and printed material available for users to take. This is the traditional approach to posting information; currently, availability of printed materials transit providers and public agencies is limited.
- An electronic display and/or kiosk; preferably this will include display of real-time transit and travel options information (e.g., TransitScreen).

With either option, the Commute Program Summary for the building should be made available either as a hard copy or an electronic display (see "Distribute Information" element below for detail regarding the Commute Program Summary).

- Commuter information centers, kiosks and building fliers should include contact information for the Building Transportation Coordinator (not required at residential sites).

The following are acceptable approaches at residential sites and may be useful at other TMP sites when used in conjunction with other approaches, identified above:

- Provision of relevant printed materials at the Project concierge desk or leasing office,
- Posting a sign in each building lobby directing residents to the concierge desk or leasing office for printed materials and/or identifying one or more websites with relevant information regarding transportation options.

Applicability: Required element for all TMP sites.

2. **Distribute Information**.

Implementation guidance: Distribute up-to-date commuter information tailored to the TMP site. This involves two elements:

1. Building must compile and produce a "Commute Program Summary" that includes relevant information for persons commuting to the site. This Commute Program Summary is typically a flier or brochure, which describes commute options, relevant building services and supporting activities offered by the building management and includes contact information for the building transportation coordinator.
2. Commute Program Summary must be distributed to all tenants and all employees at least once each year and to new tenants and new employees as they move in. A building internet or intranet page describing these elements may be distributed in lieu of a paper document.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals.

3. **Provide a Building Transportation Coordinator**.

Implementation guidance: The building transportation coordinator shall act as liaison to the city and shall perform tasks specified in the TMP agreement for the building, as they are described in the TMP agreement document and as they may be further described in the *TMP Implementation Guidelines*. The property owner must provide the transportation coordinator's name to the city. The coordinator must be available for meetings and training sessions conducted by the city or other agency approved by the city. The building transportation coordinator should be available to provide commute options information and assistance to workers in the building.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals, Retail/Mixed Retail/Shopping Centers.

4. **Leases in which tenants are required to participate in periodic surveys**.

Implementation guidance. Tenant leases must include language requiring tenant cooperation in surveying their employees in conjunction with periodic building-wide commute surveys (for building performance measurement). Recommend that leases include provision that each tenant have a designated Transportation Coordinator to facilitate the survey process. Attachment 2 provides sample lease language.

Applicability: Required at Office uses.

5. **Identify parking as a separate line item in tenant leases.**

   Implementation Guidance: Cost of parking must not be bundled with floor space rent. For buildings in Downtown, the minimum monthly rate per stall must be not less than the cost of a countywide transit pass ($117.00, as of fall 2017). For buildings located outside Downtown, the per-stall rate must be not less than 50% of the cost in Downtown. This requirement does not apply to tandem stalls, designated and marked electric vehicle stalls nor to designated and marked carpool stalls, provided the property owner has in place a means to regularly monitor and effectively enforce appropriate use of such stalls.

   This requirement does not dictate the terms on which property owners and tenants may choose to offer parking to the end user.

   Applicability: Required at Office uses.

6. **Conduct periodic surveys of workers in building, to determine TMP effectiveness.**

   Implementation guidance: Surveys are typically conducted every second year. The survey process is described in section V, subsection B, below.

   Applicability: Required at buildings with performance goal (typically, these are Office uses).

7. **Submit periodic report detailing compliance with TMP requirements**.

   Implementation guidance: Implementation reports are typically required every second year. The reporting process is described in section V, subsection A, below.

   Applicability: Required at all TMP sites.

8. **Provide financial incentive.**

   Implementation guidance: Provide a financial incentive to employees on site who customarily commute by transit, carpool or vanpool. The level of incentive must be at least 25% of the cost of a one-month, countywide transit pass. Incentives may be in the following forms:

   - Monthly transit pass subsidy or credit to ORCA card
   - Vanpool fare subsidy

   The following are options in locations where an end-user parking charge prevails:

- Discount in monthly parking charge for carpools (assume 2 persons per carpool)
- Discounted or free parking for registered vanpools (assume 5 persons per vanpool)

The minimum parking charge discount for carpools and vanpools must be calculated as multiple of the occupancy, using the values indicated above or alternative values as may be documented for a particular building.

Discussion: The financial incentive may be provided to the end user (commuter) by the building manager or by the tenant (i.e., employer).

Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity.)

9. **Provide shuttle van/bus service.**

   Implementation guidance: Offer custom van or bus service to the worksite. The service may be from the home origin area of employees or from a nearby transit hub. If this is a "last-mile" service connecting the TMP building to a transit hub, service must be provided free of charge to the end user. In the case of "last-mile" service, frequency must be at least every 30 minutes during the AM and the PM peak commute periods. Service provided at lesser frequency will considered a "Tier 2" level activity.

   Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity.)

10. **Provide flexible parking options—high impact** (applies to locations where end-user parking charge prevails)

    Implementation guidance: Provide flexibility in parking access to commuters who do not purchase (or otherwise secure) a monthly parking pass. Offer at least two of the following features:

    - Daily parking with in/out privileges
    - Daily parking at cost not to exceed 1/15th of monthly pass cost
    - One or more free park days each month to non-SOV mode users.
    - Reduced-rate, flex-use parking pass, providing fewer days than monthly parking pass.
    - Free or minimal cost weekend garage access for tenants without monthly pass.

- Provide parking access on daily basis only (no monthly parking) for up to 70% of people working in the building; see item 11 below for applicable details.

Discussion: The intent of this activity is to add no-cost or low-cost options for commuters with only an occasional need to drive. In locations where parking is generally priced, a commuter must choose whether to purchase (or otherwise secure) a monthly parking pass. Those without a monthly parking pass typically face barriers of cost (high daily rate, no in-out privileges) and, sometimes, of access (garage closed to non-cardholders on weekends). By adding flexibility to address the occasional need for parking access, commuters are better able to make non-drive-alone options pencil out as their usual daily commute choice.

Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails. In locations where parking is generally available at no charge to the end user, no TMP program credit is provided; the baseline condition—free parking for all—accommodates the range of parking access needs and no price signal for the end user pertains.)

11. **Provide parking access on daily basis only** (applies to locations where end-user parking charge prevails)

    Implementation guidance: Provide parking access on a daily and hourly basis only (no monthly parking passes). Daily charge shall not exceed the greater of 10% of the prevailing market rate or 10% of the cost of a monthly, countywide transit pass and should provide in/out privilege during the day. Total cost per month may be capped at a rate not less than the cost of a monthly, countywide transit pass ($117, as of summer 2017).

    Discussion: Daily parking charges send a price signal each day to the end user (commuter) and encourage use of alternative travel modes on days when a vehicle may not be needed. Facilities/workplaces that have used this framework for parking access have reduced demand (vehicle trips).

    Applicability: Optional at all TMP sites. Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails AND the parking framework described in this element applies to at least 70% of people working in the building. At locations where parking is generally available at no charge to the end user, no TMP program credit is provided.

12. Provide Guaranteed Ride Home.

Implementation guidance: Provide a free ride home (e.g., via taxi, Uber, Lyft) to employees at the building who miss a carpool or transit ride owing to sickness, an unexpected requirement to work late or to leave early owing to a home emergency. Users must be eligible for at least 4 rides per year.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

13. Provide preferential parking.

Implementation guidance: Provide specially marked parking stalls in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate.

- In garage parking, characteristics of a preferential location include a parking deck level near the access and proximity to a building elevator.
- For surface parking, characteristics of a preferential location include proximity to the building entrance and covered parking when possible.
- The number of designated stalls must be scaled to meet the demand.
- Approved users of such stalls should be provided with permit tags, showing their eligibility.
- Spaces must be monitored regularly (at least 3x/week) to ensure correct usage.

Designation of preferred parking offers visible encouragement of HOV commuting, adds convenience for users and provides a visible, consistent location for users to meet their carpool/vanpool.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

14. Conduct annual transportation options event.

Implementation guidance: Promote and conduct a transportation options event at least once per year directed toward employees working in the building. The event should highlight the most relevant transportation options and/or any new programs or features as well as provide information about building commute program options and services. The event must be promoted to employees and held in a visible, common area of the building. The most effective events offer rewards (e.g., giveaway items, prize drawings) and/or food to encourage attendance and engagement.

Applicability: Optional at all TMP sites. (Credited as a Tier 2. “lower-impact” activity.)

15. Provide secure, covered bicycle parking.

Implementation guidance: Bicycle parking must meet all of the following conditions,

- provide protection from weather,
- be accessible to employees coming and going at all hours,
- be sufficiently secure to accommodate bicycles parked overnight,
- supply adequate to meet demand,
- be available free of charge to employees.

Wayfinding to bike parking should be provided from the garage entrance or other logical building access point.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, “lower-impact” activity.)

16. Provide shower facilities.

Implementation guidance: Provide shower facilities for use by workers on site who arrive by bicycle or walking. Shower facilities must be available at no charge to the employee. Additional features may include provision of towel service and/or gear/clothing storage lockers.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, “lower-impact” activity.)

17. Provide off-street passenger loading area.

Implementation guidance: Provide a loading area suitable for carpool/vanpool pickup/dropoff as well as for loading of taxi/transportation network company (on-demand ride-hailing) passengers. Loading area may also be useful for passengers accessing autonomous vehicles. Loading area may be on a building site or on street (public or private) immediately adjacent, provided it offers convenient access to a building entrance. Use of the loading area must be time limited (typically 15 minutes maximum) and monitored as needed to ensure proper use and turnover.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, “lower-impact” activity.)

18. Provide parking on-site for carshare vehicles.

Implementation guidance: Provide one or more designated parking stalls for carshare vehicles. Carshare vehicles are available for rent by the hour or the minute and must be accessible for use by workers in the building who choose to establish individual memberships with the service provider (workers may be responsible for their own membership and vehicle usage fees). Allow for public access to carshare vehicles, where possible.

Discussion: Zipcar is a carshare service currently operating in Bellevue. Two other services, Car2go and ReachNow operate in the region, but are not currently operating in Bellevue. The carshare service model is distinct from on-demand ride-hailing services, such at taxis, Uber and Lyft (which do not align with the purpose of this program element).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

19. Annual TMP services contract with TMA.

Implementation guidance: Engage with a Transportation Management Association (TMA) to provide a suite of services in support of compliance with TMP requirements.

Discussion: By engaging a TMA, buildings are able to tap into available expertise and supporting program elements for trip reduction as well as support the maintenance of trip reduction services capacity at the areawide or community level. For purposes of these Guidelines, a Transportation Management Association or "TMA" is a non-profit, member-controlled organization that provides transportation services in a particular area. It may be a public-private partnership, consisting primarily of area businesses with local government support. A TMA provides an institutional framework for supporting and/or providing transportation demand management programs and services. TransManage, a service of the Bellevue Downtown Association, is the only TMA currently active in Bellevue (services are offered citywide).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

20. Alternate program.

Required Baseline Elements, identified as Program Elements 1-7 in the Transportation Management Program Requirements table in Section IV,

subsection A may not be removed. For other activities, a property owner may employ alternative or additional TMP program elements if the property owner and the city agree on the element's relevance and potential effectiveness. Property owners should submit a description of the proposed alternative TMP element to the City's TMP administrator, along with supporting information detailing why the proposed element is appropriate for the building and the reasons why it is expected to be effective in reducing trips. The City TMP administrator will evaluate the proposed alternative element and determine if is suitable as a substitute for an existing approved element in the building TMP Implementation Agreement or may receive credit as an additional element. Criteria for this evaluation will include those described in Section V, subsection C below. If approved by the city, the program element may be assigned to either the Tier 1 (higher-impact) or Tier 2 (lower-impact) category, using the 2-part test described above in the introduction to this subsection "B". The building TMP Implementation Agreement—described in Section III, subsection A of these TMP Implementation Guidelines—must be amended to reflect changes associated with the added or revised program elements.

Discussion: Each building has unique characteristics, and it may be that appropriate or effective TMP strategies are not included in this list. Property owners are encouraged to propose alternate program elements that they believe would be more relevant and/or effective than the options listed here.

Applicability: Optional at all TMP sites. (May be credited as a Tier 1, "higher-impact" or Tier 2, "lower-impact" activity.)

V. Monitoring and Evaluation of TMP Implementation

A. <u>Periodic reporting on implementation activities</u>
Managers of TMP buildings shall complete a TMP Implementation Report every second year, describing measures taken to comply with the TMP Implementation agreement for their building, The City will provide a reporting form. Currently, TMP Implementation Reports are solicited in the fall of every odd-numbered year. The city will evaluate the TMP Implementation Reports and determine if the implementation measures meet the requirements for the building. Managers of buildings at which implementation falls short may be contacted and provided information or direction on how their program activities may be brought into compliance. (See also subsection "C" below.)