



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

## DETERMINATION OF NON-SIGNIFICANCE

**PROPONENT:** Kevin Sutton, MZA  
Cloudevue MDP

**LOCATION OF PROPOSAL:** 10855 NE 8<sup>th</sup> Street

**DESCRIPTION OF PROPOSAL:** Approval of a Master Development Plan (MDP) to demolish existing buildings on 4.61 acres and to construct three 600-foot towers and a Playhouse. Phase One will include three towers with approximately 1,700,000 square feet of office use, 695,000 square feet of residential use (538 units and 117 hotel units), and 40,000 square feet of active uses (retail and restaurant) facing public plazas and other associated site improvements all above approximately 2,500 below grade parking spaces. Phase Two would include construction of a Playhouse in the southeast corner of the site.

**FILE NUMBERS:** 19-118270-LP

**PLANNER:** Sally Nichols, Urban Design Planning Manager

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

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on \_\_\_\_\_.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **7/15/2021**
- ☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on \_\_\_\_\_. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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

  
Environmental Coordinator

7-1-2021

Date

### OTHERS TO RECEIVE THIS DOCUMENT:

- ☒ State Department of Fish and Wildlife / [Stewart.Reinbold@dfw.gov](mailto:Stewart.Reinbold@dfw.gov); [Christa.Heller@dfw.wa.gov](mailto:Christa.Heller@dfw.wa.gov);
- ☒ State Department of Ecology, Shoreline Planner N.W. Region / [Jobu461@ecy.wa.gov](mailto:Jobu461@ecy.wa.gov); [sepaunit@ecy.wa.gov](mailto:sepaunit@ecy.wa.gov)
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## City of Bellevue Development Services Department Land Use Staff Report

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Proposal Name: **Cloudevue Master Development Plan**

Proposal Address: 10855 NE 8<sup>th</sup> Street

Proposal Description: Master Development Plan (MDP) application to demolish existing buildings on 4.61 acres and to construct three 600-foot towers and a Playhouse. Phase One will include three towers with approximately 1,700,000 square feet of office use, 695,000 square feet of residential use (538 units and 117 hotel units), and 40,000 square feet of active uses (retail and restaurant) facing public plazas and other associated site improvements all above approximately 2,500 below grade parking spaces. Phase Two would include construction of a Playhouse in the southeast corner of the site.


File Number: **19-118270-LP**

Applicant: Kevin Sutton, MZA


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

Planner: Sally Nichols, Planning Manager

State Environmental Policy Act Threshold Determination: Determination of Non-significance (DNS)

  
Elizabeth Stead, Environmental Coordinator  
Development Services Department

Director's Decision: **Approval with Conditions**  
Michael A. Brennan, Director  
Development Services Department

By:   
Elizabeth Stead, Land Use Director

Date of Application: June 28, 2019  
Notice of Application: August 22, 2019  
Public Meeting: September 10, 2019  
Notice of Decision: **July 1, 2021**  
Appeal Deadline: **July 15, 2021**  
MDP Expiration: **July 1, 2031**

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

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## **Attachments**

- A. Project Plans (Full Set of Project Plans located in Project File)
- B. SEPA Checklist
- C. Certificate of Concurrency

## I. Request/Proposal Description

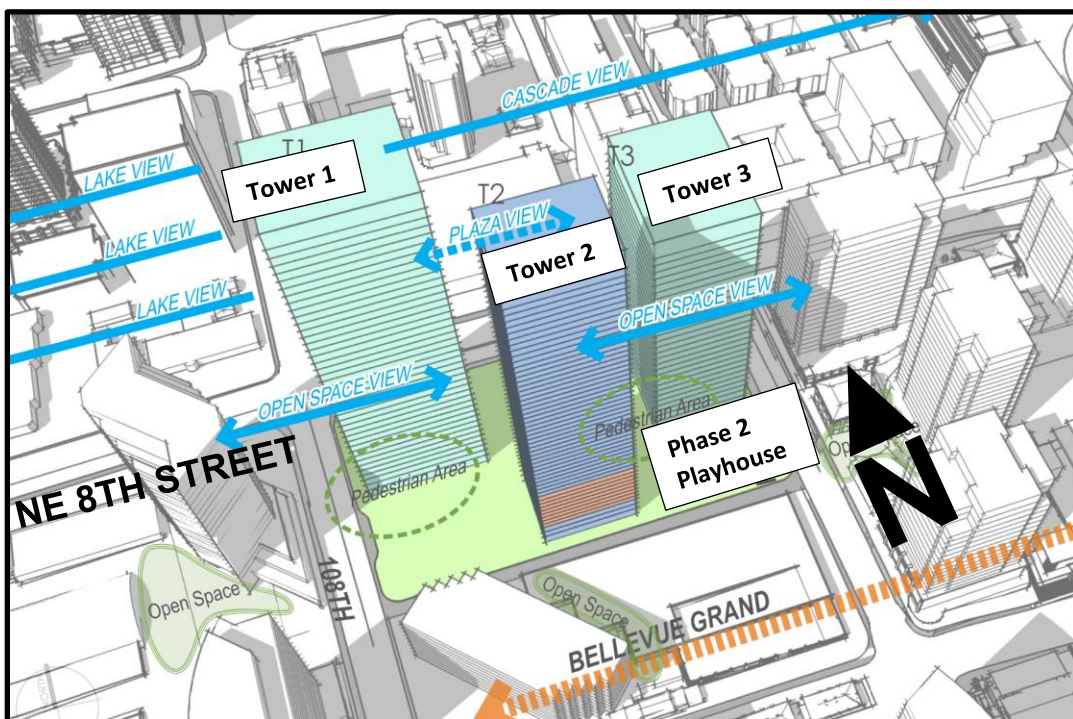
### A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Master Development Plan (MDP) approval for a two-phase development in the northern half of an existing superblock bounded by NE 8<sup>th</sup> Street, 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. The site is 200,675 square feet or approximately 4.61 acres and it is currently comprised of three parcels.

Phase One will include two 600-foot office towers and one 600-foot residential tower built atop an underground parking garage that is partially exposed along the southern property line. The northwest (Tower 1) and northeast towers (Tower 3) will be the mixed-use office buildings while the southern tower (Tower 2) will include a hotel use with 177 rooms and an additional 538 residential units. All three towers will include ground floor active use and there will be approximately seven levels of underground parking for approximately 2,487 cars. The garage will be accessed off a new private roadway (NE 7<sup>th</sup> Street) that will run along the southern property line.

Phase Two will include a performing arts center (Playhouse) in the southeast corner of the site. This is the location of an interim public open space (Theater Park) that will be constructed in Phase One.

**Proposed Buildings for MDP Looking North**





## B. Phasing

The project has two phases as described below:

Phase One: One below-grade garage that will serve both Phases, Office Tower 1, Residential/Hotel Tower 2, and Office Tower 3

Phase Two: Playhouse in southeast corner of the site

### Phase One

The first phase will build the entire below grade garage serving all future uses, and will also include office Tower 1, residential/hotel Tower 2, and office Tower 3. All required frontage improvements on all three street frontages and all required open space and pedestrian connections will be completed under this phase. The NE 7<sup>th</sup> Street private road will also be completed under this phase.

### Phase One



In Phase One, the southeast corner of the site will be developed with an interim open space, which will include a public plaza called Theater Park that includes a lawn and theater seating, a children's interactive pop jet water feature, and several other seating areas and landscaping. It

will also include a segment of an ADA compliant east-west pedestrian through block connection along the open space's southern edge.

Phase One will also have construction sequence phasing and this construction sequencing will be reviewed in detail during the Design Review of Phase One. The applicant is anticipating that the below grade garage, and Towers 1 and 2 would be built first. An interim surface parking lot located within the general footprint of the future Tower 3 will be provided until construction work on Tower 3 begins. During the second phase of construction, the surface parking lot would be replaced with Tower 3. This proposed construction sequencing/phasing will require that Towers 1 and 2's occupancy will be coordinated with the construction of Tower 3 as they are all included within a single Design Review.

### **Phase Two**

Phase Two would replace the interim southeast outdoor open space (Theater Park) with a Playhouse. Parking for the Playhouse will have already been constructed during Phase One. During construction of Phase two, the east-west through-block pedestrian connection will be reconfigured to run along the southern façade of the Playhouse.

**Refer to Condition of Approval regarding Phasing and Phasing Plan for Building Permits in Section XI.A and XI.D of this report.**

### **Phase Two**



**C. Vesting**

The applicant requests extended vesting under LUC 20.30.V.190 for 10 years from the date of the MDP issuance and this 10-year vesting will be approved with this MDP decision. This MDP warrants extended vesting beyond the standard timeline based on the size and complexity of the project and the length of time it will take to build three towers and one playhouse. The MDP will approve a site plan for three towers that maximize the available Floor Area Ratio (FAR) of the project limit as well as including FAR from previously provided Major Public Open Space, and purchased FAR. The low-rise playhouse as proposed in Phase Two will be exempt from FAR calculations based on its use. Each building presents unique construction and design challenges with below-grade parking, streetscape improvements, and yet-to-be defined exterior design that will be documented in subsequent Administrative Design Review (ADR) applications for each phase and/or building.

**Refer to Conditions of Approval regarding the Vested Status of an MDP and Recording of the MDP in Section XI.A of this report.**

**D. Site Design**

The projects site lies in the northern half of an existing superblock, which is bounded by NE 8<sup>th</sup> Street to the north, 108<sup>th</sup> Avenue NE to the west, 110<sup>th</sup> Avenue NE to east, and the new private roadway that will be constructed with this project, NE 7<sup>th</sup> Street, to the south. The three

**MDP Site Plan – Full Build-Out**



proposed towers will be staggered on the site, with Towers 1 and 3 (office towers) pulled to the build-to line on NE 8<sup>th</sup> Street. Tower 2 will be set back to the south in-between Towers 1 and 3, and it will lie along the southern edge of the project site. The proposed Playhouse will be constructed in the southeastern corner of the site.

Vehicular/Bike Access:

Passenger loading needs are accommodated onsite via the turn-around accessed off NE 8<sup>th</sup> Street. This generous turn-around will allow for drop-off functions to occur at the main entry of each tower. This will also be the location of valet services for the hotel with access for valet use to the below-grade parking.

Loading functions and parking for all vehicles other than those using the valet service will occur off the new private roadway, NE 7<sup>th</sup> Street. This roadway is depressed so that the majority of the access occurs below the plaza level. Parking will be accommodated within seven levels of below grade parking. Service trucks and vehicles coming to park can access NE 7<sup>th</sup> Street from either 108<sup>th</sup> Avenue NE or 110<sup>th</sup> Avenue NE. Guest parking for the residential units will also be accessed from this location. Bike parking will also be provided in the underground parking garage and accessed from the west side of the site and the bike lanes on 108<sup>th</sup> Avenue NE.

Open Space:

Phase One: The three towers in Phase One will exceed the DT-O-1 trigger heights of 345 feet for non-residential (office) uses and 450 feet for a residential use. Therefore, the proposal must provide outdoor plaza space in the amount of 10% (20,068 square feet) of the proposal site or 20,068 square feet. The proposal will provide all the required outdoor plaza space in Phase One. In addition to the required open space, the applicant will also provide an additional 17,286 square feet of open space in the Cloud Court and Theater Park. The open spaces will be dispersed throughout the site in conjunction with the pedestrian circulation system.

Phase Two: The proposed Playhouse will be erected in the location of the Theater Park in the southeastern corner of the site. No additional outdoor open space will be required in Phase 2 and the required 10% open space will still be provided.

The applicant has proposed the following outdoor open space:

Phase One:

Required 10% Open Space for Towers above Trigger: 23,471 square feet

- Cloudlink Plaza North
- Cloudlink Plaza South
- Mist Garden

Additional Open Space: 17,286 square feet

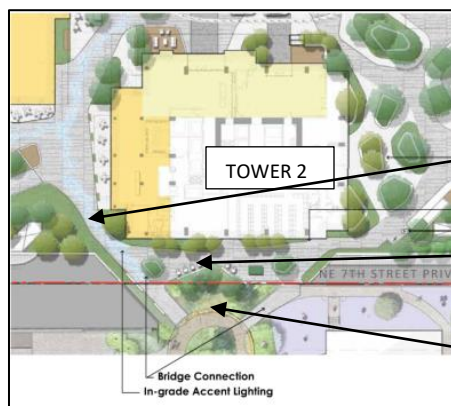
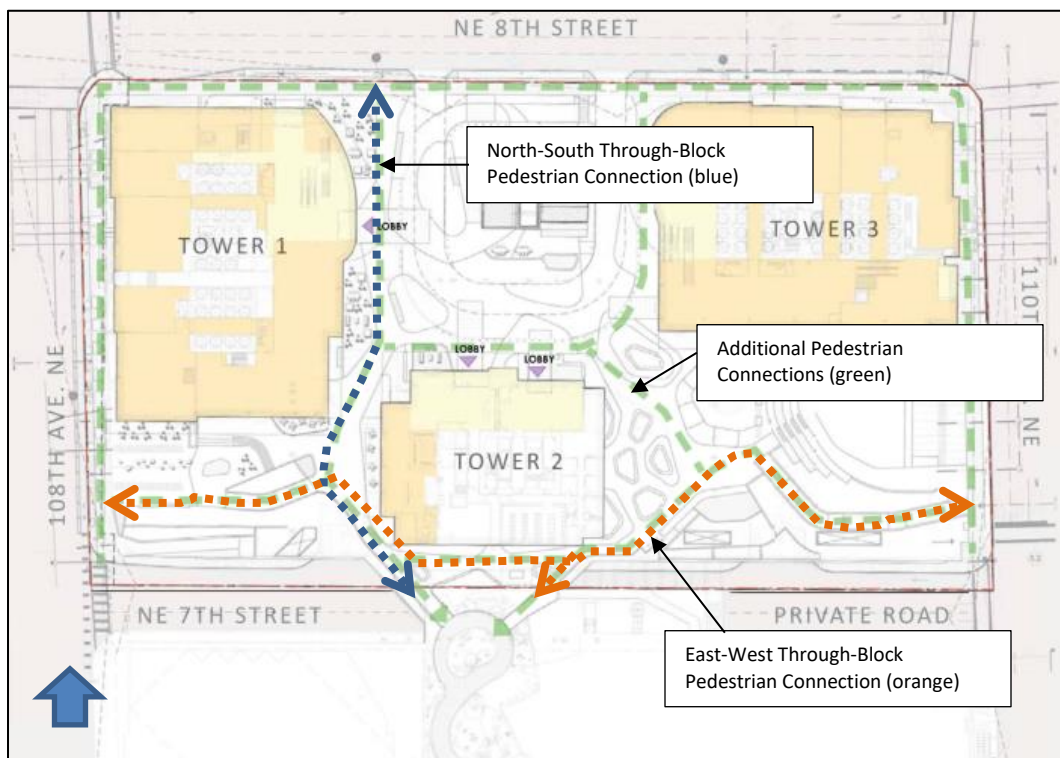
- Cloud Court
- Theater Park (this is an interim open space that will be in place until the Playhouse is constructed in Phase Two).



Pedestrian Access/Through Block Pedestrian Connections:

The proposal will provide numerous pedestrian opportunities. These will occur on the street frontages with streetscapes designed to the “A” right of way standards and via multiple pedestrian pathways through the site. Additionally, the project will be required to provide Through-Block Pedestrian Connections in both the east-west and north-south directions and to construct a walkway along the northern side of the east-west vehicular connection, NE 7<sup>th</sup> Street, that will connect NE 110<sup>th</sup> Avenue with NE 108<sup>th</sup> Avenue. **Refer to Condition of Approval regarding Pedestrian Amenities in Section XI.B of this report.**

**Pedestrian Circulation/Through-Block Pedestrian Connections – PHASE ONE**



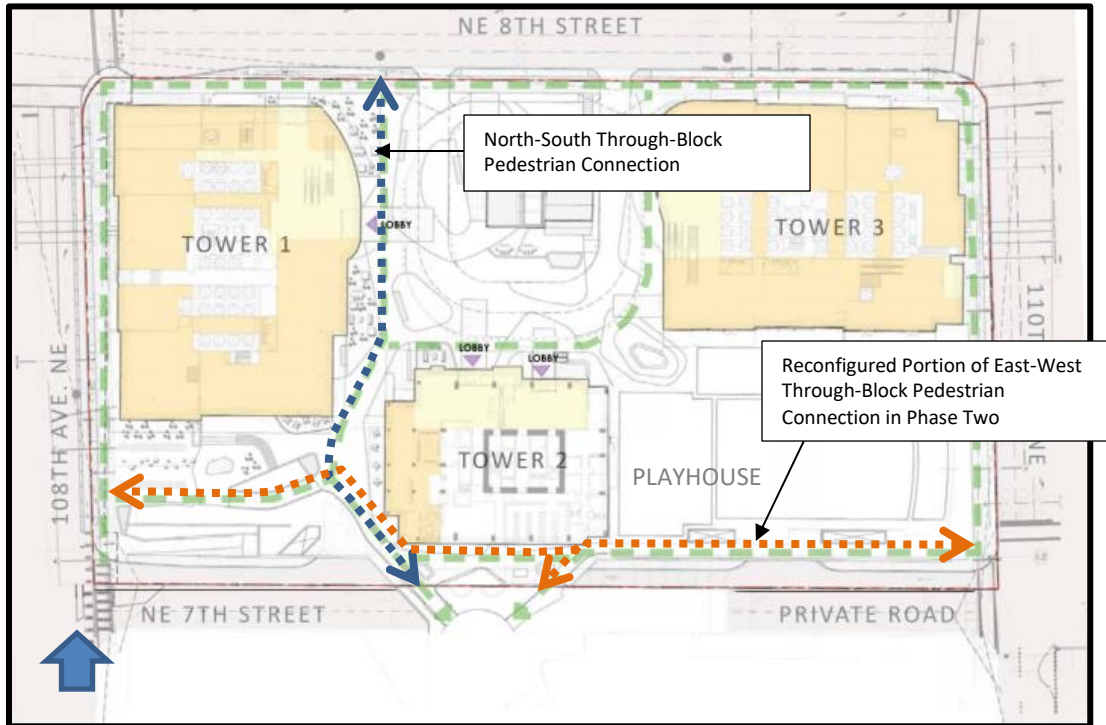
**North-South Through-Block Connection between Cloudvue and Bellevue 600**

North-South Through-Block Pedestrian Connection

“Lid” over NE 7th Street on Cloudvue site

“Lid” on Bellevue 600 site (under construction)

### Pedestrian Circulation/Through-Block Pedestrian Connections - PHASE TWO



#### E. Building Design

The buildings shown in this MDP proposal are conceptual in nature to demonstrate compliance with the applicable dimensional requirements of the Land Use Code (LUC). Detailed review of each building will occur during the required Design Review process. Refer to Section III below for how the MDP and the proposed conceptual building designs have met the dimensional requirements of the LUC.

#### F. Process

##### MDP/Process II:

Master Development Plan (MDP) review is required by LUC 20.25A.030.B for any multiple building project. In addition to the MDP review, the project requires a threshold determination under the State Environmental Policy Act (SEPA). The MDP and SEPA Threshold Determination are Process II decisions. Process II is an administrative process. The Environmental Coordinator issues the SEPA Threshold Determination and the Director of Development Services issues the MDP decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

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



Any revisions to this MDP will require administrative review prior to approval of any Design Review. Changes will be reviewed as either a new MDP or as a Land Use Exemption to the MDP. If changes require a new MDP, the applicant would be vested to the Land Use Code in effect at the time of the new MDP application issuance. **Refer to Conditions of Approval regarding Modification to the Master Development Plan (MDP), Project Level Environmental (SEPA) Review, Design Review, and Compliance with the Design Review Guidelines, Standards and Dimensional Requirements of LUC 20.25A and MDP Conditions of Approval in Sections XI.A and B of this report.**

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

### **A. Site Description**

Currently, the majority of the 200,675 square foot project site is being used as a commercial surface parking lot. On the west side of the site, existing buildings from a former church are being used as offices. The former Yuen Lui Photography Studio lies in the northeast corner of the proposal site. Prior to the issuance of any construction permits, the three underlying parcels will need to be consolidated into one parcel for building code purpose either through a recorded Boundary Line Adjustment (BLA) or through a Single Site Agreement with the City. All existing buildings on the site will be demolished during Phase One of this proposal. **Refer to Condition of Approval regarding Building – Single Site Agreement/Boundary Line Adjustment in Section XI.D of this report.**

NE 8<sup>th</sup> Street is a major east-west arterial that brings traffic into and out of the heart of the Downtown; most notably from I-405 to the east. NE 8<sup>th</sup> Street rises in grade from I-405 and levels out at the proposal site near the intersection with 110<sup>th</sup> Avenue NE. The proposal property occupies one of the highest topographical points in the Downtown. Due to its elevation and prominent location, the proposal site is one of the first places where drivers entering from the east will first realize that they are entering Downtown.

110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE are minor arterial streets that run in a north-south direction. On 110<sup>th</sup> Avenue NE, a number of relatively recent projects, including The Bravern and City Center II, have already added to the vehicular and pedestrian traffic and two new office towers (600 Bellevue Phases 1 and 2) directly south of the proposal site are currently either under construction (Phase 1) or design review (Phase 2). The new Eastlink light rail station is nearing completion at the intersection of 110<sup>th</sup> Avenue NE and NE 6<sup>th</sup> Street. 108<sup>th</sup> Avenue NE is used by all buses entering or exiting the Bellevue Transit Center. There are also numerous office developments on this street, including the new office tower at 555 108<sup>th</sup> Avenue NE, which is currently under construction.

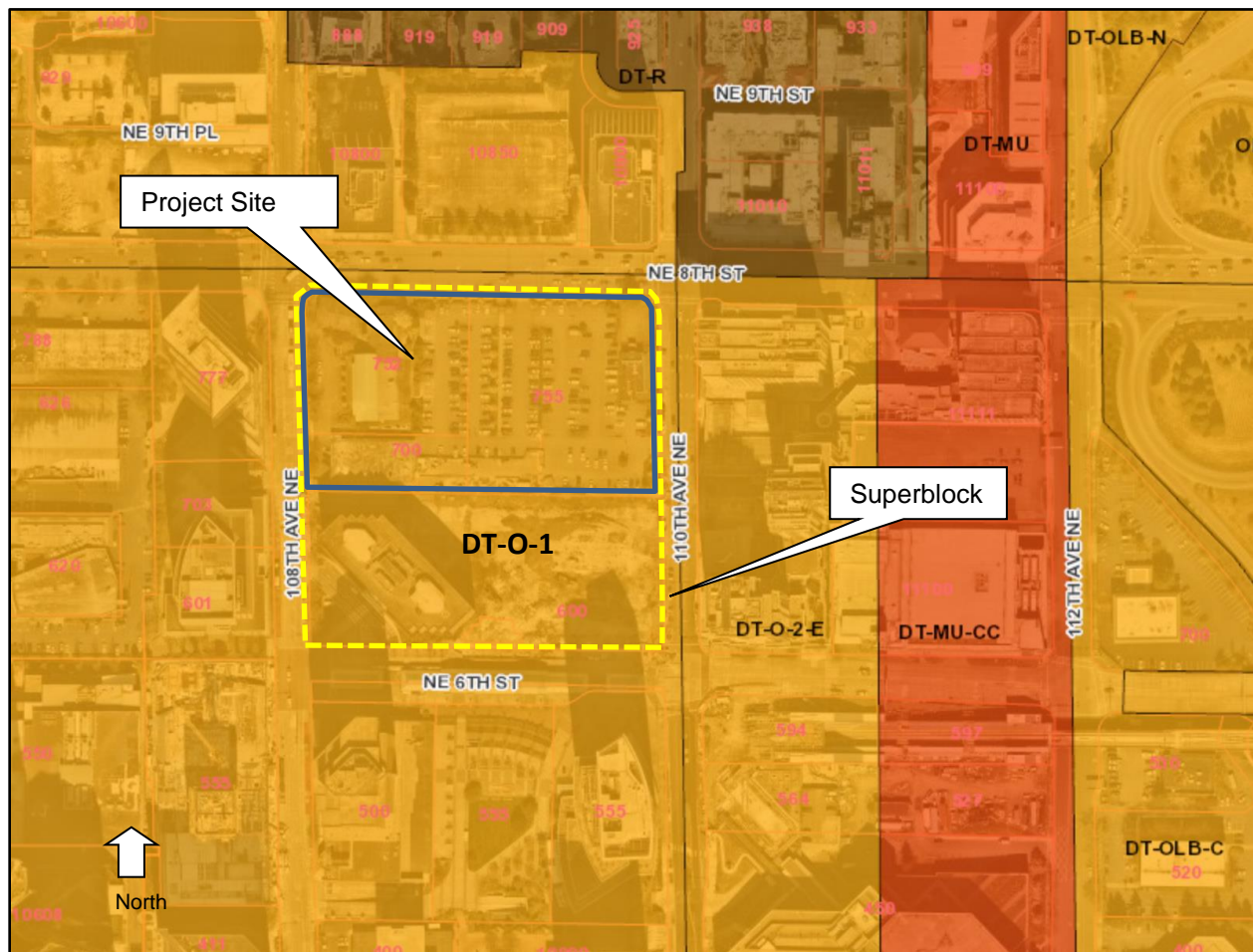
### Vicinity Map



#### B. Zoning

The property is within the Downtown-Office (DT-O-1) land use district, within the Eastside Center Neighborhood. This site, along with all of Downtown, was rezoned in 1981 through Ordinance No. to implement the 1979 Downtown Subarea Plan Map. In 2017, the Downtown Section of the Land Use Code (LUC), Title 20 of the Bellevue City Code was amended to add a new Part 20.25A – Downtown through adoption of Ordinance No. 6377, which included amended zoning for the Downtown. The proposed uses of office, residential, hotel, performing arts center, and retail are permitted outright in the LUC.

### ZONING MAP



#### **C. Land Use Context**

The proposal site lies in the northeast quadrant of the Downtown Core Design District. The Core allows higher, more intensively developed buildings than in any other part of the Downtown. Currently there is a mix of development around the project site (see below). The site, which is effectively one half of a downtown superblock, also lies one-half block north of the Bellevue Transit Center which is on NE 6<sup>th</sup> Street, between 110<sup>th</sup> and 108<sup>th</sup> Avenues NE.

Adjacent properties are as follows:

- East: DT-O-2, East (Downtown-Office 2, East) - Across 110<sup>th</sup> Avenue NE is The Bravern, which includes two office towers, two residential towers and a retail podium.
- West: DT-O-1 (Downtown Office 1) – Across 108<sup>th</sup> Avenue are major office buildings, including the Symetra building and the KeyBank Center.
- South: DT-O1 (Downtown Office 1) – The southern half of the superblock will be development with the two-phase 600 Bellevue project. Phase 1, the 600-foot tall office tower, is currently under construction and Phase 2 is under undergoing design review with the

City. It will replace the existing Bellevue Corporate center office building. The two new towers in this development will extend along the northern edge of the Bellevue Transit Center and the southern edge of the proposal property.

North: DT-O-2, North (Downtown Office 2, North) - Across NE 8<sup>th</sup> Street is the Plaza Center development with two office buildings with ground floor retail, separated by a four-story parking garage. This development is distinguished by a large planting area between the parking garage and NE 8<sup>th</sup> Street.

### III. Consistency with Land Use Code/Zoning Requirements for an MDP

The following provisions of the Land Use Code are within the scope of review for an MDP:

#### A. Uses

##### Phase One:

- Mixed-Use Hotel & Residential (Residential Use) – 1 Tower
- Mixed-Use Office (Non-Residential Use) – 2 Towers

##### Phase Two:

- Performing Arts Center (Playhouse)

All proposed buildings are allowed uses within the DT-O-1 land use district.

#### B. Dimensional Requirements

The dimensional and area requirements that apply to an MDP in LUC 20.25A.030.B.1 are listed below and the proposal has been evaluated for consistency with the LUC.

**TABLE 1: MDP DIMENSIONAL REQUIREMENTS**

<b>DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)</b>	
<b>Downtown (DT) - Project Limit LUC 20.25A.020</b>	200,675 SF (approximately 4.61 acres)
<b>Land Use District per LUC 20.25A.010</b>	Downtown-Office-1 (DT-O-1)
<b>Building Type per LUC 20.25A.060 Footnote (2)</b>	<p><b>Phase One:</b>            Residential Y <input checked="" type="checkbox"/> N <input type="checkbox"/> (if more than 50% of GFA is devoted to residential uses)            Tower 2            Non-Residential Y <input checked="" type="checkbox"/> N <input type="checkbox"/>            Tower 1 and Tower 3</p> <p><b>Phase Two:</b>            Active Use/Performing Arts Center (Playhouse)</p>



Calculation Areas for FAR Calculations/ Building Height	Calculation Area Tower 1: 65,800 SF Calculation Area Tower 2: 55,761 SF Calculation Area Tower 3: 79,114 SF		
DIMENSIONAL REQUIREMENTS APPLICABLE TO MDP (LUC 20.25A.060)			
Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Minimum Tower Setback from interior property line(s) above 80 ft. <u>IF Building Exceeds 100 ft.</u> LUC 20.25A.060.A.4	20' setback required from interior property lines (applies to southern property line & Tower 2 only)	Tower 2: 23'-7"	Meets -LUC requirement.
Minimum Tower Separation	60 feet (applies only to towers in Phase One)	Separation between Towers 1 & 2: 75' Separation between Towers 2 & 3: 67'-8"	Meets LUC requirement.
Maximum Building Height/ Maximum Building Height with Mechanical Equipment  Measured from average finish grade	DT-O-1 – Residential and Non-Residential: Max. 600 feet.  No portion of the building, including mechanical equipment or appurtenances may exceed 600 feet	Phase One: Tower 1: 592.44' (measured from ave. finish grade of 183-56')  Tower 2: 599.60' (measured from ave. finish grade of 179.41')  Tower 3: 594.75' (measured from ave. finish grade of 181.25')  Phase Two: Playhouse: Approximately 50-60'	Meets LUC requirement.
Lot Coverage by Structure	100%	100%	Meets LUC requirement.

Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
<b>Floor Area Ratio:</b>	DT-O-1:  Residential: Base – 9.0 Max. – 10.0 Non-Residential: Base – 7.2 Max. – 8.0	PHASE ONE: Residential/ <b><u>Tower 2: 10.0 FAR</u></b>  Non-Residential/ <b><u>Towers 1: 8.0 FAR</u></b> Actual FAR <u>with</u> <u>Bonus FAR: 11.5</u> <b>FAR *</b>  <b><u>Tower 3: 8.0 FAR</u></b> Actual FAR <u>with</u> <u>Bonus FAR: 9.6</u> <b>FAR *</b>  PHASE TWO: Playhouse in Phase Two is considered a ground floor active use and will be exempt from FAR calculations	Meets LUC requirement.  * Actual FAR for Towers 1 and 3 will be greater than the max. FAR using Bonus FAR. Refer to Section III.C.2 below discussion of Bonus FAR and FAR calculations.  Also refer to Section III.C below for discussion regarding FAR Amenity Bonus System
<b>Base Building Height - Measured from Average Finish Grade</b>	Residential: 450 FT  Non-Residential: 345 FT	All three towers will exceed the Base Building Ht.	
<b>Building Trigger for Additional Height</b>  <b>Measured from Averaged Finished Grade</b>	Residential: 450 FT  Non-Residential: 345 FT	All three towers will exceed the Building Trigger for Additional Height	Meets LUC requirement.  Per LUC 20.25A.075.A, to exceed Trigger Height, the proposal shall provide an Outdoor Plaza Space and floor plat reductions of floors above trigger (15% for Towers 1 & 3 and 10% for Tower 2). Review of how the proposal will meet the floorplate reductions will occur during Design Review of each building.  Refer to Section III.B below for discussion of the required Outdoor Open Space.



FAR Exemptions (LUC 20.25A.070.C)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
<b>1. Exemption for Ground-Level Active Uses</b>  <b>Measured in GFA for FAR</b>	Active Uses meeting 'A' Rights-of-Way up to 1.0 FAR	Phase One: Tower 1: 18,533 SF Tower 2: 4,388 SF Tower 3: 20,116 SF Total: 43,037 SF  Phase Two: Playhouse (Active Use): 26,794 SF	Active uses are located on first floor of the development.  Actual square footage and location of exempt active uses will be reviewed under the Design Review.
STREET FRONTAGE (LUC 20.25A.090)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
<b>Sidewalk Width (includes planter strip and/or planting pit and required paved sidewalk, as measured from back of curb)</b>  <b>LUC 20.25A.090</b>	<u>108<sup>th</sup> Avenue NE:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width (paving)  <u>110<sup>th</sup> Avenue NE:</u> 16'-0" overall width, 5'-0" tree pits, 11'-0" minimum sidewalk width (paving)  <u>NE 8<sup>th</sup> Street:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width (paving)	<u>108<sup>th</sup> Avenue NE:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width (paving)  <u>110<sup>th</sup> Avenue NE</u> 16'-0" overall width, 5'-0" tree pits, 11'-0" minimum sidewalk width (paving)  <u>NE 8<sup>th</sup> Street:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width (paving)	Meets requirements.  Planter strips and tree pits will include required street trees. Required street tree species will be reviewed under Design Review.
PARKING (LUC 20.25A.080)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
<b>Vehicular Parking</b>  <b>LUC 20.25A.080</b>	<u>Phase One:</u>  Office Use (1,278,730 nsf): <b>Min. 2/1000 nsf = 2,557 stalls</b>	<u>Phase One: *</u>  Office Use: 1.38/1000 nsf = 1,765	The applicant has provided conceptual plans of their parking levels and a Parking Study, prepared by transpogroup, dated April 27, 2021, to demonstrate their proposed parking needs. The

	<p>(1,278 x 2)</p> <p>Retail Use: <b>Min. 0 stalls</b> Max.: 3.3/1000 nsf = 31 stalls (9.28 x 3.3)</p> <p>Residential Use (538 units): <b>Min. 0 stalls</b> Max.: 2 stalls/unit = 1,076</p> <p>Restaurant: <b>Min. 0 stalls</b> Max. 15/1000 nsf = 494 stalls</p> <p>Unspecified Uses Hotel Use: 0.55/room = 97 stalls</p> <p>Fitness Center: 2.87/1000 nsf = 93 stalls Unspecified Uses</p> <p>Visitor Parking: 1.0/20 units = 27 (may not be reduced via a Departure)</p> <p><b>Total Minimum Parking Required: 2,774 Stalls</b></p>	<p>Retail Use: 0 Stalls – but assumes 22 stalls will be shared</p> <p>Residential Use: 0 Stalls – but assumes 247 stalls will be shared</p> <p>Restaurant: 0 Stalls – but assumes 276 stalls will be shared</p> <p>Hotel: 97 stalls (shared/valet)</p> <p>Fitness Center: 93 stalls (shared)</p> <p>Visitor Parking: 27 Stalls</p> <p><b>Total Minimum provided with Office Reduction: 1,982 stalls</b></p> <p><b><u>TOTAL PARKING PROVIDED: 2,487 STALLS*</u></b></p>	<p>underground parking and provided access points can accommodate the parking stalls proposed and the numbers provided in this MDP are approximate.</p> <p>Additionally, because Hotels and the Fitness Center are unspecified uses per LUC 20.25A.080.B, the applicant has included supporting information regarding their associated Parking Study.</p> <p>The total also acknowledges that there will be shared parking between office, retail and residential uses, valet service for the hotel, and shared office parking after hours that will be used by the Playhouse.</p> <p>* The overall parking count is based on a reduction of office parking from 2/1000 nsf to 1.38 /1000 sf – which results in a total of 2,487 stalls – approximately 500 stalls over the minimum required when combining reduced office (1,765), the minimum of 0 stalls required for retail and restaurant, parking for hotels and fitness center per the parking study (190), and the required visitor parking (27).</p> <p><b>Detailed review of the parking provided and compliance with the LUC 20.25A.080 will occur during Design Review for each phase. The formal Departure Request for a parking reduction and overall allocation of parking will be reviewed during the Design Review for each Phase.</b></p> <p><b><u>Refer to Condition of Approval regarding Vehicular Parking in Section XI.B of this report.</u></b></p>
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	<p><u>Phase Two:</u></p> <p>Playhouse (700 seats): 1 per 8 fixed seats = 88 stalls</p>	<p><u>Phase Two:</u></p> <p>Playhouse: 226 stalls (shared stalls with office)</p>	<p>Compact Stalls:</p> <p>Up 65% of required parking stalls in the DNTN may be allowed with an Administrative Departure Request that will be reviewed as part of the Design Review for Phase One.</p>
<p><b>Bicycle Parking LUC 20.25A.080.G.1.b &amp; 2-5</b></p>	<p>a. One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf = 135 spaces (1,353,280/10000) b. One space per every 10 dwelling units for residential uses = 53 spaces</p> <p>Total Required: 190 stalls</p>	<p>Total Proposed: 213 stalls</p>	<p>The applicant has demonstrated that the proposal can meet the Bicycle Parking requirements. Approximately 206 stalls will be within the parking garage.</p> <p>Detailed review of the bicycle parking, the locations for this parking, and compliance with LUC 20.25A.080.G will occur during Design Review for each building and/or Phase. <b><u>Refer to Condition of Approval regarding Bicycle Parking in Section XI.B of this report.</u></b></p>
<p><b>REFUSE/RECYCLING/LOADING (LUC 20.25A.160 &amp; LUC 20.20.590.K and 20.20.725)</b></p>			
<b>Item</b>	<b>Permitted/Required</b>	<b>Proposed</b>	<b>Code Section/Comments/Conditions</b>
<p><b>Refuse &amp; Recycling LUC 20.20.725 &amp; 20.25A.160</b></p>	<p><u>Residential</u> 1.5 SF/unit = 807 SF (mkt. rate res.) 1.5 SF/unit = 266 SF (hotel) <u>Retail</u> 5 SF/1,000 SF = 373 SF <u>Office</u> 2 SF/1,000 SF = 3,020 SF</p>	<p>The applicant will provide a combined refuse/recycling area in excess of 4,500 SF</p>	<p>The applicant has shown the locations of loading for refuse and recycling. Detailed review of how the loading areas will meet the refuse and recycling requirements of LUC 20.20.590.K, 20.20.725 &amp; 20.25A.160 will occur during the Design Review for each building.</p> <p><u>The loading dock will be shared by all three towers and the playhouse.</u></p>
<p><b>Loading Area 20.20.590.K.4</b></p>	<p>Min. 1 loading space required with minimum 10 FT width x 55 FT length per building</p>	<p>The project proposes: Four 10 x 55 foot bays Four 10 x 30 foot bays One 10 x 40 foot bay</p>	<p><b><u>Refer to Conditions of Approval regarding Provisions for Loading and Recycling and Solid Waste Collection in Sections XI.A and XI.B of this report.</u></b></p>

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

#### 1. FAR Exemptions

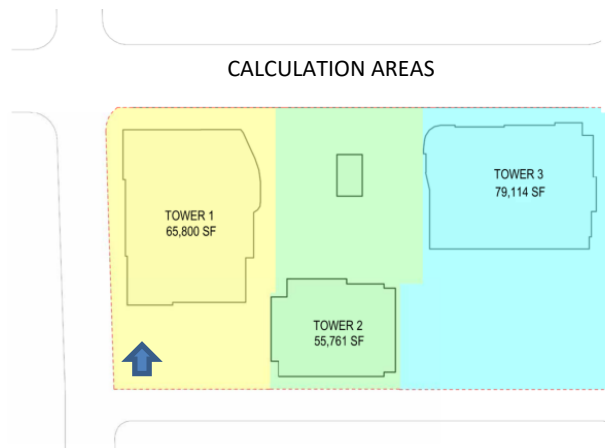
Per LUC 20.25A.070.C, Ground Level Active Use space is exempted from overall GFA for FAR. The applicant is proposing to exempt approximately 43,000 SF of ground level active use in Phase One and 26,794 SF of active use (Playhouse) in Phase Two. **Refer to Condition of Approval regarding FAR Exempt Active Use Space in Section XI.B of this report.**

#### 2. FAR for MDP

The FAR for this MDP is based on one Project Limit that includes both Phase One and Phase Two. However, because the applicant intends to exempt the Playhouse in Phase Two as a ground-level active use per LUC 20.25A.070.C, the FAR calculations for this MDP proposal apply to and are calculated for the three towers in Phase One only. The applicant has demonstrated that the MDP will meet the FAR requirements in LUC 20.25A.060. Detailed review of the FAR will take place under the Design Review for each tower to ensure LUC compliance.

Bonus FAR: In addition to the earned FAR, the applicant will be able to use **BONUS** FAR that was previously earned through the construction of the Major Pedestrian Corridor and/or Major Public Open Space. Bonus FAR may be used to allow a project to exceed the maximum FAR. 236,808 square feet of Bonus FAR had already been purchased for the project site and recorded in February, 2010 with King County (Recording #20100212000540). In addition, the applicant is in negotiations with the City of Bellevue to purchase approximately 126,610 square feet of additional Bonus FAR that was earned by the City from the construction of the Major Public Open Space in front of City Hall. Detailed review of this Bonus FAR in conjunction with the detailed FAR review for each building will occur during Design Review for each phase/building.

Because residential and non-residential uses in DT-O-1 have different base and maximum FAR's, the applicant was required to provide a calculation area for each tower to calculate FAR. The calculation areas and their square footages are the following:



Calculation Area Tower 1:  
65,800 SF (Non-Residential)

Calculation Area Tower 3:  
79,114 SF (Non-Residential)

Calculation Area Tower 2:  
55,761 SF (Residential)

a. **Non-Residential FAR – Towers 1 and 3:**

Base FAR: 7.2 FAR

Max. FAR: 8.0 FAR

**Proposed:**

Tower 1: 526,397 GFA for FAR divided by 65,800 SF = **8.0 FAR**

Tower 1 will also use 236,808 SF of BONUS FAR that was purchased from City Center Bellevue Development LLC in 2010.

Actual FAR with Bonus FAR: 763,205 divided by 65,800 = 11.5 FAR

Tower 3: 632,912 GFA for FAR divided by 79,114 SF = **8.0 FAR**

Tower 3 will also use 126,611 SF of BONUS FAR purchased (in process) from the City of Bellevue that was previously earned from the construction of the Major Public Open Space in front of City Hall.

Actual FAR with Bonus FAR: 759,523 divided by 79,114 = **9.6 FAR**

b. **Residential FAR – Tower 2:**

Base FAR: 9.0 FAR

Max. FAR: 10.0 FAR

**Proposed:**

Tower 2: 557,614 GFA for FAR divided by 55,761 SF = **10.0 FAR**

3. **Amenity Incentive System Requirements**

Because all three towers will exceed the Base Building Height and the Base FAR, the applicant will be required to provide FAR bonus amenities per the Eastside Center requirements in LUC 20.25A.070.D.4. The applicant will be required to provide approximately 355,800 bonus amenities points. The applicant has proposed using the amenities listed below to fulfill the requirements of the LUC. The actual amenities, how the amenities meet the criteria in LUC 20.25A.070, and total point calculations will be reviewed for compliance with the LUC during Design Review for Phase One.

- Outdoor Plazas
- Enhanced Streetscape
- Public Art
- Water Feature
- Active Recreation

**D. Outdoor Plaza Space (LUC 20.25A.075.A)**

The three towers in Phase One will exceed the DT-O-1 trigger heights of 345 feet for non-residential (office) uses and 450 feet for a residential use. Therefore, the proposal must provide outdoor plaza space in the amount of 10% (20,068 square feet) of the proposal site or 20,068 square feet. The proposal will provide the required outdoor plaza space in Phase One. The Mist Garden and the Cloudlink Plaza North, and Cloudlink Plaza South will provide approximately 23,470 square feet of outdoor plaza space and therefore exceed the requirement. The applicant has demonstrated that the MDP will provide the required amount of open space and that the required 10% open space will

be *provided entirely under Phase One*. In addition to the required open space, the applicant will also provide an additional 17,286 square feet of open space in the Cloud Court and Theater Park. Overall, the applicant will provide approximately 40,750 square feet of open space in Phase One. The review of the open space design for compliance with the LUC will be done under the Design Review for each Phase.

The applicant has proposed the following outdoor open space in each phase:

Phase One:

Required 10% Open Space for Towers above Trigger: 23,471 square feet

- Cloudlink Plaza North
- Cloudlink Plaza South
- Mist Garden

Additional Open Space: 17,286 square feet

- Cloud Court
- Theater Park (this is an interim open space that will be in place until the Playhouse is constructed in Phase Two).

Phase Two:

The proposed Playhouse will be erected in the location of the Theater Park. No additional outdoor open space will be required in Phase 2. The required 10% open space for towers that exceed trigger height will not be reduced. However, the overall square footage of all open space once Phase Two is completed will be reduced to approximately 29,710 square feet (40,750 – 11,040) with the elimination of the Theater Park.

**E. Pedestrian Circulation (LUC 20.25A.090, 110, 160 and 170)**

a. Streetscape Development

Because the applicant is proposing to provide FAR exempt active uses along all three street frontages (NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE), the streetscapes and associated pedestrian amenities will meet the intent, standards and design guidelines for “A” Rights of Way, which have the highest orientation to pedestrians in the Downtown. Detailed review of the design of these street frontages will take place during the Design Review for each Phase.

b. Through-Block Pedestrian Connections

As described in Section I of this report, the applicant is required to provide two through-block pedestrian connections. The proposal includes a north-south and an east-west through-block pedestrian connection as shown on the diagram in LUC 20.25A.160.D.1. The connections shall be Americans with Disabilities Act (ADA) compliant and meet the design guidelines in LUC 20.25A.160.D.4.

The north-south connection will allow a pedestrian to travel through the site from NE 8<sup>th</sup> Street to the southern property line of the proposal site. The walkway will then connect with the north-south through-block pedestrian connection currently under construction on the 600 Bellevue project site directly to the south. The two segments of the connection will be joined via a “lid” over the NE 7<sup>th</sup> Street on both the Cloudvue and the 600 Bellevue sites. Each development will be required to provide a section of the pedestrian lid to complete the



connection. When completed, a pedestrian will be able to travel seamlessly across the entire superblock from NE 8<sup>th</sup> Street to the Bellevue Transit Center on NE 6<sup>th</sup> Street.

The east-west through-block connection will run along the southern edge of the proposal site and will connect 108<sup>th</sup> Avenue NE with 110<sup>th</sup> Avenue NE. In Phase One, the eastern portion of the connection will wind through the Theater Park. In Phase Two, the construction of the Playhouse in this location will necessitate moving the connection southward to run along the southern edge of the Playhouse building.

The review of the detailed design of each of these through-block pedestrian connections will occur during Design Review for each Phase.

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

In this MDP application, the applicant has identified areas to accommodate landscape development pursuant to LUC 20.25A.110. This includes the required street frontage landscaping on NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE. Because the applicant has exempted retail spaces on all public street frontages, the proposal will be required to develop those streetscapes as “A” Rights of Way. Compliance with the “A” Rights of Way standards and guidelines will be reviewed under the Design Review for each Phase.

During Design Review for each Phase, the submitted designs will be reviewed to confirm they meet all landscape requirements, including the requirements in LUC 20.25A.110 and the Green Factor requirements in LUC 20.25A.120. **Refer to Condition of Approval regarding compliance with the Design Review Guidelines, Standards, and Dimensional Requirements of LUC 20.25A and MDP Conditions of Approval in Section XI.A of this report.**

**IV. Design Guidelines**

**Downtown Design Guidelines (LUC 20.25A.150-180)**

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

**A. Context (LUC 20.25A.150)**

The applicant has proposed a project that will fit contextually with the surrounding Downtown core development with respect to height and form. By staggering the taller buildings on the large site, the project will maximize access to sunlight and air throughout the project’s internal public spaces and into the buildings themselves. This staggering, and the placement of two of the towers along NE 8<sup>th</sup> Street also helped to reduce the projects impact on access to sunlight and air on the adjacent uses/properties. For example, Towers 1 and 3 will be pulled northward to the build-to line on NE 8<sup>th</sup> Street to maximize the distance between these towers and the proposed towers on the 600 Bellevue site to the south.

The project will provide multiple pedestrian walkways to connect with existing pedestrian routes within and through the superblock. It will also provide a new north-south through-block pedestrian connection that will connect with the north-south connection being constructed by

adjacent development – thereby completing the connection through the superblock from NE 8<sup>th</sup> Street to the Bellevue Transit Center. The project will also provide an east-west through-block pedestrian connection that will connect 108<sup>th</sup> Avenue NE with 110<sup>th</sup> Avenue NE. A new signalized crosswalk across 100<sup>th</sup> Avenue NE will connect Cloudvue with The Bravern to the east and with the Bellevue Downtown light rail station at the intersection of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE.

By contributing to the build-out of the interior private roadway system on this superblock (NE 7<sup>th</sup> Street), the project will also provide logical connections and help move traffic off surrounding public streets by providing parking and loading access off of this internal street.

B. Organization (LUC 20.25A.160)

The proposal's site plan has addressed circulation for servicing and parking. Loading and trash servicing for all MDP buildings will take place off NE 7<sup>th</sup> Street, the new publicly accessible private roadway that connects 108<sup>th</sup> Avenue NE with 110<sup>th</sup> Avenue NE. On-site passenger and guest drop-off for the hotel, residences, and office buildings will take place via a generous turn-around off NE 8<sup>th</sup> Street and within the garage. Vehicular access to the parking garage off this turn-around or off NE 7<sup>th</sup> Street is intended for valet use only.

Direct and logical routes will be provided for pedestrians throughout the site, including the required north-south and east-west through-block pedestrian connections. These routes will connect into the existing circulation system within the superblock and will provide access to the Bellevue Transit Center, the new Eastlink light rail station, and to the surrounding Downtown neighborhoods.

C. Streetscape (LUC 20.25A.170)

Because all of the ground level building facades on all three public street frontages (NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE) will have exempt active uses, the streetscapes along all of the street frontages must be designed to "A" rights of way standards. "A" rights of way have the highest orientation to pedestrian activity. Through Design Review, the applicant must demonstrate compliance with the standards and guidelines for the "A" rights of way, including the requirements for transparency, weather protection, and points of interest. The applicant has shown conceptually that the project will be able to meet all of these standards and guidelines.

D. Building Design (LUC 20.25A.180)

Because this approval is for an MDP, the building designs are being shown are conceptual in their level of detail. The building designs are at a level, however, that ensures compliance with the MDP dimensional requirements as identified in LUC 20.25A.030.B. Refer to Section III of this report for compliance with these requirements, including building height and FAR. No specific design concept, including suggested building materials, has been submitted. During Design Review, the applicant must demonstrate compliance with the design guidelines in LUC 20.25A.180 and all dimensional requirements in LUC 20.25A.060.

## **V. Public Notice and Public Comment**

Application Date:	June 28, 2019
Notice of Application (500 feet):	August 22, 2019
Public Meeting:	September 10, 2019
Minimum Comment Period:	September 10, 2019

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on August 22, 2019 with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. A public meeting was held at City Hall on September 10, 2019 and was attended by 8 members of the public. Written comments were received regarding the proposal and there are six parties of record.

Below is a summary of comments specific to this proposal that have been received by the City:

1. The Department received one comment letter from Ina Tateuchi and the entity Helicopters Unsafe Here regarding Kemper Development Company's (KDC's) private helistop located at 10500 NE 8<sup>th</sup> Street, Bellevue, Washington. The Department is familiar with Ms. Tateuchi's complaints regarding KDC's private helistop, which was approved by the City through the adoption of Ordinance 6000 in 2011. Ms. Tateuchi lives next door to the helistop, and she has filed multiple lawsuits against the City over the years challenging the City's original approval of the helistop and seeking to revoke the City's approval of the helistop, respectively.

Condition 12 of Ordinance 6000 provides the process for KDC to follow "[i]f other potential obstructions of the flight path and/or the landing pad result from the construction of new high-rise buildings or other obstructions in the future." Under the plain language of Ordinance 6000, KDC will be required to follow the process delineated in Condition 12 if obstructions of the flight path and/or landing pad result from the construction of new high-rise buildings in Downtown Bellevue. Ms. Tateuchi's comment on this project and her continued opposition to KDC's helistop does not change Ordinance 6000 or provide any basis for the City to deny or condition this project.

2. Is the applicant seeking more height as a result of planned amenities?

Response: Per the Land Use Code (LUC), the maximum height limit for the DT-O-1 land use district in the Downtown is 600 feet. The applicant is proposing three 600-foot-tall buildings and one low-rise playhouse building – all of which meet the requirements of the LUC. No additional building structures including mechanical equipment are allowed to go above the 600-foot level. However, the applicant is proposing buildings which will exceed the 345 foot "Trigger Height" (345 feet for the office buildings and 450 feet for the residential building) and the Base FAR for all three towers. Therefore, the proposal will be required to provide public amenities per the LUC FAR Amenity System in LUC 20.25A.070. While review of the design of the FAR amenities is not within the scope of an MDP review, the applicant has identified the FAR amenities that they intend to provide. They include the following:

- Outdoor Plazas
- Enhanced Streetscape
- Public Art
- Water Feature
- Active Recreation

Review of the design of each specific amenity and the amount to be provided of each will occur during the Design Review of Phase One.

3. What is the current level of service for vehicles using NE 8<sup>th</sup> Street, and how would adding that much office space affect traffic? How will this project affect traffic downtown and how is that being mitigated?

Response: The existing and future level of service for intersections along NE 8<sup>th</sup> Street in the vicinity of the project are shown in the Traffic Impact Analysis completed by the applicant's traffic consultant, TranspoGroup, included in the project files. The existing levels of service vary from C to D, and the future levels of service are expected to be level E, with the exception of the intersection of 112<sup>th</sup> Ave NE which is expected to operate at level F. Mitigation of this intersection is planned in the form of a future planned improvement project (TFP-211, NE 6th Street Extension project) to extend NE 6th Street from the I-405 HOV interchange to the 116th Avenue NE which will help improve the LOS at this intersection. More information can be found in the SEPA Transportation section of this staff report and in the Project Impacts section of the Traffic Impact Analysis.

4. How many workers will be in the new buildings?

Response: According to the submitted SEPA environmental checklist submitted by the applicant, there are currently 50 employees on the proposal site. While it is impossible at this point post-COVID to know just how many workers will be in these buildings ultimately, the buildings were designed with the assumption that there will be approximately 3,500 employees and residents in the three towers. This includes approximately 538 residential units.

5. A concern was raised regarding bicycle safety – particularly on 108<sup>th</sup> Avenue NE.

Response: With the reconstructed frontage along the 108<sup>th</sup> Avenue NE frontage, this development will re-channelize the existing bike lane on 108<sup>th</sup> Avenue NE. The new location of the bike lane will be along the curb line adjacent to the right turn lane and will consist of a full-size buffered bike lane. Future city improvements will install a bike signal phase to the NE 8<sup>th</sup> Street and 108<sup>th</sup> Avenue NE intersection, which will allocate bike crossing only time to the signal operation. This will improve safety and comfort of the bike lane in this area.

## **VI. Technical Review**

### **A. Transportation**

#### **Project Summary**

The proposed Cloudvue project site is located on the upper half of a superblock bordered by 108<sup>th</sup> Avenue NE to the west, NE 8<sup>th</sup> Street to the north, and 110<sup>th</sup> Avenue NE to the east. The south property line is bordered by the 600 Bellevue parcel, which is proposing to construct two office towers and a new shared private road, NE 7<sup>th</sup> Street, for access. The site has public street frontages along 108<sup>th</sup> Avenue NE, NE 8<sup>th</sup> Street, and 110<sup>th</sup> Avenue NE.

The Cloudvue project proposes to construct three mixed use towers and a playhouse structure in two phases for the final configuration of the site. For Phase 1, towers 1 and 3 will include a total of 1,837,000 square feet of office space, 10,000 square feet of retail space, 30,000 square feet of Fast Casual restaurant space, 10,000 square feet of Quality restaurant space, and 35,000 square feet of Fitness Center space, and tower 2 will consist of approximately 180 hotel units and 540-570 residential units. One underground parking structure will provide parking for the entire project. The potential fourth building containing a playhouse will be constructed south of tower 3 under Phase 2. The proposed uses are estimated to generate 2,047 p.m. peak hour trips leading to 2,037 net new p.m. peak hour trips for both phases. Each development phase will be required to have a separate design review approval to allow construction.

The project will relocate the curb line on 110<sup>th</sup> Avenue NE to accommodate an additional travel lane and will relocate the curb on the south side of NE 8<sup>th</sup> Street near the 108<sup>th</sup> Avenue NE intersection to accommodate an eastbound-to-westbound U-turn traffic movement. Vehicle access to the site will be provided via a new midblock vehicle connection on NE 7<sup>th</sup> Street that will be shared with the Bellevue 600 site to the south. Pedestrian access to the site will be improved by constructing wider sidewalks on NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE adjacent to the site, and adding midblock pedestrian connections through the site.

#### **Site Access and Loading**

The Cloudvue site is bordered by 108<sup>th</sup> Avenue NE on the west, NE 8<sup>th</sup> Street to the north, 110<sup>th</sup> Avenue NE to the east, and NE 7<sup>th</sup> Street to the south. The site currently gains access from 108<sup>th</sup> Avenue NE via three commercial driveways, 110<sup>th</sup> Avenue NE via two commercial driveways, and NE 8<sup>th</sup> Street via one existing commercial driveway.

Vehicular access to the office and multi-family towers in Phase 1 will be provided via two one-way driveways on NE 8<sup>th</sup> Street and a new private NE 7<sup>th</sup> Street shared with the Bellevue 600 development to the south. NE 7<sup>th</sup> Street will be a three-lane roadway in its final configuration with the southern two lanes planned to be constructed by the Bellevue 600 project on their site and the northern lane to be constructed by the Cloudvue project adjacent to the southern property line of the Cloudvue site and will include a traffic signal at the east end of the street.

The Cloudvue traffic analysis assumes the construction of the southern half of NE 7<sup>th</sup> Street and the traffic signal at NE 7<sup>th</sup> Street/110<sup>th</sup> Avenue NE will be completed prior to occupancy of the Cloudvue development, and that Cloudvue will complete the second half of the street and

modify the signal to reflect the street widening. If the south half of NE 7<sup>th</sup> Street or the traffic signal is not constructed by Bellevue 600 by the time construction permits are submitted for the construction of the Cloudvue development, additional operational analysis and site loading analysis will be required, and other improvements may be required to accommodate the proposal. The proposed development may also be restricted to one or two towers pending completion of NE 7<sup>th</sup> Street depending on the results of the traffic analysis.

Vehicular access to the proposed playhouse structure in Phase Two will be provided in the below-grade garage that is accessed off NE 7<sup>th</sup> Street, which will be constructed in the first phase of development.

A traffic signal will be required at the intersection of NE 7<sup>th</sup> Street and 110<sup>th</sup> Avenue NE to allow full access. Access at NE 7<sup>th</sup> Street and 108<sup>th</sup> Avenue NE will be limited to right turns in and out. The signalized intersection will also include two new pedestrian actuated crossings on the west and north leg of the intersection.

This project assumes that the Bellevue 600 development to the south has already constructed the signal and associated signal equipment for access to the site. The Cloudvue project will be required to implement their half of the private road and modify the signal location and/or equipment as needed to complete the intersection. This requirement will be evaluated during each design review to determine what the appropriate improvements will be to serve the loading and access needs of the proposal.

Truck loading for delivery and garbage pickup for both phases is proposed off of the garage on the lower level of NE 7<sup>th</sup> Street. Specific loading needs and facilities will be determined during the design review of the individual development phases. Design vehicle turning studies will need to be conducted during the design review to verify feasibility of the loading access. Modifications to the buildings may need to be made in order to accommodate loading requirements. Adequate site access and loading will be required to be provided off of NE 7<sup>th</sup> Street prior to TCO for any building permit.

Two-way traffic and adequate space for loading operations must be maintained on NE 7<sup>th</sup> Street while the Cloudvue portion of the road is constructed. Access to the Bellevue 600 site must not be restricted while the second half of the road is constructed.

#### **Pedestrian Access**

The existing pedestrian access is provided to the site via an existing 12-foot sidewalk on 108<sup>th</sup> Avenue NE, an existing 12-foot sidewalk on NE 8<sup>th</sup> Street, and an existing 5-foot sidewalk on 110<sup>th</sup> Avenue NE.

The proposed Cloudvue development will construct new sidewalk facilities along all sides of the site. This includes a minimum 11-foot-wide sidewalk and minimum 5-foot-wide planter strip along NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE, and a minimum 6-foot sidewalk on the north side of NE 7<sup>th</sup> Street. In addition, this development will construct a new vehicle and pedestrian signal at the intersection of NE 7<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. This will provide pedestrian access across 110<sup>th</sup> Avenue NE at the midblock.



### **Bicycle Access**

Bicycle access to the site is currently provided to the site via a 5-foot-wide bike lane on 108<sup>th</sup> Avenue NE. No bicycle facilities are present on the other streets bordering the site. With the Cloudevue development, the bike lane on 108<sup>th</sup> Avenue NE will be shifted from between the through and turn lane to adjacent to the curb with a sufficient buffer from vehicle traffic.

### **Transit Service Access**

King County Metro and Sound Transit both operate service in the vicinity of the site. The nearest transit stops are provided at the Bellevue Transit Center on NE 6<sup>th</sup> Street, approximately 370 feet south of the site. This service provides access to several King County Metro and Sound Transit bus routes. In addition, the future light rail station on NE 6<sup>th</sup> Street is located within less than ¼ mile from the project site on NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. The sidewalks and pedestrian access routes constructed with this project will provide improved access to the transit and light rail facilities. No transit improvements are anticipated to be required for this project, however if additional transit requirements are adopted prior to approval of the Design Reviews for each phase, these may be added to the project if feasible.

### **Sight Distance for Vehicles and Pedestrians**

During the design review process, a sight distance assessment for vehicles and pedestrians will need to be evaluated at the proposed private street approaches on 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE as well as the one-way driveway approaches on NE 8<sup>th</sup> Street to meet the City's standards.

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

**Refer to Conditions of Approval regarding Vehicular Access Restrictions and Provisions for Loading in Section XI.A of this report.**

### **Transportation Infrastructure Improvements**

The transportation infrastructure required for this project will include reconstructing the NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE frontages, including new curb and gutter, sidewalks and planter strip, streetlights, channelization and signage revisions, traffic signal modifications, enhanced intersection treatments, addition of a midblock signal at NE 7<sup>th</sup> Street, fiber communications, and ADA compliant curb ramps and pedestrian facilities. Right-of-way dedication and sidewalk and utility easements will be required to accommodate these improvements.

Pavement widening will be required on the west side of 110<sup>th</sup> Avenue NE to include an additional southbound travel lane. Widening will also be required on the south side of NE 8<sup>th</sup> Street to accommodate a new westbound to eastbound U-turn movement.

This project assumes that the Bellevue 600 development to the south has already constructed the southern two lanes of NE 7<sup>th</sup> Street and associated signal equipment for access to the site.

The Cloudvue project will be required to implement the northern lane of NE 7<sup>th</sup> Street and signal improvements. If NE 7<sup>th</sup> Street is not partially constructed by the Bellevue 600 project, this requirement will be re-evaluated during each design review to determine what the appropriate improvements will be to serve the loading and access needs of the proposal.

### **Phasing of Improvements**

The MDP is anticipated to be constructed under two phases of development. Phase 1 will consist of the two office towers and the residential tower, and Phase 2 will consist of the playhouse structure.

The street infrastructure necessary to serve each phase must be constructed prior to the occupation of the buildings in each phase. The anticipated requirements for the phases are listed below.

- NE 8<sup>th</sup> Street
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
  - Widen NE 8<sup>th</sup> Street at the intersection of 108<sup>th</sup> Avenue NE to accommodate a westbound to eastbound U-turn. The curb, gutter, and sidewalk on both 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street fronting the site shall be completely removed and reconstructed with a sidewalk width of at least sixteen feet, not including the curb. The planter strips and/or tree pits are included in the sixteen-foot width adjacent to the curb.
  - Modify traffic signal poles and signal operations for the addition of the NE 8<sup>th</sup> Street U-turn.
- 108<sup>th</sup> Avenue NE
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide tree pits, and new curb and gutter along the frontage.
  - Install enhanced 14-foot-wide crosswalks on the east and south legs of the 108<sup>th</sup> Ave NE/NE 8<sup>th</sup> Street intersection.
- 110<sup>th</sup> Avenue NE
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
  - Widen 110<sup>th</sup> Avenue NE to a 5-lane section.
  - Install a signalized midblock crossing on 110<sup>th</sup> Avenue NE with a pedestrian refuge island.
  - Install enhanced 14-foot-wide crosswalks on the west and south legs of the 110<sup>th</sup> Ave NE/NE 8<sup>th</sup> Street intersection.
- Mid-Block Vehicle Connection (NE 7<sup>th</sup> Street)
  - Construct half of the mid-block vehicle connection on the south side of the property. All traffic and loading operations must function within the proposed width.
  - A 6-foot pedestrian connection is required from the garage to the street frontages on 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE along the midblock vehicle corridor.

- Through Block Pedestrian Connections
  - Construct an 8.5-foot-wide ADA and bicycle accessible East/West and North/South Through Block Pedestrian Connection between 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE and NE 8<sup>th</sup> and Bellevue 600 respectively.
- Street Lighting

A street lighting analysis will be required for NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE. The installation of street lighting may be required depending on the results of the analysis.

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

1. All new and altered public road facilities are required to be installed and/or brought into compliance with current ADA requirements.
2. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
3. Traffic Signal Communication Equipment – Traffic signal and city fiber infrastructure requirements will be determined in the design review. The project may need to install conduit along the public road frontage with 25TA vaults on both ends. The City will take on the cost of the fiberoptic cable as well as installation. The Developer would only be installing the conduit and vaults.
4. No soil nailing is allowed under a street right of way or sidewalk utility area without an indemnification agreement that protects the city.
5. As part of the traffic signal installation, the developer will be required to pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system, and in no case later than occupancy of the first building.
6. The new landscaping planter strip within the sidewalk along NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
7. The design and appearance of the sidewalk and landscaping on NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.

Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements. See section on Alternative Paving Materials for further details.

8. Driveways shall be designed per the Transportation Design Manual standards. The final design width will be determined during the design review. Driveway designs that keep the pedestrian at-grade are preferred.
9. To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
10. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 9 feet above the sidewalk and made removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
11. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
12. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
13. Any underground parking garage that extends under a public sidewalk easement along NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, or 110<sup>th</sup> Avenue NE shall meet the City's required vertical clearance for under and above the sidewalk area.
14. Vehicle and pedestrian sight distances must be provided per the Transportation Design Manual standards for all the proposed access location during the design review. The plans must indicate any landscaping, structure, or fixtures within the sight triangles. Roadside appurtenances that are located within the sightlines, including existing utilities transformers and cabinets, must be relocated outside the sight triangle.
15. Provisions of on-site accommodations for loading is required including providing spaces for garage pick-up and bins and delivery trucks. Autoturn diagrams must be provided to demonstrate that trucks can utilize the loading spaces as designed.
16. Doors are not allowed to swing open into the sidewalk or what the public may perceive as public sidewalk.

**Refer to Conditions of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Street Frontage Improvements in Sections XI.C, XI.D and XI.E of this report.**

#### **Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks along NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE. The sidewalk and utility easements will include signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the

landscape area on the NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Any underground parking garage that extends under a public sidewalk easement along NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE shall meet the City's required vertical clearances for under and above the sidewalk easement area.

A public access easement will also be required for the north/south and east/west through block pedestrian crossings through the site at the plaza level and the sidewalk adjacent to NE 7<sup>th</sup> Street.

A public vehicular access easement will be required for the full width of NE 7<sup>th</sup> Street.

**Refer to Conditions of Approval regarding, Easements for Street Light Boxes and Vaults, Sidewalk/ Utility Easements and Existing Easements in Sections XI.C and XI.D of this report.**

#### **Right of Way Dedication**

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, and to accommodate the street widening described elsewhere in this document, the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way. This requirement applies to NE 8<sup>th</sup> Street in the area of the new U-turn installation and on 110<sup>th</sup> Avenue NE where the curb will be moved back to accommodate a new vehicle travel lane.

**Refer to Condition of Approval regarding Dedication of Right of Way in Section XI.C of this report.**

#### **Use of the Right of Way During Construction**

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

**Refer to Condition of Approval regarding the Right-of-Way Use Permit in Section XI.C of this report.**

#### **Right-of-Way Hold Harmless Agreement**

A right-of-way hold harmless and indemnity agreement is required for soil nails or other permanent shoring objects, awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right of-way or sidewalk and utility easement. A right-of-way use permit maybe required for these elements.

**Refer to Conditions of Approval regarding Below Grade and Above Grade Right of Way Hold Harmless and Indemnity Agreement in Section XI.D of this report.**

### **Transportation Management Program**

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of this development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. The specific requirements will be determined during the Design Reviews for each phase.

**Refer to Conditions of Approval regarding the Transportation Management Program and Implement the Transportation Management Program in Sections XI.D and XI.E of this report.**

## **B. Utilities**

### **1. Surface Water**

The project is located within both Meydenbauer and Sturtevant Creek drainage basins. Drainage conveys to Meydenbauer Drainage Basin to the west and Sturtevant Creek Basins to the east. Streets surround the site with 108<sup>th</sup> Avenue NE on the west side, 110<sup>th</sup> Avenue NE on the east side and NE 8<sup>th</sup> Street to the north. The southern property line is bound by private property. Most of the surface water drains to Sturtevant basin in 110<sup>th</sup> Avenue NE and a smaller portion of site drains to Meydenbauer Basin via 108<sup>th</sup> Avenue NE system. Drainage from each basin is conveyed by catch basins and pipes along the road frontages and eventually discharges to Lake Washington.

Detention will not be required for the portion of the site draining to Sturtevant basin. Sturtevant basin allows a 40/20 modelling method and results of modelling do not require flow control. Water quality will be required for all pollution generating surfaces meeting minimum requirement 6 thresholds.

The portion of the site draining to Meydenbauer Drainage Basin will need to mitigate for the increase in runoff to the downstream system for conveyance capacity and a detention system may be required to mitigate the increase in runoff. Water quality will apply to all pollution generating surfaces in the Meydenbauer basin meeting the minimum requirement 6 thresholds.

Minimum requirement 5 for onsite storm water management will be implemented where feasible to meet requirements for both Sturtevant and Meydenbauer basin.

### **2. Utilities**

#### **Water**

Domestic water for the site proposes to connect to an existing 12" ductile iron water main in 108<sup>th</sup> Avenue NE for the west phase and an 8" cast iron main in 110<sup>th</sup> Avenue NE for the east phase. There is adequate capacity in the water mains to supply the site with domestic water for each phase.



### **Sewer**

Domestic sewer for the site is proposed to connect the west phase in 108<sup>th</sup> Avenue NE via 10" PVC sewer main and the east phase will replace an existing 6" sewer main from a sewer manhole located in 110<sup>th</sup> Avenue NE heading to NE 8<sup>th</sup> St. One additional connection to the sewer main in NE 8<sup>th</sup> Street will be made for the northeast portion of the site. There is adequate capacity in the sewer system to accommodate the development for each phase.

**Refer to Condition of Approval regarding Utilities Conceptual Approval in Section XII.A of this report.**

### **C. Clearing and Grading**

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

### **D. Fire**

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

### **E. Building**

The plans for Design Review have not been sufficiently developed for a thorough review under the 2018 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue. Complete review will occur under the Building permit application(s). The following comments are preliminary in nature and are not intended to be all-inclusive or imply approval.

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

The drawing shows that the site currently consists of three parcels. The internal property lines would bisect the shared garage. Given that buildings are not permitted by the Building Code to span property lines, a single site agreement which acknowledges the property lines while simultaneously legally considering the buildings to be on a single site for building code purposes, will need to be recorded. The City is required to be a signer on this document. Alternatively, a boundary line adjustment (BLA) will need to be completed and recorded to eliminate the property lines internal to the site. The Building Department requires, prior to issuance of any Building permit, that legal documentation be provided that demonstrates that lot lines have been resolved. **IBC 705.3. Refer to Condition of Approval regarding Building – Single Site Agreement/Boundary Line Adjustment in Section XII.D of this report.**

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

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

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

A discussion of the impacts below, together with specific conditions of approval. These impacts will be mitigated through exercise of Code authority as well as through project-specific conditions of approval, contained in Section XI of this report. An issuance of a DNS for this non-project MDP is the appropriate threshold determination under the SEPA requirements.

Note that this is a non-project SEPA review for the MDP. Detailed SEPA review will occur for each building and/or phase concurrently with any Design Review. **Refer to Condition of Approval regarding Project Level Environmental (SEPA) Review in Section XI.A of this report.**

### **A. Earth**

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

### **B. Utilities**

The development proposed for this application has been reviewed on a conceptual basis and can feasibly construct water, sewer and storm facilities under current Utility Codes and Standards.

### **C. Transportation**

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

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

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a maximum net increase of 1,825,262 sf of office use, 180 hotel rooms, 6,673 sf of retail space, 590 multi-family units, 30,000 sf of fast casual restaurant space, 10,000 sf of quality restaurant space, and a 700-seat playhouse in MMA 3, Downtown. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

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

**Refer to Condition of Approval regarding Transportation Impact Fee in Section XI.D of this report.**

#### **Mid-Range Impacts and Mitigation**

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

The Cloudvue development will generate approximately 2,027 new p.m. peak hour trips. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips.

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

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

reserved for the life of the building permit as provided for in BCC 23.05.100.E.

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

A Traffic Impact Analysis (TIA) dated April 2021, was prepared for this project by TranspoGroup, to analyze the operational impacts to this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. (site access only) and p.m. (site access and intersections) peak hours. Issues that were analyzed in the TIA included Level-of Service (LOS) analysis at nearby intersections, LOS and vehicles queues at the site access locations, vehicular and pedestrian circulation, delivery truck circulation/operations, passenger pick-up and drop-off areas, transit availability, and accident history for the past three years.

The analysis reviewed the operation of 7 intersections with the project traffic volumes added. All intersections remained a LOS E or better with or without the proposed project with the exception of the intersection of NE 8<sup>th</sup> Street and 112<sup>th</sup> Avenue NE which is expected to operate at LOS F with or without the project. The City has a future planned improvement project (TFP-211, NE 6<sup>th</sup> Street Extension project) to extend NE 6<sup>th</sup> Street from the I-405 HOV interchange to the 116<sup>th</sup> Avenue NE which will help improve the LOS at this intersection.

The TIA also analyzed the site access operations (LOS and queuing) during the a.m. and p.m. peak hours. The analysis results show that the individual vehicle movements entering and exiting the site are anticipated to operate at LOS E or better with minimal queuing with exception of the intersection of NE 7<sup>th</sup> Place and 108<sup>th</sup> Avenue NE the p.m. peak hour. This intersection movement is anticipated to operate at LOS F in the p.m. peak hour in the year 2025 and 2031. One of the primary reasons for the delays for the vehicle delay at this intersection is the right-in/right-out only turning restriction that is present at this private street entrance. The majority of vehicles leaving the site in the p.m. peak hour are expected to utilize the entrance on the east side of NE 7<sup>th</sup> Place, which includes a signalized intersection with 110<sup>th</sup> Avenue NE.

Additional analysis and evaluation will be required during the design reviews for each phase of the project. The analysis will include the mitigation measures identified in the long-term analysis, as well as any additional measures determined to be necessary to mitigate unforeseen impacts. Site loading and vehicle access will be reviewed for each phase to determine if the provided access off of NE 7<sup>th</sup> Street can sufficiently serve the site.

This project will widen 110<sup>th</sup> Avenue NE from a four-lane section to a five-lane section along the frontage of the site. The completion of this roadway widening will help provide additional vehicle capacity to 110<sup>th</sup> Avenue NE which will be heavily used to access the site in the a.m. and p.m. peak hours.

The project will install a westbound to eastbound U-turn on NE 8<sup>th</sup> Street at 108<sup>th</sup> Avenue NE. The main access to the site is through the NE 7<sup>th</sup> Street, which vehicles coming from the east can only access from a left turn at 110<sup>th</sup> Avenue NE. This U-turn will help alleviate the eastbound NE 8<sup>th</sup> Street left turn lane queue and provide additional access to the site.

The project will also install a signal at the intersection of NE 7<sup>th</sup> Place and 110<sup>th</sup> Avenue NE. This signal will allow left turns out of the site from NE 7<sup>th</sup> Place and will help mitigate the p.m. peak hour impacts of the vehicles leaving the site.

The Cloudvue project MDP is anticipated to be constructed in two phases. The first phase includes office Towers 1 and 3 and the residential Tower 2. Phase 2 will consist of a playhouse structure on the southeast corner of the site. All of the improvements required for NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE will be required to be provided with the first phase constructed. Since most of NE 7<sup>th</sup> Street is anticipated to be constructed by the Bellevue 600 project to the south of the site, alternative site access and loading areas may need to be provided if the Cloudvue buildings are constructed and seeking occupancy before the full width of NE 7<sup>th</sup> Street is constructed.

The short-term impacts of each phase of the MDP will be analyzed with each design review and building permit application.

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

The following changes have been made to the proposal as a result of the review of the MDP by City staff:

#### **A. Site Design**

1. Addition of a 1-story retail pavilion along the NE 8<sup>th</sup> Street public sidewalk to better frame the pedestrian space and provide for an Active Use.
2. Addition of Active Uses along the north-south pedestrian through block connection in Towers 1 and 2.
3. Shifting of Tower 2 to the east to provide more space for the western public plaza, provide a more direct, clear, and convenient north-south through block pedestrian connection across the site.
4. Modification to the east-west pedestrian through block connection to comply with ADA accessibility requirements.
5. Provision of a wide pedestrian “lid” over NE 7<sup>th</sup> Street to provide enhanced connectivity for the north-south and east-west pedestrian through block connections between Cloudvue and the Bellevue 600 project to the south.

#### **B. Building Design**

1. Shifting of the Tower 1 office lobby northwards to better relate to the public sidewalk along NE 8<sup>th</sup> Street.
2. Addition of additional ground floor space to the west of Tower 1 for both Active Use and possible outdoor dining.

## IX. Decision Criteria – Master Development Plan (LUC 20.30V.150)

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

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

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

#### **DOWNTOWN SUBAREA POLICIES:**

***Policy S-DT-1:*** *Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.*

***Finding:*** The active use spaces, outdoor public open space, and pedestrian connections will provide additional activities and increase overall livability for area residents (including those who will live on-site), workers, shoppers, and visitors.

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

***Finding:*** A wide variety of uses will occur in this MDP, including active use spaces, restaurants, office spaces, a hotel, market rate residential units, and a playhouse.

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

***Finding:*** This proposal will complement the surrounding office, residential and retail developments in the Downtown core and will provide east-west and north-south through-block pedestrian connections through the superblock. The north-south through block pedestrian connection will connect directly with the through-block connection on the property to the south, thereby creating a completed pedestrian connection from NE 8<sup>th</sup> Street to the Bellevue Transit Center.

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

***Finding:*** The three street frontages will all be developed to the “A” Rights of Way standards and guidelines to provide a pedestrian-focused streetscape that will have the highest orientation to pedestrians. Detailed design of these streetscapes will be reviewed as part of the required Design Review for each Phase.

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

***Finding:*** The combination of the project’s office uses, hotel use, ground-level active uses, and residential uses – all within close proximity to multiple transit options - will bring additional pedestrian activity to the neighborhood.



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

***Finding:*** The proposal will provide multiple publicly accessible outdoor plaza spaces throughout the MDP site, including the outdoor plaza space required for towers that exceed trigger height. Detailed design of these open spaces will be addressed during the Design Review for each Phase.

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

***Finding:*** The proposal will provide their share of an east-west vehicular connection (NE 7<sup>th</sup> Street) that connects 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. This private roadway with public access will provide access to the below-grade parking and loading functions for the Cloudvue development, as well as to the Bellevue 600 development to the south. In addition, a sidewalk along the northern side NE 7<sup>th</sup> Street will be provided for pedestrian safety. This will increase the options for vehicles and pedestrians within the superblock.

#### **URBAN DESIGN POLICIES:**

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

***Finding:*** The proposal meets or exceeds the baseline requirements of the land use code by providing weather protection, generously sized sidewalks, sidewalks along private streets, and enhanced ADA curb ramps to support pedestrian safety and a positive pedestrian experience for all ages and abilities. Robust, ADA-accessible through-block pedestrian connections in both the east-west and north-south directions will also be provided.

***Policy UD-21:*** Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.

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

***Finding:*** The proposal includes multiple public open space areas and east-west and north-south through-block pedestrian connections that will allow the public to navigate through the superblock. A direct connection via a “lid” over NE 7<sup>th</sup> Street will allow the Cloudvue north-south pedestrian connection to connect with the north-south pedestrian connection on the property to the south (Bellevue 600) – thereby providing continual access for pedestrians from NE 8<sup>th</sup> Street to the Bellevue Transit Center. A new pedestrian crosswalk across 110<sup>th</sup> Avenue NE will also provide an enhanced connection between Cloudvue and the Bravern development and the Bellevue Downtown Light Rail Station to the east.

***Policy UD-33:*** Encourage public and private development to incorporate access to sunlight.

***Finding:*** The staggering of the proposal towers was done to maximize both space and solar access into the public outdoor open spaces. By placing the towers at least 67 feet apart, the siting also allows for significant sunlight to pass through the site and will keep most the sky

view unobstructed. The staggered arrangement of the towers will also allow sunlight to reach most of the floors in the towers throughout the day.

***Policy UD-46:*** Encourage site and building designs that support and connect with existing or planned transit facilities.

**Finding:** The north-south through block connection will directly connect with the connection on the property to the south (currently under construction), thereby providing a

direct link from NE 8<sup>th</sup> Street directly to the Bellevue Transit Center and the Bellevue Downtown Light Rail Station at the intersection of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. Additional pedestrian connections throughout the site will allow for diagonal connections between the project and these transit facilities and redeveloped streetscapes/rights of way will also enhance pedestrian movement to and from the Transit Center and the Bellevue Downtown Light Rail Station.

***Policy UD-48:*** Link increased intensity of development with increased pedestrian amenities, pedestrian oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.

**Finding:** Pedestrian amenities will be provided via active uses on the ground level, street frontages built to the rigorous requirements of “A” Rights of Way, north-south and east-west through block pedestrian connections, public open space with access to sunlight, and numerous secondary pedestrian connections throughout the site.

***Policy UD-59:*** Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.

**Finding:** The outdoor open spaces and through-block pedestrian connections have been sited to make strong pedestrian connections with the surrounding public street frontages throughout the site. They have also been sited to allow solar access and will provide a range of seating opportunities and landscape that will create a general sense of enclosure and security. Detailed review of the design of these spaces will occur during Design Review for each phase.

## **HOUSING POLICIES:**

***Policy HO-2:*** Promote quality, community-friendly single family, multifamily and mixed-use development, through features such as enhanced open space and pedestrian connectivity.

**Finding:** The proposal will provide high-quality mixed-use multifamily housing that will provide a wide range of amenities for the residents. The residential development will also include public open space and multiple pedestrian connections and experiences throughout the entire MDP site.

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

**Finding:** As conditioned, the applicant has demonstrated that the MDP proposal will be able to address and comply with all applicable requirements of the Bellevue City Code, including LUC 20.25A.030.B which outlines the scope of an MDP approval. The tables and information in

Sections III, IV and VI of this report summarize the applicable MDP requirements and the proposal project has been analyzed for consistency with all applicable City Codes.

The proposal complies with all Land Use Code requirements including but not limited to building height, lot coverage, floor area ratio, tower setbacks, streetscape design, landscape areas, parking, loading, and trash and recycling areas. Refinement of the proposal and compliance with the requirements of the code will be reviewed in detail during Design Review for each Phase and the subsequent review of all necessary construction permits.

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

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

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

***Finding:*** The proposal will take advantage of its location within the Downtown core to locate intense uses in 600-foot tall towers along/adjacent to arterials streets – 108<sup>th</sup> Avenue NE, 110<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street. Drop-off functions will occur on the internal turn-around off NE 8<sup>th</sup> Street and all loading and access to the parking garage will be from the new internal private roadway, NE 7<sup>th</sup> Street. This roadway will also provide a direct vehicular connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE and will also provide parking and loading access for the Bellevue 600 development to the south (currently under construction). Because this is a depressed roadway, most pedestrians – either on public streets or within the proposal - will be directed away from the loading and parking functions, which improves the pedestrian safety and the pedestrian experience. A six-foot wide walkway will, however, be provided along the north side of NE 7<sup>th</sup> Street.

In addition, the staggered massing of the proposal tower allows for more sunlight and air into the superblock, proposed public open spaces, and into the towers themselves.

Improved streetscapes along 108<sup>th</sup> Avenue NE, 110<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street, in conjunction with east-west and north-south through-block pedestrian connection, will greatly improve the pedestrian connectivity in the neighborhood by providing wider ADA-compliant walking surfaces, increased landscaping, points of interest, and enhanced ADA curb ramps.

**X. Decision**

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

## **XI. Conditions of Approval**

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

### **A. GENERAL CONDITIONS:**

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

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

Clearing and Grading Code - BCC 23.76	Savina Uzunow,	425-452-7860
Transportation Code - BCC 14.60	Ian Nisbet,	425-452-4851
Trans. Improvement Prog. - BCC.22.16	Ian Nisbet,	425-452-4851
Right-of-Way Use Permit - BCC 14.30	Tim Stever,	425-452-4294
Bellevue Utilities Code - BCC Title 24	Mark Dewey,	425-452-6179
Construction Codes - BCC Title 23	Douglas Beck,	425-452-4563
Land Use Code - BCC Title 20	Sally Nichols,	425-452-2727
Environmental Procedures Code BCC Title 22.02	Sally Nichols,	425-452-2727
Sign Code - BCC Title 22B	Sally Nichols,	425-452-2727
Noise Control - BCC 9.18	Sally Nichols,	425-452-2727
Uniform Fire Code - BCC 23.11	Derek Landis,	425-452-4112

#### **2. Vehicular Access Restrictions**

Access to this site from NE 8<sup>th</sup> Street and 108<sup>th</sup> Avenue NE will continue to be restricted to right-turn-in and right-turn-out only. This will be achieved through installation of a c-curb and signage, as specified in the final civil engineering plans for the development.

AUTHORITY: BCC 14.60.150  
REVIEWER: Ian Nisbet, Transportation Department

#### **3. Provisions for Loading**

The property owner shall provide an off-street loading space which can access a public street. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading will not be permitted.

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180  
REVIEWER: Ian Nisbet, Transportation Department

#### **4. Transportation Infrastructure and Street Development Requirements**

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

#### **Phasing of improvements**

The MDP has two Phases (Phase One and Phase Two) and will be constructed under three

project *construction sequencing phases*. Phase One of the MDP will have two construction sequencing phases. The first construction sequence includes the first office on the west side of the property called Tower 1, and the residential tower in the center of the site called Tower 2. The second construction sequencing phase will construct the second office tower labeled as Tower 3. Phase Two of the MDP will consist of the playhouse structure between Tower 2 and 3.

All transportation infrastructure must be constructed prior to the occupation of any building(s) in any phase. The anticipated requirements for the project are listed below, however these may be re-evaluated and modified as necessary during design review for each phase to ensure the appropriate facilities are in place to serve the development.

**Required Infrastructure:**

- **NE 8<sup>th</sup> Street**
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
  - Widen NE 8<sup>th</sup> Street at the intersection of 108<sup>th</sup> Avenue NE to accommodate a westbound to eastbound U-turn. The curb, gutter, and sidewalk on both 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street fronting the site shall be completely removed and reconstructed with a sidewalk width of at least sixteen feet, not including the curb. The planter strips and/or tree pits are included in the sixteen-foot width adjacent to the curb.
  - Modify traffic signal poles and signal operations for the addition of the NE 8<sup>th</sup> Street U-turn.
- **108<sup>th</sup> Avenue NE**
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide tree pits, and new curb and gutter along the frontage.
  - Install enhanced 14-foot-wide crosswalks on the east and south legs of the 108<sup>th</sup> Ave NE/NE 8<sup>th</sup> Street intersection.
- **110<sup>th</sup> Avenue NE**
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
  - Widen 110<sup>th</sup> Avenue NE to a 5-lane section.
  - Install a signalized midblock crossing on 110<sup>th</sup> Avenue NE with a pedestrian refuge island.
  - Install enhanced 14-foot-wide crosswalks on the west and south legs of the 110<sup>th</sup> Ave NE/NE 8<sup>th</sup> Street intersection.
- **Mid-Block Vehicle Connection (NE 7<sup>th</sup> Street)**
  - Construct half of the mid-block vehicle connection on the south side of the property. All traffic and loading operations must function within the proposed width.
  - A 6-foot pedestrian connection is required from the garage to the street frontage along the midblock vehicle corridor.

- Through Block Pedestrian Connection
  - Construct an 8.5-foot-wide ADA and bicycle accessible East/West Pedestrian through block connection between 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE.
- Street Lighting

A street lighting analysis will be required for NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE. The installation of street lighting may be required depending on the results of the analysis.

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

1. All new and altered public road facilities are required to be installed and/or brought into compliance with current ADA requirements.
2. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
3. Traffic Signal Communication Equipment – Traffic signal and city fiber infrastructure requirements will be determined in the design review. The project may need to install conduit along the public road frontage with 25TA vaults on both ends.

The City will take on the cost of the fiberoptic cable as well as installation. The Developer would only be installing the conduit and vaults.

4. No soil nailing is allowed under a street right of way or sidewalk utility area without an indemnification agreement that protects the city.
5. As part of the traffic signal installation, the developer will be required to pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system, and in no case later than occupancy of the first building.
6. The new landscaping planter strip within the sidewalk along NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray



irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.

7. The design and appearance of the sidewalk and landscaping on NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.

Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements. See section on Alternative Paving Materials for further details.

8. Driveways shall be designed per the Transportation Design Manual standards. The final driveway design width will be determined during the design review. Driveway designs that keep the pedestrian at-grade are preferred.
9. To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
10. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 9 feet above the sidewalk and made removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
11. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
12. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
13. Any underground parking garage that extends under a public sidewalk easement along NE 8<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, or 110<sup>th</sup> Avenue NE shall meet the City's required vertical clearance for under and above the sidewalk area.
14. Vehicle and pedestrian sight distances must be provided per the Transportation

Design Manual standards for all the proposed access location during the design review. The plans must indicate any landscaping, structure, or fixtures within the sight triangles. Roadside appurtenances that are located within the sightlines, including existing utilities transformers and cabinets, must be relocated outside the sight triangle.

15. Provisions of on-site accommodations for loading is required including providing spaces for garage pick-up and bins and delivery trucks. Autoturn diagrams must be provided to demonstrate that trucks can utilize the loading spaces as designed.

16. Doors are not allowed to swing open into the sidewalk or what the public may perceive as public sidewalk.

The improvements constructed under Phase 1 are expected to support the required access and mitigation for Phases 2 and 3.

AUTHORITY: BCC 14.60, Transportation Department Design Manual; Americans with Disabilities Act.

REVIEWER: Ian Nisbet, Transportation Department

#### **5. Vested Status of Master Development Plan (MDP)**

The vested status of the MDP shall be for a period of 10 years from the date of this final decision, as defined in LUC 20.25.045.

While the MDP is vested to the Land Use Code regulations for a period of ten years from the date of issuance of this decision, **this extended vesting does not extend to any other codes.**

AUTHORITY: LUC 20.25.045

REVIEWER: Sally Nichols, Land Use

#### **6. Recording of Master Development Plan**

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

AUTHORITY: LUC 20.25.045

REVIEWER: Sally Nichols, Land Use

#### **7. Modification to the Master Development Plan (MDP)**

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

AUTHORITY: LUC 20.30V.160, 180 and 190  
REVIEWER: Sally Nichols, Land Use

#### **8. Project Level Environmental (SEPA) Review**

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

AUTHORITY: LUC 20.25A.010  
REVIEWER: Sally Nichols, Land Use

#### **9. Phasing**

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

- Phase One: Two office towers and one residential tower over seven levels of underground parking
- Phase Two: Addition of a Playhouse in the southeast corner of the site

No phase of the development shall rely on the provision of improvements and/or amenities in *subsequent* phases as a means of meeting all City guidelines, standards, and requirements.

AUTHORITY: LUC 20.25A, 20.20.010, 20.30F, 20.30.V.160  
REVIEWER: Sally Nichols, Land Use

#### **10. Utilities Conceptual Approval**

Utility Department approval of the master plan is based on the conceptual design only and the following conditions. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. A water, sewer and storm Developer Extension Agreement will be required for the project along with side sewer and water meter applications. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit. Easements will be required public and private as needed. All utility improvements proposed under the application must be inspected and accepted by the Utilities Department prior to building occupancy of each phase of development.

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

#### **11. Clearing and Grading**

A Clearing and Grading Permit is required for each phase of the development per BCC 23.76.035. Permit applications must be in accordance with the Clearing and Grading Code, as outlined in the submittal requirements and the Clearing and Grading Development Standards, which are available on the City of Bellevue website at:  
<http://www.bellevuewa.gov/clearing-grading-standards.htm>

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

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

**12. Design Review**

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

Each Design Review (LD Permit) will review the submitted proposal as part of the entire MDP project limit. Vesting for the Design Review will be determined during LD Permit review and based on the date of this MDP approval.

AUTHORITY: LUC 20.30.F  
REVIEWER: Sally Nichols, Land Use

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

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

AUTHORITY: LUC 20.25A and 20.30V  
REVIEWER: Sally Nichols, Land Use

**14. Bicycle Parking**

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

AUTHORITY: LUC 20.25A.080  
REVIEWER: Sally Nichols, Land Use

**15. Vehicular Parking**

Approval of this MDP does **not** include approval of the parking stall counts and/or allocation. All parking requirements of the LUC must be reviewed and met during the Design Review of each phase and no phase can depend on a subsequent phase to provide the required parking.

Any requests for Administrative Departures to reduce parking requirement will be reviewed under the Design Review of each phase.

Parking for Hotel Use and Fitness Center uses will be determined through the review of a Parking Study. The Parking Study must be submitted as part of the Design Review application for Phase One.

AUTHORITY: LUC 20.25A.080  
REVIEWER: Sally Nichols, Land Use

**16. Pedestrian Amenities**

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

AUTHORITY: LUC 20.25A.060  
REVIEWER: Sally Nichols, Land Use

**17. Recycling and Solid Waste Collection**

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

AUTHORITY: LUC 20.20.725  
REVIEWER: Sally Nichols, Land Use

**18. FAR Exempt Active Use Space**

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

AUTHORITY: LUC 20.25A.070.C  
REVIEWER: Sally Nichols, Land Use

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

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

**19. Right-Of-Way Use Permit**

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

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.

- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.

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

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

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

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

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

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

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
- c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) Installation or relocation of streetlights and related equipment.
- e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
- f) As part of the traffic signal installation, the developer must pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
- g) Traffic Signal Communication Equipment – The project may need to install conduit along the public road frontage with 25TA vaults on both ends.
- h) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as



- horizontal line of sight must be considered when checking for sight distance.
- i) Landings on sloping approaches must meet the requirements for commercial development.
  - j) Location of fixed objects in the sidewalk or near the driveway approach.
  - k) Trench restoration within any right of way or access easement.

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

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act  
REVIEWER: Ian Nisbet, Transportation Department

## **21. Easements for Signal Control and Street Light Boxes and Vaults**

The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100  
REVIEWER: Ian Nisbet, Transportation Department

## **22. Sidewalk/Utility/Public Access Easements**

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

Any underground parking garage that extends under a public sidewalk easement along the NE 8<sup>th</sup> Street, 110<sup>th</sup> Avenue NE, or 108<sup>th</sup> Avenue NE frontages shall meet the City's required vertical clearances for under and above the sidewalk easement area.

Public access easements will also be required for the north/south and east/west pedestrian through block connections through the site.

AUTHORITY: BCC 14.60.100  
REVIEWER: Ian Nisbet, Transportation Department

## **23. Dedication of Right-Of-Way**

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

AUTHORITY: BCC 14.60.090  
REVIEWER: Ian Nisbet, Transportation Department

**D. PRIOR TO BUILDING PERMIT:**

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

**24. Transportation Impact Fee**

Payment of the traffic impact fee will be required at the time of building permit issuance. If multiple building permits will be issued, the impact fee will be tied to the primary above-ground permit. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16  
REVIEWER: Ian Nisbet, Transportation Department

**25. Building and Site Plants – Transportation**

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

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

**26. Existing Easements**

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

AUTHORITY: BCC 14.60.100  
REVIEWER: Tim Stever, Transportation/Right-of-Way

**27. Transportation Management Program**

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

AUTHORITY: BCC 14.60.070  
REVIEWER: Ian Nisbet, Transportation Department

**28. Below Grade Right-of-Way Hold Harmless and Indemnity Agreement**

A right-of-way hold harmless and indemnity agreement for soil nails or other shoring objects permanently placed in the right-of-way or sidewalk and utility easement must be submitted and recorded prior to shoring permit issuance.

AUTHORITY: BCC 14.30.160  
REVIEWER: Ian Nisbet, Transportation

**29. Building - Single Site Agreement/Boundary Line Adjustment**

The Building Department requires the developer to provide legal documentation, prior to issuance of any building permit, that buildings do not cross property lines. Prior to issuance of any building permits, provide legal documentation that lot lines have been resolved via a Single Site Agreement or Boundary Line Adjustment (BLA - LW Permit) to create one project site.

AUTHORITY: IBC 705.3, LUC 20.45B.260  
REVIEWER: Douglas Beck, Building  
Sally Nichols, Land Use

**30. Phasing Plan for Building Permits**

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

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

AUTHORITY: LUC 20.25A, 20.20.010, 20.30F  
REVIEWER: Sally Nichols, Land Use

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

**31. Street Frontage Improvements**

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

AUTHORITY: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation  
Department Design Manual Sections; and Transportation Department  
Design Manual Standard Drawings  
REVIEWER: Ian Nisbet, Transportation Department

**32. Implementation of the Transportation Management Program**

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

AUTHORITY: BCC 14.60.070, 14.60.080  
REVIEWER: Ian Nisbet, Transportation Department

**33. Above Grade Right-of-Way Hold Harmless and Indemnity Agreement**

A right-of-way hold harmless and indemnity agreement for awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right-of-way or sidewalk and utility easement must be submitted and recorded prior to shoring permit issuance. A right-of-way use permit may be required for these elements.

AUTHORITY: BCC 14.30.160  
REVIEWER: Ian Nisbet, Transportation Department

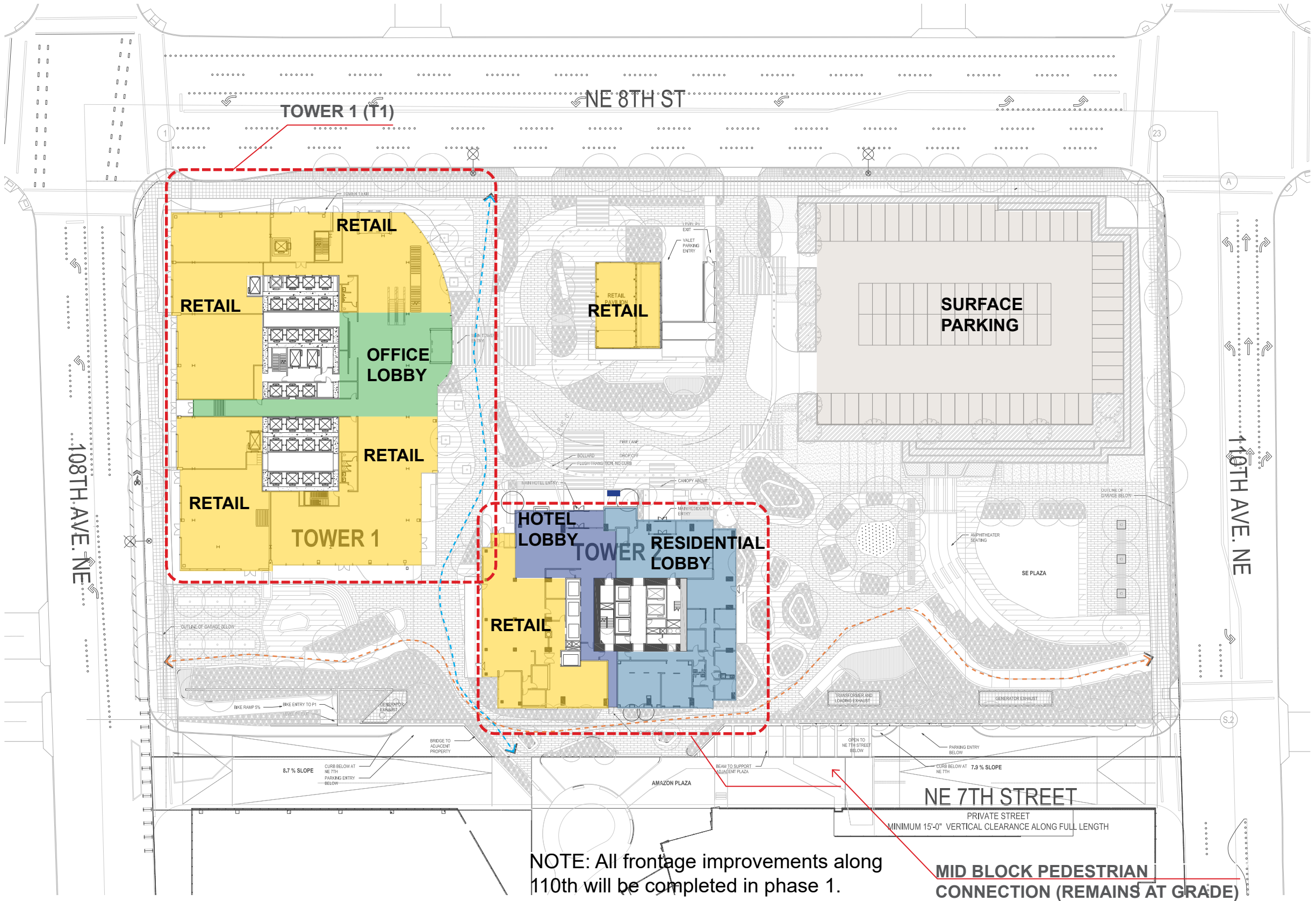
**34. Site Loading Access**

Adequate site access and loading off NE 7<sup>th</sup> Street will be required for each tower prior to TCO. If access and loading needs cannot be met prior to a building's TCO via NE 7<sup>th</sup> Street, the plans must be modified to provide adequate access and loading via an alternative method.

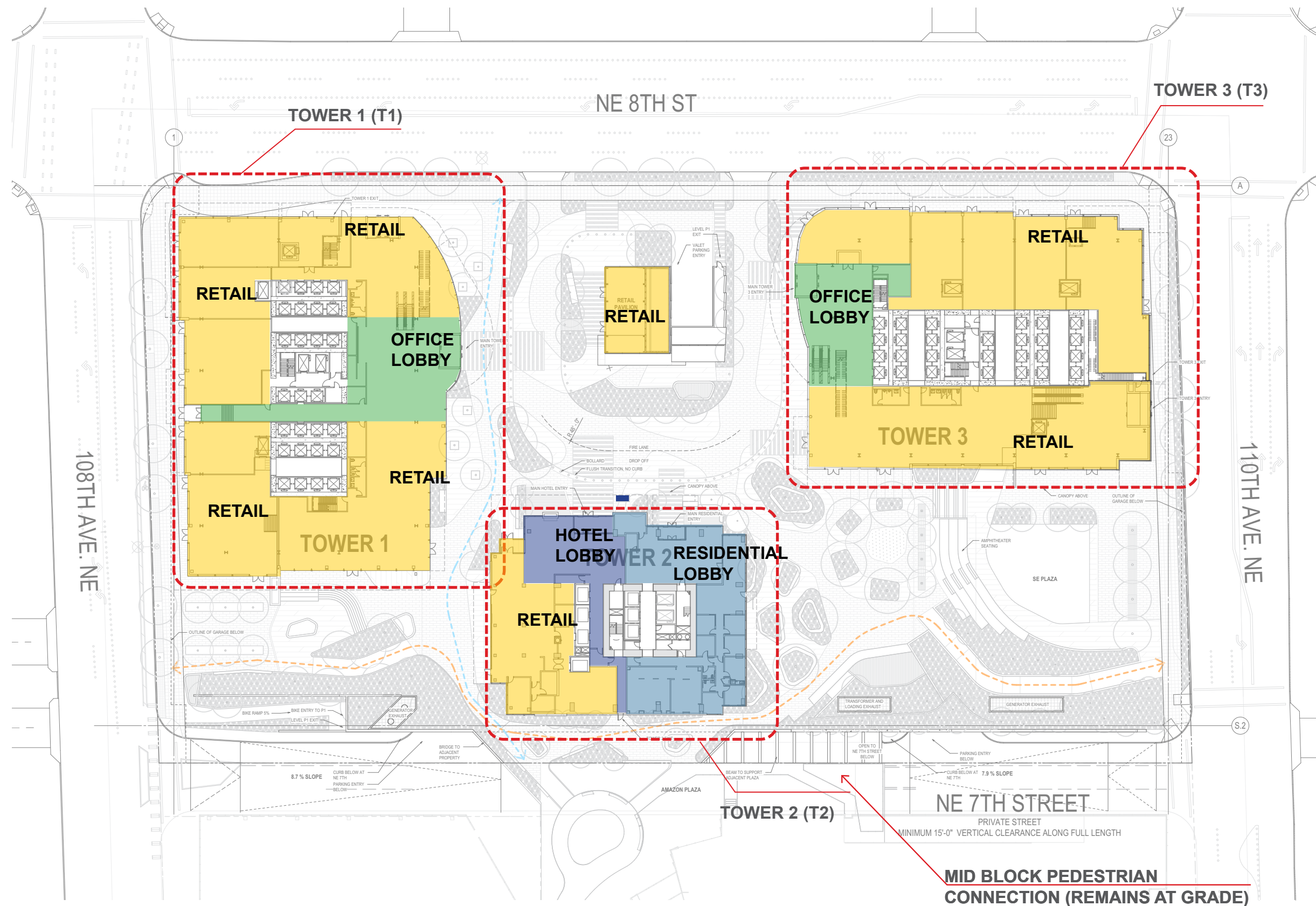
AUTHORITY: BCC 14.60.180  
REVIEWER: Ian Nisbet, Transportation Department

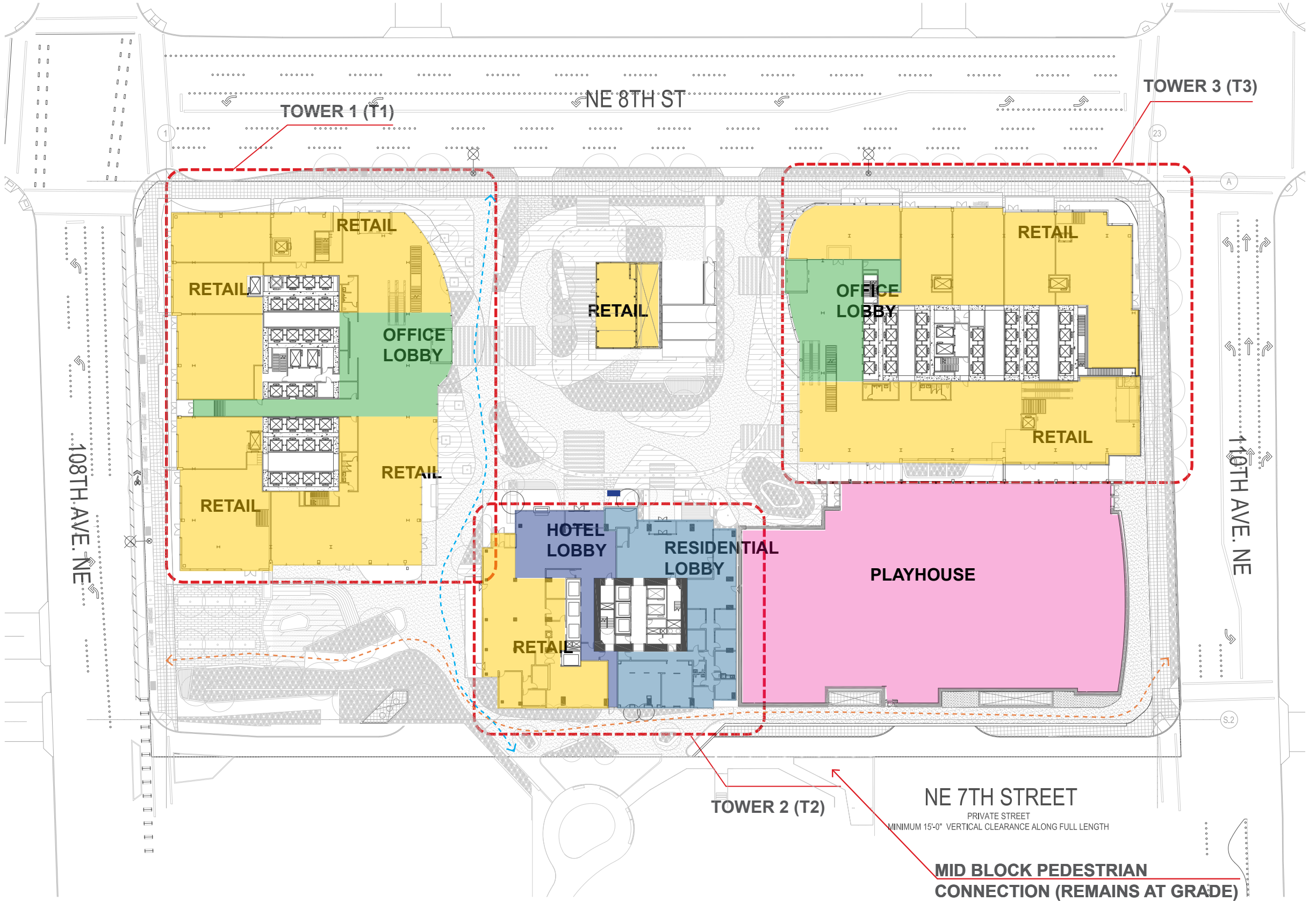
Attachments:

- A. Project Plans (Full Set of Project Plans located in Project File)
- B. SEPA Checklist
- C. Certificate of Concurrency











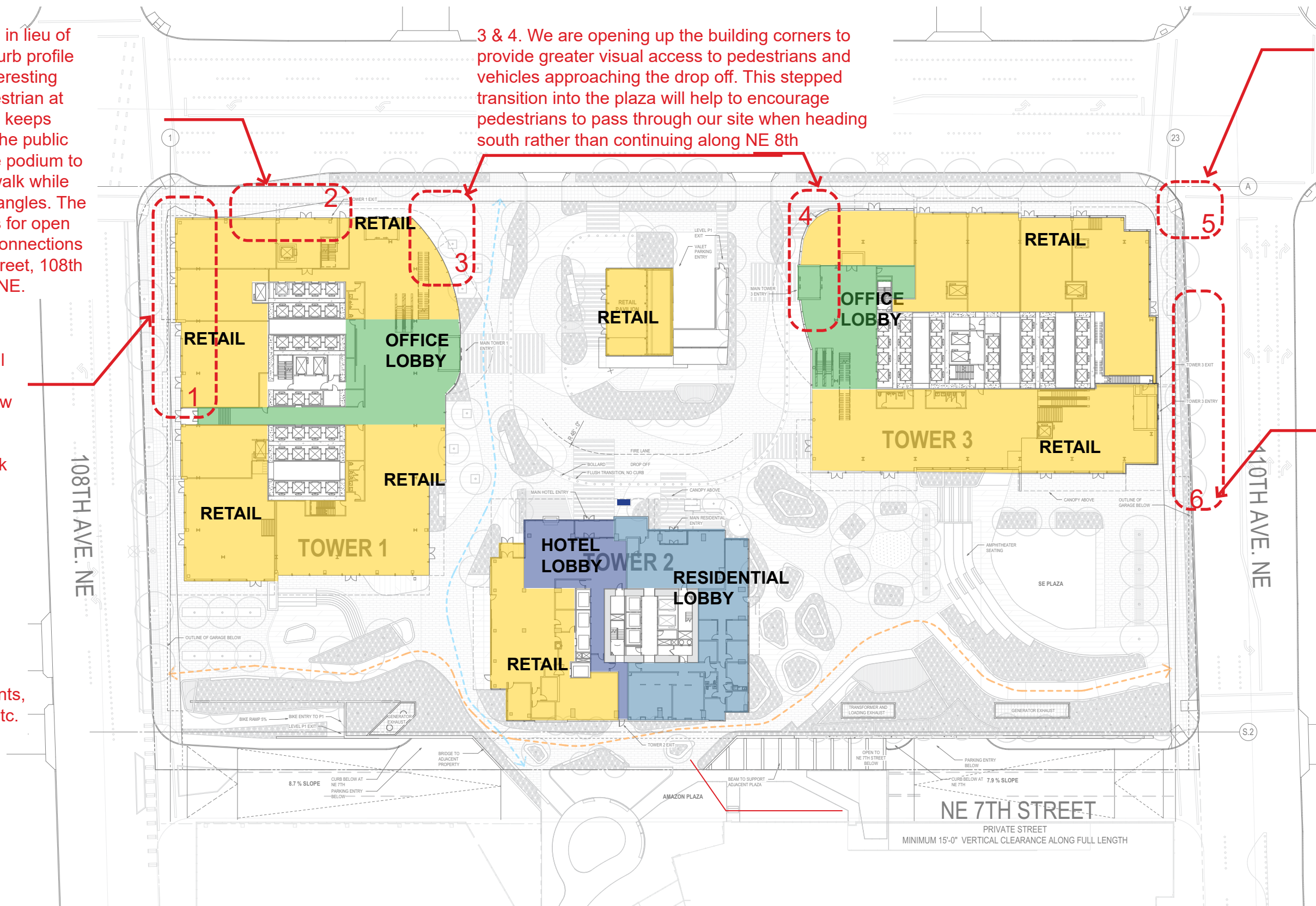
2. Stepping the building in lieu of a literal tacking of the curb profile could create a more interesting experience for the pedestrian at grade. The modification keeps the door swings out of the public sidewalk and allows the podium to follow the back of sidewalk while maintaining 90 degree angles. The modification also allows for open space and pedestrian connections to front along NE 8th Street, 108th Ave NE and 110th Ave NE.

1. The building edge will maintain a rectilinear orientation and not follow the angle of the curb. This creates a slight widening of the sidewalk toward the corner. We see this as beneficial when approaching this intersection. We are also pulling back at the corner to create a focal point and design opportunity at grade. This area could include specialty paving, pots, planting, seating elements, architectural features, etc.

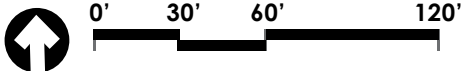
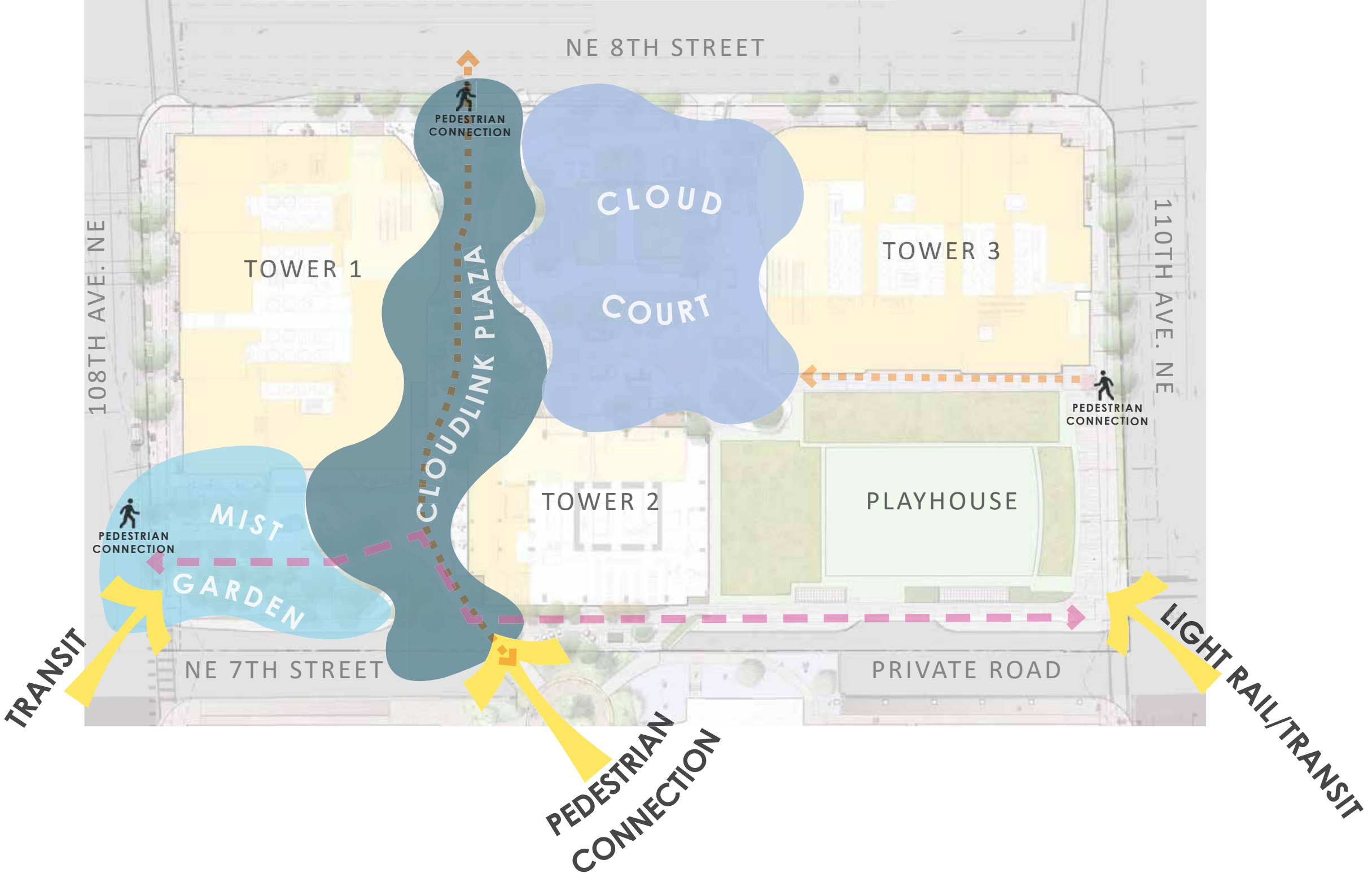
3 & 4. We are opening up the building corners to provide greater visual access to pedestrians and vehicles approaching the drop off. This stepped transition into the plaza will help to encourage pedestrians to pass through our site when heading south rather than continuing along NE 8th

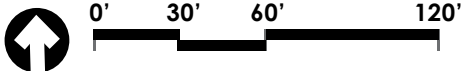
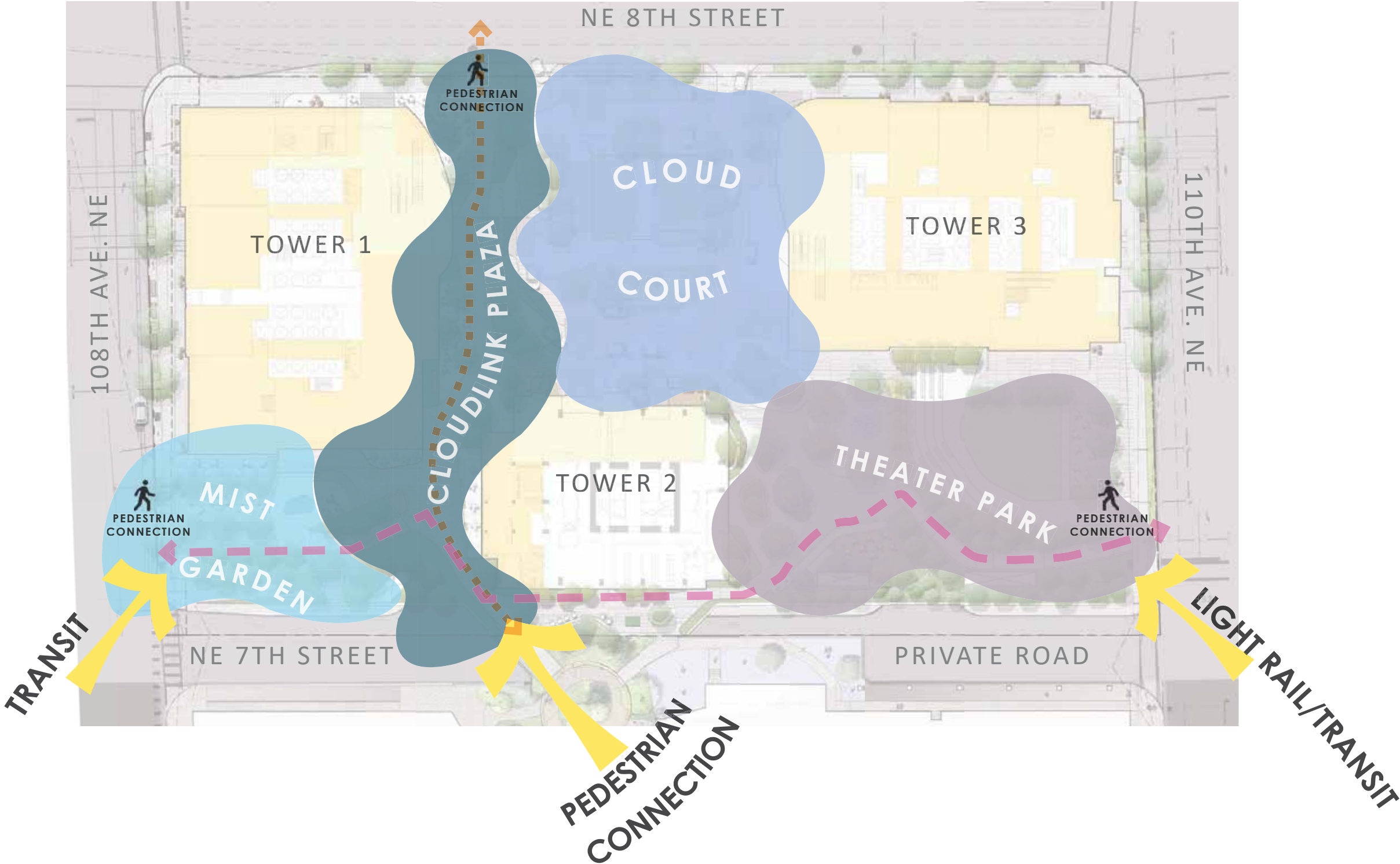
5. We are pulling back at the corner to create a focal point and design opportunity at grade. This is the corner for downtown and its anticipated that it could contain some enhanced elements for the pedestrian experience which could include specialty paving, pots, planting, seating elements, building architectural moves, etc.

- 6. The building edge will maintain a rectilinear orientation and not follow the angle of the curb. This creates a slight widening of the sidewalk as the pedestrian approaches the plaza. This helps to further encourage pedestrian movement into the plaza and additional space near the drop off













Legend

- 1 108th Street Tree : Sweetgum 30' O.C.
- 2 NE 8TH Street Tree : Pacific Sunset Maple 25' O.C.
- 3 110th Ave. NE Street Tree : Japanese Zelkova 25' O.C.
- 4 Water Feature w/ Cloud Misting
- 5 Outdoor Seating Area, Typical
- 6 Entry Seating Lounge w/ Double Sided Fireplace  
Serves as Focal Point for Cloudlink Plaza
- 7 Retail w/ Green Roof
- 8 Trench Drain w/ Cloud Misting & Artistic Seating Elements
- 9 Amphitheater w/ Stage Area
- 10 ADA Accessible Ramp/Bike Connection
- 11 Pedestrian Bridge
- 12 Architectural Canopy, Typical
- 13 Green Roof @ Playhouse
- 14 Potential Historic Mural Wall
- 15 Outdoor Retail Seating Area
- 16 Platform Bench Seating

PROPOSED OUTDOOR PLAZA / OPEN SPACE

Proposed Plaza Size (sq. ft.)	23,471 sq. ft.
CLOUDLINK PLAZA NORTH	3,973 sq. ft.
CLOUDLINK PLAZA SOUTH	13,615 sq. ft.
MIST GARDEN	5,883 sq. ft.

ADDITIONAL OUTDOOR PLAZA / OPEN SPACE

Additional Proposed Plaza Size (sq. ft.)	6,244 sq. ft.
CLOUD COURT	6,244 sq. ft.

NOTE: All frontage improvements along 110th will be completed in phase 1.







Legend

- 1 108th Street Tree : Sweetgum 30' O.C.
- 2 NE 8TH Street Tree : Pacific Sunset Maple 25' O.C.
- 3 110th Ave. NE Street Tree : Japanese Zelkova 25' O.C.
- 4 Water Feature w/ Cloud Misting
- 5 Outdoor Public Seating Area, Typical
- 6 Entry Seating Lounge w/ Double Sided Fireplace  
Serves as Focal Point for Cloudlink Plaza
- 7 Retail w/ Green Roof (Approx. 675 sq. ft.)
- 8 Pop-Jet Fountain
- 9 Amphitheater Seating
- 10 Event Stage/Raised Platform Seating
- 11 Great Lawn
- 12 Stage Area/Outdoor Seating Area, Potential Food Truck Area
- 13 Stormwater/Bio-Retention
- 14 ADA Accessible Ramp/Bike Connection
- 15 Winter Garden w/ Seatwalls and Raised Planters
- 16 Pedestrian Bridge
- 17 Accent Sculpture
- 18 Amphitheater w/ Integral Color Concrete
- 19 Architectural Canopy, Typical
- 20 Fix-it Station
- 21 Potential Historic Mural Wall
- 22 Outdoor Retail Seating Area
- 23 Platform Bench Seating

PROPOSED OUTDOOR PLAZA / OPEN SPACE

Proposed Plaza Size (sq. ft.)	23,471 sq. ft.
CLOUDLINK PLAZA NORTH	3,973 sq. ft.
CLOUDLINK PLAZA SOUTH	13,615 sq. ft.
MIST GARDEN	5,883 sq. ft.

ADDITIONAL OUTDOOR PLAZA / OPEN SPACE

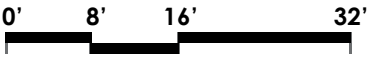
Additional Proposed Plaza Size (sq. ft.)	17,286 sq. ft.
CLOUD COURT	6,244 sq. ft.
THEATER PARK	11,042 sq. ft.



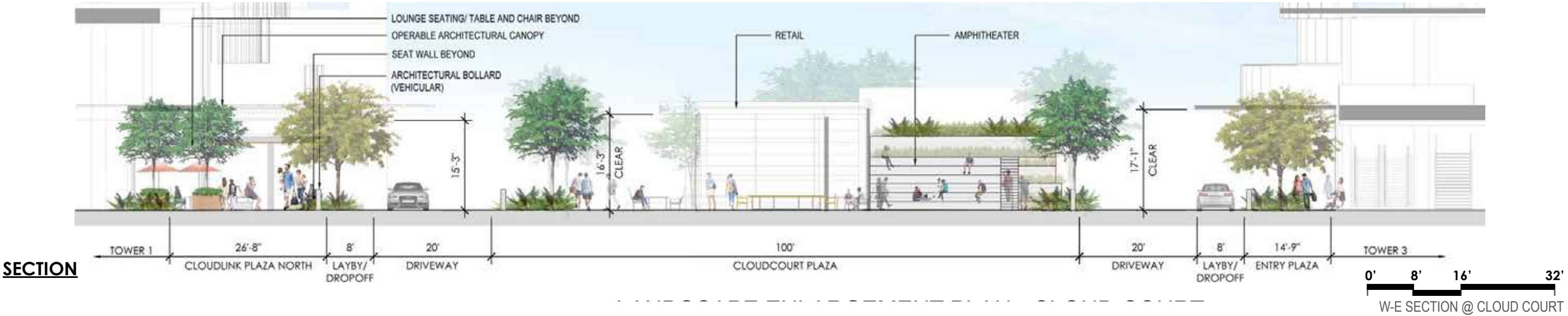


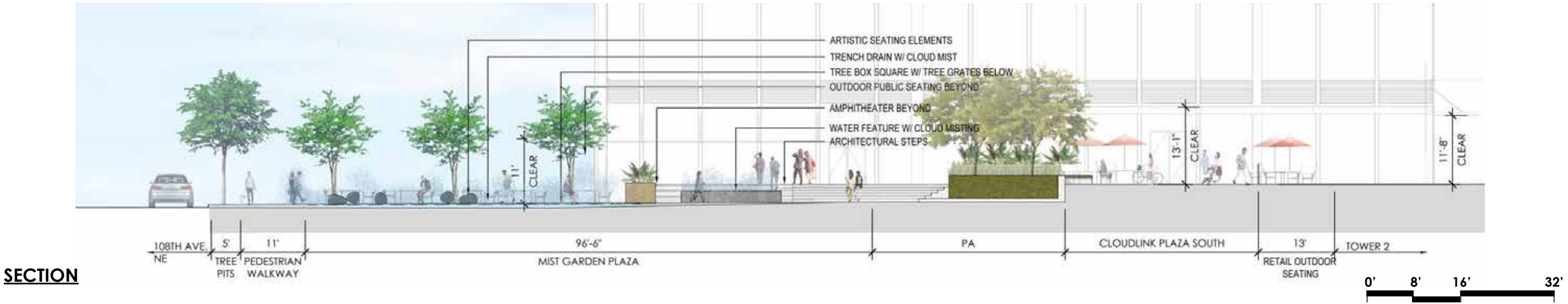


SECTION

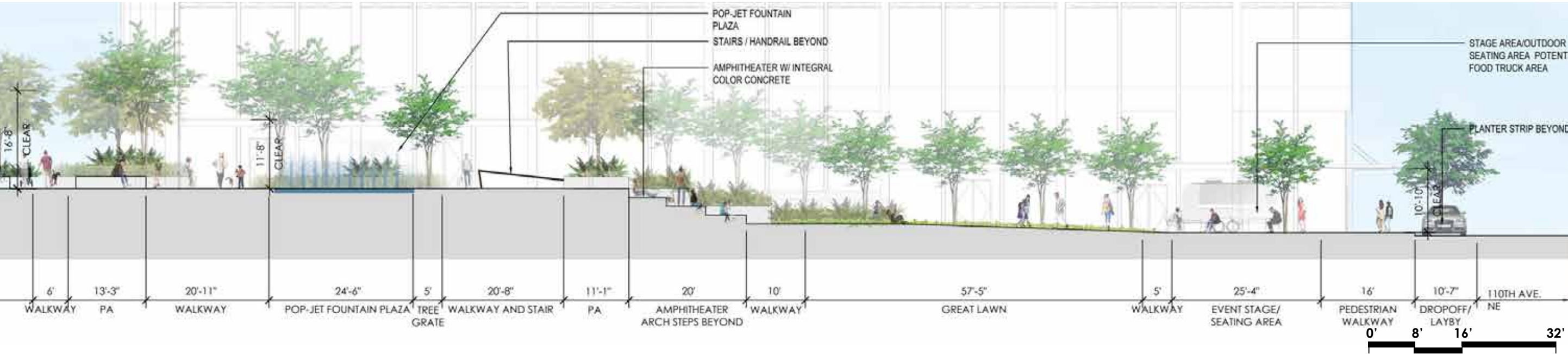


EAST ELEVATION @ PARKING





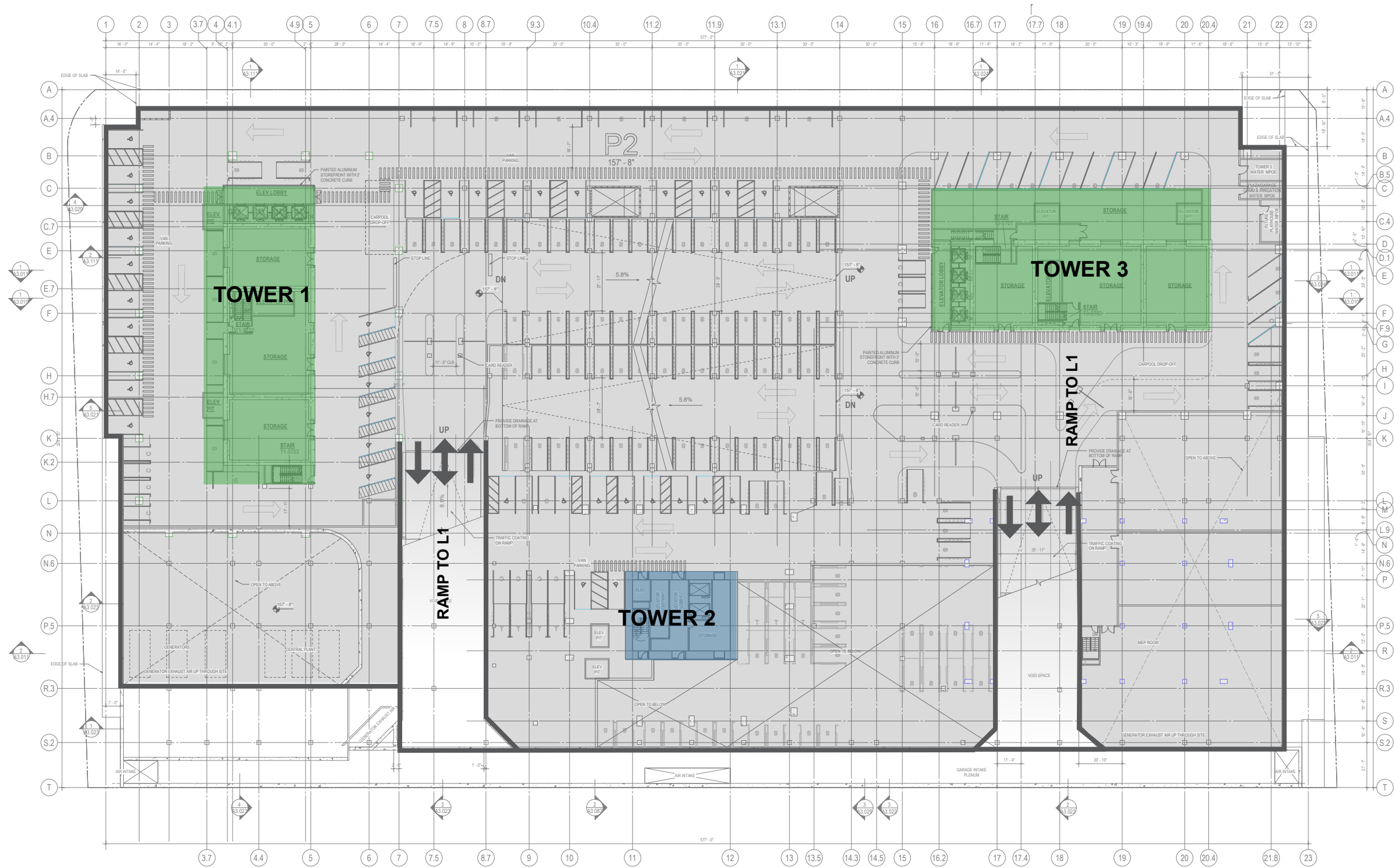
W - E SECTION @ MIST GARDEN



W - E SECTION @ THEATER PLAZA

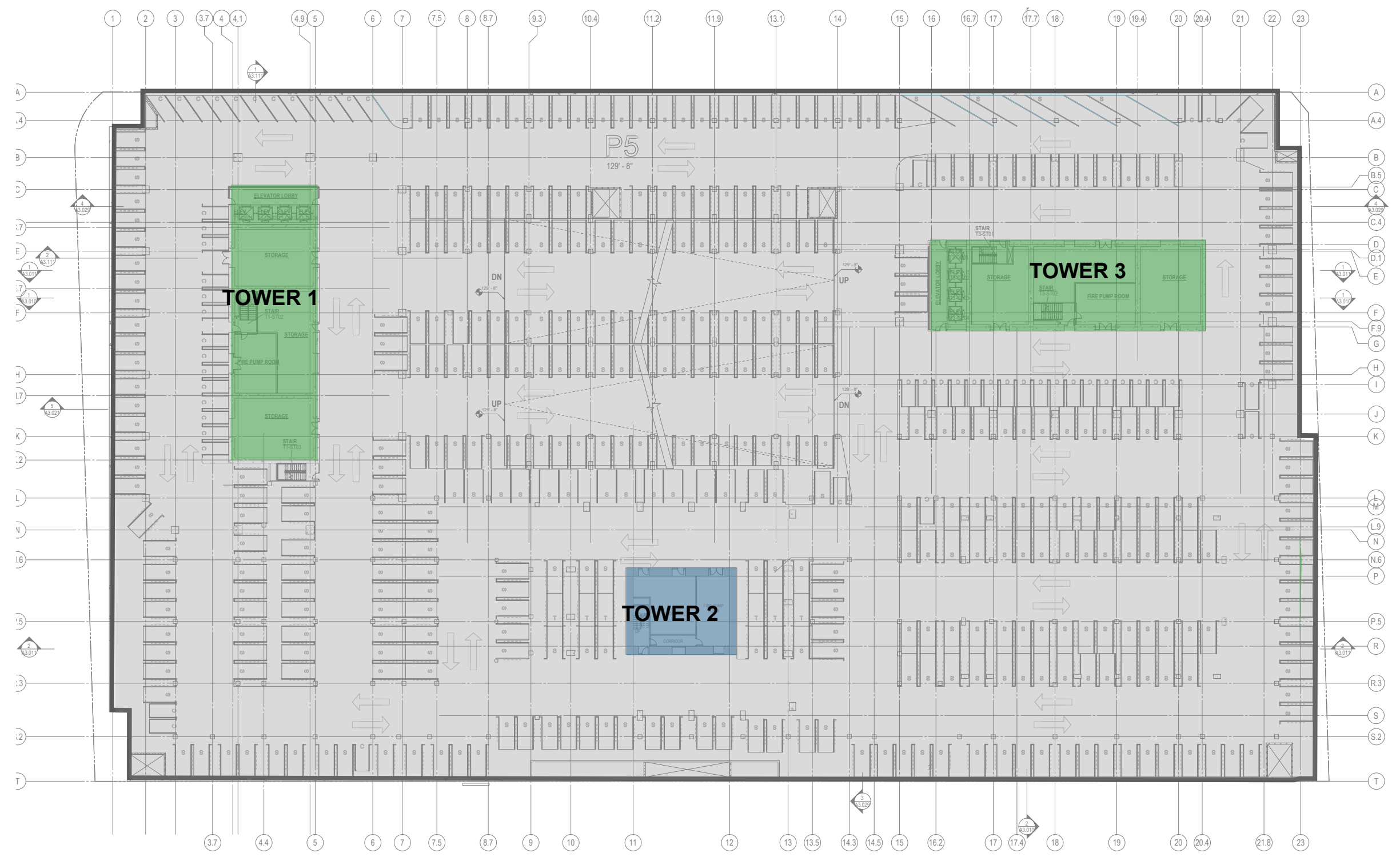




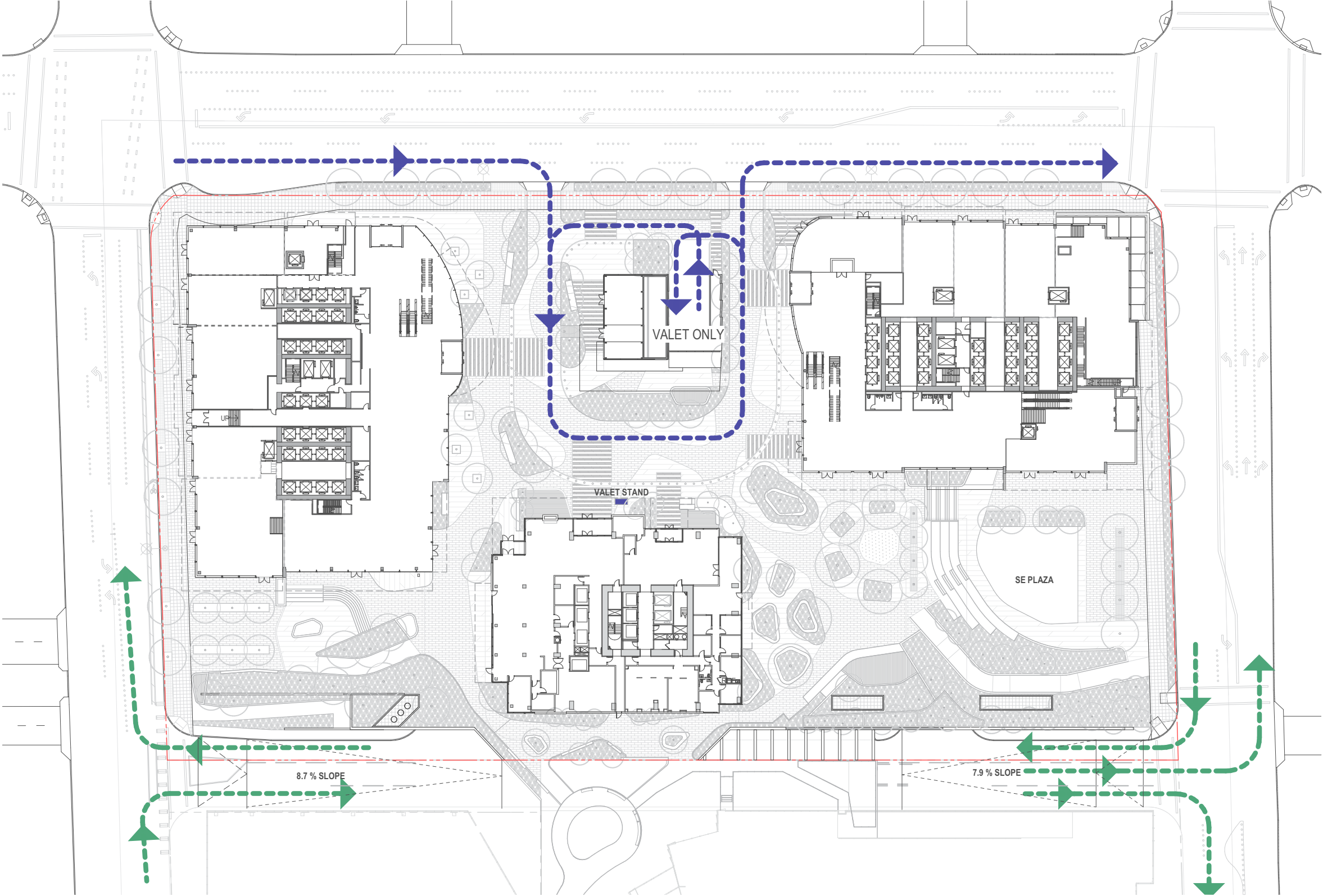


P2 LEVEL FLOOR PLAN



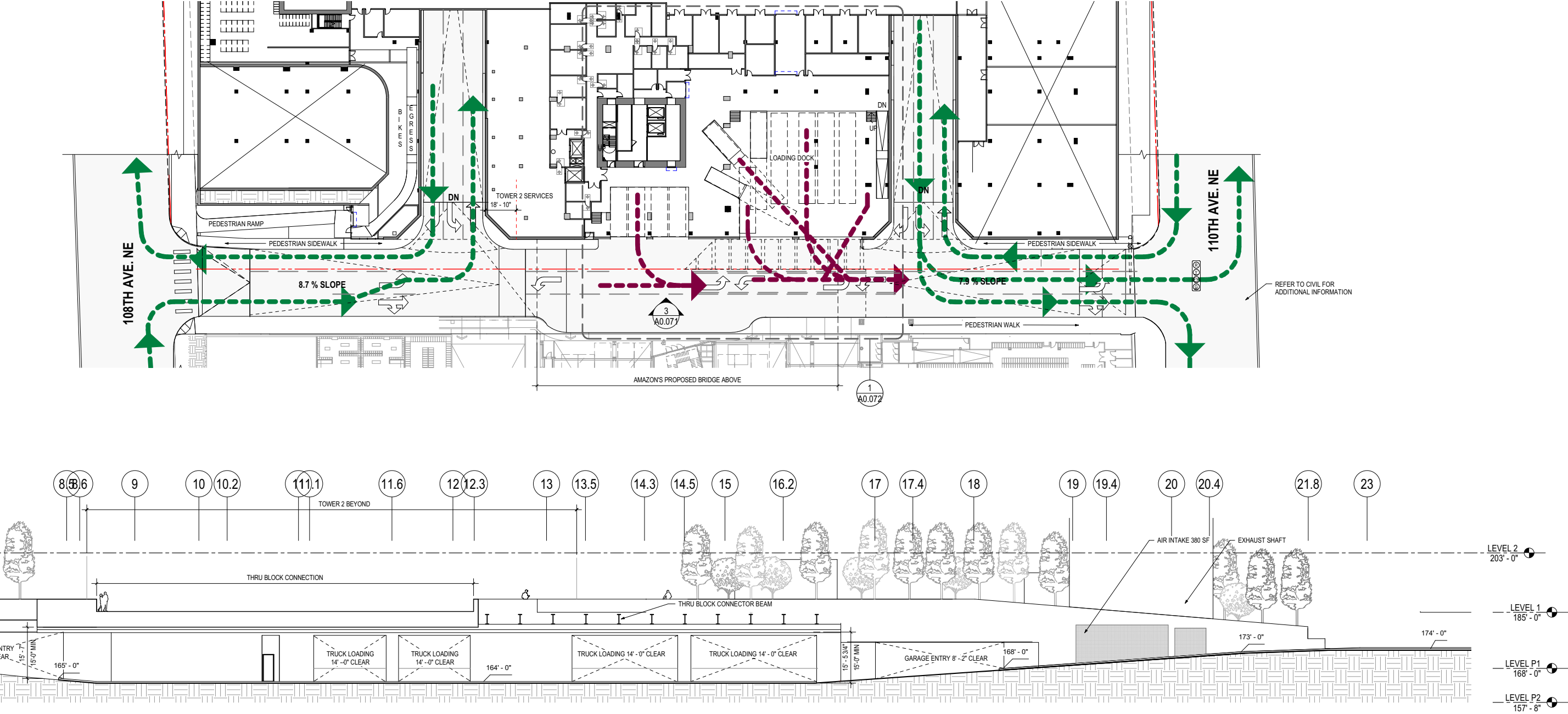


TYPICAL PARKING FLOOR PLAN

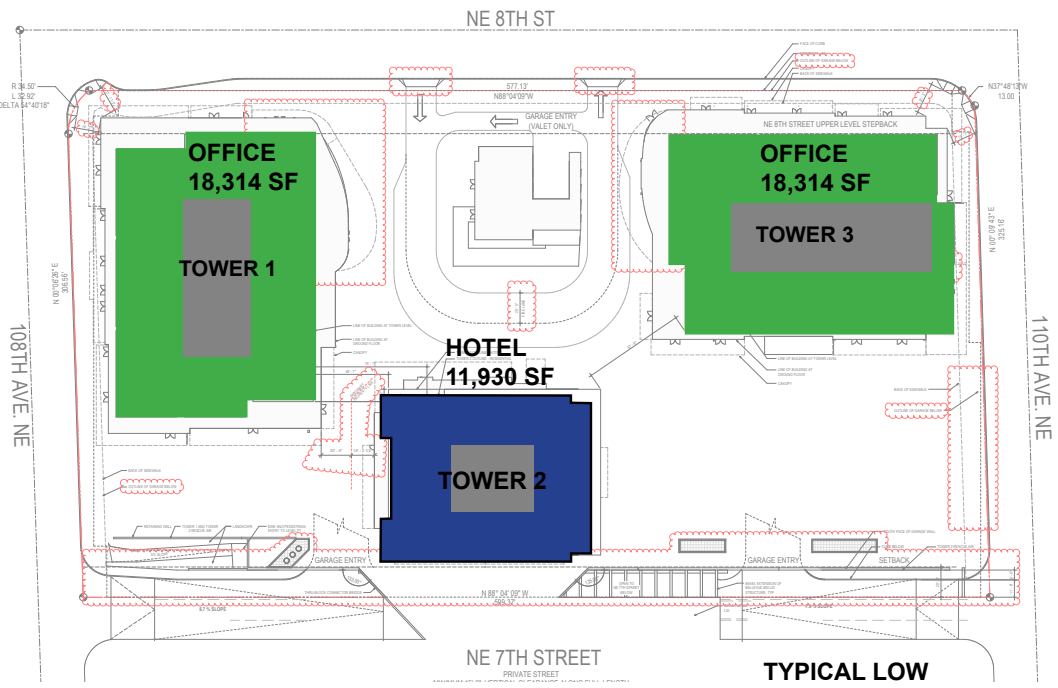
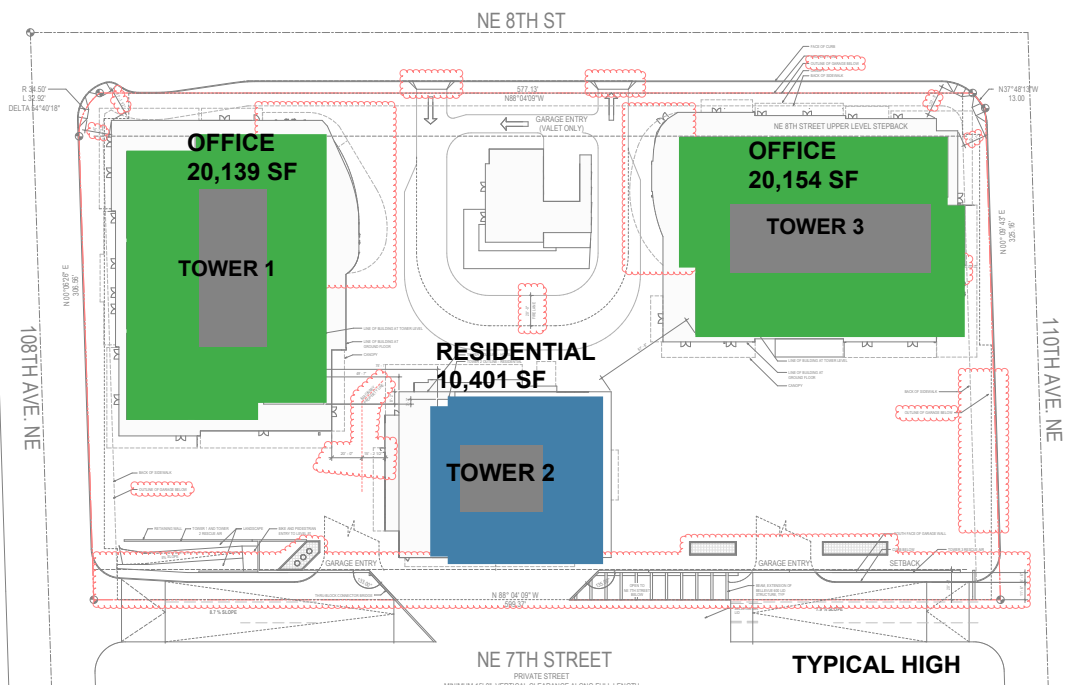


VEHICLE CIRCULATION LEGEND

- VALET PICK-UP / DROP-OFF CIRCULATION
- VISITOR GARAGE PARKING CIRCULATION
- TRUCK CIRCULATION



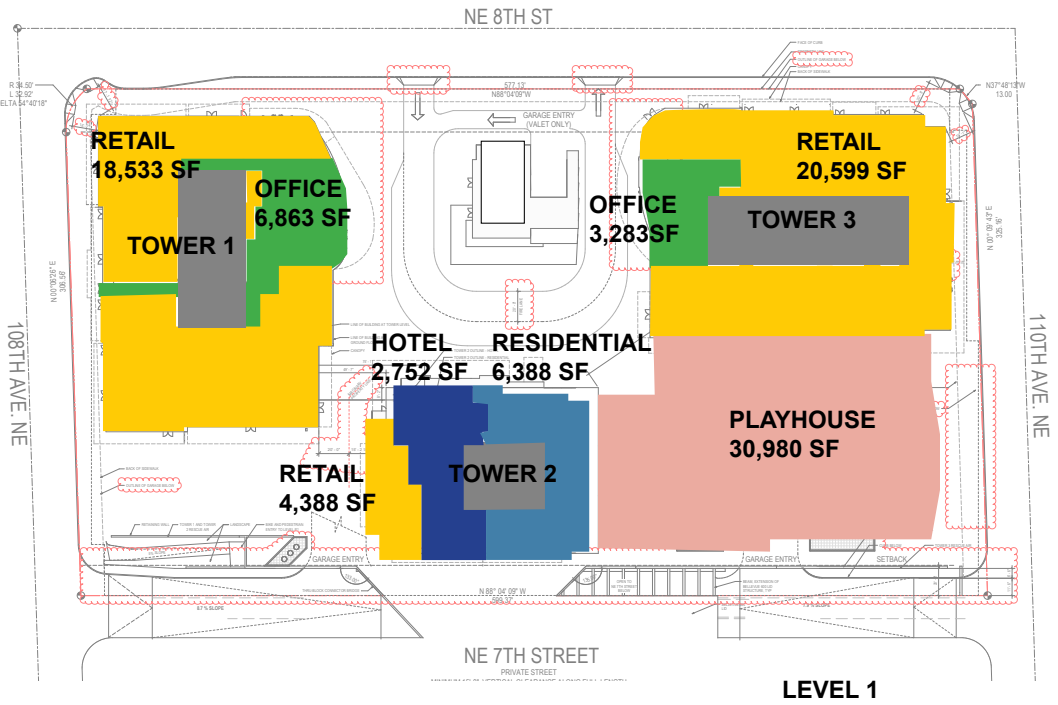
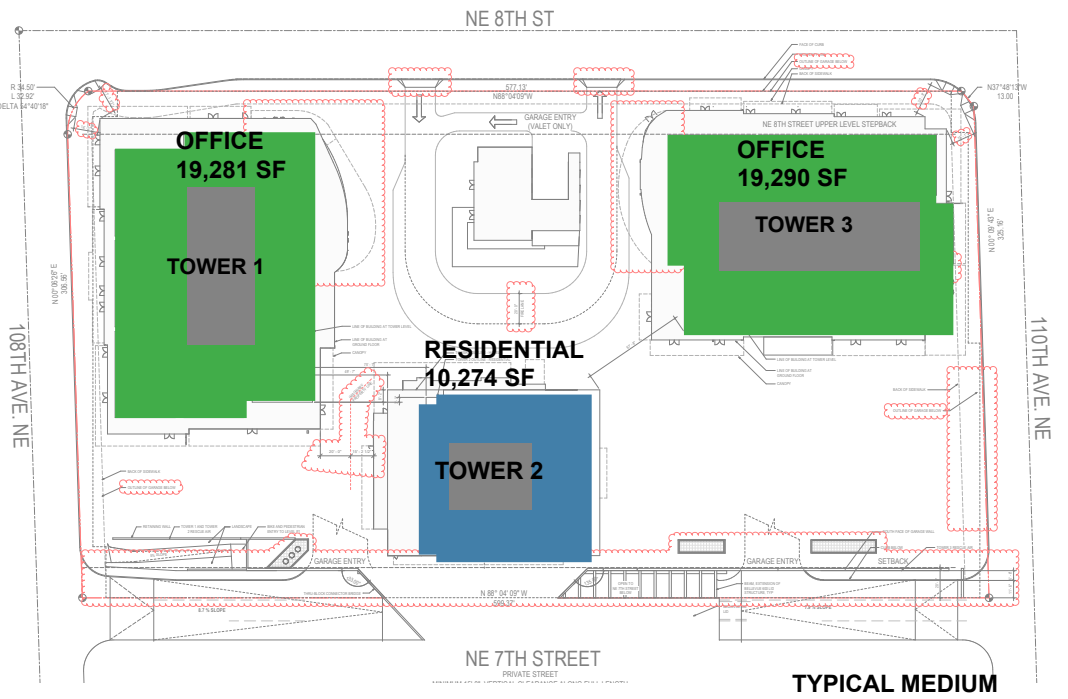




FAR AREA - PHASE I (T1+T2)				
		Excluded	Included	Gross FAR
Level 1	Active Use	22,921 SF		
	Office		6,863 SF	
	Hotel		2,752 SF	
	Residential		6,388 SF	
	Other	0,701 SF		
	Total	23,622 SF	16,003 SF	39,625 SF
Typical Low Level -Hotel	Office		18,314 SF	
	Hotel		11,930 SF	
	Other	1,191 SF		
	Total	1,191 SF	30,244 SF	31,487 SF
Typical Medium Level - Residential	Office		19,281 SF	
	Residential		10,274 SF	
	Other	1,193 SF		
	Total	1,193 SF	29,555 SF	30,748 SF
Typical High Level - Residential	Office		20,139 SF	
	Residential		10,401 SF	
	Other	11,650 SF		
	Total	11,650 SF	30,540 SF	31,789 SF

FAR AREA - PHASE II (T3)				
		Excluded	Included	Gross FAR
Level 1	Active Use	20,116 SF		
	Office		3,283 SF	
	Other	0,483 SF		
	Total	20,599 SF	3,283 SF	23,882 SF
Typical Low Level	Office		18,314 SF	
	Other	0,701 SF		
	Total	0,701 SF	18,314 SF	19,015 SF
Typical Medium Level	Office		19,290 SF	
	Other	0,714 SF		
	Total	0,714 SF	19,290 SF	20,004 SF
Typical High Level	Office		20,154 SF	
	Other	0,776 SF		
	Total	0,776 SF	20,154 SF	20,930 SF

FAR AREA - PHASE III (PLAYHOUSE)				
		Excluded	Included	Gross FAR
Level 1	Playhouse	30,980 SF		
	Total	30,980 SF		30,980 SF

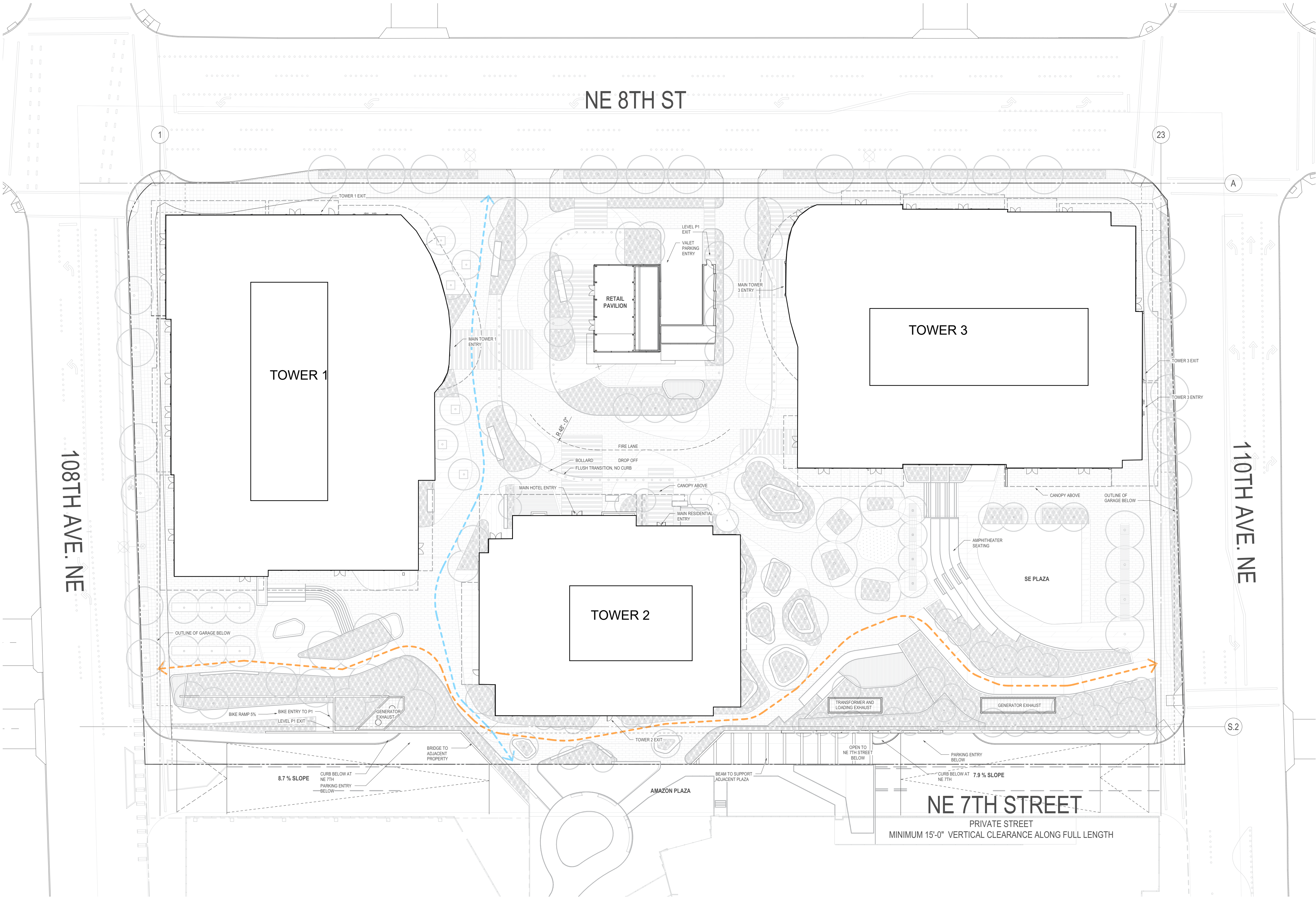


- RETAIL (EXCLUDED)
- OFFICE (INCLUDED)
- PLAYHOUSE (EXCLUDED)
- RESIDENTIAL (INCLUDED)
- HOTEL (INCLUDED)
- OTHER (EXCLUDED)









PROJECT NAME

Cloudvue

A Mixed-use Office Transit Oriented Development

PROJECT ADDRESS

10855 NE 8th Street  
Bellevue, Washington 98004

CLIENT

Bellevue Downtown  
Development LLC

433 California St. Floor 7  
San Francisco, CA 94104

KEY PLAN

NO.

ISSUED

DATE

REVISIONS

CONSULTANTS

DESIGN ARCHITECT

MZA

752 108th Ave NE Suite 203,  
Bellevue, WA 98004  
T: 425-559-7888

CIVIL ENGINEER

Navix Engineering 11235 SE 6TH St #150, BELLEVUE, WA 98004

LANDSCAPE ARCHITECT

GCH 6101 22ND AVE NW, SEATTLE, WA 98107

DRAWING STATUS

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MZA

ARCHITECTURE

STAMP

NORTH ARROW

N

DRAWING TITLE

PHASE ONE

DRAWN

CHECKED

SCALE

1" = 30' - 0"

DATE

04.30.2021

PROJECT NO.

18-007\_Cloudvue

DRAWING NO.

A1.02

REVISION NO.



## A1.03

REVISION NO.



752 108th Ave NE Suite 203  
Bellevue, WA 98004  
T: 425-559-7888

50, BELLEVUE, WA 98004

### DRAWING STATUS

## MDP REVISIONS TO MATCH ADR

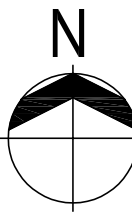
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STAMP

NORTH ARROW



DRAWING TITLE

## MDP Level 1

## PHASE ONE

DRAWN

CHECKED

SCALE

SCALE  
**1" = 30' - 0"**

DATE \_\_\_\_\_

DATE  
**04.30.2021**

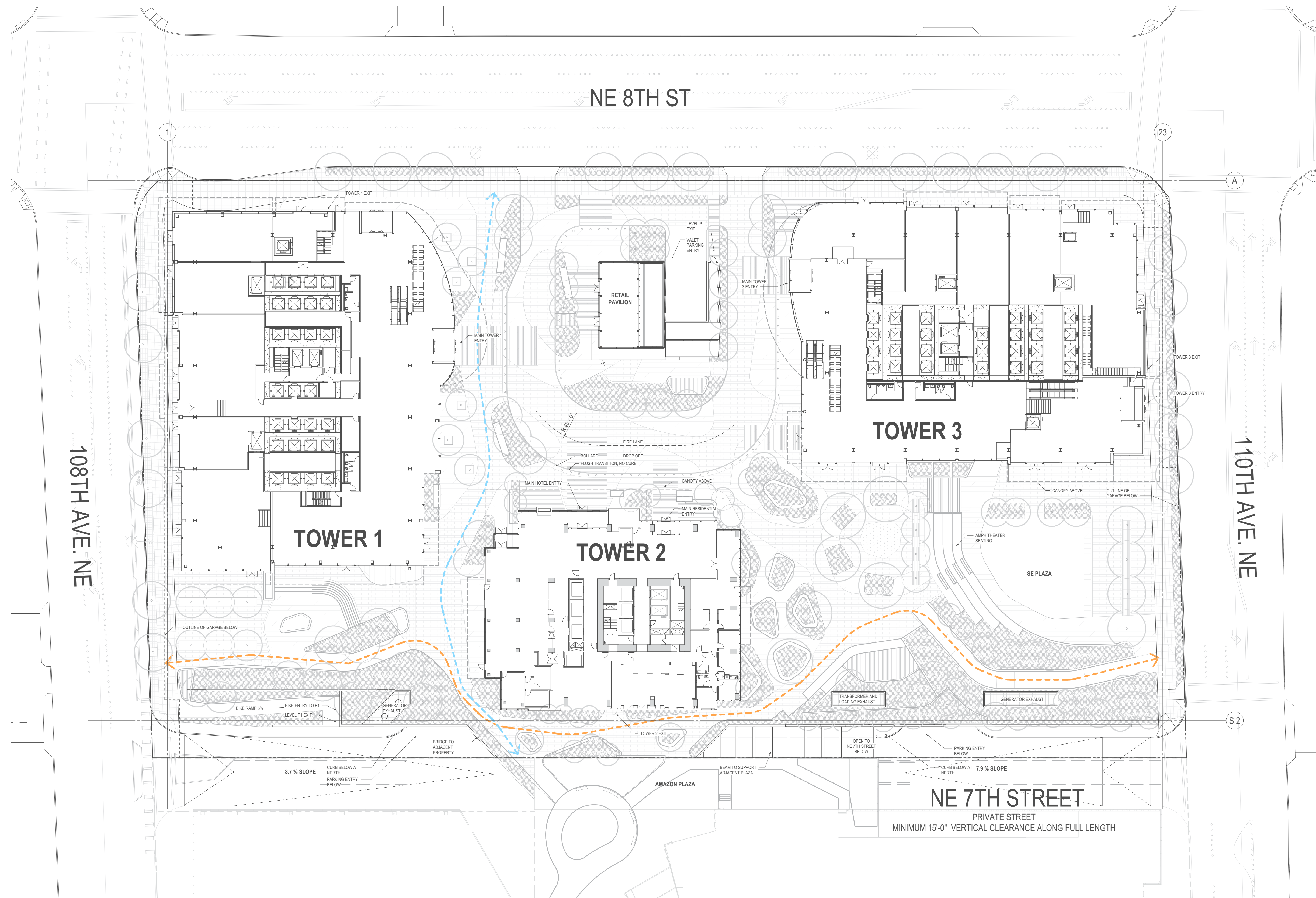
PROJECT NO.

18-007 Cloudvue

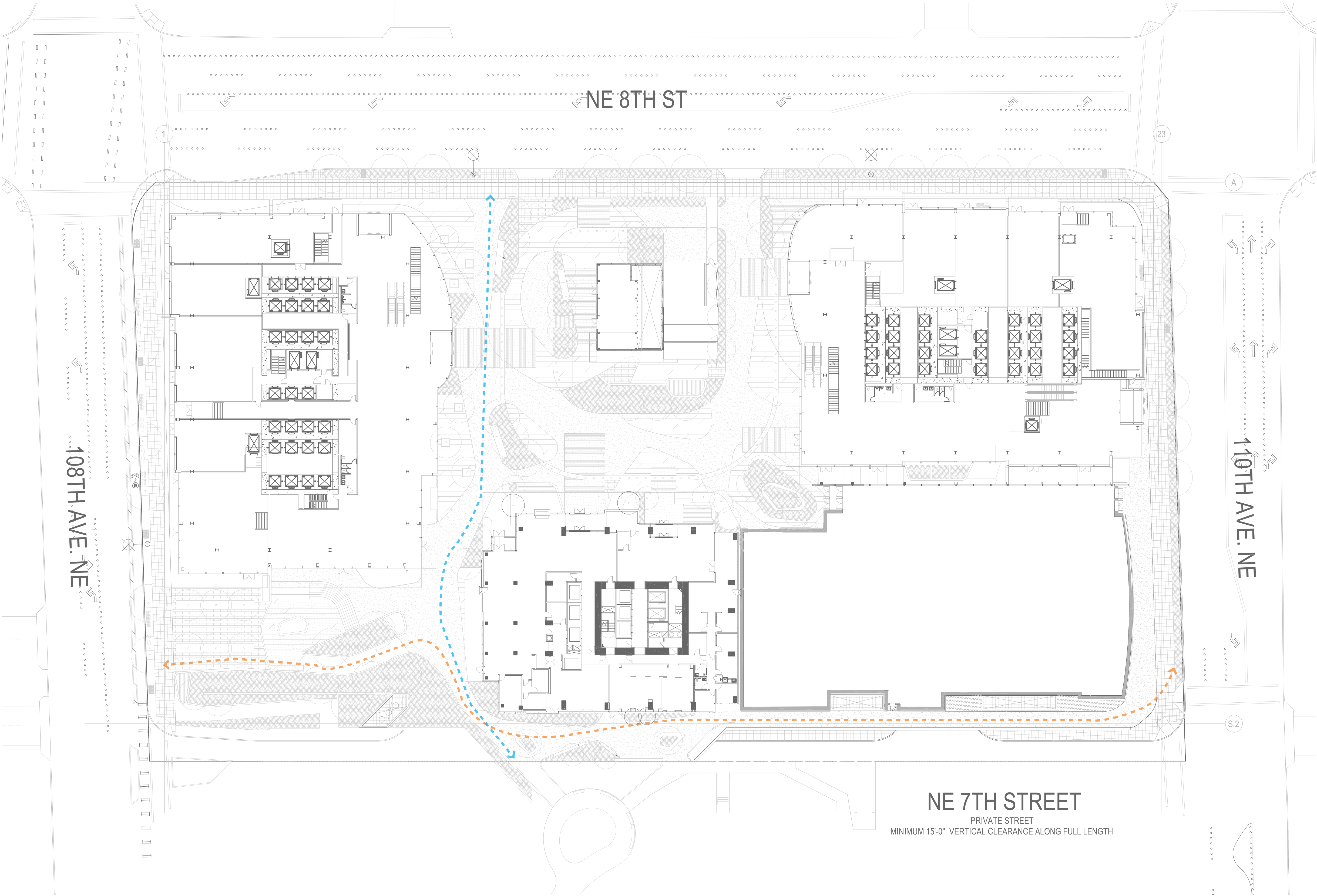
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## A2.01

REVISION NO







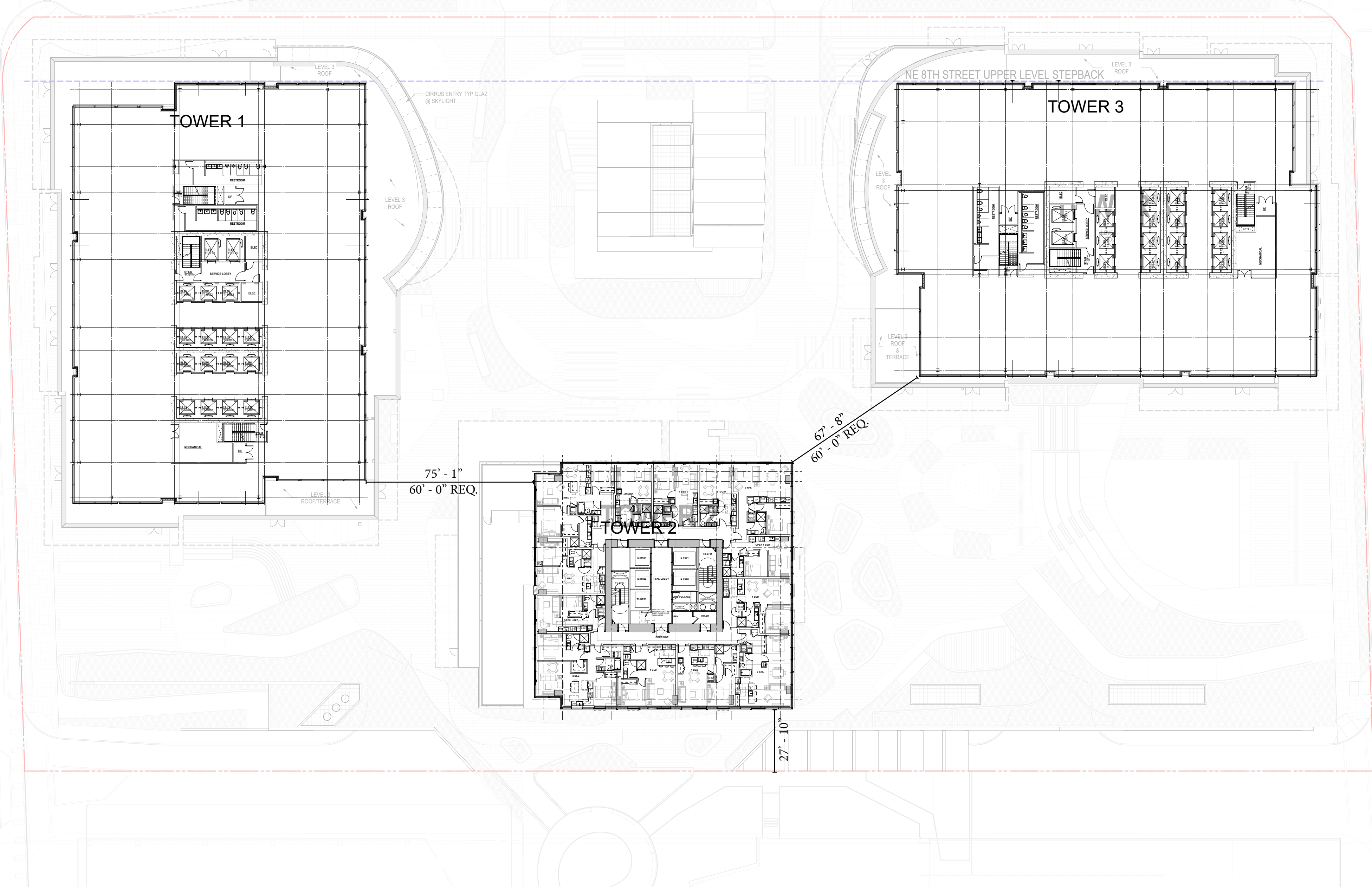


Typical Tower Plan

108TH AVE. NE

NE 8TH ST

110TH AVE. NE



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DESIGN ARCHITECT		
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CIVIL ENGINEER		
Navix Engineering 11235 SE 6TH St #150, BELLEVUE, WA 98004		
LANDSCAPE ARCHITECT		
GCH 6101 22ND AVE NW, SEATTLE, WA 98107		

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STAMP

NORTH ARROW

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DRAWING TITLE

Typical Tower Plan

DRAWN

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SCALE

DATE

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04.30.2021

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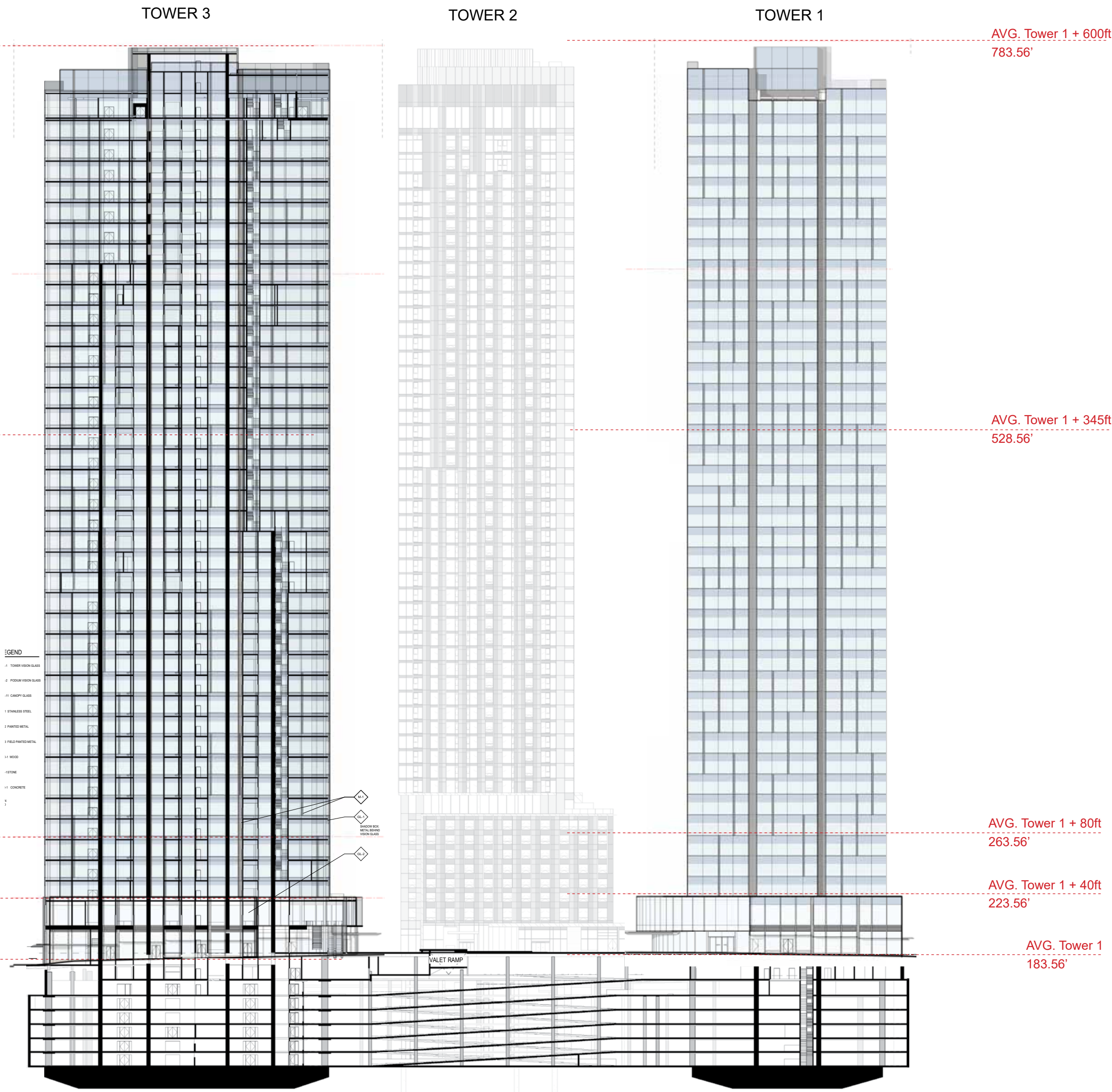
18-007\_Cloudvue

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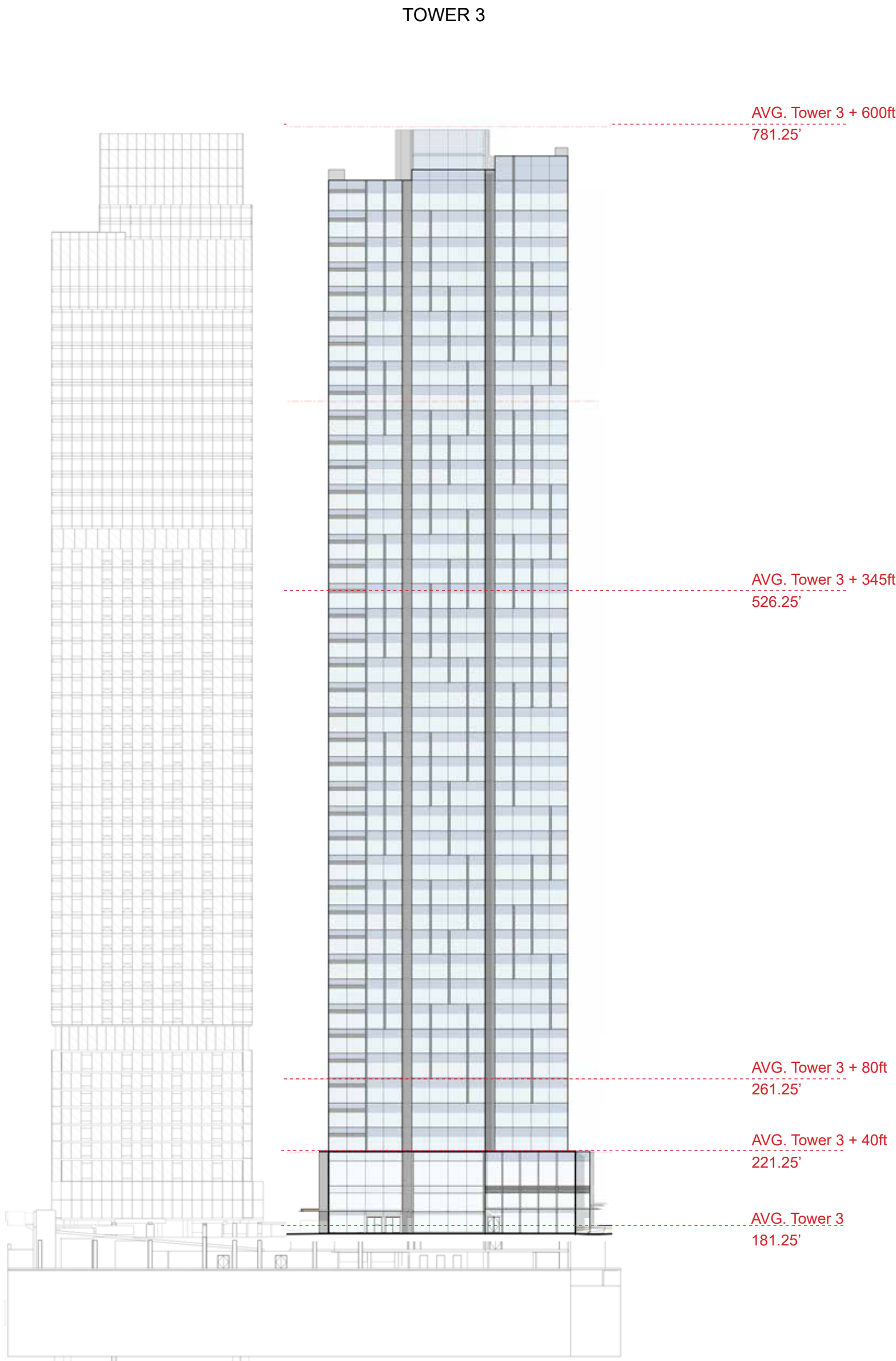
REVISION NO.

A2.09





North Elevation



East Elevation

PROJECT NAME

Cloudvue

A Mixed-use Office Transit Oriented Development

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10855 NE 8th Street  
Bellevue, Washington 98004

CLIENT

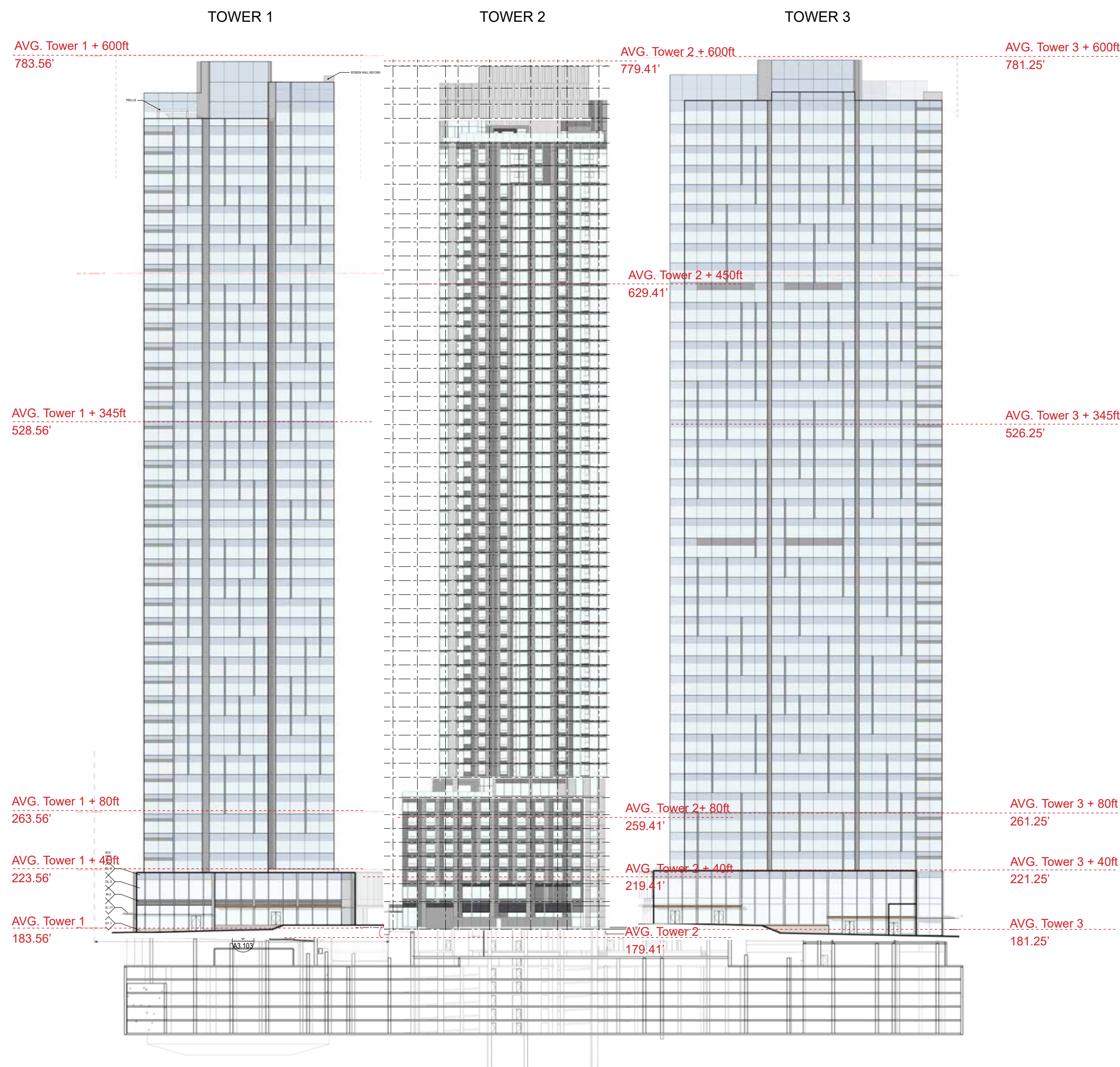
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Development LLC

433 California St. Floor 7  
San Francisco, CA 94104

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Navix Engineering 11235 SE 6TH St #150, BELLEVUE, WA 98004		
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ARCHITECTURE		
STAMP	NORTH ARROW	
	N	
DRAWING TITLE		
Building Elevations (N,E)		
DRAWN	CHECKED	
SCALE	DATE	
1" = 60' - 0"	04.30.2021	
PROJECT NO.		
18-007_Cloudvue		
DRAWING NO.	REVISION NO.	
A4.01		





## South Elevation



## West Elevation

PROJECT NAME

**Cloudvue**

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10855 NE 8th Street  
Bellevue, Washington 98004

CLIENT  
Bellevue Downtown  
Development LLC

433 California St. Floor 7  
San Francisco, CA 94104

[illegible]

NO.	ISSUED	DATE
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## REVISIONS

CONSULTANTS

DESIGN ARCHITECT

**MZA**

752 108th Ave NE Suite 203,  
Bellevue, WA 98004  
T: 425-559-7888

CIVIL ENGINEER

avix Engineering 11235 SE 6TH ST #150, BELLEVUE, WA 98004

LANDSCAPE ARCHITECT  
BOX 6101 22ND AVE NW, SEATTLE, WA 98107

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A R C H I T E C T U R E

TAMP

NORTH ARROW

A north arrow pointing upwards, consisting of a circle with a vertical line through the center. The top half of the circle is shaded black. Above the circle is a large letter 'N'.

**Building Elevations (S,W)**

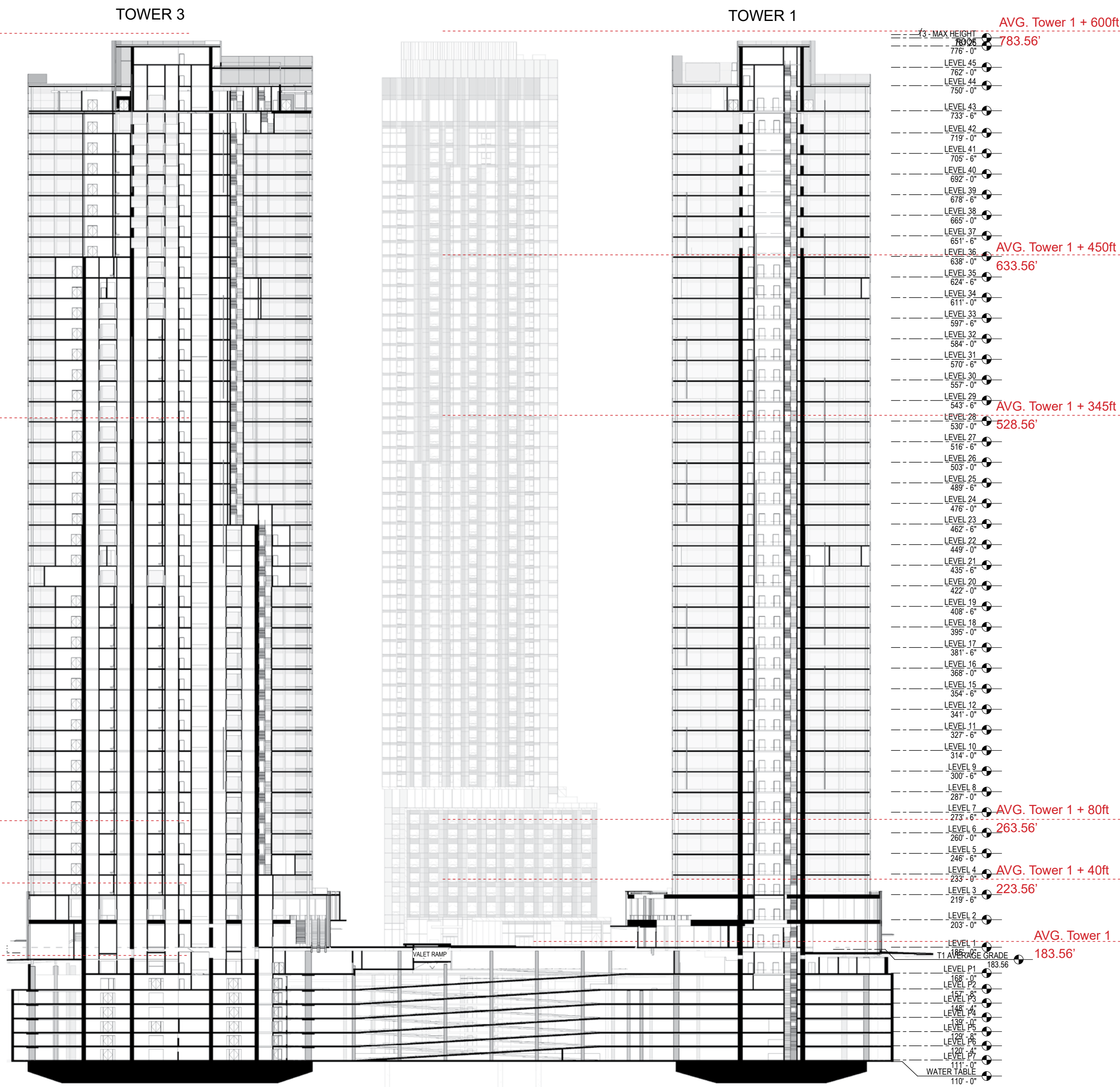
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PROJECT NO. 18-007\_Cloudvue

DRAWING NO. <b>A4.02</b>	REVISION NO.
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PROJECT NAME  
**Cloudvue**  
A Mixed-use Office Transit Oriented Development

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10855 NE 8th Street  
Bellevue, Washington 98004

CLIENT  
Bellevue Downtown  
Development LLC

433 California St. Floor 7  
San Francisco, CA 94104

KEY PLAN

NO.	ISSUED	DATE
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REVISIONS

CONSULTANTS

DESIGN ARCHITECT  
**M Z A** 752 108th Ave NE Suite 203,  
Bellevue, WA 98004  
T: 425-559-7888

CIVIL ENGINEER  
Navix Engineering 11235 SE 6TH St #150, BELLEVUE, WA 98004

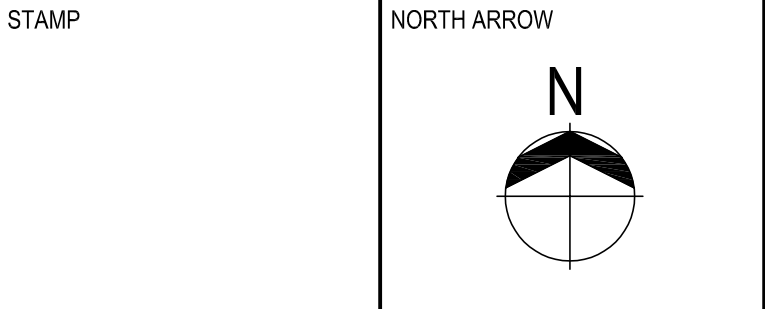
LANDSCAPE ARCHITECT  
GCH 6101 22ND AVE NW, SEATTLE, WA 98107

DRAWING STATUS

MDP REVISIONS TO MATCH ADR

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DRAWING TITLE  
**Section A-A'**

DRAWN	CHECKED
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SCALE <b>1" = 60' - 0"</b>	DATE <b>04.30.2021</b>
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PROJECT NO.  
18-007\_Cloudvue

DRAWING NO. <b>A5.01</b>	REVISION NO.
-----------------------------	--------------

Sally Nichols  
6/22/2021

**ENVIRONMENTAL CHECKLIST**

10/9/2009

Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

**INTRODUCTION**

**Purpose of the Checklist:**

The State Environmental Policy Act (SEPA), Chapter 43.21c RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Bellevue identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.

**Instructions for Applicants:**

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Giving complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the Planner in the Permit Center can assist you.

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. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

Received

JUN 28 2019

**Use of a Checklist for Nonproject Proposals:** *A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.*

Permit Processing

For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.

For nonproject actions, the references in the checklist to the words *project*, *applicant*, and *property* or *site* should be read as *proposal*, *proposer*, and *affected geographic area*, respectively.

**Attach an 8 1/2" x 11 vicinity map which accurately locates the proposed site.**

SN

Annotated: 08/16/19  
Senior Planner Faheem Darab

updated May/June 2021  
Sally Nichols, Urb. Des. Plan. Mgr

## BACKGROUND INFORMATION

Property Owner: Bellevue Downtown Development LLC

Proponent: Ted Silence

Contact Person: Kevin Sutton, MZA

(If different from the owner. All questions and correspondence will be directed to the individual listed.)

600 108th Ave NE, Suite 108

Address: Bellevue, WA 98004

Phone: (425) 559-7583

Proposal Title: Cloudvue *Master Development Plan (MDP)*

Proposal Location: 10855 NE 8th St

(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 1/2" x 11" vicinity map that accurately locates the proposal site.

Give an accurate, brief description of the proposal's scope and nature:

1. General description: *Phase One* master plan to include 3 towers above retail podium & below grade parking

*2-Phase MDP: Phase Two - addition of Playhouse*

2. Acreage of site: 4.61

3. Number of dwelling units/buildings to be demolished: 3 building *commercial, no residential*

4. Number of dwelling units/buildings to be constructed: *538 + 117 hotel units*  
515 units

5. Square footage of buildings to be demolished: 47,102sf

6. Square footage of buildings to be constructed: 4,158,567

7. Quantity of earth movement (in cubic yards): 600,000 CY Excavated

8. Proposed land use: office, residential, and retail

9. Design features, including building height, number of stories and proposed exterior materials:

Up to 600' height, 40, 41, and 54 stories / building, clad in primarily metal panel and glass curtainwall

10. Other

Estimated date of completion of the proposal or timing of phasing:

*2024 Phase One - 2024*

*Phase Two - w/in 10 yrs of date of MDP*

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

Not beyond the master plan



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

Environmental reports have been developed for the existing site

DCI, Stormwater Report, July 24, 2019

Associated Earth Sciences, Geotech Report, January 28, 2016

TIA, transportation, April 2021

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

None that we're aware of.

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

Permits as required by the City of Bellevue. Including but not limited to building, grading, smoke control, utility, mechanical, electrical, etc.

Administrative Design Review, 20-111224-LD Phase One

project-specific environmental review and ancillary const. permits.

Please provide one or more of the following exhibits, if applicable to your proposal. (Please check appropriate box(es) for exhibits submitted with your proposal):

☐ Land Use Reclassification (rezone) Map of existing and proposed zoning

☐ Preliminary Plat or Planned Unit Development  
Preliminary plat map

☒ Clearing & Grading Permit  
Plan of existing and proposed grading  
Development plans

☒ Building Permit (or Design Review)  
Site plan  
Clearing & grading plan

☐ Shoreline Management Permit  
Site plan

## A. ENVIRONMENTAL ELEMENTS

### 1. Earth

a. General description of the site: ☒ Flat ☐ Rolling ☐ Hilly ☐ Steep slopes ☐ Mountains ☐ Other

b. What is the steepest slope on the site (approximate percent slope)? 7-10%

c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

5' of fill, 20' of Vashon Lodgement Till, Dense Gravelly sand, dense silty sand and hard silt.

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

There are no indications or history that we are aware of.



- ✓e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Estimated 600,000 cubic yards will be excavated for the below grade parking garage.

- ✓f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.  
not likely
- ✓g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?  
98%

- ✓h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

A combination of cantilevered piles and soil nailing system will be designed to retain the earth during the excavation and construction process.

*covered Loads / BMP's*

*Reviewed during Design Review for each phase / plan*

*Erosion & Sedimentation Control per BCC 23.76 / C&G inspections req'd*  
*BCC 23.76 C&G code: Erosion & Sedimentation Control*

## 2. AIR

- ✓a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Construction activities will create some dust and will require vehicle trips which may cause some automobile odor. After completion, the only odors should be from auto's and regular business operations by possible restaurant tenants, generator exhaust, etc.

- ✓b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.  
None that we're aware of.

- ✓c. Proposed measures to reduce or control emissions or other impacts to the air, if any:

All exhaust will be located in areas away from and directed away from pedestrians as prescribed by code and permitted by the city of Bellevue.

*covered Loads per 5 EPA BCC 23.76 RCW 40.61.655*

## 3. WATER

- ✓a. Surface

- ✓(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.

No

- ✓(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.

No

*Construction dust suppression per BCC 23.76 (Constructive not part of MDP review)*

- ✓(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.

N/A

- ✓(4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

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

No

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

No

b. Ground

- ✓(1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description.

The building may utilize an underslab drainage pump which could impact the ground water level in the immediate area of the structure.

- ✓(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.

N/A

c. Water Runoff (Including storm water)

- ✓(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.

Stormwater will be collected in catch basins in drive lanes. Rooftops will collect water in landscape areas and route the water through internal drains to the storm system.

- ✓(2) Could waste materials enter ground or surface waters? If so, generally describe.

No

- /d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

The use of landscape areas on the building and routing some drainage through those areas should help to reduce the speed of runoff.

per  
utilities  
code 24.06 -  
storm and surface  
water

#### 4. Plants

- a. Check or circle types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

veg. assoc. w/ former church  
and comm. parking lot -  
all exist veg to be replaced/enhanced

- b. What kind and amount of vegetation will be removed or altered?

Existing street trees will be removed along with miscellaneous shrubs on the property interior.

and trees on  
church site

- c. List threatened or endangered species known to be on or near the site.

None that we're aware of.

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

New landscaping is proposed along street fronts, atop the public plaza and atop certain roof decks.

#### 5. ANIMALS

- a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

- ☒ Birds: hawk, heron, eagle, songbirds, other:
- ☐ Mammals: deer, bear, elk, beaver, other:
- ☐ Fish: bass, salmon, trout, herring, shellfish, other:

r

- b. List any threatened or endangered species known to be on or near the site.

None that we're aware of

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

Not that we're aware of

- d. Proposed measures to preserve or enhance wildlife, if any:

The site will have more landscaped areas than it currently does

*Birds w/in Pacific  
Flyway, which  
encompasses entire  
Puget Sound region*

## 6. Energy and Natural Resources

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

Electric and gas

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

The high rise towers do cast some shade on adjacent properties

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

Low-e glazing, building insulation, efficient equipment, etc.

*To be  
reviewed w/  
Dps. Review  
of each  
phase/bldg*

## 7. Environmental Health

- 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.

There will be very small fuel storage tanks to serve the generators. Their fuel locations will likely be on the exterior of the building on the south side along the mid-block connection.

- (1) Describe special emergency services that might be required.

None

- (2) Proposed measures to reduce or control environmental health hazards, if any.

Fuel storage tanks are smaller in nature and are double walled per code requirements.

b. Noise

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

Traffic noise

MDP non-  
project SEPA/  
const. noise  
BCC 9.18

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

Short term construction noise, short term operational noise (generator testing), long term traffic noise.

- ✓ (3) Proposed measures to reduce or control noise impacts, if any:

Loading is proposed below the building and open to the depressed mid block connection. The lower elevation and interior function should help to keep noise as minimal as possible.

const. noise hours  
BCC 9.18

8. Land and Shoreline Use

- ✓ a. What is the current use of the site and adjacent properties?

Church, photo studio, office building, and parking. Adjacent properties are retail, office and residential.

- ✓ b. Has the site been used for agriculture? If so, describe.

No

- ✓ c. Describe any structures on the site.

The existing site houses a church at the NW corner, a former photo studio at the NE corner, and an office building at the SW corner. the remaining area contains parking.

- ✓ d. Will any structures be demolished? If so, what?

Existing buildings noted above will be removed

- ✓ e. What is the current zoning classification of the site?

DT-O-1

- ✓ f. What is the current comprehensive plan designation of the site?

City of Bellevue Comprehensive Plan Volume 1 & 2 *Downtown*

- ✓ g. If applicable, what is the current shoreline master program designation of the site?

N/A

- ✓ h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

No

- ✓ i. Approximately how many people would reside or work in the completed project?

3500 residents and employees.

- ✓ j. Approximately how many people would the completed project displace?

50

- k. Proposed measures to avoid or reduce displacement impacts, if any:

None

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

We are entering into the the city's design review process where all code aspects will be reviewed for compliance.

## 9. Housing

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

515 units (high income)

538

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

None

- c. Proposed measures to reduce or control housing impacts, if any:

None

## 10. Aesthetics

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

600' metal, glass

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

Territorial views from other high rise buildings that might look through our site.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

None

Administrative Design Review  
will be required for each bldg/phase



## 11. Light and Glare

- ✓ a. What type of light or glare will the proposal produce? What time of day would it mainly occur?  
Light should be contained within the project site. Tower glazing could cause some glare
- ✓ b. Could light or glare from the finished project be a safety hazard or interfere with views?  
Glare is not expected to interfere with views or public safety
- ✓ c. What existing off-site sources of light or glare may affect your proposal?  
There are a few reflective buildings in the area, but density should limit opportunities for glare
- ✓ d. Proposed measures to reduce or control light or glare impacts, if any:  
Use of glass that is not highly reflective.

*Reviewed during  
Design Review for  
each bldg / phase*

## 12. Recreation

- ✓ a. What designated and informal recreational opportunities are in the immediate vicinity?  
Bellevue Downtown Park
- ✓ b. Would the proposed project displace any existing recreational uses? If so, describe.  
No
- ✓ c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:  
The project will include a grade level plaza that can serve as a gathering place

## 13. Historic and Cultural Preservation

- ✓ a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.  
No
- ✓ b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.  
None
- ✓ c. Proposed measures to reduce or control impacts, if any:  
None

## 14. Transportation

- ✓ a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.  
I-405 leads to NE 8th which connects to 108th and 110th on either side of the site.
- ✓ b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?  
Yes - same superblock as Bell Transit center (NE 4th) Sound Transit light rail station (w/in 400')
- ✓ c. How many parking spaces would be completed project have? How many would the project eliminate?  
3588 new, eliminates 388 existing stalls  
2,487

*Parking reduction  
request reviewed during  
Design Review for each  
bldg / phase*



d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).  
*new mid-block vehic. connector (private w/pub. easement) NE 7th St.*  
*public easement*  
Mid block connection will be provided along a crosswalk across 110th. *for pedestrians*

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

No

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Vehicle trips have not been estimated at this time

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

Our project will be accessed from the mid-block connection. There will be signal and channelization adjustments that will be included with this project.

*Transportation Impact Analysis will be required as part of Master Development Plan review*  
*Concurrent cert. to be issued w/ decision - for MDP only - 7/18/2021*

## 15. Public Services

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

Yes. The project does accommodate additional permanent residents and employees. This would create additional demand for the services noted above.

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

None

## 16. Utilities

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

Electricity, gas, water, refuse, phone, sanitary and storm sewers.

b. 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.

All of the above utilities would be part of this project. Puget Sound Energy, Bellevue Utilities

## Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Kevin Sutton

Digitally signed by Kevin Sutton  
DN: C=US,  
E=kevin.sutton@mza-us.com,  
O=MZA Architecture,  
CN=Kevin Sutton  
Date: 2019.06.21  
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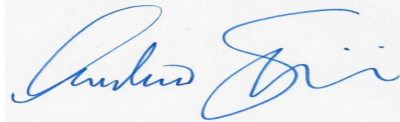
Signature.....

Date Submitted.....06/21/2019

# CERTIFICATE OF CONCURRENCY

## Cloudvue

This certificate documents the Transportation Department Director's decision that the development project at 10855 NE 8<sup>th</sup> Street (File No. 19-118270 LP & 20-111224 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 2027 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



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Director, Transportation Department

July 1, 2021

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Date

*Certificate No. 142*