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

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

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

File No.	19-131761-LD; 19-131740-LS; 20-101468-LP
Project Name/Address:	600 Bellevue/600 108th Avenue NE
Planner:	Laurie Tyler
Phone Number:	(425)-452-2728

Minimum Comment Period: **February 20, 2020, 5PM**

Materials included in this Notice:

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

DEVELOPMENT SERVICES DEPARTMENT
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SEPA Environmental Checklist

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

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

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

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

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

A. Background [help]

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

   Bellevue 600 – Phases 1 and 2

2. Name of applicant: [help]

   Acorn Development LLC

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

   Ben Spicer
   Associate/Designer
   NBBJ
   206-223-5555

4. Date checklist prepared: [help]
   December 23, 2019

5. Agency requesting checklist: [help]

   City of Bellevue Development Services Department

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

   The proposed Bellevue 600 project is planned to be developed in two phases through the submittal of a Master Development Plan (MDP). Phase 1 would redevelop the east portion of the site and Phase 2 the west portion of the site. An MDP application is currently being submitted for the entire site as well as an Administrative Design Review application (ADR) for Phase 1 of the project. Construction of Phase 1 is anticipated to begin in 2021, with building occupancy by 2024. Timing for Phase 2 has not yet been determined.

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

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

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

   - Master Development Plan (MDP)/Administrative Design Review (ADR) Geotechnical Engineering Services, Geoengineers, 2019;
   - Phase I Environmental Site Assessment, Aspect, March 2019;

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- *Trip Generation Summary, TENW, December 2019;*
- *GHG Emissions Worksheets, EA, 2019*
- *Arborist's Report, Tree Solutions, December 2019.*

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

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

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

    Please see Appendix A for a complete list of anticipated permits.

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

    The Bellevue 600 project is a new office and retail development located in downtown Bellevue, directly north of and adjacent to the Bellevue Transit Center. The proposed project is planned to be developed in two phases: Phase 1 would redevelop the east portion of the site and Phase 2 the west portion of the site. Phase 1 will consist of constructing a 43-story office tower over six below-grade parking levels on the eastern portion of the project site currently occupied by the existing above-grade parking garage and the Sound Transit Rider Services building. Phase 2 will include demolition of the existing 600-108th Avenue NE building (Bellevue Corporate Plaza) and replacing it with a 33-story office tower. Additionally, Phase 2 will tie into the below grade structure completed during Phase 1. The project site is located in the Eastside Center District in Downtown Bellevue.

    Phase 1 of the project features a new office tower, meeting center, commons space, retail uses, and a potential daycare facility at the northwest corner of 110th Avenue NE and NE 6th Street. The development site is approximately 98,084 SF of the total site area of 155,906 SF and is designed to welcome people into the city from the nearby Transit Center and LINK Light Rail station, as well as provide pedestrian connections to the north and west. The new building steps back from the Grand Connection along NE 6th Street and a new Major Public Open Space (MPOS) is created at the corner of 110th NE and the NE 6th Street. The open space and streetscape along both 110th Avenue NE and the NE 6th Street Pedestrian Corridor will be enlivened by retail and

other active uses. A significant outdoor plaza in the middle of the block will create a landscaped pedestrian connection to the north and a place of respite for residents, commuters, and downtown workers.

Phase 2 of the project features a new office tower and retail uses at the northeast corner of 108th Avenue NE and NE 6th Street. The development site is approximately 57,822 SF of the total site area of 155,906 SF and will also provide pedestrian connections to the north and west. Similar to Phase 1, the new Phase 2 building steps back from the Grand Connection along NE 6th Street, and the streetscape along both 108th Avenue NE and the NE 6th Street Pedestrian Corridor will be enlivened by retail and other active uses.

A 6-level below-grade parking garage will provide approximately 1,815 stalls – 1,056 stalls during Phase 1 of the project and 759 stalls during Phase 2. The code requires a 2.0/1,000 net square feet ratio of parking stalls to office space- which amounts to 2,556 total stalls. The project seeks a departure to 1.28 stalls per 1,000 net square feet to reduce the amount of required parking based on a parking demand study that was completed for the project that indicated employees were more likely to use transit options to get to work rather than SOVs. City code states that property owners may design and construct up to 50% of the approved parking spaces in accordance with the dimensions for "compact" stalls rather than "standard" stalls; the code also allows up to 65% of approved parking spaces in accordance with the dimensions for "compact" stalls if approved through an administrative departure - the project proposes to include up to 65% compact stalls through this departure. Parking for approximately 245 bicycles would also be provided. Vehicle access for parking, loading, and service is consolidated on the north side of the site via a private access roadway connecting 110th Avenue NE to 108th Avenue NE.

The proposed project is also seeking an administrative variance to increase the maximum floor plate of Level 4 from 24,000 sf to 30,206 sf. Granting the variance would recognize the unique site constraints while promoting an inviting pedestrian experience adjacent to the Bellevue Transit Center and the Pedestrian Corridor, and would allow retail/restaurant space on the north and east side of the outdoor plaza at the pedestrian level to have higher ceilings, improving the quality of the public-oriented retail/ restaurant spaces surrounding the plaza, and would result in a design that is consistent with the spirit and intent of the Land Use Code without granting special rights to the Applicant.

The proposed project is also seeking an administrative departure from LUC: 20.25A.020.A.DT-Build to Line. The land use code requires that the face of the building along 110th Ave NE be located at the build to line at the back of the sidewalk. The Land Use Code and Comprehensive Plan also designate the intersection of 110th Ave NE and NE 6th Street for an MPOS. This departure enables the realization of an engaging street level experience along the full extent of 110th Ave NE. It provides a clear pedestrian-level connection to the MPOS and the Bellevue Transit Center by stepping back the building façade from north to south and allowing the sidewalk to grow in width.

Total gross square footage (per City of Bellevue LUC Chapter 20.50 code definition) for the project is approximately 1,738,688 square feet, with a chargeable FAR of 1,458,491 square feet.

See Figures 1-5 in Appendix A.

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

The Bellevue 600 Development would be located on the south portion of a block that is bound by NE 8th Street to the north, 110th Avenue NE to the east, NE 6th Street to the south and 108th Avenue NE to the west. Please refer to the plans on file with the City of Bellevue for a legal description of the project site. Please see Figures 1-5 in Appendix A for a vicinity map and site plan for the project.

B. Environmental Elements [help]

1. Earth [help]

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

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

Site grades generally slope down from northwest to southeast from approximately Elevation 179 feet along the western project boundary (Phase 2) to Elevation 167 feet in the southeast corner of the project site (Phase 1).

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The steepest slope in the ROW is approximately 5%. There are slopes on site up to 33% with a maximum vertical drop of 5 feet.

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

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

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

The soils encountered at the site consist of fill or weathered native soils overlying competent glacially consolidated soils. Fill, where present, is interpreted to be associated with construction of existing improvements at the site. The fill generally consists of very loose to medium dense sand with variable silt and gravel content. The weathered native soils generally consist of loose to medium dense silty sand with variable gravel. The fill/weathered native soil layer thickness is anticipated to be less than 5 to 10 feet across the project site.

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

- *Till-like deposits were encountered below the fill and weathered native soils, where present, and generally consist of dense to very dense silty sand with gravel and very stiff to hard silt with variable sand and gravel content. The thickness of the till-like deposits ranges up to approximately 40 feet thick.*
- *A layer of cohesive silt and clay was encountered locally below the till-like deposits and generally consists of very stiff to hard silt and clay with variable sand content, with several interbedded layers/lenses of sand with variable silt content. This layer of cohesive silt and clay was observed to*

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be approximately 5 feet thick in the northeastern portion of the site and range up to approximately 20 feet thick in the southwestern portion of the site.

- *Cohesionless sand and gravel was encountered below the till-like deposits and the cohesive silt and clay deposits, where present, and generally consists of dense to very dense sand and gravel with variable silt and cobble content. The cohesionless sand and gravel unit ranges up to approximately 45 feet thick.*
- *Cohesive silt and clay was encountered below the cohesionless sand and gravel and generally consists of very stiff to hard silt and clay with variable sand content, with several interbedded layers/lenses of sand with variable silt and gravel content.*

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

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

No. Groundwater levels at the site are generally within the dense/very stiff to very dense/hard glacially consolidated soils, which indicates a low risk of liquefying because of the density and gradation of these soils.

There are no known mapped faults beneath the site; therefore, the potential for surface rupture at the site is considered low. As well, due to the location of the site and the site's topography the risk of seismically induced slope instability, differential settlement, surface displacement due to faulting, or lateral spreading is considered to be low.

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

Approximately 403,821 bank cubic yards of excavation would be required for the project overall, with the following amounts occurring during each phase:

-Phase 1 – 235,049 bcy
-Phase 2 – 168,772 bcy

Minimal fill would be necessary, and would be expected to be sourced locally, if needed.

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

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

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

Approximately 95 percent of the site is covered with impervous surfaces under existing conditions. Roughly 81 percent of the Phase 1 portion of the site would be covered with impervious surfaces after project construction. Following completion of Phase 2, approximately 85 percent of the entire project site would be covered with impervious surfaces.

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

No significant adverse earth-related impacts are anticipated. Comprehensive Drainage Control Plan approvals (including construction BMPs and soil stabilization) would be submitted as an element of the Clear & Grade permit plan set.

2. Air [help]

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

Construction dust mitigation measures per Clear & Grade Code BCC 23.76

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

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

The proposed project is not expected to result in violations of ambient air quality during construction or operation.

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

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

The worksheet estimates are based on building use and size. In total, the estimated lifespan emissions estimate for the Bellevue 600 project is approximately 2,659,173 MTCO2e for all Phases, with each Phase contributing the following individually:
-Phase 1 – 1,558,650 MTCO2e
-Phase 2 – 1,100,210 MTCO2e

The worksheets used to estimate the project emissions are contained in Appendix B of this Checklist. This emissions estimate does not take into account any sustainability measures that would be incorporated into the project – please see Section 6.c. of this Envirnmental Checklist for more information.

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

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

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

No significant adverse emissions or air quality-related impacts are anticipated during construction or operation of the proposed project.

The following measures could be implemented to further control emissions and/or dust during construction:

-Use of well-maintained equipment would reduce emissions from construction equipment and construction-related trucks, as would avoiding prolonged periods of vehicle idling.

-Use of electrically operated small tools in place of gas powered small tools, wherever feasible.
-Trucking building materials to and from the project site would be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.
-Demolition dust would be handled in accordance with PSCAA regulations and sprinkling during demolition.

Please see Section 6.c. of this Envirnmental Checklist for more information on project design elements that address sustainability for the proposed project.

3. Water [help]

a. Surface Water:

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

The nearest surface water bodies are Lake Bellevue, which is located approximately 0.5 miles northeast of the project site and Lake Washington, which is located approximately 0.75 mile west of the site.

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

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

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

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

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

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

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

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

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

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

b. Ground Water:

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

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

A Geotechnical Engineering Services Report (Geoengineers, 2019) completed for this project, which is on file with the City of Bellevue, identified groundwater conditions on site. Groundwater was measured at depths ranging from 96 to 121 feet bgs in monitoring wells at the project site.

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

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

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

Waste material will not be discharged into the ground from septic tanks or other sources. The proposed buildings

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would connect to the City's sewer system and would discharge directly to that sewer system.

c. Water runoff (including stormwater):

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

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

Overall, stormwater will be collected using catch basins and closed pipes and routed to a flow control facility before being discharged to the public storm system. The runoff that touches pollution-generating surfaces (roads and parking) will be treated for water quality before being routed to flow control.

Please see the descriptions below for project phasing:

Phase 1 *: Runoff from the Phase 1 area, as well as the existing Bellevue Corporate Plaza building will be routed to a detention vault in the Tower 1 garage that will be sized to meet flow control requirements for the fully developed site. The detention vault discharge will be pumped out of the garage to the public storm system in 110th Avenue NE. New and replaced pollution-generating surfaces (110th Avenue NE road widening and the private vehicular access) will be routed through water quality structures that will treat for enhanced water quality requirements before being routed to the detention vault or before discharging to the public storm system. The project will consider implementation of low impact development principles such as non-infiltrating bioretention and green space to the maximum extent feasible to meet on-site stormwater management requirements.*

Phase 2: *Runoff from the Phase 2 area will be routed to the detention vault installed in the Tower 1 garage that will be sized to mitigate the fully developed site. Water quality treatment is not required for Phase 2 as there is less than 2,000 square feet of new or replaced pollution-generating surfaces being installed. As with Phase 1, Phase 2 will consider implementation of low impact development principles to the maximum extent feasible to meet on-site stormwater management principles.*

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

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

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

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

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

No significant adverse surface, ground, runoff water or drainage pattern impacts are anticipated.

Stormwater from new impervious surfaces would be managed per the 2017 City of Bellevue Storm and Surface Water Engineering Standards.
-Flow control will be provided to minimize the impact of impervious surfaces;
-Water quality treatment will be provided to minimize pollutants entering surface and ground water;
-Low impact development will be evaluated and implemented to the maximum extent feasible to simulate predeveloped conditions.

4. Plants [help]

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

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

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

The existing landscape (Phase 1 and Phase 2) contains primarily trees. Directly south of the existing parking structure on the Phase 1 site, the species are primarily shore pine. Along the western property line on the Phase 2 site and planted within tree grates in the sidewalk are Japanese zelkova. There are also several trees in a central courtyard, which include Douglas-fir, Japanese maple, and western hemlock.

Directly to the south of the property, within the adjacent ROW and pedestrian corridor, are littleleaf linden trees, which are also planted in tree grates in the sidewalk.

Existing street trees, as well as existing on-site trees and vegetation would be removed as a result of construction activities associated with the proposed project, however, there will be significantly more trees planted on site as part of the project's landscaping design than will be removed.

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

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

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

The MPOS located at corner of 110th Avenue NE and the Pedestrian Corridor (NE 6th Street) will be approximately 4,990 sf. The outdoor plaza area that will be located between Phases 1 and 2 at the middle of the block on the south side of the project site just north of the Pedestrian Corridor will be approximately 18,000 SF. Both the MPOS and the outdoor commons area will be built during Phase 1 of the proposed project.

The proposed landscape for these areas is designed to maximize the site's potential for native habitat for insects and pollinators as well as slow and filter water. Using the native plants that are most adapted to these roles will support the ecological health of the site and its down-stream

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impacts while also helping downtown residents with less typical plants in an urban setting. The design will continue to refine species to fit appropriate solar access, soil makeup, and water. The design also acknowledges the evolution of the site overtime and looks to build up healthy soil and connection among species to ensure benefit throughout the year over time.

The proposed street trees that will be planted will conform to the City of Bellevue's tree plan; species options include sweetgum, Japanese zelkova, katsura tree, and ginkgo.

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

Noxious weeds that are known to be present in King County include giant hogweed (heracleum mantegazzianum) and English ivy. The site is located in an urban, developed area and no known noxious weeds or invasive species are known to be on or near the site.

5. Animals [help]

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

Examples include:

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

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

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

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

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

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

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

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

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

6. Energy and Natural Resources [help]

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

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

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

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

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 overall proposed project will achieve a LEED Gold rating or better, and all building systems would conform to or exceed the current Bellevue Energy Code.

Additionally, the following project design elements are proposed to reduce energy use, increase sustainable building design, and reduce GHG emissions. Key measures that are proposed include:

-The project will provide alternative commuting opportunities, including parking provisions for bicycles, showers and locker rooms.

-High performance glazing to be installed on the office tower will include double low-E coatings, reducing both heat gain and loss throughout the year.

-Reflective roof surface treatment to reduce the 'heat island effect.'

-Drought resistant and tolerant plants could be planted in landscaped areas to minimize irrigation requirements.

-Maximize use of outside air for heating, ventilating, and air conditioning.

-Efficient light fixtures will be on occupancy and daylight sensors as well as nighttime sweep controls.

-Low flow plumbing fixtures could result in a 30% reduction of water consumption.

-Low VOC emitting materials could be used for finishes, adhesives primers and sealants.

-Recycled content and rapidly renewable materials used would include concrete, steel and fibrous materials (bamboo, straw, jute, etc).

-Construction waste management will include salvaging demolished material and construction waste for recycling.

7. Environmental Health [help]

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

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

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

A Phase I Environmental Site Assessment Report (Aspect Consulting, 2019) was completed for this project, and is on file with the City of Bellevue.

One recognized environmental condition (REC) was identified for the Bellevue 600 project site:

1. Historical BB Cleaners site located approximately 160 feet to the southwest of the project site - No releases or violations were indicated for this site, however, because the site is located with the 200 feet boundary of the Bellevue 600 site, soil gas under the project site was evaluated to assess vapor intrusion impacts from this site.

Results from this evaluation indicate that no further soil and/or groundwater sampling appears warranted at this time

related to environmental due diligence and occupancy of the existing buildings.

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

None are known.

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

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

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

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

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

During construction, in the event that contaminated material is discovered during excavation or future redevelopment activities at the project site, the contamination would be handled appropriately in accordance with local and state regulations.

b. Noise [help]

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

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

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

Construction-related noise would occur as a result of on-site construction activities associated with the project. Construction noise would be short-term and would be the

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most noticeable noise generated. The proposed project would comply with provisions of Bellevue City Code – Chapter 9.18 Noise Control.

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

As noted, the project would comply with provisions of the City's Noise Controls or would obtain a noise variance.

8. Land and Shoreline Use [help]

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

The Phase 1 project site currently includes a 3-level above-grade public parking structure, as well as a 1-story Sound Transit Rider Services building. The Phase 2 project site currently contains the 10-story Bellevue Corporate Plaza office building with associated surface parking.

Surrounding adjacent land uses include several mid- to high-rise office and residential buildings with retail uses at street level, the Bellevue Transit Center, which is located directly south of the Pedestrian Corridor, and the Meydenbauer Center located across 110th Avenue NE to the east. Directly to the south of the site is the Bellevue Pedestrian Corridor, and to the north are several surface parking lots.

Both phases of the proposed project would result in an increase in on-site population associated with the proposed office and retail uses, as well as the MPOS and public commons area, which would result in increased activity levels on-site and within the immediate surrounding neighborhood.

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

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

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

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

c. Describe any structures on the site. [help]

The Phase 1 project site currently includes a 3-level above-grade public parking structure, which is planned to be removed as part of the proposed project, as well as a 1-story Sound Transit Rider Services building.

The Phase 2 project site currently contains the 10-story Bellevue Corporate Plaza office building with associated surface parking, which is planned to be removed as part of redevelopment of the proposed project. See Figure 2 in Appendix A for more information.

d. Will any structures be demolished? If so, what? [help]

All existing structures on the site are proposed to be demolished – the 3-story parking structure on the east side of the project site and the ST Rider Services Building are proposed to be demolished prior to excavation for Phase 1 and the Bellevue Corporate Plaza building and associated surface parking are proposed to be demolished prior to excavation for Phase 2.

e. What is the current zoning classification of the site? [help]

The overall project site is zoned Downtown Office - 1 (DT-O1).

f. What is the current comprehensive plan designation of the site? [help]

The overall project site is located within the Downtown Neighborhood Area (subarea).

g. If applicable, what is the current shoreline master program designation of the site? [help]

The project site is not located within the City's designated shoreline boundary.

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

No part of the site has been classified as a critical area by the City of Bellevue or King County.

i. Approximately how many people would reside or work in the completed project? [help]

Employee estimates are based on the 2014 King County Buildable Lands Report, which assumes approximately 300 to 400 sq. ft.

per employee in the Bellevue Urban Center.

Overall, the proposed project could employ approximately 4,925 to 6,567 people in the office/retail buildings, although the occupancy allowed by the building code is higher.

For Phase 1 of the proposed project, approximately 2,876 to 3,835 people could be employed, and for Phase 2, approximately 2,049 to 2,732 people could be employed.

j. Approximately how many people would the completed project displace? [help]

The completed project would not displace any people. No impacts would occur as existing tenant leases in the Bellevue Corporate Plaza building will have expired by start of construction of Phase 2.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

No impacts would occur and no measures are proposed. Phase 2 will only commence after existing leases terminate or occupants are relocated.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

No measures are proposed because the project is compatible with existing and projected land uses and plans.

The project site is located within the Downtown Subarea, one of 14 distinctive subareas within the City of Bellevue. The Downtown Subarea is intended to be a dense, mixed-use urban center and to serve as the continued location of cultural, commercial, entertainment, residential and regional uses. More specifically, the site is located within the Downtown Subarea's Eastside Center District, one of nine districts within Downtown, with each district consisting of a distinct, mixed-use neighborhood with a unique identity.

The Eastside Center District is comprised of three smaller districts: Bellevue Square, City Center, and the Civic/ Convention District. Each district is intended to be a distinct, mixed-use neighborhood with a unique identity. The Eastside Center District is within walking distance to all of Downtown's key features and ties the Downtown together from east to west along the NE 6th Street portion of the Grand Connection. The main goal of the district is to have it become the symbolic and functional heart of the Eastside Region.

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The proposed project would be consistent with the City's Downtown Subarea and the Eastside Center District goals by providing increased mixed-use density (office and retail) on a site that is underutilized from a density perspective. The project would provide employment-generating uses onsite in a creative, compact, mixed use pattern that would be supportive of transit, would provide uses that would activate the Pedestrian Corridor, and would incorporate design components that ensure accessibility to the public. This is also consistent with regional goals to focus growth within urban centers. The proposed development would be consistent with the type and scale of existing and planned uses surrounding the site within the Downtown Subarea, and is consistent with the City's Land Use Code.

Please see Appendix D for more information on the project's consistency with the City's Comprehensive Plan, as well as various design guidelines.

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

No measures are proposed. The project site is located within a dense urban center and is not located in the immediate vicinity of agricultural or forest lands.

9. Housing [help]

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

The proposed project consists of office and commercial/retail space.

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

No housing exists on the site currently, and none would be eliminated.

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

No housing impacts would occur and no measures are proposed.

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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]

Project subject to Design Review and Design Standards in LUC 20.25A

The approximate height of the office tower for Phase 1 on the site would be approximately 600 feet above the average finished grade, and the office tower for Phase 2 would be roughly 430 feet.

Principal building materials for the office towers are anticipated to be steel and curtainwall systems, with core expressions of metal panel construction. Please see the ADR plans on file with the City of Bellevue for more detailed information.

b. What views in the immediate vicinity would be altered or obstructed? [help]

See Appendix A for a detailed response to this question.

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

No significant adverse aesthetic impacts are anticipated and no measures are proposed.

The proposed project is complying with applicable design guidelines, the application of which are evaluated through the ADR approval.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

Project subject to Light and Glare requirements of LUC 20.20.522

Principal sources of light and glare produced by both phases of the proposed project would include both stationary sources of light(e.g. interior lighting, pedestrian-level lighting, illuminated signage) and mobile sources, principally from vehicles maneuvering and operating within the site to access the parking garage. Lighting from the proposed project could be visible from locations proximate to the project site, and would mainly be visible at nighttime. Specific information relative to stationary sources, such as exterior building light fixtures, signage, façade materials (in terms of specular or reflective characteristics) and glazing would be provided as part of the construction-level plans associated with the City's Building Permit process.

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b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

No. Light and glare associated with the proposed project is not expected to cause a safety hazard nor interfere with views.

c. What existing off-site sources of light or glare may affect your proposal? [help]

There are no off-site sources of light or glare that would affect the proposed project.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

No significant adverse light or glare-related impacts are anticipated and no mitigation measures are proposed. The proposed project would comply with the City's guidelines on glare and lighting.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Directly to the south of the project site is the Bellevue Pedestrian Corridor, which serves as the main spine for the City of Bellevue's proposed 'Grand Connection' - a proposition to connect Meydenbauer Bay to the Eastside Rail Corridor with a non-motorized pathway.

There are also two parks in the immediate vicinity of the project site (i.e. within a half mile or less), including:

- Downtown Park, located approximately 4 blocks to the southwest; and
- Bellevue Library Open Space, located approximately 2 blocks to the north.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

No, the proposed project would not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

No significant adverse recreational impacts would occur, therefore, no measures are proposed.

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The new buildings in both phases of the proposed development step back from the Grand Connection/Pedestrian Corridor along NE 6th Street, create a new Major Public Open Space (MPOS) at the corner of 110th NE and the NE 6th Street, and would enliven the open spaces and streetscapes along both 110th Avenue NE and the Pedestrian Corridor by providing retail spaces, pathway improvements for pedestrians, landscaping and hardscape improvements, site furnishings, and other amenities. As well, a significant outdoor plaza in the middle of the block will create a landscaped pedestrian connection to the north and a place of respite for residents, commuters, and downtown workers. The project would be landscaped with the intention to enrich and enliven the pedestrian experience.

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

There are no buildings, structures, or sites located on or near the site that are listed in or eligible for listing in national, state or local preservation registers.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

There are no visible landmarks, features, or other evidence of Indian or historic use or occupation on the site.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

Potential impacts to cultural and historic resources on or near the project site were assessed by consulting the Washington State Department of Archaeology and Historic Preservation's Information System for Architectural and Archaeological Records Data (WISAARD).

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [help]

No significant adverse impacts are anticipated and no mitigation measures are proposed.

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14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

A Trip Generation Memo (TENW, 2019) was completed for this project and is included as Appendix E to this checklist.

The project site is located in downtown Bellevue on the east side of 108th Ave NE north of the Grand Connection (NE 6th Street) directly north of the Bellevue Transit Center. Vehicle access for parking, loading, and service is consolidated on the north side of the site via a private access drive connecting 110th Avenue NE to 108th Avenue NE.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

Yes, the site is currently served by public transit. The nearest transit stops are located at the Bellevue Transit Center, which is located directly south of the project site The transit center provides access to many Sound Transit and King County Metro routes.

The new LINK Light Rail Station is currently under construction on the southeast corner of 110th Avenue NE and NE 6th Street and will provide transit access from Redmond to Seattle starting in 2023.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The completed project will provide approximately 1,815 parking stalls - 1,056 stalls during Phase 1 of the project and 759 stalls during Phase 2.

Parking ratios to be evaluated during design review

The project would eliminate approximately 632 existing stalls in the 3-level public parking garage, as well as the 24 stalls in the surface parking area on the project site.

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]

Road widening is expected on 110th Avenue NE (public ROW) during Phase 1 of the proposed project. Frontage improvements including sidewalks, ADA routes, and planting will be provided on both public and private property along the frontages associated with each phase. The extent of improvements will

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be determined in ADR permitting.

Frontage improvements will be in accordance with City requirements.

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

No, the project will not occur in the immediate vicinity of water or air transportation. The new LINK Light Rail Station is located one block to the southeast of the project site across 110th Avenue NE.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

Full buildout of the Bellevue 600 project is estimated to generate 1,096 net new weekday PM peak hour trips (282 entering, 814 exiting).
-Phase 1 is estimated to generate 769 net new weekday PM peak hour trips (186 entering, 583 exiting), and
-Phase 2 is estimated to generate 327 net new weekday PM peak hour trips (96 entering, 231 exiting).

Peak volumes are expected to occur between 7-9 AM and 4-6 PM. Less than 3% truck traffic is assumed.

See Appendix E for further details.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [help]

No, the proposal would not affect or be affected by the movement of agricultural or forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

The payment of transportation impact fees will be required at building permit issuance, which will help fund the City of Bellevue planned transportation improvements throughout the City. Office buildings 50,000 sq. ft. or greater are also required to implement a Transportation Management Program (TMP) consistent with City code requirements to encourage use of non-SOV modes of transportation. The goal for this TMP should be set to reduce single-occupant vehicle trips during the peak commute period to a maximum of 29% of all trips. A TMP will be prepared for each phase of this project.

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Replacement parking for Bellevue Corporate Plaza occupants will be provided by the applicant. Commercial parking operations will cease at the site.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

It is anticipated that the proposed project would generate an incremental need for increased public services due to the addition of office and retail employees and visitors associated with the site. To the extent that emergency service providers have planned for gradual increases in service demands, no significant impacts are anticipated.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

While the increase in employees and visitors associated with the proposed project may result in incrementally greater demand for emergency services, it is anticipated that adequate service capacity is available within Downtown Bellevue to preclude the need for additional public facilities/services.

16. Utilities [help]

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

All utilities are currently available at the site.

The existing utilities within 110th Avenue NE and 108th Avenue NE will be protected during construction and will provide connections to the proposed buildings in each phase.

c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

- *Water – New, multiple domestic water connections, onsite and ROW irrigation, and fire service connections (Bellevue Utilities);*
- *Stormwater – New, multiple storm drain connections (Bellevue Utilities);*
- *Sewer – New, multiple side sewer connections to combined sewer System (Bellevue Utilities);*

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- *Natural Gas – New gas service (Puget Sound Energy);*
- *Electrical – New electrical feed (Puget Sound Energy); and*
- *Communication – New communication service connections (Centurylink, Comcast, other TBD).*

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:_____*Michele Sarlitto*_____

Name of signee: ___*Michele Sarlitto*_____
Position and Agency/Organization: ___*Senior Environmental Planner – EA Engineering, Science, and Technology, Inc., PBC*_
Date Submitted: *December 23, 2019*

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APPENDIX A
EXPANDED ENVIRONMENTAL CHECKLIST RESPONSES

APPENDIX A
EXTENDED ENVIRONMENTAL CHECKLIST RESPONSES

The following contains additional information to the SEPA Environmental Checklist prepared for ***Bellevue 600****.*

A. BACKGROUND INFORMATION

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

City of Bellevue

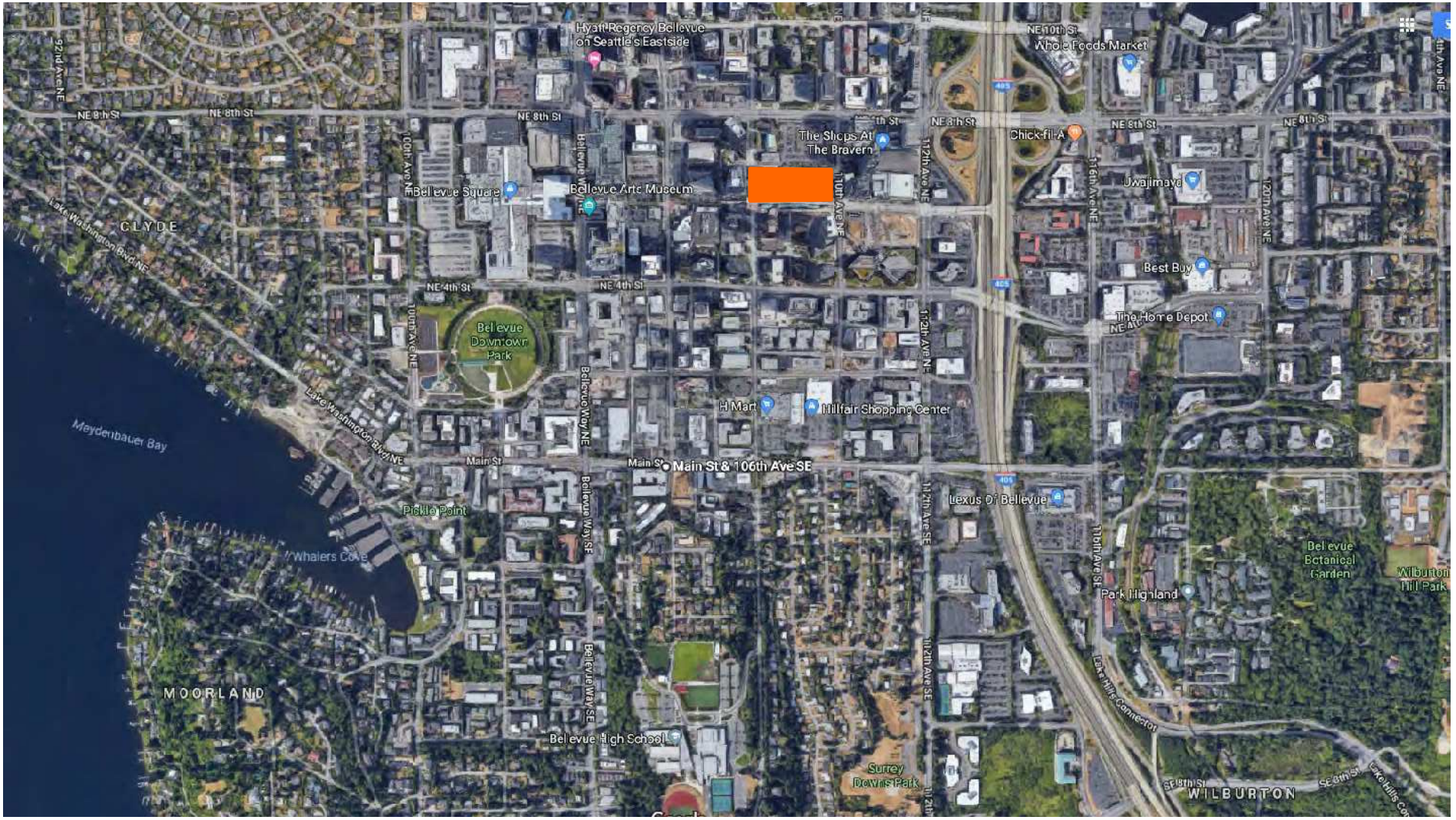
- Design Review
- Master Development Plan
- Binding Site Plan
- Demolition Permit
- Clearing and Grading Permit
- Building Permits
- Stormwater Review
- Street Use Permits (construction – temporary)
- Street Improvements
- Mechanical Permits
- Plumbing Permit
- Elevator Permits
- Occupancy Permits

Puget Sound Clean Air Agency

- Demolition Permit

Washington Department of Ecology

- Construction General NPDES Permit



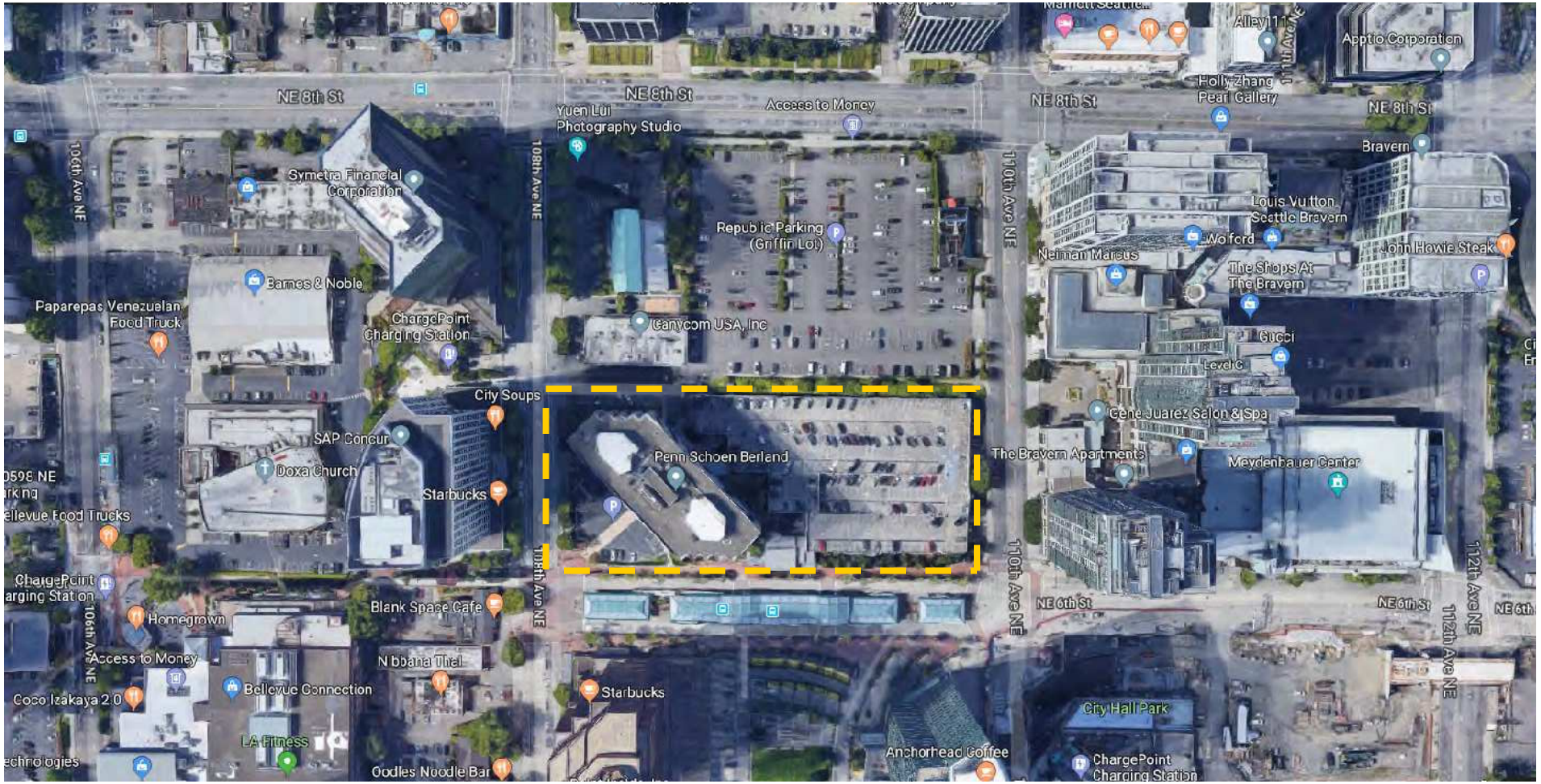
Project Site

Source: EA, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 1

Vicinity Map



Source: EA, Google Earth, 2019

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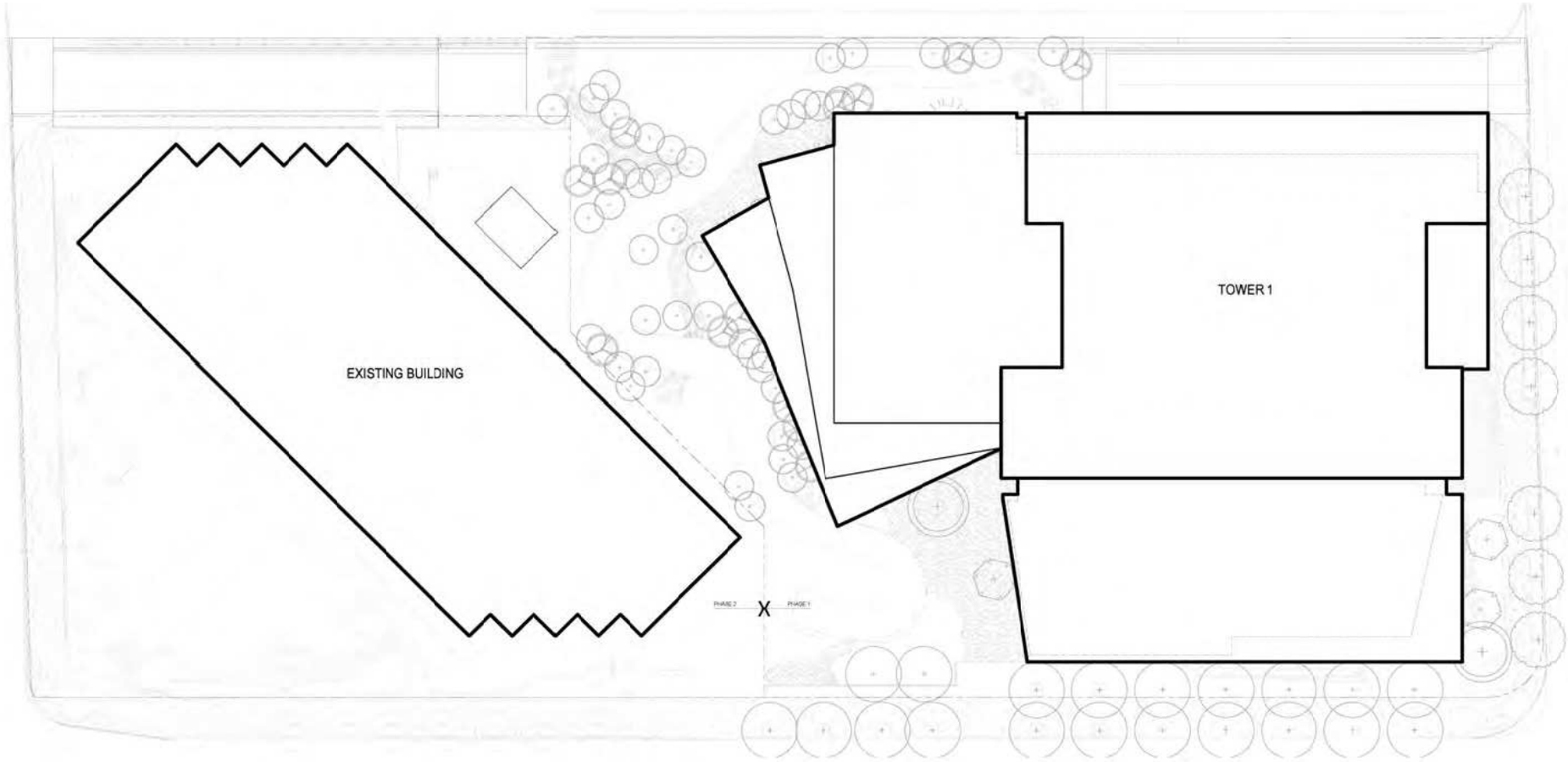
Figure 2

Existing Conditions



Source: NBBJ, 2019

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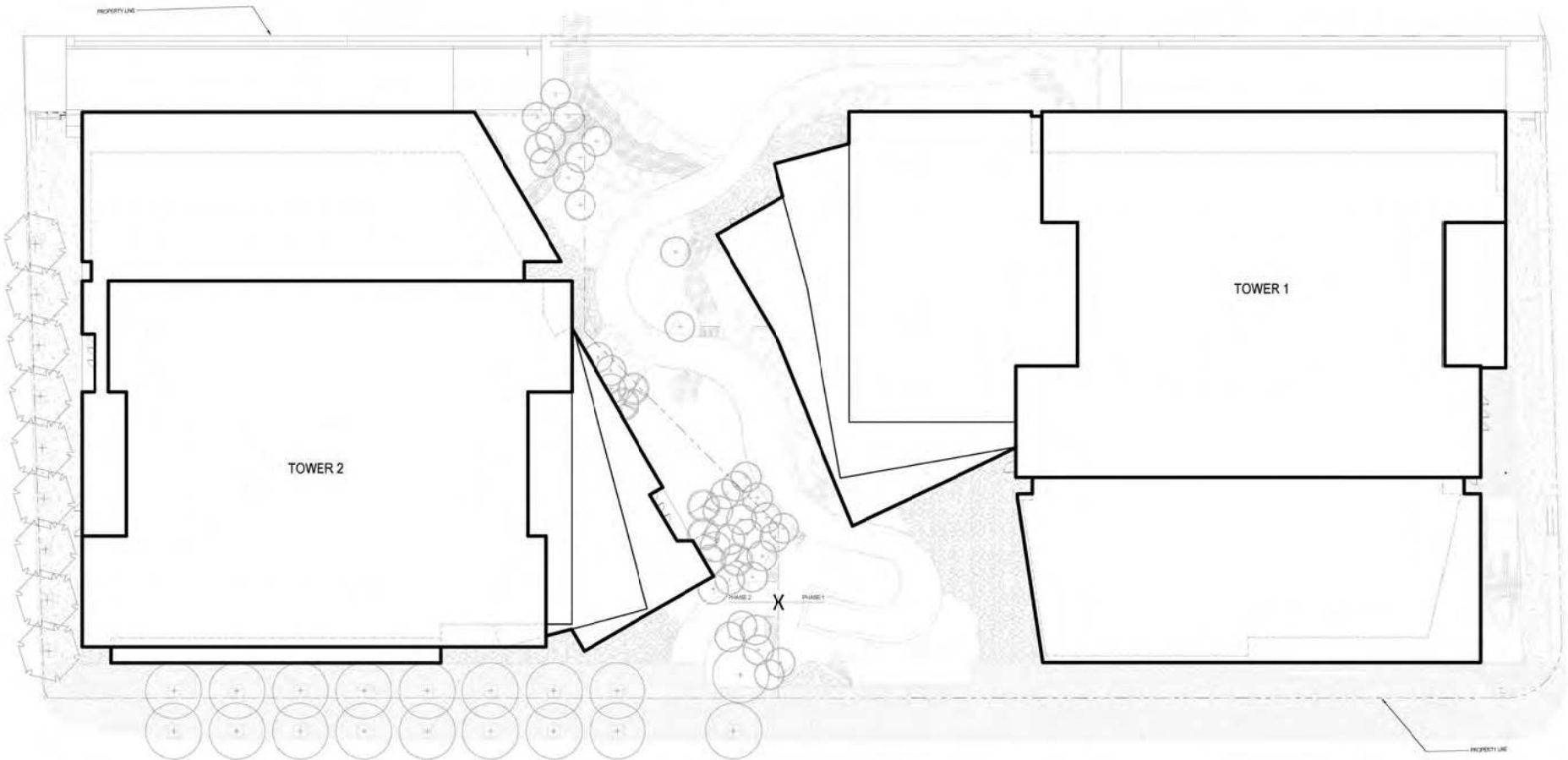
Figure 3a

Site Plan—Phase 1



Source: NBBJ, 2019

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Figure 3b

Site Plan—Phases 1 and 2



Source: NBBJ, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 4a

Conceptual Project Rendering—looking to the NW



Source: NBBJ, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 4b

Conceptual Project Rendering—street-level, looking to the west



Source: GGN, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 5a

Proposed Landscaping Plan—Phase I



Source: GGN, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 5b

Proposed Landscaping Plan—Phases 1 and 2

B. ENVIRONMENTAL ELEMENTS

10. – Aesthetics

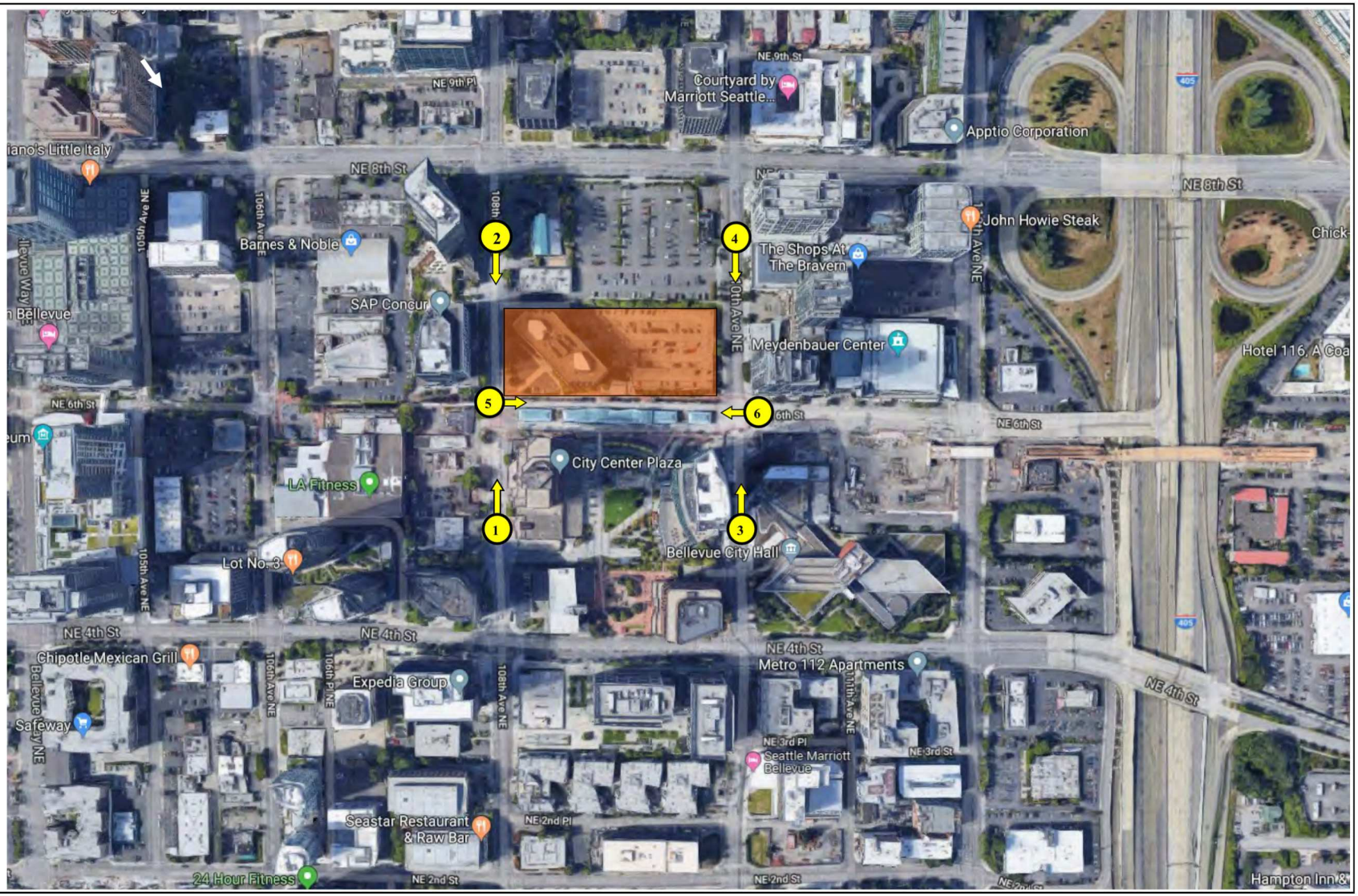
b. What views in the immediate vicinity would be altered or obstructed?

*The **Bellevue 600** project will require demolition of the three-story parking garage and the one-story ST Rider Services building on the east portion of the site (Phase I) and the 10-story Bellevue Corporate Plaza office building on the west portion of the site (Phase II). Views of the project site would therefore be altered under Phase I from that of a site occupied by a low-rise parking structure, to a modern, mixed-use development containing a 43-story office tower on the east portion of the site. Under Phase II, views of the existing 10-story office building constructed in 1980 on the west portion of the site would be replaced by a 33-story, modern office tower. The two new buildings would be separated by a landscaped, pedestrian-oriented outdoor plaza area. Refer to Figure 3 for a site plan of the proposed **Bellevue 600** project.*

It is City policy to consider the impact of a building on views of "Lake Washington, the Seattle skyline, the Olympic Mountains and Cascade Mountains from the major public open spaces and the major pedestrian corridor." In addition, public views from public spaces and areas of pedestrian concentration are to be considered. To address these considerations, six photosimulations were prepared. See Figure 6 for a viewpoint location map.

- ***Viewpoint 1*** *– Figure 7 shows the existing and potential views from 108th Avenue NE, mid-way between NE 6th Street and NE 4th Street, looking north towards the Phase II project site. As depicted, the existing view includes a portion of a low-rise restaurant building on the west (left) side of 108th Avenue NE in the foreground, and newer high-rise buildings in the mid-field view and background. A portion of the existing 10-story office building on the east (right) side of the street is partially visible; this building is largely obscured by street trees from this location. Under the proposed view, the new 33-story, Phase II office building on the project site would be partially visible in the mid-field view. The overall visual effect would be a continuation of the existing urban density in the vicinity and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.*

- ***Viewpoint 2*** *– Figure 8 shows the existing and potential views from 108th Avenue NE, between NE 6th Street and NE 8th Street, looking south towards the Phase II project site. As depicted, the existing view includes the tree-lined street with a portion of the existing, 10-story office building visible on the east (left) side of the street, with modern, high-rise buildings visible on both sides of the street in the foreground and mid-field view. Under the proposed view the new 33-story Phase II office building would be partially visible in the mid-field view and would largely obscure the view of a high-rise building in the background. The overall visual effect would be a continuation of the existing urban density in the vicinity and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.*



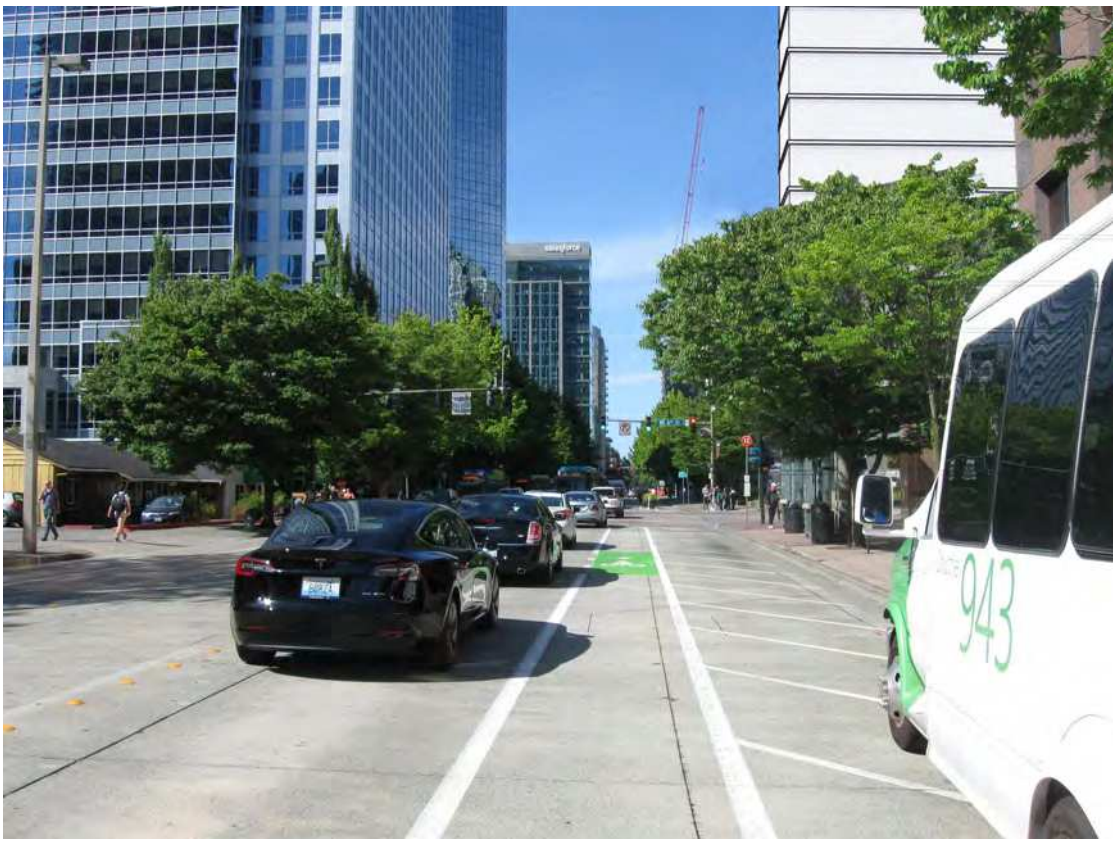
EA Engineering, Science, and Technology, Inc.

Figure 6
Viewpoint Location Map

Existing View



Proposed View



Source: NBBJ, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 7

Viewpoint 1—108th Avenue NE, Looking North

Existing View



Proposed View



Source: NBBJ, 2019

Figure 8

Viewpoint 2 – 108th Avenue NE, Looking South

- ***Viewpoint 3*** *– Figure 9 shows the existing and potential views from 110th Avenue NE, mid-way between NE 4th Street and NE 6th Street, looking north towards the Phase I project site. As depicted, the existing view includes a portion of the 26-story City Center Plaza building in the foreground on the west (left) side of the street. The project site, largely obscured by trees, is present in the mid-field view on the west (left) side of the street. Another high-rise building is visible opposite the project site, on the east (right) side of the street. Under the proposed view, the new 43-story Phase I office building would be partially visible in the mid-field view and would largely obscure existing views of a high-rise buildings in the background. The overall visual effect would be a continuation of the existing urban density in the vicinity and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.*

- ***Viewpoint 4*** *– Figure 10 shows the existing and potential views from 110th Avenue NE, between NE 6th Street and NE 8th Street, looking south towards the Phase I project site. As depicted, the existing view includes a driveway and concrete wall in the foreground, and the project site on the west with a portion of the two-story parking garage visible on the west (right) side of the street. Two-story podiums associated with the Bravern Center are visible in the foreground and mid-field view on the opposite side of the street and high-rise buildings are visible in the background. Under the proposed view, the new 43-story Phase I office building would be partially visible in the mid-field view and would largely obscure existing views of a high-rise building and other development in the background. The overall visual effect would be a continuation of the existing urban density in the vicinity and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.*

- ***Viewpoint 5*** *– Figure 11 shows the existing and potential views from NE 6th Street, at the intersection with 108th Avenue NE, looking east towards the Phase II project site. As depicted, the existing view includes the project site with surface parking, a staircase and the existing 10-story office building partially visible in the foreground on the north (left) side of the street. The Bellevue Transit Center, with open-air bus shelters, is visible on the opposite side of the street (south) and several high-rise buildings are partially visible in the background. Under the proposed view, the new 33-story Phase II office building would be partially visible in the foreground. The overall visual effect would be a continuation of the existing urban density in the vicinity and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.*

Existing View



Proposed View



Source: NBBJ, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 9

Viewpoint 3—110th Avenue NE, Looking North

Existing View



Proposed View



Source: NBBJ, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 10

Viewpoint 4—110th Avenue NE, Looking South

Existing View



Proposed View



Source: NBBJ, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 11

Viewpoint 5—Bellevue Transit Center, Looking East

- ***Viewpoint 6*** *– Figure 12 shows the existing and potential views from NE 6th Street, at the intersection with 110th Avenue NE, looking west towards the Phase I project site. As depicted, the existing view includes the project site with its existing three-story parking garage partially visible in the foreground on the north (right) side of the street. The Bellevue Transit Center, with open-air bus shelters, is visible on the opposite side of the street (south) and a number of high-rise buildings are partially visible in the background on both sides of the street. Under the proposed view, the new 43-story Phase I office building would be partially visible in the foreground and would largely obscure views of downtown high-rise buildings available in the background to the west. The overall visual effect would be a continuation of the existing urban density in the vicinity and further vertical definition of the Downtown Neighborhood; no significant impacts would be anticipated.*

Existing View



Proposed View



Source: NBBJ, 2019

EA Engineering, Science, and Technology, Inc., PBC

Figure 12

Viewpoint 6—Bellevue Transit Center, Looking West

APPENDIX B
KING COUNTY GREENHOUSE GAS EMISSION WORKSHEETS

Bellevue 600
PHASE I

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			Lifespan Emissions (MTCO2e)
			Embodied	Energy	Transportation	
Single-Family Home	0		98	672	792	**0**
Multi-Family Unit in Large Building	0		33	357	766	**0**
Multi-Family Unit in Small Building	0		54	681	766	**0**
Mobile Home	0		41	475	709	**0**
Education		6.6	39	646	361	**6900**
Food Sales		0.0	39	1,541	282	**0**
Food Service		11.7	39	1,994	561	**30348**
Health Care Inpatient		0.0	39	1,938	582	**0**
Health Care Outpatient		0.0	39	737	571	**0**
Lodging		0.0	39	777	117	**0**
Retail (Other Than Mall)		0.8	39	577	247	**690**
Office		1,127.0	39	723	588	**1520712**
Public Assembly		0.0	39	733	150	**0**
Public Order and Safety		0.0	39	899	374	**0**
Religious Worship		0.0	39	339	129	**0**
Service		0.0	39	599	266	**0**
Warehouse and Storage		0.0	39	352	181	**0**
Other		0.0	39	1,278	257	**0**
Vacant		0.0	39	162	47	**0**

Section II: Pavement

Pavement		0.00				**0**

Total Project Emissions: **1558650**

Version 1.7 12/26/07

Bellevue 600
PHASE II

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			Lifespan Emissions (MTCO2e)
			Embodied	Energy	Transportation	
Single-Family Home	0		98	672	792	**0**
Multi-Family Unit in Large Building	0		33	357	766	**0**
Multi-Family Unit in Small Building	0		54	681	766	**0**
Mobile Home	0		41	475	709	**0**
Education		0.0	39	646	361	**0**
Food Sales		0.0	39	1,541	282	**0**
Food Service		15.9	39	1,994	561	**41242**
Health Care Inpatient		0.0	39	1,938	582	**0**
Health Care Outpatient		0.0	39	737	571	**0**
Lodging		0.0	39	777	117	**0**
Retail (Other Than Mall)		3.6	39	577	247	**3106**
Office		782.5	39	723	588	**1055863**
Public Assembly		0.0	39	733	150	**0**
Public Order and Safety		0.0	39	899	374	**0**
Religious Worship		0.0	39	339	129	**0**
Service		0.0	39	599	266	**0**
Warehouse and Storage		0.0	39	352	181	**0**
Other		0.0	39	1,278	257	**0**
Vacant		0.0	39	162	47	**0**

Section II: Pavement

Pavement		0.00				**0**

Total Project Emissions: **1100210**

Version 1.7 12/26/07

Bellevue 600
TOTAL

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e) Embodied	Energy	Transportation	Lifespan Emissions (MTCO2e)
Single-Family Home	0		98	672	792	**0**
Multi-Family Unit in Large Building	0		33	357	766	**0**
Multi-Family Unit in Small Building	0		54	681	766	**0**
Mobile Home	0		41	475	709	**0**
Education		6.6	39	646	361	**6900**
Food Sales		0.0	39	1,541	282	**0**
Food Service		27.6	39	1,994	561	**71589**
Health Care Inpatient		0.0	39	1,938	582	**0**
Health Care Outpatient		0.0	39	737	571	**0**
Lodging		0.0	39	777	117	**0**
Retail (Other Than Mall)		4.5	39	577	247	**3839**
Office		1,909.7	39	723	588	**2576845**
Public Assembly		0.0	39	733	150	**0**
Public Order and Safety		0.0	39	899	374	**0**
Religious Worship		0.0	39	339	129	**0**
Service		0.0	39	599	266	**0**
Warehouse and Storage		0.0	39	352	181	**0**
Other		0.0	39	1,278	257	**0**
Vacant		0.0	39	162	47	**0**

Section II: Pavement

Pavement		0.00				**0**

Total Project Emissions: **2659173**

APPENDIX C
ARBORIST'S REPORT

Tree Solutions Inc
Consulting Arborists

Project No. TS - 7002

Arborist Report

To:	EA Engineering, c/o Michele Sarlitto
Site:	600 108th Ave NE Bellevue, WA 98004
Re:	Tree Inventory and Assessment
Date:	December 20, 2019
Project arborist:	Josh Petter ISA Certified Arborist #PN-8406A ISA Qualified Tree Risk Assessor Tyler Bunton ISA Certified Arborist #PN-8715A ISA Qualified Tree Risk Assessor
Referenced documents:	A.L.T.A/ N.S.P.S. Land Title Survey (dated 02/08/19, Source: Bush, Roed & Hitchings, Inc.)
Attached:	Table of Trees Tree Site Map

Summary

We inventoried and assessed 28 trees on site. To aid in the calculation of the Green and Sustainability Factor score all trees 6 inches or greater measured at Diameter at Standard Height (DSH) were inventoried. Site trees are identified numerically and are tagged at the base with aluminum tree tags.

There were 22 adjacent street trees which were documented. Off-site trees are identified alphabetically.

All documented trees are proposed to be removed.

Attached is an annotated survey of the site to serve as the Site Map and a Table of Trees.

Assignment & Scope of Report

This report outlines the site inspection by Josh Petter and Tyler Bunton of Tree Solutions Inc, on October 26, 2019. We were asked to visit the site and assess all trees greater than 6 inches DSH on-site. We were asked to produce an arborist report documenting our findings and management recommendations.

Specifics for each tree can be found in the Table of Trees. Photographs are followed by a glossary and list of references. Limits of assignment can be found in Appendix A. Methods can be found in Appendix B. General tree protection specifications can be found in Appendix C.

Observations

The Site and History

The 152,666 square foot property is on the corner of 110th Ave NE and NE 6th St in Bellevue, WA. This property is in the downtown area (DNTNO-1).

The Trees

We assessed 28 trees on the site. All trees on-site were in fair to good health and structural condition. Tree species primarily consisted of shore pine (*Pinus contorta* var. *contorta*) planted along the eastern portion of the south property line, and Japanese zelkova (*Zelkova serrata*) along the western property line. There were also several trees in a central courtyard, which included Douglas-fir (*Pseudotsuga menziesii*), Japanese maple (*Acer palmatum*), and western hemlock (*Tsuga heterophylla*).

Off-site Trees

Twenty-two street trees within the adjacent ROW to the south were also assessed. All 22 trees were littleleaf linden (*Tilia cordata*) in good health and good structural condition.

We have included an annotated survey of the site to serve as the site map and attached a table of trees that has detailed information about each tree.

Discussion — Construction Impacts

All trees on site are proposed to be removed.

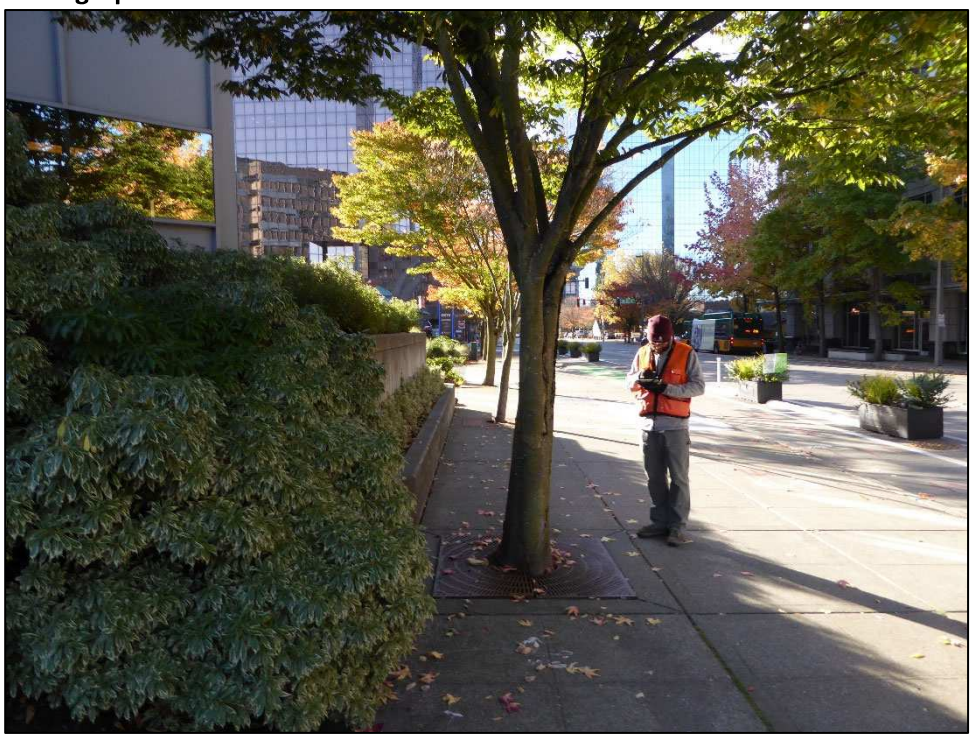
Recommendations

- Obtain all necessary permits and approval from the city prior to commencement of site work.

Respectfully submitted,

Josh Petter, Certified Arborist

Photographs



Photograph 1: Japanese zelkova trees along the western property line.



Photograph 2. Littleleaf linden street trees adjacent to the south property line.

Glossary

ANSI A300: American National Standards Institute (ANSI) standards for tree care
crown: the aboveground portions of a tree (Lilly 2001)
DBH or DSH: diameter at breast or standard height; the diameter of the trunk measured 54 inches (4.5 feet) above grade (BLUC 20.25A.020)
deciduous: tree or other plant that loses its leaves sometime during the year and stays leafless generally during the cold season (Lilly 2001)
evergreen: tree or plant that keeps its needles or leaves year round; this means for more than one growing season (Lilly 2001)
ISA: International Society of Arboriculture
included bark: bark that becomes embedded in a crotch between branch and trunk or between codominant stems and causes a weak structure (Lilly 2001)
phototropic growth: growth toward light source or stimulant (Harris *et al.*1999)
significant tree: A healthy evergreen or deciduous tree, eight inches in diameter or greater, measured four feet above existing grade (BLUC 20.50.046)
Visual Tree Assessment (VTA): method of evaluating structural defects and stability in trees by noting the pattern of growth. Developed by Claus Mattheck (Harris, *et al* 1999)

References

ANSI A300 (Part 1) – 2017 American National Standards Institute. American National Standard for Tree Care Operations: Tree, Shrub, and Other Woody Plant Maintenance: Standard Practices (Pruning). New York: Tree Care Industry Association, 2017.

Bellevue Land Use Code 20.25A.020. Definitions.

Bellevue Land Use Code 20.25A.120. Green and Sustainability Factor.

Council of Tree and Landscape Appraisers, Guide for Plant Appraisal, 10th Edition Second Printing. Atlanta, GA: The International Society of Arboriculture (ISA), 2019.

Dunster & Associates Environmental Consultants Ltd. Assessing Trees in Urban Areas and the Urban-Rural Interface, US Release 1.0. Silverton: Pacific Northwest Chapter ISA, 2006

Dunster, Julian A., E. Thomas Smiley, Nelda Matheny, and Sharon Lilly. Tree Risk Assessment Manual. Champaign, Illinois: International Society of Arboriculture, 2013

E. Smiley, N. Matheny, S. Lilly. Best Management Practices: TREE RISK ASSESSMENT. ISA 2011.

Lilly, Sharon. Arborists' Certification Study Guide. Champaign, IL: The International Society of Arboriculture, 2001.

Matheny, Nelda and James R. Clark. Trees and Development: A Technical Guide to Preservation of Trees During Land Development. Champaign, IL: International Society of Arboriculture, 1998.

Mattheck, Claus and Helge Breloer, The Body Language of Trees.: A Handbook for Failure Analysis. London: HMSO, 1994.

Appendix A - Assumptions & Limiting Conditions

1. Consultant assumes that the Site and its use do not violate, and is in compliance with all applicable codes, ordinances, statutes or regulations.

2. The Consultant may provide report or recommendation based on published municipal regulations. The Consultant assumes that the municipal regulations published on the date of the report are current municipal regulations and assumes no obligation related to unpublished city regulation information.

3. Any report by Consultant and any values expressed therein represent the opinion of the Consultant, and the Consultant's fee is in no way contingent upon the reporting of a specific value, a stipulated result, the occurrence of a subsequent event, or upon any finding to be reported.

4. All photographs included in our reports were taken by Tree Solutions, Inc. during the documented Site visit, unless otherwise noted. Sketches, drawings and photographs in any report by Consultant, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys. The reproduction of any information generated by architects, engineers or other consultants and any sketches, drawings or photographs is for the express purpose of coordination and ease of reference only. Inclusion of such information on any drawings or other documents does not constitute a representation by Consultant as to the sufficiency or accuracy of the information.

5. Unless otherwise agreed, (1) information contained in any report by Consultant covers only the items examined and reflects the condition of those items at the time of inspection; and (2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, climbing, or coring.

6. These findings are based on the observations and opinions of the authoring arborist, and does not provide guarantees regarding the future performance, health, vigor, structural stability or safety of the plants described assessed.

7. Measurements are subject to typical margins of error, considering the oval or asymmetrical cross-section of most trunks and canopies.

8. Tree Solutions did not review any reports or perform any tests related to the soil located on the subject property unless outlined in the scope of services. Tree Solutions staff are not and do not claim to be soils experts. An independent inventory and evaluation of the site's soil should be obtained by a qualified professional if an additional understanding of the site's characteristics is needed to make an informed decision.

9. Our assessments are made in conformity with acceptable evaluation/diagnostic reporting techniques and procedures, as recommended by the International Society of Arboriculture.

Appendix B - Methods

I evaluated tree health and structure utilizing visual tree assessment (VTA) methods. The basis behind VTA is the identification of symptoms, which the tree produces in reaction to a weak spot or area of mechanical stress. A tree reacts to mechanical and physiological stresses by growing more vigorously to reinforce weak areas, while depriving less stressed parts (Mattheck & Breloer 1994). An understanding of the uniform stress allows me to make informed judgments about the condition of a tree.

I measured the diameter at standard height (DSH) of each tree, typically at 54 inches above grade. If a tree had multiple stems, I measured each stem individually at standard height and determined a single-stem equivalent diameter using the method defined in the Guide for Plant Appraisal, 10th Edition Second Printing.

Tree health considers crown indicators including foliar density, size, color, stem shoot extensions, decay, and damage. We have adapted our ratings based on the Purdue University Extension Formula Values for health condition. These values are a general representation used to assist in arborists in assigning ratings. Tree health needs to be evaluated on an individual basis and may not always fall entirely into a single category, however, I assigned a single condition rating for ease of clarity.

Excellent
Perfect specimen with excellent form and vigor, well-balanced crown. Normal to exceeding shoot length on new growth. Leaf size and color normal. Trunk is sound and solid. Root zone undisturbed. No apparent pest problems. Long safe useful life expectancy for the species.

Good
Imperfect canopy density in few parts of the tree, up to 10 percent of the canopy. Normal to less than ¾ of typical growth rate of shoots and minor deficiency in typical leaf development. Few pest issues or damage, and if they exist they are controllable or tree is reacting appropriately. Normal branch and stem development with healthy growth. Safe useful life expectancy typical for the species.

Fair
Crown decline and dieback up to 30 percent of the canopy. Leaf color is somewhat chlorotic/necrotic with smaller leaves and “off” coloration. Shoot extensions indicate some stunting and stressed growing conditions. Stress cone crop is clearly visible. Obvious signs of pest problems contributing to a lesser condition. Control might be possible. I found some decay areas in the main stem and branches. Below average safe useful life expectancy

Poor
Lacking full crown, more than 50 percent decline and dieback, especially affecting larger branches. Stunting of shoots is obvious with little evidence of growth on smaller stems. Leaf size and color reveals overall stress in the plant. Insect or disease infestation may be severe and uncontrollable. Extensive decay or hollows in branches and trunk. Short safe useful life expectancy.

Tree health condition ratings have been adapted from the Purdue University Extension bulletin FNR-473-W - Tree Appraisal

Appendix C – Tree Protection Specifications

- **Tree Protection Fencing:** All trees planned for retention or on neighboring properties that overhang the site shall be protected for the entire duration of the construction project. Tree protection fencing shall consist of high visibility mesh or chain link fencing installed at the extent of the tree protection area. Where trees are being retained as a group the fencing should encompass the entire area.
- **Soil Protection:** No parking, materials storage, or dumping (including excavated soils) are allowed within the tree protection area. Any heavy machinery should remain outside of the protection area unless soils are protected from the load. Acceptable methods of soil protection include applying 1 inch plywood over 3 to 4 inches of wood chip mulch, or use of Alturna mats (or equivalent product).
- **Duff/Mulch:** Retain and protect as much of the existing duff and understory as possible. Retained trees in areas where there are exposed soils shall have 4 to 6 inches of wood chips applied to help prevent water evaporation and compaction. Keep mulch 1 foot away from the base of the tree.
- **Excavation:** Excavation done at or within the tree protection area should be carefully planned to minimize disturbance. Where feasible consider using alternative methods such as pneumatic excavation which uses pressurized air to blow soil away from the root system, directional drilling to bore utility lines, or hand excavation to expose roots. Excavation done with machinery (backhoe) in proximity of trees should be performed slowly with flat front buckets, removing small amounts of soil at a time with one person on the ground spotting for roots. When roots are encountered, excavation should stop and roots should be cleanly pruned as needed so they are not ripped or torn.
- **Root Pruning:** Root pruning should be limited to the extent possible. All roots shall be pruned with a sharp saw making clean cuts. Avoid fracturing and breaking roots with excavation equipment. Root cuts shall be immediately covered with soil or mulch and kept moist.
- **Irrigation:** Retained trees will require supplemental water if construction occurs during summer drought periods.
- **Pruning:** Any pruning required for construction and safety clearance shall be done with a pruning specification provided by the project arborist in accordance with American National Standards Institute ANSI A300 Standard Practices for Pruning. Use of an arborist with an International Society of Arboriculture Certification to perform pruning is strongly advised.

Tree Solutions Inc
Consulting Arborists

Table of Trees

600 108th Ave NE, Bellevue, WA

Arborist: TB JP
Date of Inventory: 10/30/2019
Table Prepared: 12/20/2019

DSH (Diameter at Standard Height) is measured 4.5 feet above grade, or as specified in the Guide for Plant Appraisal, 10th Edition , published by the Council of Tree and Landscape Appraisers.
DSH for multi-stem trees are noted as a single stem equivalent, which is calculated using the method defined in the Guide for Plant Appraisal, 10th Edition .
Letters are used to identify trees on neighboring property with overhanging canopies.
Dripline is measured from the center of the tree to the outermost extent of the canopy.

Tree ID	Scientific Name	Common Name	DSH (inches)	DSH Multistem	Health Condition	Structural Condition	Dripline Radius (ft)	Proposed Action	Notes
1929	*Crataegus monogyna*	Common hawthorn	7.4	4.5, 5.1, 2.8	Good	Good	13.3	Remove	Tri-dominant at base
1930	*Prunus laurocerasus*	Cherry laurel	6.0	4.4, 4.1	Good	Good	10.3	Remove	Codominant at base; growing adjacent to parking garage
1931	*Platanus acerifolia*	London Plane	20.2		Good	Good	23.8	Remove	Surface roots; large pruning cuts; good response
1932	*Prunus serrulata*	Flowering Cherry	10.7		Good	Good	12.4	Remove	Surface roots
1933	*Pinus contorta 'contorta'*	Shore Pine	6.7		Good	Good	7.8	Remove	Sequoia pitch moth
1934	*Pinus contorta 'contorta'*	Shore Pine	6.4		Good	Good	8.3	Remove	Sequoia pitch moth
1935	*Pinus contorta 'contorta'*	Shore Pine	8.8		Good	Good	10.4	Remove	Sequoia pitch moth
1936	*Tilia americana*	American linden	6.4		Good	Good	11.8	Remove	
1937	*Pinus contorta 'contorta'*	Shore Pine	6.1		Fair	Good	10.3	Remove	Sequoia pitch moth
1938	*Pinus contorta 'contorta'*	Shore Pine	7.5		Good	Good	10.3	Remove	Sequoia pitch moth
1939	*Pinus contorta 'contorta'*	Shore Pine	6.8		Good	Good	11.3	Remove	Sequoia pitch moth
1940	*Pinus contorta 'contorta'*	Shore Pine	6.0		Good	Good	12.3	Remove	Sequoia pitch moth
1941	*Salix sp*	Willow	6.0		Good	Fair	13.3	Remove	Pruning cuts up to 4 inches diameter; no access; not tagged; DSH estimated
1942	*Acer palmatum*	Japanese Maple	8.2		Good	Good	11.3	Remove	Measured at narrowest point below union; buried base
1943	*Zelkova serrata*	Japanese zelkova	10.9		Good	Good	15.5	Remove	
1944	*Zelkova serrata*	Japanese zelkova	9.2		Good	Good	13.9	Remove	
1945	*Zelkova serrata*	Japanese zelkova	10.2		Good	Good	16.4	Remove	
1946	*Zelkova serrata*	Japanese zelkova	10.0		Good	Good	17.9	Remove	Measured at narrowest point below union
1947	*Zelkova serrata*	Japanese zelkova	6.4		Good	Good	10.3	Remove	Measured at narrowest point below union
1948	*Zelkova serrata*	Japanese zelkova	10.8		Good	Good	15.0	Remove	Measured at narrowest point below union
1949	*Zelkova serrata*	Japanese zelkova	8.9		Good	Good	15.9	Remove	
1950	*Pinus nigra*	Austrian Black Pine	17.1		Good	Good	17.7	Remove	
1951	*Tsuga heterophylla*	Western Hemlock	16.6		Good	Fair	22.2	Remove	Limbed up on north side base to top; flat spot south side
1952	*Acer palmatum*	Japanese Maple	7.8	4.1, 4.1, 3.8, 3.5	Good	Good	16.3	Remove	Phototropic to south
1953	*Pseudotsuga menziesii*	Douglas-fir	14.8		Good	Fair	13.6	Remove	Limbed up on north side base to top
1954	*Acer palmatum*	Japanese Maple	8.1	5.1, 4.9, 3.9	Good	Fair	18.3	Remove	Pruning cuts up to 4 inches diameter; little response growth
1955	*Pinus sylvestris*	Scot's Pine	13.9		Good	Good	19.6	Remove	
1956	*Pseudotsuga menziesii*	Douglas-fir	15.9		Good	Good	13.7	Remove	

ADMINISTRATIVE DESIGN REVIEW



Bellevue 600 - Phase 1

102334.00

601 110TH AVENUE NE

nbbj
223 YALE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE: 206 223 5555
www.nbbj.com



1 ADR - ILLUSTRATIVE SITE PLAN
Scale: 1" = 20'-0"

0' 10' 20' 40' 80'

nbbj
223 YALE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE 206 223 5555
www.nbbj.com

ADMINISTRATIVE
DESIGN
REVIEW
12/23/2019

Bellevue 600
Phase 1
601 110TH AVE NE

REVISIONS

MARK	DATE	DESCRIPTION

SCALE 1" = 20'-0"	PROJECT ARCHITECT Designer
PROJECT NUMBER	102334.00
DATE	12/23/19

SHEET NAME
ILLUSTRATIVE
PLAN

SHEET NUMBER
ADR - L0.01

12/20/2019 11:17:09 AM
C:\Users\lkschmidt\Documents\LAND-B600-SITE_19_laurenkschmidt.rvt

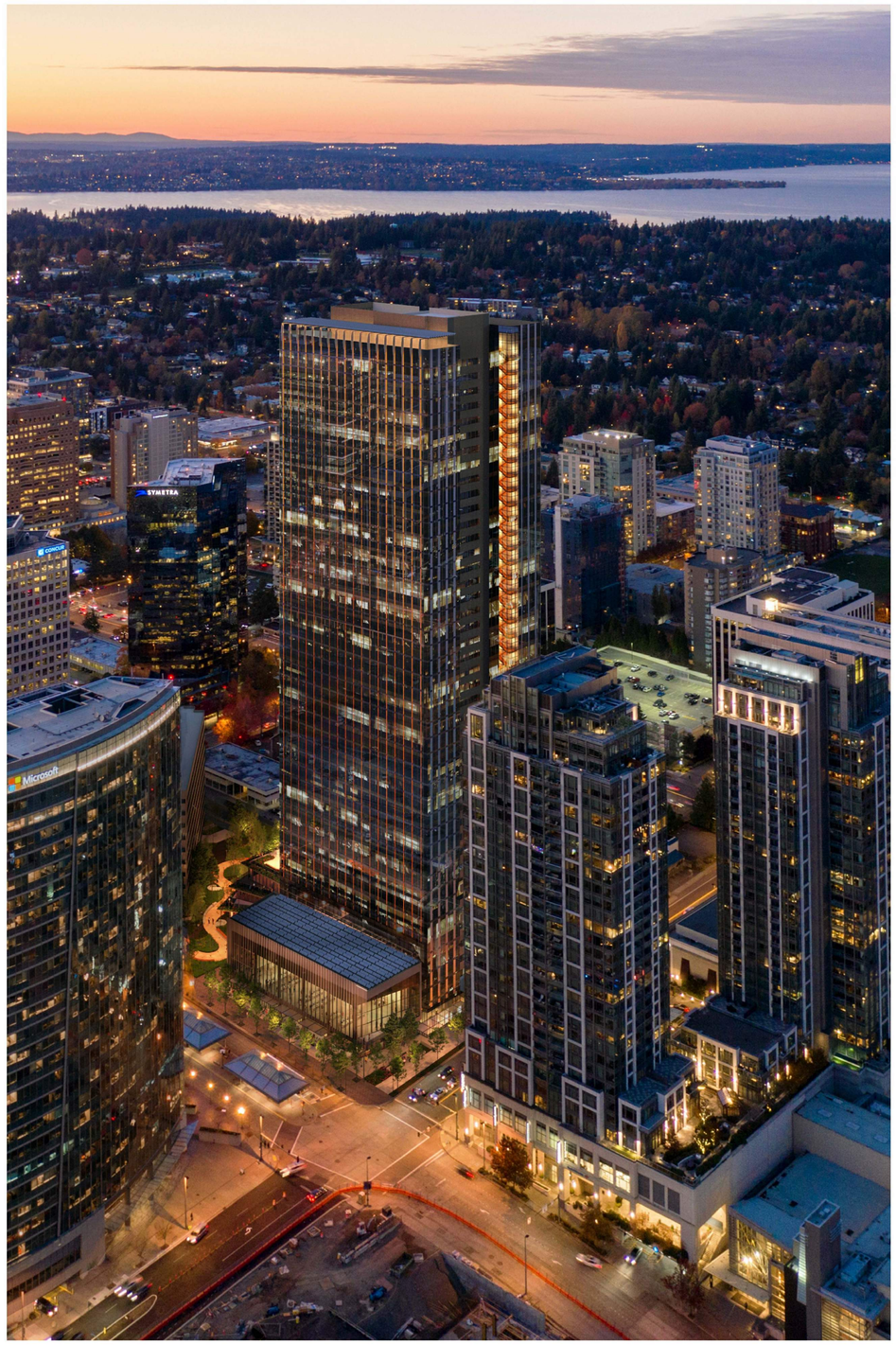
BUILDING PERSPECTIVES



PODIUM PERSPECTIVE - FROM NORTH WEST



LANDSCAPE - FROM SOUTH WEST



TOWER PERSPECTIVE - FROM SOUTH EAST

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PHONE 206 223 5555
www.nbbj.com

ADMINISTRATIVE DESIGN REVIEW 12/23/2019

Bellevue 600
Phase 1
601 110TH AVENUE NE

REVISIONS

MARK	DATE	DESCRIPTION

SCALE	PROJECT ARCHITECT Designer
PROJECT NUMBER	102334.00
DATE	

SHEET NAME
BUILDING PERSPECTIVE VIEWS - T1

SHEET NUMBER
GI011-T1

12/18/2019 1:24:29 PM
BIM 360://102334.00 - Seneca 600 R19/ARCH-B600-CORE_T1.rvt

BUILDING PERSPECTIVES



TOWER / MEETING CENTER - FROM SOUTH EAST



VIEW FROM 110TH



TOWER PERSPECTIVE - FROM NORTH WEST

nbbj
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www.nbbj.com

ADMINISTRATIVE DESIGN REVIEW 12/23/2019

Bellevue 600
Phase 1
601 110TH AVENUE NE

REVISIONS

MARK	DATE	DESCRIPTION

SCALE	PROJECT ARCHITECT Designer
PROJECT NUMBER	102334.00
DATE	07/24/19

SHEET NAME
BUILDING PERSPECTIVE VIEWS - T1

SHEET NUMBER
GI012-T1

12/20/2019 2:28:14 PM
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BUILDING MATERIALS



BUILDING MATERIALS



GREY METAL | COLORED METAL PANEL | TEXTURED CONCRETE PANEL | WOOD SOFFIT | SCRIM

GLAZING



VISION GLASS | SPANDREL GLASS | TRANSLUCENT GLASS

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PHONE 206 223 5555
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ADMINISTRATIVE DESIGN REVIEW
12/23/2019

Bellevue 600
Phase 1
601 110TH AVENUE NE

REVISIONS

MARK	DATE	DESCRIPTION

SCALE	PROJECT ARCHITECT: Designer
PROJECT NUMBER	102334.00
DATE	07/24/19

SHEET NAME
BUILDING MATERIALS AND COLOR SAMPLES - T1

SHEET NUMBER
GI013-T1

12/20/2019 2:30:39 PM
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ADMINISTRATIVE VARIANCE REQUEST

Permit #: 19119990DC (LD and LP To Be Assigned)

Project Name: Bellevue 600

Administrative Variance requested from LUC: 20.25A.060.A.4

Written Description of Administrative Variance Requested Under LUC 20.30G:

Applicant requests a variance from the floor plate size restriction above 40' as described in LUC 20.25A.060.A.4, which limits floor plates above 40' to 24,000 gross square feet (gsf) per floor. Applicant requests that the maximum floor plate size requirement for the Project apply above 42.48' above average finished grade instead of 40'. This would allow the Project one floor at that elevation with 30,206 gsf. If granted, the variance would not increase the building height, nor would it affect the floor plate size of floors above that elevation, which are proposed to be 23,192 gsf. The building FAR also would not increase.

Granting the variance would recognize the unique site constraints while promoting an inviting pedestrian experience adjacent to the Bellevue Transit Center and the Pedestrian Corridor. Granting the variance would allow retail/restaurant space on the north and east side of the outdoor plaza at the pedestrian level to have higher ceilings, improving the quality of the public-oriented retail/ restaurant spaces surrounding the plaza. Granting the variance would result in a design that is consistent with the spirit and intent of the Land Use Code without granting special rights to the Applicant.

The Site is located adjacent to the north of the Bellevue Transit Center, as well as the Pedestrian Corridor that runs along NE 6th St. and the Major Public Open Space that is required at the intersection of NE 6th St. and 110th Ave. NE. The Bellevue Corporate Plaza abuts the Site to the west. These constraints force access to the Project's below-grade parking structure to be accessed by a long, to-be-constructed driveway located along the northern portion of the Site, along some of the highest elevations on the Site.

The access drive lowers the Site's average grade. When calculating the Site's average grade, the City includes elevations on the descending access driveway, resulting in an average grade that is lower than the adjacent rights-of-way on 110th Ave NE and NE 6th Street and the outdoor pedestrian plaza. If garage access could be placed along the south, or on the southeast, the long driveway to the garage could be eliminated, increasing the height of the average grade. The Project's average grade calculation is provided as Exhibit A.

The Site has an elevation change of approximately 16' from the east to the west, presenting design challenges for an accessible and pedestrian-oriented site. With the pedestrian focal point being on the south and southeast of the Site, adjacent to the Transit Center and along the Pedestrian Corridor, the Project is intended to maximize the pedestrian experience adjacent to the public spaces, including the outdoor plaza. Ground floor retail and restaurant spaces are designed to be located adjacent to the outdoor plaza. As the Site slopes up from the southeast toward the northwest, some portions of the ground floor will be above adjacent grade, and some will be partially below grade, creating a challenging context in which to maximize the pedestrian experience and maintain accessibility.

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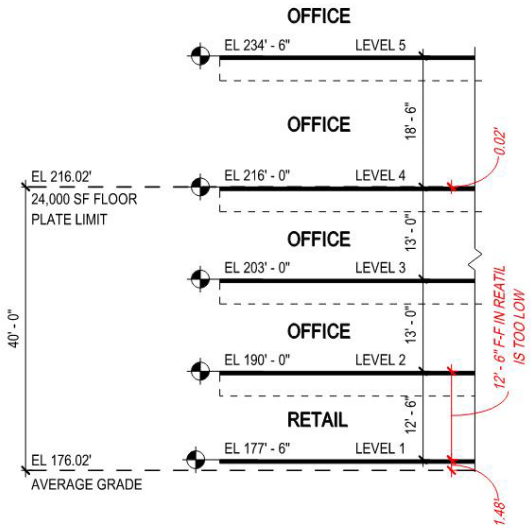
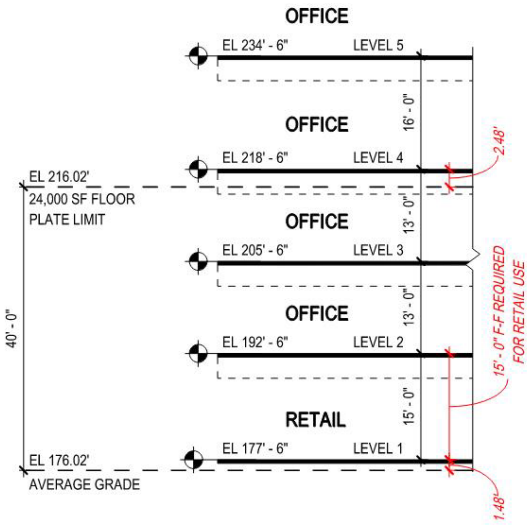
Using the City's interpretation of the "average finished grade" definition for the Downtown area, which includes measurements at the lowest driveway elevation, the average finished grade measurement is several feet lower than the grade of the plaza where it meets the building. *See* Exhibit A. This creates a hardship when applied to this property due to the physical grade changes on the Site and the land use constraints that dictate the location of the garage access and the elevation of the major pedestrian ground plane adjacent to the building.

To accommodate the Site's grade changes, some ground floor retail and restaurant spaces start at an elevation above the average finished grade, and in some locations below the grade of the adjacent plaza. *See* Exhibit B. Applicant intends to construct floor plates for four levels in the first 40' feet of the structure: ground floor retail/restaurant below three levels of office. *See* Exhibit B and Exhibit C. But because of the grade changes on the Site, level one is set above average finished grade, meaning that the LUC's 24,000 s.f. floor plate maximum functionally takes effect several feet below 40' above the average finished grade of the ground floor. Compliance with the LUC would result in lower ceiling height for retail and restaurant spaces (12'-6" of floor-to-floor height). If Applicant's variance is granted, the retail/restaurant space would use 15' of floor-to-floor height, providing a higher quality pedestrian and retail experience by providing a higher ceiling height, taller windows and more natural light. See Exhibit D.

The following drawing sheet shows the request compared to the code:



BASELINE - CODE COMPLIANT
SECTION THROUGH RETAIL SPACES



ADMINSITRATIVE VARIANCE - SECTION
THROUGH RETAIL SPACES

Please also s*ee sheet #s GI003-T1, GI005-T1* from the Design Review permit application submitted concurrently with this variance and Exhibits A, B, C and D attached hereto.

Written Responses to the Departure Decision Criteria in LUC 20.30G.140.A

1. The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and land use district of the subject property; and

Applicant does not seek a use variance, but instead seeks an area variance. An area variance is one which does not change the specific land use but provides relief from dimensional requirements, such as setback, lot coverage, or height restrictions.[1] Applicant requests increasing the height at which the floorplate restriction applies at an elevation approximately two feet six inches above the code requirement. Applicant is not requesting authorization for a use that is not permitted in the DT-O-1 zone, the zone of the Site, or in the DT-O-2-E zone, the zone adjacent to the Site to the east. Criterion 1 restricts the granting of use variances,[2] and because Applicant does not seek a use variance, Applicant satisfies the requirements of this criterion.

2. The variance is necessary because of special circumstances relating to the size, shape, topography, location or surroundings of the subject property to provide it with use rights and privileges permitted to other properties in the vicinity and in the land use district of the subject property; and

The variance is necessary due to the unique combination of physical features and surroundings of the site, namely the following: site topography, the Bellevue Transit Center, the Pedestrian Corridor, and the Major Public Open Space, and 110th Ave. NE. The combination of these constraints creates a special circumstance that can be remedied only by the granting of the requested variance. No other property in the vicinity or Downtown O-1 land use district has faced the same combination of constraints due to topography, location, and surroundings paired with the floor plate size restriction in the updated LUC.

To the south of the Site is the Bellevue Transit Center (NE 6th Street); no vehicular access to the Site is permitted from the Transit Center, eliminating NE 6th St. as an option for access to the project's below-grade garage. Along the Transit Center and on the south portion of the Site is the Pedestrian Corridor, a code-required area that is dedicated to pedestrian use and movements. At the southeast corner of the Site is a code-required Major Public Open Space, which further limits access to the Site from the south and parts of the east along 110th Ave NE. To the west of the project is an existing structure, the Bellevue Corporate Plaza. Together, the Transit Center, the Pedestrian Corridor, the Major Public Open Space and the existing Bellevue Corporate Plaza substantially constrain three sides where the Applicant may otherwise place access to its below-grade garage and loading dock. This leaves only the single option of accessing from the north at the shared, to-be-constructed, access drive. And since the existing topography slopes up from the south to the north, and from the east to the west, the access drive elevations include some of the Site's highest, requiring a longer ramp to access the below grade parking garage, loading dock, and waste/refuse pick-up location. This parking access drive will also accommodate a shuttle pick-up and drop-off for the project.

These constraints therefore also functionally limit the elevation of the building entrances and ground-floor retail. The Site slopes up from the southeast to the northwest, with finished grade ranging from 168' to 184'. When taking into account the descending parking access along the north, the lowest grade is at 164.5'. The average finished grade is 176.02'. Placement of the parking access along the north results in inclusion of the descending driveway in the average grade calculations, pulling down the average grade for the Site. If the parking access were available off the south side at the pedestrian corridor, for example, the descending driveway can access directly to the garage under the building structure, with no decreasing elevation of the driveway that would be included in the average grade calculation. But with the Site constraints described above, the parking access was forced to the north, along the structure, resulting in the inclusion of the elevations of the descending driveway in the average grade calculations and lowers the final average grade calculation.

[1] *Hoberg v. City of Bellevue*, 76 Wn. App. 357, 360 (1994).
[2] *Id*.

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The 16' grade change across the Site, combined with the MPOS and Pedestrian Corridor along the full south superblock frontage, requires Applicant to select a ground level elevation that invites pedestrians into the retail and restaurant space while mitigating the substantial grade change. With the focus of the retail/restaurant space being in the outdoor plaza on the west side of the Site, Applicant seeks to maximize the pedestrian experience in the outdoor plaza and through the interior marketplace street connecting the plaza with 110th Ave NE. But the elevations of the outdoor plaza, ranging from 177' to 180', where the pedestrian focus is the greatest, are up to several feet above average finished grade of 176.02'. To accommodate the grade change and to create retail and restaurant spaces that have adequate headroom, the variance is necessary. If the variance is granted, the retail/restaurant space will have approximately two and a half more feet of floor-to-floor height, improving the quality of these spaces and the pedestrian experience in this critical corridor.

Please s*ee sheet #s G1003-T1, G1005-T1, AE101-PH1* from the Design Review permit application submitted concurrently with this variance and the Exhibits attached hereto.

3. The granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property; and

As described above, Applicant's request is to accommodate the topographic changes on the Site, its location and surroundings, each of which are largely unique to this Site. To the south of the Site, across the Transit Center, are two completed towers. These towers are operational and granting this variance would not be materially detrimental to either tower or property. To the west of the Project is an existing building that is also operational. It is owned by Applicant and is intended to be redeveloped at a later date; granting this variance would not be detrimental to that project or property. The property to the north is expected to be redeveloped. Applicant is coordinating with that property owner with regard to the midblock connector and access drive (which will serve as one of the vehicular access points to this neighboring property). Given the orientation of Applicant's proposed floor plate at the slightly higher elevation(2.48') and the location of pedestrian access points on both sites, impacts on the property owner to the north would be imperceptible.

Applicant does not request an increase in permissible building height, floor area ratio, footprint, square footage, uses, or other code requirements that could be materially detrimental to property in the vicinity of the Site. Instead, allowing for a design concept that increases the accessibility of the ground floor retail space in an area steps away from the Bellevue Transit Center is consistent with the City's pedestrian-oriented downtown planning goals.

Granting the variance will not materially affect the perceived street level views of the building in terms of its perceived height or massing. There is no impact to pedestrian level views when looking at the building from the corner of NE 6th and 110th Ave NE because the change in the height of the floor plate would be hidden behind the volume of the Meeting Center. From the outdoor plaza, the ground level retail and restaurant spaces at level 1 would appear taller. However, the overall volume of the Meeting Center and its height would not change. The adjacent fan shaped podium would not appear any taller since its overall height would only grow by less than 2'-6" and its massing is also stepping away from the observer. Likewise, there is no impact to the eye level view for pedestrians walking south across the midblock connector. At this location, the fan shaped podium steps away from the pedestrian and the 2'-6" increase in overall height of the fan shaped podium would not be perceived, especially when seen through the landscaping and foliage.

Please see sheet #s G1003-T1, G1011-T1, G1012-T1, AE 203-T1, AE204-T1, AE211-T1 from the Design Review permit application submitted concurrently with this variance and the Exhibits attached hereto.

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4. The variance is not inconsistent with the Comprehensive Plan.

The requested variance is not inconsistent with the Comprehensive Plan and it will result in a design that is consistent with several provisions of the City's current Comprehensive Plan:

Downtown Subarea Plan

Policy S-DT-37 encourages building intensity and design guidelines to create pedestrian orientation that will enhance the appearance, image, and design character of the Downtown. Here, granting the variance will allow the Applicant to create a pedestrian experience at the plaza level with retail and restaurant space with eleven-foot ceilings rather than a constrained eight-foot ceiling height that would be implemented without the variance. The explicit goal of the Downtown Subarea Plan is to encourage a vibrant and accessible pedestrian retail experience in aesthetically pleasing mixed-use commercial buildings in the downtown core. An eight-foot ceiling height hinders the retail and restaurant experience, dampening the pedestrian experience. A larger, more open and accessible ground floor retail space, which will link directly with the Bellevue Transit Center and the Pedestrian Connection, promotes Comprehensive Plan goals and encourages a vibrant and pedestrian retail experience in precisely the areas where the City intends to encourage such commercial activity.

Urban Design and the Arts Element

The Urban Design and the Arts element encourages a "people-oriented design of sites and buildings in urban areas," that ensures a "safe, engaging, and quality pedestrian environment with interesting architecture and landscaping." Specifically, Policy UD-12 seeks a "safe, active, connected and functional pedestrian environment" in urban design in downtown commercial areas. Similarly, UD-48 encourages linking the intensity of downtown development with "increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation." Here, the Applicant has prioritized designing a welcoming pedestrian atmosphere that enables a positive retail experience that is directly accessible from the plaza adjacent to the Transit Center and Pedestrian Corridor.

Land Use Element

The Land Use Element calls for integration of land use and transportation. The Building's location adjacent to the Bellevue Transit Center provides for the seamless integration of transit and pedestrian commercial activities by permitting the design of a pedestrian-friendly ground floor retail space just steps away from one of the City's main transportation hubs. Granting the requested variance would help improve the quality of this commercial and transit interaction.

Economic Development Element

The Community Livability section of the Economic Development Element includes several policy goals that align with the variance request. Policy ED-14 recognizes the economic development benefits of investments in urban amenities like high quality urban design, which is an explicit component of the City's economic development strategy. Attractive urban design that is pedestrian-friendly and near transportation hubs would attract commercial activity consistent with the City's planning goals. The variance would result in better designed and accessible pedestrian retail space that would benefit the City's economic growth. Policy ED-24 likewise prioritizes the cultivation of diverse, distinctive, well-defined places that invite community activity and gathering, and recognizes the need to allow for flexibility to achieve these uses. While this policy is focused on redevelopment of older shopping structures, the overall goal of developing downtown properties that are inviting commercial spaces, which may require some flexibility in design, is consistent with the variance request.

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Point #	Elevation (ft)
1	171.0000
2	171.0000
3	173.5000
4	171.0000
5	171.0000
6	171.0000
7	171.0000
8	173.5000
9	173.5000
10	173.5000
11	173.5000
12	173.5000
13	173.5000
14	173.5000
15	174.9033
16	172.9437
17	172.2784
18	171.6273
19	170.9672
20	170.3063
21	169.6434
22	168.9894
23	168.3217
24	167.6656
25	167.0076
26	166.3563
27	165.6919
28	165.0292
29	164.3653
30	171.0000
31	171.0000
32	171.0000
33	171.0000
34	171.0000
35	173.5000
36	172.8016
37	185.5000
38	185.5000
39	184.9430
40	185.0000
41	171.0000
42	171.0000
43	177.6661
44	177.7403
45	177.8108
46	177.8907
47	177.8804
48	181.5000
49	185.5000
50	185.5000
51	176.7004
52	176.8547
53	177.0388
54	177.1638
55	177.3197
56	177.4779
57	177.5000
58	177.5145
59	177.5000
60	185.5000
61	184.9943
62	184.9958
63	184.9908
64	185.5000
65	184.9901
66	184.9983
67	184.9998
68	185.5000
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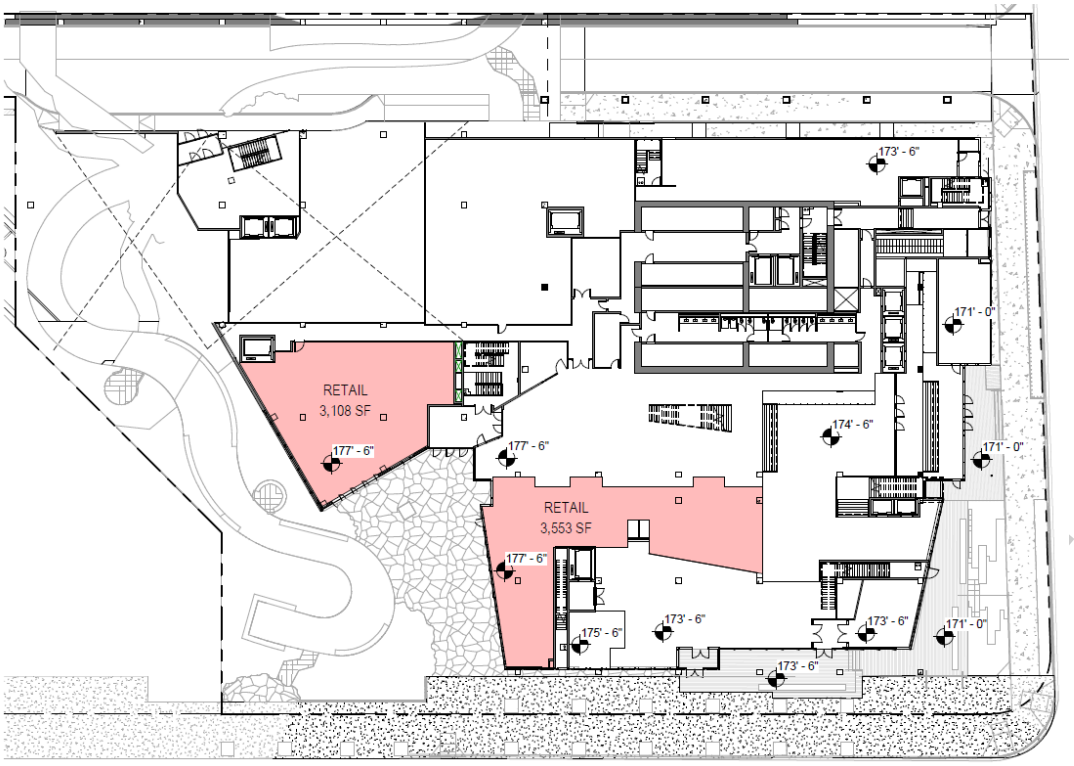
77	174.5418
78	171.0000
79	171.0000
80	177.8917
81	178.5047
82	179.1122
83	179.7218
84	180.3324
85	180.9470
86	182.1033
87	182.7033
88	183.3766
89	183.9903
90	179.3354
91	174.7595
92	174.7507
93	175.1452
94	175.5323
95	175.9238
96	176.1152
97	177.5121
98	171.2264
99	171.5658
100	171.9248
101	172.2853
102	172.6259
103	173.2457
104	173.4983
105	173.9006

Total Number of Points	
Sum of Elevation Values	
Average Grade (ft):	176.0189

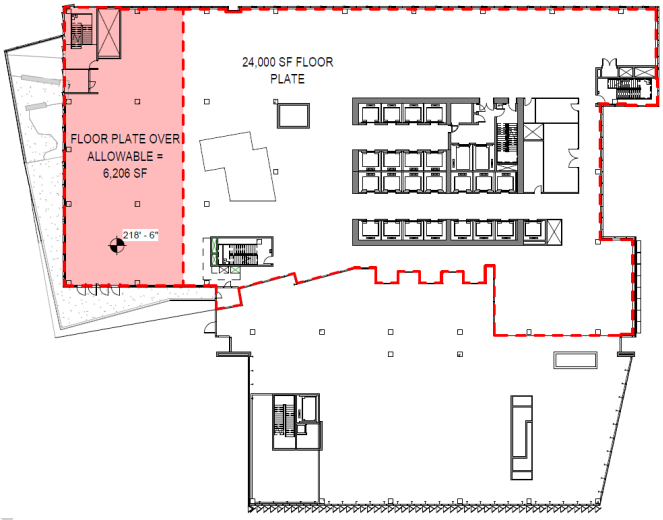
1 AVERAGE GRADE CALCULATIONS - T1

Average Grade at EL. 176.02’

Exhibit A Average Grade Measurement



Floor Plan at Level 1



Floor Plan at Level 4

<u>Exhibit B Floor Plans at Levels 1 and 4.</u>

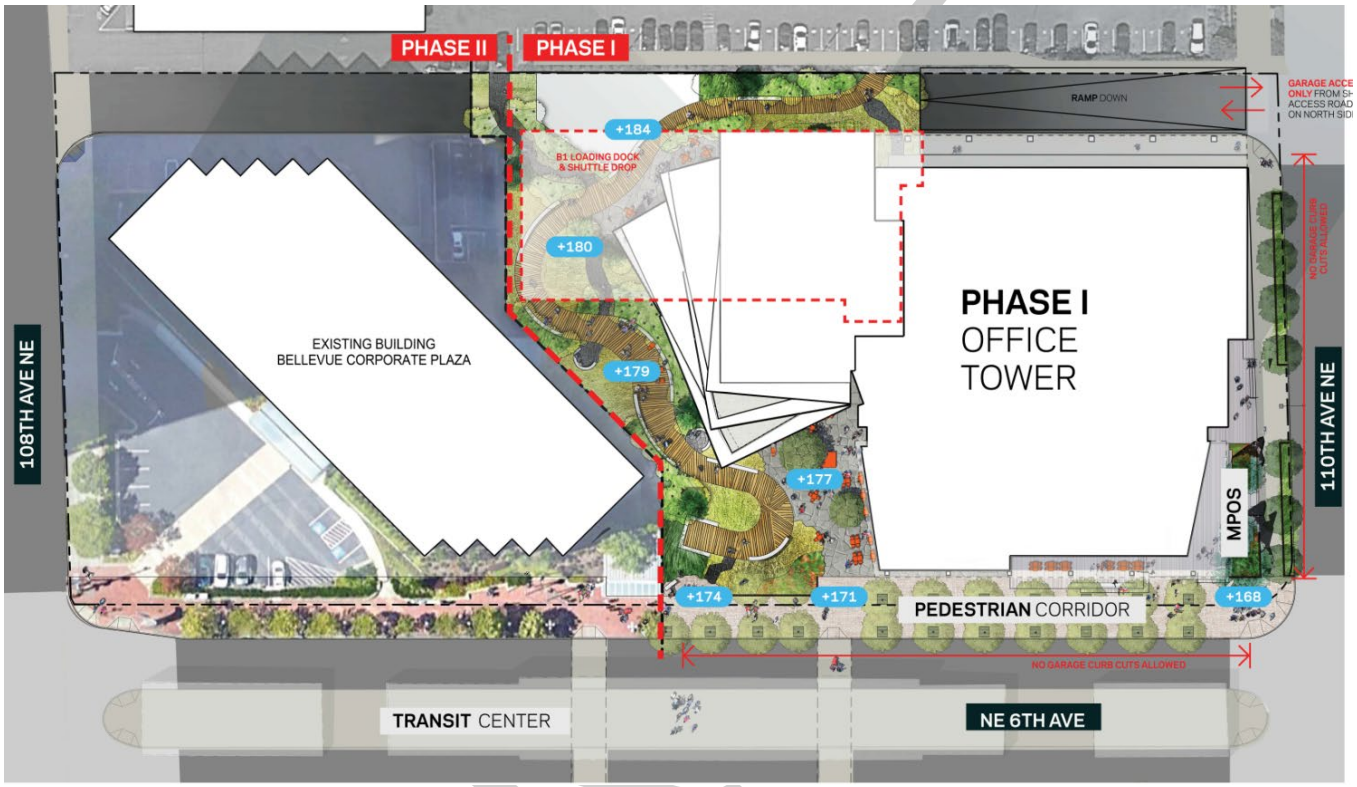


Exhibit C Site Access Constraints Plan



View Looking East From Outdoor Plaza- Code Compliant



View Looking East From Outdoor Plaza With Administrative Variance

Exhibit D Pedestrian Impacts

MASTER DEVELOPMENT PLAN



Bellevue 600

102334.00

601 110th Avenue NE, Bellevue WA 98004

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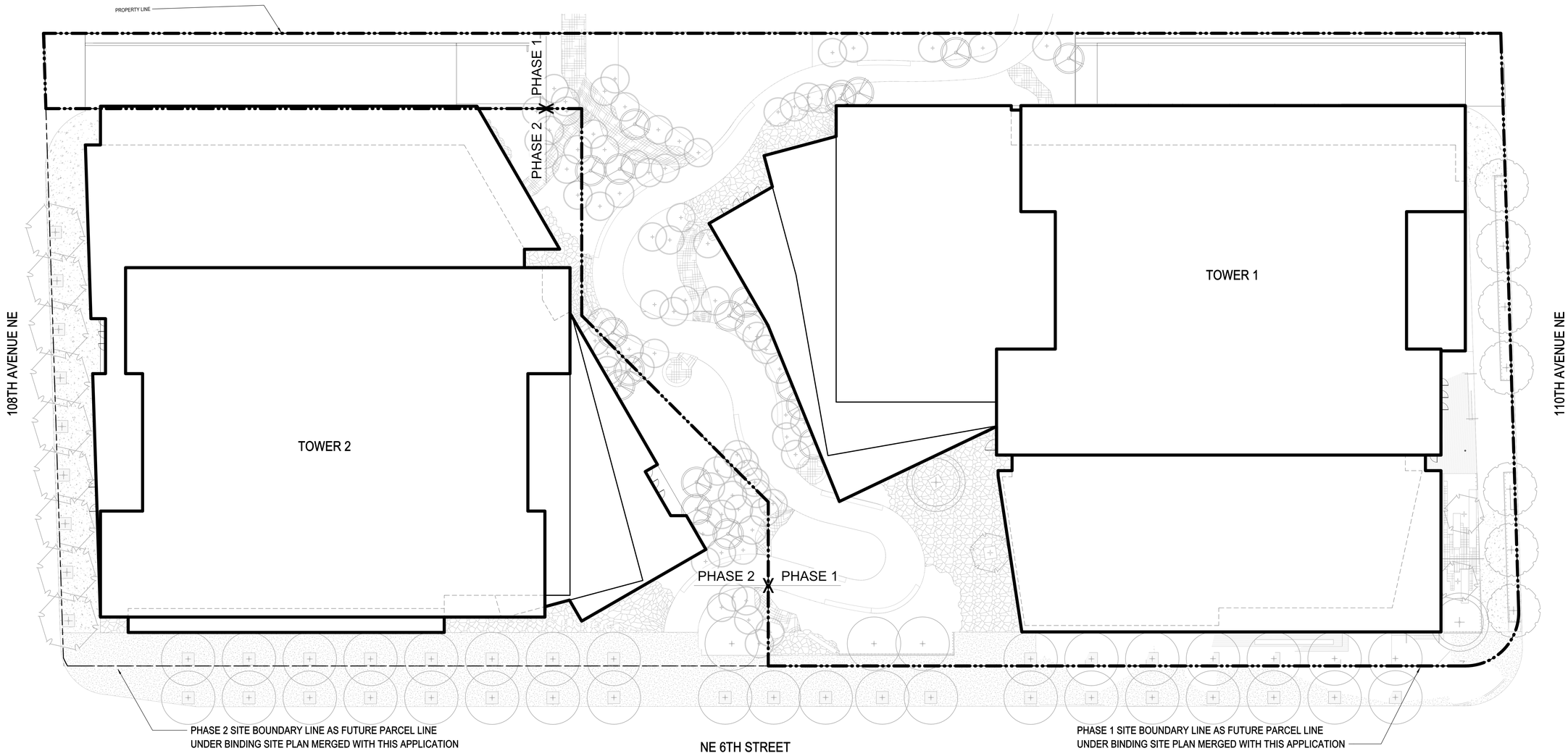

SITE AREA ALLOCATION PHASE 2 = 57,822 SF

SITE AREA ALLOCATION PHASE 1 = 98,084 SF

B1 ARCHITECTURAL SITE PLAN

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SEATTLE, WASHINGTON 98109
PHONE 206 223 5555
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MASTER DEVELOPMENT PLAN
01/17/2020

Bellevue 600
601 110th Avenue NE,
Bellevue WA 98004

REVISIONS

MARK	DATE	DESCRIPTION

SCALE	1" = 25'-0"
PROJECT ARCHITECT	Designer
PROJECT NUMBER	102334.00
DATE	

KEYPLAN



SHEET NAME
ARCHITECTURAL SITE PLAN

SHEET NUMBER
GI006

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1 MDP - ILLUSTRATIVE SITE PLAN
Scale: 1" = 20'-0"

0' 10' 20' 40' 80'

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MASTER DEVELOPMENT PLAN
01/17/2020

Bellevue 600
601 110th Avenue NE,
Bellevue WA 98004

REVISIONS

MARK	DATE	DESCRIPTION

SCALE 1" = 20'-0"	PROJECT ARCHITECT Designer
PROJECT NUMBER	102334.00
DATE	12/05/19

SHEET NAME
ILLUSTRATIVE PLAN

SHEET NUMBER
MDP - L0.01

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