



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

**DETERMINATION OF NON-SIGNIFICANCE**

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**PROPONENT:** Washington Square MDP

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**LOCATION OF PROPOSAL:** 10620 NE 8<sup>th</sup> Street

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**DESCRIPTION OF PROPOSAL:** Previous Master Development Plan application #19-105108 LP has been cancelled due to a change in the project’s scope. New Master Development Plan application #19-121114 includes a smaller project limit and proposes an office tower instead of a residential tower. Application #19-121114 is a 2-phase mixed use project on approximately 1.8 acres. Phase 1 is an 8-story hotel with ground floor active use above underground parking. Phase 2 is a 20-story office building with ground floor active use above underground parking.

**FILE NUMBERS:** 19-121114-LP      **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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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.

<i>Elizabeth Stead</i>	<b>5/7/2020</b>
Elizabeth Stead Environmental Coordinator	Date

**OTHERS TO RECEIVE THIS DOCUMENT:**

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- Attorney General [ecyolyef@atg.wa.gov](mailto:ecyolyef@atg.wa.gov)
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# City of Bellevue Development Services Department Land Use Staff Report

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Proposal Name: **Washington Square Master Development Plan (MDP)**

Proposal Address: 10620 NE 8<sup>th</sup> Street

Proposal Description: MDP approval for a one or two-phase development, including an 8-story hotel and a 20-story mixed-use office building within an existing Downtown superblock. The project lies within the DT-O-2-N land use district.

File Number: **19-121114-LP**

Applicant: Kerri Findlay, West77 Partners

Decisions Included: Process II, Master Development Plan Decision and SEPA Determination

Planner: Faheem Darab, Senior Planner

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: August 21, 2019  
Notice of Application: September 12, 2019  
Public Meeting: September 24, 2019  
Notice of Decision: May 07, 2020  
Appeal Deadline: May 21, 2020  
MDP Expiration: May 21, 2030

For information on how to appeal a proposal, visit the Development Services Center at City Hall, 450 110<sup>th</sup> 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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**Attachments**

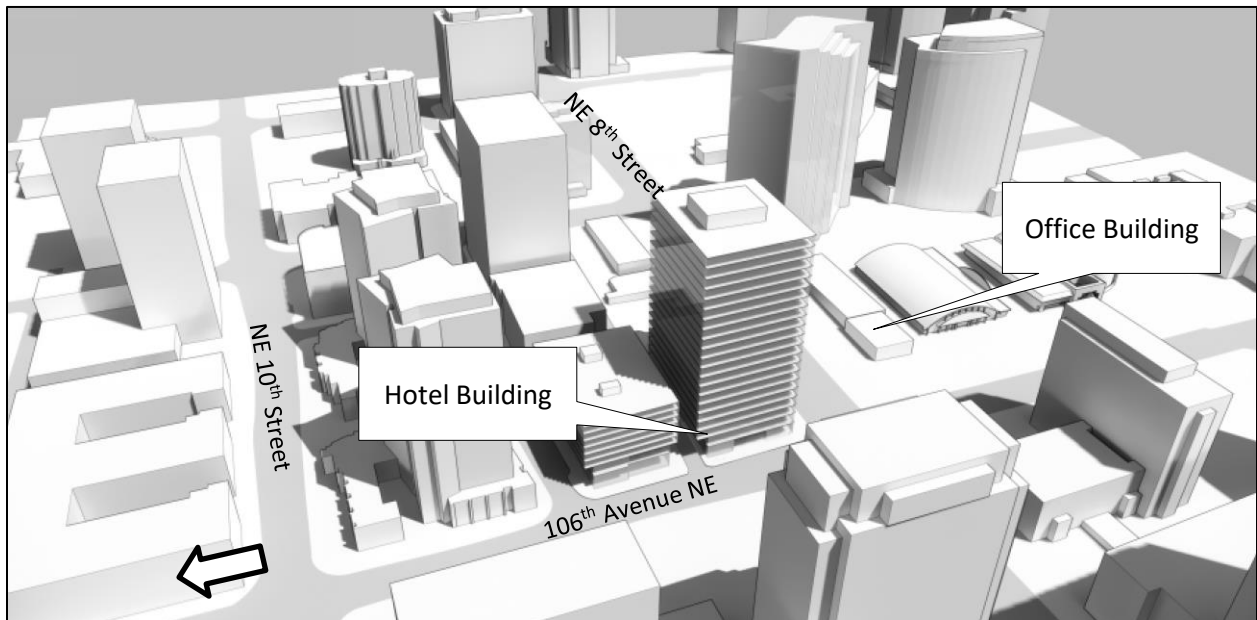
- A. Project Plans
- B. SEPA Checklist
- C. 2019 Comprehensive Plan Matrix
- D. Administrative Departure Request – Build-to Line
- E. Transportation
  - Transportation Solutions, Inc. Memo
  - TENW Response Memo

## I. Request/Proposal Description

### A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Master Development Plan (MDP) approval for a phased development at the southwest corner of an existing superblock. The project will include an 8-story hotel on the northern half of the site, and a 20-story office building on the southern half of the site. Each building will have ground level active uses.

#### Proposed Buildings for the MDP – View Looking East



The applicant requests extended vesting under LUC 20.30.V.190 for 10 years from the date of issuance. This MDP warrants extended vesting beyond the standard timeline based on its size and complexity. The MDP will approve a site plan for two buildings that maximize the available Floor Area Ratio (FAR) of the project limit as well as including FAR from previously dedicated right-of-way along NE 8<sup>th</sup> Street. The buildings include multiple uses. Each building presents unique construction and design challenges with below-grade parking, streetscape improvements, and yet-to-be defined exterior design that will be documented in subsequent Administrative Design Review (ADR) applications for each building.

### B. Phasing

The applicant has identified three phasing scenarios to building the hotel and office buildings:

- Scenario A: Hotel and Office built simultaneously
- Scenario B: Hotel built first, and Office built second
- Scenario C: Office built first, and Hotel built second

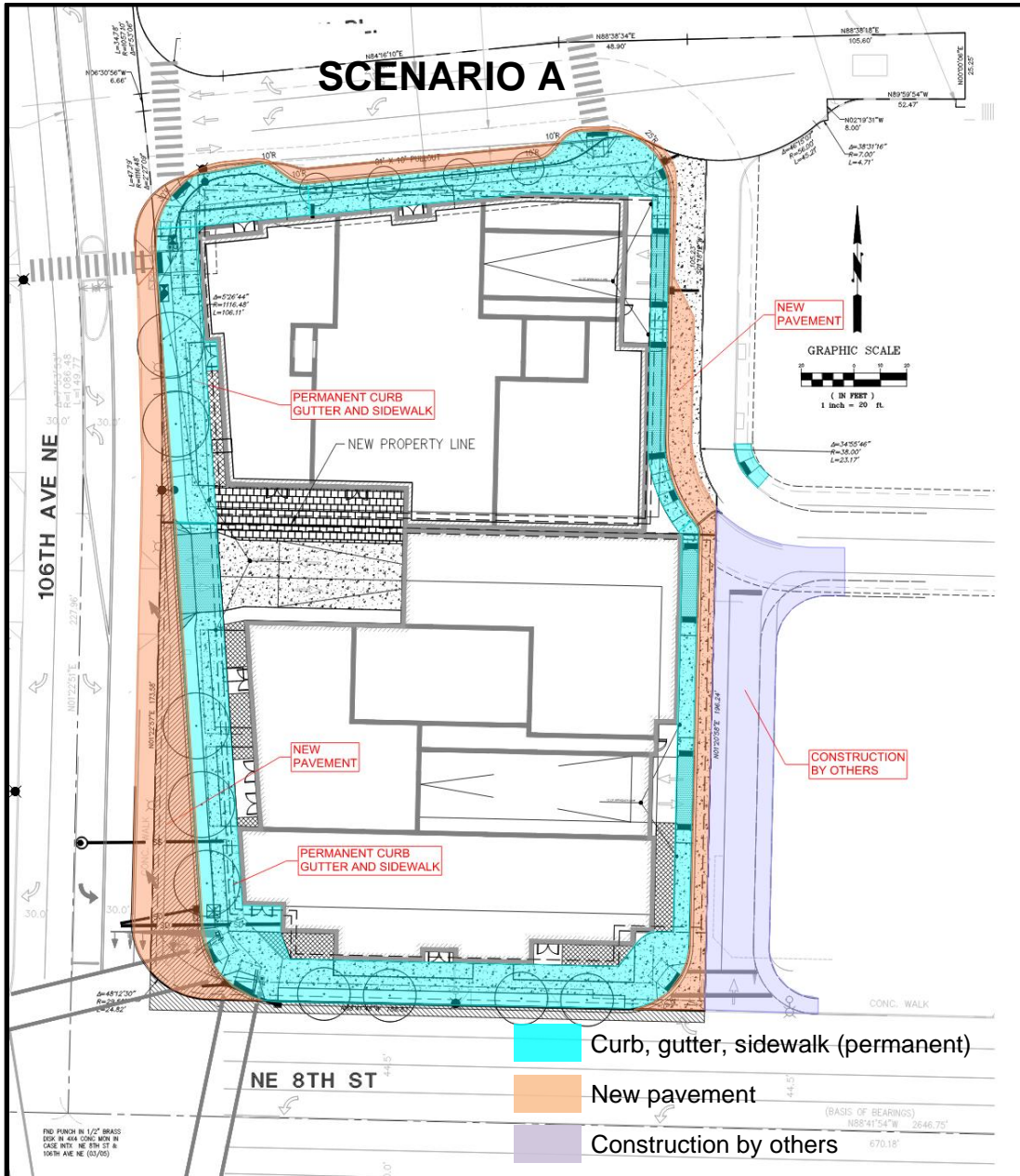
### Phasing Scenario Plan



While the applicant has referred to the Hotel as Phase 1 and the Office as Phase 2 in their project drawings, for the purposes of this report, they will be referred to as the “office” and the “hotel” and phasing will be tied to the three phasing scenarios described below. The office and hotel each have below grade parking structures. These structures are not connected to one another, i.e. they do not allow vehicles to connect pass between buildings underground.

Under Scenario A, the work that would occur within the entire project limit generally includes

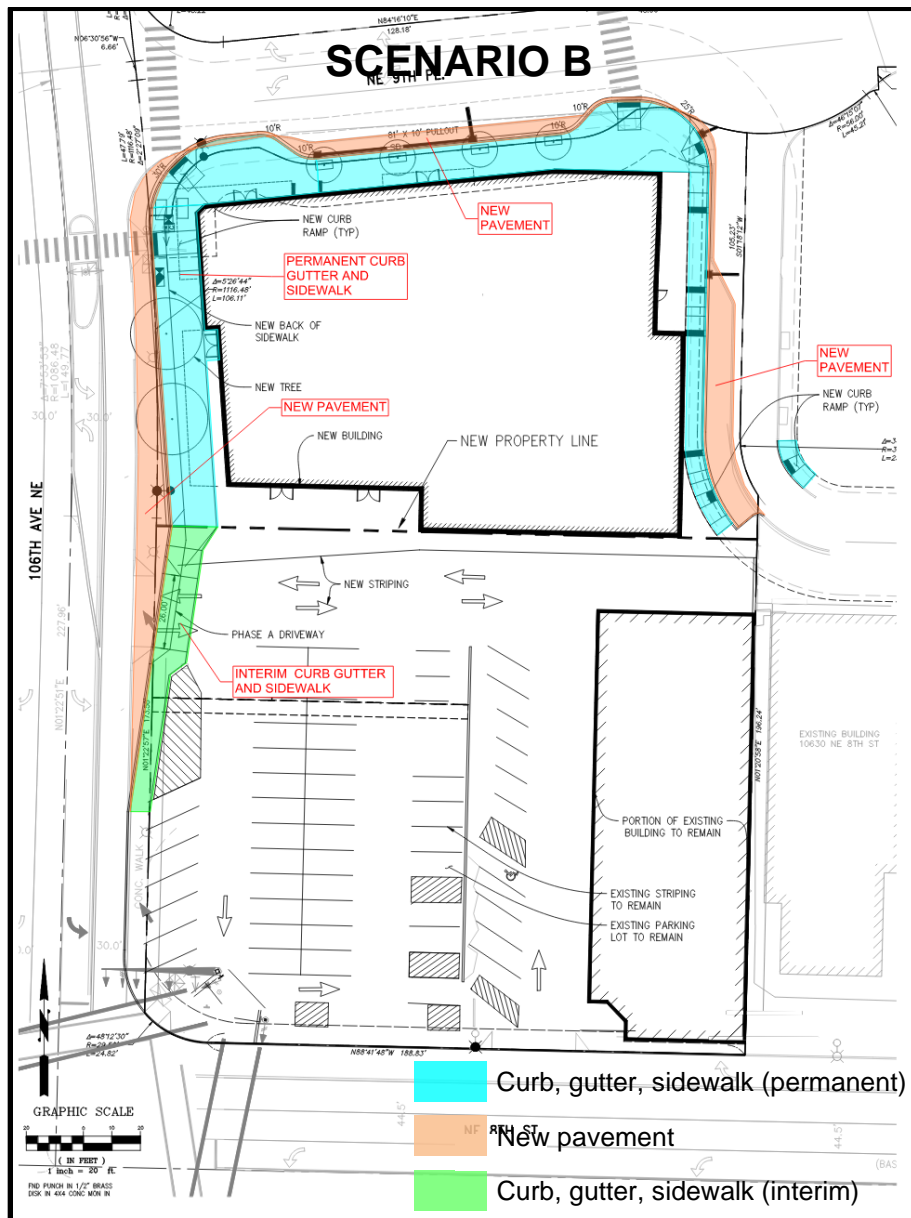
- Demolition of the entire existing building that straddles the hotel and office sites
- Complete build-out of the site with one hotel on the northern site and one office building on the southern site.
- All Transportation improvements as outlined in Section VII.D of this report and shown immediately below.



Under Scenario B, frontage improvements and site improvements associated with building the hotel include:

- Demolition of the portion of an existing building that extends onto the hotel site on the northern portion of the project limit.
- Development of the northern (hotel) portion of the site with a hotel building.
- Alterations to the existing parking and vehicular circulation within the office site.
- Permanent and interim transportation improvements as shown immediately below.

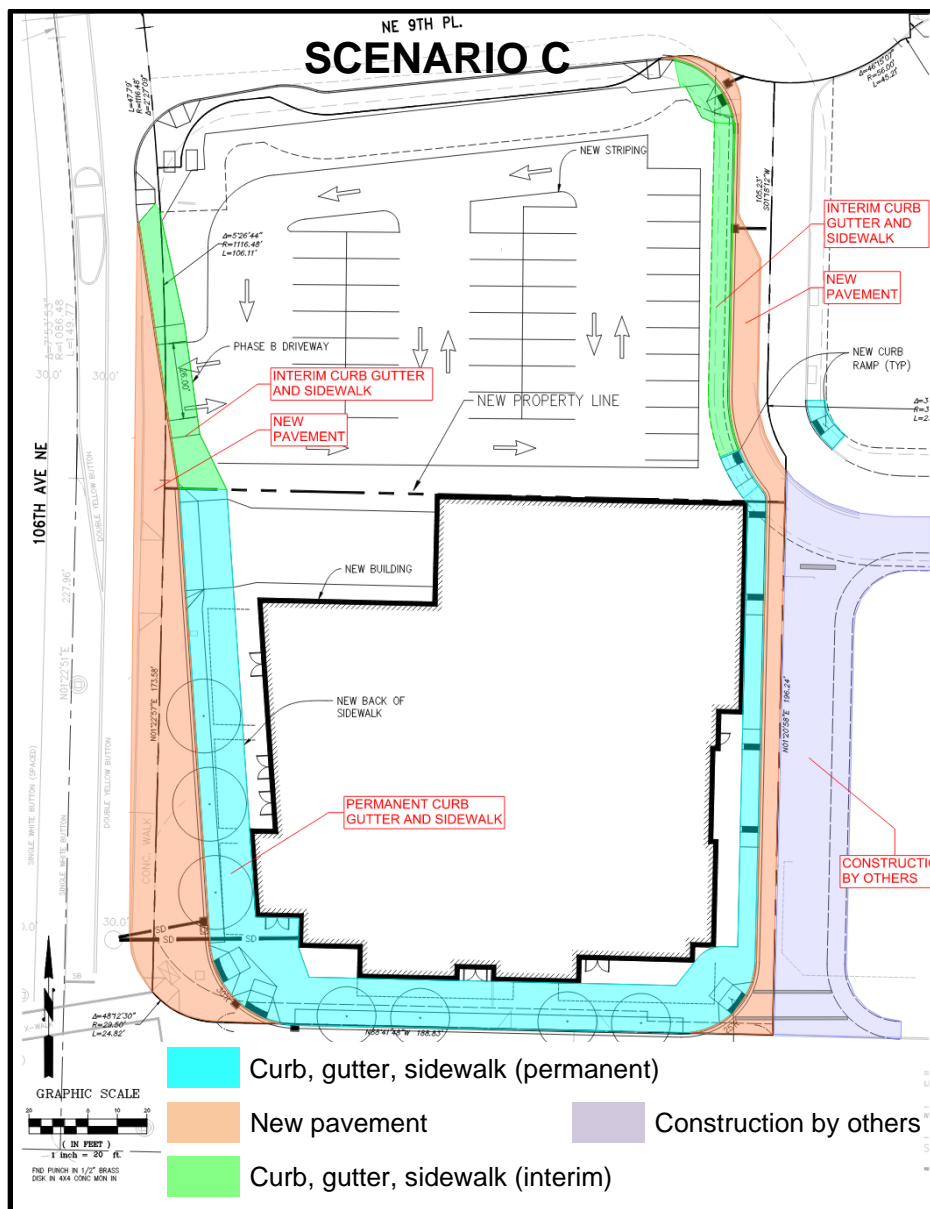
The second phase of Scenario B would include building the office and site improvements as described and shown in Scenario A above. The timing of the second phase of development is undetermined, and in the interim the existing building on the southern portion of the project limit would continue to be tenanted.



Under Scenario C, frontage improvements and site improvements associated with building the office include:

- Demolition of the entire existing building.
- Development of the southern (office) portion of the site with an office building.
- Permanent and interim transportation improvements as shown immediately below.
- Completion of the NE 9<sup>th</sup> Place private street by “others” meaning the landowner to the east currently in Design Review.

The second phase of Scenario C would include building the hotel and site improvements as described and shown in Scenario A above. The timing of the second phase of development is undetermined,



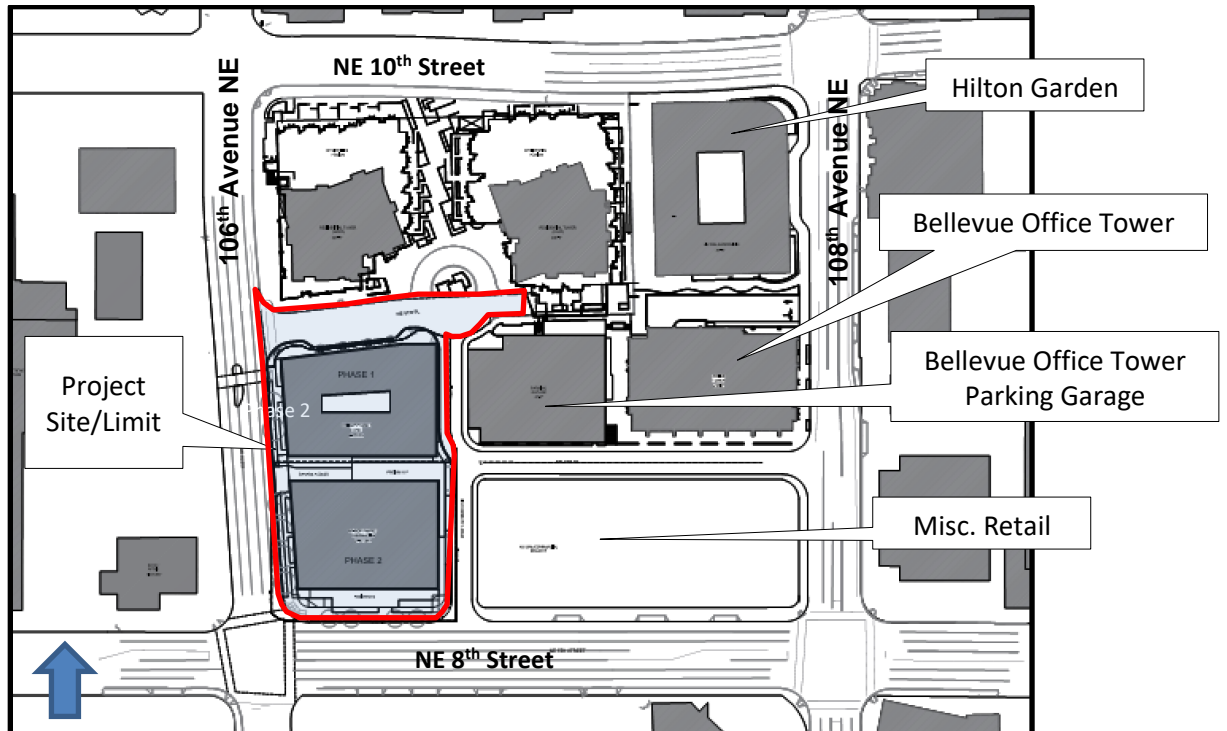


Refer to Project Plans sheets C-201A and C-201B for the Phasing Plans and further discussion of the phasing scenarios in the Transportation technical review in Section VII.D of this report. **Refer to Condition of Approval regarding Phasing, and Phasing Plan for Building Permits in Section XII.A and XII.D of this report.**

### C. Site Design

The project site lies in the southwest corner of an existing superblock, which is bounded by NE 10<sup>th</sup> Street to the north, NE 8<sup>th</sup> Street to the south, 108<sup>th</sup> Avenue NE to the east, and 106<sup>th</sup> Avenue NE to west. Within this superblock are the two Washington Square Residential Towers, the Hilton Garden Inn Hotel, the Bellevue Office Tower, and miscellaneous, older one- and two-story retail buildings. The project limit for the MDP proposal also includes NE 9<sup>th</sup> Place along the northern boundary. This is a private street that also provides access for the Washington Square Towers directly adjacent to the north.

#### Context Diagram

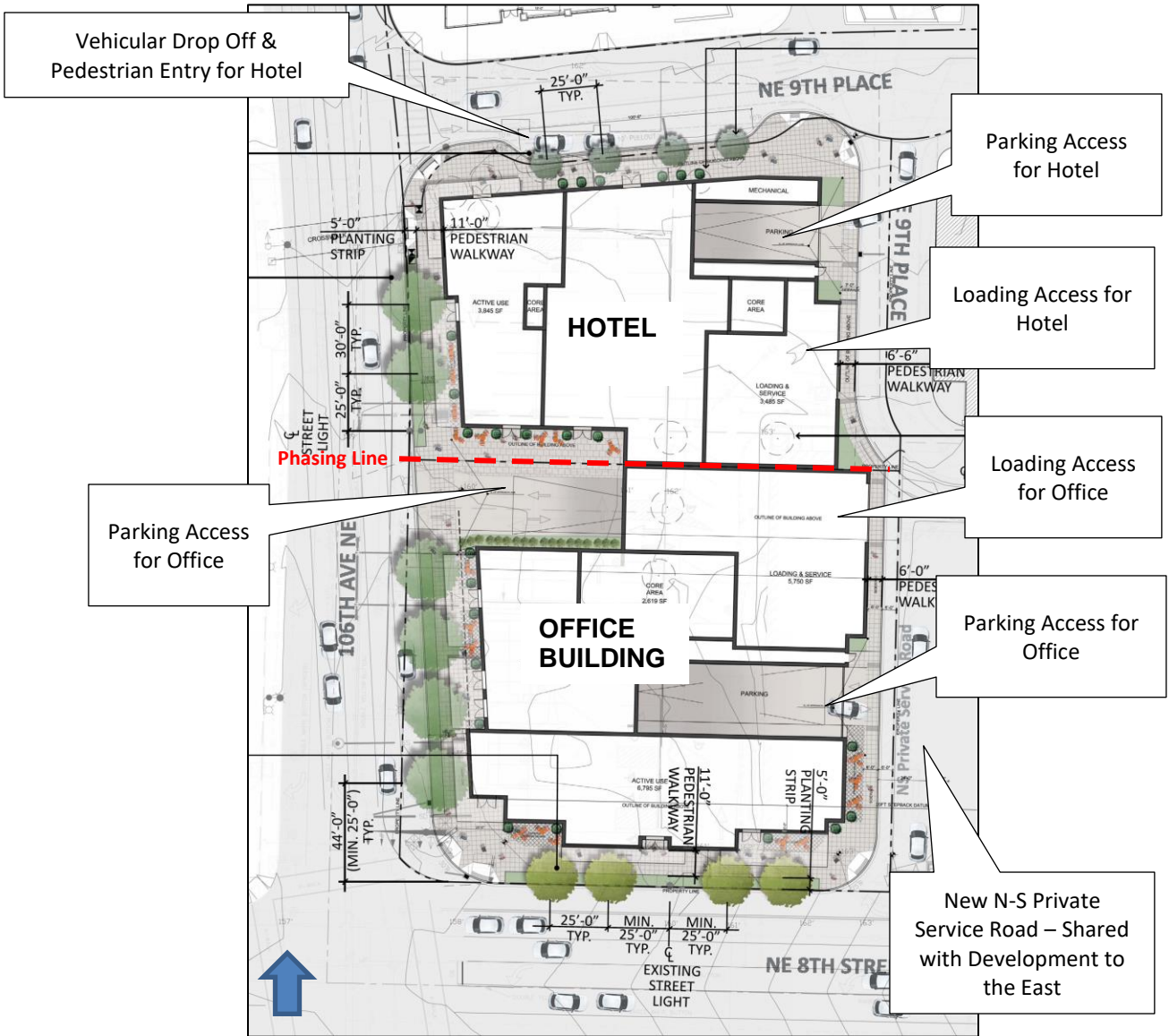


#### **Surrounding Context**

The project will be constructed using one of the scenarios discussed above, either as one complete project both buildings constructed contemporaneously, or as a phased project with either the hotel or office being constructed first. In all scenarios, the 8-story hotel will be on the northern parcel and will have its primary entry on NE 9<sup>th</sup> Place. Active uses will be provided on the ground level. Parking will be provided in 2.5 levels of underground parking that will be accessed from NE 9<sup>th</sup> Place. Loading will be on the ground level and it too will have access off NE 9<sup>th</sup> Place. When a development project to the east is completed (currently under ADR review), the

parking garage and loading area will also have access off a new north-south connector road between the two projects that will provide access from NE 8<sup>th</sup> Street and will connect with the interior NE 9<sup>th</sup> Place roadway.

**Site Plan**



A 20-story office tower is proposed for the southern parcel. The main pedestrian entry to the office tower will be on 106<sup>th</sup> Avenue NE. Active uses will be provided on the ground level facing 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street. Parking for the office tower will be provided in seven levels of underground parking that will be accessed from 106<sup>th</sup> Avenue NE and the new north-south service road extension between this project and the development proposal to the east as described above. A taxi/transportation network company drop-off zone will be provided inside the parking garage. Service and loading entries for the office tower will be from NE 9<sup>th</sup> Place and

the north-south service road once it is completed. **Refer to Condition of Approval regarding Provisions for Loading, Pedestrian Amenities, and Recycling and Solid Waste Collection in Section XII of this report.**

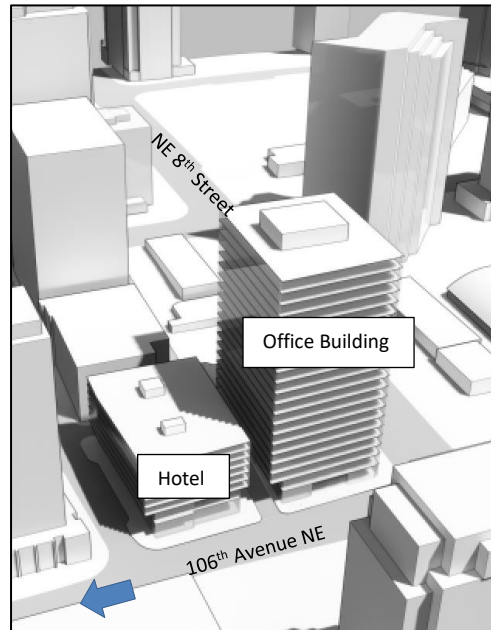
#### D. Building Design

The buildings shown in this MDP proposal are conceptual in nature to demonstrate compliance with the applicable dimensional requirements of the Land Use Code (LUC). Detailed review of each building will occur during the required Design Review process. Refer to Section III below for how the MDP and the proposed conceptual building designs have met the dimensional requirements of the LUC and to Section VI for a Departure Request to pull the building back from the Built-To Line in specific locations.

Additionally, the City shall review a Sign Master Plan for the entire MDP. This sign master plan will include conceptual design of all building signage, including directional and informational signage.

**Refer to Condition of Approval regarding the Sign Master Plan in Section XII of this report.**

View of Proposal looking East



#### E. Process

Master Development Plan (MDP) review is required by LUC 20.25A.030.B. In addition to the MDP review, the project requires a threshold determination under the State Environmental Policy Act (SEPA) due to the project size. The MDP 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 MDP decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

Project specific review of any development proposed in this MDP will be required via the Design Review process for each phase and/or building before the issuance of any construction permits. This review will also include a project level environmental (SEPA) review for each phase.

Any revisions to this MDP, including changes to the phasing scenarios, will require administrative review prior to application for any Design Review. Changes will be reviewed as either a new MDP or as a Land Use Exemption to the MDP. If changes require a new MDP, the applicant would be vested to the Land Use Code in effect at the time of the new MDP application issuance. **Refer to Conditions of Approval regarding Project Level Environmental (SEPA) Review, Design Review,**

**Compliance with the Design Review Guidelines, Standards and Dimensional Requirements and MDP Conditions of Approval, and Modification to the MDP in Section XII of this report.**

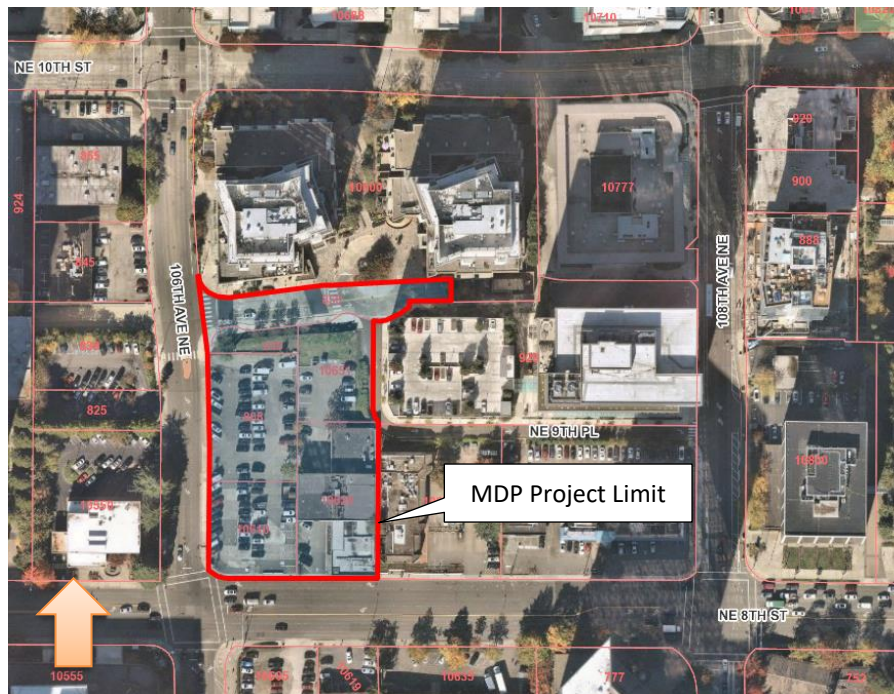
Vesting: An MDP may be vested for a period of up to 10 years from the date of issuance of the MDP per LUC 20.30V.190. As described above, the applicant has requested this 10-year vesting for this proposal and this 10-year vesting will be approved with this decision. **Refer to Conditions of Approval regarding the Vested Status of an MDP and Recording of the MDP in Section XII of this report.**

**II. Site Description and Zoning (Existing Conditions)**

**A. Site Description**

The proposal site lies within the southwest quadrant of an existing superblock in the Downtown Core. The superblock is bounded by NE 10<sup>th</sup> Street to the north, NE 8<sup>th</sup> Street to the south, 106<sup>th</sup> Avenue NE to the west and 108<sup>th</sup> Street NE to the east.

**Aerial Photograph**



The site is relatively flat and is currently used as a surface parking lot with a low-rise commercial building along the eastern edge. The northern portion of the site is an existing private roadway (NE 9<sup>th</sup> Place) that runs east-west through the superblock and provides access to the parking garage for the Washington Square Condominium Towers directly adjacent to the proposal site to the north and to the Bellevue Office Tower Parking Garage. NE 9<sup>th</sup> Place will continue to be a shared roadway that will be used by this proposed project and the other buildings within the superblock for

access.

### B. Site Context

Existing development on the superblock consists of the two Washington Square Condominium Towers in the northwest quadrant, the Hilton Garden Inn hotel in the northeast corner, the Bellevue Office Tower and parking structure directly south of the hotel, and older retail buildings along NE 8<sup>th</sup> Street, directly to the east of this proposal site. This existing, underdeveloped site currently has low-rise, one- and two-story commercial buildings with associated surface parking. However, the City is currently reviewing a development proposal for an office tower on this site.

The site lies at the northeast corner of the intersection of NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE. NE 8<sup>th</sup> Street is designated as a “C – Mixed Use Right-of-Way” and 106<sup>th</sup> Avenue NE is a “B – Commercial Street Right -of-Way” per the Streetscape Design Guidelines in LUC 20.25A.170.B.

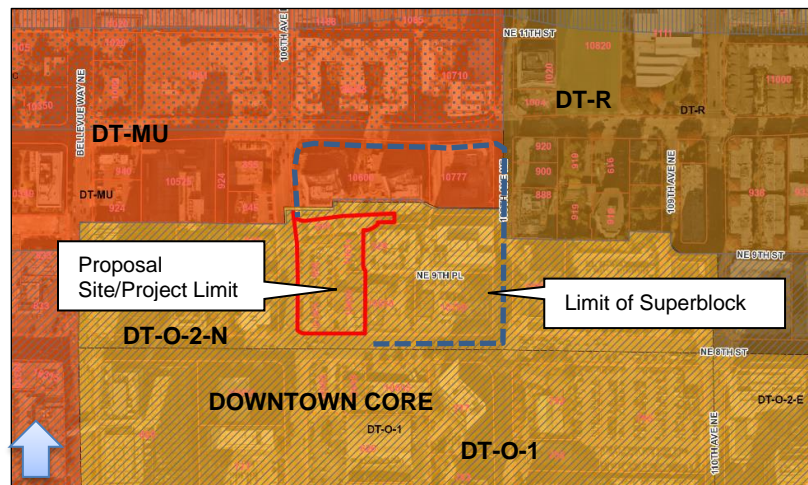
The properties surrounding site and their zoning and uses are as follows:

- North:** DN-MU, Two condominium residential towers (Washington Square Towers) within the same superblock as the proposal site.
- East:** DT-O-2-N, An existing office tower (929 Office Tower) and low-rise retail development on NE 8<sup>th</sup> Street within the same superblock as the proposal site.
- West:** DT-O-2-N, Existing multi-use development consisting of office and hotel buildings.
- South:** DT-O-1, Directly to the south is a vacant lot currently used as a parking lot. The entire superblock to the south is currently under review for multiple mixed-use office and residential towers.

### C. Site Zoning

The proposal site is entirely within the DT-O-2-N (Downtown Office - North) land use district, within the Downtown Core. It also lies within the Eastside Center neighborhood of the Downtown.

#### Zoning Map



### III. Consistency with Land Use Code/Zoning Requirements

#### A. General Provisions of the Land Use Code

##### 1. Use

- Hotel (Residential Use)
- Mixed-Use Office (Non-Residential Use)

Both buildings are allowed uses within the DT-O-2-N land use district.

##### 2. Dimensional Requirements

The dimensional and area requirements that apply to an MDP in LUC 20.25A.030B.1 are listed below and the proposal has been evaluated for consistency with the LUC. Project-specific review of compliance with the dimensional standards will occur under the Design Review for each building.

#### Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
<b>Downtown (DT) - Project Limit</b> LUC 20.25A.020	<u>80,042 SF</u> (office site + hotel site + NE 8 <sup>th</sup> street dedication* + NE 9 <sup>th</sup> Place parcel)  *1,124 SF were previously dedicated to the City for right-of-way. See Section III.B regarding FAR below for further discussion.		
<b>Land Use District per</b> LUC 20.25A.010	DT-O-2-N (Downtown O-2 North of NE 8 <sup>th</sup> Street)		
<b>Building Type per</b> LUC 20.25A.060 Footnote (2)	Residential (Hotel) Non-Residential (Office)		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
<b>Minimum Tower Setback from interior property line(s) above 80 ft. <u>/If Building Exceeds 100 ft.</u></b> LUC 20.25A.060.A.4	20 FT from eastern interior property line (applies to office tower only)	Office tower: 20 FT	Meets LUC requirement.
<b>Maximum Lot Coverage by Structure</b>	100%	53%	Meets LUC requirement.
<b>Floor Area Ratio:</b> <b>GFA for FAR:</b>	<b>Residential <u>AND</u> Non-Residential in DT-O-2-North:</b> Base: 5.4 Max: 6.0	<b>Hotel building GFA for FAR:</b> 129,292 SF <b>Office building GFA for FAR:</b> 350,960 SF  <b>Project Limit:</b> 80,042 SF	Refer to Section III.B below for further discussion regarding FAR compliance and phasing.  Meets LUC_requirement.

Washington Square Master Development Plan (MDP)

19-121114-LP

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		<b>Project FAR: 6.0 129,292 + 350,960 divided by 80,042</b>	
<b>Item</b>	<b>Permitted/Required</b>	<b>Proposed</b>	<b>Code Section/Comments/ Conditions</b>
<b>Maximum Building Height/ Maximum Building Height with Mechanical Equipment</b>  <b>Measured from average finish grade DT-Building Height</b>	Residential: 460 FT/480 FT  Non-Residential: 460 FT/480 FT	Hotel (residential): 95.74 FT - Measured from Average Fin. Grade of 162.26  Office (non-residential): 274.53 FT - Measured from Average Fin. Grade of 161.47	Measured from average finish grade to the rooftop, with an additional 20 feet allowed for mechanical equipment and is uninhabitable. LUC 20.25A.060 & LUC 20.25A.020.A.  Meets LUC requirement.
<b>Base Building Height - Measured from Average Finish Grade</b>	Residential: 288 FT  Non-Residential: 288 FT	Does not apply	Neither building will exceed the base building height of 288 FT
<b>Building Trigger for Additional Height</b>	Residential: 288 FT  Non-Residential: 288 FT	Does not apply	Neither building will exceed the base building height
<b>Building Height Proposed ABOVE Trigger Height:</b>	NA	Residential: 0 FT  Non-Residential: 0 FT	<u>No square footage ABOVE the Trigger Height is proposed for either building</u>
<b>Maximum Floor Plate Above 40 FT</b>  <b>Measured in gsf/floor</b>	Hotel: 24,000 gsf/f  Office 24,000 gsf/f	Hotel: 20,704 gsf/f  Office: 19,669 gsf/f	Note that per LUC 20.25A.060.A.4 – Footnote (5), hotels are considered non-residential for maximum floorplate requirements Meets LUC requirement
<b>Maximum Floor Plate Above 80 FT</b>  <b>Measured in gsf/floor</b>	Hotel: 24,000 gsf/f  Office 24,000 gsf/f	Hotel: 20,704 gsf/f  Office: 19,669 gsf/f	Note that per LUC 20.25A.060.A.4 – Footnote (5), hotels are considered non-residential for maximum floorplate requirements Meets LUC requirement
<b>Tower Separation above 80 ft. where Building Exceeds 100 ft. (multiple tower project only)</b>	60 FT	Does not apply	Requirement does not apply because only one tower (office building) is proposed. The hotel is less than 100 FT tall does not meet the DT – Tower definition in LUC 20.25A.020.A
<b>Upper Level Stepback (applies to Towers only) on NE 8<sup>th</sup> Street</b>	20 FT	20 FT	

between 25 and 40 FT			
<b>FAR Exemptions (LUC 20.25A.070.C)</b>			
<b>Item</b>	<b>Permitted/Required</b>	<b>Proposed</b>	<b>Code Section/Comments/Conditions</b>
<b>1. Exemption for Ground-Level Active Uses</b>  <b>Measured in GFA for FAR</b>	Up to 1.0 FAR  Hotel: Max.  Office 2: Max.	Hotel: 3,655 SF  Office: 7,760 SF  Combined: 0.15 FAR	Meets LUC requirement.  Note that per the LUC, the streetscapes in front of exempt active uses must meet the “A” rights of way guidelines and standards.
<b>STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 &amp; 110)</b>			
<b>Item</b>	<b>Permitted/Required</b>	<b>Proposed</b>	<b>Code Section/Comments/Conditions</b>
<b>Sidewalk Width measured from back of curb</b>  <b>Overall Width:</b>  <b>Planting Strip or Planting Pit:</b>  <b>Sidewalk (Pavement) Width:</b>  <b>LUC 20.25A.090</b>	Any Scenario:  106 <sup>th</sup> Avenue NE: 16 FT Overall 5 FT Planter Strip 11 FT paved sidewalk  NE 8 <sup>th</sup> Street: 16 FT Overall 5 FT Planter Strip 11 FT paved sidewalk	Any Scenario:  106 <sup>th</sup> Avenue NE: 16 FT Overall 5 FT Planter Strip 11 FT paved sidewalk  NE 8 <sup>th</sup> Street: 16 FT Overall 5 FT Planter Strip 11 FT paved sidewalk	Meets LUC requirements.
<b>Private Street Frontage Improvements (sidewalk)</b>		NE 9 <sup>th</sup> Place: 6.5 - 12 FT overall width  Proposed north-south road: 6'-0" unobstructed paved sidewalk	Meets LUC requirements.
<b>PARKING (LUC 20.25A.080)</b>			
<b>Item</b>	<b>Permitted/Required</b>	<b>Proposed</b>	<b>Code Section/Comments/Conditions</b>
<b>Vehicular Parking</b>  <b>LUC 20.25A.080</b>	<b>Hotel Building</b>  <u>Hotel Parking - Approximately 320 units:</u> Min. 0/unit: 0 stalls Max. 2/unit: 640	<b>Hotel Building</b>  <u>Hotel:</u> Approximately 320 units @ 0.5/unit = 162 stalls	The applicant has provided conceptual plans of their parking levels to demonstrate compliance with the LUC. All parking stall counts are for reference only as the MDP does not require this information.



	<p>stalls</p> <p><u>Visitor Parking:</u> 1 stall per 20 units = 16 stalls</p> <p><u>Active Use/Retail *</u> Min.: 0 Max: 3.3/1000 SF = 11 stalls</p> <p><b>Office Building</b></p> <p><u>Office Parking:</u> Min. 2/1000 SF: Max. 2.7/1000 SF:</p> <p><u>Active Use/Retail Parking:</u> Min. 0/1000 SF: Max. 3.3/1000 SF:</p>	<p><u>Visitor Parking:</u> 16 stalls (included in the 162 stalls for the hotel above)</p> <p><u>Active Use/Retail:</u> Approximately 3,600 SF @ 2/1000 SF = 7 stalls</p> <p><b>TOTAL RESIDENTIAL/HOTEL PARKING = 169 STALLS</b></p> <p><b>Office Building</b></p> <p><u>Office:</u> Approximately 350,960 SF @ 2/1000 SF = 702 stalls</p> <p><u>Active Use/Retail:</u> Approximately 7,760 SF @ 2.0/1000 SF = 16 stalls</p> <p><b>TOTAL NON-RESIDENTIAL PARKING: 718 STALLS</b></p>	<p><b><u>Detailed review of the parking provided and compliance with the LUC 20.25A.080 will occur during Design Review for each building.</u></b></p> <p>Because Hotels are unspecified uses per LUC 20.25A.080.B, the applicant will be required to submit a Parking Study as part of the Design Review to support the proposed parking.</p> <p>As proposed, the MDP meets the LUC requirements.</p> <p><b><u>Refer to Condition of Approval regarding Vehicular and Bicycle Parking in Section XII of this report.</u></b></p> <p>* <b>Note:</b> Restaurants are not considered 'retail' and if restaurants are proposed, they shall be parked at the restaurant parking ratios.</p> <p>Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with an Administrative Departure Request.</p>
<p><b>Bicycle Parking LUC 20.25A.080.G.1.b &amp; 2-5</b></p>	<p>a. One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf = 350 spaces</p> <p>b. One space per every 10 dwelling units for residential uses = 21 spaces</p> <p>Spaces shall be provided on-site in a secure location with at least 50 percent of required parking to be covered.</p>	<p>Hotel building: Approximately 25 spaces</p> <p>Office building: Approximately 350 spaces provided</p>	<p>The applicant has demonstrated that the proposal can meet the Bicycle Parking requirements. Detailed review of the bicycle parking, the locations for this parking, and compliance with LUC 20.25A.080.G will occur during Design Review for each building.</p> <p><b><u>Refer to Condition of Approval regarding Vehicular and Bicycle Parking in Section XII of this report.</u></b></p>

REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
<b>Refuse &amp; Recycling</b> <b>LUC 20.20.725 &amp; 20.25A.160</b>  <b>Loading Area</b> <b>20.20.590.K.4</b>	<u>Residential</u> 1.5 SF/unit = 315 SF  <u>Office</u> 2 SF/1,000 SF = 700 SF  1 loading space required with minimum 10 FT width x 55 FT length	<u>Residential</u> 500 SF  <u>Office</u> 800 SF  <u>Residential</u> 2 spaces provided  <u>Office</u> 2 spaces provided	The applicant has shown the locations of loading for refuse and recycling. Detailed review of how the loading areas will meet the refuse and recycling requirements of LUC 20.20.590.K, 20.20.725 & 20.25A.160 will occur during the Design Review for each building.  <b><u>Refer to Condition of Approval regarding Provisions for Loading in Section XII of this report.</u></b>

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

**1. FAR**

a. FAR Exemptions

Up to 1.0 FAR of Ground Level Active Use is exempted from overall GFA for FAR. The applicant is proposing to exempt approximately 3,655 SF of ground level active use in the hotel building and 7,760 SF in the office building. **Refer to Condition of Approval regarding FAR Exempt Active Use Space in Section XII of this report.**

b. FAR for MDP

The FAR for this MDP is based on one Project Limit that includes the hotel land area, office land area, and the NE 9<sup>th</sup> Place parcel whose FAR was not used for previous land use approvals. Finally, 1,124 square feet of right-of-way on NE 8<sup>th</sup> was previously dedicated to the City without having the FAR from this dedication being used for any previous land use approval. See the project plans and file for documentation. The hotel and office uses have the same Base and Maximum FAR in DT-O-2-N and together, their overall FAR may not exceed 6.0 FAR.

One Project Limit and the square footage from the previous NE 8<sup>th</sup> right-of-way dedication will be used to calculate FAR for all phasing scenarios. Through the MDP process, the phasing scenarios will be combined to calculate FAR compliance within the Project Limit.

The proposed phasing scenarios and compliance with the FAR requirements of each with the LUC are presented below.

**1. MDP and Phasing Scenario A (Complete Build-Out of the MDP with Hotel and Office built at the same time):**

**Project Limit - Total Site Area: 80,042 SF**

28,005 SF (Hotel lot) + 38,030 SF (Office lot) + 1,124 SF (NE 8<sup>th</sup> Street Dedication) + 12,883 SF (NE 9<sup>th</sup> Place) = 80,042 SF

**Hotel**

Exempt Ground Level Active Use: 3,655 GSF  
Building GFA for FAR: 129,292 GFA for FAR

**Office**

Exempt Ground Level Active Use: 7,760 GSF  
Building GFA for FAR: 350,960 GFA

**FAR - MDP and Phasing Scenario A**

Max. FAR = 6.0 or 480,252 SF  
(In DT-O-2-N, Residential and Non-Residential uses have the same Max. FAR of 6.0)  
Total GFA for FAR: 480,252 GFA for FAR (129,292 SF (Hotel) + 350,960 SF (Office))  
**MDP and Phasing Scenario A FAR: 6.0** (480,252 SF divided by 80,042 SF)

2. **Phasing Scenario B – (Complete Build-Out of MDP with Hotel constructed first and portion of existing building remaining on Office Site, then existing office removed and Office Building constructed last)**

**Project Limit - Total Site Area: 80,042 SF**

28,005 SF (Hotel lot) + 38,030 SF (Office lot) + 1,124 SF (NE 8<sup>th</sup> Street Dedication) + 12,883 SF (NE 9<sup>th</sup> Place) = 80,042 SF

**Hotel and Existing Building**

Exempt Ground Level Active Use: 3,655 GSF  
Hotel Building GFA for FAR: 129,292 GFA for FAR  
Existing Building GFA for FAR: 17,930 GFA for FAR (existing building remaining on site)\*  
Total GFA = 147,222 GSF

**OVERALL FAR – Phasing Scenario B: 6.0**

Hotel and existing building 1.84 FAR (147,222 SF divided by 80,042 SF)  
Office building 4.38 FAR  
Existing office removed to make way for new office building 0.22 FAR (17,930 SF divided by 80,042 SF)

\*Any portion of existing building remaining on Office Building site would count towards FAR for the entire Scenario B.

3. **Phasing Scenario C - Office constructed first and removal of entire existing building**

**Project Limit - Total Site Area: 80,042 SF**

28,005 SF (Hotel lot) + 38,030 SF (Office lot) + 1,124 SF (NE 8<sup>th</sup> Street Dedication) + 12,883 SF (NE 9<sup>th</sup> Place) = 80,042 SF

**Office Building**

Exempt Ground Level Active Use: 7,760 GSF  
 Total Office Building GFA for FAR: 350,960 GFA  
 Total GFA = 350,960 GSF

**OVERALL FAR – Phasing Scenario C: 6.0**

Office building 4.38 FAR (350,960 SF divided by 80,042 SF)  
 Hotel building 1.62 FAR (129,292 SF divided by 80,042 SF)

**2. Amenity Incentive System Requirements**

- a. Hotel: Because the hotel (residential use) will not exceed the Base Building Height of 288 FT **OR** the Base FAR of 5.4, no FAR Amenity Points will be required for the Hotel.
- b. Office:  
 Building above Base Building Height of 288 FT: 0 FT (building below Base Building Height)  
 Building SF above Base FAR of 5.4: 48,025 SF

Therefore, the applicant will be required to provide approximately **48,025 SF** of Amenity Points per the City Center North requirements in LUC 20.25A.070.D.4,. The applicant has provided the following amenities and bonus amenity points to fulfill the requirements of the LUC. Note that the actual amenities, how the amenities meet the criteria in LUC 20.25A.070, the amount of amenity provided, and total point calculations will be reviewed for compliance with the LUC during Design Review for each building.

**Proposed FAR Amenities**

<b>Amenity Proposed</b>	<b>Amenity Ratio</b>	<b>Amt. Amenity Provided</b>	<b>Amenity Points Earned</b>
Enhanced Streetscape	7:1	1,235 SF	8,645
Enclosed Plaza	4:1	4,025 SF	16,100
In-Lieu Fee (50% max.)	Approx. \$29.88**	23,280 = \$695,606**	23,280
Remaining via Public Art, Water Feature, Sustainability, etc.		Specifics regarding how these remaining points will provided will be reviewed during Design Review for office building	10,228
<b>TOTAL</b>			<b>48,025</b>

\*\* Note: Actual price of the Fee-in-Lieu will be calculated at the adjusted rate at the time of the Building Permit issuance.

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

Because neither building exceeds the Trigger Height of 288 FT, this section of the LUC does not apply to this MDP proposal.

**D. Landscape Development (LUC 20.25A.110)**

The applicant has identified in this MDP application areas to accommodate landscape development pursuant to LUC 20.25A.110. This includes the provision of a 5-foot wide planting strip with identified street trees on both street frontages.

During Design Review for each scenario, the submitted designs will be reviewed to confirm they meet all landscape requirements, including the requirements in LUC 20.25A.110 and the Green Factor requirements in LUC 20.25A.120. **Refer to Condition of Approval regarding compliance with the Design Review guidelines, standards, and dimensional requirements of LUC 20.25A and MDP Conditions of Approval in Section XII of this report.**

**IV. Design Guidelines**

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

The proposed MDP design has met the intent of the Downtown Design Guidelines, as summarized below. Additional review of how the guidelines will be met will occur during the Design Review for each building.

1. Context (LUC 20.25A.150)

The applicant has proposed a project that will fit contextually with the surrounding development with respect to height and form. By placing the taller building closer to the Downtown Core and the street intersection, the project will maximize the adjacent uses' access to sunlight and air. The project will provide additional pedestrian walkways to connect with existing pedestrian routes within and through the superblock and will provide a new north-south sidewalk along the eastern property line that will support the mid-block pedestrian connection being proposed by adjacent development – thereby completing the north-south through block connection through the superblock. By contributing to the build-out of the interior roadway system on this superblock (NE 9<sup>th</sup> Street and the new section of north-south private roadway off NE 8<sup>th</sup> Street), the project will provide logical connections and help move traffic off surrounding public streets.

2. Organization (LUC 20.25A.160)

The proposal's site plan has addressed circulation for servicing and parking. In addition to one parking garage entry off 106<sup>th</sup> Avenue NE for the office building, additional access to the parking garages for both buildings will be off NE 9<sup>th</sup> Place, and the north south private road, both internal private streets. On-site passenger and guest loading for the hotel will not take place on a public street but will instead take place off NE 9<sup>th</sup> Place on the north side of the proposed building, and within the hotel's garage. Loading and trash servicing for the hotel takes place off NE 9<sup>th</sup> Place. Passenger, guest loading, and loading and trash servicing functions for the office tower will take place within the parking garage. Direct and logical routes will be provided for pedestrians and bicycles and these routes will connect into the

existing circulation system within the superblock and to the surrounding Downtown neighborhoods.

3. Streetscape (LUC 20.25A.170)

Because the 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street ground level building facades will have exempt active uses, the streetscapes along both of the street frontages must be designed to “A” rights of way standards. Through Design Review, the applicant must demonstrate compliance with the standards and guidelines for the “A” right of way, including the requirements for transparency, weather protection, and points of interest. The applicant has shown conceptually that the project will be able to meet all of these standards and guidelines.

4. Building Design (LUC 20.25A.180)

Because this approval is for an MDP, the building designs are being shown on a conceptual level. The building designs are at a level, however, that ensures compliance with the MDP dimensional requirements of the LUC. Refer to Section III of this report for compliance with these requirements, including height and floorplate size. No specific design concept, including suggested building materials, has been submitted. During Design Review, the applicant must demonstrate compliance with the design guidelines in LUC 20.25A.180 and all dimensional requirements.

**V. Departure Request**

The applicant has requested an Administrative Departure request(s) 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. LUC 20.25A.030.D - Departures provide an avenue to depart from prescribed requirements of LUC 20.25A which provide enhancement beyond the contemplated design standards. Below is a discussion of the Departure request made by the applicant and how it has met the Departure decision criteria in LUC 20.25A.030.D.1.b. Also refer to Attachment D “Administrative Departure Request – Build-to Line” for the applicant’s Departure Request.

Build-To Line Departure:

The applicant requests an administrative departure from LUC 20.25A.020.A to modify the location of the “build-to line” in certain locations along the Hotel and Office street frontages to allow additional ground-level space between the public sidewalk and the internal, street-facing spaces within the buildings. Pulling the buildings back are requested to provide enhanced ADA access on the public sidewalk, highlight and provide wider access to the building entries, support the building geometry at the entries and corners, and to allow areas of enhanced streetscapes adjacent to active uses within the building.

### Build-To Line Departure Request Locations



#### Departure Decision Criteria (LUC 20.25A.030.D)

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

**Response:** The resulting design advances Comprehensive Plan goals and policies, including UD-50 and S-DT-35. The City's Comprehensive Plan encourages logical building entrances and pedestrian realm improvements. The design with this Departures accomplishes these goals by supporting wayfinding to building entrances, allowing for enhanced streetscapes, and providing generous sidewalk space while still providing amenities such as weather protection.

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

**Response:** The design will be consistent with the purpose and intent of the LUC as it will provide extra room for pedestrian access (including ADA) and activity, thereby enhancing the public orientation and facilitating pedestrian circulation. The departure also supports wayfinding to the office tower entrance, consistent

with the LUC guidelines stating that “the primary building entrances front onto major public streets are well defined, clearly visible, and accessible from the adjacent public sidewalk” (LUC 20.25A.160.C.2).

**3. 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 building’s facades and access points are the minimum necessary to accommodate and highlight primary building and active uses entrances, highlight the street corners, and provide areas of enhanced streetscapes, including ADA access.

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

**Response:** A departure for modification of the build-to line is appropriate to accommodate and highlight primary building and active use entries, provide modulation and interest in the building façade, and provide areas for enhanced streetscapes.

**5. 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 to this project.

**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 modify the Build-To Line is approved and will be reviewed further under the Design Review.

## **VI. Public Notice and Public Comment**

Application Date:	August 21, 2019
Notice of Application (500 feet):	September 12, 2019
Public Meeting:	September 24, 2019
Minimum Comment Period:	September 26, 2019

Previous Master Development Plan application #19-105108 LP was cancelled due to a change in the project’s scope. The subject of this Staff Report, Master Development Plan application #19-121114 LP, includes a smaller project limit and proposes an office tower instead of a residential tower. The new project was publicly noticed in the City’s Weekly Permit Bulletin and Seattle Times on September 12, 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 September 24, 2019 and was attended by 25 members of the public. 27 written comments were received regarding the proposal, and there are 18 parties of record. On December 12, 2019 the project was re-noticed to make clear that the project limit includes the NE 9<sup>th</sup> Place parcel. The notice included the City’s Weekly Permit Bulletin, Seattle Times, and was mailed to property owners within 500 feet of the project site. The public information sign remained the same



and no additional public meeting was held. This project limit was discussed with the audience during the September 24<sup>th</sup> public meeting.

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

#### **A. Transportation**

- 1. The hotel's guest drop off/pick up area currently proposed to the north of the hotel will create significant traffic backups inhibiting Washington Square residents from entering and exiting the residential garage.**
  - **After dropping off/picking up passengers, vehicles will attempt U-turns on NE 9th PL in order to exit to 106th AVE NE. Or worse yet, U-turn around the pet relief area between Tower 1 & Tower 2. This area is already congested with vehicles servicing the residential towers.**
  - **Small delivery vehicles will park in the drop off/pick up area for short periods of time – rather than utilize the loading dock.**
  - **Buses will drop off/pick up passengers and attempt to circle around the pet relief area to exit onto 106th AVE NE.**

**A better location for the hotel guest drop off/pick up is along 106th AVE NE. This will limit buses, taxis and Transportation Network vehicles from entering an already congested NE 9th PL – the only entrance/exit to the residential garage.**

**Response:** The operation of the proposed 10-foot wide curbside parking bay on NE 9<sup>th</sup> Place along the north side of the hotel will be reviewed during the design review. This parking area is wide enough to accommodate standard passenger vehicles and shuttle buses. All truck deliveries will be accommodated on-site in the designated loading area for each building. Detailed truck turning studies will be conducted during design review to ensure loading docks will accommodate delivery vehicles. City policies and regulations require transportation functions such as passenger pick-up and drop-off to occur on site rather than in the public right-of-way. This improves transportation operations for vehicles and for pedestrians.

NE 9<sup>th</sup> Place is a private street governed by a private road maintenance agreement between the private property owners of the super block. The agreement allows for the joint management of NE 9<sup>th</sup> Place, including parking management and tow trucks, additional signage directing vehicles to the exit routes, etc. Refer to the project file's private road maintenance agreement for full details.

- 2. Our first concern is the potential congestion that may develop as a result of having the hotel drop off/pick up located off of NE 9th PL. Currently, this segment of NE 9th is set up to handle traffic flows both into and out of the combined Washington Square building 1 and 2 parking garage. Over the course of the last year delivery vehicles (Amazon, Grubhub, etc...) have caused a noticeable increase in the amount of congestion. The segment appears too narrow to accommodate three cars abreast and could easily become a logjam with the proposed drop off/pick up hotel zone. We envision it being difficult for current residents to get into our existing garage.**

**Response:** The street section for NE 9th Place along the northern hotel frontage will be expanded to include two westbound lanes, one eastbound lane, and a 10-foot wide curbside parking bay. The parking bay is wide enough to accommodate standard passenger vehicles and shuttle buses. In addition, with the full buildout of this MDP, and the proposed office building to the east, an additional way into the existing Washington Square parking garage will be added.

This project will be completing a portion of the NE 9th Place Connector to NE 8th Street as well as providing an exclusive vehicular connection from the Office parking garage to 106th Avenue NE as a way to provide additional ways in/out of the block, and to minimize the impacts of additional traffic at the NE 9th Place/106th Avenue NE and NE 9th Place/108th Avenue NE intersections. The additional connection to NE 8th Street will be open to all including existing drivers from the 929 Office building and Washington Square Condos. In addition, the proposed office applicant/owner will be required to implement a Transportation Management Program (TMP) which will support reduced traffic volumes that result in less congestion.

- 3. Vehicles may U-turn around the pet relief area that is already congested to re-access 106th AVE NE. Buses will drop off/pick up passengers and attempt to circle around congested pet relief area to exit onto 106th AVE NE.**

**Response:** This project will be completing a portion of the NE 9th Place Connector to NE 8th Street as well as providing an exclusive vehicular connection from the Office parking garage to 106th Avenue NE as a way to provide additional ways in/out of the block. This will help reduce the possibility of vehicle U-turns around the pet relief area. The private road maintenance agreement also allows for additional measures such as signage to control for these concerns.

- 4. Does 106th AVE NE need to be widened from NE 8th to NE 20th? This considers the development at the Cadillac Dealership? It appears ingress and egress to the future parking garage is from 106th AVE NE.**

**Response:** This project will widen the roadway width on 106th Avenue NE along the property frontage. The proposed curbline location on 106th Avenue NE will support the City's future planned roadway improvements and will plan for the relocated curbline on NE 8th Street to accommodate the planned intersection alignment.

Ingress and egress to both parking garages will be from 106th Avenue NE, 108th Avenue NE, and NE 8th Street.

- 5. The congestion on NE 9th PL (from 106th AVE NE) may prevent emergency vehicles from accessing the residential area.**

**Response:** This project will be completing a portion of the NE 9th Place Connector to NE 8th Street (two-way access) as well as widening NE 9th Place along the north side of the property (curbside parking bay) and the east side of the project site (two-way access). The completion of these roadways will provide additional points of entry and exit from the project site which will help reduce the

impacts of additional traffic at the intersection of 106th Avenue NE and NE 9th Place. Additional analysis and evaluation will be required during the design review for each phase of the project to determine the appropriate mitigation measures to improve the operation of this intersection.

- 6. I would like to see hotel guest drop off northbound along 106th AVE NE. NE 9th PL cannot support the additional vehicle traffic and safely maneuver around existing and soon to expand pedestrian traffic.**

**Response:** City policies and regulations require transportation functions such as passenger pick-up and drop-off to occur on site rather than in the public right-of-way. This improves transportation operations for vehicles and for pedestrians, including increasing pedestrian safety.

- 7. Hotels have occasion to have large buses deliver or pick up their customers in front of their businesses, as occurs with the Hyatt Regency and Hilton Gardens. Since there is a lack of street width as 106th and NE 9th, where are these buses to be parked while waiting or delivering their passengers?**

**Response:** The curbside parking bay on NE 9th Place along the north side of the property has been widened to 10 feet in width to be able to accommodate full sized shuttle bus drop-off and pick-up. In addition, during the design review, the guest check-in parking and passenger loading and unloading will be reviewed to determine if guest check-in should be accommodated in the garage area instead.

- 8. At some times of day it is difficult to turn right (North) onto 106th NE, and almost impossible to turn left (South). With the additional traffic from the new offices on the corner of 106th NE and NE 10th, traffic will get worse, not better. I am concerned that adding drop off and pick up, parking, garbage/recycle and delivery traffic for 2 buildings to NE9th without additional planning would seriously impact existing traffic and access for emergency vehicles. For example: It is human nature for truck drivers (and bus drivers and most drivers) to take the path easiest for them. If the turning radius into a loading dock is difficult, they will simply stop in the middle of the road. If the congestion around the existing turning circle gets worse, drivers will stop along NE9th, which is a fire lane.**

**Response:** This project will be completing a portion of the NE 9th Place Connector to NE 8th Street (two-way access) as well as widening NE 9th Place along the north side of the property (curbside parking bay) and the east side of the project site (two-way access). The completion of these roadways will provide additional points of entry and exit from the project site which will help reduce the impacts of additional traffic at the intersection of 106th Avenue NE and NE 9th Place. Additional analysis and evaluation will be required during the design review for each phase of the project to determine the appropriate mitigation measures to improve the operation of this intersection.

All truck deliveries and garbage pick-up will be accommodated on-site in the designated loading area for each building. Detailed truck turning studies will be conducted during design review to demonstrate that trucks can utilize the loading

space as designed.

NE 9th Place is a private street governed by a private road maintenance agreement between the private property owners of the super block. The parties to this agreement, including the Washington Square Condos, will need to discuss roadway operations if issues arise. The agreement allows for the joint management of NE 9th Place, including parking management and tow trucks, additional signage directing vehicles to the exist routes, etc.

- 9. The loading areas on NE 9th Place will not be sufficient for loading and trash vehicles to make their movements and they will simply block the travel lanes of this private street.**

**Response:** The loading areas are required to be designed to accommodate truck turning movements. Truck loading and trash/recycling pick-up must occur on-site in the designated loading area for each building and outside of the NE 9th Place travel lanes. Detailed truck turning studies will conducted during design review to demonstrate that trucks can utilize the loading space as designed.

- 10. I would like more information regarding the changes to be made to the corner of NE 8th and 106th NE. It appears that the MDP has made changes to the width of 106th at the corner. I am opposed to any decrease in the width of the street due to the increase flow of traffic on 106th due to this MDP and the new construction on the old Cadillac dealership.**

**Response:** The roadway width along 106th Avenue NE and at the intersection of NE 8th Street will be widened in accordance with the City's future planned roadway improvements. This project will relocate the curblin on 106th Avenue NE and plan for the relocated curblin on NE 8th Street to accommodate the City's planned intersection realignment at the intersection of 106th Avenue NE and NE 8th Street.

- 11. Will the entrance to the parking garage off 106th be an entrance for both the proposed hotel and office tower?**

**Response:** The parking entrance off 106<sup>th</sup> Avenue NE is for the office building only. There is no underground connection between the hotel and office parking garages.

- 12. While the NE 9th Place is being extended I have been told that the road will be closed for a two-year period. This road was to be a fire truck access road for all the neighboring buildings, how this to be accomplished if the road is closed? How will pedestrians be protected during this time?**

**Response:** Construction staging and haul routes will be addressed before the issuance of any clearing and grading, building, foundation, or demolition permit stage for each individual project. Emergency service access will be also considered during this permit review process.

- 13. At the request of Washington Square Towers' General Manager, Michaela**

**Hruba, Transportation Solutions, Inc. submitted a peer review memorandum (see attachment E at the end of this Staff Report) for the Transportation Impact Analysis (TIA) prepared by TENW for the project. TENW was asked by City staff to review and provide responses to the comments/questions included in the TSI memorandum. See attachment E at the end of this Staff Report for TENW's response memo.**

**Response:** The memo provided by Transportation Solutions, Inc. is a peer review of the study provided for the project by TENW. Many of the comments were references to the methodology used in the analysis. These were answered by TENW in a response memo that is included in Appendix E. The methodology used in the analysis meets the requirements for a Project TIA, and the City will not require any modifications to the study based on the TSI comments.

Transportation also reviewed the TSI comments/questions and found that some were project related. We are providing information below related to the project, city code and regulations, and the analysis. It is important to note that additional traffic analysis and evaluation will be required during the design review for each phase of the project to determine if mitigation measures are required.

- Additional collision information is available by public records request.
- Bellevue is using the Dense Multi-Use Urban setting data, where available in the downtown area.
- The pass-by rates used are within the acceptable range for the AM analysis.
- The extension of NE 9th Place to NE 8th Street will serve the cumulative traffic from this proposal and the Skanska development to the east in addition to the existing traffic. The completion of this segment will depend on the timing of the projects and phases for Skanska and this proposal.
- The use of the drop-off will be evaluated during the design review for hotel to determine if the use will be restricted.
- Review of traffic control and access during construction will be included in the review under with the Right of Way Use permit.

## **B. Building**

**14. Given the proposed hotel will be lower than many of the Washington Square residential units to the north, is there an option to make the roof on the hotel be "green" and/or garden style roof or at least have some trees or planting material similar to the parking structure for 929 Office Building?**

**Response:** The Master Development Plan does not address this specific issue at this stage. During the required Design Review for the hotel building, the City will seek to address the appearance and function of the roof, which may include rooftop vegetation.

**15. If the current plan for 20-story office tower is approved, what is the likelihood that the number of stories will increase before the plan is fully executed and the office tower is constructed? Will such increase in number of stories trigger another review and new informational public meeting?**

**Response:** The Master Development Plan establishes building height. The resulting Design Review must be in agreement with the MDP regarding building height and meet all dimensional requirements, including building height, in LUC 20.25A.060. The Land Use Code (20.30V.160) provides a process for considering changes to the MDP. **Refer to Condition of Approval regarding Modification to the Master Development Plan (MDP) in Section XII of this report.**

- 16. I'm concerned about the sun shadow from this project and hope that at some point the impact of this development will be addressed as it will effect the current residents of the Washington Square Towers. For phase 2 of this project I recommend a lower building profile. A lower profile allows infusion of light and sky into the intersection.**

**Response:** As part of the Design Review, sun/shade analysis exhibits will be required and will be discussed. The Land Use Code's Design Guidelines encourage building massing and siting that maximizes sunlight onto pedestrian areas. The proposal is for a hotel less than 100 feet in height and an office building less than 300 feet in height while the Land Use Code permits both towers to rise to 460 feet in height. The applicant has purposely provided increased light and air for the Washington Square Towers by shifting the taller office building to the south and placing the smaller hotel between the office and the existing Washington Square Towers.

### **C. Site**

- 17. There does not appear to be a lot of "green space" within the new development, where will it occur?**

**Response:** The attached Project Plans (sheet L-101) include areas allocated for landscaping. Because the proposal did not exceed the Trigger Height of 288 feet, the applicant is not required to provide an outdoor plaza space, which would include landscaping. However, the applicant is still required to meet the streetscape landscape requirements in LUC 20.25A.110 and the Green Factor requirements in LUC 20.225A.120, which requires landscaping and vegetation on the site. Review of how the project meets the landscaping and Green Factor requirements will take place during Design Review,

- 18. I understand that Amazon and other employers allow dogs at work. How will you address pet relief areas along our sidewalks?**

**Response:** The City of Bellevue has no Code authority to require 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 address the pet waste issue and provide for pet relief spaces internal to their site. We will work with each applicant regarding the location and design of these types of facilities during the Design Review for each building. Providing these areas better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up.

## VII. Technical Review

### D. Transportation

#### Project Summary

The proposed Washington Square site is located within the southwest quadrant of the superblock bordered by NE 10<sup>th</sup> Street to the north, NE 8<sup>th</sup> Street to the south, 106<sup>th</sup> Avenue NE to the west, and 108<sup>th</sup> Avenue NE to the east. Much of the block has already been redeveloped into the Washington Square residential complex, the Hilton Garden Inn, the 929 office tower and parking garage. The parcel immediately east of the site is also proposed to be redeveloped as an office tower, known as Skansa/NE 8th. The site is located at the NE corner of the intersection of NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE and has frontages along NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE. The block is bisected by NE 9<sup>th</sup> Place, a private road that provides access to most of the development on the block. There is a traffic signal located at the intersection of NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE and a Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing of 106<sup>th</sup> Avenue NE at the northwest corner of the site.

The Washington Square project proposes to construct an 8-story hotel with 210 rooms and a 20-story mixed-use office building with underground parking for each building. The MDP will occur under one of the following three possible phasing scenarios:

- Scenario A: Hotel and Office built simultaneously
- Scenario B: Hotel built first, and Office built later
- Scenario C: Office built first, and Hotel built later

Note that in the project drawings, the applicant referred to the Hotel as Phase 1 and the Office as Phase 2. For the purposes of this report, they will be referred to as the “office” and the “hotel” without reference to a phase.

The office building will include 435,000 square feet of office space, 4,600 square feet of retail space, and 4,600 square feet of High Turnover Restaurant. The proposed uses are estimated to generate 445 p.m. peak hour trips leading to 421 net new p.m. peak hour trips. Each development scenario will be required to have a separate Design Review approval. **Refer to Condition of Approval regarding Traffic Analysis And Concurrence Review in Section XII of this report.**

The project will relocate the curblines on 106<sup>th</sup> Avenue NE and plan for the relocated curblines on NE 8<sup>th</sup> Street to accommodate the planned intersection realignment at this location. Vehicle access to the site will be improved by completing NE 9<sup>th</sup> Place to provide for two-way traffic along its entire length, and adding an extension to the north-south segment of NE 9<sup>th</sup> Place to NE 8<sup>th</sup> Street. Pedestrian access to the site will be improved by constructing wider sidewalks on NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE adjacent to the site, and adding a sidewalk to the east side of north-south segment of NE 9<sup>th</sup> Place and extension. Under Scenario A, all of these roadway improvements are required to be constructed. For Scenarios B and C, the improvements are anticipated to be constructed by each building in the areas

adjacent to that building, however, the improvements required for each building will be determined based on the needs of the specific proposal under review.

### **Site Access and Loading**

The Washington Square site is bordered by NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE on the south and west sides of the site. An existing private access road, NE 9<sup>th</sup> Place, is located along the northern and eastern perimeter of the site. NE 9<sup>th</sup> Place provides two-way access from 106<sup>th</sup> Avenue NE for about 200 feet to the east, then continues as a north-south one-way access for about 140 feet that then transitions into an east-west access for another 380 feet to 108<sup>th</sup> Avenue NE. This site and the site east of it are subject to an agreement with the City of Bellevue to complete NE 9<sup>th</sup> Place as a two-way connection when the remainder of the block redevelops. A continuation of the north-south segment of NE 9<sup>th</sup> Place providing a connection south to NE 8<sup>th</sup> Street will also be constructed to improve access to proposed office uses on the two sites.

The one-way east-west portion of NE 9<sup>th</sup> Place east of the site is expected to be improved to two lanes with two-way traffic with the construction of the proposed office tower on the Skanska/NE 8<sup>th</sup> site. If this segment is not completed prior to approval of any of the three phasing Scenarios Design Reviews, additional operational analysis will be required, and other improvements may be required to accommodate the proposal. The connection of this street to NE 8<sup>th</sup> Street will be restricted to right-in, right-out only.

Vehicular access to the hotel building is proposed to be provided via a driveway on the north-south segment of NE 9<sup>th</sup> Place along the east property line to the underground parking garage. A 10-foot wide curbside parking bay on NE 9<sup>th</sup> Place along the north side of the property is proposed to be used for short-term guest check-in parking and passenger loading and unloading. During the design review stage, this arrangement will be reviewed to determine if guest check-in should be accommodated in the garage area instead.

Vehicular access to the office tower is proposed to be provided via a driveway on NE 106<sup>th</sup> Street and a driveway off the north-south private road extension to NE 8<sup>th</sup> Street along the east property line. The driveway on 106<sup>th</sup> Avenue NE will operate as right-in/right-out. The driveway on the north-south extension is proposed to have full access, however this will be reviewed under the Design Review approval to determine its operation. **Refer to Condition of Approval regarding vehicular access restrictions in Section XII of this report.**

For the office tower, no curbside passenger or office shuttle loading is proposed as these operations will be accommodated inside the garage. This will also be reviewed during the Design Review to determine if additional accommodations for passenger loading should be provided for this building.

Truck loading for delivery and garbage pick-up for all three phasing scenarios is proposed off of the north-south segment of NE 9<sup>th</sup> Place and its extension, and will be located on the ground floor of each building. The loading dock for the hotel will be located just south of the hotel garage access and the loading dock for the office



tower will be located south of the hotel loading driveway near the northeast corner of the office tower. Specific loading needs and facilities will be determined during the design review of the individual projects. Design vehicle turning studies will need to be conducted during the design review to verify access feasibility. Modifications to the buildings may need to be made in order to accommodate loading requirements.

### ***Pedestrian Access***

The existing pedestrian access is provided to the site from via an existing 6-foot sidewalk on NE 8<sup>th</sup> Street and an existing 8-foot sidewalk on 106<sup>th</sup> Avenue NE. There are signalized crosswalks at the intersection of NE 8<sup>th</sup> Street/106<sup>th</sup> Avenue NE, and a crosswalk with an RRFB across 106<sup>th</sup> Avenue NE at the northwest corner of the site. The segment of NE 9<sup>th</sup> Place adjacent to the north side of the site has an existing sidewalk varying between 8 and 10 feet. The north-south segment of NE 9<sup>th</sup> Place has a 7-foot sidewalk on the east side of the street.

The proposed Washington Square project will construct new sidewalk facilities along all sides of the site. This includes a minimum 11-foot wide sidewalk and a minimum 5-foot wide planter strip on NE 8<sup>th</sup> Street and on 106<sup>th</sup> Avenue NE. In addition, a minimum 8-foot wide sidewalk will be provided on NE 9<sup>th</sup> Place along the north property line, a minimum 6-foot wide sidewalk along the west side of the north-south segment of NE 9<sup>th</sup> Place, and a minimum 6-foot wide sidewalk along the west side of the north-south extension to NE 8<sup>th</sup> Street. All sidewalks will be required to meet or be upgraded to meet current ADA requirements for pedestrian facilities. Specific design requirements will be determined during the Design Reviews for each building. **Refer to Condition of Approval regarding Building and Site Plans – Transportation in Section XII of this report.**

### ***Bicycle Access***

No new or dedicated bicycle infrastructure is currently listed in Bellevue's plans within the vicinity of the site. No new bicycle infrastructure is anticipated to be required for this project. If additional bicycle requirements are adopted prior to approval of the Design Reviews for each building and these may be added to the project if feasible.

### ***Transit Service Access***

King County Metro and Sound Transit both operate service in the vicinity of the site. The nearest transit stops are provided on NE 8<sup>th</sup> Street approximately 280-feet east of the project site (north side of the street) and approximately 230-feet west of the site (north side of the street). The service provides access to King County Metro Transit routes 246 and 271. In addition, the Bellevue Transit Center and future light rail station, on NE 6<sup>th</sup> Street, is located within less than 1/4 mile from the project site. No transit improvements are anticipated to be required for this project, however if additional transit requirements are adopted prior to approval of the Design Reviews for each building, these may be added to the project if feasible.

### **Sight Distance for vehicles and pedestrians**

During the design review process, sight distance assessment for vehicles and pedestrians will need to be evaluated at the proposed driveway approaches at the three garage access points onto 106<sup>th</sup> Avenue NE, NE 9<sup>th</sup> Place, and the north-south Connector road as well as the intersections of 106<sup>th</sup> Avenue NE/NE 9<sup>th</sup> Street, NE 8<sup>th</sup> Street/106<sup>th</sup> Avenue NE, NE 8<sup>th</sup> Street/North-South Connector road, and the RRFB crosswalk on 106<sup>th</sup> Avenue NE to meet the City's standards.

Any proposed landscaping, signage, and street furnishings, signal related equipment, etc. shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians. Modifications to the buildings may be required in order to meet the sight distance requirements and will be addressed during the design review.

### **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.

### **Refer to Conditions of Approval regarding Civil Engineering Plans – Transportation and Street Frontage Improvements in Section XII of this report.**

#### **Street Infrastructure Improvements**

The intersection at NE 8<sup>th</sup> Street/106<sup>th</sup> Avenue NE has a planned realignment that affects the location of the curblines, crosswalks, ramps and signals along the site's frontages at the southwest corner. The realignment will be constructed in phases as the sites at each of the corners are redeveloped. This site is the first to be approved and is expected to be the first to be constructed, and the improvements at this corner will need to accommodate both the existing alignment and the future alignment. During the Design Review approval process for each building, the planned development in the vicinity will be re-evaluated to determine the appropriate construction requirements

The transportation infrastructure required for this project will include reconstructing NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE to accommodate the intersection realignment,

including new curb and gutter, sidewalks and planter strip, street lights, channelization and signage revisions, traffic signal modifications, enhanced intersection treatments, revisions at the midblock RRFB crosswalk, fiber communications, and ADA compliant curb ramps and pedestrian facilities. Right-of-way dedication and sidewalk and utility easements will be required to accommodate the improvements.

Widening will be required on the south side NE 9<sup>th</sup> Place along the north side of the site frontage to include construction of the parking bay and reconstruction of the sidewalk, landscaping, and street lights. Widening will be required on the east side of the existing north-south segment of NE 9<sup>th</sup> Place along the west side of the site to provide a two-way roadway and sidewalk on both sides of the street. Construction of or completion of the north-south segment south to NE 8<sup>th</sup> Street on the west side of the site will be required to provide a two-way roadway with a sidewalk on the west side of the street.

This project assumes that the Skanska/NE 8<sup>th</sup> development to the east has already constructed the eastern portion of the new north-south extension to NE 8<sup>th</sup> Street as a one-way configuration with sidewalk on the east side of the road before office building construction. This requirement for the road extension to serve the office building will be re-evaluated during the Design Review to determine what the appropriate improvements will be to serve the needs of the proposal.

### **Phasing of Improvements**

The MDP is anticipated to be constructed under the following three possible phasing Scenarios:

- Scenario A: Hotel and Office built simultaneously
- Scenario B: Hotel built first, and Office built later
- Scenario C: Office built first, and Hotel built later

The street infrastructure necessary to serve each phasing scenario must be constructed prior to the occupation of the building(s) in each scenario. The anticipated requirements for each development scenario are listed below, however these will be re-evaluated and modified as necessary to ensure appropriate facilities are in place to serve the development. Specific requirements for each development scenario will be determined during the Design Review for each project.

#### Anticipated prior to completion of Scenario A (Hotel and Office built simultaneously):

- 106<sup>th</sup> Avenue NE – Roadway widening (width varies) along the Hotel and Office tower property frontages, new curb, gutter, minimum 11-foot wide sidewalks with a minimum 5-foot planter strip, street lights, channelization and signage revisions, revisions at the midblock RRFB crosswalk and curb ramps, revisions to the signal at NE 8<sup>th</sup> Street, curb ramps, and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- NE 8<sup>th</sup> Street – Curb and gutter, minimum 11-foot sidewalk and 5-foot planter strip, street lighting, channelization revisions, enhanced intersection

treatments at 106<sup>th</sup> Avenue NE, curb ramps, and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.

- NE 9<sup>th</sup> Place– Roadway widening along the south side of the road adjacent to the north side of the hotel site to provide a parking bay, curb, gutter, minimum 8-foot wide sidewalk, street trees, street lights, ADA compliant curb ramps, channelization and signage.
- NE 9<sup>th</sup> Place - Completion of the roadway along the west side of the road adjacent to the east side of the hotel site to provide a two-way 26-foot wide roadway, curb, gutter, a minimum 6-foot sidewalk measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.
- NE 9<sup>th</sup> Place Extension – Construction or completion of the roadway along the east side of the Office site from the existing north-south segment south to NE 8<sup>th</sup> Street to provide a two-way 24-foot minimum roadway width, curb, gutter, a minimum 6-foot sidewalk on the west side measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.

Anticipated prior to completion of Scenario B (Hotel built before Office):

- 106<sup>th</sup> Avenue NE – Roadway widening (width varies) along the Hotel property frontage including transition with the existing improvements to the south, new curb, gutter, minimum 11-foot wide sidewalks with a minimum 5-foot planter strip, street lights, channelization and signage revisions, revisions at the midblock RRFB crosswalk and curb ramps, and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- NE 9<sup>th</sup> Place– Roadway widening along the south side of the road adjacent to the north side of the site to provide a parking bay, curb, gutter, minimum 8-foot wide sidewalk, street trees, street lights, ADA compliant curb ramps, channelization and signage.
- NE 9<sup>th</sup> Place - Completion of the roadway along the west side of the road adjacent to the east side of the hotel site to provide a two-way 26-foot wide roadway, curb, gutter, a minimum 6-foot sidewalk measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.
- NE 9<sup>th</sup> Place Extension – If needed to meet a modification to the proposal or operational requirements, construction or completion of the roadway along the east side of the office site from the existing north-south segment south to NE 8<sup>th</sup> Street to provide a two-way 24-foot minimum roadway width, curb, gutter, a minimum 6-foot sidewalk on the west side measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.

Anticipated prior to completion of Scenario C (Office built before Hotel):

- 106<sup>th</sup> Avenue NE – Roadway widening (width varies) along the Office property frontage including transition with the existing improvements to the north, new curb and gutter, minimum 11-foot wide sidewalks and 5-foot planter strip, street lights, channelization and signage revisions, construction of a new interim driveway to the interim parking area on the Hotel parcel, revisions to the signal at NE 8<sup>th</sup> Street, curb ramps and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- NE 8<sup>th</sup> Street – Curb and gutter, minimum 11-foot sidewalk and 5-foot planter strip, street lighting, channelization revisions, enhanced intersection treatments at 106<sup>th</sup> Avenue NE, curb ramps, and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- NE 9<sup>th</sup> Place– Roadway widening on the west side of the road along the Hotel frontage to provide a two-way 26-foot wide roadway, curb, gutter, a minimum 6-foot sidewalk measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.
- NE 9th Place Extension – Construction or completion of the roadway along the east side of the office site from the existing north-south segment south to NE 8th Street shall provide a two-way 24-foot minimum roadway width, curb, gutter, a minimum 6-foot sidewalk on the west side measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.

This project has chosen to assume that Skanska development to the east (undergoing Design Review at the time of this MDP approval) will be constructing the roadway improvements (one-way north-south Connector road and NE 9<sup>th</sup> Street two-way roadway between the north-south Connector road and 108<sup>th</sup> Avenue NE) before this proposed office development. However, if these proposed roadway improvements are not in place by that time, office development (Scenarios A and C) will be required to provide a revised proposal and operational analysis to show how project traffic will be accommodated, and an MDP modification may be required. At a minimum, an amended TIA will be required to determine revised access requirements and the traffic impacts associated with the modified project proposal. The infrastructure requirements will be reevaluated and modified as necessary to ensure appropriate facilities are in place to serve the development.

**Additional infrastructure requirements, applicable to all Improvements:**

- a. All new and altered public road facilities are required to be installed and/or brought into compliance with current ADA requirements.
- b. Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.
- c. All landscape planters shall have irrigation from a private metered water source unless the City has agreed to accept a new meter or provide water from an existing City meter.
- d. Installation of City fiber communication vaults, junction boxes, conduits and

wiring along property frontage on 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street per City's requirements. This requirement will be reviewed and addressed during the design review.

- e. Any awning, marquee, over the public sidewalk shall be located at least 9-feet above the sidewalk grade and be made to be removable (with an agreement regarding removal and replacement); and must have at least three feet clearance to any streetlight or traffic signal pole.
- f. Any underground parking garage that extends under a public sidewalk easement along 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street shall meet the City's required vertical clearances for under and above the sidewalk area.
- g. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
- h. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent). The final engineering plans must include a streetlight plan and specifications prepared by a qualified engineer familiar with street lighting and with Bellevue's streetlight requirements. All necessary engineering details, including standard drawings, for any new or relocated streetlight and associated equipment must be included in the final civil engineering plans for the Clearing and Grading permit.
- i. 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.
- j. 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.

- k. The new landscaping planter strip within the sidewalk along the public road shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawing SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
- l. 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.
- m. 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.
- n. 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.
- o. 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.
- p. Driveways shall be designed per the Transportation Design Manual standards. The final driveway design width will be determined during the design review. Driveway designs that keep the pedestrian at-grade are preferred.
- q. Vehicle and pedestrian sight distances must be provided per the Transportation Design Manual standards for all the proposed access locations during the design review. The plans must indicate any landscaping, structures, or fixtures within the sight triangles. Roadside appurtenances that are located within the sightlines, including existing utilities transformers and cabinets, must be relocated outside the sight triangle.
- r. Provisions of on-site accommodations for loading is required including providing spaces for garage pick-up and bins and delivery trucks. AutoTurn diagrams must be provided to demonstrate that trucks can utilize the loading spaces as designed.

- s. 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.
- t. Doors are not allowed to swing open into the sidewalk or what the public may perceive as public sidewalk.
- u. Install pedestrian safety railing if warranted per Transportation Design Manual requirements.

**Refer to Conditions of Approval regarding transportation infrastructure and street development requirements, and street frontage improvements in Section XII of this report.**

### **Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks along NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE. The sidewalk and utility easements will include signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area on the NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Any underground parking garage that extends under a public sidewalk easement along 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street shall meet the City's required vertical clearances for under and above the sidewalk easement area.

Per the NE 9<sup>th</sup> Place Ordinance/Easement Agreement, a public ingress/egress easement and covenant is required to be granted by the property owners of the superblock to construct a mid-block vehicular connection between 106<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. Additional public easements will be required if the proposed roadway improvements will be located outside of the existing 36-foot wide public ingress/egress easement area.

A public ingress/egress easement (vehicular and pedestrian) will also be required for the portion of the new north-south road extension between NE 8<sup>th</sup> Street and NE 9<sup>th</sup> Place that will be located on the Washington Square property. **Refer to Conditions of Approval regarding Existing Easements, Easements for Signal Control and Street Light Boxes and Vaults, and Sidewalk/Utility Easements in Section XII 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 back of curb is accommodated within the public right of way. This requirement applies to 106<sup>th</sup> Avenue NE and the ultimate curb return at 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street intersection due to street widening on 106<sup>th</sup> Avenue NE, or any other public right-of-way area deemed necessary during the Design Reviews of each



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

#### **Holiday Construction & Traffic Restrictions**

From November 15<sup>th</sup> to January 5<sup>th</sup>, 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 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 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. The specific requirements will be determined during the Design Reviews for each building. **Refer to Conditions of Approval regarding the Transportation Management Program and the Implementation of the Transportation Management Program in Section XII of this report.**

### **E. Utilities**

Utility review of the Washington Square Master Development Plan was reviewed based on materials submitted at the time of this application and is approved for this application. No construction will occur under this permit. The approval of this application has been evaluated against City of Bellevue Utility Engineering Codes and Standards. Final utility engineering construction review and approval will be completed under separate construction permits. The project can feasibly construct water, sewer and storm facilities to meet Utility code and Engineering requirements.

#### **Storm**

The development proposes to meet all the minimum requirements triggered for the site as required in the City of Bellevue Surface Water Engineering Standards and 2012 DOE manual. Based on information submitted with this permit the site will trigger storm drainage minimum requirements 1-9 of the Storm and Surface Water Engineering Standards. Onsite storm water management (Minimum Requirement 5)

will require the use of amended soil in landscape areas, dispersion and infiltration BMPs are not feasible and the site will drain to the storm system in 106<sup>th</sup> Ave NE and NE 8<sup>th</sup> St. Water quality, MR 6, will be required for pollution generating hard surfaces. Runoff control, MR 7, will not be required since the site is within the Meydenbauer no detention zone.

**Water**

The site proposes to connect to the water system for domestic, fire and irrigation meters to the water system in 106<sup>th</sup> Ave NE.

**Sewer**

Sewer service is proposed for the project and the site will connect to a side sewer in 106<sup>th</sup> Ave NE.

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

**F. Clearing and Grading**

A Clearing and Grading Permit will be required for each phase of the development per BCC 23.76.035. **Refer to Condition of Approval regarding the Clearing and Grading Permit in Section XII of this report.**

**G. Fire**

The Bellevue Fire Department has reviewed this application. The proposal generally conforms to the Fire Code requirements for site circulation and access. Final review and approval will occur through the associated building permits for this proposal.

**H. Building**

The City of Bellevue Building Division has completed a review of the submitted documents for compliance with the 2015 International Building Code (IBC) as adopted and amended by the State of Washington and the City of Bellevue. Unless noted otherwise, all references below are to Sections of the IBC.

**Scope & Intent of Building Review**

1. The scope of our review of this permit is limited by the information provided within the submitted documents/drawings. Our intent is to provide a high-level review and overview of the project to identify potential large-impact issues that would best be addressed at an earlier stage in the design and development of the drawings.
2. Please reference Building comments (attached) in the consolidated letter from the Preapplication Conference Meeting on October 3, 2018. The permit number for the Preapplication Conference is 18-123762 DB.

### **Additional Comments**

The proposed boundary line adjustment (permit 19-120948 LW) creates two lots with an anticipated property line between the hotel and office buildings. Exterior walls close to property lines must meet the requirements of IBC Table 601 and Table 705.8. Openings are not permitted in exterior walls closer than 3 feet from property line.

## **VIII. State Environmental Policy Act (SEPA)**

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

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

A discussion of the impacts below, together with specific conditions of approval. These impacts will be mitigated through exercise of Code authority as well as through project-specific conditions of approval, contained in Section XII of this report. An issuance of a DNS for this non-project MDP is the appropriate threshold determination under the SEPA requirements. Note that this is a non-project SEPA review for the MDP. Detailed SEPA review will occur for each building concurrently with any Design Review. Refer to **Condition of Approval regarding Project Level Environmental (SEPA) Review in Section XII of this report.**

### **A. Earth**

There are no Critical Areas on the site and no environmental issues associated with this Downtown site.

### **B. Utilities**

#### **Water**

Water service for domestic, fire and irrigation will connect to the public water system in 106<sup>th</sup> Ave NE. There is adequate capacity in the water system to serve the site.

### **Sewer**

Sewer service for the site is available in 106<sup>th</sup> Ave NE and the project proposes to install a new manhole with stub to the property line. There is enough sewer capacity in the sewer system to serve the site.

### **Storm Water**

The development will trigger minimum requirements 1-9 from the Department of ecology. The proposed development is located in the Meydenbauer no detention zone and no detention will be required. Minimum requirement 5 will be implemented to the extent practicable and water quality will be required MR6 for all Pollution Generating Hard Surfaces. There is enough capacity in the existing storm system to serve the site.

## **C. Transportation**

### **Long Term Impacts and Mitigation**

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

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a net increase of 431,836 square feet of office, 4,272 square feet of retail space, 4,600 square feet of High Turnover Restaurant, and 210 rooms hotel 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.

The Washington Square project MDP is anticipated to be constructed under the three possible phasing scenarios:

- Scenario A: Hotel and Office built simultaneously
- Scenario B: Hotel built first, and Office built later
- Scenario C: Office built first, and Hotel built later

The public and private infrastructure necessary to serve each phasing scenario must be constructed prior to the occupation of the building(s) in each development scenario. **Refer to discussion in Section VII.D of this report and Condition of Approval regarding the transportation impact fee in Section XII 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.

This development will be constructed under three possible phasing scenarios. Each phasing scenario will be reviewed in the design review(s) for the two buildings. Each design review and building permit application will be required to meet concurrency requirements prior to approval to assess mid-range impacts.

### **Short Term Operational Impacts and Mitigation**

A Traffic Impact Analysis (TIA) dated November 25, 2019, was prepared for this project by Transportation Engineering Northwest (TENW), to analyze the operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. (site access only) and p.m. (site access and intersections) peak hours. Issues that were analyzed in the TIA included Level-of-Service (LOS) analysis at nearby intersections, LOS and vehicles queues at the site access locations, vehicular and pedestrian circulation, delivery truck circulation/operations, passenger pick-up and drop-off areas, transit availability, and accident history for the past three years.

The analysis reviewed the operations of 9 intersections with the project traffic volumes added. All intersections remained at LOS E or better with or without the proposed project with the exception of the intersection of 112<sup>th</sup> Avenue NE/NE 8<sup>th</sup> Street which is expected to operate at LOS F with or without the project. The City has a future planned improvement project (TFP-211, NE 6<sup>th</sup> Street Extension project) to extend NE 6<sup>th</sup> Street from the I-405 HOV Interchange to the 116<sup>th</sup> Avenue NE which will help improve the LOS at this intersection.

The TIA also analyzed the site access operations (LOS and queuing) during the a.m. and p.m. peak hours. The analysis results show that the individual vehicle movements entering and exiting the site are anticipated to operate at LOS E or better with minimal queueing with the exception of the westbound left-turn movement at the intersection of 106<sup>th</sup> Avenue NE and NE 9<sup>th</sup> Place, and the eastbound right-turn movement at the intersection of 108<sup>th</sup> Avenue NE and NE 9<sup>th</sup> Place during the p.m. peak hour. These intersections movements are anticipated to operate at LOS F in the p.m. peak hour in the year 2030. One of the primary reasons for the delays for the eastbound right-turn movement onto 108<sup>th</sup> Avenue NE is the relatively high pedestrian volume along 108<sup>th</sup> Avenue NE at this location.

Additional analysis and evaluation will be required during the design reviews for each building for each phasing scenario of the project to determine the appropriate mitigation measures to improve the LOS at the intersections of 106<sup>th</sup> Avenue NE and NE 9<sup>th</sup> Place, and 108<sup>th</sup> Avenue NE and NE 9<sup>th</sup> Place.

This project will widen NE 9<sup>th</sup> Place to provide a two-way access roadway along the east side of Hotel project site. In addition, Washington Square will be completing the north-south Connector road which will provide two-way roadway connection between NE 8<sup>th</sup> Street and NE 9<sup>th</sup> Place. The completion of these roadways will provide additional points of entry and exit from the project site which will help reduce the impacts of additional traffic at the intersections of 106<sup>th</sup> Avenue NE/NE 9<sup>th</sup> Place and 108<sup>th</sup> Avenue NE/NE 9<sup>th</sup> Place.

To improve pedestrian connectivity, the project will provide sidewalks on the west side of NE 9<sup>th</sup> Place and the north-south connector road (between NE 8<sup>th</sup> Street and NE 9<sup>th</sup> Place ) along the east side of the site. A pedestrian crossing will also be provided at the intersection of NE 9<sup>th</sup> Place and the new north-south Connector road.

The short-term impacts of each phasing scenario of the MDP will be analyzed with each design review and building permit application. The analysis will include the mitigation measures identified in the long-term analysis, as well as any additional measures determined to be necessary to mitigate unforeseen impacts.

## **IX. Changes to Proposal Due to Staff Review**

### **A. Site Design**

1. For pedestrian safety, on the eastern portion of the site, a sidewalk was required along the western edge of NE 9<sup>th</sup> Place, and the north-south private street.
2. The hotel drop-off on NE 9<sup>th</sup> Place was widened from 8 feet to 10 feet in width to better accommodate large shuttle vans and buses.
3. A dedication of right-of-way was required along 106<sup>th</sup> Avenue NE to accommodate a wider street.
4. Garage access driveway off 106<sup>th</sup> Avenue NE was widened from 26 feet to 30 feet.
5. Wider ADA curb ramps were provided at the intersection of 106<sup>th</sup> Avenue NE and NE 9<sup>th</sup> Place, along with the midblock pedestrian crossing of 106<sup>th</sup> Avenue NE
6. The building at the ground level was pushed back from 106<sup>th</sup> Avenue NE to provide more sidewalk space at the back of the ADA curb ramps which is reflected in the Administrative Departure request to modify the required Build-To line.
7. The applicant proposed the three different phasing scenarios that are addressed in this report.

### **B. Building Design**

1. The required 20-foot wide stepback on NE 8<sup>th</sup> street on the office building was originally eliminated. However, departure requests for stepback modifications can only be reviewed under a Design Review application per LUC 20.25A.075.C. Therefore, as requested by staff, the entire 20-foot wide required building stepback along NE 8<sup>th</sup> Street was provided.

## X. Decision Criteria

### A. Master Development Plan (LUC 20.30V.150)

*The Director may approve, or approve with modifications, an application for Master Development Plan if:*

#### 1. The proposal Master Development Plan is consistent with the Comprehensive Plan.

A summary of how the proposed MDP has met some of the most important Comprehensive Plan policies are outlined below:

##### **Downtown Subarea 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.*

**Finding:** The retail spaces, public plaza, enhanced streetscape, and pedestrian connections will provide additional activities for area residents, workers, shoppers, and visitors.

***Policy S-DT-2:*** *Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.*

**Finding:** The parking, loading, and services areas are internal to the building or below grade, and their entrances face internal to the super block, facing an existing parking garage, shielding pedestrians' views along public streets, as well as shielding resident views from the residential development to the north.

***Policy S-DT-5:*** *Organize Downtown to provide complementary functional relationships between various land uses.*

**Finding:** This proposal will complement the surrounding office, residential and retail developments in the Downtown and will provide east-west and north-south pedestrian connections through the superblock.

***Policy S-DT-40:*** *Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.*

**Finding:** This proposal will provide wider sidewalks, "enhanced streetscape", more landscaping and street trees, weather protection, enhanced ADA curb ramps and crosswalks. Detailed design of these spaces will be reviewed as part of the required Design Review for any development on this site.

***Policy S-DT-70:*** *Encourage uses that will bring additional pedestrian activity to the area.*

**Finding:** The combination of office, hotel, retail, and restaurant use all at a

much greater intensity than exists today will bring additional pedestrian activity to the neighborhood.

***Policy S-DT-103:*** *Encourage developers to provide open space amenities accessible to the public. Such amenities must be clearly identified and maintained for public use.*

**Finding:** The proposal will provide publicly accessible enclosed plaza within the office building off of 106<sup>th</sup> Avenue NE. The details of this space will be addressed during the Design Review for the office building.

***Policy S-DT-144:*** *Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock.*

**Finding:** The proposal will provide a portion of a north-south vehicular connection to both NE 8<sup>th</sup> Street and 108<sup>th</sup> Avenue NE. In addition, sidewalk will be provided for pedestrian safety. This will increase the options for vehicles and pedestrians within the superblock.

***Policy UD-12:*** *Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.*

**Finding:** The proposal meets or exceeds the baseline requirements of the land use code by providing weather protection, generously sized sidewalks, sidewalks along private streets, and enhanced ADA curb ramps to support pedestrian safety and a positive pedestrian experience for all ages and abilities.

***Policy UD-27:*** *Integrate high quality and inviting public and semi-public open spaces into major development.*

**Finding:** The proposal includes areas that will be programmed as enhanced streetscape adjacent to areas of active use. Enhanced streetscape areas will be high-quality and inviting to the public as either expanded walking space, or outdoor seating supporting the abutting restaurants.

***Policy UD-36:*** *Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.*

**Finding:** The proposal places parking, loading, and trash servicing areas inside the ground level of garages or underground and out of view from the public. The entrances to these spaces are away from the public view along 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street.

***Policy UD-43:*** *Permit high intensity development subject to design criteria that assures a livable urban environment.*



***Finding:*** The proposal maximizes the intensity of uses allowed on the site and provides a variety of commercial environments that activate the city after business hours.

***Policy UD-45:*** *Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.*

***Finding:*** The proposal connects to the remainder of the super block and the surrounding neighborhood in a manner to complement and provide amenities that are necessary for urban living, hospitality, and working environments. The proposal focuses the higher intensity building and larger mass on NE 8th Street, away from areas of lower intensity to the north.

***Policy UD-50:*** *Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.*

***Finding:*** With the exception of the enhanced streetscape areas, and building and service entrances, the design fully meets the intent of the build-to-line.

Also refer to detailed discussion by the applicant of compliance with the Comprehensive Plan in Attachment D “2019 Comprehensive Plan Matrix”.

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

***Finding:***

As conditioned, the applicant has demonstrated that the proposal will be able to address and comply with all applicable requirements of the Bellevue City Code. The tables and information in Sections III and IV of this report summarize the applicable requirements and analyze the proposed project for consistency with all applicable City Code requirements.

Refer to Section III of this report for how the general provisions of the Land Use Code have been met. The proposal complies with all Land Use Code requirements including but not limited to building height, lot coverage, floor area ratio, tower setbacks, upper level stepbacks, streetscape design, landscape areas, parking, and loading, trash and recycling areas. Refinement of the proposal and compliance with the requirements of the code will be reviewed in detail during Design Review and the subsequent review of all necessary construction permits.

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

***Finding:*** As conditioned, the applicant has demonstrated that the proposal will be able to address and comply with all applicable design guidelines, standards, and criteria of this Code. Refer to Section IV of this report for discussion relating to how the applicable standards, criteria, and guidelines have been met.

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

***Finding:*** The proposal will take advantage of its location within Downtown to locate the most intense use (office) closest to the Downtown core at the intersection of NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE. The less intense use (hotel) will be located further to the north, closer to the less intense DT-MU zoned land to the north, which includes residential uses. In addition, the massing of the proposal places the taller and larger mass of the office building towards the intersection of NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE which allows for more sunlight and air into the superblock, and in particular allows more sunlight and air onto the residential uses to the north.

The parking, loading, and trash and recycling will all occur within the building, and will be primarily accessed off the private street (NE 9<sup>th</sup> Place) internal to the super block. This shields and separates most pedestrians from these functions which improves the pedestrian safety and experience. In addition, the location of these functions on the east side of the project serves to shield the view of adjacent residential uses to the north.

The proposal provides land for a two-way private street to connect the NE 8<sup>th</sup> Street, 106<sup>th</sup> Avenue NE, and 108<sup>th</sup> Avenue NE with a new 2-way private street, upon completion of the Skanska project to the east. In addition, sidewalks along the west side of this private street (NE 9<sup>th</sup> Place) will improve pedestrian connections and access, and better connect the surrounding streets.

Streetscapes along 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street will improve the pedestrian connections in the neighborhood by providing wider sidewalks, more landscaping, and enhanced ADA curb ramps.

**XI. Decision**

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

**XII. Conditions of Approval**

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

**A. GENERAL CONDITIONS:**

**1. Compliance with Bellevue City Codes and Ordinances**

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

Clearing and Grading Code - BCC 23.76	Savina Uzunow,	425-452-7860
Transportation Code - BCC 14.60	Fay Schafi,	425-452-4574
Trans. Improvement Prog. - BCC.22.16	Fay Schafi,	425-452-4574
Right-of-Way Use Permit - BCC 14.30	Fay Schafi,	425-452-4574
Bellevue Utilities Code - BCC Title 24	Mark Dewey,	425-452-6179
Construction Codes - BCC Title 23	Violeta Tihova,	425-452-4259
Land Use Code - BCC Title 20	Faheem Darab,	425-452-2731
Environmental Procedures Code – BCC Title 22.02	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	Glen Albright,	425-452-4270

**2. Holiday Construction & Traffic Restrictions**

Construction activities such as hauling and lane closures between November 15<sup>th</sup> and January 5<sup>th</sup> 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: BCC 14.30.060  
REVIEWER: Fay Schafi, Transportation Department

**3. Vehicular Access Restrictions**

Access to this site from NE 8<sup>th</sup> Street and to the parking garage driveway from 106<sup>th</sup> Avenue NE will be restricted to right-in and right-out only. This will be achieved through maintaining the existing c-curb along NE 8<sup>th</sup> Street and signage. Access restriction design and signage will be reviewed during the design review(s).

AUTHORITY: BCC 14.60.150  
REVIEWER: Fay Schafi, Transportation Department

**4. Vested Status of Master Development Plan (MDP)**

The vested status of the MDP shall be for a period of 10 years from the date of this final decision, as defined in LUC 20.25.045. Approvals of any Design Review for this property will be vested to the Land Use Code in effect at the time of issuance of this report if the Design Review approval occurs within these 10 years.

While the MDP is vested to the Land Use Code regulations for a period of ten years from the date of issuance of this decision, **this extended vesting does**

**not extend to any other codes.**

AUTHORITY: LUC 20.25.045  
REVIEWER: Faheem Darab, Land Use

**5. Recording of Master Development Plan**

The Master Development Plan (MDP) is binding on and runs with the land. The applicant shall record the plans and conditions of the approved MDP with the King County Recorder's Office or its successor agency.

AUTHORITY: LUC 20.25.045  
REVIEWER: Faheem Darab, Land Use

**6. Modification to the Master Development Plan (MDP)**

Any modification to this approval shall be documented either as a New Master Development Plan OR as a Land Use Exemption to the Master Development Plan in this approval. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report if the modification occurs within 10 years from the date of this approval. Any modification of the MDP must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project. Any subsequent modifications, once approved by either of the processes stated above, shall be recorded with the King County Division Recorder's Office or its successor agency.

AUTHORITY: LUC 20.30V.160, 180 and 190  
REVIEWER: Faheem Darab, Land Use

**7. Project Level Environmental (SEPA) Review**

Project level environmental review will be required as part of the Design Review for any development on this site.

AUTHORITY: LUC 20.25A.010  
REVIEWER: Faheem Darab, Land Use

**8. Phasing**

The phasing of the proposal shall be as provided in the MDP Phasing Plan with either:

- Scenario A: Hotel and Office built simultaneously
- Scenario B: Hotel built first, and Office built later
- Scenario C: Office built first, and Hotel built later

Modifications to this phasing may occur as a modification to the MDP; either through a New Master Development Plan or as a Land Use Exemption. No phase of the development shall rely on the provision of improvements and/or amenities in subsequent phases as a means of meeting all City guidelines, standards, and requirements.

AUTHORITY: LUC 20.25A, 20.20.010, 20.30F, 20.30.V.160  
REVIEWER: Faheem Darab, Land Use

**9. Provisions for Loading**

The property owner shall provide an off-street loading space which can access a public street for each building. 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, which includes NE 8<sup>th</sup> Street, 106<sup>th</sup> Avenue NE, NE 9<sup>th</sup> Place and the NE 9<sup>th</sup> Place north-south extension to NE 8<sup>th</sup> Street. No on-street garbage pickup will be allowed. The backing of trucks in any public street or across any public sidewalk in order to access this site is prohibited.

AUTHORITY: LUC 20.20.590.K.4 & Bellevue City Code 14.60.180  
REVIEWER: Faheem Darab, Land Use &  
Fay Schafi, Transportation Department

**10. Preliminary Design, Utility Codes and Engineering Standards**

Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project for construction purposes. Water, sewer and storm permits, (UC), (UA) and (UB) will be required for site connections as needed. A developer extension agreement (UE) permit will be required for water, storm and sewer. Final civil engineering may require some changes to the site layout to accommodate the utilities. The plan submittal will be required to comply with all engineering codes and standards. Direct Facility Charges will be due with approval of the UE permit. The Cascade Water Alliance charge will be due for meters larger than 2" at time of UE permit approval. Utility easements will be required as needed.

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

**11. Clearing and Grading**

A Clearing and Grading Permit is required for each phase of the development per BCC 23. 76.035. Permit applications must be in accordance with the Clearing and Grading Code, as outlined in the submittal requirements and the Clearing and Grading Development Standards, which are available on the City of Bellevue website at: <http://www.bellevuewa.gov/clearing-grading-standards.htm>

AUTHORITY: BCC 23.76  
REVIEWER: Savina Uzunow, Clearing and Grading

**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.

**Phasing of Improvements**

The MDP is anticipated to be constructed under the following three possible

scenarios:

- Scenario A: Hotel and Office built simultaneously
- Scenario B: Hotel built first, and Office built later
- Scenario C: Office built first, and Hotel built later

The street infrastructure necessary to serve each phasing scenario must be constructed prior to the occupation of the building(s) in each scenario. The anticipated requirements for each phasing scenario are listed below, however these will be re-evaluated and modified as necessary to ensure appropriate facilities are in place to serve the development. Specific requirements for each phasing scenario will be determined during the Design Review for each project.

Anticipated prior to completion of Scenario A (Hotel and Office built simultaneously):

- 106<sup>th</sup> Avenue NE – Roadway widening (width varies) along the Hotel and Office property frontages, new curb, gutter, minimum 11-foot wide sidewalks with a minimum 5-foot planter strip, street lights, channelization and signage revisions, revisions at the midblock RRFB crosswalk and curb ramps, revisions to the signal at NE 8<sup>th</sup> Street, curb ramps, and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- NE 8<sup>th</sup> Street – Curb and gutter, minimum 11-foot sidewalk and 5-foot planter strip, street lighting, channelization revisions, enhanced intersection treatments at 106<sup>th</sup> Avenue NE, curb ramps, and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- NE 9<sup>th</sup> Place– Roadway widening along the south side of the road adjacent to the north side of the hotel site to provide a parking bay, curb, gutter, minimum 8-foot wide sidewalk, street trees, street lights, ADA compliant curb ramps, channelization and signage.
- NE 9<sup>th</sup> Place - Completion of the roadway along the west side of the road adjacent to the east side of the hotel site to provide a two-way 26-foot wide roadway, curb, gutter, a minimum 6-foot sidewalk measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.
- NE 9<sup>th</sup> Place Extension – Construction or completion of the roadway along the east side of the office site from the existing north-south segment south to NE 8<sup>th</sup> Street to provide a two-way 24-foot minimum roadway width, curb, gutter, a minimum 6-foot sidewalk on the west side measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.

Anticipated prior to completion of phasing Scenario B (Hotel built before Office):

- 106<sup>th</sup> Avenue NE – Roadway widening (width varies) along the Hotel property

frontage including transition with the existing improvements to the south, new curb, gutter, minimum 11-foot wide sidewalks with a minimum 5-foot planter strip, street lights, channelization and signage revisions, revisions at the midblock RRFB crosswalk and curb ramps, and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.

- NE 9<sup>th</sup> Place– Roadway widening along the south side of the road adjacent to the north side of the hotel site to provide a parking bay, curb, gutter, minimum 8-foot wide sidewalk, street trees, street lights, ADA compliant curb ramps, channelization and signage.
- NE 9<sup>th</sup> Place - Completion of the roadway along the west side of the road adjacent to the east side of the hotel site to provide a two-way 26-foot wide roadway, curb, gutter, a minimum 6-foot sidewalk measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.
- NE 9<sup>th</sup> Place Extension – If needed to meet a modification to the proposal or operational requirements, construction or completion of the roadway along the east side of the office site from the existing north-south segment south to NE 8<sup>th</sup> Street to provide a two-way 24-foot minimum roadway width, curb, gutter, a minimum 6-foot sidewalk on the west side measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.

Anticipated prior to completion of phasing Scenario C (Office built before Hotel):

- 106<sup>th</sup> Avenue NE – Roadway widening (width varies) along the office property frontage including transition with the existing improvements to the north, new curb and gutter, minimum 11-foot wide sidewalks and 5-foot planter strip, street lights, channelization and signage revisions, construction of a new interim driveway to the interim parking area on the Hotel parcel, revisions to the signal at NE 8<sup>th</sup> Street, curb ramps and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- NE 8<sup>th</sup> Street – Curb and gutter, minimum 11-foot sidewalk and 5-foot planter strip, street lighting, channelization revisions, enhanced intersection treatments at 106<sup>th</sup> Avenue NE, curb ramps, and fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- NE 9<sup>th</sup> Place– Roadway widening on the west side of the road along the Hotel frontage to provide a two-way 26-foot wide roadway, curb, gutter, a minimum 6-foot sidewalk measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps, channelization and signage.
- NE 9th Place Extension – Construction or completion of the roadway along the east side of the Office site from the existing north-south segment south to NE 8th Street shall provide a two-way 24-foot minimum roadway width, curb, gutter, a minimum 6-foot sidewalk on the west side measured from the back of curb, street lights, ADA compliant pedestrian crossing and curb ramps,

channelization and signage.

This project has chosen to assume that Skanska development to the east will be constructing the roadway improvements (one-way north-south Connector road and NE 9<sup>th</sup> Street two-way roadway between the north-south Connector road and 108<sup>th</sup> Avenue NE) before office development. However, if these proposed roadway improvements are not in place by that time, office development (Scenarios A and C) will be required to provide a revised proposal and operational analysis to show how project traffic will be accommodated, and an MDP modification may be required. At a minimum, an amended TIA will be required to determine revised access requirements and the traffic impacts associated with the modified project proposal. The infrastructure requirements will be reevaluated and modified as necessary to ensure appropriate facilities are in place to serve the development.

Additional infrastructure requirements, applicable to all Improvements:

- a. All new and altered public road facilities are required to be installed and/or brought into compliance with current ADA requirements.
- b. Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.
- c. All landscape planters shall have irrigation from a private metered water source unless the City has agreed to accept a new meter or provide water from an existing City meter.
- d. Installation of City fiber communication vaults, junction boxes, conduits and wiring along property frontage on 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street per City's requirements. This requirement will be reviewed and addressed during the design review.
- e. Any awning, marquee, over the public sidewalk shall be located at least 9-feet above the sidewalk grade and be made to be removable (with an agreement regarding removal and replacement); and must have at least three feet clearance to any streetlight or traffic signal pole.
- f. Any underground parking garage that extends under a public sidewalk easement along 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street shall meet the City's required vertical clearances for under and above the sidewalk area.
- g. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
- h. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent). The final engineering plans must include a streetlight plan and specifications prepared by a qualified engineer familiar with street lighting and with Bellevue's streetlight requirements. All necessary engineering details, including standard drawings, for any new or relocated streetlight and associated equipment must be included in the final civil



- engineering plans for the Clearing and Grading permit.
- i. 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.
  - j. 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.
  - k. The new landscaping planter strip within the sidewalk along the public road shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawing SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
  - l. 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.
  - m. 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.

- n. 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.
- o. 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.
- p. Driveways shall be designed per the Transportation Design Manual standards. The final driveway design width will be determined during the design review. Driveway designs that keep the pedestrian at-grade are preferred.
- q. Vehicle and pedestrian sight distances must be provided per the Transportation Design Manual standards for all the proposed access locations during the design review phase. The plans must indicate any landscaping, structures, or fixtures within the sight triangles. Roadside appurtenances that are located within the sightlines, including existing utilities transformers and cabinets, must be relocated outside the sight triangle.
- r. Provisions of on-site accommodations for loading is required including providing spaces for garage pick-up and bins and delivery trucks. AutoTurn diagrams must be provided to demonstrate that trucks can utilize the loading spaces as designed.
- s. 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.
- t. Doors are not allowed to swing open into the sidewalk or what the public may perceive as public sidewalk.
- u. Install pedestrian safety railing if warranted per Transportation Design Manual requirements.

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act  
REVIEWER: Fay Schafi, Transportation Department

## **B. PRIOR TO DESIGN REVIEW APPROVAL FOR A BUILDING OR PHASE**

### **13. Design Review**

Any phase of development on the site, including proposals for new buildings or site work, will require Design Review (DR) approval. The Design Review process will also require a Preapplication Conference prior to Design Review submittal.

Each Design Review will review the submitted proposal as part of the entire site (project limit). If Design Review approval occurs within 10 years of the date of

this MDP approval, the proposal shall be designed to the Land Use Code in place at the date of this MDP approval.

AUTHORITY: LUC 20.30.F  
REVIEWER: Faheem Darab, Land Use

**14. Compliance with the Design Review Guidelines, Standards and Dimensional Requirements of 20.25A & MDP Conditions of Approval**

Each Design Review shall demonstrate full compliance with LUC, including but not limited to the Design Review Guidelines, requirements and standards in LUC 20.25A – Downtown and all conditions approval as noted in this MDP approval.

AUTHORITY: LUC 20.25A and 20.30V  
REVIEWER: Faheem Darab, Land Use

**15. Vehicular and Bicycle Parking**

Vehicular Parking: Any Design Review application that includes a hotel will require a Parking Study performed by a licensed Transportation engineer to determine how much parking shall be provided for this use.

All parking requirements of the LUC must be met in any scenario and no phase can depend on a subsequent phase to provide the required parking.

Parking for a Hotel Use will only be determined through the review of a Parking Study. The Parking Study must be submitted as part of the Design Review application for the Hotel.

Bicycle Parking: The exact location of all bicycle parking and compliance with the requirements in LUC 20.25A.080.G shall be submitted with each Design Review application.

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

**16. Pedestrian Amenities**

The application for Design Review approval for any building shall provide a detailed pedestrian circulation plan. All pedestrian amenities must be provided as depicted in the Phasing Plan in the attached project plans.

A walkway along the western side of the new north-south internal roadway shall be constructed to provide a route of travel for pedestrians and bicyclist from NE 8<sup>th</sup> Street to the internal road network (NE 9<sup>th</sup> Place). The walkway shall be a minimum of six (6) feet wide.

AUTHORITY: LUC 20.25A.060  
REVIEWER: Faheem Darab, Land Use

**17. Sign Master Plan**

The applicant shall submit a sign master plan for the entire MDP project. This sign master plan may be submitted with the first Design Review application or

separately as a Land Use Exemption to the approved MDP. Proposed signs for individual buildings, uses, and/or retail spaces will not be approved until found to be consistent with the approved sign master plan.

The sign master plan design package shall include the conceptual design of all building signage, including directional and informational signage. The signs shall be consistent with the Bellevue Sign Code and their designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

AUTHORITY: LUC 20.25A.110.B.7, Bellevue Sign Code 22B.10  
REVIEWER: Faheem Darab, Land Use

#### **18. Recycling and Solid Waste Collection**

With each Design Review application, the applicant shall document how recycling and solid waste will be collected. The applicant shall also provide a written document demonstrating that Republic Services, or any successor in interest to the Bellevue Waste Hauling franchise, has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for each building using current standards. In addition, all rights of way and public easement shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.725  
REVIEWER: Faheem Darab, Land Use

#### **19. FAR Exempt Active Use Space**

With each Design Review application, the applicant shall document how the portion of building seeking Active Use FAR exemption is meeting the design requirements of "A" Right-of-Way.

AUTHORITY: LUC 20.25A.070.C  
REVIEWER: Faheem Darab, Land Use

#### **20. Traffic Analysis And Concurrency Review**

A concurrency analysis and a traffic analysis will be required to be submitted with each design review application.

AUTHORITY: BCC 14.10.020 and 14.60.100  
REVIEWER: FAY SCHAFI, TRANSPORTATION DEPARTMENT

#### **C. PRIOR TO CLEARING AND GRADING PERMIT:**

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

#### **21. Right-Of-Way Use Permit**

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

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

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

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

AUTHORITY: BCC 11.70 & 14.30  
REVIEWER: Tim Stever, Transportation Department

## **22. Civil Engineering Plans – Transportation**

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document.

All 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: Fay Schafi, Transportation Department

### **23. 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 between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100  
REVIEWER: Fay Schafi, Transportation Department

### **24. Sidewalk/Utility Easements**

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

Any underground parking garage that extends under a public sidewalk easement along 106<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street shall meet the City's required vertical clearances for under and above the sidewalk easement area.

Public sidewalk easement will be required on NE 9<sup>th</sup> Place along the north and east sides of the hotel property frontage for any portion of the roadway improvements that will be located outside of the existing 36-foot public ingress/egress easement area.

Public ingress/egress easement (vehicular and pedestrian) will also be required for the west portion of the new north-south Connector roadway improvements (between NE 8<sup>th</sup> Street and NE 9<sup>th</sup> Place) that will be located on the Washington Square property.

AUTHORITY: BCC 14.60.100  
REVIEWER: Fay Schafi, Transportation Department

**25. Dedication Of Right-Of-Way**

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

AUTHORITY: BCC 14.60.090  
REVIEWER: Fay Schafi, Transportation Department

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

**26. 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: Fay Schafi, Transportation Department

**27. Phasing Plan for Building Permits**

No phase of the development shall rely on improvements or the future construction of amenities occurring in subsequent phases as a means for not providing a compliant built development.

Prior to building permit issuance, the applicant must submit a Construction Phasing Plan which identifies how the submitted phase of construction will be compliant with all City guidelines, standards, and requirements.

AUTHORITY: LUC 20.25A, 20.20.010, 20.30F  
REVIEWER: Faheem Darab, Land Use

**28. 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: Fay Schafi, Transportation Department

**29. Existing Easements**

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

AUTHORITY: BCC 14.60.100  
REVIEWER: Fay Schafi, Transportation Department

**E. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY**

**30. 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 Sections; and  
Transportation Department Design Manual Standard  
Drawings.  
REVIEWER: Fay Schafi, Transportation Department

**31. Implementation Of The Transportation Management Program**

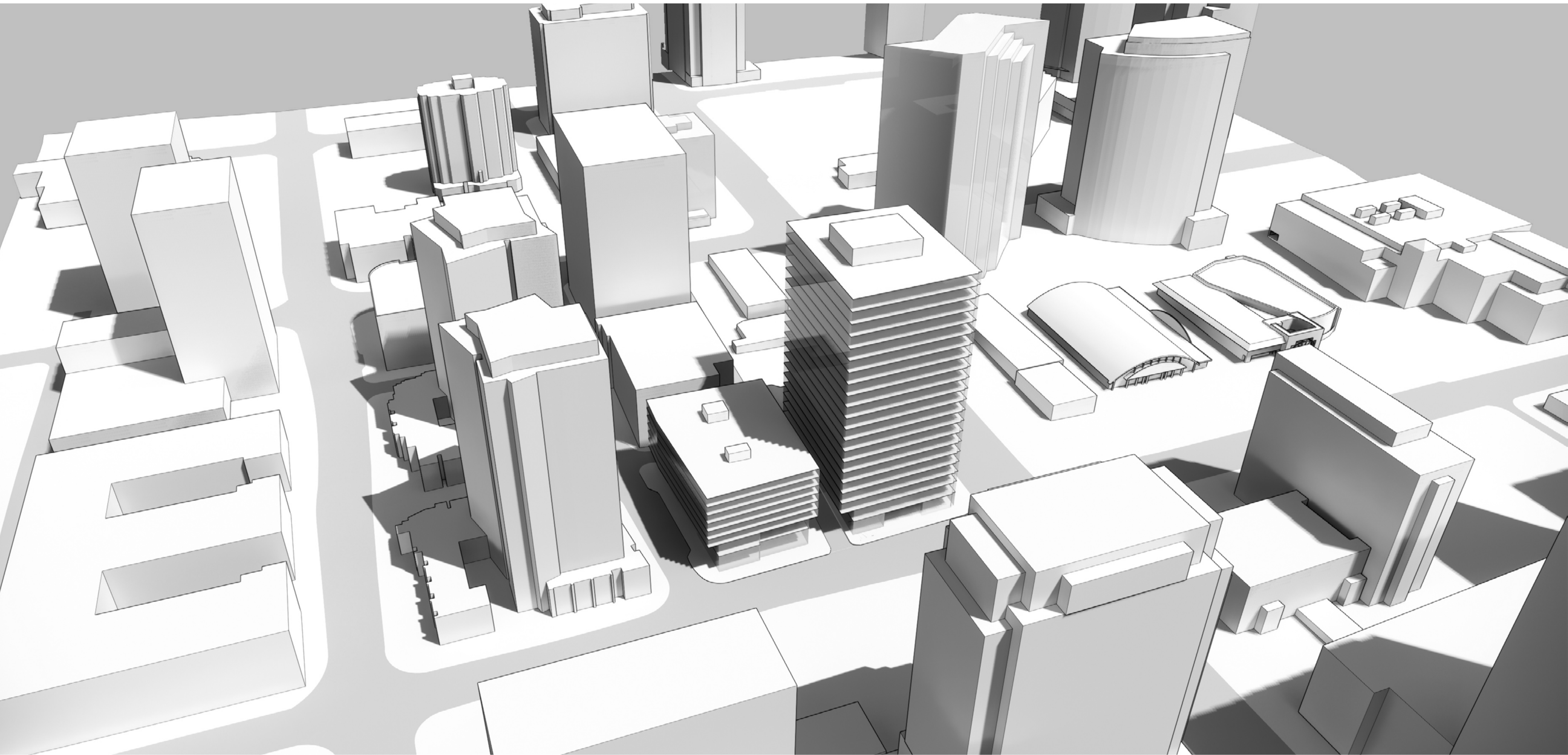
The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

AUTHORITY: BCC 14.60.070, 14.60.080  
REVIEWER: Fay Schafi, Transportation Department



Attachments:

- A. Project Plans
- B. SEPA Checklist
- C. 2019 Comprehensive Plan Matrix
- D. Administrative Departure Request – Build-to Line
- E. Transportation
  - Transportation Solutions, Inc. Memo
  - TENW Response Memo



comptondesignoffice



geyer carbutt hutchins



ENGINEERS



# WASHINGTON SQUARE

MASTER DEVELOPMENT PLAN

Resubmittal C

Permit #19-121114-LP

March 31, 2020

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA

SHEET INDEX

GENERAL INFORMATION

- MDP-000 COVER
MDP-001 PROJECT INFORMATION
MDP-002A+B SITE SURVEY
MDP-002C+D LOT BOUNDARY ADJUSTMENT (LBA) DOCUMENT
MDP-002E EXISTING AND PROPOSED EASEMENTS
MDP-003 SITE PLAN B
MDP-004 SITE CONTEXT DIAGRAMS
MDP-005 ZONING & AREA SUMMARY
MDP-006 FAR SUMMARY
MDP-007 AMENITY POINT CALCULATIONS

ARCHITECTURAL

- MDP-100 SITE PLAN
MDP-101 LEVEL 1 PLAN
MDP-101T LEVEL 1 ACCESS PLAN
MDP-102 TYPICAL UPPER LEVEL PLAN
MDP-103 CONCEPTUAL GARAGE PLAN
MDP-201 SOUTH + WEST ELEVATION
MDP-202 NORTH + EAST ELEVATION
MDP-203 PHASE 2 NORTH ELEVATION + PHASE 1 SOUTH ELEVATION

LANDSCAPE

- L-101 PRELIMINARY LANDSCAPE PLAN
L-102 LANDSCAPE PLANTING - TREES
L-103 LANDSCAPE PLANTING - OTHERS

CIVIL

- C-200 PRELIMINARY CLEARING & GRADING PLAN
C-201A+B SITE PHASING PLANS - SCENARIO A, B, C
C-301 ROAD PLAN - NE 8TH STREET
C-302 ROAD PLAN - 106TH AVENUE NE
C-303 ROAD PLAN - NE 9TH PLACE

TRANSPORTATION

- T-001 CHANNELIZATION, TRAFFIC SIGNAL & ILLUMINATION PLAN
T-002 PHOTOMETRIC CALCULATIONS

ABBREVIATIONS

Table with 3 columns: Abbreviation, Description, Abbreviation, Description, Abbreviation, Description. Includes terms like AC ASPHALTIC CONCRETE, AD ADDRESSIBLE, ADST ADDRESSICAL CEILING PANEL, etc.

DEVELOPMENT AREAS

SEE SHEET MDP-002C FOR PARCEL SITE AREAS
SEE SHEET MDP-005 FLOOR AREAS BY FLOOR LEVEL
SEE SHEET MDP-006 FOR FAR AND DEVELOPMENT SF CALCULATIONS
SEE SHEET MDP-007 FOR AMENITY POINTS CALCULATION

10620 NE 8TH ST, BELLEVUE, WA

MDP APPLICATION

COB Project# 19-121114-LP

LEGAL DESCRIPTION

SEE SURVEY SHEET ON MDP-002 FOR COMPLETE LEGAL DESCRIPTION

PROJECT DESCRIPTION

The Washington Square Master Development plan is composed of two future projects (Phases 1 and 2) on the remaining southwest corner of the Bellevue super block. The block is bounded by NE 9th Place on the north, a new North-South service road on the east, NE 8th on the south and 106th Avenue on the west. A publicly accessible connector road (NE 9th Place) links 108th and 106th, providing vehicular and truck access into the block. The effective MDP site area is 66,035 SF.

PROJECT DIRECTORY

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CONTACT - KERRI FINDLEY

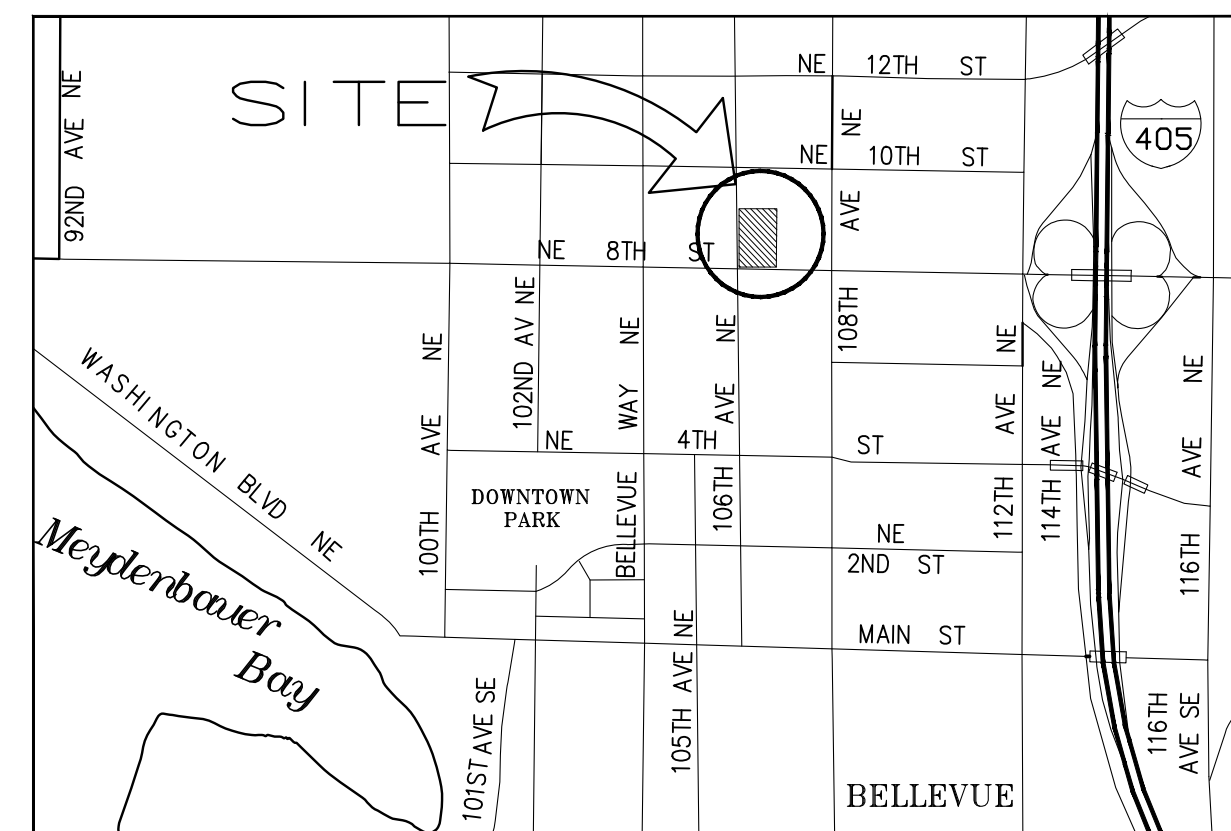
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CIVIL ENGINEERING
DCI ENGINEERS
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CONTACT - DARREN SIMPSON

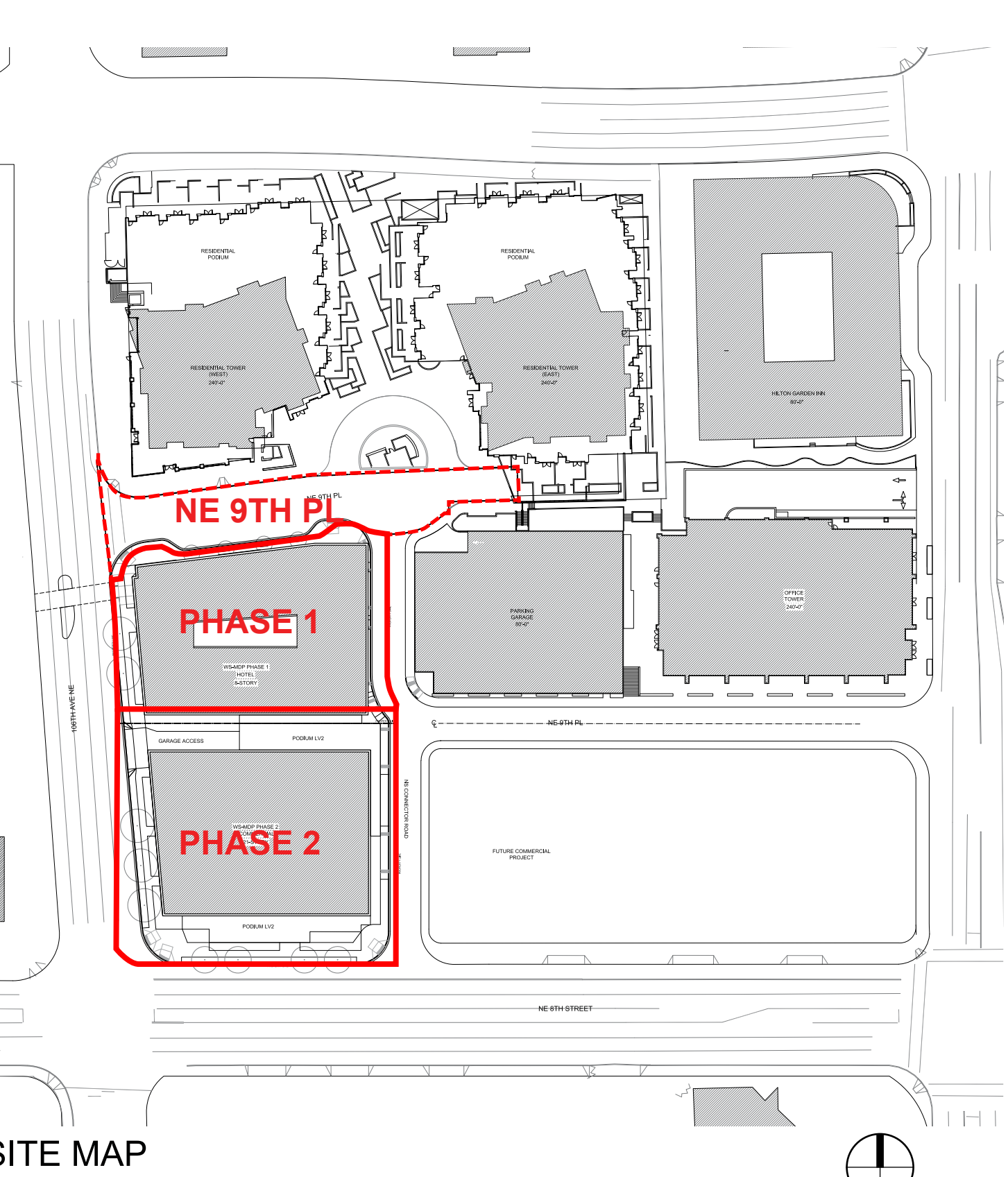
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CONTACT - CHRIS BICKET

VICINITY MAP



VICINITY MAP
NOT TO SCALE

SITE MAP



SITE MAP



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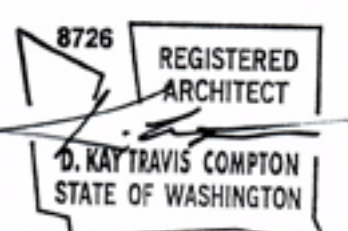


Transportation Planning | Design |
Traffic Impact & Operations
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WASHINGTON SQUARE
10620 NE 8TH ST | BELLEVUE, WA 98004

MASTER DEVELOPMENT PLAN
Resubmittal C



CoB Proj. #
19-121114-LP

Table with 3 columns: No., Description, Date. Includes entries for Resubmittal A (10/16/2019), Resubmittal B (11/25/2019), and Resubmittal C (03/31/2020).

Issue Date: 31 March 2020
Drawn: KC KWOK / ST
Checked:
CDO Project No.: 2017.13

PROJECT INFORMATION

MDP-001

POR. SE 1/4 OF THE SW 1/4 SECT. 29, TWP 25 N, R 5 E, W.M.

LEGAL DESCRIPTIONS

LEGAL DESCRIPTION BASED ON CHICAGO TITLE INSURANCE COMPANY A.L.T.A  
COMMITMENT ORDER NUMBER 0080919-06, DATED SEPTEMBER 20, 2016 AT 8:00 AM.

PARCEL A:  
LOT A, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. 13-116875 LW, RECORDED UNDER RECORDING NO. 2013091900002, IN KING COUNTY, WASHINGTON.

PARCEL B:  
THE SOUTH 421.15 FEET OF THE WEST 100 FEET OF THAT PORTION OF TRACT B, CHERITON FRUIT GARDENS, CONWAYS SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE(S) 46, IN KING COUNTY, WASHINGTON, LYING EASTERLY OF BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON;  
EXCEPT THE SOUTH 10 FEET THEREOF CONVEYED FOR NORTHEAST 8TH STREET; AND  
EXCEPT THAT PORTION THEREOF LYING WITHIN CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. 05-113798 LG, RECORDED UNDER RECORDING NO. 2005102690001; AND  
EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NUMBER 20080502002071.

PARCEL C:  
LOTS 6, 7, 8 AND 9, BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON.

PARCEL D:  
LOT 10, BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON;  
EXCEPT THE SOUTH 10.00 FEET THEREOF, CONVEYED TO THE CITY OF BELLEVUE FOR STREET PURPOSES BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5038660; AND  
EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NO. 20080502002068.

PARCEL E:  
LOT D, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NUMBER 05-113798LG, RECORDED UNDER RECORDING NO. 2005102690001, IN KING COUNTY, WASHINGTON.

LEGAL DESCRIPTION BASED ON CHICAGO TITLE INSURANCE COMPANY A.L.T.A  
COMMITMENT ORDER NUMBER 0080914-06, DATED SEPTEMBER 20, 2016 AT 8:00 AM.

LOT C:  
LOT C, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. 05-113798LG, RECORDED UNDER RECORDING NO. 2005102690001, IN KING COUNTY, WASHINGTON.

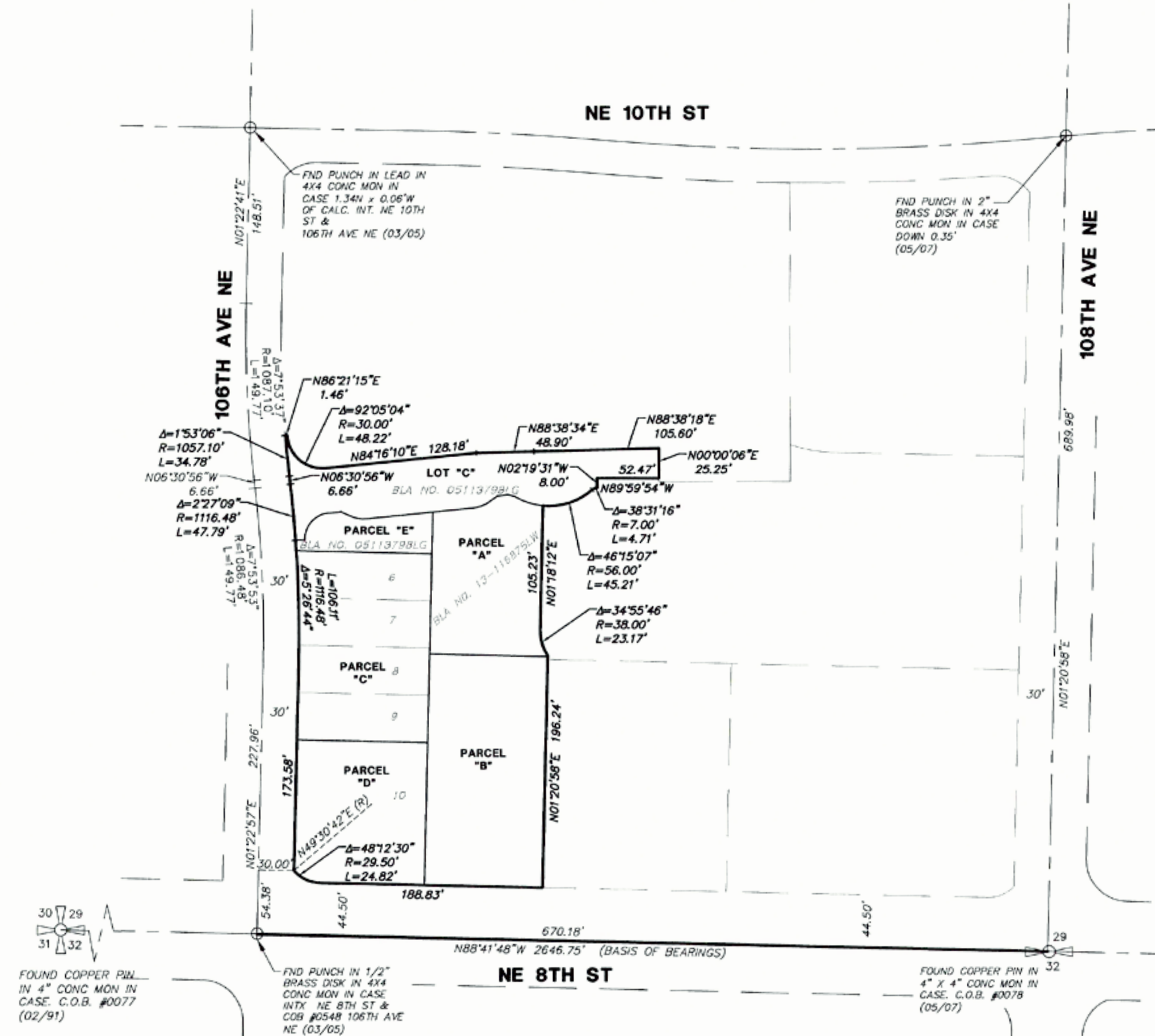
GENERAL NOTES

- LEGAL DESCRIPTIONS AND EASEMENTS ARE BASED ON CHICAGO TITLE INSURANCE COMPANY A.L.T.A COMMITMENT ORDER NUMBERS 0080919-06 AND 0080914-06, ALL DATED SEPTEMBER 20, 2016 AT 8:00 AM.
- INSTRUMENTATION FOR THIS SURVEY WAS A LEICA TOTAL STATION AND A TRIMBLE VX SPATIAL STATION. PROCEDURES USED IN THIS SURVEY WERE FIELD TRAVERSE, MEETING OR EXCEEDING STANDARDS SET BY WAC 3.32-130-090.
- THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE ON OCTOBER 9, 2018 AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITION EXISTING AT THAT TIME.
- UTILITY LOCATIONS SHOWN ON THIS SURVEY DRAWING ARE BASED UPON FIELD LOCATION OF EXISTING UTILITY STRUCTURES, FIELD LOCATION OF CONDUCTIBLE UNDERGROUND UTILITIES BASED ON PAINT MARKS OR OTHER MARKINGS ESTABLISHED BY A UTILITY LOCATE SERVICE AND UTILITY LOCATIONS BASED ON SUPER BLOCK TOPOGRAPHIC SURVEY BY ENTRANCO DATED 5/13/98. OTHER UNDERGROUND UTILITIES MAY EXIST. NO SUB-SURFACE EXPLORATION WAS DONE TO VERIFY UTILITY ROUTINGS. THE ROUTING OF ALL BURIED UTILITIES SHOULD BE CONFIRMED WITH THE UTILITY PURVEYOR AND EXPOSED IN AREAS CRITICAL TO DESIGN.
- SANITARY SEWER AND STORM DRAINAGE FACILITIES HAVE BEEN ASSUMED THROUGH FIELD MEASUREMENTS OF THE LOCATION OF THE ACCESS STRUCTURES, THE TOP ELEVATION OF THE STRUCTURES, AND THE INVERT ELEVATIONS OF ANY PIPES ENTERING OR LEAVING THE STRUCTURES. IT IS STANDARD PRACTICE TO SHOW THE PIPES CONNECTING THESE STRUCTURES AS STRAIGHT LINES. THIS IS ONLY AN ASSUMPTION AND THE ACTUAL LOCATION OF THE PIPING MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION.
- UTILITY SURFACE FEATURES AND UTILITIES SHOWN IN SCREENED BACK LINE WEIGHTS WITHIN ROAD RIGHT-OF-WAYS ON SHEET 2 OF 2 ARE PER SUPER BLOCK TOPOGRAPHIC SURVEY BY ENTRANCO DATED 05/13/98.
- BOUNDARY LINES SHOWN ARE BASED ON CITY OF BELLEVUE B.L.A. NO. 05-113798-LG RECORDED NO. 2005102690001, RECORD OF SURVEY, VOL. 182 OF SURVEYS, PAGE 119, REC. NO. 2005020890001 AND CITY OF BELLEVUE B.L.A. NO. 13-116875 LW, RECORDING NO. 2013091900002, ALL RECORDS OF KING COUNTY, WASHINGTON.
- THE PURPOSE OF THIS SURVEY IS FOR A SITE PLAN.
- CONTOURS SHOWN HEREON DERIVED FROM DIRECT FIELD OBSERVATIONS
- ELEVATIONS AND CONTOUR ACCURACY IS NATIONAL MAPPING STANDARDS.

11.) SITE AREAS:

PARCEL A	11,961 SQ. FT.
PARCEL B	19,550 SQ. FT.
PARCEL C	17,851 SQ. FT.
PARCEL D	13,284 SQ. FT.
PARCEL E	3,389 SQ. FT.
LOT C	12,883 SQ. FT.
<b>TOTAL SITE</b>	<b>78,918 SQ. FT.</b>

CONTROL MAP



BASIS OF BEARINGS

HELD BEARING OF NORTH 88°44'14\"/>

HORIZONTAL DATUM:

NAD 83/2011 - WA NORTH

COORDINATE SYSTEM:

(WASHINGTON STATE PLANE COORDINATE SYSTEM - WA NORTH)

VERTICAL DATUM:

NAVD 88 - AS EXTENDED BY THE CITY OF BELLEVUE

BENCHMARKS

ORIGINAL BENCHMARK:

CITY OF BELLEVUE SURVEY BENCHMARK #953  
LOCATED SIGNAL POLE AT THE NORTHWEST CORNER INTERSECTION 108TH AVE NE & NE 8TH ST.  
ELEV. = 181.196

TBM "A"  
CHISELED "X" IN NORTH RIM STORM DRAIN FILTER VAULT #10001 AT THE NORTHEAST CORNER OF SITE.  
ELEV. = 161.66

TBM "B"  
CHISELED "X" IN NORTH RIM SDMH #8186 AT THE SOUTHWEST CORNER OF SITE.  
ELEV. = 160.01

DAVID EVANS  
AND ASSOCIATES INC.  
20300 Woodville Snohomish Rd NE  
Woodville Washington 98072  
Phone: 425.415.2000

TOPOGRAPHIC SURVEY  
FOR  
BY HOLDING, LLC  
WASHINGTON SQUARE-WEST PARCEL  
WASHINGTON  
BELLEVUE,

NO.	DATE	REVISION	BY	CHK
1	10/17/19	ISSUED FOR PERMITS	CE	CE
2	10/17/19	REVISED PERMITS	CE	CE
3	10/17/19	REVISED PERMITS	CE	CE



STAMP NOT VALID  
UNLESS SIGNED AND DATED

FIRST SUBMITTAL DATE: 10/18/18  
SCALE: HORIZ: 1" = 30' VERT:

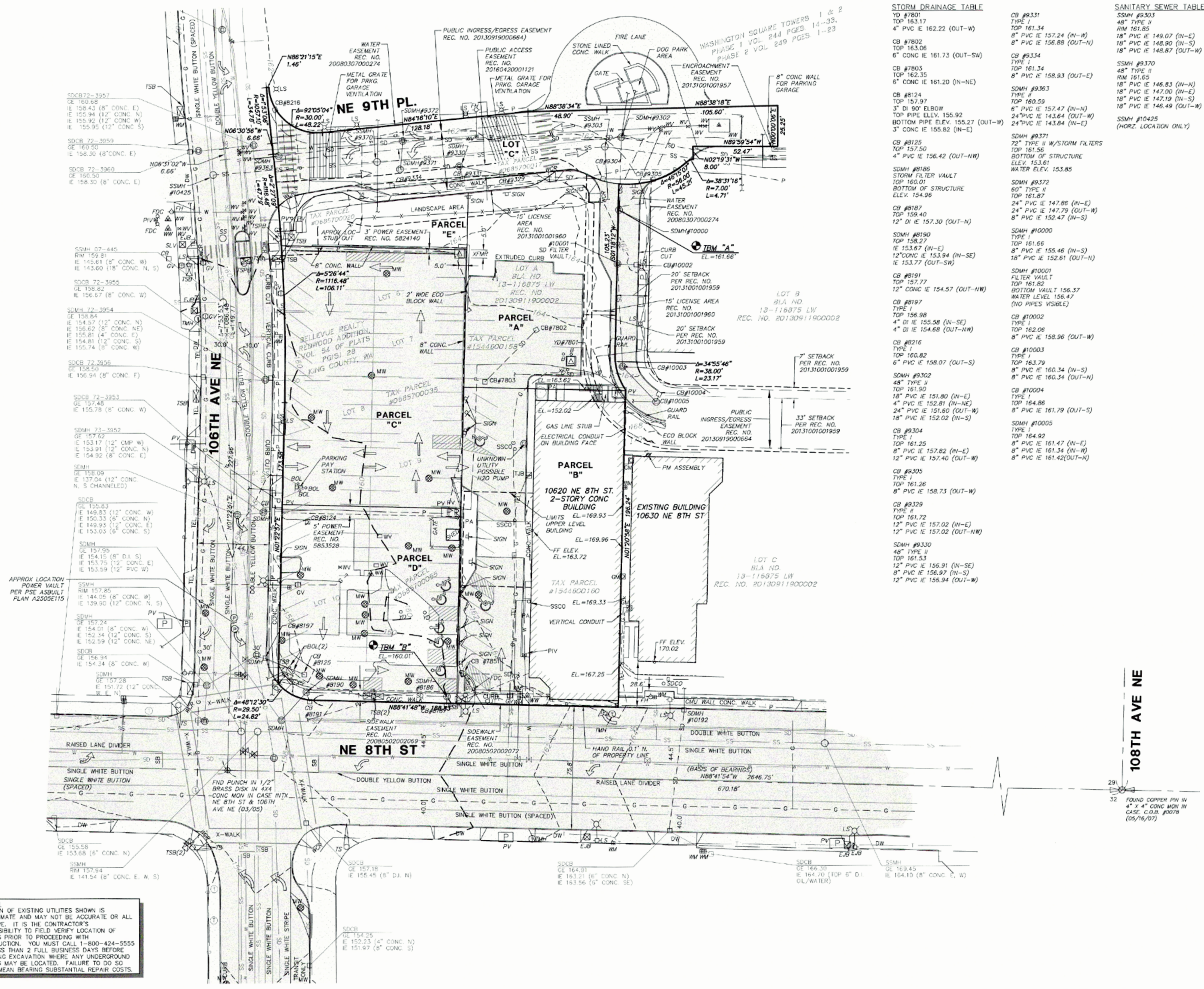
PROJECT NO.  
BVH00000001

SHEET NO.  
1

OF 2

Plot Date: 10/17/2019 11:13 AM  
 By: Charles Cornwell  
 Save Date: 8/21/2019 12:15 PM  
 File Path: \\B:\BHV\000000001\0400\CAD\SV\B\SESSV\TP-BVH00001.dwg

POR. SE 1/4 OF THE SW 1/4 SECT. 29, TWP 25 N, R 5 E, W.M.

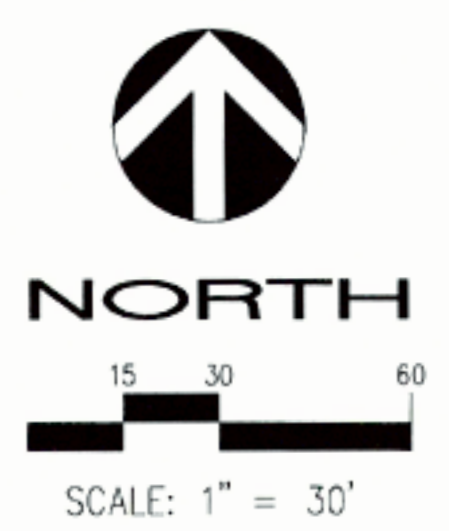


STORM DRAINAGE TABLE

YO #7801	TOP 163.17	4" PVC IE 162.22 (OUT-W)
CB #7802	TOP 163.08	6" CONC IE 161.73 (OUT-SW)
CB #7803	TOP 162.35	6" CONC IE 161.20 (N-NE)
CB #8124	TOP 157.97	3" DI 90' ELBOW
TOP PIPE ELEV. 155.92		BOTTOM PIPE ELEV. 155.27 (OUT-W)
CB #8125	TOP 157.50	4" PVC IE 156.42 (OUT-NW)
SDMH #8186	STORM FILTER VAULT	
TOP 160.01		BOTTOM OF STRUCTURE ELEV. 154.96
CB #8187	TOP 159.40	12" DI IE 157.30 (OUT-N)
SDMH #8190	TYPE I	TOP 161.66
IE 153.67 (N-E)		12" CONC IE 153.94 (N-SE)
IE 153.77 (OUT-SW)		
CB #8191	TOP 157.77	12" CONC IE 154.57 (OUT-NW)
CB #8197	TYPE I	TOP 156.98
4" DI IE 155.58 (N-SE)		4" DI IE 154.68 (OUT-NW)
CB #8216	TYPE I	TOP 160.82
6" PVC IE 158.07 (OUT-S)		
SDMH #8302	48" TYPE II	TOP 161.90
18" PVC IE 151.80 (N-E)		4" PVC IE 152.81 (N-NE)
24" PVC IE 151.60 (OUT-W)		18" PVC IE 152.02 (N-S)
CB #9304	TYPE I	TOP 161.25
8" PVC IE 157.82 (N-E)		12" PVC IE 157.40 (OUT-W)
CB #9305	TYPE I	TOP 161.26
8" PVC IE 158.73 (OUT-W)		
CB #9329	TYPE I	TOP 161.72
12" PVC IE 157.02 (N-E)		12" PVC IE 157.02 (OUT-NW)
SDMH #9330	48" TYPE II	TOP 161.53
12" PVC IE 156.91 (N-SE)		8" PVC IE 156.97 (N-S)
12" PVC IE 156.94 (OUT-W)		

SANITARY SEWER TABLE

SSMH #9303	48" TYPE II	RM 161.85
8" PVC IE 149.07 (N-E)		18" PVC IE 148.90 (N-S)
18" PVC IE 146.88 (OUT-N)		
SSMH #9370	48" TYPE II	RM 161.65
18" PVC IE 146.83 (N-N)		18" PVC IE 147.00 (N-E)
18" PVC IE 147.19 (N-S)		18" PVC IE 146.87 (OUT-W)
SSMH #10425	(HORZ. LOCATION ONLY)	
SDMH #9371	72" TYPE II W/STORM FILTERS	
TOP 161.34		8" PVC IE 158.93 (OUT-E)
SDMH #9363	TYPE II	TOP 160.59
6" PVC IE 157.47 (N-N)		24" PVC IE 143.64 (OUT-W)
24" PVC IE 143.64 (OUT-W)		24" PVC IE 143.84 (N-E)
SDMH #9372	60" TYPE II	TOP 161.87
24" PVC IE 147.85 (N-E)		24" PVC IE 147.79 (OUT-W)
24" PVC IE 147.79 (OUT-W)		8" PVC IE 152.47 (N-S)
SDMH #10000	TYPE I	TOP 161.66
18" PVC IE 152.61 (OUT-N)		
SDMH #10001	TYPE I	TOP 161.56
18" PVC IE 152.61 (OUT-N)		
SDMH #10002	TYPE I	TOP 161.82
8" PVC IE 160.34 (N-S)		8" PVC IE 160.34 (OUT-N)
SDMH #10003	TYPE I	TOP 164.92
8" PVC IE 161.47 (N-E)		8" PVC IE 161.34 (N-W)
8" PVC IE 161.79 (OUT-S)		
SDMH #10005	TYPE I	TOP 164.92
8" PVC IE 161.47 (N-E)		8" PVC IE 161.34 (N-W)
8" PVC IE 161.42 (OUT-N)		



SYMBOL LEGEND

- SDCO STORM DRAIN CLEANOUT
- △ FDC FIRE DEPT. CONNECTION
- ◇ FH FIRE HYDRANT
- WM WATER METER
- WV WATER VALVE
- WW WATER VAULT
- GV GAS VALVE
- EJB ELECTRICAL JUNCTION BOX
- ✶ PM POWER METER
- CB CATCH BASIN ( TYP I )
- SDMH STORM DRAIN MANHOLE ( TYP II )
- SSMH SANITARY SEWER MANHOLE
- PS POWER STUB
- SSCO SANITARY SEWER CLEANOUT
- △ FDC FIRE DEPT. CONNECTION
- PIV POST INDICATOR VALVE
- WW WATER VAULT
- WMH WATER MANHOLE
- PV POWER VAULT
- YL YARD LIGHT
- LS LIGHT STANDARD ( PARKING LOT )
- SLV STREET LIGHT VAULT
- TCB SIGNAL CONTROLLER
- TS TRAFFIC POLE
- T/B TELEPHONE JCT. BOX
- T/M TELEPHONE MANHOLE
- TR TELEPHONE JCT. RISER
- TT TELEPHONE VAULT
- BCL BOLLARD
- SGN SIGN
- TSB TRAFFIC SIGNAL BOX
- TSPB TRAFFIC SIGNAL PUSH BUTTON
- MW MONITORING WELL
- PM POWER METER
- X/PMP POWER TRANSFORMER
- HVAC HEATING/AIR CONDITIONING UNIT
- C.O.B. CITY OF BELLEVUE
- PA PLANTER AREA
- PL PROPERTY LINE
- DW DRIVEWAY
- WCR WHEELCHAIR RAMP

HATCH LEGEND

- ▨ GRAVEL
- ▨ CONCRETE
- ▨ ASPHALT PAVEMENT
- ▨ EXISTING BUILDING

LINE LEGEND

- SS --- SANITARY SEWER LINE
- SD --- STORM DRAIN
- W --- WATER LINE
- P --- POWER BURIED
- TEL --- TELEPHONE BURIED
- G --- GAS LINE
- X --- FENCE LINE
- MAJOR CONTOURS
- MINOR CONTOURS

TOPOGRAPHIC SURVEY FOR  
 BV HOLDING, LLC  
 WASHINGTON SQUARE-WEST PARCEL  
 BELLEVUE, WASHINGTON

REVISION: 1/26/19  
 DATE: 1/26/19  
 BY: [Signature]  
 CHECKED BY: [Signature]  
 DESIGNED BY: [Signature]



STAMP NOT VALID UNLESS SIGNED AND DATED  
 FIRST SUBMITTAL DATE: 10/18/18  
 SCALE: HORIZ: 1"=30' VERT:  
 PROJECT NO.: BVH00000001  
 SHEET NO.: 2  
 OF 2

Plot Date: 10/27/2018 11:10 AM  
 By: Charles Cornwell  
 Save Date: 8/21/2019 12:13 PM

**CAUTION**  
 LOCATION OF EXISTING UTILITIES SHOWN IS APPROXIMATE AND MAY NOT BE ACCURATE OR ALL INCLUSIVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY LOCATION OF UTILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. YOU MUST CALL 1-800-424-5555 NOT LESS THAN 2 FULL BUSINESS DAYS BEFORE BEGINNING EXCAVATION WHERE ANY UNDERGROUND UTILITIES MAY BE LOCATED. FAILURE TO DO SO COULD MEAN BEARING SUBSTANTIAL REPAIR COSTS.

Owner's Declaration

KNOW ALL PEOPLE BY THESE PRESENTS that we, the undersigned owners of the land herein described, do hereby make a Boundary Line Adjustment pursuant to Section 20.45B.260 of the City of Bellevue Land Use Code, and declare this document to be the graphic representation of the same, and that said adjustment is made with the free consent and in accordance with the desire of the owners.

The undersigned further acknowledge that the approval and recording of this document does not establish new title lines. FURTHER we have also been notified to execute and record quit claim deeds with the county auditor to convey all title interest consistent with this boundary line adjustment.

In witness whereof we have set our hands and seals.

By: BV HOLDINGS, LLC, A UTAH LIMITED LIABILITY COMPANY

Name: \_\_\_\_\_

It's: \_\_\_\_\_

Acknowledgement

STATE OF WASHINGTON }
COUNTY OF KING }

On this day personally appeared before me \_\_\_\_\_, to me known to be the \_\_\_\_\_ of BV Holdings, LLC, the corporation that executed the within and foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument on behalf of the corporation.

GIVEN under my hand and official seal this \_\_\_\_ day of \_\_\_\_\_, 2019.

Notary Public in and for the State of Washington
My commission expires \_\_\_\_\_

ORIGINAL LEGAL DESCRIPTION

PARCEL A: LOT A, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. 13-116875 LW, RECORDED UNDER RECORDING NO. 2013091900002, IN KING COUNTY, WASHINGTON.

PARCEL B: THE SOUTH 431.15 FEET OF THE WEST 100 FEET OF THAT PORTION OF TRACT & CHERITON FRUIT GARDENS, DONWAYS SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE(S) 46, IN KING COUNTY, WASHINGTON, LYING EASTERLY OF BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON; EXCEPT THE SOUTH 10 FEET THEREOF CONVEYED FOR NORTHEAST 8TH STREET, AND EXCEPT THAT PORTION THEREOF LYING WITHIN CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. 05-113798 LG, RECORDED UNDER RECORDING NO. 20051026900001; AND EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NUMBER 20080502002071.

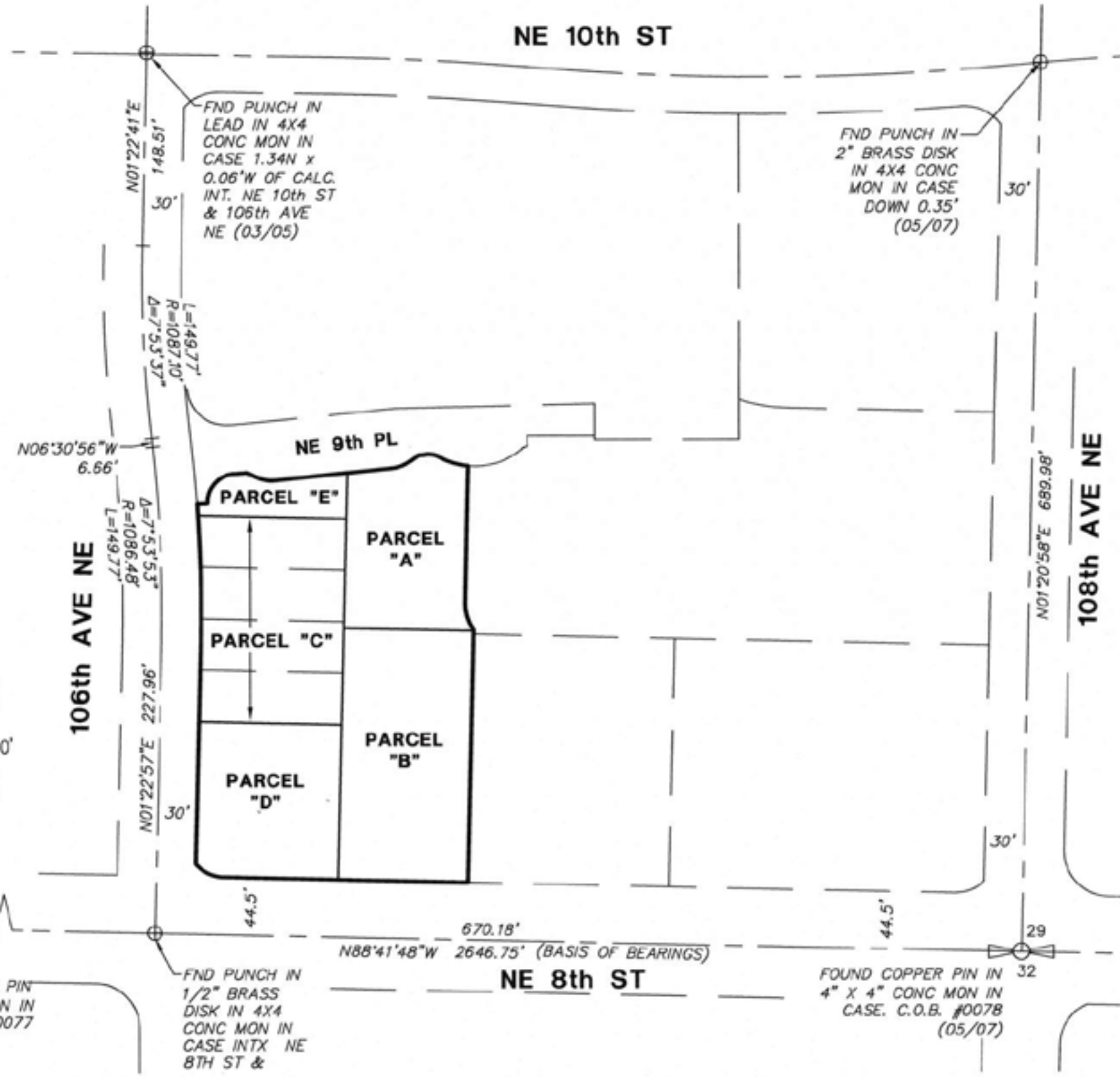
PARCEL C: LOTS 6, 7, 8 AND 9, BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON.

PARCEL D: LOT 10, BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON; EXCEPT THE SOUTH 10.00 FEET THEREOF, CONVEYED TO THE CITY OF BELLEVUE FOR STREET PURPOSES BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5038860; AND EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NO. 20080502002068.

PARCEL E: LOT B, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NUMBER 05-113798LG, RECORDED UNDER RECORDING NO. 20051026900001, IN KING COUNTY, WASHINGTON.

LOT AREAS

Table with 2 columns: AREAS BEFORE ADJUSTMENT, AREAS AFTER ADJUSTMENT. Rows include Parcel A, B, C, D, E and a TOTAL row.



GENERAL NOTES

- 1.) LEGAL DESCRIPTIONS AND EASEMENTS ARE BASED ON CHICAGO TITLE INSURANCE COMPANY ALTA COMMITMENT ORDER NUMBER 0808918-06, UPDATE 3rd COMMITMENT, DATED JULY 19, 2018 AT 8:00 AM.
2.) INSTRUMENTATION FOR THIS SURVEY WAS A LEICA TOTAL STATION AND A TRIMBLE VX SPATIAL STATION. PROCEDURES USED IN THIS SURVEY WERE FIELD TRAVERSE, MEETING OR EXCEEDING STANDARDS SET BY WAC 332-130-090.
3.) THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE IN JULY 2019 AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITION EXISTING AT THAT TIME.

BASIS OF BEARINGS

HELD BEARING OF NORTH 88°44'11" WEST ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 29-25-5 AS SHOWN ON THE RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 20050208900001, RECORDS OF KING COUNTY, WASHINGTON. THE BEARING WAS DETERMINED BY INVERTING THE NAD 83/2011 SPC COORDINATES DETERMINED BY THE CITY OF BELLEVUE TRANSPORTATION DEPARTMENT FOR THE S 1/4 AND SW CORNER OF SECTION 29, COB SURVEY CONTROL POINTS NO. 0078 AND NO. 0548.

HORIZONTAL DATUM

NAD 83/2011 - WA NORTH

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

TRANSPORTATION DEPARTMENT
EXAMINED AND APPROVED with respect to streets, alleys and rights of way for roads, paths and slopes.

REAL PROPERTY & SURVEY DATE

DEVELOPMENT REVIEW DATE

UTILITIES DEPARTMENT
EXAMINED AND APPROVED with respect to water, sewer and drainage systems.

ADMINISTRATOR DATE

DEVELOPMENT SERVICES DEPARTMENT
EXAMINED AND APPROVED:

ADMINISTRATOR DATE

KING COUNTY DEPT. OF ASSESSMENTS
EXAMINED AND APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2019.

ASSESSOR DEPUTY ASSESSOR

0685700020, 0685700035, 0685700055, 1544600158, 1544600160
ACCOUNT NOS.

RECORDER'S CERTIFICATE

FILED FOR RECORD THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2019 AT \_\_\_\_ M. IN BOOK \_\_\_\_ OF SURVEYS AT PAGES \_\_\_\_ AT THE REQUEST OF DAVID EVANS AND ASSOCIATES, INC.

DIRECTOR OF RECORDS

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF BV HOLDINGS, LLC IN JULY 2019.

PROFESSIONAL LAND SURVEYOR DATE

Professional seal for David Evans and Associates Inc. and a signature line with DATE.

City of Bellevue logo and text: City of Bellevue

BOUNDARY LINE ADJUSTMENT NO.

SHEET 1 OF 2

DEA JOB NO. BVH000000001



WASHINGTON SQUARE
10620 NE 8TH ST | BELLEVUE, WA 98004
MASTER DEVELOPMENT PLAN
Resubmittal C

CoB Proj. #
19-121114-LP

Table with 3 columns: No., Description, Date. Rows for Resubmittal A, B, and C.

Issue Date: 31 March 2020
Drawn: KC KWOK / ST
Checked:
CDO Project No.: 2017.13

LOT BOUNDARY ADJUSTMENT

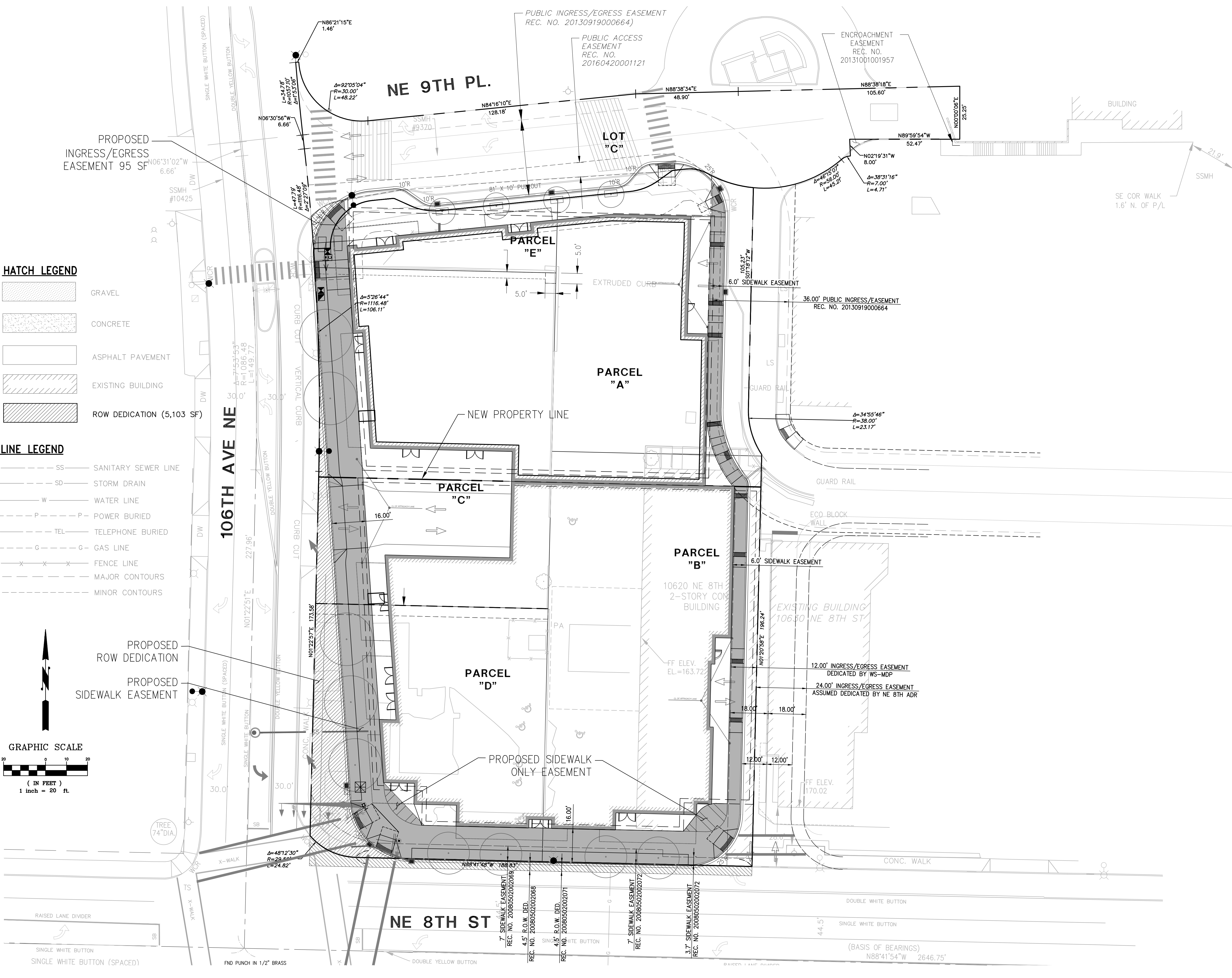
MDP-002C



BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA

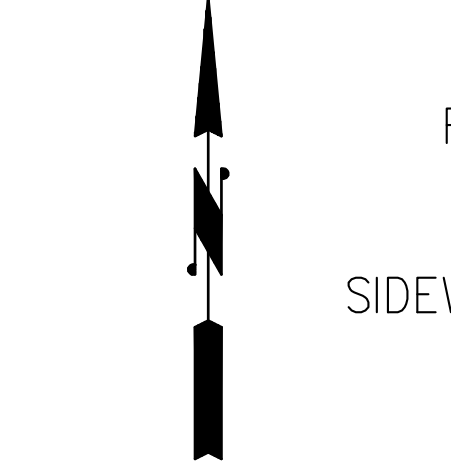


**HATCH LEGEND**

- GRAVEL
- CONCRETE
- ASPHALT PAVEMENT
- EXISTING BUILDING
- ROW DEDICATION (5,103 SF)

**LINE LEGEND**

- SS — SANITARY SEWER LINE
- SD — STORM DRAIN
- W — WATER LINE
- P — POWER BURIED
- TEL — TELEPHONE BURIED
- G — GAS LINE
- X — FENCE LINE
- MAJOR CONTOURS
- MINOR CONTOURS



Owner | West 77 Partners  
10620 NE 8th St  
Bellevue, WA 98004

Phone 425.574.7076  
www.west77partners.com



Landscape Architecture  
GCH Planning and Landscape Architecture  
6101 22nd Avenue NW  
Seattle, WA 98107



Structural Engineering | Civil Engineering  
DCI Engineers  
818 Stewart St. Suite 1000  
Seattle, WA 98101



Transportation Planning | Design |  
Traffic Impact & Operations  
TenW  
11400 SE 8th Street, Suite 200  
Bellevue, WA 98004

Phone 425.250.5004  
www.tenw.com

**WASHINGTON SQUARE**  
10620 NE 8TH ST | BELLEVUE, WA 98004

**MASTER DEVELOPMENT PLAN**  
Resubmittal C

CoB Proj. #  
**19-121114-LP**


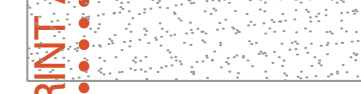




No.	Description	Date
▲	Resubmittal A	10/16/2019
▲	Resubmittal B	11/25/2019
▲	Resubmittal C	03/31/2020

Issue Date: 31 March 2020  
Drawn: KC KWOK / ST  
Checked:  
CDO Project No.: 2017.13










EXISTING AND  
PROPOSED  
EASEMENTS  
**MDP-002E**








**HATCH LEGEND**

-  GRAVEL
-  CONCRETE
-  ASPHALT PAVEMENT
-  EXISTING BUILDING
-  106TH AVE NE ROW DEDICATION (1,828 SF)
-  NE 8TH ST. ROW DEDICATION (1,124 SF)




**LINE LEGEND**

-  SANITARY SEWER LINE
-  STORM DRAIN
-  WATER LINE
-  POWER BURIED
-  TELEPHONE BURIED
-  GAS LINE
-  FENCE LINE
-  MAJOR CONTOURS
-  MINOR CONTOURS

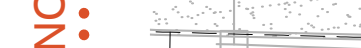


-  NEW 8" DOMESTIC WATER SERVICE
-  NEW 8" FIRE WATER SERVICE
-  DDCVA LOCATED IN FIRE RISER ROOM

-  NEW 8" DOMESTIC WATER SERVICE
-  NEW 8" FIRE WATER SERVICE

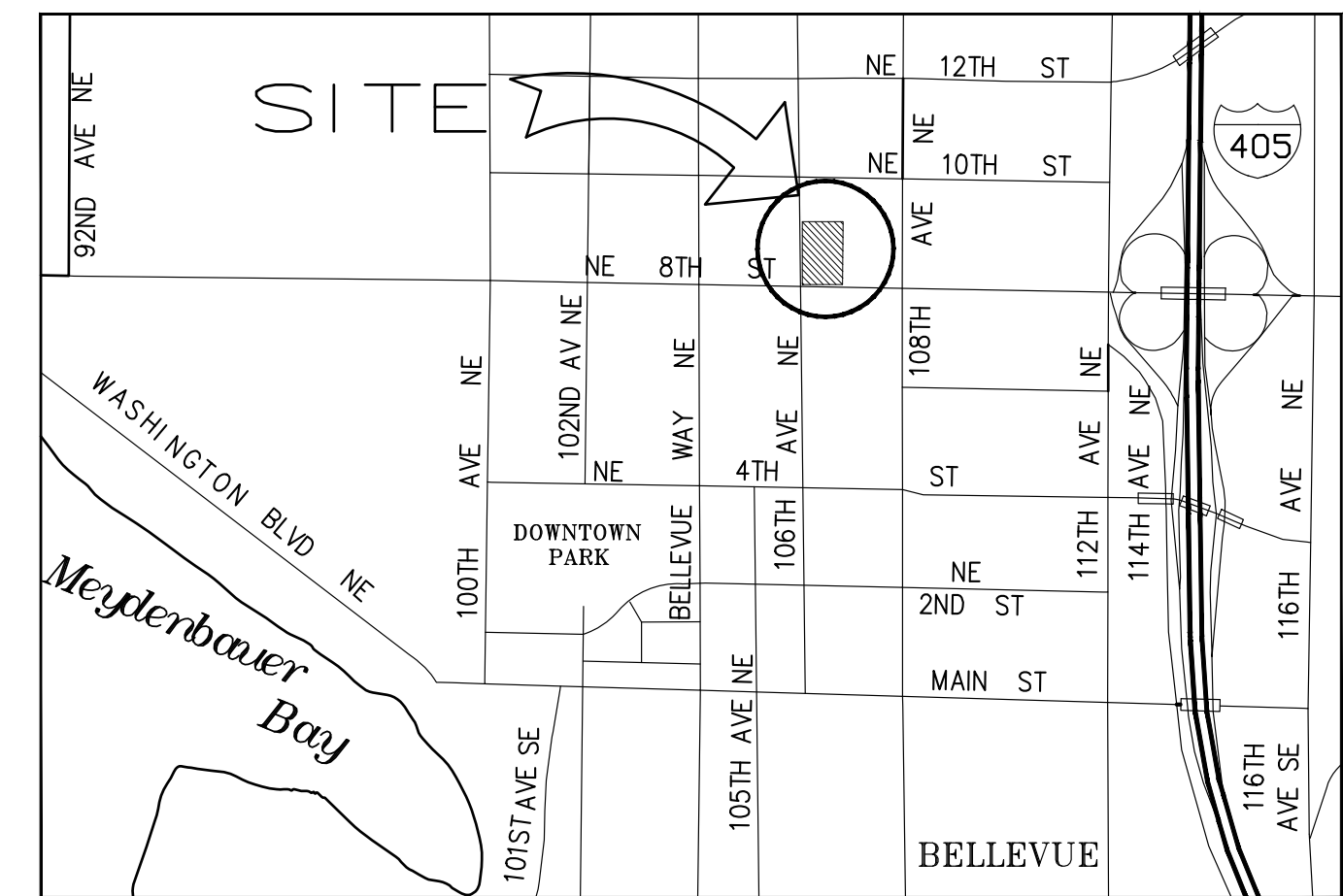
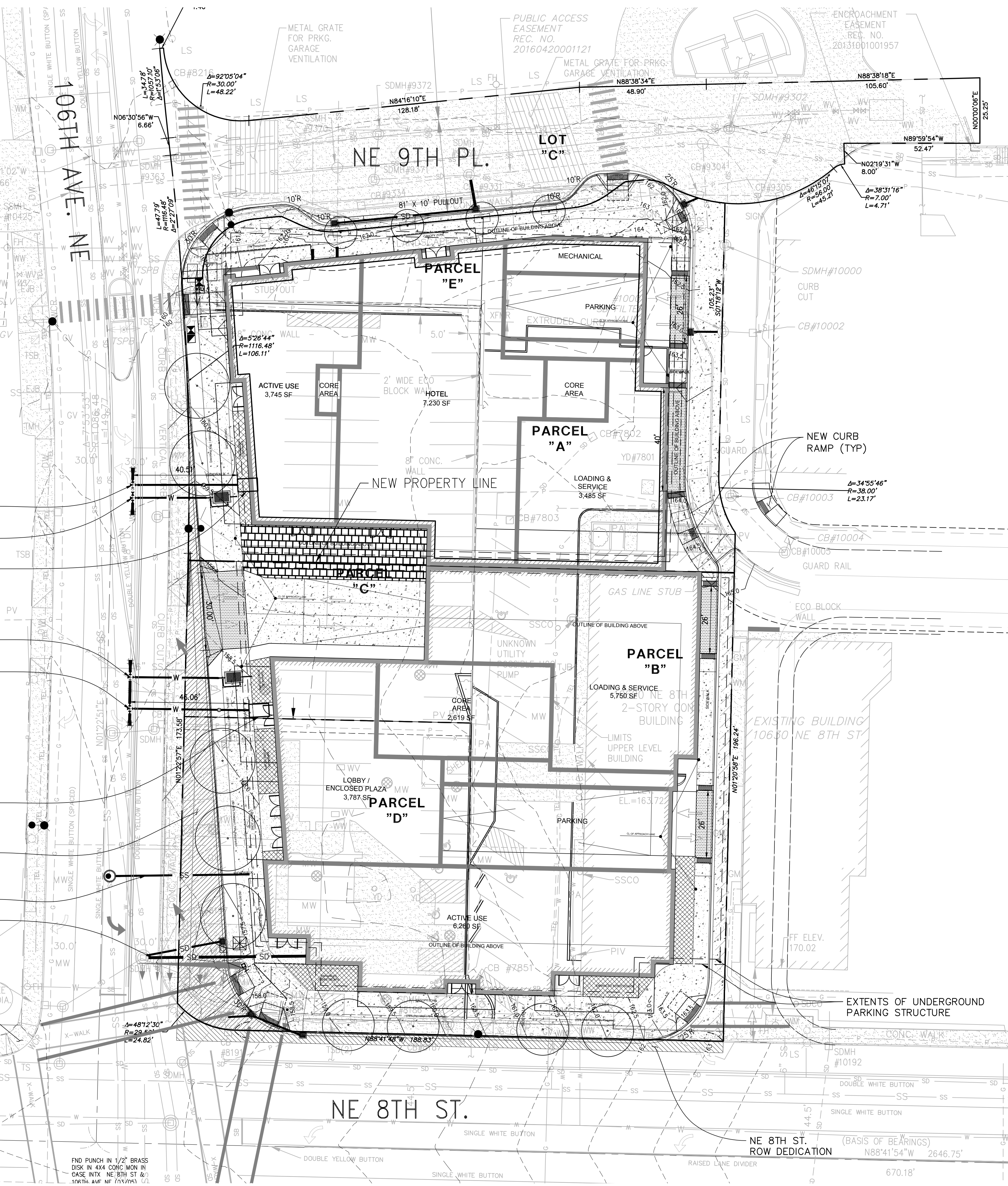
-  DDCVA LOCATED IN FIRE RISER ROOM

-  PROPOSED ROW DEDICATION
-  8" SIDE SEWER
-  12" SERVICE DRAIN

CONTRACTOR TO CONFIRM EXISTING COMPANION RAMPS ARE ADA COMPLIANT (TYP)

-  RAISED LANE DIVIDER
-  SINGLE WHITE BUTTON
-  SINGLE WHITE BUTTON (SPACED)

FIND PUNCH IN 1/2" BRASS DISK IN 4x4 CONC. MON IN CASE INTX NE 8TH ST & 106TH AVE NE (01/03/01) (L)



**VICINITY MAP**  
NOT TO SCALE

**LEGAL DESCRIPTION**

LEGAL DESCRIPTION BASED ON CHICAGO TITLE INSURANCE COMPANY A.L.T.A COMMITMENT ORDER NUMBER 0080919-06, DATED SEPTEMBER 20, 2016 AT 8:00 AM.

**PARCEL A:**  
LOT A, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. 13-116875 LW, RECORDED UNDER RECORDING NO. 20130911900002, IN KING COUNTY, WASHINGTON.

**PARCEL B:**  
THE SOUTH 421.15 FEET OF THE WEST 100 FEET OF THAT PORTION OF TRACT B, CHERITON FRUIT GARDENS, CONWAYS SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE(S) 46, IN KING COUNTY, WASHINGTON, LYING EASTERLY OF BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON;  
EXCEPT THE SOUTH 10 FEET THEREOF CONVEYED FOR NORTHEAST 8TH STREET; AND  
EXCEPT THAT PORTION THEREOF LYING WITHIN CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. 05-113798 LG, RECORDED UNDER RECORDING NO. 20051026900001; AND  
EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NUMBER 20080502002071.

**PARCEL C:**  
LOTS 6, 7, 8 AND 9, BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON.

**PARCEL D:**  
LOT 10, BELLEVUE REALTY REDWOOD ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 54 OF PLATS, PAGE(S) 28, IN KING COUNTY, WASHINGTON;  
EXCEPT THE SOUTH 10.00 FEET THEREOF, CONVEYED TO THE CITY OF BELLEVUE FOR STREET PURPOSES BY DEED RECORDED UNDER AUDITOR'S FILE NO. 5038660; AND  
EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NO. 20080502002068.

**PARCEL E:**  
LOT D, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NUMBER 05-113798LG, RECORDED UNDER RECORDING NO. 20051026900001, IN KING COUNTY, WASHINGTON.

**HORIZONTAL DATUM:**  
NAD 83/2011 - WA NORTH

**COORDINATE SYSTEM:**  
(WASHINGTON STATE PLANE COORDINATE SYSTEM - WA NORTH)

**VERTICAL DATUM:**  
NAVD 88 - AS EXTENDED BY THE CITY OF BELLEVUE

**NOTE**  
REFER TO PLAN SHEET MDP-002D FOR ALL EASEMENTS AND THEIR ASSOCIATED RECORDING NUMBERS

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10620 NE 8TH ST | BELLEVUE, WA 98004

**MASTER DEVELOPMENT PLAN**  
Resubmittal C

CoB Proj. #  
**19-121114-LP**

No.	Description	Date
▲	Resubmittal A	10/16/2019
▲	Resubmittal B	11/25/2019
▲	Resubmittal C	03/31/2020

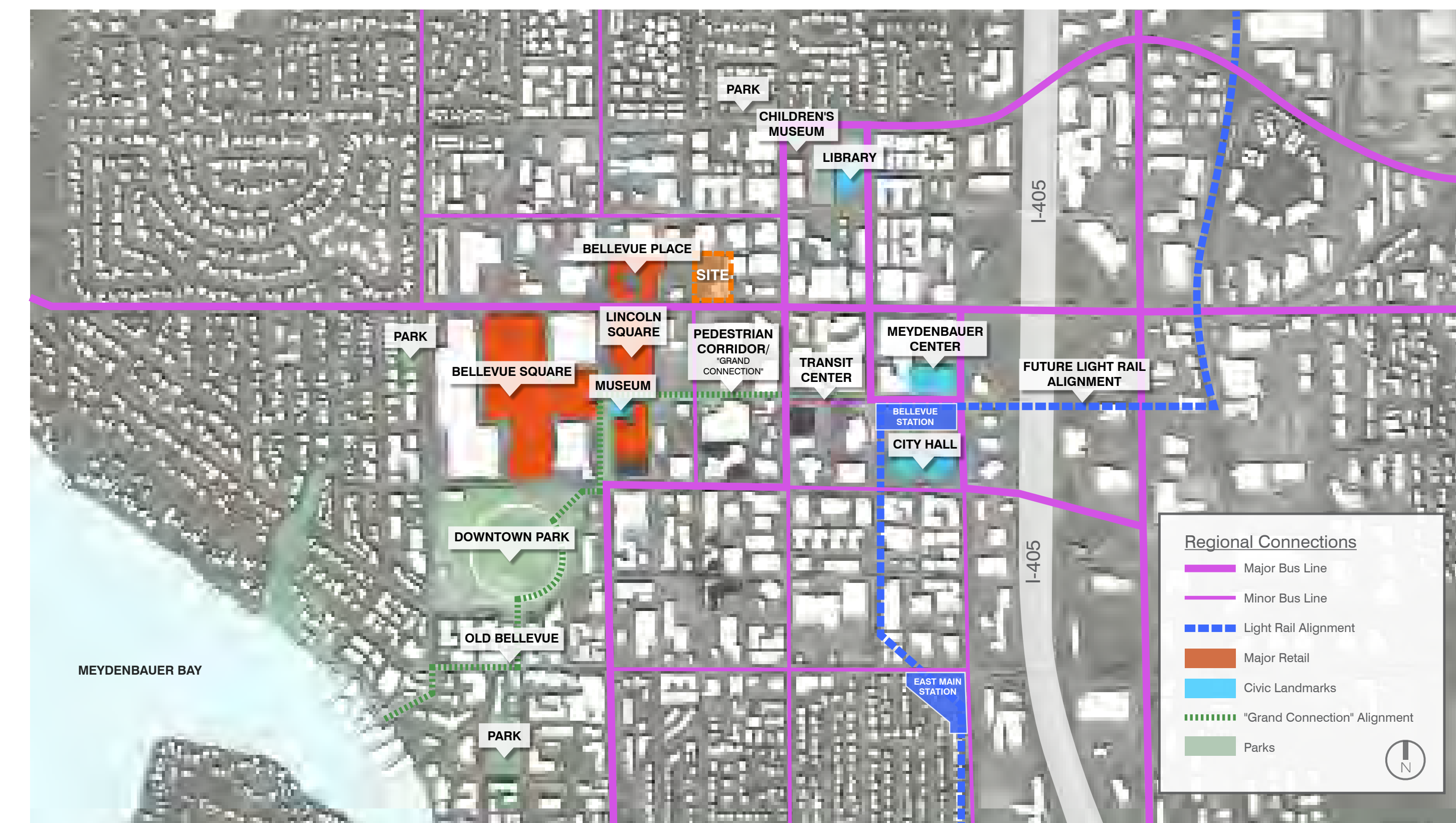
Issue Date: 31 March 2020  
Drawn: KC KWOK / ST  
Checked:  
CDO Project No.: 2017.13

BINDING REGION - NO PRINT AREA

### Site Analysis Ground Level Context



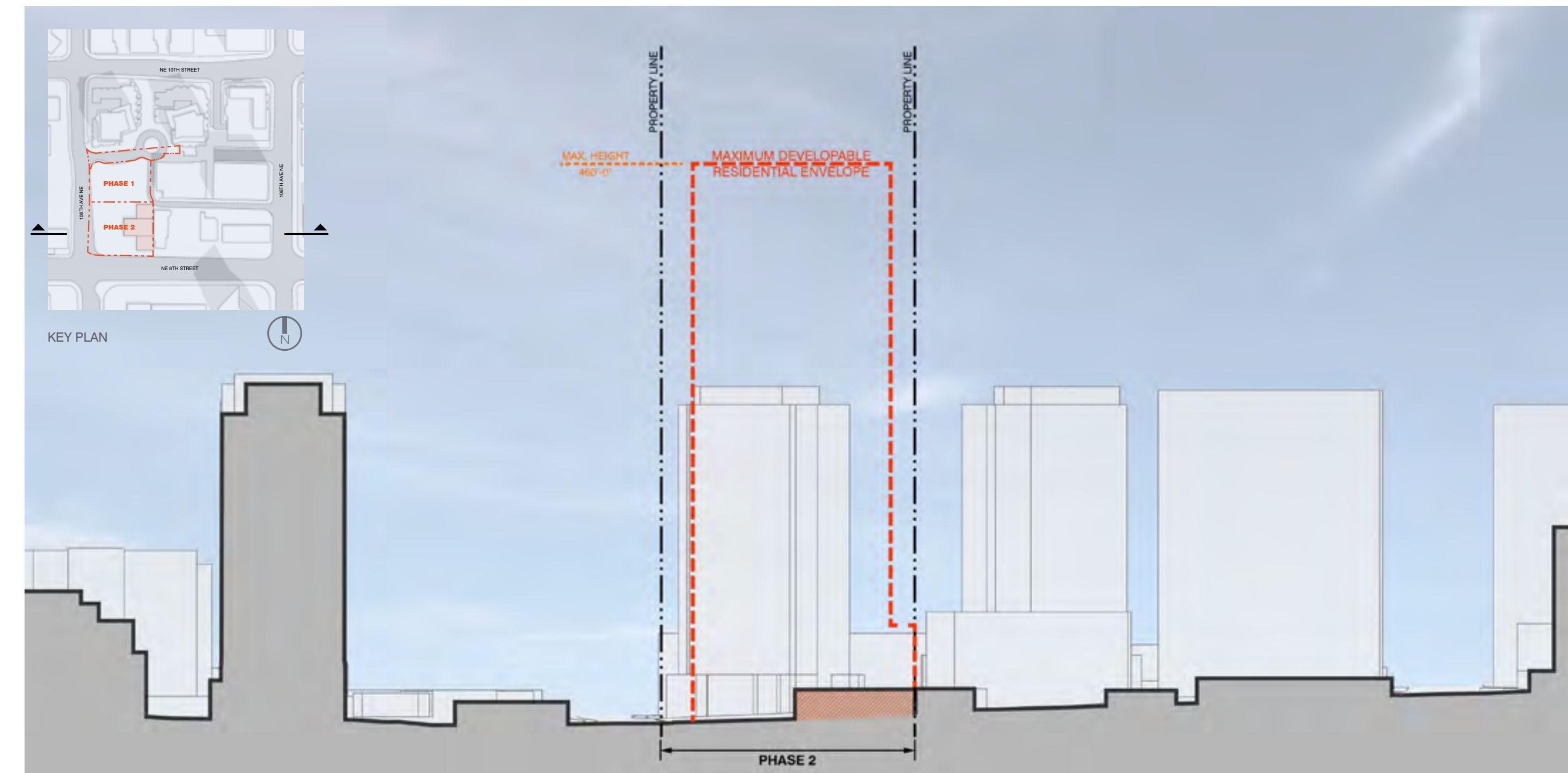
BINDING REGION - NO PRINT AREA



BINDING REGION - NO PRINT AREA

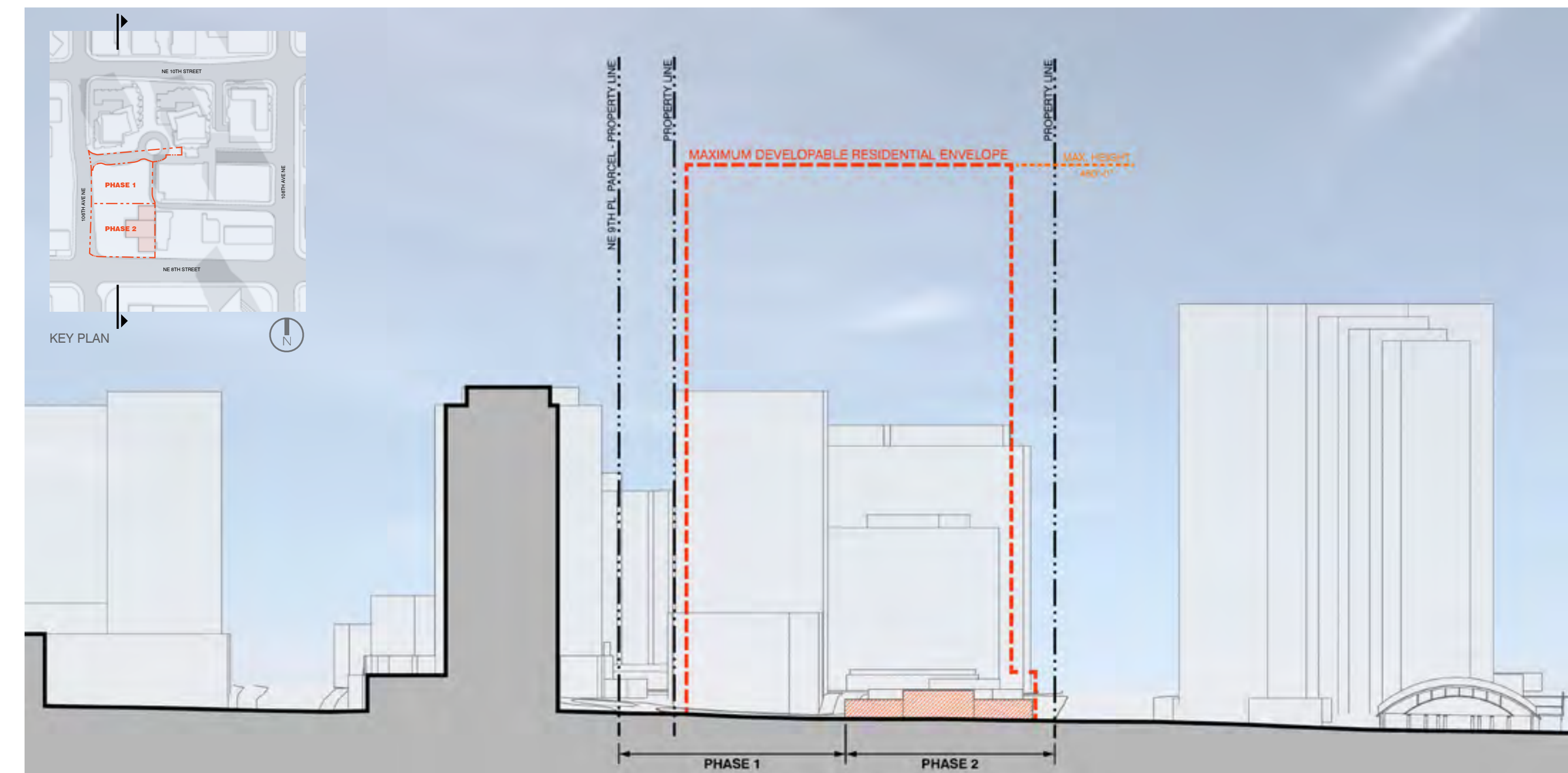
### Site Analysis EW Site Section

Looking North  
Scale 1"=80'



### Site Analysis NS Site Section

Looking East  
Scale 1"=80'



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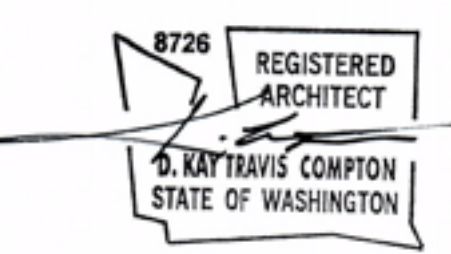
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Resubmittal C



CoB Proj. #  
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No.	Description	Date
▲	Resubmittal A	10/16/2019
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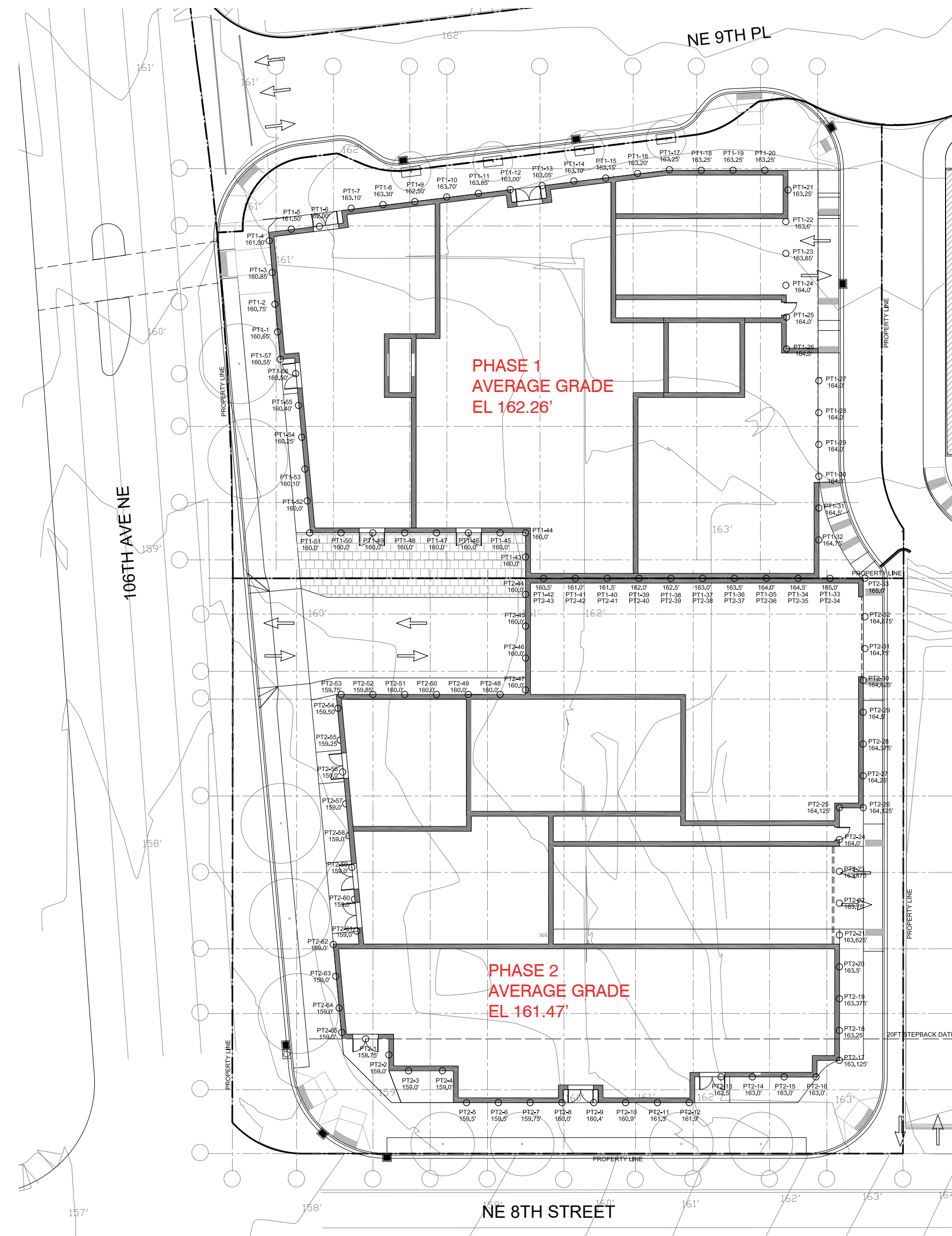
Issue Date: 31 March 2020  
Drawn: KC KWOK / ST  
Checked: \_\_\_\_\_  
CDO Project No.: 2017.13

SITE CONTEXT  
DIAGRAMS

MDP-004

BINDING REGION - NO PRINT AREA

### I. Average Grade Diagram



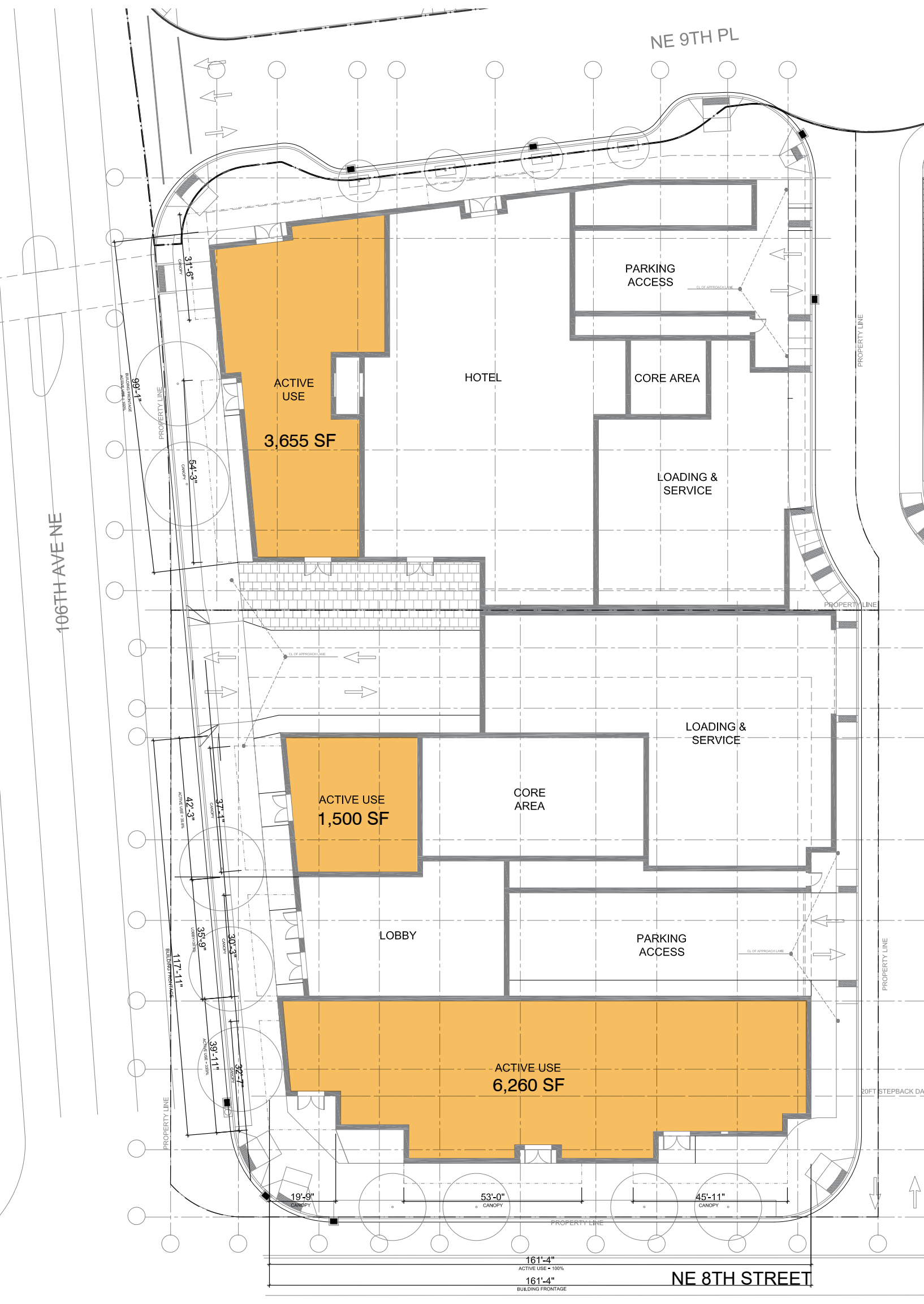
### II. Average Grade Calculation

PHASE 1 - Hotel		PHASE 2 - Commercial	
Location	Finish Grade Elevation (EL)	Location	Finish Grade Elevation (EL)
PT1-1	160.75	PT2-1	159.75
PT1-2	160.75	PT2-2	159.00
PT1-3	161.00	PT2-3	159.00
PT1-4	161.00	PT2-4	159.00
PT1-5	161.50	PT2-5	159.50
PT1-6	162.00	PT2-6	159.50
PT1-7	162.50	PT2-7	159.75
PT1-8	162.50	PT2-8	160.00
PT1-9	162.50	PT2-9	160.40
PT1-10	163.00	PT2-10	160.60
PT1-11	163.85	PT2-11	161.30
PT1-12	163.00	PT2-12	161.90
PT1-13	163.25	PT2-13	162.30
PT1-14	163.50	PT2-14	163.00
PT1-15	163.50	PT2-15	163.50
PT1-16	163.20	PT2-16	163.00
PT1-17	163.25	PT2-17	163.13
PT1-18	163.25	PT2-18	163.25
PT1-19	163.25	PT2-19	163.38
PT1-20	163.25	PT2-20	163.50
PT1-21	163.25	PT2-21	163.63
PT1-22	163.60	PT2-22	163.75
PT1-23	163.85	PT2-23	163.88
PT1-24	164.00	PT2-24	164.00
PT1-25	164.00	PT2-25	164.13
PT1-26	164.00	PT2-26	164.13
PT1-27	164.00	PT2-27	164.25
PT1-28	164.00	PT2-28	164.38
PT1-29	164.00	PT2-29	164.50
PT1-30	164.00	PT2-30	164.63
PT1-31	164.50	PT2-31	164.75
PT1-32	164.75	PT2-32	164.88
PT1-33	165.00	PT2-33	165.00
PT1-34	165.00	PT2-34	165.00
PT1-35	165.00	PT2-35	165.00
PT1-36	163.50	PT2-36	164.00
PT1-37	163.00	PT2-37	163.50
PT1-38	162.50	PT2-38	163.00
PT1-39	162.00	PT2-39	162.50
PT1-40	161.50	PT2-40	162.00
PT1-41	161.00	PT2-41	161.50
PT1-42	160.50	PT2-42	161.00
PT1-43	160.00	PT2-43	160.50
PT1-44	160.00	PT2-44	160.00
PT1-45	160.00	PT2-45	160.00
PT1-46	160.00	PT2-46	160.00
PT1-47	160.00	PT2-47	160.00
PT1-48	160.00	PT2-48	160.00
PT1-49	160.00	PT2-49	160.00
PT1-50	160.00	PT2-50	160.00
PT1-51	160.00	PT2-51	160.00
PT1-52	160.00	PT2-52	159.50
PT1-53	160.00	PT2-53	159.75
PT1-54	160.25	PT2-54	159.50
PT1-55	160.40	PT2-55	159.50
PT1-56	160.50	PT2-56	159.00
PT1-57	160.50	PT2-57	159.00
PT1-58	160.00	PT2-58	159.00
PT1-59	160.00	PT2-59	159.00
PT1-60	160.00	PT2-60	159.00
PT1-61	160.00	PT2-61	159.00
PT1-62	160.00	PT2-62	159.00
PT1-63	160.00	PT2-63	159.00
PT1-64	160.00	PT2-64	159.00
PT1-65	160.00	PT2-65	159.00

Total Sum FT Elevations	5248.95	Total Sum FT Elevations	10451.73
Number of Spot Elevations	57	Number of Spot Elevations	65
Project Average Finished Grade	162.26	Project Average Finished Grade	161.47

### IV. Active Use Diagram



ALL ACTIVE USE AREAS IN THIS DIAGRAM ARE SEEKING FAR EXEMPTIONS

### III. Zoning Summary

Zoning	Zone Downtown Office 2 (DT-O-2) North of NE 8th St
<b>Dimensional Requirements In Downtown District (20.25A.4 + 20.25A.075)</b>	
Building Type	Non-Residential
Maximum floor plate above 40'	24,000
Maximum floor plate above 80'	24,000
Trigger for Additional Height	288'
Maximum Floor Plate above Trigger Height	21,600
Floor Plate Reductions above Trigger Height	10%
Height Exceptions (max)	30'
Max Lot Coverage	100%
Building Height Maximum (FT) without mechanical w/ Mechanical	460
Floor Area Ratio Minimum	5.4
Maximum	6.0
Internal Property Line Tower Stepback	20
Upper Level Stepback	20
Tower Separation above 80'	60
Where building exceeds 100' HGT	
Outdoor Plaza Requirements	10%

Amenity Incentive Program Neighborhood	CITY CENTER NORTH	
<b>Amenity Incentive System (20.25A.070.D.4 &amp; 20.25A.070.D.2.6)</b>		
Feature	Ratio	Points
1. Major Pedestrian Corridor and Major Public Open Space	N/A	
2. Outdoor Plaza	9.3 : 1	Points : 5F
3. Donation of Park Property	45 : 1000	Points : Appraised Value (5)
4. Improvement of Public Park Property	40 : 1000	Points : Appraised Value (5)
5. Enhanced Streetscape	7 : 1	Points : 5F
6. Active Recreation Area	2 : 1	Points : 5F
7. Enclosed Plaza	4 : 1	Points : 5F
8. Alley with Address	6.7 : 1	Points : 5F
9. Streetclosures at street corners and transit stops	40 : 1000	Points : 5F
10. Pedestrian Bridges	250 : 1	Points : 5F
11. Performing Arts Space	16 : 1	Points : Appraised Value (5)
12. Public Art	40 : 1000	Points : Appraised Value (5)
13. Water Feature	40 : 1000	Points : Appraised Value (5)
14. Historic Preservation of Physical Structure/ Buildings	40 : 1000	Points : Appraised Value (5)
15. Historic and Cultural Resources Documentation	40 : 1000	Points : Appraised Value (5)
16. Neighborhood Serving Uses	8 : 1	Points : 5F
17. Sustainability Certification	0.2 - 0.25	Certification level dependent
18. Flexible Amenity	Varies	Case-By-Case Basis

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.7)	Land Use	Unit	Min	Max
Office	per 1000 NSF		0	2.7
Residential	per unit		0	2.0
Restaurants	per 1000 NSF		0	15
Retail	per 1000 NSF		3.3	5.0
Retail in a mixed development	per 1000 NSF		0	3.3

Sidewalk Dimensions (20.25A.090.A.1)	Street	Required Width	Unit	Notes
	106th Ave NE	16	FT	
	108th Ave NE	16	FT	
	NE 8th Ave	16	FT	

Right of Way Designations (20.25A.170.B)	Street	Type	Min. Transparency	Weather Protection	Points of Interest	GLR Casing HGT	Active Uses
	106th Ave NE & 108th Ave NE	B - Commercial Street	75%	75% 6FT Depth	Every 90 FT	12 FT Max	250,000 sq ft office, 100,000 sq ft residential or greater total
	NE 8th St	C - Mixed Streets	75%	75% 6FT Depth	Every 90 FT	12 FT Max	

### V. Area Summary

AREA SUMMARY - FAR		AREA SUMMARY - DT FLOOR PLATE		PARKING QUANTITY	
Level	Phase 1 - Hotel FAR Chargeable Area (SF)	Level	Phase 1 - Hotel DT FLOOR PLATE (SF)	Level	Phase 1 - Hotel # of Stalls
Roof	0	Roof	0	P1	64
8	18,013	8	20,704	P2	64
7	18,013	7	20,704	P3	64
6	18,013	6	20,704	<b>TOTAL</b>	<b>192</b>
5	18,013	5	20,704		
4	18,013	4	20,704		
3	18,013	3	20,704		
2	14,066	2	16,127		
1	7,150	1	18,113		
P1	20,934	P1	20,934		
P2	0	P2	20,934		
P3	0	P3	20,934		
<b>TOTAL</b>	<b>125,292</b>	<b>TOTAL</b>	<b>221,308</b>		

Phase 2 - Commercial		Phase 2 - Commercial		Phase 2 - Commercial	
Level	FAR Chargeable Area (SF)	Level	DT FLOOR PLATE (SF)	Level	# of Stalls
Roof	17,309	Roof	19,669	P1	81
20	17,309	20	19,669	P2	81
19	17,309	19	19,669	P3	97
18	17,309	18	19,669	P4	97
17	17,309	17	19,669	P5	97
16	17,309	16	19,669	P6	97
15	17,309	15	19,669	P7	97
14	17,309	14	19,669	P8	97
13	17,309	13	19,669	<b>TOTAL</b>	<b>747</b>
12	17,309	12	19,669		
11	17,309	11	19,669		
10	17,309	10	19,669		
9	17,309	9	19,669		
8	17,309	8	19,669		
7	17,309	7	19,669		
6	17,309	6	19,669		
5	17,309	5	19,669		
4	17,309	4	19,669		
3	17,309	3	19,669		
2	19,854	2	22,561		
1	2,236	1	22,561		
P1	0	P1	28,475		
P2	0	P2	28,475		
P3	0	P3	34,085		
P4	0	P4	34,085		
P5	0	P5	34,085		
P6	0	P6	34,085		
P7	0	P7	34,085		
P8	0	P8	34,085		
<b>TOTAL</b>	<b>350,860</b>	<b>TOTAL</b>	<b>646,214</b>		

PHASE 1 + PHASE 2		PHASE 1 + PHASE 2		PHASE 3 + PHASE 4	
<b>TOTAL</b>	<b>480,252</b>	<b>TOTAL</b>	<b>867,521</b>	<b>TOTAL</b>	<b>939</b>

Note: Departure for reduced parking ratio will be sought during Design Review, otherwise minimum parking ratios will be met.

BINDING REGION - NO PRINT AREA

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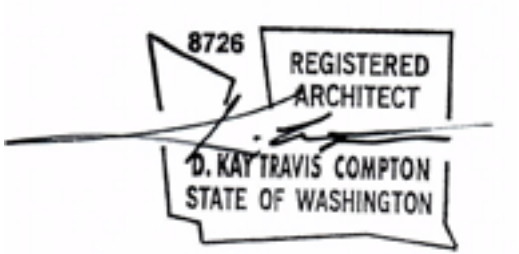
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**MASTER DEVELOPMENT PLAN**  
Resubmittal C



CoB Proj. #  
**19-121114-LP**

No.	Description	Date
▲	Resubmittal A	10/16/2019
▲	Resubmittal B	11/25/2019
▲	Resubmittal C	03/31/2020

Issue Date: 31 March 2020  
Drawn: KC KWOK / ST  
Checked: [Signature]  
CDO Project No.: 2017.13

### ZONING & AREA SUMMARY

# MDP-005

# FAR Summary

Washington Square Bellevue WA | PHASE 1 + 2 | MDP | Hotel + Commercial  
11.25.19

METRICS										
PHASE 1 (HOTEL)										
Level	ELEV	FI-FI	GSF	(FAR Exempt)	(FAR Exempt)	FAR DT-FLOOR AREA RATIO	Total DT-FLOOR PLATE	Construction	GSF	
+460' MAX HEIGHT LIMIT EL 622.26										
+288' TRIGGER HEIGHT EL 450.26'										
+100' EL 262.28'										
Roof	258.00									
8	248.00	10.00				18.013	20,704	21,284		
7	238.00	10.00				18.013	20,704	21,284		
6	228.00	10.00				18.013	20,704	21,284		
5	218.00	10.00				18.013	20,704	21,284		
4	208.00	10.00				18.013	20,704	21,284		
3	198.00	10.00				18.013	20,704	21,284		
2	183.00	15.00				14.066	16,167	16,620		
1	163.00	20.00	0	3,620	4,768	7.150	18,123	18,620		
Avg grade	162.26	95.74	0	3,620	4,768	129,292	158,506	162,944		
Level	FI-FI	Stalls								
P1	11.00	64				20,934	21,775			
P2	9.00	64				20,934	21,775			
P3	9.00	64				20,934	21,775			
Total	25.00	192				62,802	65,325			

Phase 1 Height Datum	ELEVATION
Average grade	162.26
100 FT Datum	262.26
Trigger Height	450.26
Maximum Height	622.26

METRICS										
PHASE 2 (COMMERCIAL)										
Level	ELEV	FI-FI	GSF	(FAR Exempt)	(FAR Exempt)	FAR DT-FLOOR AREA RATIO	Total DT-FLOOR PLATE	Construction	GSF	
+460' MAX HEIGHT LIMIT EL 621.47										
+288' TRIGGER HEIGHT EL 449.47'										
21	423.00	13.00				17,309	19,669	20,220		
20	410.00	13.00				17,309	19,669	20,220		
19	397.00	13.00				17,309	19,669	20,220		
18	384.00	13.00				17,309	19,669	20,220		
17	371.00	13.00				17,309	19,669	20,220		
16	358.00	13.00				17,309	19,669	20,220		
15	345.00	13.00				17,309	19,669	20,220		
14	332.00	13.00				17,309	19,669	20,220		
13	319.00	13.00				17,309	19,669	20,220		
12	306.00	13.00				17,309	19,669	20,220		
11	293.00	13.00				17,309	19,669	20,220		
10	280.00	13.00				17,309	19,669	20,220		
9	267.00	13.00				17,309	19,669	20,220		
8	254.00	13.00				17,309	19,669	20,220		
7	241.00	13.00				17,309	19,669	20,220		
6	228.00	13.00				17,309	19,669	20,220		
5	215.00	13.00				17,309	19,669	20,220		
4	202.00	13.00				17,309	19,669	20,220		
3	189.00	13.00				17,309	19,669	20,220		
2	174.00	15.00				19,854	22,561	23,193		
1	159.00	15.00	0	7,760	12,565	2,236	22,561	23,193		
Avg grade	161.47	274.53	0	7,760	12,565	350,960	418,839	430,566		
Level	FI-FI	Stalls								
P1	11.00	81				28,475	29,835			
P2	9.00	81				28,475	29,835			
P3	9.00	97				34,085	35,565			
P4	9.00	97				34,085	35,565			
P5	9.00	97				34,085	35,565			
P6	9.00	97				34,085	35,565			
P7	9.00	97				34,085	35,565			
P8	9.00	97				34,085	35,565			
Total	74.00	747				261,460	273,060			

Phase 2 Height Datum	ELEVATION
Average grade	161.47
Trigger Height	449.47
Maximum Height	621.47

Note:  
Departure for reduced parking ratio will be sought during Design Review, otherwise minimum parking ratios will be met.

SITE SUMMARY	
Site Area	66,035
Max FAR 6.0 (proposed)	396,210
NE 9th Place Max FAR	77,298
NE 8th ROW Dedication FAR	6,744
Total Developable FAR (MAX)	480,252
Achievable FAR	480,252

- Notes:
- FAR (Chargeable GFA) does not include vertical penetrations, based on precedents
  - COB-GFA estimated at ~2.8% less the Construction GSF
  - Ground level retail is exempt from COB Chargeable GFA
  - Max height and Max FAR trigger specific requirements from the Bellevue LUC

FAR CALCULATED PER EFFICIENCY FACTORS AS FOLLOWS

Hotel at 87% Efficiency Factor  
Commercial at 88% Efficiency Factor

See Sheet MDP-102 for further details

Phase 3 North (Hotel) Parking		
Hotel Parking		
Hotel GSF	129,292	SF
Min Parking Ratio	0	per Unit
Target Parking Ratio*	0.5	per Unit
Avg Unit Size	400	SF
Approx # of Units	323	Units
Parking Stalls	162	Stalls
Visitor Parking Req	1	per 20 units
Parking Stalls Req	16	Stalls
Avg Parking Area per Stall	350	SF
Target Parking Area	62,222	SF
Non-Residential Parking		
Retail SF	3,620	SF
Min Parking Ratio	0	per 1000 SF
Target Parking Ratio*	2.00	Per 1000 SF
Parking Stalls Required	7	Stalls
Avg Parking Area per Stall	350	SF
Target Parking Area	2,534	SF
Approx Target Parking SF	64,756	SF
Approx # of Stalls	169	Stalls

\* Minimum of 0 stalls/SF parking is required in DT-02 Zoning for noted items  
Target parking ratios are provided as references

Phase 3 South (Commercial) Parking		
Office Parking		
Office GSF	350,960	SF
Min Parking Ratio	2.0	per 1,000 SF
Parking Stalls Required	702	Stalls
Avg Parking Area per Stall	350	SF
Target Parking Area	245,672	SF
Non-Residential Parking		
Retail SF	7,760	SF
Min Parking Ratio	0	per 1000 SF
Target Parking Ratio*	2.00	Per 1000 SF
Parking Stalls Required	16	Stalls
Avg Parking Area per Stall	350	SF
Target Parking Area	5,432	SF
Approx Target Parking SF	251,104	SF
Approx # of Stalls	717	Stalls

PHASE 1 + 2 - Parcels

Calculations		Units
Total Site Area (Base Parcel)	66,035	SF
Site Area Distribution	Residential / Hotel	100%
Applicable Site Area	66,035	
Base FAR Ratio	5.40	
Max FAR Ratio	6.0	
<b>A</b> Total Base FAR Buildable Area 356,589 SF		
<b>B</b> Total Max FAR Buildable Area 396,210 SF		
<b>C</b> NE 9th Place Parcel 12,883 SF		
<b>D</b> Base FAR 69,568 SF		
Max FAR 77,298 SF		
<b>E</b> NE 8th ROW Dedication 1,124 SF		
<b>F</b> Base FAR 6,070 SF		
Max FAR 6,744 SF		
<b>A + C + E</b> TOTAL DEVELOPABLE (BASELINE)		<b>432,227 SF</b>
<b>B + D + F</b> TOTAL DEVELOPABLE (MAXIMUM)		<b>480,252 SF</b>



Lot Boundary Adjustment per Sheet MDP-002D

LOT AREAS	
AREAS BEFORE ADJUSTMENT	AREAS AFTER ADJUSTMENT
PARCEL A 11,961 S.F.	LOT 1 28,005 S.F.
PARCEL B 19,550 S.F.	LOT 2 38,030 S.F.
PARCEL C 17,851 S.F.	TOTAL 66,035 S.F.
PARCEL D 13,284 S.F.	
PARCEL E 3,389 S.F.	
TOTAL 66,035 S.F.	

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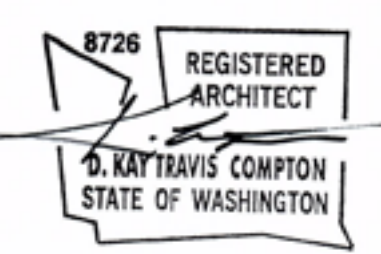
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Resubmittal C



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No.	Description	Date
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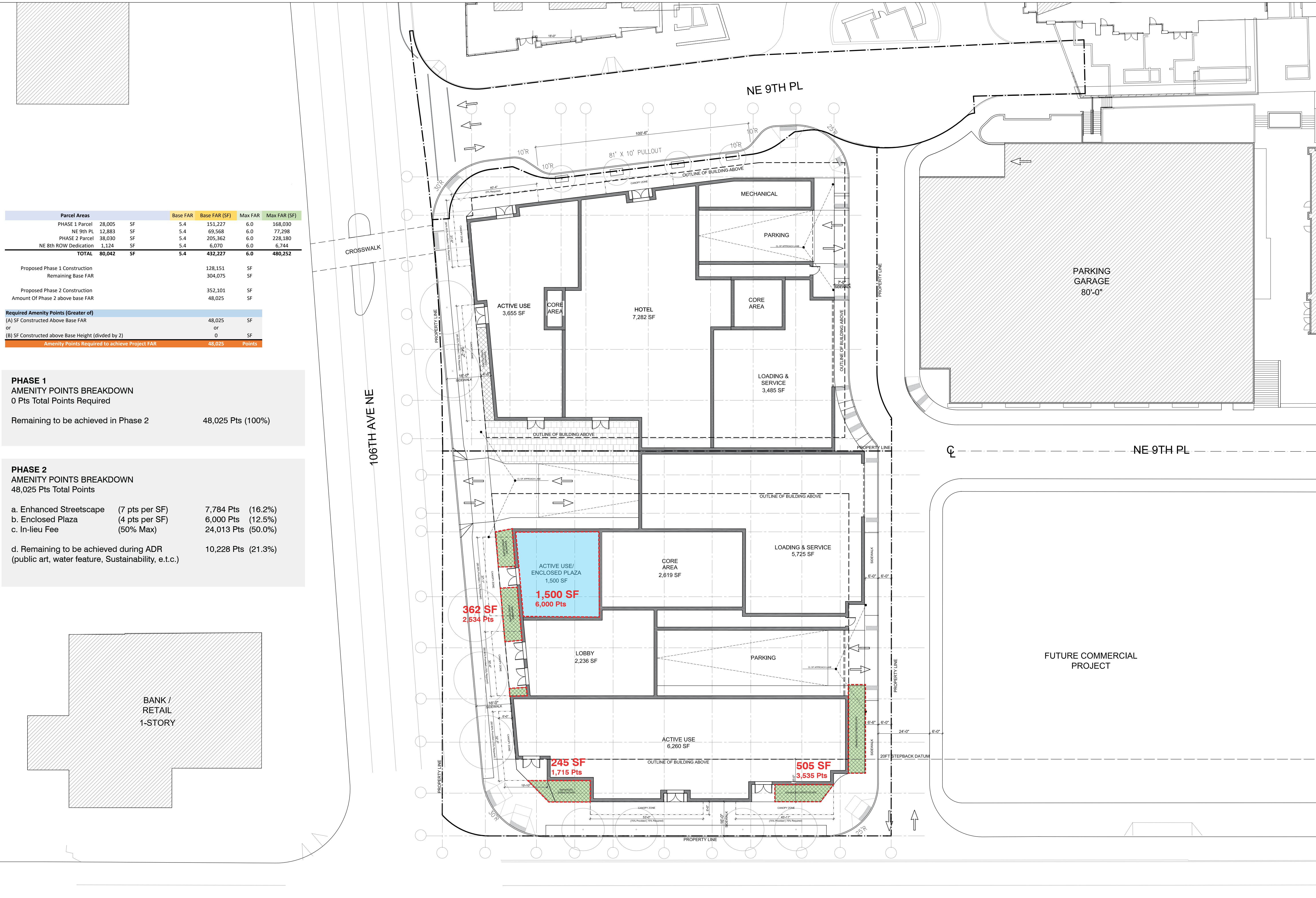
FAR Summary

MDP-006

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA



Parcel Areas	Base FAR	Base FAR (SF)	Max FAR	Max FAR (SF)
PHASE 1 Parcel	28,005	SF	5.4	151,227
NE 9th Pl	12,883	SF	5.4	69,568
PHASE 2 Parcel	38,030	SF	5.4	205,362
NE 8th ROW Dedication	1,124	SF	5.4	6,070
<b>TOTAL</b>	<b>80,042</b>	<b>SF</b>	<b>5.4</b>	<b>432,227</b>
Proposed Phase 1 Construction				128,151 SF
Remaining Base FAR				304,075 SF
Proposed Phase 2 Construction				352,101 SF
Amount Of Phase 2 above base FAR				48,025 SF

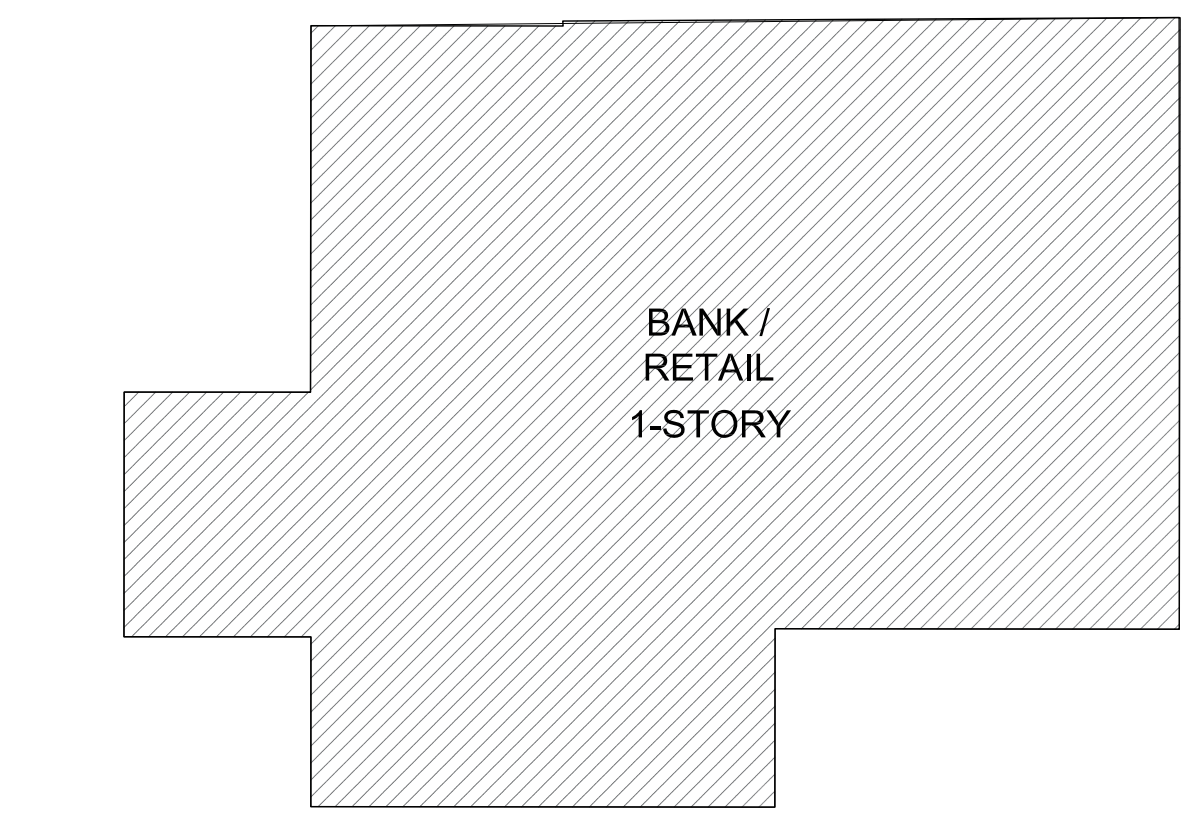
Required Amenity Points (Greater of)	Points
(A) SF Constructed Above Base FAR	48,025 SF
or	0 SF
(B) SF Constructed above Base Height (divided by 2)	0 SF
<b>Amenity Points Required to achieve Project FAR</b>	<b>48,025 Points</b>

**PHASE 1 AMENITY POINTS BREAKDOWN**  
0 Pts Total Points Required

Remaining to be achieved in Phase 2: 48,025 Pts (100%)

**PHASE 2 AMENITY POINTS BREAKDOWN**  
48,025 Pts Total Points

a. Enhanced Streetscape (7 pts per SF): 7,784 Pts (16.2%)  
 b. Enclosed Plaza (4 pts per SF): 6,000 Pts (12.5%)  
 c. In-lieu Fee (50% Max): 24,013 Pts (50.0%)  
 d. Remaining to be achieved during ADR (public art, water feature, Sustainability, e.t.c.): 10,228 Pts (21.3%)



**LEVEL 1 FLOOR PLAN**

Scale: 0' 5' 10' 20' 40'

North Arrow



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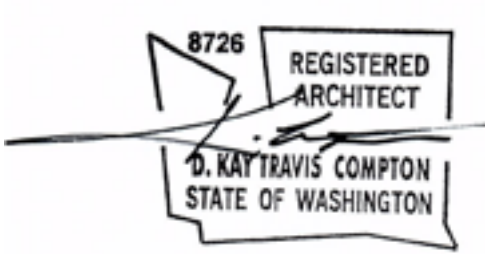
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**MASTER DEVELOPMENT PLAN**  
Resubmittal C



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AMENITY POINT CALCULATIONS

MDP-007

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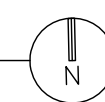
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MDP SITE PLAN

0' 10' 20' 40' 80'



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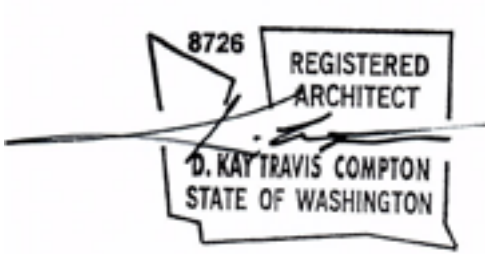


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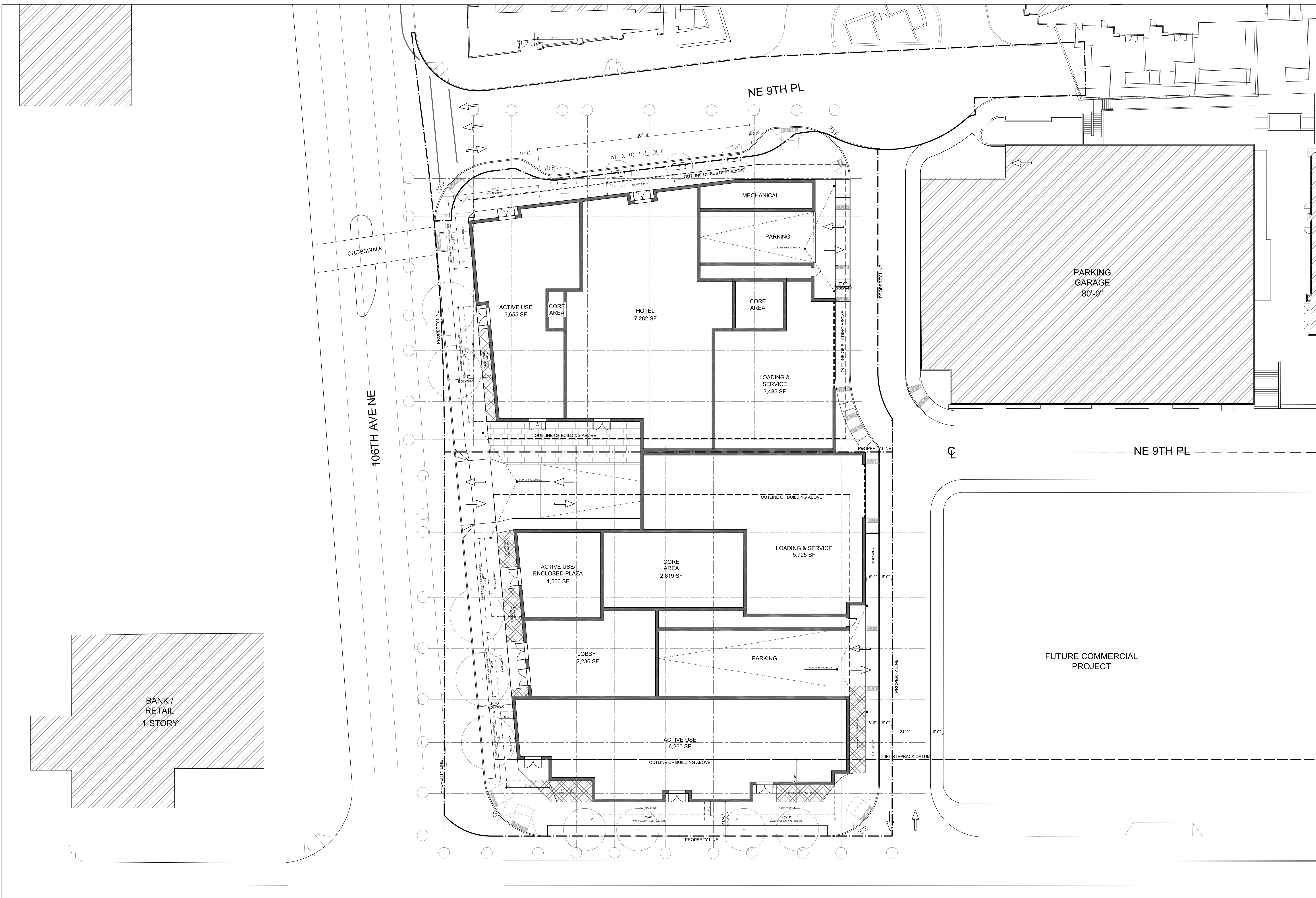
SITE PLAN

MDP-100

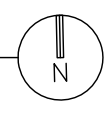
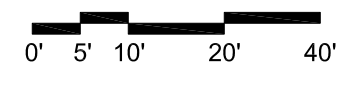
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LEVEL 1 FLOOR PLAN



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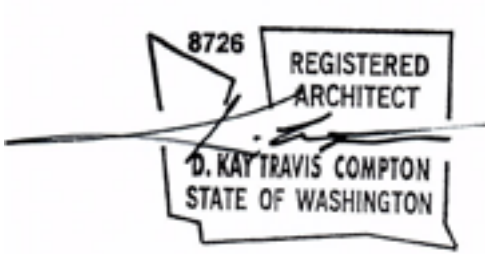


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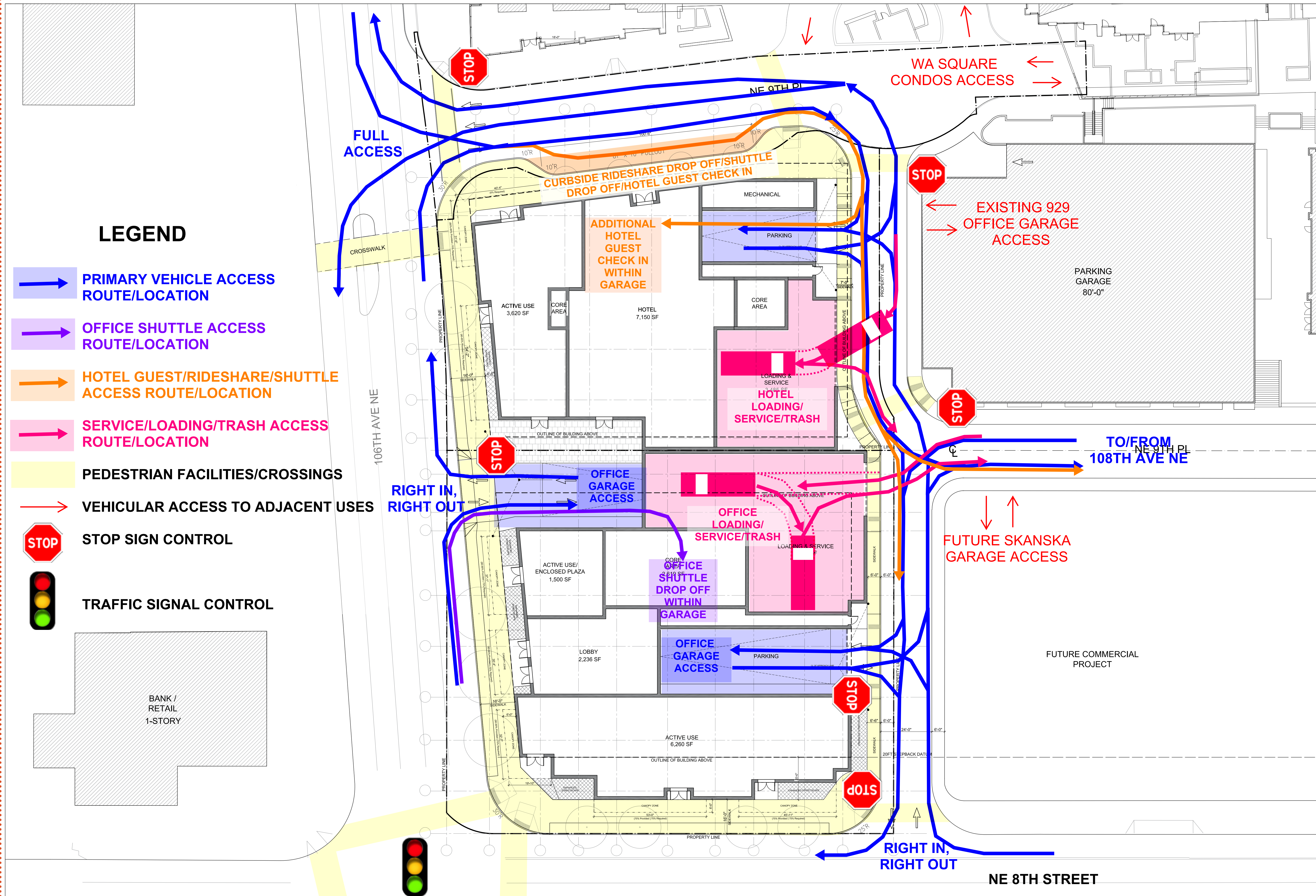
LEVEL 1 PLAN

MDP-101

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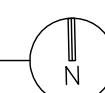


### LEGEND

- PRIMARY VEHICLE ACCESS ROUTE/LOCATION
- OFFICE SHUTTLE ACCESS ROUTE/LOCATION
- HOTEL GUEST/RIDESHARE/SHUTTLE ACCESS ROUTE/LOCATION
- SERVICE/LOADING/TRASH ACCESS ROUTE/LOCATION
- PEDESTRIAN FACILITIES/CROSSINGS
- VEHICULAR ACCESS TO ADJACENT USES
- STOP SIGN CONTROL
- TRAFFIC SIGNAL CONTROL

LEVEL 1 FLOOR PLAN

0' 5' 10' 20' 40'



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LEVEL 1 PLAN -  
ACCESS PLAN

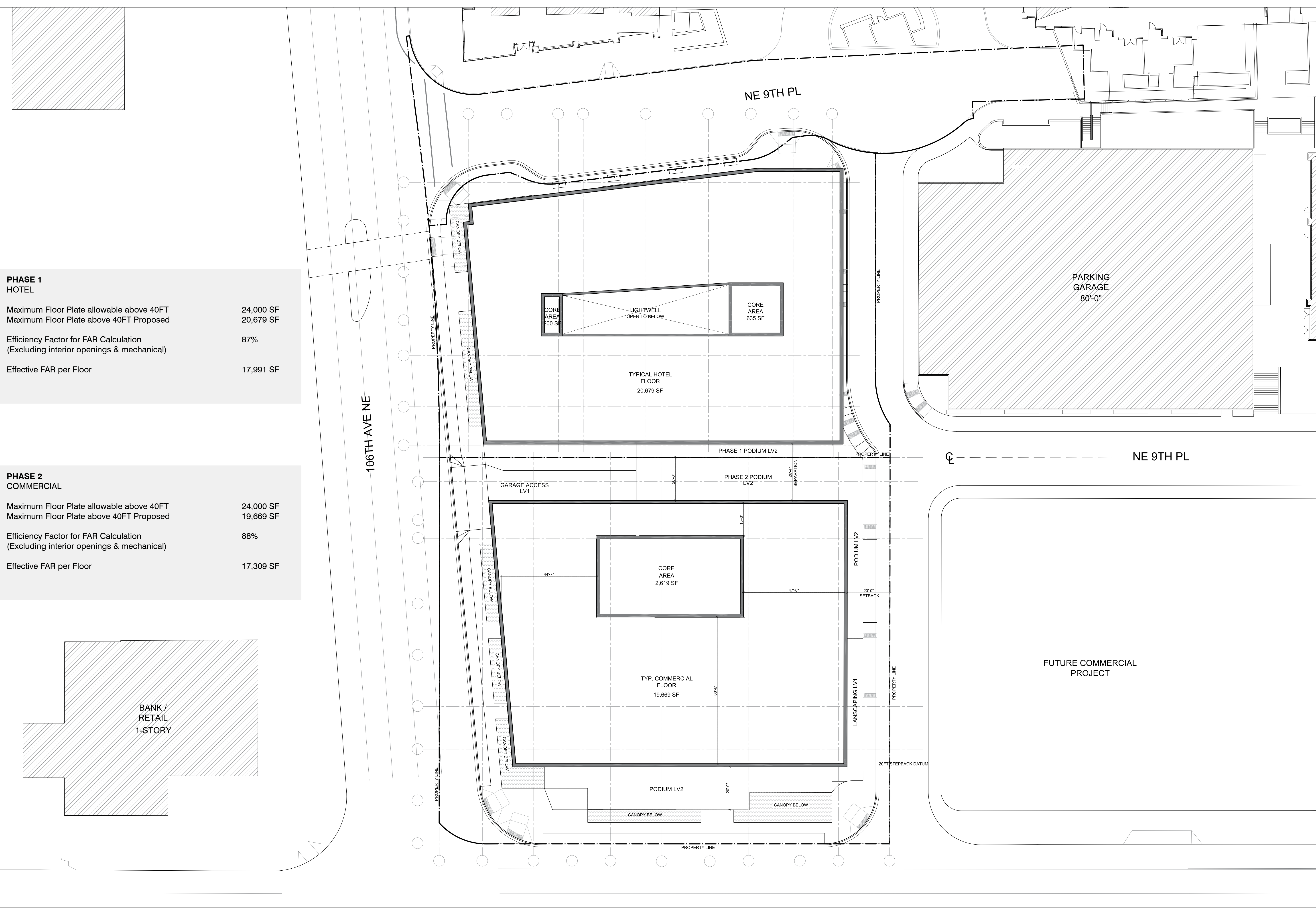
MDP-101T



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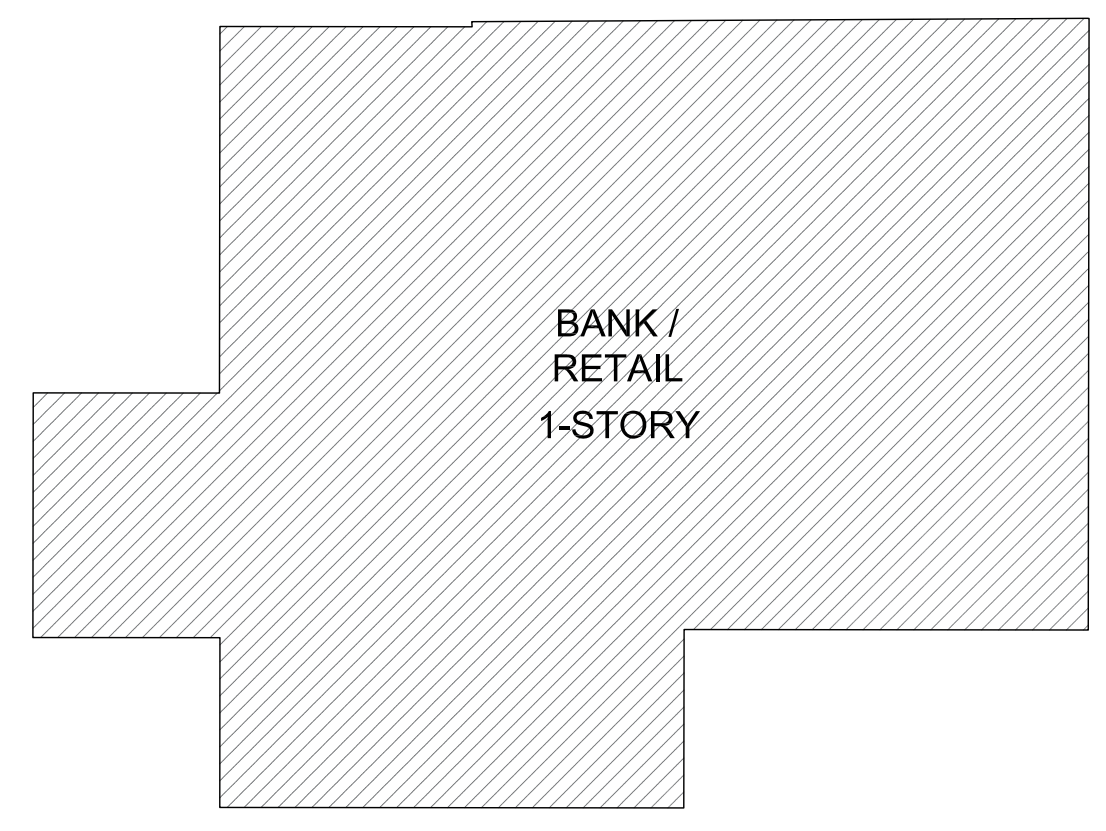


**PHASE 1 HOTEL**

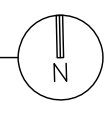
Maximum Floor Plate allowable above 40FT	24,000 SF
Maximum Floor Plate above 40FT Proposed	20,679 SF
Efficiency Factor for FAR Calculation (Excluding interior openings & mechanical)	87%
Effective FAR per Floor	17,991 SF

**PHASE 2 COMMERCIAL**

Maximum Floor Plate allowable above 40FT	24,000 SF
Maximum Floor Plate above 40FT Proposed	19,669 SF
Efficiency Factor for FAR Calculation (Excluding interior openings & mechanical)	88%
Effective FAR per Floor	17,309 SF



TYPICAL FLOOR PLAN



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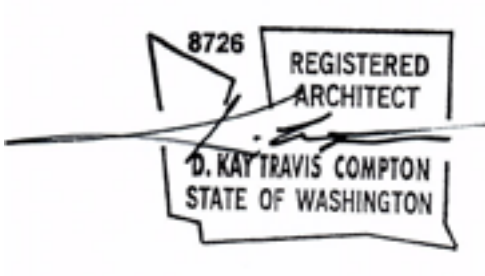
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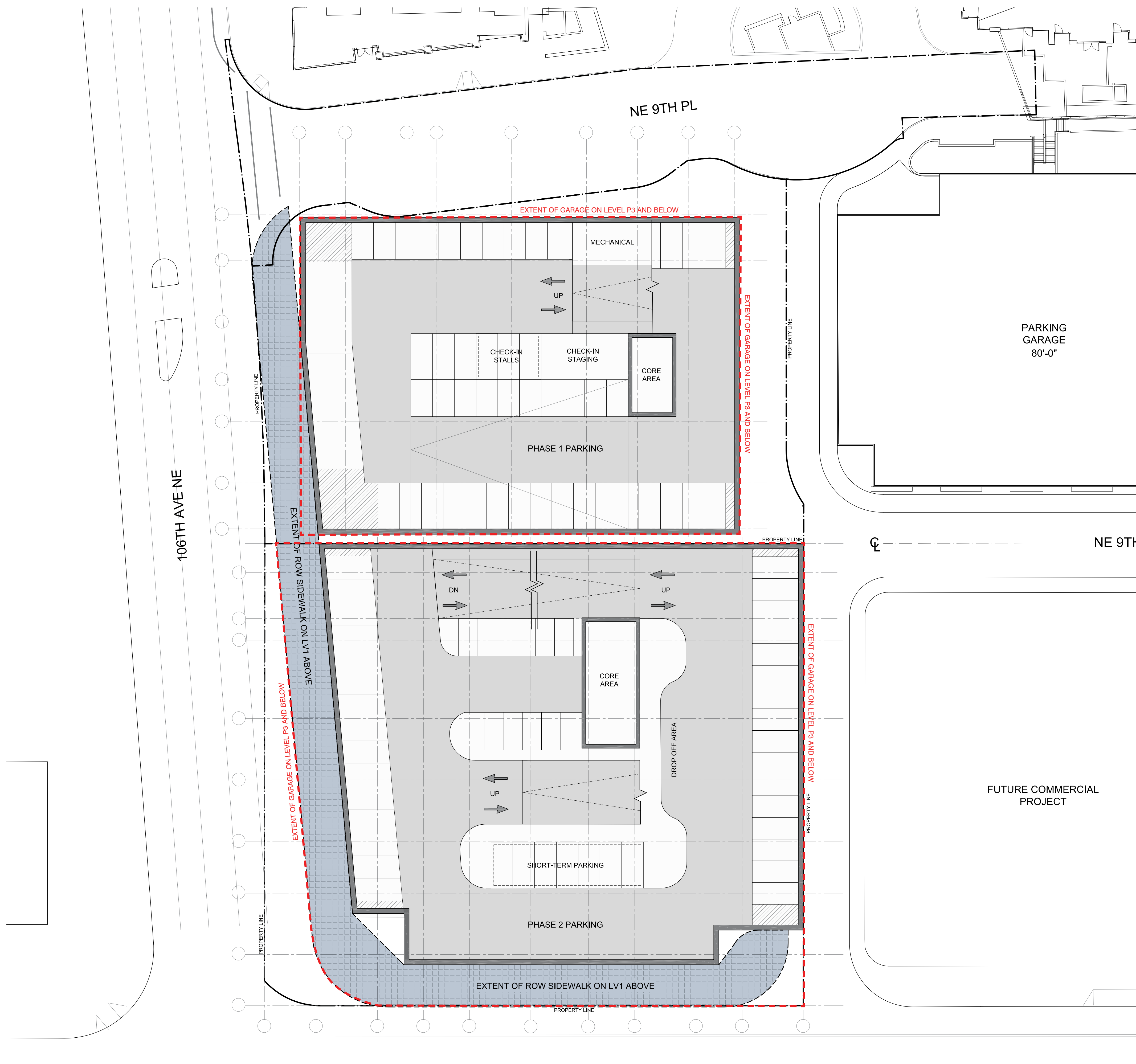
TYPICAL UPPER LEVEL PLAN

**MDP-102**

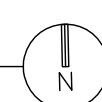
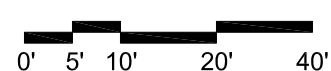
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CONCEPT GARAGE PLAN - LEVEL P1



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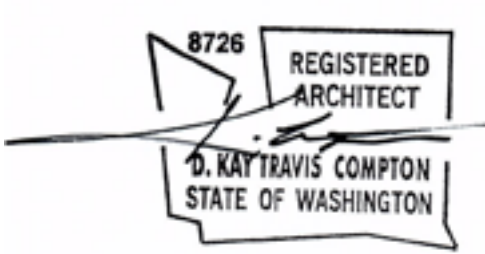
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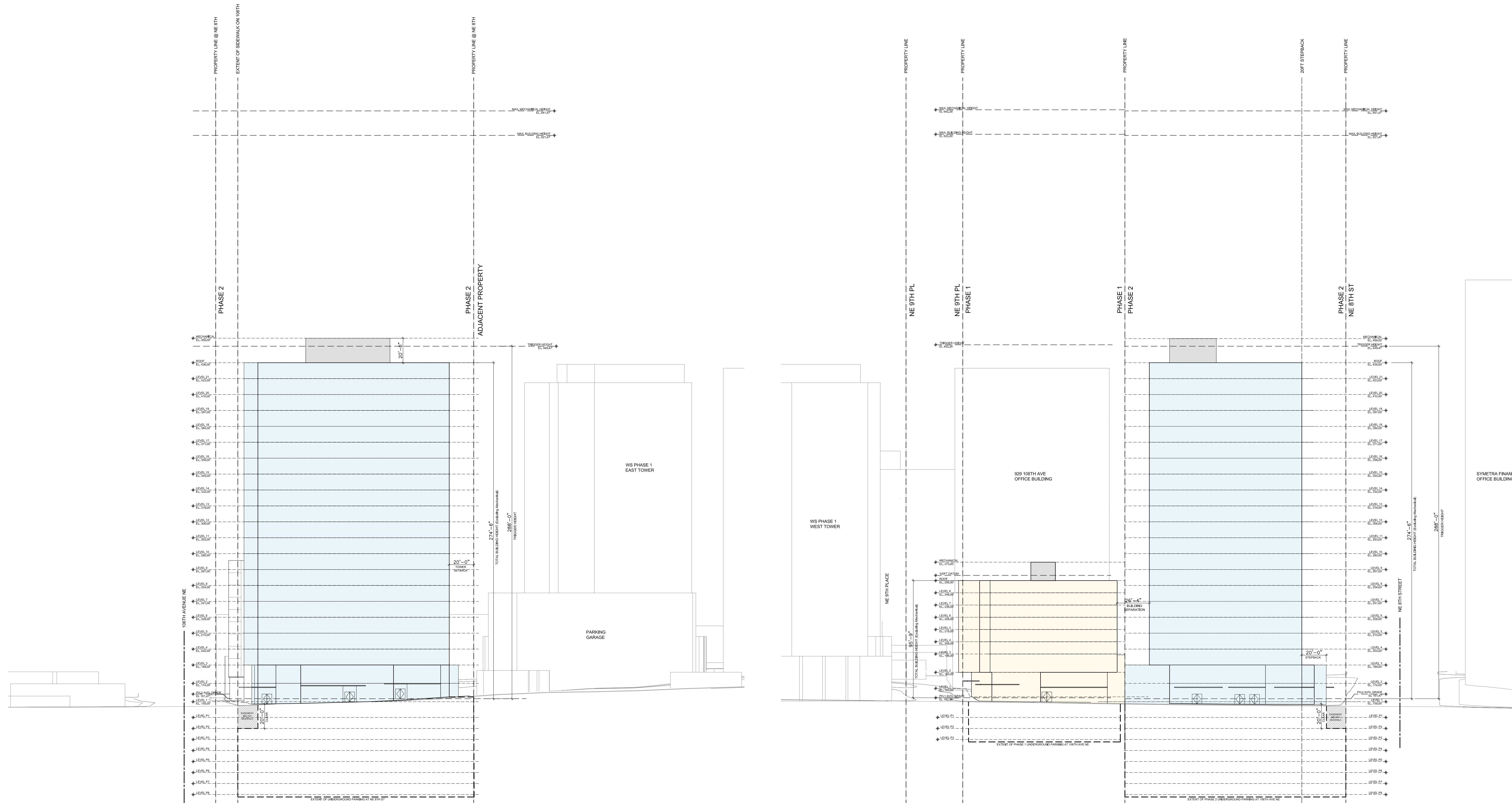
CONCEPTUAL  
 GARAGE PLAN

**MDP-103**

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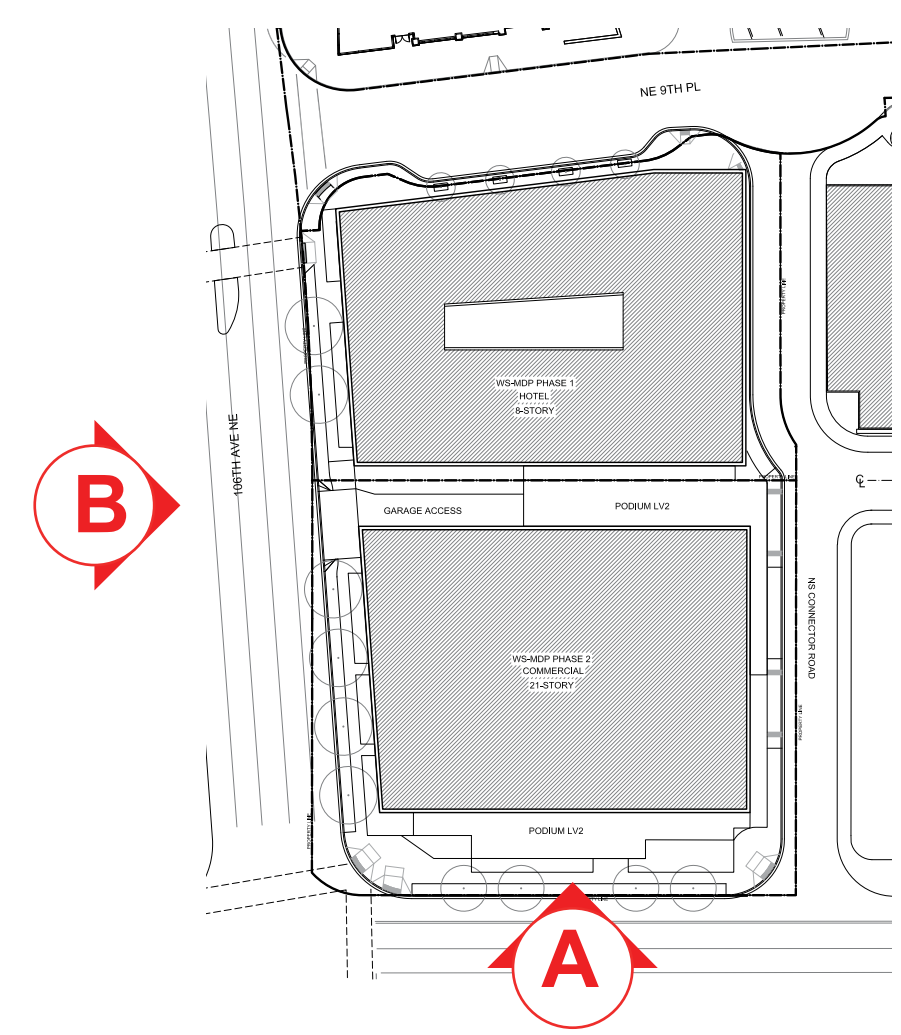
**A** PHASE 2 - SOUTH ELEVATION

0' 10' 20' 40' 80'  
SCALE 1" = 40'-0"



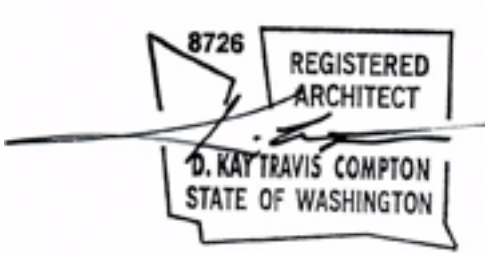
**B** PHASE 1+2 - WEST ELEVATION

0' 10' 20' 40' 80'  
SCALE 1" = 40'-0"



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 CDO Project No.: 2017.13

**SOUTH ELEVATION**  
**WEST ELEVATION**

**MDP-201**

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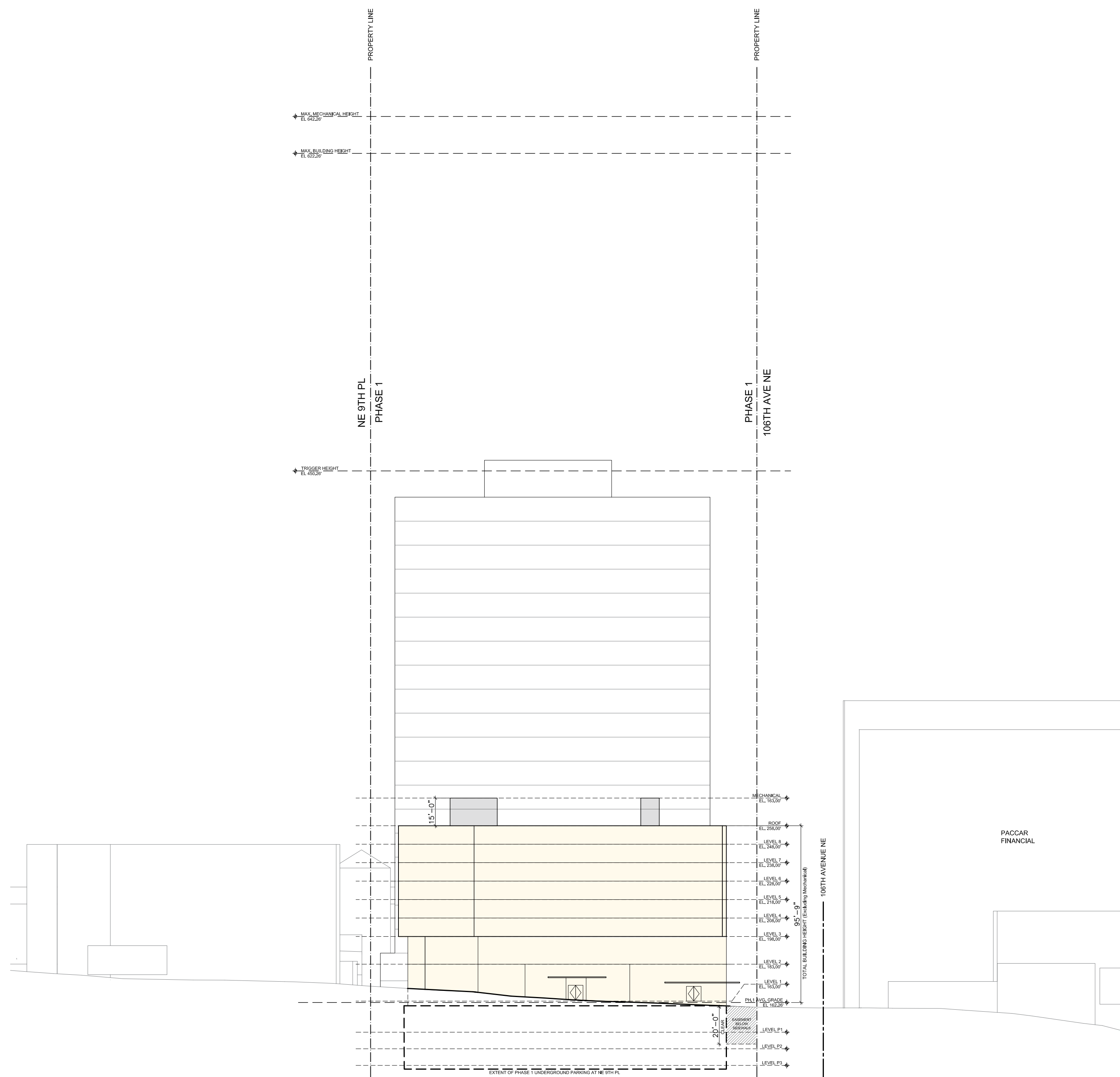
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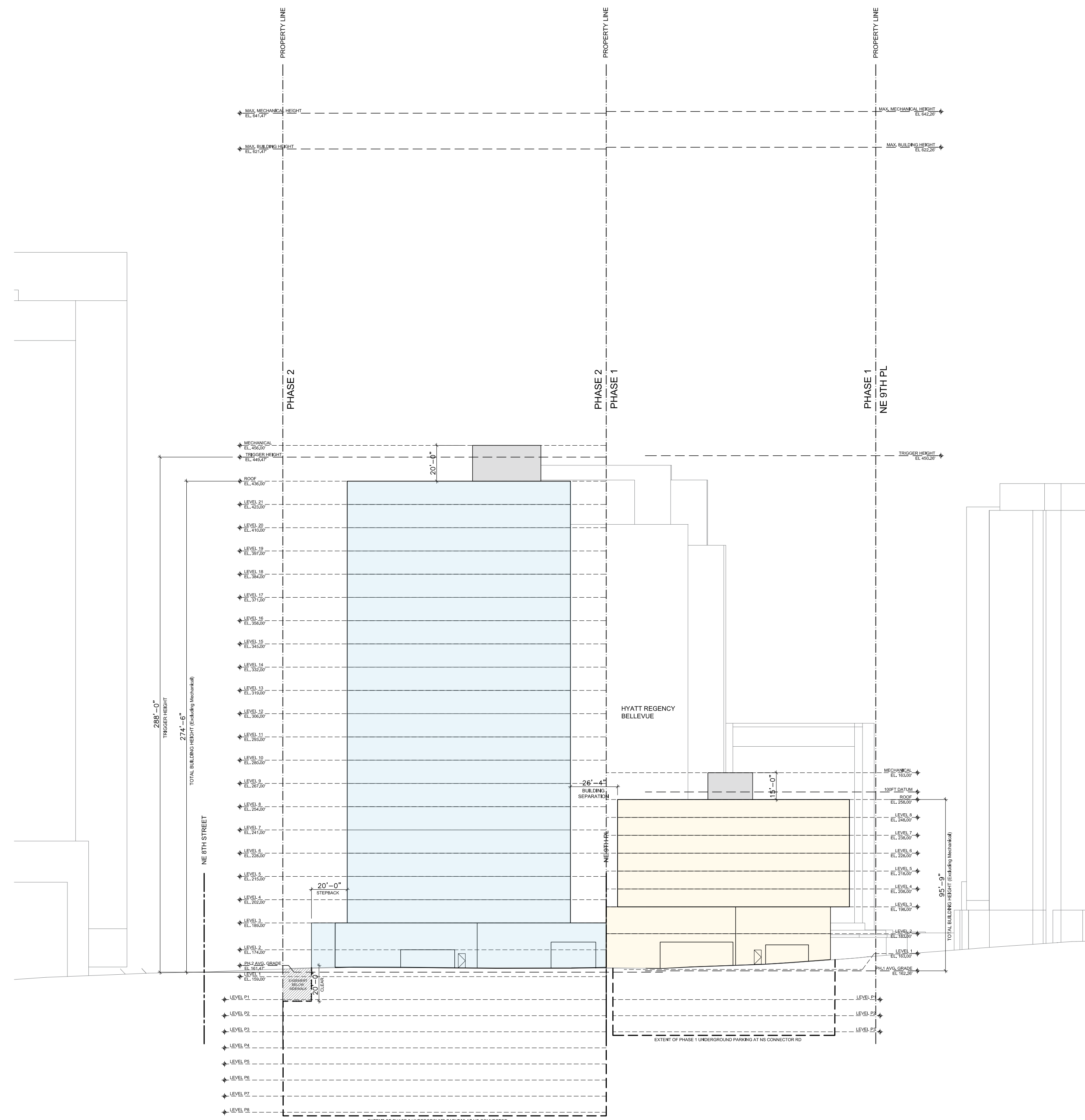
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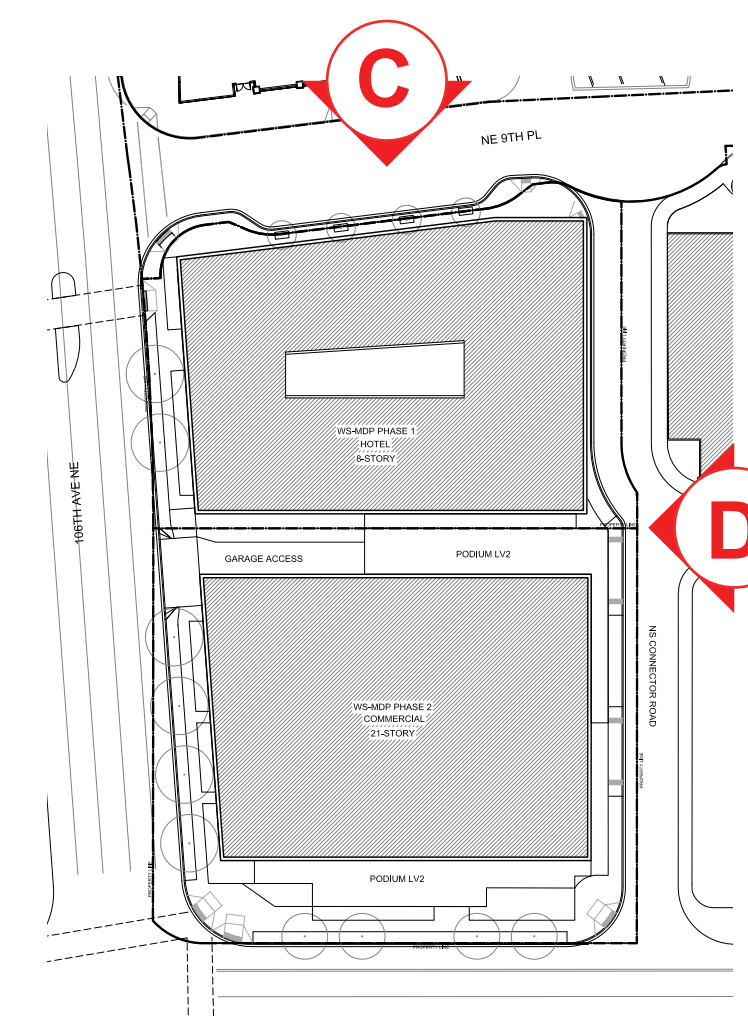
**C** PHASE 1 - NORTH ELEVATION

0' 10' 20' 40' 80'  
SCALE 1" = 40'-0"



**D** PHASE 1+2 - EAST ELEVATION

0' 10' 20' 40' 80'  
SCALE 1" = 40'-0"



  
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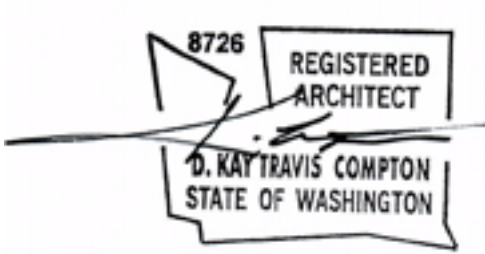
  
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**WASHINGTON SQUARE**  
 10620 NE 8TH ST | BELLEVUE, WA 98004  
**MASTER DEVELOPMENT PLAN**  
 Resubmittal C



CoB Proj. #  
 19-121114-LP

No.	Description	Date
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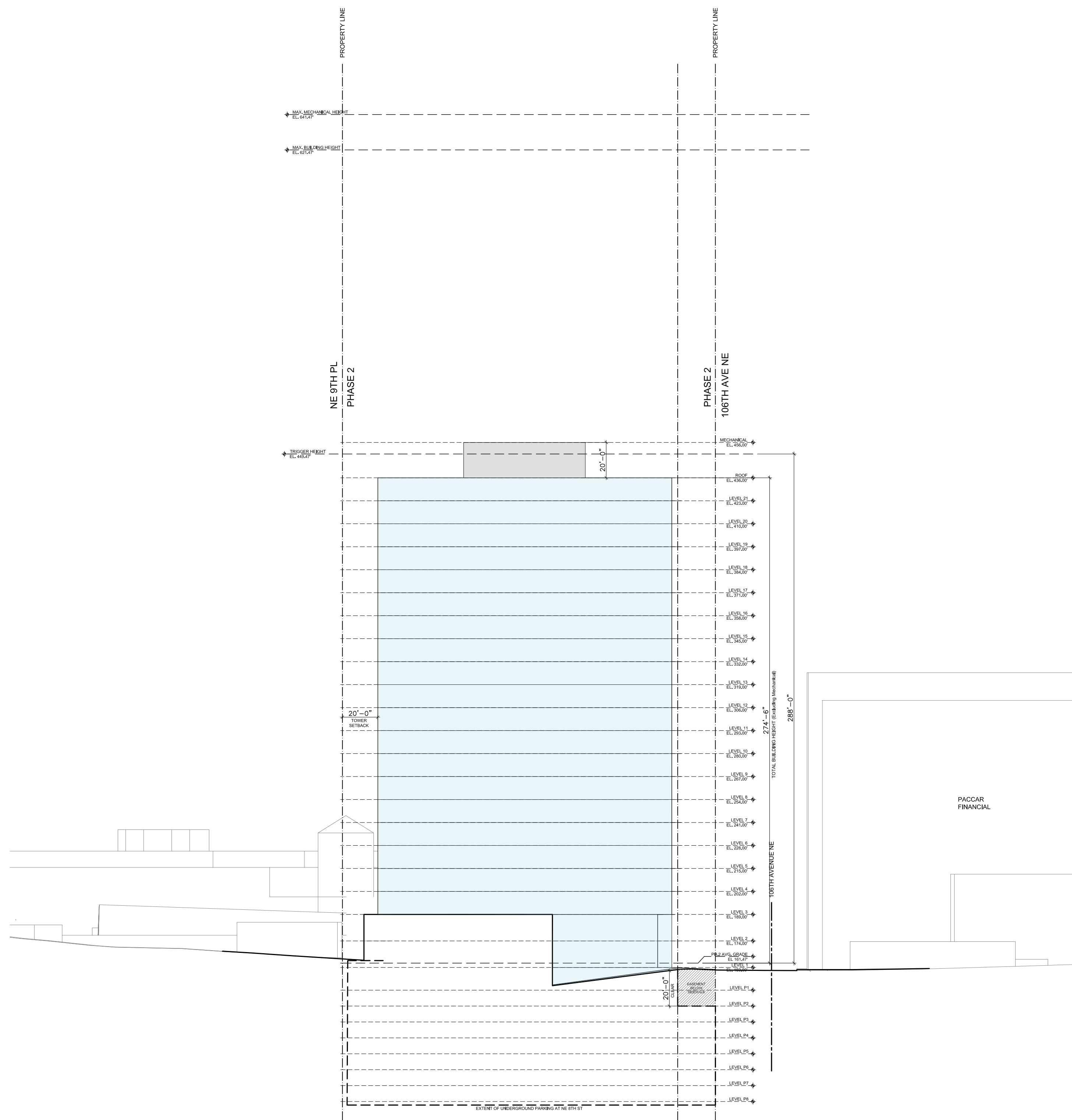
NORTH ELEVATION  
 EAST ELEVATION

MDP-202

BINDING REGION - NO PRINT AREA

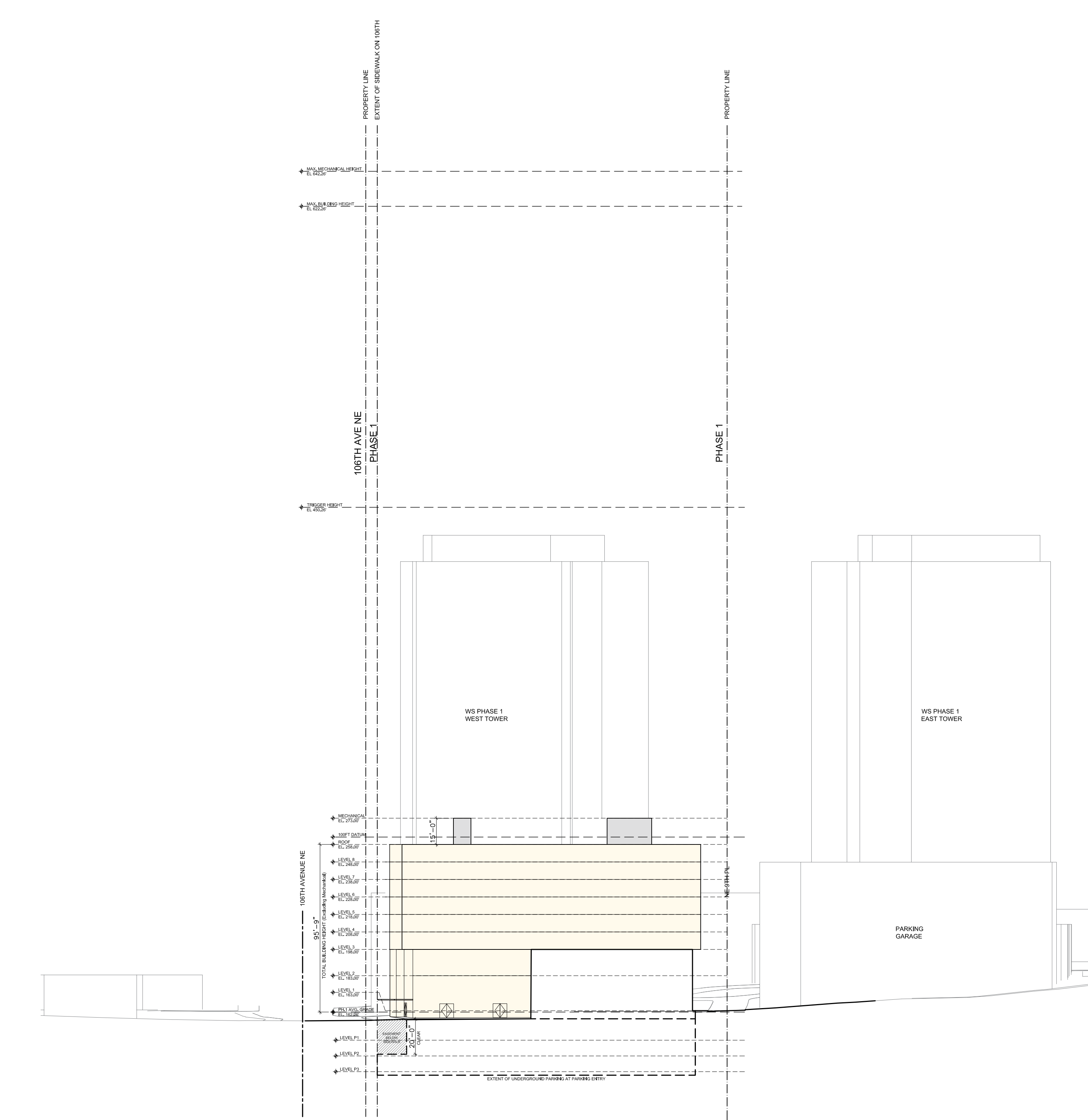
BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA



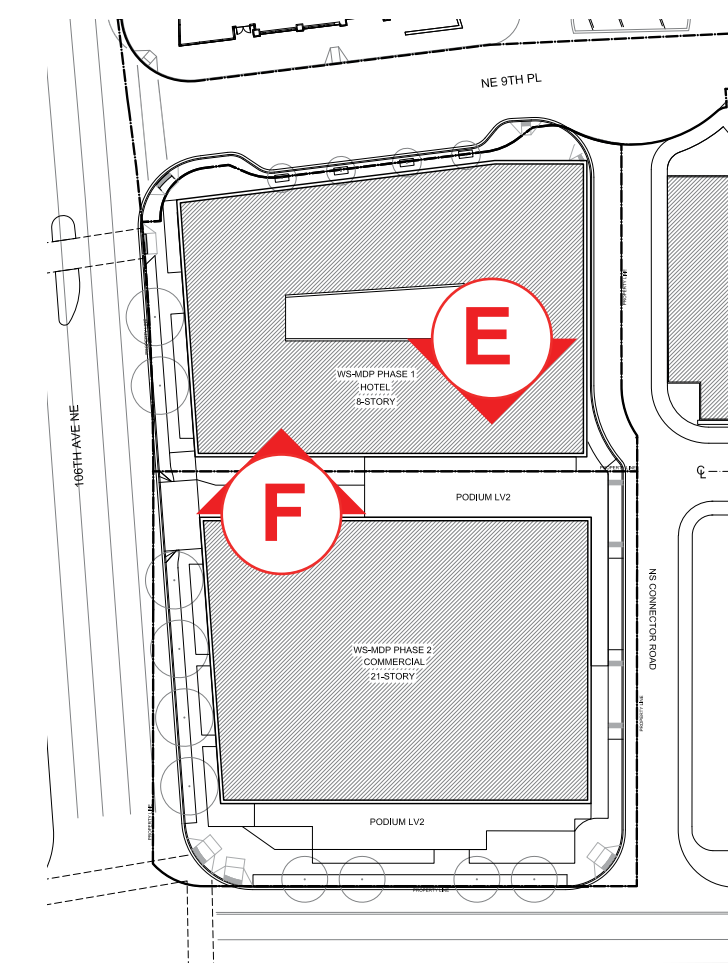
**E** PHASE 2 - NORTH ELEVATION

0' 10' 20' 40' 80'  
SCALE 1" = 40'-0"



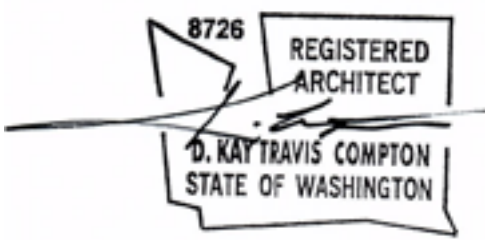
**F** PHASE 1 - SOUTH ELEVATION

0' 10' 20' 40' 80'  
SCALE 1" = 40'-0"



**WASHINGTON SQUARE**  
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**MASTER DEVELOPMENT PLAN**  
Resubmittal C



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PHASE 2  
 NORTH ELEVATION  
 PHASE 1  
 SOUTH ELEVATION  
**MDP-203**



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Zelkova serrata 'Village Green'  
JAPANESE ZELKOVA 'VILLAGE GREEN'  
25'-0" O.C. / Min.2.5" Caliper

5'-0" PLANTING STRIP

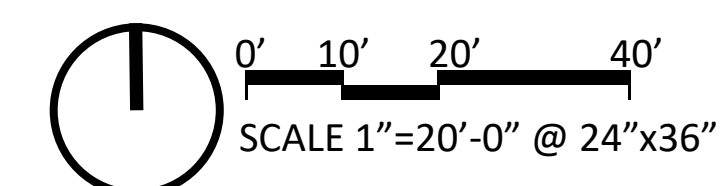
Ulmus propinqua 'Emerald Sunshine'  
EMERALD SUNSHINE ELM  
30'-0" O.C. / Min.2.5" Caliper  
in Planter Strip per Bellevue  
LUC 20.25A.090.A.1 Plate A &  
20.25A.110.A.1 Plate B

Acer truncatum x platanoides  
'Warrenred'  
PACIFIC SUNSET MAPLE  
25'-0" O.C. / Min.2.5" Caliper  
in Planter Strip per Bellevue  
LUC 20.25A.090.A.1 Plate A &  
20.25A.110.A.1 Plate B



Existing Tree Locations  
Caliper To Be Confirmed  
Typ.

Existing Tree Locations  
Caliper To Be Confirmed  
Typ.



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PRELIMINARY  
LANDSCAPE PLAN

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## STREET TREES



*Acer truncatum x  
platanooides* 'Warrenred'  
Pacific Sunset Maple



*Ulmus propinqua*  
'Emerald Sunshine'  
Emerald Sunshine Elm



*Zelkova serrata*  
Japanese Zelkova

## PRELIMINARY TREE PALETTE



*Acer circinatum*  
Vine Maple



*Acer palmatum*  
Japanese Maple



*Cornus florida*  
Flowering Dogwood



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LANDSCAPE PLANTING  
- TREES

**PRELIMINARY SHRUB PALETTE**



*Calamagrostis x acutiflora 'Karl Foerster'*  
Feather Reed Grass



*Berberis thunbergii*  
Japanese barberry



*Gaultheria shallon*  
Salal



*Liriope spicata*  
Liriope



*Lonicera nitida 'Lemon Beauty'*  
Lemon Beauty Box Honeysuckle



*Miscanthus sinensis 'Morning Light'*  
Eulalia Grass



*Osmanthus delavayi*  
Delavay Osmanthus



*Polystichum munitum*  
Western Sword Fern



*Sarcococca hookeriana var. hookeriana*  
Sweetbox



*Viburnum davidii*  
David Viburnum

**PRELIMINARY GROUNDCOVER PALETTE**



*Pachysandra terminalis*  
Japanese pachysandra



*Rubus calycinoideus 'Emerald Carpet'*  
Creeping Raspberry



*Thymus serpyllum coccineus*  
Wild Thyme



*Vinca minor*  
Periwinkle



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LANDSCAPE PLANTING  
- OTHERS





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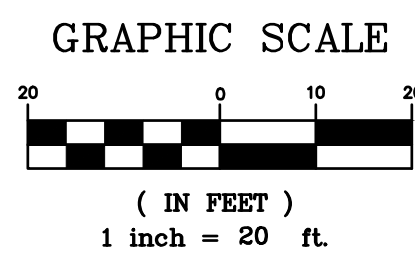
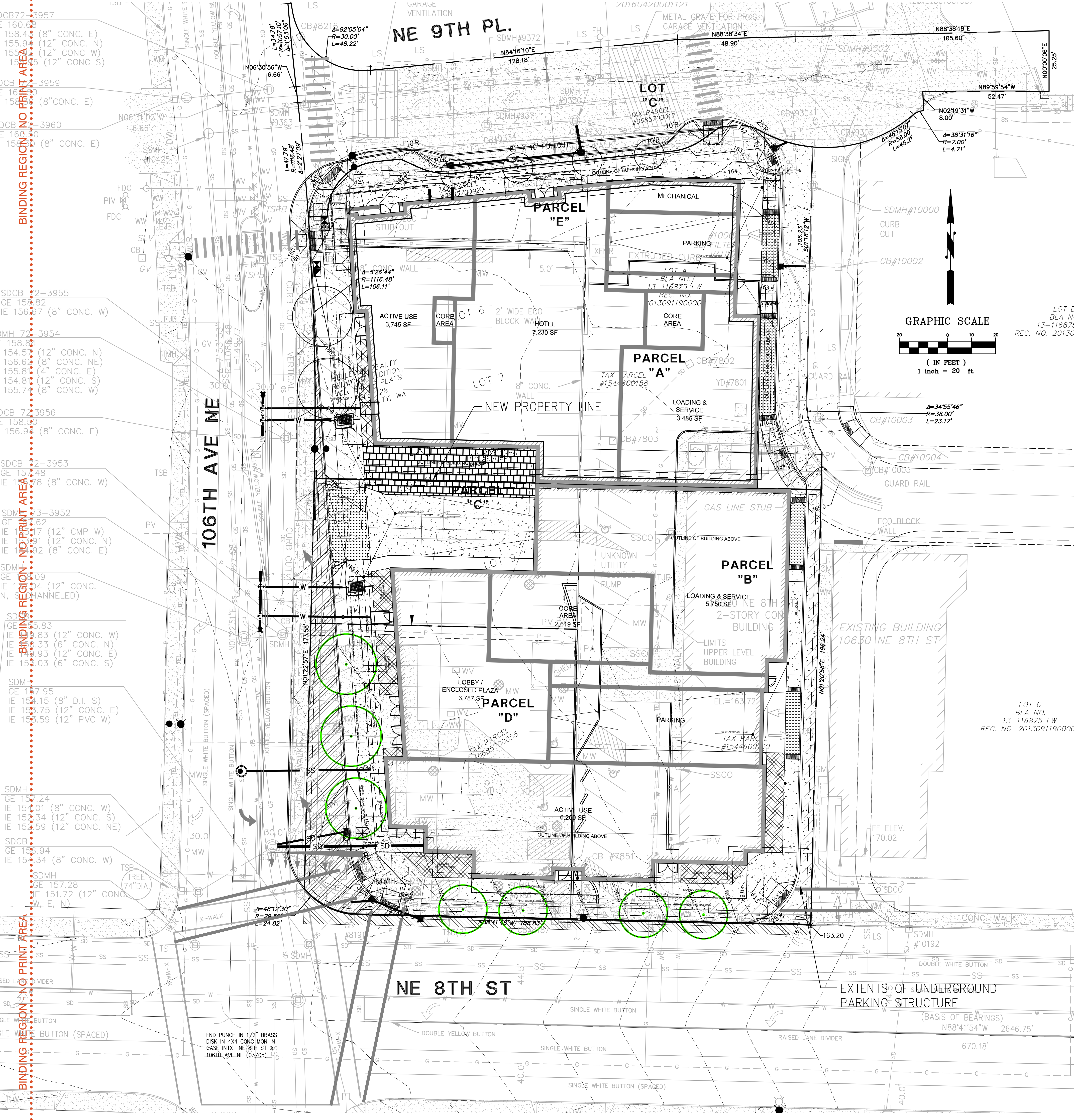
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### EROSION CONTROL STANDARD NOTES

- ALL CLEARING & GRADING CONSTRUCTION MUST BE IN ACCORDANCE WITH CITY OF BELLEVUE (COB) CLEARING & GRADING CODE, CLEARING & GRADING DEVELOPMENT STANDARDS, LAND USE CODE, UNIFORM BUILDING CODE, PERMIT CONDITIONS, AND ALL OTHER APPLICABLE CODES, ORDINANCES, AND STANDARDS. THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THESE REQUIREMENTS. ANY VARIANCE FROM ADOPTED EROSION CONTROL STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY OF BELLEVUE DEVELOPMENT SERVICES (DSD) PRIOR TO CONSTRUCTION.
- IT SHALL BE THE SOLE RESPONSIBILITY OF THE APPLICANT AND THE PROFESSIONAL CIVIL ENGINEER TO CORRECT ANY ERROR, OMISSION, OR VARIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS SHALL BE AT NO ADDITIONAL COST OR LIABILITY TO THE COB.
- APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G. SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
- A COPY OF THE APPROVED PLANS AND DRAWINGS MUST BE ON-SITE DURING CONSTRUCTION. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ANY OTHER REQUIRED OR RELATED PERMITS PRIOR TO BEGINNING CONSTRUCTION.
- THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.
- THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
- THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT LEAVE THE SITE.
- ALL LOCATIONS OF EXISTING UTILITIES HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD, THEREFORE, BE CONSIDERED ONLY APPROXIMATE AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS AND TO DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.
- THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
- CLEARING SHALL BE LIMITED TO THE AREAS WITHIN THE APPROVED DISTURBANCE LIMITS. EXPOSED SOILS MUST BE COVERED AT THE END OF EACH WORKING DAY WHEN WORKING FROM OCTOBER 1ST THROUGH APRIL 30TH. FROM MAY 1ST THROUGH SEPTEMBER 30TH, EXPOSED SOILS MUST BE COVERED AT THE END OF EACH CONSTRUCTION WEEK AND ALSO AT THE THREAT OF RAIN.
- AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTEAM SYSTEM.
- STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT.
- THE CONTRACTOR MUST MAINTAIN A SWEEPER ON SITE DURING EARTHWORK AND IMMEDIATELY REMOVE SOIL THAT HAS BEEN TRACKED ONTO PAVED AREAS AS RESULT OF CONSTRUCTION.
- THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
- ANY EXCAVATED MATERIAL REMOVED FROM THE CONSTRUCTION SITE AND DEPOSITED ON PROPERTY WITHIN THE CITY LIMITS MUST BE DONE IN COMPLIANCE WITH A VALID CLEARING & GRADING PERMIT. LOCATIONS FOR THE MOBILIZATION AREA AND STOCKPILED MATERIAL MUST BE APPROVED BY THE CLEARING AND GRADING INSPECTOR AT LEAST 24 HOURS IN ADVANCE OF ANY STOCKPILING.
- THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 48 HOURS FOLLOWING A MAJOR STORM EVENT.
- FINAL SITE GRADING MUST DIRECT DRAINAGE AWAY FROM ALL BUILDING STRUCTURES AT A MINIMUM 5% SLOPE, PER THE INTERNATIONAL RESIDENTIAL CODE (IRC) R401.3.

STORM TABLE	STORM TABLE	STORM TABLE	SEWER TABLE
YD #7801 TOP 163.17 4" PVC IE 162.22 (OUT-W)	SDMH #9302 48" TYPE II TOP 161.90 18" PVC IE 151.80 (IN-E) 4" PVC IE 152.81 (IN-NE) 24" PVC IE 151.60 (OUT-W) 18" PVC IE 152.02 (IN-S)	SDMH #9372 60" TYPE II TOP 161.87 24" PVC IE 147.86 (IN-E) 24" PVC IE 147.79 (OUT-W) 8" PVC IE 152.47 (IN-S)	SSMH #9303 48" TYPE II RIM 161.85 BOTTOM OF STRUCTURE ELEV. 153.61 WATER ELEV. 153.85 18" PVC IE 149.07 (IN-E) 18" PVC IE 148.90 (IN-S) 18" PVC IE 148.87 (OUT-W)
CB #7802 TOP 163.06 6" CONC IE 161.73 (OUT-SW)	CB #7803 TOP 162.35 6" CONC IE 161.20 (IN-NE)	CB #9304 TYPE I TOP 161.25 8" PVC IE 157.82 (IN-E) 12" PVC IE 157.40 (IN-S)	SDMH #9370 60" TYPE II TOP 161.87 RIM 161.65 18" PVC IE 146.83 (IN-N) 18" PVC IE 147.00 (IN-E) 18" PVC IE 147.19 (IN-S) 18" PVC IE 146.49 (OUT-W)
CB #8124 TOP 157.97 3" DI 90° ELBOW TOP PIPE ELEV. 155.92 BOTTOM PIPE ELEV. 155.27 (OUT-W) 3" CONC IE 155.82 (IN-E)	SDMH #9330 48" TYPE II TOP 161.53 12" PVC IE 156.91 (IN-SE) 8" PVC IE 156.97 (IN-S) 12" PVC IE 156.94 (OUT-W)	SDMH #10000 TYPE I TOP 161.66 8" PVC IE 155.46 (IN-S) 18" PVC IE 152.61 (OUT-N)	SSMH #9370 60" TYPE II RIM 161.65 18" PVC IE 146.83 (IN-N) 18" PVC IE 147.00 (IN-E) 18" PVC IE 147.19 (IN-S) 18" PVC IE 146.49 (OUT-W)
SDMH #9186 STORM FILTER VAULT TOP 160.01 BOTTOM OF STRUCTURE ELEV. 154.96	SDMH #9329 TYPE II TOP 161.72 12" PVC IE 157.02 (IN-E) 12" PVC IE 157.02 (OUT-NW)	CB #10002 TYPE I TOP 162.06 8" PVC IE 158.96 (OUT-W)	SSMH #10425 (HORZ. LOCATION ONLY)
CB #8187 TOP 159.40 12" DI IE 157.30 (OUT-N)	SDMH #9334 TYPE I TOP 161.34 8" PVC IE 157.24 (IN-W) 8" PVC IE 156.88 (OUT-N) 8" PVC IE 158.93 (OUT-E)	CB #10003 TYPE I TOP 163.79 8" PVC IE 160.34 (IN-S) 8" PVC IE 160.34 (OUT-N)	SDMH #10005 TYPE I TOP 171.77 8" PVC IE 161.47 (IN-E) 8" PVC IE 161.44 (IN-W) 8" PVC IE 161.42 (OUT-N)
SDMH #8190 TOP 158.27 IE 153.67 (IN-E) 12" CONC IE 153.94 (IN-SE) IE 153.77 (OUT-SW)	SDMH #9363 TYPE II TOP 160.59 6" PVC IE 157.47 (IN-N) 24" PVC IE 143.64 (OUT-W) 24" PVC IE 143.84 (IN-E)	CB #10004 TYPE I TOP 164.86 8" PVC IE 161.79 (OUT-S)	SDMH #10192 TYPE I TOP 164.95 6" PVC IE 162.26 (IN-NE) 12" PVC IE 159.70 (OUT-N) 12" PVC IE 159.90 (IN-SW)
CB #8191 TOP 157.77 12" CONC IE 154.57 (OUT-NW)	SDMH #10001 FILTER VAULT TOP 161.66 BOTTOM VAULT 156.37 WATER LEVEL 156.47 (NO PIPES VISIBLE)	CB #10192 TYPE I TOP 164.95 6" PVC IE 162.26 (IN-NE) 12" PVC IE 159.70 (OUT-N) 12" PVC IE 159.90 (IN-SW)	



BINDING REGION - NO PRINT AREA

106TH AVE NE

NE 9TH PL.

NE 8TH ST

BINDING REGION - NO PRINT AREA

# WASHINGTON SQUARE

10620 NE 8TH ST | BELLEVUE, WA 98004

# MASTER DEVELOPMENT PLAN

Resubmittal C

CoB Proj. #  
**19-121114-LP**

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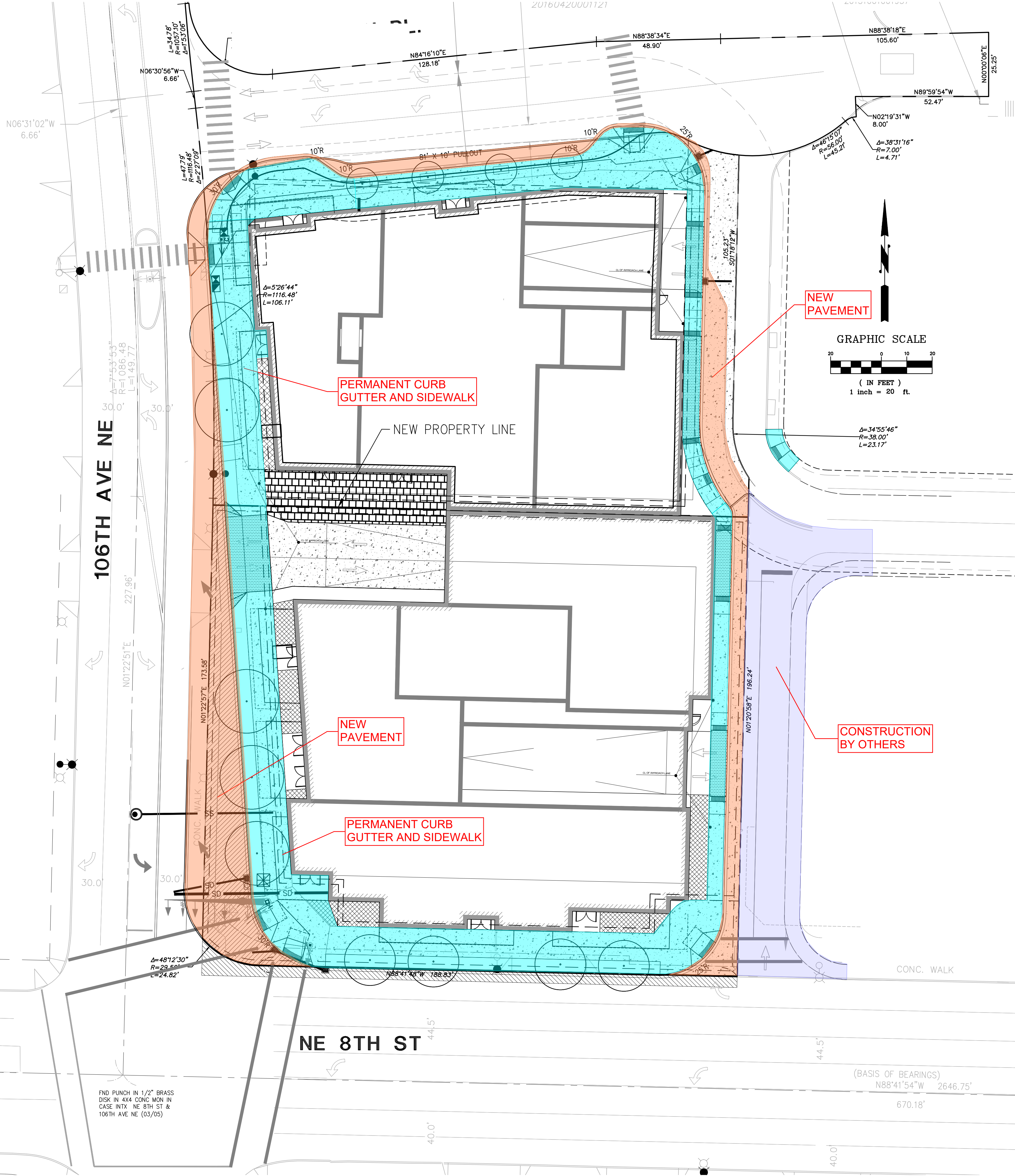
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PRELIMINARY  
 CLEARING & GRADING  
 PLAN

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA



SCENARIO A: PHASE 1 HOTEL AND PHASE 2 OFFICE BUILT SIMULTANEOUSLY



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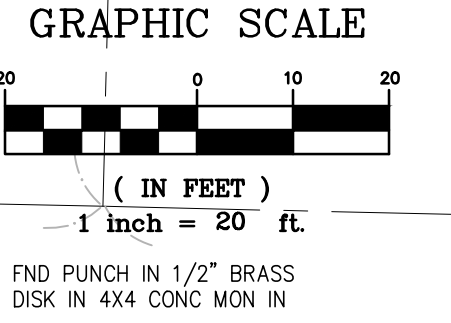
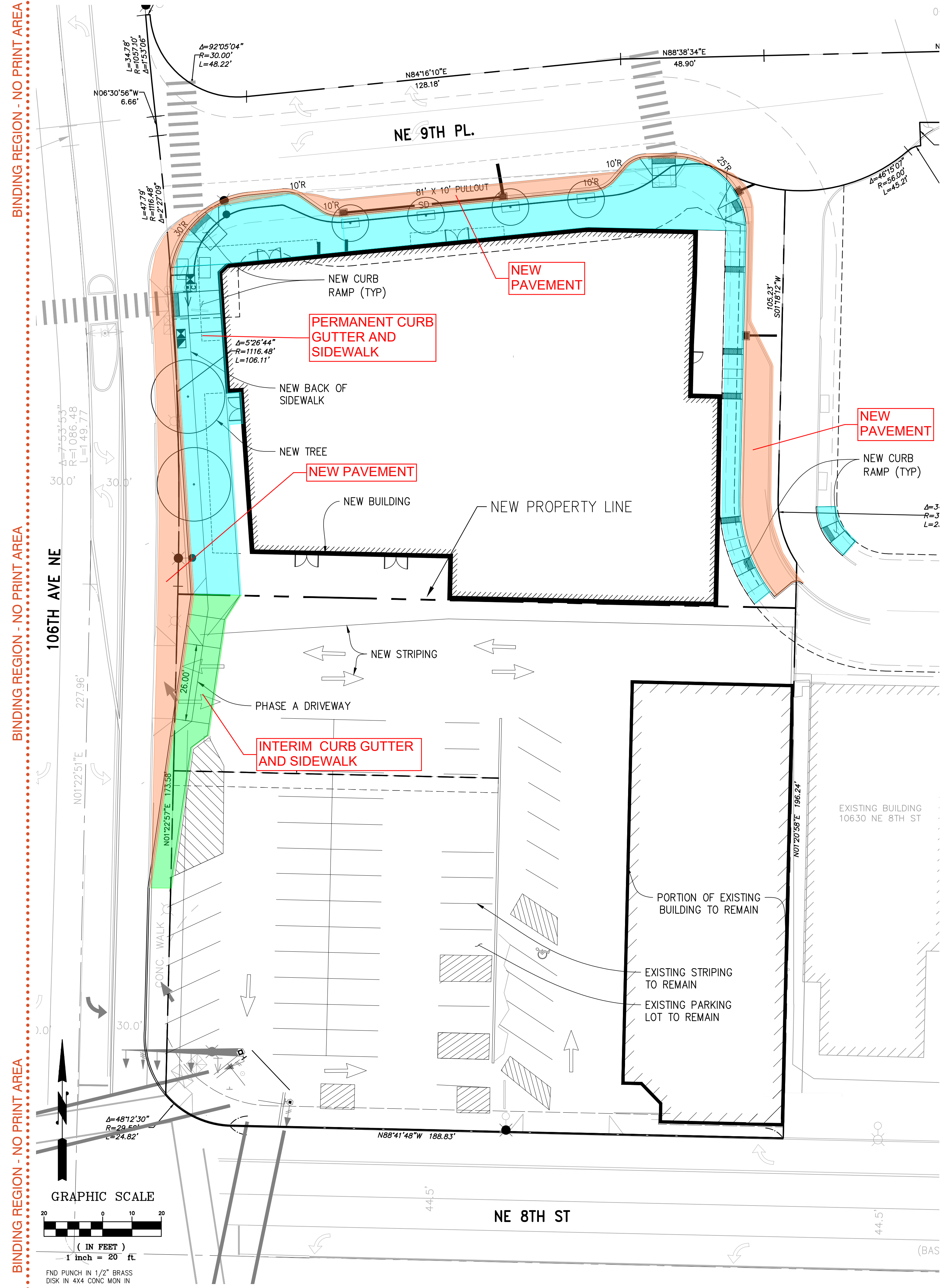
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SITE PHASING PLANS  
- SCENARIO A

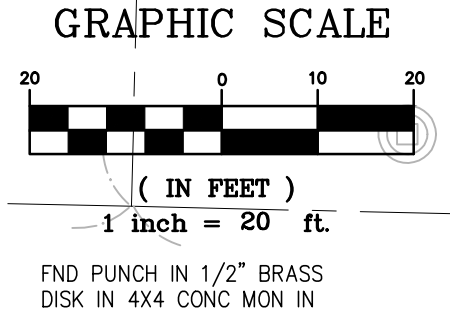
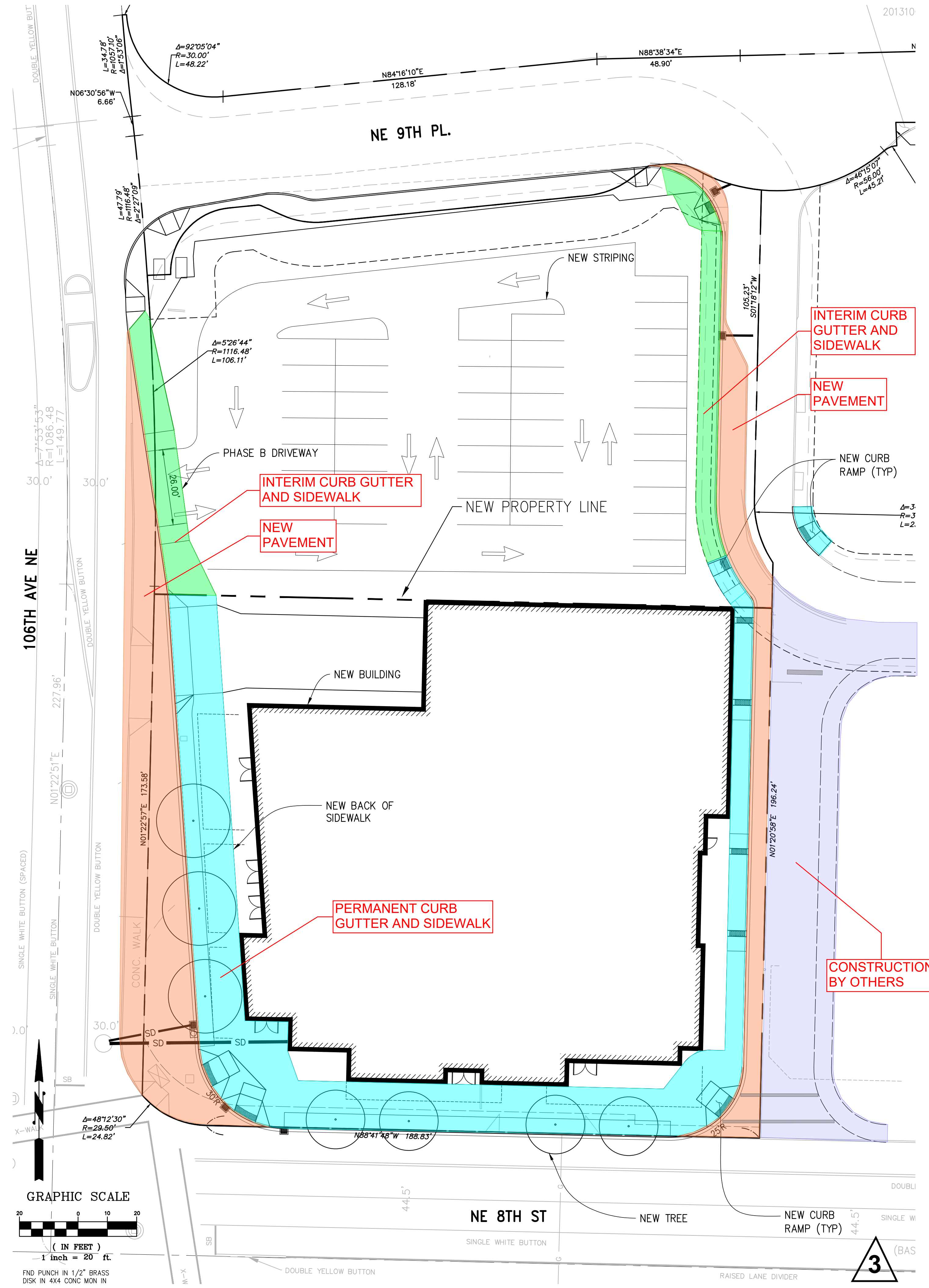
C-201A



**SCENARIO B: - PHASE 1 HOTEL BUILT BEFORE PHASE 2 OFFICE**



**SCENARIO C: - PHASE 2 OFFICE BUILT BEFORE PHASE 1 HOTEL**



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Phone 425.250.5004  
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**WASHINGTON SQUARE**  
10620 NE 8TH ST | BELLEVUE, WA 98004

**MASTER DEVELOPMENT PLAN**  
Resubmittal C

CoB Proj. #  
**19-121114-LP**

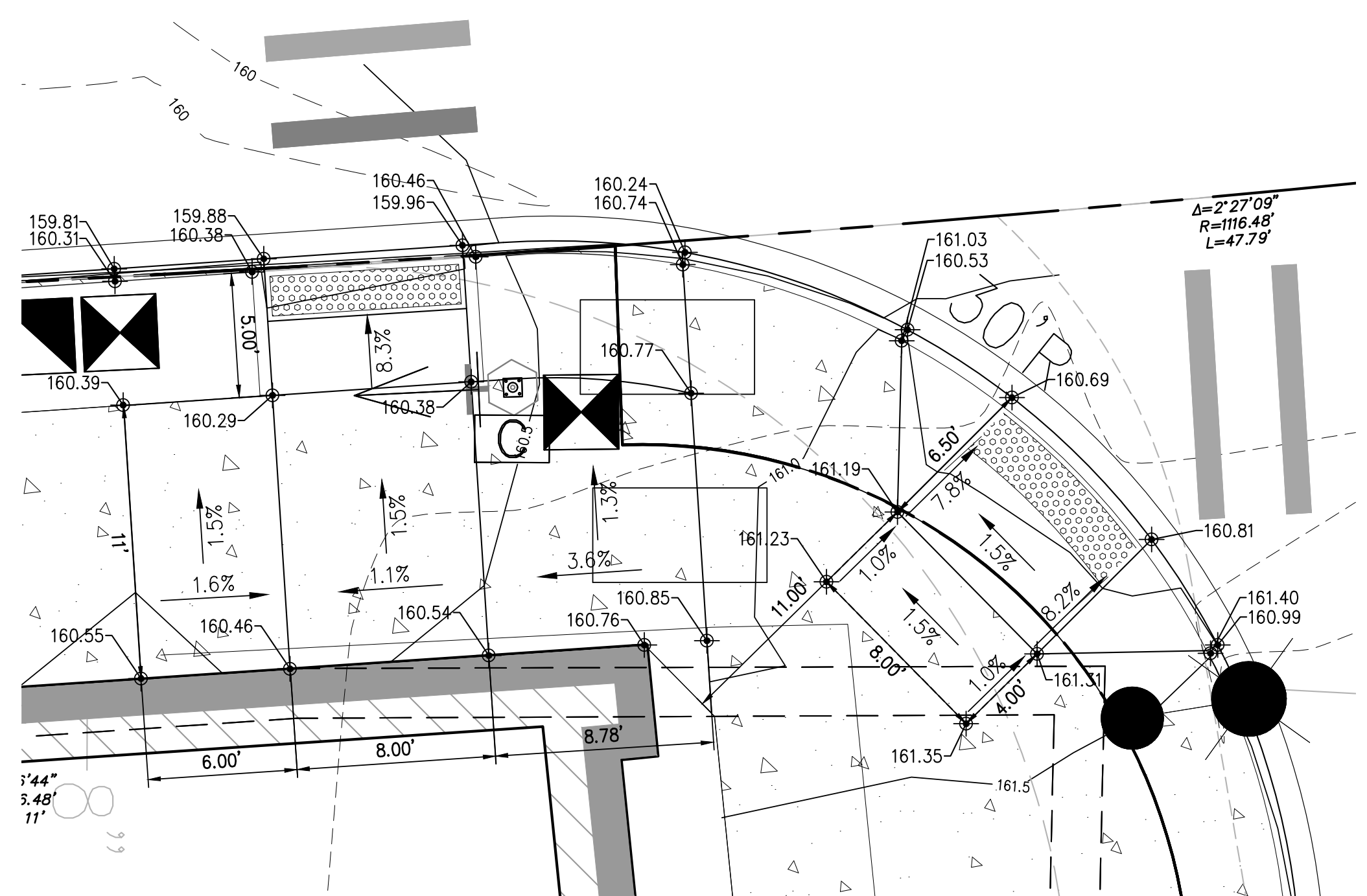
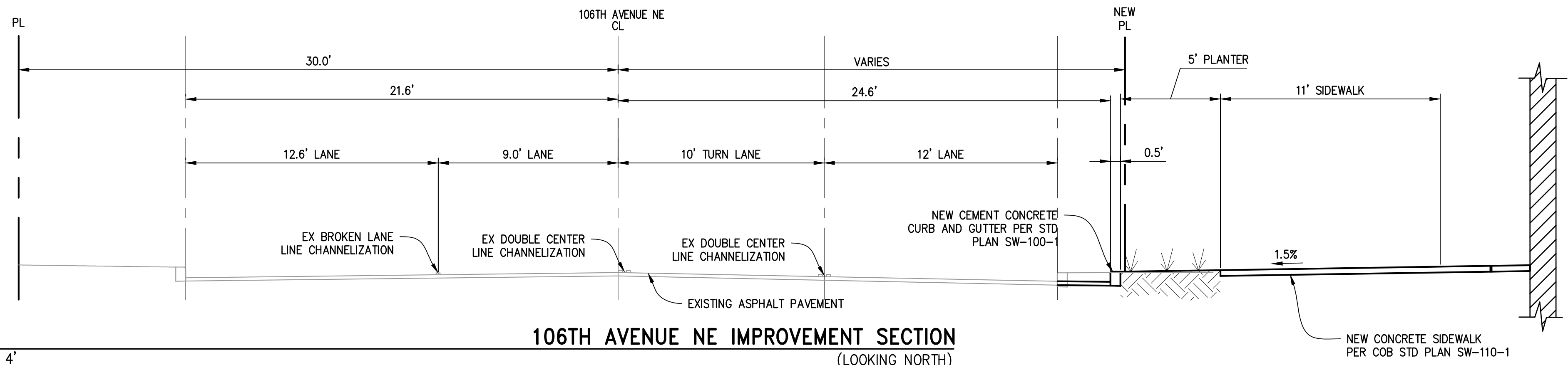
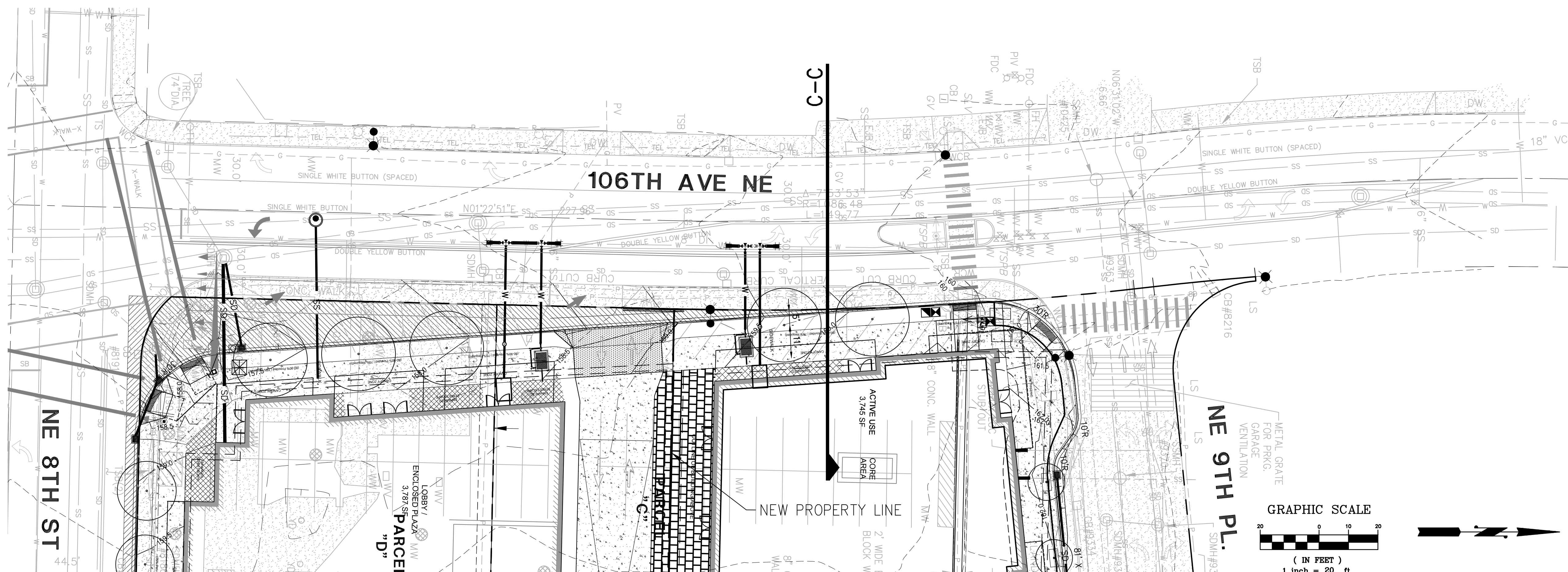
No.	Description	Date
▲	Resubmittal A	10/16/2019
▲	Resubmittal B	11/25/2019
▲	Resubmittal C	03/31/2020

Issue Date: 31 March 2020  
Drawn: KC KWOK / ST  
Checked:  
CDO Project No.: 2017.13

**SITE PHASING PLANS**  
- SCENARIO B  
- SCENARIO C

**C-201B**





106TH AVE NE AND NE 9TH PL CURB RAMP DETAILS  
SCALE : 1" = 5'

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA

BINDING REGION - NO PRINT AREA



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10620 NE 8th St  
Bellevue, WA 98004  
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www.west77partners.com/

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Architecture | Compton Design Office  
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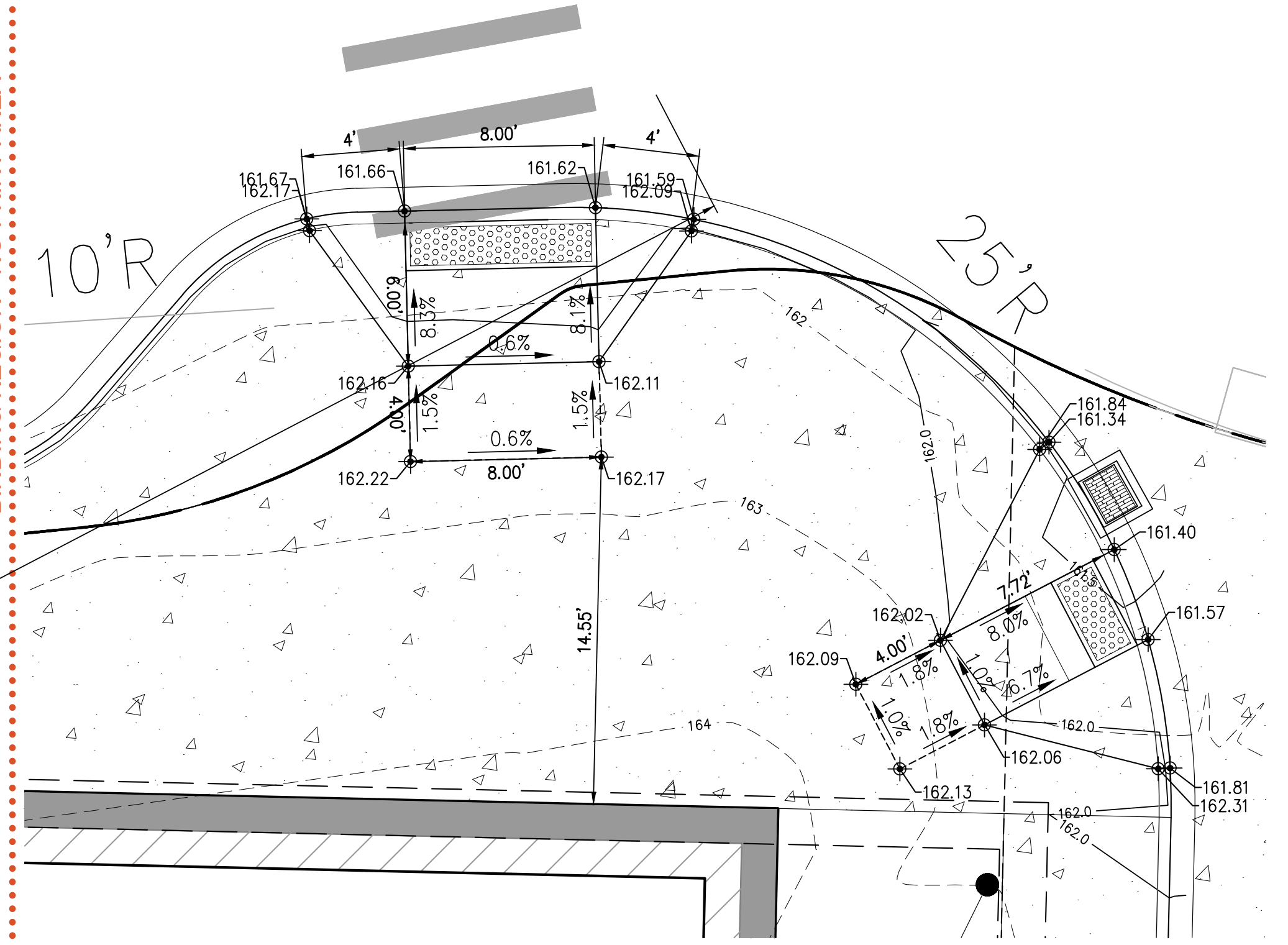
ROAD PLAN  
106TH AVENUE NE

C-302

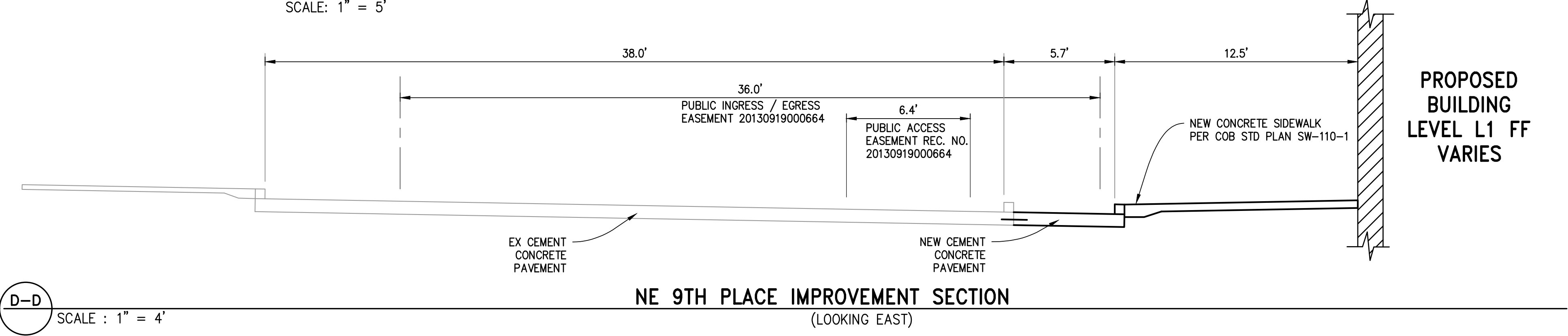
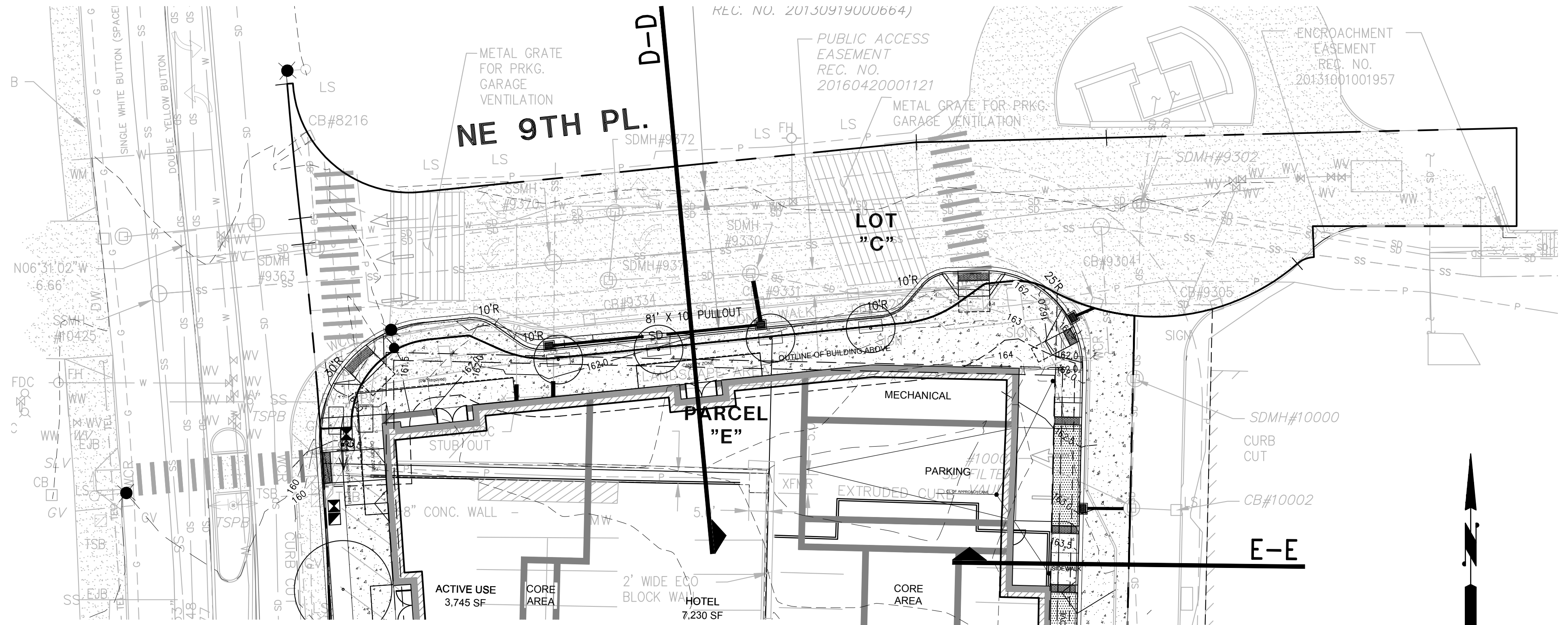
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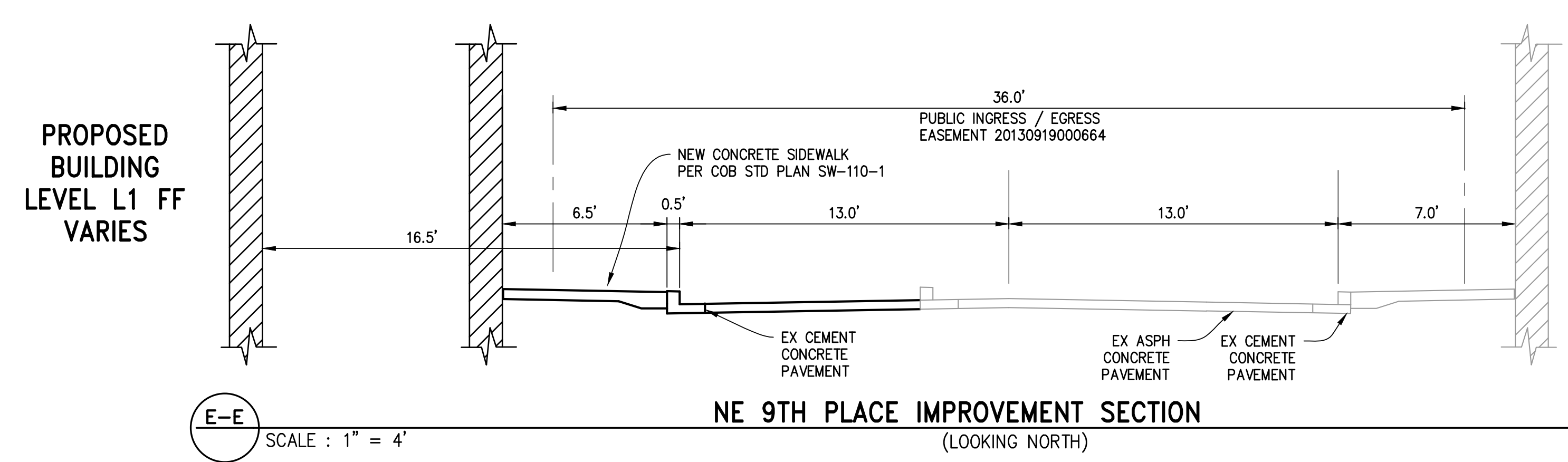
BINDING REGION - NO PRINT AREA



**CURB RAMP DETAILS**  
SCALE: 1" = 5'

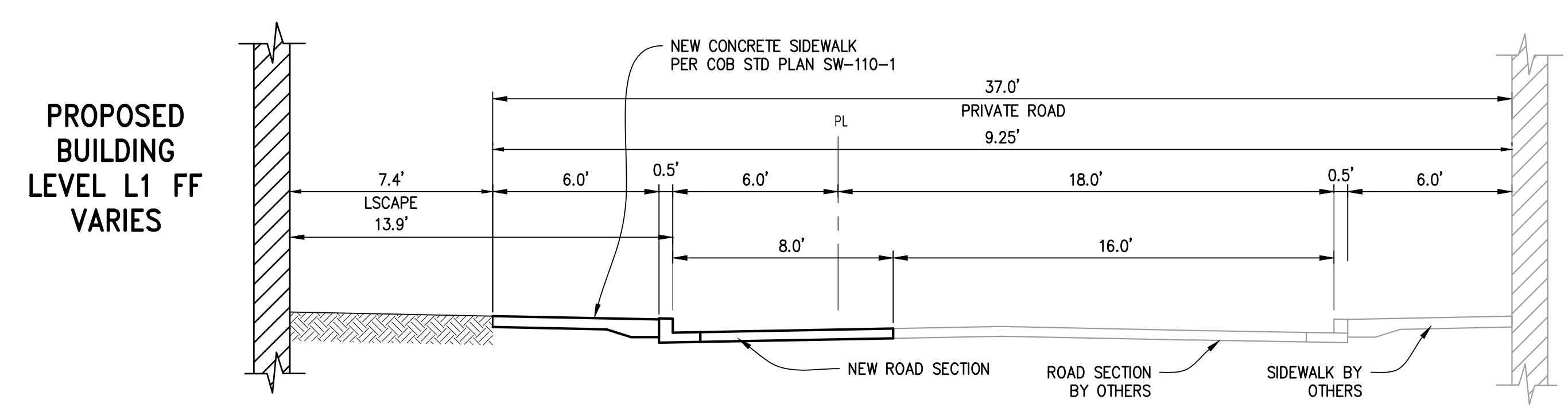


PROPOSED BUILDING LEVEL L1 FF VARIES



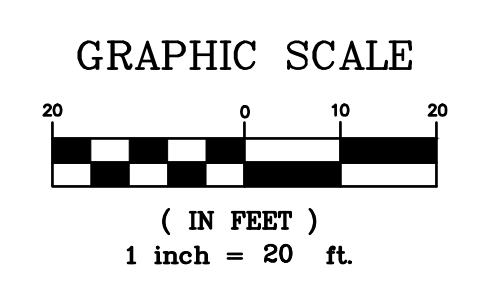
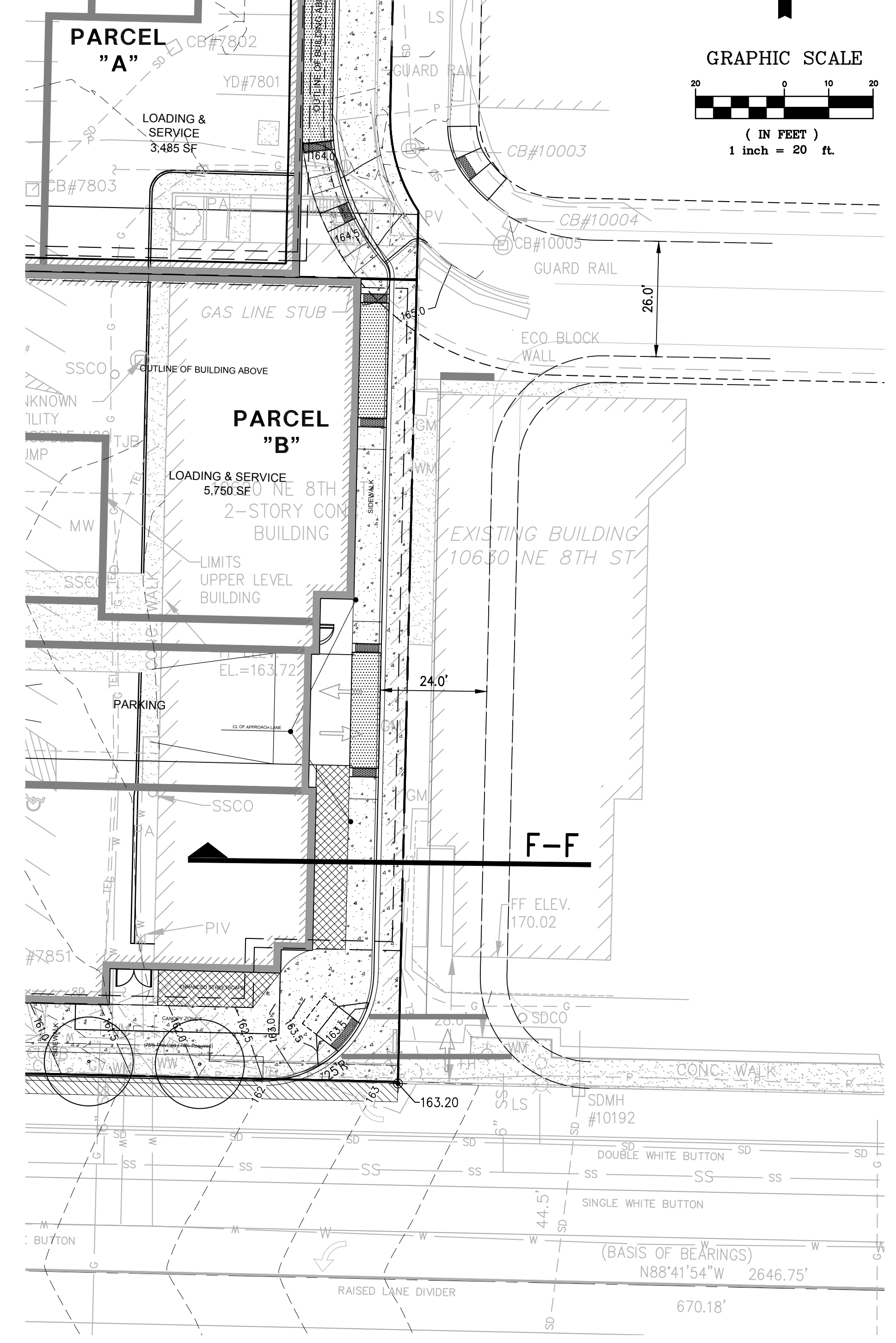
PROPOSED BUILDING LEVEL L1 FF VARIES

EX 929 OFFICE TOWER PARKING GARAGE



PROPOSED BUILDING LEVEL L1 FF VARIES

SKANSKA DEVELOPMENT



**WASHINGTON SQUARE**  
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Resubmittal C

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ROAD PLAN  
NE 9TH PLACE

**C-303**

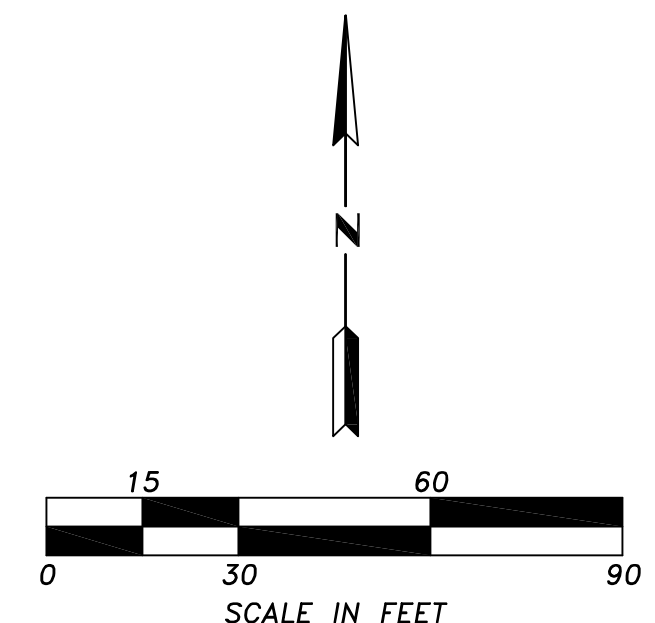
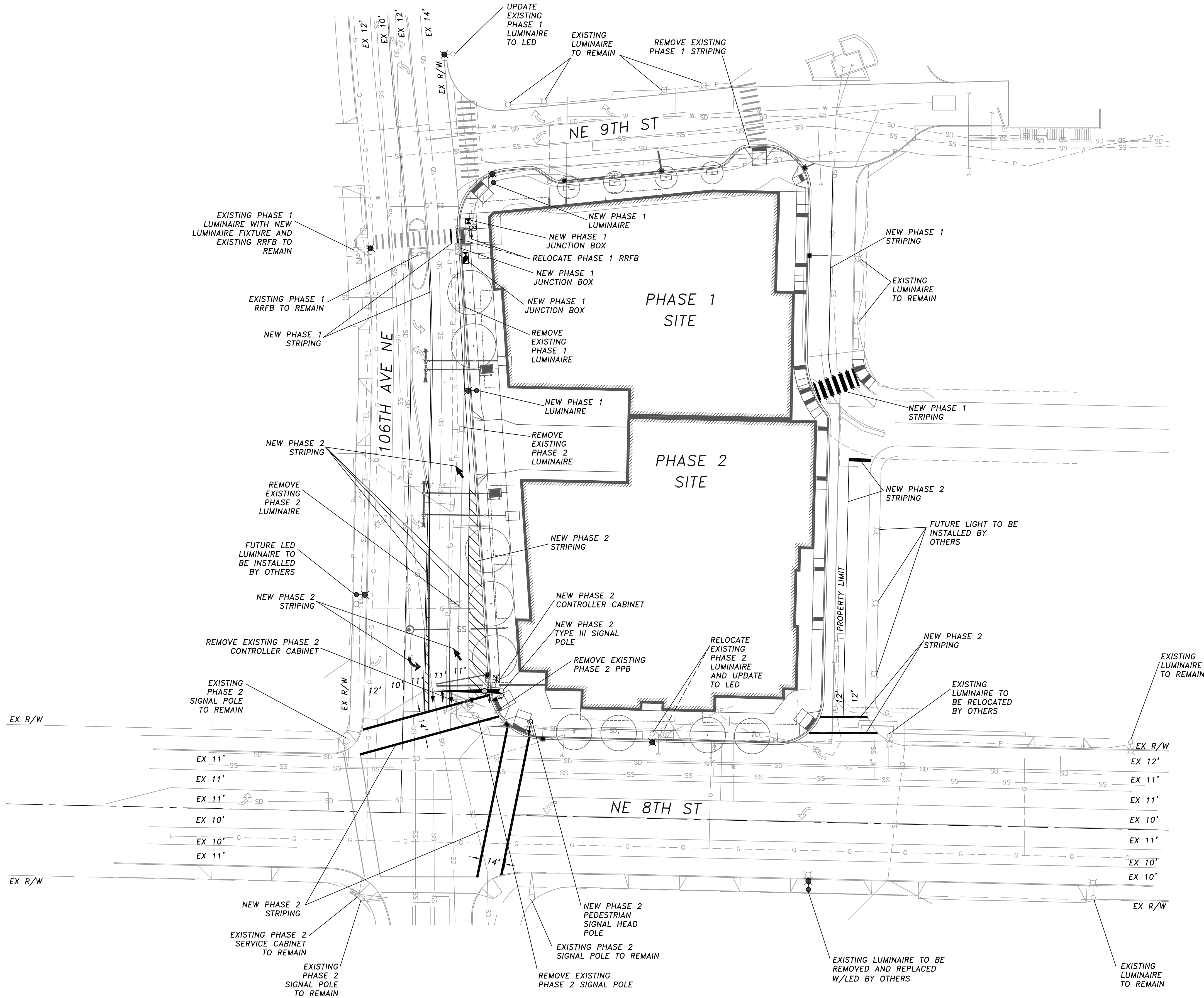
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 Checked: \_\_\_\_\_  
 CDO Project No.: 2017.13

Channelization, Traffic  
 Signal & Illumination  
 Plan

T-001

Owner | West 77 Partners  
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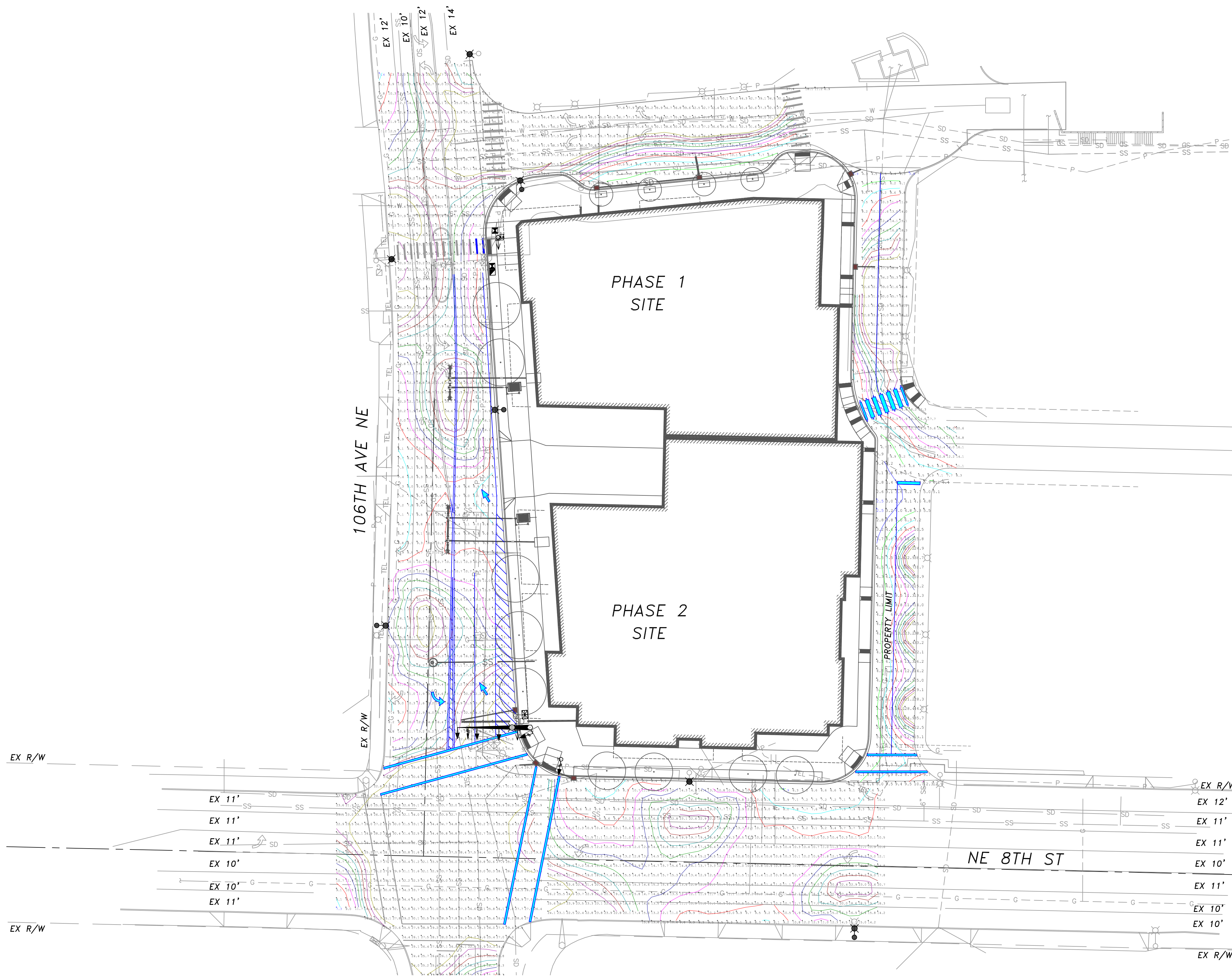
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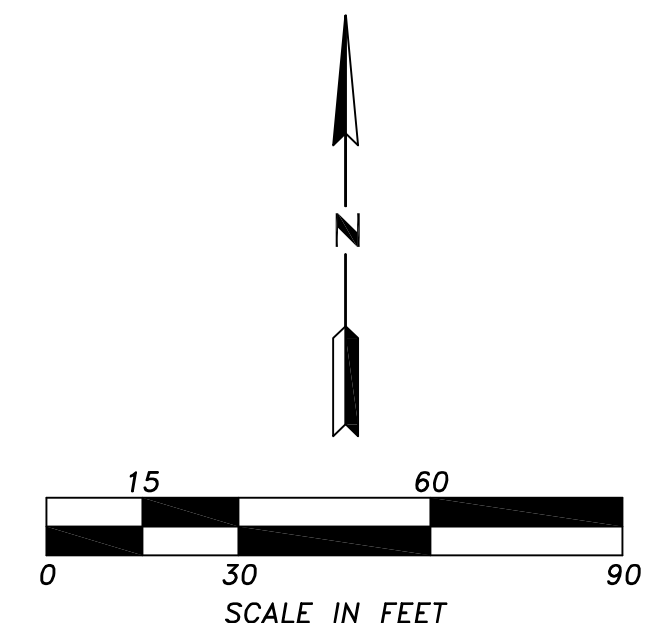
BINDING REGION - NO PRINT AREA

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BINDING REGION - NO PRINT AREA



CALCULATION AREA	DESIGN CRITERIA	
	AVG. MAINTAINED LUX	UNIFORMITY RATIO AVG. FC / MIN. FC
NE 8TH ST (MAJOR ARTERIAL)	13.00	4.00:1
	13.45	2.32:1
106TH AVE NE (MAJOR ARTERIAL)	13.00	4.00:1
	15.12	2.44:1
NE 8TH ST & 106TH AVE NE INTERSECTION (MAJOR-MAJOR)	26.00	4.00:1
	26.53	3.63:1
106TH AVE NE & NE 9TH ST INTERSECTION (MAJOR-TERTIARY)	18.00	4.00:1
	18.12	2.45:1
NE 9TH ST (LOCAL)	7.00	6.00:1
	22.08	5.66:1
NE 9TH CONNECTOR (LOCAL)	7.00	6.00:1
	9.97	3.89:1



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PHOTOMETRIC  
 CALCULATIONS





DEVELOPMENT SERVICES DEPARTMENT  
450 110<sup>TH</sup> AVENUE NE  
BELLEVUE, WA 98009-9012

Annotated 08/30/19, 12/04/19, and 01/22/20  
Faheem Darab, 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](mailto:landusereview@bellevuewa.gov). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

### ***Purpose of checklist:***

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

### ***Instructions for applicants:***

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

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

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

## A. Background [\[help\]](#)

- ✓ 1. Name of proposed project, if applicable: [\[help\]](#)  
*Washington Square Master Development Plan*
- ✓ 2. Name of applicant: [\[help\]](#)  
*West77 Partners, LLC*
- ✓ 3. Address and phone number of applicant and contact person: [\[help\]](#)  
*Kerri Findlay*  
*10670 NE 9<sup>th</sup> Place*  
*Bellevue, WA 98004*  
*Ph 425 974 7076*
- ✓ 4. Date checklist prepared: [\[help\]](#)  
*August 19, 2019*
- ✓ 5. Agency requesting checklist: [\[help\]](#)  
*City of Bellevue*
- ✓ 6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)  
*MDP 8/19 through 12/19*  
*Hotel Phase Entitlements & Permitting 6/20*  
*Hotel Construction start 7/20*  
*Hotel Construction completion 3/22*
- ✓ 7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)  
*The MDP includes a hotel product to the north and an office product at the intersection on 106<sup>th</sup> Ave NE and NE 8<sup>th</sup> Street. The Office component will be by Fana Group of Companies.*
- ✓ 8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)  
*The site at the SW corner was formally a auto-fueling then used as a dry-cleaning business from 1976 to 1986. The most recent operation and Monitoring Memo was prepared for WSDOE reporting requirements, by G-Logic dated October, 20, 2017. See DCI Drainage Report appendix D*
- ✓ 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. [\[help\]](#)  
*NPDES by WSDOE permitting for Construction Stormwater, and NFA letter from WSDOE.*
- ✓ 10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)  
*NPDES by WSDOE permitting for Construction Stormwater, and NFA letter from WSDOE*
- ✓ 11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe

certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

[\[help\]](#)

*The MDP is comprised of an 8-story hotel located at the intersection of 106<sup>th</sup> Avenue NE and NE 9th Place (~215,000 gsf) and a 20-story office tower located at the intersection of NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE (~692,000 gsf). Both phases are positioned on a ~~64,000sf~~ site in downtown Bellevue. Garage and loading access for the hotel are via the NE 9th Place private service road on the east side of the project. The office tower includes vehicle access from 106th Avenue NE and vehicle and loading access from the NE 9th Place private service road.*

78,918  
square foot  
site, not  
64,000

- ✓ 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 project is located at the NE corner of the intersection of NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE.*

## 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)? [\[help\]](#)  
*4 percent*
- ✓ c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)  
*The upper 5' horizon is anticipated to be compacted fills and native materials overlying dense advanced outwash / glacial till.*
- ✓ d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)  
*None known.*
- ✓ 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. [\[help\]](#)  
*Approximate area of excavation is 48,300 square feet and volume is 70,000 cubic yards. Import material to the site will be from commercial sources.*

- ✓ f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)  
*Appropriate erosion control measures will be used. There is minimal risk of erosion during construction. Erosion control per C&G inspections and BCC 23.76*
- ✓ g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)  
*Approximate site coverage will be about 95 percent. Currently site is majority pavement or buildings.*
- ✓ h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)  
*A Construction Stormwater Pollution Prevention Plan will be provided in accordance with City of Bellevue standards. Erosion control measures will include perimeter control, appropriate dewatering treatment. Load out facilities will be monitored and appropriate measures will be taken to minimize construction impacts. Erosion control per C&G inspections and BCC 23.76*

**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. [\[help\]](#)  
*Construction equipment emissions during construction and emissions associated with vehicular traffic generated by the project once construction is complete.*
- ✓ b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)  
*None known.*
- ✓ c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)  
*None. Construction dust suppression per BCC 23.76  
Covered loads  
Avoid periods of prolonged idling  
Sprinkle debris and exposed areas during excavation and construction as needed*

**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 project is within the Meydenbauer drainage basin.*
- ✓ 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.*
- ✓ 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. [\[help\]](#)

*None .*

- ✓ 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)  
*Dewatering may be necessary during construction.*
- ✓ 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)  
*No .*
- ✓ 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 .*

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. [\[help\]](#)  
*No .*
- ✓ 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 water will be discharged to municipal sewer.  
Appropriate pre-treatment will be provided.*

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. [\[help\]](#)  
*Rain water will be managed on site and discharged to the municipal storm drain that discharges to Lake Washington.*
- ✓ 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)  
*No .*
- ✓ 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#) **Project is subject to Utilities Code BCC 24.06 and any required utility permits as well as Clearing and Grading BCC 23.76.**  
*No .*
- ✓ d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)  
*Project will comply with the Construction Stormwater Pollution Prevention Plan during construction, and will be designed in accordance with City of Bellevue Engineering Standards.*

#### 4. Plants [\[help\]](#)

- ✓ a. Check the types of vegetation found on the site: [\[help\]](#)
  - deciduous tree: alder, maple, aspen, other: *Existing Species to be determined by Surveyor or Arborist*
  - evergreen tree: fir, cedar, pine, other:
  - shrubs
  - grass
  - pasture
  - crop or grain
  - Orchards, vineyards or other permanent crops.
  - wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other:
  - water plants: water lily, eelgrass, milfoil, other:
  - other types of vegetation: *Landscape*
- ✓ b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)  
*Existing landscape and trees will be removed from the site. Amount and species to be determined by Surveyor or Arborist.*
- ✓ c. List threatened and endangered species known to be on or near the site. [\[help\]](#)  
*None Known.*
- ✓ d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)  
*No vegetation will be preserved. Landscape will be designed by a registered landscape architect in accordance with City of Bellevue practices and standards.*
- ✓ e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)  
*None known.*

#### 5. Animals [\[help\]](#)

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

Examples include:

birds: hawk, heron, eagle, songbirds, other: *Click here to enter text.*

mammals: deer, bear, elk, beaver, other: *Click here to enter text.*

fish: bass, salmon, trout, herring, shellfish, other: *None known.*
- ✓ b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)  
*None known.*
- ✓ c. Is the site part of a migration route? If so, explain. [\[help\]](#)  
*None known.*

- ✓ d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)  
*None.*
- ✓ e. List any invasive animal species known to be on or near the site. [\[help\]](#)  
*None known.*

## 6. Energy and Natural Resources [\[help\]](#)

- ✓ a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)  
*Primary energy consumption will be electrical power and gas provided by Puget Sound Energy.*
- ✓ b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)  
*The project may reduce the potential solar energy use by adjacent properties. We are not aware of any current solar use by the adjoining properties. The site is located in an urban environment where shadow impacts from neighboring development already occur.*
- ✓ 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 project will meet the Washington State Energy Code. Measures to reduce energy consumption will be considered during the design.*

## 7. Environmental Health [\[help\]](#)

- ✓ a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)  
*There is existing known contamination on site. Appropriate measures will be used during construction in accordance with WSDOE permitting. Material removed from site to be disposed of per COB regulations. C&G Code BCC 23.76*
- ✓ 1) Describe any known or possible contamination at the site from present or past uses. [\[help\]](#)  
*The past use includes a gas station and dry cleaners. A monitoring report, by G-Logics, Inc. dated October 20, 2017 is included as an attachment to the preliminary drainage report submitted with this application.*
- ✓ 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. [\[help\]](#)  
*Known existing hazardous chemicals will be mitigated during construction in accordance with applicable agency requirements. No impact to the development or design is*

*anticipated.*

- ✓ 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. [\[help\]](#)  
*Typical construction materials will be on site during construction. In-building operations typical hazardous chemicals would be limited to cleaning products.*
- ✓ 4) Describe special emergency services that might be required. [\[help\]](#)  
*None.*
- ✓ 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)  
*Contractor will employ Best Methods Practices during construction to minimize risk.*

b. Noise [\[help\]](#)

- ✓ 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)  
*Off-site sources of noise in the project area include vehicular traffic from the adjoining streets.*
- ✓ 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indi-cate what hours noise would come from the site. [\[help\]](#)  
*Construction noise will occur. Hours of construction will be in accordance with City of Bellevue Code. Construction noise regulated per BCC 9.18*
- ✓ 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)  
*The general contractor will be assigned responsibility for managing and mitigating construction noise impacts to the extent practical.*

**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. [\[help\]](#)  
*To the north is Washington Square residential condominium towers, to the east is a retail building and structured parking. Other land uses on the superblock include the Hilton Garden Inn and the 929 Office Building.*
- ✓ b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)  
*None.*



- ✓ 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application of pesticides, tilling, and harvesting? If so, how: [\[help\]](#)  
No
- ✓ c. Describe any structures on the site. [\[help\]](#)  
*Existing two-story masonry building.*
- ✓✓ d. Will any structures be demolished? If so, what? [\[help\]](#)  
*Yes, existing structure will be demolished in its entirety.*  
A portion of the existing structure may be removed to allow Phase 1 to proceed on its own. The entire structure must be removed to allow
- ✓ e. What is the current zoning classification of the site? [\[help\]](#) Phase 2 to proceed.  
*DT-O-2-N*
- ✓ f. What is the current comprehensive plan designation of the site? [\[help\]](#)  
*Downtown (DNTN)*
- ✓ g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)  
*N/A*
- ✓ h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)  
*N/A*
- ✓ i. Approximately how many people would reside or work in the completed project? [\[help\]](#)  
*Click here to enter text.*  
**2,000 employees**
- ✓ j. Approximately how many people would the completed project displace? [\[help\]](#)  
*0*
- ✓ k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)  
*N/A*
- ✓ l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)  
*LP Application (Master Development Plan) required by City of Bellevue*
- ✓ m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)  
*N/A*

**9. Housing** [\[help\]](#)

- ✓ a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#) N/A  
*0*
- ✓ b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#) N/A

0

- ✓ c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)  
N/A

#### 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 Hotel (Phase 1) will be approximately 95FT in height (excluding mechanical), the office building will be approximately 277FT (excluding mechanical).*
- ✓ b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)  
*Some views from and of adjacent office and residential buildings.*
- ✓ c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)  
*Compliance with the City's Downtown Design Guidelines.*

#### 11. Light and Glare [\[help\]](#)

- ✓ a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)  
*The office tower will have a glazed curtain wall system that could pose some light or glare issues in the early morning or late evening.*
- ✓ b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)  
*Not anticipated to be a problem. Light and glare regulated per LUC 20.20.522*
- ✓ c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)  
*Adjacent office and residential towers*
- ✓ d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)  
*Limited use of reflective glazing and metal panels.*

#### 12. Recreation [\[help\]](#)

- ✓ a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)  
*Bellevue Downtown Park*
- ✓ b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)  
*No*
- ✓ c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

N/A

### 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. [\[help\]](#)  
*Not known*
- ✓ 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. [\[help\]](#)  
*No*
- ✓ 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. [\[help\]](#)  
*N/A*
- ✓ 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. [\[help\]](#)  
*N/A*

### 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. [\[help\]](#)  
*NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE, both public streets, provide primary vehicular access to/from the site. Preliminary driveway access is planned via direct access onto 106<sup>th</sup> Ave NE and via NE 9<sup>th</sup> Place, a private service road, which will provide access to 106<sup>th</sup>, NE 8<sup>th</sup> St, and 108<sup>th</sup> Ave NE.*
- ✓ b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)  
*The site is located near 2 transit stops on NE 8<sup>th</sup> Street (one west of 106<sup>th</sup> Ave NE and one west of 108<sup>th</sup> Ave NE). The site is also located within 0.25 miles of the Bellevue Transit Center*
- ✓ 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 project proposes approximately 160 parking spaces for the hotel and 735 for the office tower.*
- ✓ d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe

(indicate whether public or private). [\[help\]](#)

*The project will be required to construct the 2<sup>nd</sup> half of the Connector Road (NE 9<sup>th</sup> Place, a private service road) along the extent of the project frontage. Street widening will be constructed on 106<sup>th</sup> Ave NE. Frontage improvements (sidewalks, landscaping, street lighting, etc) will also be provided on NE 8<sup>th</sup> Street and 106<sup>th</sup> Ave NE, both public streets.*

- ✓ e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)  
*The project will be located within 0.5 miles of light rail service beginning in 2023.*
- ✓ f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)  
*Based on preliminary conservative estimates, approximately 4,715 weekday daily vehicle trips are estimated. Peak volumes are expected to occur 7-9 AM and 4-6 PM, with <3% trucks. These estimates are based on data in the ITE Trip Generation manual and adopted City of Bellevue trip rates.*
- ✓ 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.*
- ✓ 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 and residential buildings with 200 or more units are also required to implement a Transportation Management Program (TMP) consistent with City code requirements to encourage use of non-SOV modes of transportation.*

#### 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. [\[help\]](#)  
*Yes.*
- ✓ b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)  
*Project will be designed in accordance with applicable health and safety codes.*

#### 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 of the above utilities are available to 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 - City of Bellevue*  
*Storm - City of Belevue*  
*Sewer - City of Bellevue*  
*Electricity - Puget Sound Energy*  
*Gas - Puget Sound Energy*  
*Phone - Comcast or Century Link*  
*Cable - Comcast or Century Link*  
*Refuse - Republic.*

**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: *Kerri Findlay*

Name of signee: *Kerri Findlay*

Position and Agency/Organization: *Project Coordinator, West77 Partners*

Date Submitted: *August 21, 2019*

**COMPREHENSIVE PLAN POLICIES**  
**Comprehensive Plan - Volumes 1 and 2**

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

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

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

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
<b>Urban Design &amp; the Arts (UD) Policies</b>	
<b>UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.</b>	<i>The massing approach creates two distinct building volumes and areas of enhanced streetscape along a major commercial street in the Downtown.</i>
<b>UD-4: Ensure that development relates, connects, and continues design quality and site functions from site to site.</b>	<i>A primary goal of the MDP is to connect to the remainder of the super block and the surrounding neighborhoods in a manner to complement and provide amenities that are necessary for urban living and working environments.</i>
<b>UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed-use areas.</b>	<i>The MDP does not yet address the specifics of rooftop design, however, the massing consists of two varied volumes which culminate in a screened penthouse, creating an elegant silhouette.</i>
<b>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.</b>	<i>A primary goal of the MDP is to connect to the remainder of the super block and the surrounding neighborhoods in a manner to complement and provide amenities that are necessary for urban living and working environments</i>
<b>UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.</b>	<i>The design meets or exceeds the baseline requirements of the land use code by providing weather protection and generously sized sidewalks to support the safety and a positive pedestrian experience.</i>
<b>UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.</b>	<i>The future design review applications will provide specifics regarding the incorporation of art.</i>
<b>UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.</b>	<i>The MDP expands upon the current network of through-blocks, pedestrian paths and points for vehicular access points. Specifically, a voluntary pedestrian sidewalk is proposed on the east side of the Phase 2 building. Where viable, access will be shared with adjacent property owners.</i>

<b>UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.</b>	<i>It is the intention of the property ownership to construct buildings and infrastructure to withstand the test of time and enrich the live of those who live and work on site or nearby. The future design review applications will expand on this.</i>
<b>UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.</b>	<i>The building articulation and streetscape design will create distinctive visual reference points. The future design review applications will expand on this.</i>
<b>UD-25: Ensure that site and building design relates and connects from site to site.</b>	<i>The MDP sets up a massing dialogue between the hotel (Phase 1) and the office tower (Phase 2), which will be built upon in the future design review applications.</i>
<b>UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.</b>	<i>The MDP includes areas that will be programmed as enhanced streetscape adjacent to areas of active use. Enhanced streetscape areas will be high-quality and inviting to the public.</i>
<b>UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.</b>	<i>The future design review applications will provide specifics regarding the incorporation of art.</i>
<b>UD-29: Integrate rooftop mechanical equipment screening with building architecture.</b>	<i>The MDP does not yet address the specifics of rooftop design, however, the massing consists of two varied volumes which culminate in a screened penthouse, creating an elegant silhouette.</i>
<b>UD-31: Utilize green roofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.</b>	<i>The future design review applications will provide specifics regarding the appropriate location of green roofs and feature walls.</i>
<b>UD-32: Provide design treatments for blank walls that are visible from the public right of way.</b>	<i>The future design review applications will provide specifics regarding the incorporation of art and design treatments to create points of interest. The proposed buildings are anticipated to meet the Land Use Code's requirements with respect to transparency, blank walls, and points of interest. If additional flexibility is needed, departure requests will be included in the future design review applications.</i>
<b>UD-33: Encourage public and private development to incorporate access to sunlight.</b>	<i>The massing approach creates two building tower volumes and areas of enhanced streetscape along a major commercial street in the Downtown.</i>
<b>UD-34: Provide both weather protection and access to sunlight in</b>	<i>Canopies that allow light to move through them is planned on the buildings adjacent to the public streets to support access to sunlight combined with weather protection. The future design review</i>

<b>pedestrian areas using architectural elements.</b>	<i>applications will provide specifics regarding the design of the weather protection canopies.</i>
<b>UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.</b>	<i>A detailed signage plan will be provided as part of the future design review applications.</i>
<b>UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.</b>	<i>All parking and loading are inside the garages and out of view from the public.</i>
<b>UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.</b>	<i>The massing approach creates two distinct building volumes and areas of enhanced streetscape along a major commercial street in the Downtown. Wind and solar impacts have been considered as part of the massing.</i>
<b>DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS</b>	
<b>UD-43: Permit high intensity development subject to design criteria that assures a livable urban environment.</b>	<i>A goal of the MDP is to maximize the density allowed on the site and provide a variety of commercial environments that activate the city after business hours.</i>
<b>UD-44: Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed-use centers.</b>	<i>A primary goal of the MDP is to connect to the remainder of the super block and the surrounding neighborhoods in a manner to complement and provide amenities that are necessary for urban living, hospitality, and working environments.</i>
<b>UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.</b>	<i>A primary goal of the MDP is to connect to the remainder of the super block and the surrounding neighborhoods in a manner to complement and provide amenities that are necessary for urban living, hospitality, and working environments. The MDP focuses the higher density building and larger mass on NE 8th Street, away from areas of lower density to the north.</i>
<b>UD – 48: Link increased intensity development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.</b>	<i>A primary goal of the MDP is to connect to the remainder of the super block and the surrounding neighborhoods in a manner to complement and provide amenities that are necessary for urban living, hospitality, and working environments. The MDP proposes pedestrian connections around the site, including a 6’ pedestrian sidewalk along the new extension of the NE 9th Place private service road extension.</i>



<b>UD-49:</b> Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.	<i>The future design review applications will provide specifics regarding the incorporation signage and landscape concepts for each Phase that reflect the character of the entire block.</i>
<b>UD-50:</b> Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.	<i>With the exception of the enhanced streetscape areas, and building and service entrances the design fully meets the intent of the build-to-line.</i>
<b><u>VEGETATION and LANDSCAPING</u></b>	
<b>UD-55:</b> Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	<i>Specific landscape designs for each phase will be included in future design review applications. All proposed landscape plant material will meet the low-moderate water use required by the City of Bellevue. Where possible, native plant materials will be utilized.</i>
<b>UD-56:</b> Promote water conservation in landscape and irrigation system design.	<i>Specific landscape designs for each phase will be included in future design review applications. All proposed landscape plant material will meet the low-moderate water use required by the City of Bellevue. Where possible, native plant materials will be utilized.</i>
<b><u>PUBLIC SPACE</u></b>	
<b>UD-58:</b> Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.	<i>Areas of enhanced streetscape adjacent to active use areas are proposed along the 106th Street and NE 8th Street frontages. Moveable tables and chairs could be located in these areas to provide flexibility and accommodate small to large group gatherings.</i>
<b>UD-59:</b> Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.	<i>The enhanced streetscape areas are open to the sky providing access to sunlight throughout the year. Canopies proposed around the buildings will also be transparent material.</i>

<b>UD-60:</b> Incorporate weather protected areas into major public places.	<i>Future design review applications will provide specific weather protection design details.</i>
<b>UD-61:</b> Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.	<i>The MDP does not propose residential use. The MDP landscape layout takes into consideration the needs of the adjacent residential properties and will create buffers as required.</i>
<b>UD-62:</b> Identify and preserve views of water, mountains, skylines or other unique landmarks from public places as valuable civic assets.	<i>The massing approach creates two distinct building volumes, with density focused on the southern Phase 2 site, away from existing residential development. View impacts have been considered as part of the massing.</i>
<b><u>STREET CORRIDORS</u></b>	
<b>UD-72:</b> Provide clear and identifiable walkways into and through Bellevue's large commercial blocks to improve pedestrian activity.	<i>All sidewalk widths comply with LUC 20.25A.090's requirements. Any decorative elements/amenities will be provided within the enhanced streetscape areas which are beyond the required sidewalk widths. The MDP includes a 6' pedestrian sidewalk on the east side of Phase 2 to increase pedestrian connections through the superblock.</i>
<b>UD-74:</b> Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key intersections. (See Map UD-1)	<i>Not applicable. No key intersections are identified around the MDP site on Map UD-1.</i>

<b><u>VOLUME II – DOWNTOWN SUBAREA POLICIES (S-DT)</u></b>	
<b>Comprehensive Plan Policies</b>	<b>Written Narrative Regarding How Each Applicable Policy Has Been Met</b>
<b>DOWNTOWN (SD-T) POLICIES</b>	
<b>POLICYS-DT-1.</b> Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	<i>A primary goal of the MDP is to connect to the remainder of the super block and the surrounding neighborhoods in a manner to complement and provide amenities that are necessary for urban living, hospitality, and working environments.</i>
<b>POLICYS-DT-2.</b>	<i>A combination of hotel, office, and active uses is proposed for the site.</i>

<p><b>Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate</b></p>	
<p><b>POLICYS-DT-4.</b>  <b>The Highest intensity development shall be located in the core of Downtown, with diminishing intensities toward the edges of Downtown.</b></p>	<p><i>The MDP massing places the tallest building toward the highest density south side of the block and places a shorter tower mid-block responding to the need to provide light and air into the mid-block areas.</i></p>
<p><b>POLICY S-DT-5.</b>  <b>Organize Downtown to provide complementary functional relationships between various land uses.</b></p>	<p><i>A primary goal of the MDP is to connect to the remainder of the super block and the surrounding neighborhoods in a manner to complement and provide amenities that are necessary for urban living, hospitality, and working environments.</i></p>
<p><b>POLICY S-DT-10.</b>  <b>Require design review to ensure high quality, aesthetically pleasing Downtown development.</b></p>	<p><i>Future design review applications are required for both Phase 1 and Phase 2.</i></p>
<p><b>POLICYS-DT-15:</b>  <b>Encourage the assembly of land or coordination of development as appropriate to facilitate a quality-built environment.</b></p>	<p><i>The design team is working closely with adjacent property teams to ensure and successful design solution for the super block as a whole.</i></p>
<p><b>POLICYS-DT-25:</b>  <b>Provide for a range of Downtown urban residential types and densities.</b></p>	<p><i>A combination of hotel, office, and active uses is proposed for the site.</i></p>
<p><b>POLICYS-DT-26:</b>  <b>Encourage residential uses to occur in mixed-use structures or complexes.</b></p>	<p><i>A combination of hotel, office, and active uses is proposed for the site. Existing residential use is located on the superblock, which will benefit from its adjacency to this new, mixed-use proposal.</i></p>
<p><b>POLICYS-DT-35:</b>  <b>Create a pedestrian environment with a sense of activity, enclosure, and protection.</b></p>	<p><i>The pedestrian realm includes enhanced streetscapes, landscaped/lighted pedestrian pathways, transparent store fronts, building entries and weather protection.</i></p>

<p><b>POLICYS-DT 37:</b>  <b>Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors.</b></p>	<p><i>A primary goal of the MDP is to connect to the remainder of the super block and the surrounding neighborhoods in a manner to complement and provide amenities that are necessary for urban living, hospitality, and working environments</i></p> <p><i>The pedestrian realm includes enhanced streetscapes, landscaped/lighted pedestrian pathways, transparent store fronts, building entries and weather protection.</i></p>
<p><b>POLICYS-DT-40:</b>  <b>Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian scaled lighting, street furniture, paving treatments, etc.</b></p>	<p><i>The pedestrian realm includes enhanced streetscapes, landscaped/lighted pedestrian pathways, transparent store fronts, building entries and weather protection. Scaled lighting, furniture and paving treatments are also planned and will be shown in future design review applications.</i></p>
<p><b>POLICYS-DT-44:</b>  <b>Provide incentives for 106<sup>th</sup> Ave NE to develop as Downtown’s Entertainment Avenue. Include shops, café’s, restaurants and clubs for an active pedestrian environment during the day and after-hours.</b></p>	<p><i>Priority has been giving to maximize active use, transparency, entries and enhanced streetscapes to promote entertainment venues and supporting uses of all types.</i></p>
<p><b>POLICYS-DT-158:</b>  <b>Provide for needs of bicycles and pedestrians in the design and construction of new facilities in the Downtown on 106<sup>th</sup> Ave NE where on street parking and wider sidewalks may be appropriate.</b></p>	<p><i>The sidewalks are currently designed at their maximum width plus enhanced streetscape zones, meeting the intent of the build-to-line. Provisions will be made for bicycles pursuant to code requirements.</i></p>
<p><b>POLICYS-DT-160:</b>  <b>Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown.</b></p>	<p><i>The sidewalks will be increased to meet the 16’ requirements and vegetation buffers meeting the landscaping requirements in the code are proposed to separate pedestrians from the fast-moving traffic along NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue NE.</i></p>
<p><b>POLICYS-DT-161:</b>  <b>Provide safe and convenient pedestrian linkages to adjacent neighborhoods.</b></p>	<p><i>The site design builds upon the existing networks and through block connections to provide obvious linkages to the adjacent buildings and neighborhoods. The Phase 2 building includes a 6’ pedestrian path on its east side.</i></p>
<p><b>POLICYS-DT-162:</b>  <b>Provide pedestrian linkages through super blocks and help create a finer-grained pedestrian network.</b></p>	<p><i>The site design builds upon the existing networks and through block connections to provide obvious linkages to the adjacent buildings and neighborhoods. The Phase 2 building includes a 6’ pedestrian path on its east side.</i></p>

<p><b>POLICYS-DT-164:</b> <b>Encourage developers and owners to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors.</b></p>	<p><i>Provisions will be made for bicycles pursuant to code requirements. The Phase 2 office project will include bike storage internal to the building to be designed and located in the future design review application.</i></p>
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## ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-121114-LP

Project Name: Washington Square Master Development Plan

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 for each Departure requested.

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 #1: Build-to Line

A departure is requested from LUC 20.25A.020.A to modify the location of the “build-to” line in certain locations along the Phase 1 and 2 building street frontages to allow additional ground-level space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the buildings. In this case, the departure allows the buildings to be set-back from the back of the required sidewalk in certain locations to highlight and provide access to the building entries, to support the building geometry at entries and corners, and allow areas of enhanced streetscape adjacent to active uses. These areas all support logical connections into and around the site and buildings. (See diagram below for locations not meeting the build-to line around the perimeter of the project.)



**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**

The resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive Plan encourages logical building entrances and pedestrian realm improvements. The design with the departure does just this—it supports wayfinding to discrete building entrances, allows for areas of enhanced streetscape, and provides more generous sidewalk space for pedestrians.

The design advances the following specific Comprehensive Plan policies;

+ 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**

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[s] pedestrian circulation” on-site. See LUC 20.25A.010B.1.a. The departure also supports wayfinding to the office tower entrance, consistent with the LUC guidance that “the primary building entrances front onto major public streets, are well defined, clearly visible, and accessible from the adjacent public sidewalk.” See LUC 20.25A.160.C.2.

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

The proposed location of the buildings' facades and access points are the minimum necessary to accommodate and highlight primary building and active use entrances, maintain the building geometry, and provide desired areas of enhanced streetscape.

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

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 accommodates and highlights primary building and active use entrances, maintains the buildings' geometry, and provides desired areas of enhanced streetscape. These outcomes support the requirements for approving the departure.

- 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).

Not Applicable.





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December 9, 2019

To: Michaela Hrubá, CMCA, AMS, PCAM  
 General Manager  
 Washington Square Towers

From: Jeff Hee and Victor Salemann, Transportation Solutions, Inc.

Subject: Washington Square Master Development Plan (MDP)  
 Transportation Impact Analysis (TIA), October 16, 2019  
 Peer Review

This memorandum provides our peer review of the Washington Square MDP TIA Transportation Impact Analysis, dated October 16, 2019.

**Overview of the TIA Findings**

We understand that BV Holdings, LLC is proposing to develop the southwest corner of the superblock between NE 8th Street, 106th Ave NE, NE 10th Street and 108th Ave NE into a phased development to include:

Land Use (units)	Phase 1	Phase 2	Full-Build MDP
Hotel (rooms)	210	-	210
Office (SF GFA)	-	435,000	435,000
Retail (SF GFA)	-	4,600	4,600
Restaurant (SF GFA)	-	4,600	4,600

The existing site includes a 5,998 SF health club (23 Fit Club), 3,164 SF of office space, and 328 SF of miscellaneous retail. The existing uses are noted to be removed in Phase 2 of the development. Three access and phased development scenarios were evaluated:

- Scenario 1. Phase 1 site access is proposed off the southbound section of NE 9th Place south of Washington Square Towers (condos). NE 9th Place includes two-way traffic flow from 106th Ave NE to the condos parking garage. The existing one-way southbound section of NE 9th Place will be widened for two-way traffic for access to the Phase 1 hotel. The existing one-way eastbound section of NE 9th Place will remain one-way and restricted to right-out at 108th Ave NE.
- Scenario 2. Prior to completion of Phase 2 the north-south section of NE 9th Place will be extended as a one-way southbound travel lane for traffic to NE 8th Street. The new connection to NE 8th Street will be restricted to right-out movements only. This scenario assumes development of the adjacent “Skanska” office development at the southeast corner of the superblock. With the Skanska and prior to Phase 2, the existing one-way eastbound section of NE 9th Place would be widened for two-way traffic flow and the NE 9th Place intersection with 108th Ave NE will be restricted to right-in and right-out movements.
- Scenario 3. Phase 2 site access is proposed off the new connector roadway between NE 9th Place and NE 8th Street. With the Skanska development, the connector roadway would be widened for two-way traffic flow and the intersection of NE 8th Street and the connector would be restricted to right-in and right-out

movements. Access to Phase 2 is dependent on right-of-way improvements being completed with development of the Skanska site.

The MDP anticipates full-build-out of both phases of development within the next 12 years and the traffic study evaluates traffic conditions through 2030. Within this timeframe the traffic analysis assumes redevelopment of the properties at the southeast corner of the superblock for the proposed Skanska site. And as noted in the access scenarios above, the Skanska development is required to extend (or connect) NE 9th Place to NE 8th Street and provide two-way traffic flow on NE 9th Place.

It is understood that NE 9th Place is a private roadway with shared access and maintenance agreements for the existing and proposed property owners on the superblock.

The BKR travel demand model was used to distribute development generated trips through the transportation network. With manual adjustments made for the access and phased analyses scenarios outlined above.

Overall the traffic operations analyses did not identify any significant or adverse development-generated traffic impacts. Signalized study intersections were found to operate at LOS E or better with the proposed development, with the exception of 112th Ave NE and NE 8th Street forecast to operate at LOS F. The worst controlled approaches at unsignalized intersections, with direct access to the proposal, were also to operate at LOS F. Vehicle queue impacts were also identified in the PM peak hour on 106th and 108th Aves NE, with queues noted as having the potential to spillover to NE 9th Place.

The TIA notes frontage improvements and the payment of impact fees as the extent of the proposal's responsible mitigation. Additionally, each development phase would be required to apply and pass transportation concurrency prior to being issued a building permit.

## Peer Review Comments/Questions

The following comments are specific to the TIA report.

1. Collision history (pages 10-11). Are any collisions related to existing congestion?
2. Existing traffic volumes (page 11 and Figure 3). The document stated that 2018 was used as the existing baseline. However, volumes from 2016 through 2019 were compiled. Please clarify how are the "old" and "more recent" volumes incorporated into the 2018 existing baseline condition?
3. Trip generation (page 19 and Appendix B)
  - a. We would have expected that the office use would generate more trips in the AM peak hour than PM peak hour, based on past ITE publications (including the current 10th edition).
  - b. No justification was provided use of pass-by rates for retail and restaurant uses for the AM and weekday daily periods. The Trip Generation Manual does not include this data for the AM and weekday daily periods. While this has been common practice, is this acceptable by the City of Bellevue does it warrant additional analysis or justification.
  - c. Furthermore, the weekday daily output appears to be missing the trip adjustment information.
4. Future traffic operations scenarios (page 20). What triggers the need for the proposed roadway widening (for two-way traffic flow) on NE 9th Place and the extension to NE 8th Street? It was understood that NE 9th Place was supposed to have two-way traffic control when it was completed. Residents are concerned

about access and are questioning whether roadway should be widened for two-way traffic flow and the proposed connector roadway completed prior to or with Phase 1.

5. Project assignment (page 21, Figures 4-6). These could be clearer if the figure was expanded to include new intersection "A" NE 9th Place connector and NE 8th Street.
6. Future baseline traffic volumes (page 21, Figure 7).
  - a. If Figure 7 assumes Skanska is complete and since this traffic study is very dependent on Skanska trips. A figure showing Skanska trips would help to respond to resident concerns about the extent of the traffic impacts.
  - b. Does Figure 7 also include trips for the other developments in downtown Bellevue? With other development known in downtown Bellevue, it would seem appropriate that trips forecast for the other developments be incorporated into this study, it is not clear if this is the case or if only a growth rate was used for the analysis. The BKR output does provide a future forecast, but only a 1.2% growth rate is referenced.
7. Future traffic volumes (page 21, Figures 8-10). With the various scenarios provided, is there a non-Skanska figure that can be shared for review?
8. Future level of service (pages 29-30, Table 6). LOS F is technically gridlock, 112th Ave NE and NE 8th Street is forecast to operate at LOS F. Stop controlled intersections providing primary access to the superblock are forecast to operate also at LOS F. High delays at unsignalized intersection may also signify a future safety deficiency. Please clarify why this is not a SEPA impact in the City of Bellevue.
9. Future PM peak hour queuing (pages 30 and 31). Future queues are forecast to yield spillover to NE 9th Place and the NE 9th Place connector. Residents have stated that they already find it difficult to exit to 106th and 108th Aves NE, the additional spillover forecast will not make access easier, even with the proposed connector and two-way traffic flow.
  - a. (Page 31 Statement) *These results are likely conservative as recent data collected at office buildings in Downtown Bellevue suggest that trip generation from the office component of this project could be 30-50 percent lower than what is shown in our analysis.*  
This statement about lesser vehicle volumes may be true; however, does the analysis consider the impacts of the increased pedestrian and bicycle traffic, that would be present if the vehicle trips were reduced?
  - b. (Table 7) How do the queue results compare to current conditions?
  - c. Do the current queue conditions improve under the No Action?
  - d. It is clear from the analysis that the future queuing results in spillover, what measures are being considered/taken to allow access to the superblock?
10. Site access operations (pages 31, 35-38 and Table 8).
  - a. Please validate use of the Synchro to assess queues at the driveways and unsignalized intersections.
  - b. (page 35). Two LOS exceptions cited in the PM peak hour. While the impacts are to private roadways, the analysis does not appear to make consideration for safety impacts on the private roadway (NE 9th Place).

- c. The analysis does not address traffic operations at major internal roadway connections (i.e. near the condos driveway).
  - d. The analysis does not address driveway spacing which have safety implications.
  - e. How are trucks/deliveries anticipated access (ingress and egress) the superblock?
  - f. Truck traffic in the superblock likely needs to back into the various driveways, like today. Does the volume of traffic forecast on the private roadway prevent this from occurring safely or does it warrant additional lane storage to avoid a potential collisions?
  - g. Do the traffic volumes and vehicle types forecast to make a right-in and out of the connector roadway warrant consideration for a turn lane? With the queue spillover forecast on NE 8th Street is this connector reasonable?
11. Signal warrant (pages 38-39). Agree that a signal is not warranted. However, does the pedestrian crossing warrant consideration for a RRFB or equivalent or relocation?
  12. Proposed Hotel Curbside Drop Off Access (pages 40-41).
    - a. Is the proposed hotel drop off analysis and design adequate to accommodate drop-offs and large buses?
    - b. Will the drop-off be restricted just for hotel use only?
    - c. What provisions are proposed to ensure the hotel traffic does not use the traffic loop for the condos?
  13. Proposed Office Rideshare/Shuttle Access (page 41). How many rideshare/shuttle spaces are proposed? And is that adequate?
  14. Proposed Service/Delivery Truck Access (page 41). How will trucks access the loading areas and is this reasonably safe based on the proposed design of the future private roadway?
  15. Off-Site Improvements (page 45). Statement: *The traffic operations analysis showed no significant impacts at off-site intersections with full buildout of the MDP. Therefore, no off-site intersection mitigation is required.*

The traffic analysis highlights LOS F and queue spillover as deficiencies. Further consideration for safety internal to the superblock may not fully be addressed. It would appear that additional mitigation should be considered.
  16. We would recommend that the City of Bellevue consider a traffic monitoring program be implemented with development of this superblock. The monitoring program would allow the developers to clearly identify triggers for the need for new roadway connections and improved access. Also, the residents would be kept apprised of the actual trip impacts to justify whether or the trip forecasts are conservative or not. Lastly, if conditions are identified that prevent access, then reconsideration of the scope of the proposed uses should be re-reviewed to determine if traffic conditions can support the proposed development as shown in the MDP.
  17. Addition review by the City of Bellevue of construction traffic impacts to existing tenants is also recommended.

If you have any questions, please feel free to contact Transportation Solutions, Inc. at your convenience.

## MEMORANDUM

**DATE:** December 17, 2019

**TO:** Faheem Darab, Senior Planner  
City of Bellevue

**FROM:** Chris Forster, P.E.  
TENW

**SUBJECT:** Response to TSI Peer Review Comments on 10/16/19 TIA  
Washington Square MDP (19-105108 LP)  
TENW Project No. 5766

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This memorandum documents our responses to comments on our 10/16/19 TIA that were included in a peer review memo dated 12/9/19 from Transportation Solutions, Inc. (TSI) to Michaela Hrubá of the Washington Square Towers HOA (included as **Attachment A**). Please note that the final TIA submitted for the Washington Square MDP is dated 11/25/19, and includes updates and edits incorporated after the TIA version that was the basis of the TSI peer review memo.

### Peer Review Comments/Questions and TENW Responses

1. Collision history (pages 10-11). Are any collisions related to existing congestion?

**TENW RESPONSE:** Collision data was provided by the City of Bellevue. The City does not list accident causes or contributing factors in the collision history that was provided.

2. Existing traffic volumes (page 11 and Figure 3). The document stated that 2018 was used as the existing baseline. However, volumes from 2016 through 2019 were compiled. Please clarify how are the "old" and "more recent" volumes incorporated into the 2018 existing baseline condition?

**TENW RESPONSE:** A growth rate has been applied to older counts to evaluate 2019 existing conditions in our updated TIA dated 11/25/19 (page 12-13). The 2018 base year traffic model volumes (provided by the City) were used as a starting point to forecast future 12-year conditions.

3. Trip generation (page 19 and Appendix B)

- a. We would have expected that the office use would generate more trips in the AM peak hour than PM peak hour, based on past ITE publications (including the current 10th edition).

**TENW RESPONSE:** Office trip rates are based on the ITE 10<sup>th</sup> Edition for LUC 710 for Dense Mixed-Urban setting, in which the AM peak hour trip rate is lower than the PM peak hour trip rate.

- b. No justification was provided use of pass-by rates for retail and restaurant uses for the AM and weekday daily periods. The Trip Generation Manual does not include this data for the AM and weekday daily periods. While this has been common practice, is this acceptable by the City of Bellevue does it warrant additional analysis or justification.

TENW RESPONSE: This is common practice in the City of Bellevue and most other jurisdictions. The City of Bellevue did not indicate any issue with this practice in its reviews of the TIA. The traffic operations results at the site access driveways would not change regardless of the pass-by assumptions for the AM peak hour as pass-by trips are included in all of the driveway forecasts.

- c. Furthermore, the weekday daily output appears to be missing the trip adjustment information.

TENW RESPONSE: The daily adjustments were applied consistent with the AM and PM adjustments but did not need to be shown for traffic analysis purposes (i.e. driveway analysis, etc).

4. Future traffic operations scenarios (page 20). What triggers the need for the proposed roadway widening (for two-way traffic flow) on NE 9th Place and the extension to NE 8th Street? It was understood that NE 9th Place was supposed to have two-way traffic control when it was completed. Residents are concerned about access and are questioning whether roadway should be widened for two-way traffic flow and the proposed connector roadway completed prior to or with Phase 1.

TENW RESPONSE: From a trip generation perspective, Phase 1 only generates 69 new weekday PM peak hour trips and would not trigger the need for the 2-way improvements on NE 9th Place and the connection to NE 8th Street. In this MDP proposal, both improvements are assumed to be in place with the opening of Phase 2. The NE 9th Place roadway has always been contemplated to be realized in phases to support the phased development of the block.

5. Project assignment (page 21, Figures 4-6). These could be clearer if the figure was expanded to include new intersection "A" NE 9th Place connector and NE 8th Street.

TENW RESPONSE: This location is shown on Figures 12 and 13 (page 34-35) of the updated 11/25/19 TIA.

6. Future baseline traffic volumes (page 21, Figure 7).

- a. If Figure 7 assumes Skanska is complete and since this traffic study is very dependent on Skanska trips. A figure showing Skanska trips would help to respond to resident concerns about the extent of the traffic impacts.

TENW RESPONSE: This information is included in Appendix E of the updated 11/25/19 TIA.

- b. Does Figure 7 also include trips for the other developments in downtown Bellevue? With other development known in downtown Bellevue, it would seem appropriate that trips forecast for the other developments be incorporated into this study, it is not clear if this is the case or if only a growth rate was used for the analysis. The BKR output does provide a future forecast, but only a 1.2% growth rate is referenced.

TENW RESPONSE: The City of Bellevue provided the growth rate of 1.2% per year based on the City's traffic model, which accounts for growth expected over the next 12 years. A 1.2% annual growth rate is considerable when compounded by 12 years (+15% overall). It should be noted that growth rate not only accounts for vehicular traffic from the City's forecasted pipeline development but

also reflects changes in travel modes anticipated with increased transit/light rail/walking/biking in Downtown Bellevue.

7. Future traffic volumes (page 21, Figures 8-10). With the various scenarios provided, is there are a nonSkanska figure that can be shared for review?

TENW RESPONSE: Phase 1 is shown both without and with Skanska. In this MDP proposal, Phase 2 is dependent on Skanska being completed first so "without Skanska" is not relevant. More specific Skanska assumptions are included in Appendix E of the updated 11/25/19 TIA.

8. Future level of service (pages 29-30, Table 6). LOS F is technically gridlock, 112th Ave NE and NE 8th Street is forecast to operate at LOS F. Stop controlled intersections providing primary access to the superblock are forecast to operate also at LOS F. High delays at unsignalized intersection may also signify a future safety deficiency. Please clarify why this is not a SEPA impact in the City of Bellevue.

TENW RESPONSE: Page 30 and Pages 36-37 of the updated 11/25/19 TIA include additional discussion of these items.

9. Future PM peak hour queuing (pages 30 and 31). Future queues are forecast to yield spillover to NE 9th Place and the NE 9th Place connector. Residents have stated that they already find it difficult to exit to 106th and 108th Aves NE, the additional spillover forecast will not make access easier, even with the proposed connector and two-way traffic flow.

a. (Page 31 Statement) *These results are likely conservative as recent data collected at office buildings in Downtown Bellevue suggest that trip generation from the office component of this project could be 30-50 percent lower than what is shown in our analysis.*

This statement about lesser vehicle volumes may be true; however, does the analysis consider the impacts of the increased pedestrian and bicycle traffic, that would be present if the vehicle trips were reduced?

TENW RESPONSE: The City's traffic model forecasts do not provide ped/bike forecasts. However, additional pedestrian and bicycle volumes generated by this development with reduced trip generation are not anticipated to change the conclusions of our analysis. Additional pedestrian volumes were added to the crossing on 106<sup>th</sup> Ave NE for the signal warrant analysis.

b. (Table 7) How do the queue results compare to current conditions?

TENW RESPONSE: The TIA was not required to conduct a queue analysis for existing conditions as the purpose of the queue analysis was to evaluate potential queue impacts to driveway operations under with-project conditions only.

c. Do the current queue conditions improve under the No Action?

TENW RESPONSE: The TIA was not required to conduct a queue analysis for No Action conditions as the purpose of the queue analysis was to evaluate potential queue impacts to driveway operations under with-project conditions only.

d. It is clear from the analysis that the future queuing results in spillover, what measures are being considered/taken to allow access to the superblock?

TENW RESPONSE: Turn restrictions are proposed (right-in, right-out only) at NE 9<sup>th</sup> Place/106<sup>th</sup> Ave NE due to anticipated queuing on 108<sup>th</sup> Ave NE. A new, two-way access will be provided to the superblock to NE 8<sup>th</sup> Street with Skanska and Phase 2. Queues that extend past driveways and private access roads are expected and a common condition in Downtown Bellevue.

10. Site access operations (pages 31, 35-38 and Table 8).

a. Please validate use of the Synchro to assess queues at the driveways and unsignalized intersections.

TENW RESPONSE: Use of Synchro software to evaluate queues at driveways and unsignalized intersections is standard practice and is acceptable in the City of Bellevue.

b. (page 35). Two LOS exceptions cited in the PM peak hour. While the impacts are to private roadways, the analysis does not appear to make consideration for safety impacts on the private roadway (NE 9<sup>th</sup> Place).

TENW RESPONSE: More discussion of these results and improvement options is included in Page 37 of the updated 11/25/19 TIA.

c. The analysis does not address traffic operations at major internal roadway connections (i.e. near the condos driveway).

TENW RESPONSE: A detailed operations analysis at these internal driveways was not required. Volumes anticipated at these internal locations are shown and discussed on pages 37-39 of the updated 11/25/19 TIA.

d. The analysis does not address driveway spacing which have safety implications.

TENW RESPONSE: Driveway spacing will be addressed during the Administrative Design Review (ADR) process.

e. How are trucks/deliveries anticipated access (ingress and egress) the superblock?

TENW RESPONSE: Ingress/egress for trucks will be addressed in more detail during the Administrative Design Review (ADR) process.

f. Truck traffic in the superblock likely needs to back into the various driveways, like today. Does the volume of traffic forecast on the private roadway prevent this from occurring safely or does it warrant additional lane storage to avoid a potential collisions?

TENW RESPONSE: Ingress/egress for trucks will be addressed in more detail during the Administrative Design Review (ADR) process.



g. Do the traffic volumes and vehicle types forecast to make a right-in and out of the connector roadway warrant consideration for a turn lane? With the queue spillover forecast on NE 8th Street is this connector reasonable?

TENW RESPONSE: The connector to NE 8<sup>th</sup> provides an additional way in/out of the superblock. NE 8<sup>th</sup> Street already has 3 westbound travel lanes. Multilane facilities with a posted speed of 30 mph do not typically warrant the need for a right-turn lane. In addition, queues in the westbound right-turn lane from 106<sup>th</sup> Ave NE are not anticipated to queue past the connector to NE 8<sup>th</sup>.

11. Signal warrant (pages 38-39). Agree that a signal is not warranted. However, does the pedestrian crossing warrant consideration for a RRFB or equivalent or relocation?

TENW RESPONSE: This location already has an RRFB, which will remain.

12. Proposed Hotel Curbside Drop Off Access (pages 40-41).

a. Is the proposed hotel drop off analysis and design adequate to accommodate drop-offs and large buses?

TENW RESPONSE: The drop-off lane operations are discussed in detail on pages 42-43 of the updated 11/25/19 TIA.

b. Will the drop-off be restricted just for hotel use only?

TENW RESPONSE: Yes.

c. What provisions are proposed to ensure the hotel traffic does not use the traffic loop for the condos?

TENW RESPONSE: Provisions to minimize use of the loop are discussed in detail on pages 42-43 of the updated 11/25/19 TIA.

13. Proposed Office Rideshare/Shuttle Access (page 41). How many rideshare/shuttle spaces are proposed? And is that adequate?

TENW RESPONSE: Design of the Office Rideshare/Shuttle access will be addressed during the Administrative Design Review (ADR) process.

14. Proposed Service/Delivery Truck Access (page 41). How will trucks access the loading areas and is this reasonably safe based on the proposed design of the future private roadway?

TENW RESPONSE: Service/Delivery truck access will be addressed during the Administrative Design Review (ADR) process.

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The traffic analysis highlights LOS F and queue spillover as deficiencies. Further consideration for safety

internal to the superblock may not fully be addressed. It would appear that additional mitigation should be considered.

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16. We would recommend that the City of Bellevue consider a traffic monitoring program be implemented with development of this superblock. The monitoring program would allow the developers to clearly identify triggers for the need for new roadway connections and improved access. Also, the residents would be kept apprised of the actual trip impacts to justify whether or the trip forecasts are conservative or not. Lastly, if conditions are identified that prevent access, then reconsideration of the scope of the proposed uses should be re-reviewed to determine if traffic conditions can support the proposed development as shown in the MDP.

**TENW RESPONSE:** The TIA identifies the impacts and associated mitigation for each Phase of development consistent with City codes and standards and a traffic monitoring program is not warranted. Additional analysis of 6-year conditions including a transportation concurrency test will be required for each ADR application.

17. Addition review by the City of Bellevue of construction traffic impacts to existing tenants is also recommended.

**TENW RESPONSE:** Construction traffic (Traffic Control Plans, etc) impacts and operations are reviewed after the ADR process prior to approval of the ROW permit.

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](mailto:forster@tenw.com).

cc: Kerri Findlay, West77

Attachments – 12/9/19 TSI Peer Review Memo

## ATTACHMENT A

12/9/19 TSI Peer Review Memo



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December 9, 2019

To: Michaela Hrubá, CMCA, AMS, PCAM  
 General Manager  
 Washington Square Towers

From: Jeff Hee and Victor Salemann, Transportation Solutions, Inc.

Subject: Washington Square Master Development Plan (MDP)  
 Transportation Impact Analysis (TIA), October 16, 2019  
 Peer Review

This memorandum provides our peer review of the Washington Square MDP TIA Transportation Impact Analysis, dated October 16, 2019.

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The existing site includes a 5,998 SF health club (23 Fit Club), 3,164 SF of office space, and 328 SF of miscellaneous retail. The existing uses are noted to be removed in Phase 2 of the development. Three access and phased development scenarios were evaluated:

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- Scenario 2. Prior to completion of Phase 2 the north-south section of NE 9th Place will be extended as a one-way southbound travel lane for traffic to NE 8th Street. The new connection to NE 8th Street will be restricted to right-out movements only. This scenario assumes development of the adjacent “Skanska” office development at the southeast corner of the superblock. With the Skanska and prior to Phase 2, the existing one-way eastbound section of NE 9th Place would be widened for two-way traffic flow and the NE 9th Place intersection with 108th Ave NE will be restricted to right-in and right-out movements.
- Scenario 3. Phase 2 site access is proposed off the new connector roadway between NE 9th Place and NE 8th Street. With the Skanska development, the connector roadway would be widened for two-way traffic flow and the intersection of NE 8th Street and the connector would be restricted to right-in and right-out

movements. Access to Phase 2 is dependent on right-of-way improvements being completed with development of the Skanska site.

The MDP anticipates full-build-out of both phases of development within the next 12 years and the traffic study evaluates traffic conditions through 2030. Within this timeframe the traffic analysis assumes redevelopment of the properties at the southeast corner of the superblock for the proposed Skanska site. And as noted in the access scenarios above, the Skanska development is required to extend (or connect) NE 9th Place to NE 8th Street and provide two-way traffic flow on NE 9th Place.

It is understood that NE 9th Place is a private roadway with shared access and maintenance agreements for the existing and proposed property owners on the superblock.

The BKR travel demand model was used to distribute development generated trips through the transportation network. With manual adjustments made for the access and phased analyses scenarios outlined above.

Overall the traffic operations analyses did not identify any significant or adverse development-generated traffic impacts. Signalized study intersections were found to operate at LOS E or better with the proposed development, with the exception of 112th Ave NE and NE 8th Street forecast to operate at LOS F. The worst controlled approaches at unsignalized intersections, with direct access to the proposal, were also to operate at LOS F. Vehicle queue impacts were also identified in the PM peak hour on 106th and 108th Aves NE, with queues noted as having the potential to spillover to NE 9th Place.

The TIA notes frontage improvements and the payment of impact fees as the extent of the proposal's responsible mitigation. Additionally, each development phase would be required to apply and pass transportation concurrency prior to being issued a building permit.

## Peer Review Comments/Questions

The following comments are specific to the TIA report.

1. Collision history (pages 10-11). Are any collisions related to existing congestion?
2. Existing traffic volumes (page 11 and Figure 3). The document stated that 2018 was used as the existing baseline. However, volumes from 2016 through 2019 were compiled. Please clarify how are the "old" and "more recent" volumes incorporated into the 2018 existing baseline condition?
3. Trip generation (page 19 and Appendix B)
  - a. We would have expected that the office use would generate more trips in the AM peak hour than PM peak hour, based on past ITE publications (including the current 10th edition).
  - b. No justification was provided use of pass-by rates for retail and restaurant uses for the AM and weekday daily periods. The Trip Generation Manual does not include this data for the AM and weekday daily periods. While this has been common practice, is this acceptable by the City of Bellevue does it warrant additional analysis or justification.
  - c. Furthermore, the weekday daily output appears to be missing the trip adjustment information.
4. Future traffic operations scenarios (page 20). What triggers the need for the proposed roadway widening (for two-way traffic flow) on NE 9th Place and the extension to NE 8th Street? It was understood that NE 9th Place was supposed to have two-way traffic control when it was completed. Residents are concerned

about access and are questioning whether roadway should be widened for two-way traffic flow and the proposed connector roadway completed prior to or with Phase 1.

5. Project assignment (page 21, Figures 4-6). These could be clearer if the figure was expanded to include new intersection "A" NE 9th Place connector and NE 8th Street.
6. Future baseline traffic volumes (page 21, Figure 7).
  - a. If Figure 7 assumes Skanska is complete and since this traffic study is very dependent on Skanska trips. A figure showing Skanska trips would help to respond to resident concerns about the extent of the traffic impacts.
  - b. Does Figure 7 also include trips for the other developments in downtown Bellevue? With other development known in downtown Bellevue, it would seem appropriate that trips forecast for the other developments be incorporated into this study, it is not clear if this is the case or if only a growth rate was used for the analysis. The BKR output does provide a future forecast, but only a 1.2% growth rate is referenced.
7. Future traffic volumes (page 21, Figures 8-10). With the various scenarios provided, is there a non-Skanska figure that can be shared for review?
8. Future level of service (pages 29-30, Table 6). LOS F is technically gridlock, 112th Ave NE and NE 8th Street is forecast to operate at LOS F. Stop controlled intersections providing primary access to the superblock are forecast to operate also at LOS F. High delays at unsignalized intersection may also signify a future safety deficiency. Please clarify why this is not a SEPA impact in the City of Bellevue.
9. Future PM peak hour queuing (pages 30 and 31). Future queues are forecast to yield spillover to NE 9th Place and the NE 9th Place connector. Residents have stated that they already find it difficult to exit to 106th and 108th Aves NE, the additional spillover forecast will not make access easier, even with the proposed connector and two-way traffic flow.
  - a. (Page 31 Statement) *These results are likely conservative as recent data collected at office buildings in Downtown Bellevue suggest that trip generation from the office component of this project could be 30-50 percent lower than what is shown in our analysis.*  
This statement about lesser vehicle volumes may be true; however, does the analysis consider the impacts of the increased pedestrian and bicycle traffic, that would be present if the vehicle trips were reduced?
  - b. (Table 7) How do the queue results compare to current conditions?
  - c. Do the current queue conditions improve under the No Action?
  - d. It is clear from the analysis that the future queuing results in spillover, what measures are being considered/taken to allow access to the superblock?
10. Site access operations (pages 31, 35-38 and Table 8).
  - a. Please validate use of the Synchro to assess queues at the driveways and unsignalized intersections.
  - b. (page 35). Two LOS exceptions cited in the PM peak hour. While the impacts are to private roadways, the analysis does not appear to make consideration for safety impacts on the private roadway (NE 9th Place).

- c. The analysis does not address traffic operations at major internal roadway connections (i.e. near the condos driveway).
  - d. The analysis does not address driveway spacing which have safety implications.
  - e. How are trucks/deliveries anticipated access (ingress and egress) the superblock?
  - f. Truck traffic in the superblock likely needs to back into the various driveways, like today. Does the volume of traffic forecast on the private roadway prevent this from occurring safely or does it warrant additional lane storage to avoid a potential collisions?
  - g. Do the traffic volumes and vehicle types forecast to make a right-in and out of the connector roadway warrant consideration for a turn lane? With the queue spillover forecast on NE 8th Street is this connector reasonable?
11. Signal warrant (pages 38-39). Agree that a signal is not warranted. However, does the pedestrian crossing warrant consideration for a RRFB or equivalent or relocation?
12. Proposed Hotel Curbside Drop Off Access (pages 40-41).
- a. Is the proposed hotel drop off analysis and design adequate to accommodate drop-offs and large buses?
  - b. Will the drop-off be restricted just for hotel use only?
  - c. What provisions are proposed to ensure the hotel traffic does not use the traffic loop for the condos?
13. Proposed Office Rideshare/Shuttle Access (page 41). How many rideshare/shuttle spaces are proposed? And is that adequate?
14. Proposed Service/Delivery Truck Access (page 41). How will trucks access the loading areas and is this reasonably safe based on the proposed design of the future private roadway?
15. Off-Site Improvements (page 45). Statement: *The traffic operations analysis showed no significant impacts at off-site intersections with full buildout of the MDP. Therefore, no off-site intersection mitigation is required.*
- The traffic analysis highlights LOS F and queue spillover as deficiencies. Further consideration for safety internal to the superblock may not fully be addressed. It would appear that additional mitigation should be considered.
16. We would recommend that the City of Bellevue consider a traffic monitoring program be implemented with development of this superblock. The monitoring program would allow the developers to clearly identify triggers for the need for new roadway connections and improved access. Also, the residents would be kept apprised of the actual trip impacts to justify whether or the trip forecasts are conservative or not. Lastly, if conditions are identified that prevent access, then reconsideration of the scope of the proposed uses should be re-reviewed to determine if traffic conditions can support the proposed development as shown in the MDP.
17. Addition review by the City of Bellevue of construction traffic impacts to existing tenants is also recommended.

If you have any questions, please feel free to contact Transportation Solutions, Inc. at your convenience.